

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

This report documents the development of the Greensboro Urban Area 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**

### **2010 Greensboro Urban Area LRTP Horizon Year**

#### **NC 68, TIP No. W-5114**

This project is within the 2010 horizon year of the 2035 Greensboro LRTP. Currently there are numerous rear-end collisions associated with left-turn movements from NC 68 onto East Harrell (SR 2111) and West Harrell (SR 2029), immediately south of and north of Bridge 139.

In order to address the safety problem, two alternatives, Alternative 1A and Alternative 1B, have been proposed. Both alternatives include the re-alignment of East Harrell Road (SR2111) to intersect NC 68 several hundred feet further south, in order to widen the gap between East Harrell Road (SR 2111) and West Harrell Road (SR 2029). Alternative 1A proposes that West Harrell Road (SR 2029) be re-aligned to intersect NC 68 directly across from Bartonshire Drive (SR 4831) thereby creating a 4-way intersection. Alternative 1B proposes that West Harrell Road (SR 2029) be truncated just west of NC 68 thereby eliminating that intersection. For additional information about this project, including Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch.

### **2012 Greensboro Urban Area LRTP Horizon Year**

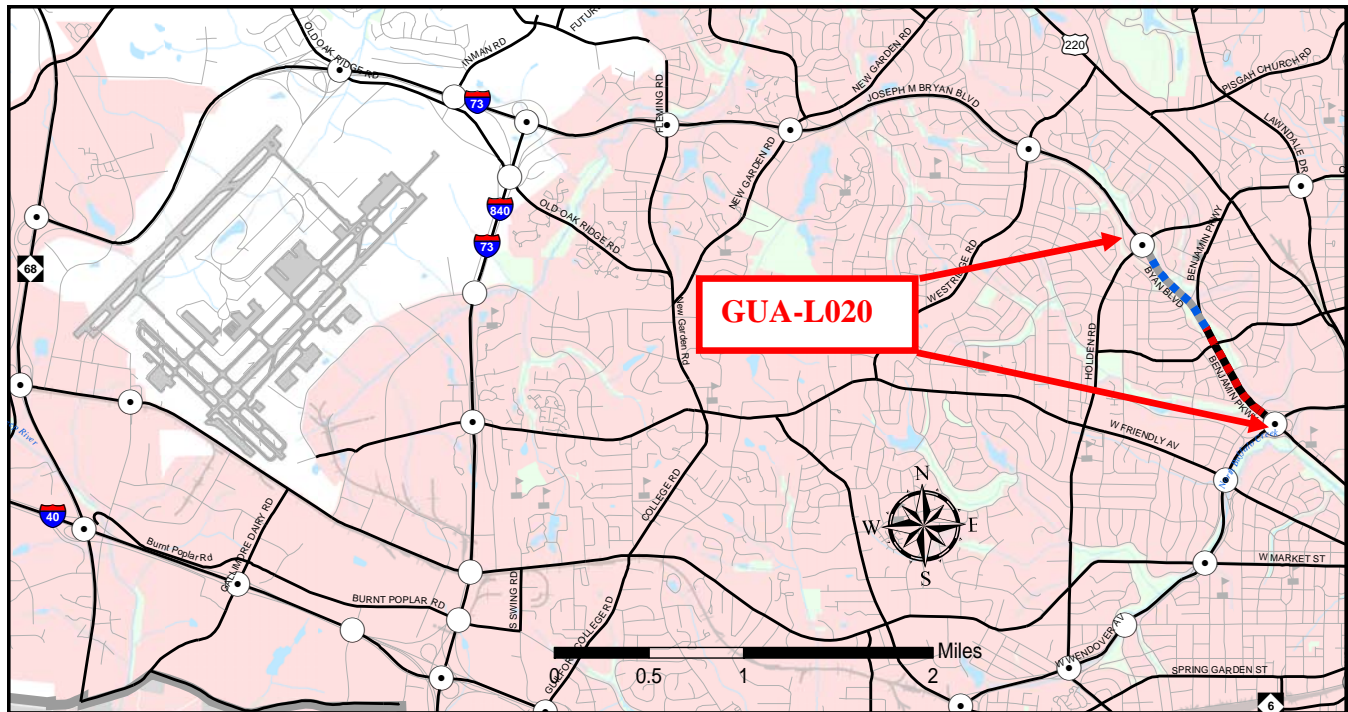
#### **Bridford Parkway (SR 4126) Extension, TIP No. U- 4006**

This project is within the 2012 horizon year of the 2035 Greensboro LRTP. Bridford Parkway Extension from Hornaday Road (SR 4126) to Burnt Poplar Road (SR 1607) is currently under construction. The proposed project is to construct a four lane divided boulevard on new location. For more information please contact NCDOT Division 7 office.

**2013-2015 Greensboro Urban Area LRTP Horizon Year**

**Benjamin Parkway (SR 2176)/Bryan Boulevard (SR 2085)  
Improvements from Holden Road (SR 1117) to  
Wendover Avenue (SR 2254)**

**Local ID: GUA-L020  
Last Updated: 7/12/11**

**Identified Problem**

Existing Benjamin Parkway (SR 2176)/Bryan Boulevard (SR 2085) is projected to be near or over capacity by 2035 from Holden Road (SR 1117) to Wendover Avenue (SR 2254). 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**

Benjamin Parkway (SR 2085)/Bryan Boulevard (SR 2176) is a vital artery in moving people and goods through this section of Greensboro, connecting residents to I-840/I-73, the Piedmont Triad International (PTI) Airport, and the Greensboro Central Business District (CBD).

Benjamin Parkway (SR 2176)/Bryan Boulevard (SR 2085) is currently a 4 to 5 lane divided facility with 12 foot lanes from Holden Road (SR 1117) to Wendover Avenue (SR 2254). The cross section is a combination of 2 northbound / 2 southbound lanes from Holden Road (SR 1117) to Benjamin Parkway and 3 northbound / 2 southbound lanes from Benjamin Parkway to Wendover Avenue (SR 2254). The facility is functionally classified as a principal arterial and is part of the sub-regional tier of the NC Multimodal Investment Network (NCOMIN).

By 2035, traffic from Holden Road (SR 1117) to Benjamin Parkway (SR 2176) is projected range between 27,200 vpd and 55,100 vpd compared to a capacity of 47,600 vpd, and from

Benjamin Parkway (SR 2177) to Wendover Avenue (SR 2254), traffic is projected to range between 57,800 vpd and 63,900 vpd compared to a LOS D capacity of 63,000 vpd.

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

Benjamin Parkway (SR 2085)/Bryan Boulevard (SR 2176) is a major travel corridor between PTI Airport and Greensboro CBD. Population along this corridor is expected to increase as rural to urban transition occurs. It is anticipated that high density residential, mixed use, commercial and industrial developments coming to the area will increase growth rates. Additionally, traffic along this corridor is expected to increase as a result of continued commercial growth and expansion of the PTI Airport.

### **CTP Project Proposal**

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

The LRTP project proposal (GUA-L020) is to widen Benjamin Parkway (SR 2176)/Bryan Boulevard (SR 2085) to a 6-lane divided facility from Holden Road (SR 1117) to Wendover Avenue (SR 2254). Bicycle and pedestrian facilities are also recommended as part of this project. The proposed improvements would provide improved traffic operations between the PTI Airport area and the Greensboro CBD due to increased capacity, address the anticipated future congestion, and provide continuity within the cross section.

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

This facility is located in Guilford County and has been identified as regionally significant in the 2035 Greensboro Urban Area LRTP. Guilford County is non-attainment for PM2.5 pollutants and has been redesignated to attainment for ozone. An air quality conformity determination for the LRTP was completed in March 2009 and includes analysis for PM2.5 and ozone.

A planning level environmental analysis was conducted to assess the environmental impacts of the roadway projects recommended for inclusion in the 2035 Greensboro Urban Area LRTP. Based on project and environmental features mapping using available GIS data, the proposed project may potentially impact wetlands, watersheds and open spaces.

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

Currently, land use in the vicinity of the project is primarily suburban residential. The Greensboro Urban Area 2035 LRTP indicates this area will be in rural to suburban transition by 2035. Primarily residential, high density residential, mixed use, commercial and industrial is expected along this corridor.

The area around the airport has and is continuing to be studied as it is expected to have significant growth. A report by UNC-Chapel Hill Professor Dr Kasarda has noted the airport area as a future "Aerotropolis" based on its central east coast location and current transportation infrastructure. The City of Greensboro's Planning Department initiated the Western Area Land Use and Infrastructure Plan study in March 2009. The plan will take a closer look at existing land uses and plan for appropriate uses for the future taking the above referenced studies into account. The plan is expected to take 1 ½ years to complete.

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

According to the 2035 Greensboro MPO LRTP, the proposed Benjamin Parkway (SR 2085)/Bryan Boulevard (SR 2176) widening is scheduled to be constructed by the year 2025

from Holden Road (SR 1117) to Wendover Avenue (SR 2254). The 2035 Greensboro Urban Area LRTP can be viewed at the following website:

<http://www.greensboronc.gov/departments/GDOT/divisions/planning/longrange/2035lrtp.htm>

### **Multi-modal Considerations**

The Greensboro Urban Area CTP includes recommendations for public transportation, bicycle and pedestrian facilities around the Greensboro Urban area. A fixed guideway is recommended along the entire length of Benjamin Parkway (SR 2085)/Bryan Boulevard (SR 2176). On-road bicycle facilities and pedestrian accommodations are also recommended on Benjamin Parkway (SR 2085).

### **Public/ Stakeholder Involvement**

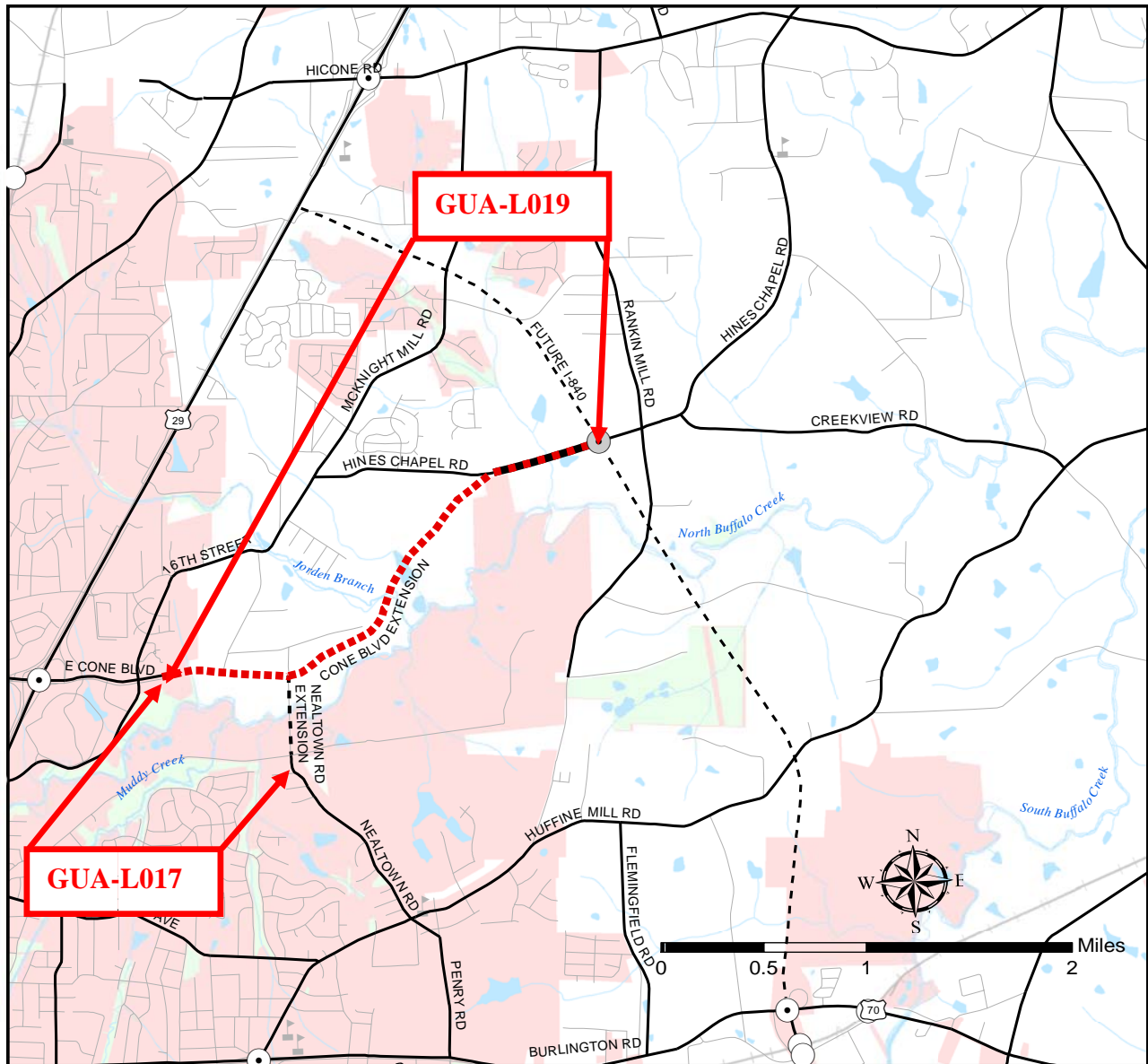
The 2035 Greensboro Urban Area LRTP was taken out for public review in 2008 which included the Benjamin Parkway (SR 2176)/Bryan Boulevard (SR 2085) widening project. No comments were received relating directly to the project.

**East Cone Boulevard Extension from Cone Boulevard to Nealtown Road Extension (Includes southern portion of Road Extension) AND  
 East Cone Boulevard Extension from Nealtown Road Extension to Hines Chapel Road (SR 2732) (Includes widening and new location)**

**Local ID: GUA-L017**

**Local ID: GUA-L019**

**Last Updated: 7/12/2011**



**Identified Problem**

The 16<sup>th</sup> Street/McKnight Mill Road (SR 2835)/Hines Chapel Road (SR 2732) corridor is projected to be over capacity by 2035. Improvements are needed to relieve congestion and improve mobility along the existing 16th Street/McKnight Mill Road (SR 2835)/Hines Chapel Road (SR 2732) route such that a minimum level of service D can be achieved.

## **Justification of Need**

Residents from northeastern Greensboro/Guilford County currently use the 16th Street/McKnight Mill Road (SR 2835)/Hines Chapel Road (SR 2732) corridor to access the Greensboro CBD.

The existing 16th Street/McKnight Mill Road (SR 2835) corridor from East Cone Boulevard (SR 2876) to Hines Chapel Road (SR 2732) is a two lane major thoroughfare with 12 foot lanes. Hines Chapel Road (SR 2732) is a two lane, 11 foot minor thoroughfare from McKnight Mill Road (SR 2835) to Rankin Mill Road (SR 2835).

By 2035, the 16th Street/McKnight Mill Road (SR 2835)/Hines Chapel Road (SR 2732) corridor is projected to be over capacity from East Cone Boulevard (SR 2876) to Rankin Mill Road (SR 2835). The 2035 traffic projections are as follows:

- Along 16<sup>th</sup> Street, from East Cone Boulevard (SR 2876) to McKnight Mill Road (SR 2832), traffic is projected to be 27,000 vpd compared to a LOS D capacity of 15,400 vpd.
- Along McKnight Mill Road (SR 2832), from 16<sup>th</sup> Street to Hines Chapel Road (SR 2732) traffic is projected to be 39,000 vpd, compared to a LOS D capacity of 14,000 vpd.
- Along Hines Chapel Road (SR 2732), from McKnight Mill Road (SR 2832) to Rankin Mill Road (SR 2835), traffic is projected to be 29,400 vpd compared to a LOS D capacity of 14,000 vpd.

The ability to widen the existing facilities is limited due to numerous residential houses and subdivisions with structures near existing roadways, including Memorial Presbyterian Church on McKnight Mill Road (SR 2835).

## **Community Vision and Problem History**

The project area is located in the northeastern part of Greensboro / Guilford County. The 2035 Generalized Future Land Use Plan shows that land use in the project area is anticipated to include high density residential, mixed use, commercial as well as agricultural. Locals expect the Cone Boulevard Extension to provide an alternate travel route as well as better connectivity and access to the residents in the project area.

As a result of the continued growth, the 16th Street/McKnight Mill Road (SR 2835)/Hines Chapel Road (SR 2732) route, which currently serves the area, is projected to be over capacity and will no longer provide adequate access and mobility.

## **CTP Project Proposal**

### **Project Description and Overview**

The East Cone Boulevard extension project is planned to be completed in two phases. Phase one, LRTP project proposal GUA-L017 is to construct a 2-lane facility on new location from the existing East Cone Boulevard to the proposed Nealtown Road extension. This project includes extending Nealtown Road northwards to meet the proposed East Cone Boulevard extension.

Phase two, LRTP project proposal GUA-L0019 is to complete the entire proposed East Cone Boulevard Extension as a 4-lane divided facility from east of 16<sup>th</sup> Street to Hines Chapel Road. This includes adding two additional 2 lanes to the segment completed in Phase One and widening a segment of Hines Chapel to the Future I-840 crossing to Rankin Mill Road. This project also includes accommodation for bicycles and pedestrians.

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

The proposed facility is located in Guilford County and has been identified as regionally significant in the 2035 Greensboro Urban Area LRTP. Guilford County is non-attainment for PM2.5 pollutants and has been redesignated to attainment for ozone. An air quality conformity determination for the LRTP was completed in March 2009 and includes analysis for PM2.5 and ozone.

A planning level environmental analysis was conducted to assess the environmental impacts of the roadway projects recommended for inclusion in the 2035 Greensboro Urban Area LRTP. Based on project and environmental features mapping using available GIS data, the proposed project may potentially impact wetlands, watersheds as well as impacts to minority and low-income communities. The location of the proposed East Cone Boulevard Extension, between 16<sup>th</sup> Street and Hines Chapel Road (SR 2732), contains minority and low-income populations.

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

Current land use in the area is predominantly rural with low density residential and farmland. The Greensboro Urban Area 2035 LRTP indicates this area will be in rural to urban transition by 2035. Primarily residential, high density residential, mixed use, commercial and industrial is expected along this corridor.

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

The 2004 Feasibility Study completed by Greensboro Department of Transportation (GDOT) on Cone Boulevard Extension/Eastern Urban Loop interchange (Future I-840) proposed extending East Cone Boulevard (SR 2876) to tie into Hines Chapel Road (SR 2732) and the construction of an interchange (U-2525D) at the proposed Eastern Urban Loop (Future I-840). Two alternatives were considered:

- Alternative #1: Construct a diamond interchange at this location with ramp terminal intersections located along the proposed East Cone Boulevard Extension
- Alternative #2: Construct a single point interchange with ramp terminal intersections located along the proposed East Cone Boulevard Extension.

Alternative # 2 was recommended as the preferred alternative. The recommendation included extending East Cone Boulevard (SR 2876) from 16<sup>th</sup> Street to Hines Chapel Road (SR 2732) and Rankin Mill Road (SR 2832) intersection and construction of a diamond interchange at the crossing of the proposed Eastern Urban Loop. For additional information on the feasibility study, contact the City of Greensboro Department of Transportation.

According to the 2035 Greensboro MPO LRTP, Phase One of the proposed East Cone Boulevard extension is scheduled to be constructed by the year 2015 and Phase Two by 2025. The 2035 Greensboro Urban Area LRTP can be viewed at the following website:

<http://www.greensboronc.gov/departments/GDOT/divisions/planning/longrange/2035lrtp.htm>

### **Multi-modal Considerations**

The Greensboro Urban Area CTP includes recommendations for public transportation, bicycle and pedestrian facilities around the Greensboro Urban area. Within the project limits, on-road bicycle facilities and sidewalks are recommended on the proposed East Cone Boulevard Extension, 16<sup>th</sup> Street, Nealtown Road, Hines Chapel Road and Rankin Mill Road.



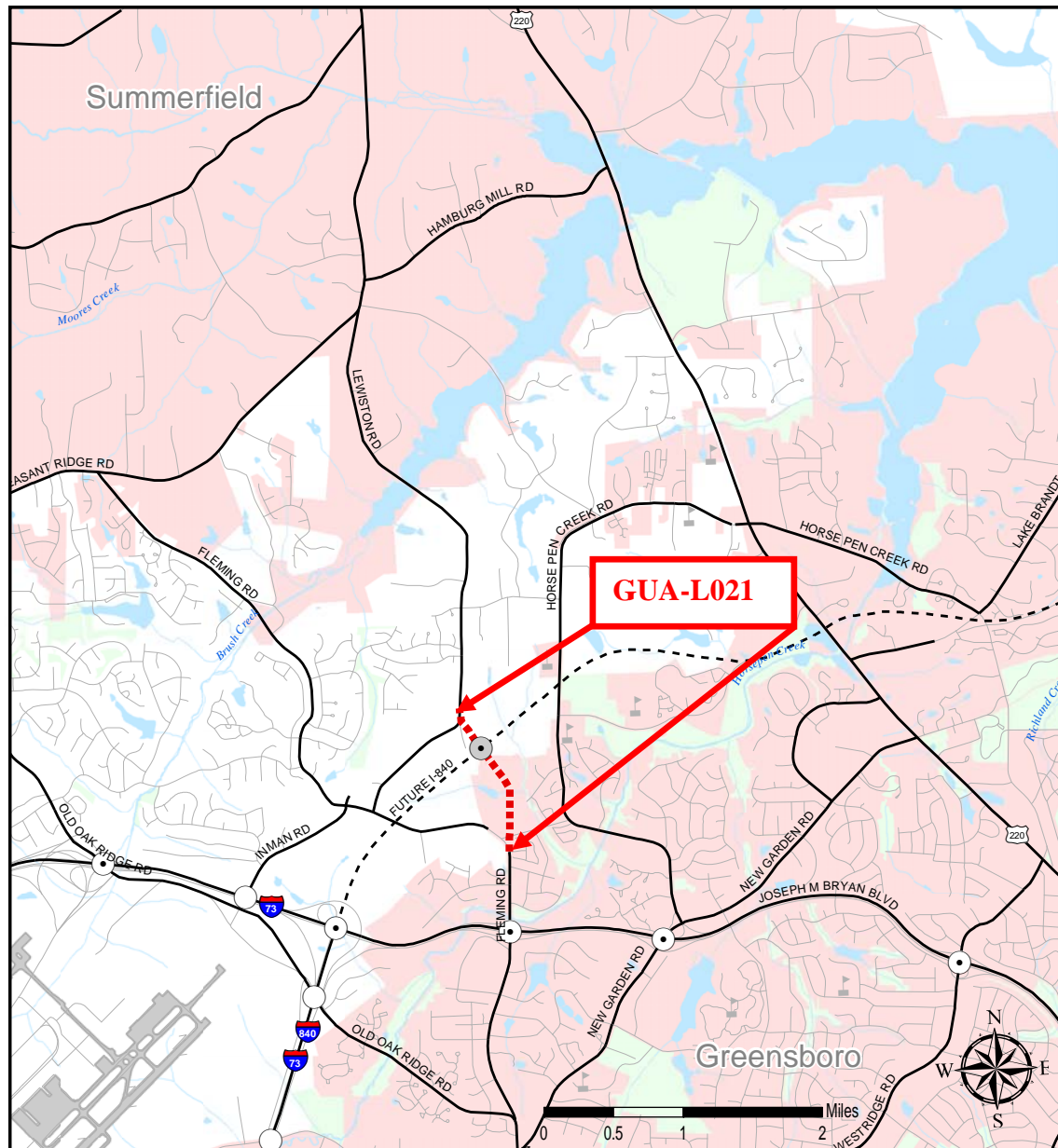
**Public/ Stakeholder Involvement**

The 2035 Greensboro Urban Area LRTP was taken out for public review in 2008 which included the East Cone Boulevard extension and widening projects. No comments were received relating directly to the project.

## Fleming Road (SR 2136)/Lewiston Road (SR 2124) Connector from Lewiston Road to Fleming Road

Local ID: GUA-L021

Last Updated: 7/12/2011



### Identified Problem

US 220 (Battleground Avenue) is the main north-south travel corridor between Summerfield and Greensboro and is projected to be over capacity by 2035. The Fleming Road (SR 2136)/Lewiston Road (SR 2124) corridor runs parallel to US 220 (Battleground Avenue) and currently serves as an alternate travel route to US 220 between Greensboro and Summerfield. Improvements are needed to improve north-south mobility along the Fleming Road/Lewiston corridor and to help relieve congestion on US 220 such that a minimum LOS D can be achieved.

### **Justification of Need**

US 220 (Battleground Avenue) is a two lane facility with 24 foot lanes from Scalesville Road (SR 1002) in Summerfield to Horse Pen Creek Road (SR 2182) in Greensboro. Traffic volumes on this segment of US 220 (Battleground Avenue) are projected to range between 46,000 vpd and 49,800 vpd in 2035, compared to a LOS D capacity of 18,200 vpd. TIP project R-2309 proposes to widen this segment of US 220 (Battleground Avenue) to a four lane divided boulevard with a capacity of 47, 600 vpd. However, even with improvements US 220 (Battleground Avenue) will continue to be over capacity.

Existing Fleming Road (SR 2136) and Lewiston Road (SR 2124) are two lane facilities with 12 foot lanes. Currently Fleming Road (SR 2136) extends north from Bryan Boulevard (SR 2876) and makes a 90 degree left turn before continuing to Lewiston Road (SR 2124). You must then make a right turn and then another left turn before proceeding north on Lewiston Road (SR2124).

The Fleming Road (SR 2136)/Lewiston Road (SR 2124) corridor runs parallel to US 220 (Battleground Avenue) and serves as an alternate route between Greensboro and Summerfield. As an alternate to US 220, a more direct connection between Fleming Road and Lewiston is needed.

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

The project area is located north of Bryan Boulevard, in the vicinity of PTI Airport, northwest Greensboro / Guilford County. The airport has experienced significant growth in the last 10 years and its impact is expected to extend to the project area. According to the 2035 Generalized Future Land Use Plan, the project area is anticipated to be of mixed use, that includes commercial, office and some residential. Improving Fleming Road (SR 2136)/Lewiston Road (SR 2124) is expected to provide area residents greater mobility as well as future access to the proposed Greensboro Urban Loop (Future I-840) via an interchange.

Due to existing Fleming Road (SR 2136) and Lewiston Road (SR 2124) being used as an alternative travel route to the US 220 (Battleground Avenue) corridor, more travellers are expected to use this route between Greensboro and Summerfield.

### **CTP Project Proposal**

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

The LRTP project proposal (GUA-L021) is to construct a 4-lane divided boulevard on new location. Additionally this project includes accommodations for bicycle and pedestrians. The proposed improvements would provide improved connectivity and mobility between Greensboro and Summerfield as well as help in relieving congestion on US 220.

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

The proposed facility is located in Guilford County and has been identified as regionally significant in the 2035 Greensboro Urban Area LRTP. Guilford County is non-attainment for PM2.5 pollutants and has been redesignated to attainment for ozone. An air quality conformity determination for the LRTP was completed in March 2009 and includes analysis for PM2.5 and ozone.

A planning level environmental analysis was conducted to assess the environmental impacts of the roadway projects recommended for inclusion in the 2035 Greensboro Urban Area LRTP. Based on project and environmental features mapping using available GIS data, the proposed project may potentially impact watersheds and minority communities. The location of the proposed Fleming Road/Lewiston Road Connector, between the existing Fleming Road and the existing Lewiston Road, contains minority populations.

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

Currently, the project area is predominantly rural with residences along Fleming Road (SR 2136), south of the project area, and along Lewiston Road (SR 2124), north of the project area. The Greensboro Urban Area 2035 LRTP indicates this area will be in rural to urban transition by 2035. Primarily residential, mixed use, commercial and industrial developments are expected along this corridor.

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

Project proposal for the Fleming Road (SR 2136)/Lewiston Road (SR 2124) Connector is an important link to many of the recommendations in the Greensboro CTP. In addition to providing improved mobility in the project area, the proposed connector is also expected to provide direct access (interchange) to the proposed Future I-840 (TIP U-2524C).

The 2004 Fleming Road (SR 2136) Extension/Western Urban Loop (Future I-840) Interchange Feasibility Study completed by GDOT proposed extending Fleming Road (SR 2136) north to connect with Lewiston Road (SR 2124) and constructing an interchange at its crossing with Western Urban Loop (TIP U-2524F). The two alternatives that were considered, which both included constructing an interchange at the proposed Western Loop crossing, are as follows:

- Construct the proposed north-south connector east of a water body which is likely to be impacted
- Construct the proposed north-south connector west of a water body which is likely to be impacted.

The first alternative was recommended as the preferred alternative, since it will minimize the impact to the water bodies in the vicinity of the project. For additional information on the feasibility study, contact the City of Greensboro Department of Transportation.

According to the 2035 Greensboro MPO LRTP, Phase One of the proposed Fleming /Lewiston Road Connector is scheduled to be constructed by the year 2025. The 2035 Greensboro Urban Area LRTP can be viewed at the following website:

<http://www.greensboronc.gov/departments/GDOT/divisions/planning/longrange/2035lrtp.htm>

### **Multi-modal Considerations**

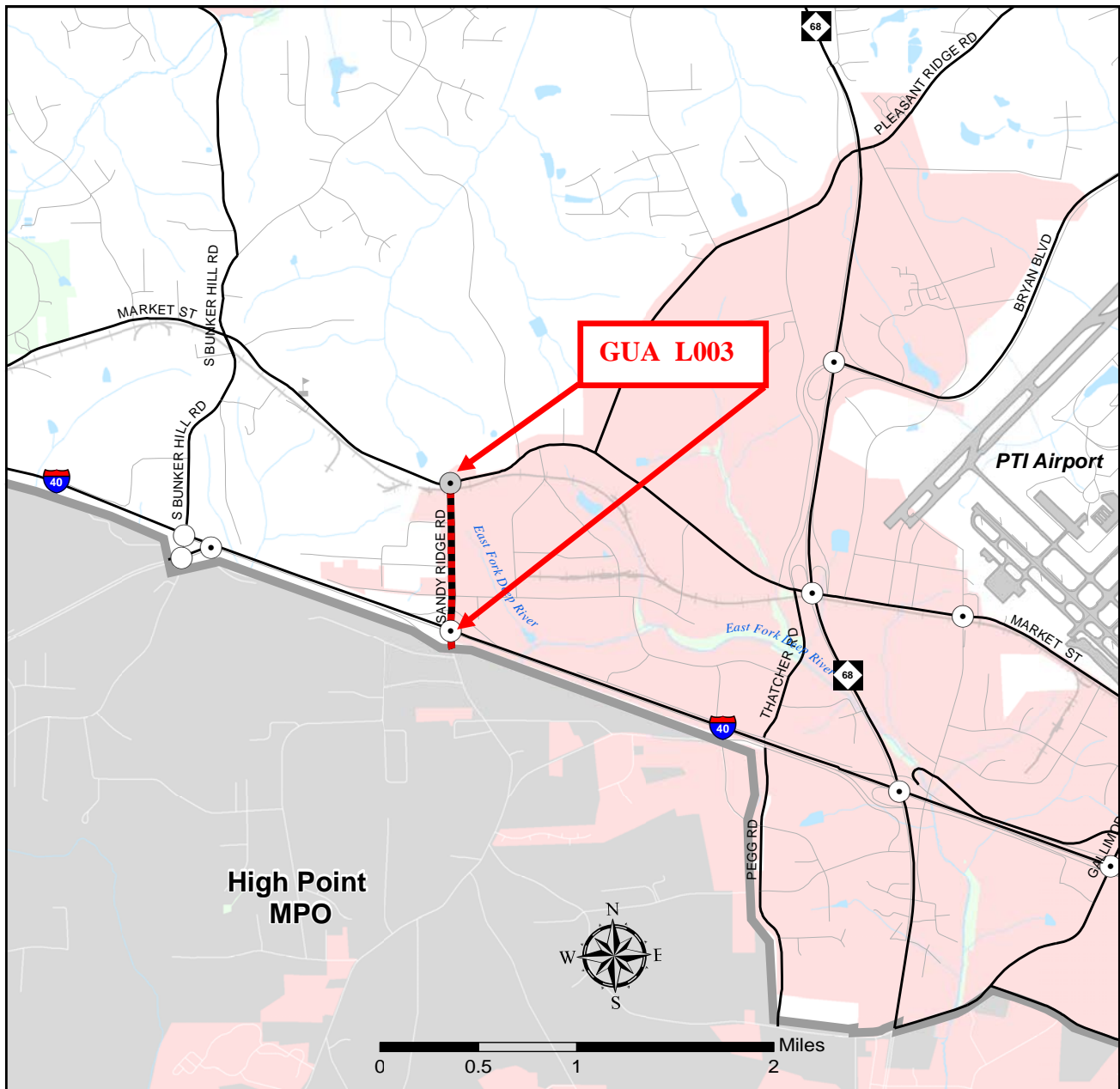
The Greensboro Urban Area CTP includes recommendations for public transportation, bicycle and pedestrian facilities around the Greensboro Urban area. Within the project limits, on-road bicycle facilities and sidewalks are recommended on the proposed Fleming Road (SR 2136)/Lewiston Road (SR 2124) connector as well as on the existing Fleming Road and Lewiston Road.

### **Public/ Stakeholder Involvement**

The 2035 LRTP was taken out for public review in 2008 which included the Fleming / Lewiston Connector. No comments were received relating directly to the project.

## Sandy Ridge Road (SR 1850) Improvements from I-40 to West Market Street (SR 1008)

Local ID: GUA-L003  
Last updated: 7/12/2011



### Identified Problem

By 2035, Sandy Ridge Road (SR 1850) from I-40 to West Market Street (SR 1008) is projected to be over capacity. Improvements are needed to relieve congestion on the existing facility such that a minimum LOS D can be achieved.

### Justification of Need

Sandy Ridge Road (SR 1850) is a 2-lane facility with 12 foot lanes from I-40 to West Market Street (SR 1008) that provides area residents and businesses with access to I-40. Sandy Ridge Road (SR 1850) is a north-south facility in western Greensboro / Guilford County extending from West Market Street to I-40 and southward into the city of High Point. It is

designated as a regionally significant in the 2035 LRTP and is part of sub-regional tier of the NCMIN.

By 2035, this facility projected to be over capacity from West Market Street (SR 1008) to I-40. Traffic volumes on this segment of Sandy Ridge Road (SR 1850) are projected to range between 31,400 vpd and 36,900 vpd, compared to a LOS D capacity of 15,400 vpd.

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

Sandy Ridge Road passes through an area of industrial land use, and has limited truck traffic access to the businesses in the area. Additionally, its proximity to PTI Airport is expected to influence future growth in the project area. The airport has developed a 20-year planning vision including a three-phase land acquisition in the Airport Master Plan Update (adopted September 28, 2010). Continued expansion of the airport and growth in the western part of Guilford County will result in the need for more efficient access to businesses in the area.

### **CTP Project Proposal**

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

The LRTP project proposal (Local ID GUA-L003) is to widen Sandy Ridge Road (SR 1850) from a 2-lane facility to a 4-lane divided boulevard from I-40 to West Market Street (SR 1008). This project also includes bicycle and pedestrian facilities. A feasibility study completed by GDOT determined the project will need to be a 6-lane divided boulevard instead of 4-lane boulevard.

The LRTP project proposal would provide better access and mobility for truck traffic between I-40 and area businesses, and also address the anticipated future congestion concerns.

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

The proposed facility is located in Guilford County and has been identified as regionally significant in the 2035 Greensboro Urban Area LRTP. Guilford County is non-attainment for PM2.5 pollutants and has been redesignated to attainment for ozone. An air quality conformity determination for the LRTP was completed in March 2009 and includes analysis for PM2.5 and ozone.

The proposed project is in a targeted watershed area as well as a wetland area which may be potentially impacted. Additionally some streams are likely to be impacted in the course of project implementation. This facility also crosses an active rail line near West Market Street. The existing crossing is at grade.

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

Land use in the project area includes numerous light industrial businesses, distribution centers and some residential properties. Large Industries currently located along Sandy Ridge include Northern Tool Equipment, Camping World RV Sales and Cemex. The 2035 Generalized Future Land Use Plan shows the project area as primarily industrial with some mixed use.

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

The 2011 Feasibility Study (FS-0707A) completed by GDOT evaluated the proposed widening and extension of Sandy Ridge Road (SR 1850) from its interchange with I-40 to NC 68.

Widening alternatives for the existing roadway from I-40 to West Market Street (SR 1008) were studied. Alternatives for extending Sandy Ridge Road to NC 68 on new location, and in some cases utilizing existing roads, were also studied. As part of this study, alternatives that were evaluated are summarized below:

- Alternative #1: Widening of Sandy Ridge Road from I-40 to West Market Street.
- Alternative #2: Widening Sandy Ridge Road and widening Pleasant Ridge Road (SR 2133) from West Market Street to NC 68
- Alternative #3: Widening Sandy Ridge Road and extending the road to NC 68 on new location, forming a fourth leg to the NC 68/Bryan Boulevard interchange. This alternative may or may not include an interchange at the Sandy Ridge Road and Market Street intersection.
- Alternative #4: Widening Sandy Ridge Road and extending the road to NC 68 near Pleasant Ridge Road at the future I-73 interchange.
- Alternative #5: Widening Sandy Ridge Road and extending the road north to a future I-40 Connector extending between I-40 and NC 68.

Alternative 2 was recommended after detailed evaluation of each alternate. The recommendation includes widening Sandy Ridge Road to a 6-lane divided facility and Pleasant Ridge Road to a 4-lane divided facility. An extension of Sandy Ridge Road is not included in the recommendation, but the study notes that a collector may be built with future development. The study also recommends improvements to the Sandy Ridge Road interchange at I-40. The improvements include adding loops to the diamond interchange in the northeast and southwest quadrants. The feasibility study was completed after the LRTP was adopted. Additional information for FS-0707A can be found on the following website:

<http://www.greensboro-nc.gov/index.aspx?page=2159>

This project is in the 2025 horizon year of the 2035 LRTP. The LRTP can be viewed at:

<http://www.greensboro-nc.gov/departments/GDOT/divisions/planning/longrange/2035lrtp.htm>

### **Multi-modal Considerations**

The Greensboro Urban Area CTP includes recommendations for public transportation, bicycle and pedestrian facilities around the Greensboro Urban area. This project includes accommodations for bicycles and pedestrians. Within the project limits, on-road bicycle facilities and sidewalks are recommended on Sandy Ridge Road (SR 1850), Triad Drive and West Market Street (SR 1008). A bus route has been recommended along West Market Street (SR 1008). A fixed guideway and high speed rail have been recommended along the existing railroad corridor which runs east-west parallel to West Market Street (SR 1008).

### **Public/ Stakeholder Involvement**

The Greensboro Urban Area 2035 LRTP was taken out for public review in 2008 which included the Sandy Ridge widening project. No comments were received relating directly to the project. However, it is important to note that citizens living in this area have been clear that they want to minimize impacts to the natural environment, especially farmland. These concerns have been raised during two highly publicized and controversial projects - North/South Connector (FS-0707B) and the Heart of the Triad (HOT) Study, which are both located to the south and west of the proposed project.

In addition, two public meetings were held during the development of the feasibility study (FS-0707A). Citizens were pleased that the project recommendations included widening on existing

as opposed to constructing on new location. Detailed citizen comments are included in the document at the aforementioned website address.

**US 220 (Battleground Avenue), Local ID: GUA-L010**

Battleground Avenue is currently near capacity at its intersection with Benjamin Parkway (SR 2176)/Cone Boulevard. An intersection improvement project to address this deficiency is currently in the project development phase. For additional information about this project, including the Purpose and Need, contact the Greensboro Department of Transportation. This project is within the 2015 horizon year of the 2035 Greensboro Urban Area LRTP.

**US 220 (Battleground Avenue), Local ID: GUA-L011**

Battleground Avenue is currently near capacity at its intersection with Westridge Road. An intersection improvement project to address this deficiency is currently in the project development phase. For additional information about this project, including the Purpose and Need, contact the Greensboro Department of Transportation. This project is within the 2015 horizon year of the 2035 Greensboro Urban Area LRTP.

**US 220 (Battleground Avenue), Local ID: GUA-L012**

Battleground Avenue is currently near capacity at its intersection with Brassfield Road. An intersection improvement project to address this deficiency is currently in the project development phase. For additional information about this project, including the Purpose and Need, contact the Greensboro Department of Transportation. This project is within the 2015 horizon year of the 2035 Greensboro Urban Area LRTP.

**Eastern Urban Loop (Future I-840), TIP No. U-2525B**

This project is within the 2025 horizon year of the 2035 Greensboro LRTP. The Eastern Urban Loop from US 29 to US 70 is proposed to be constructed as a 4-lane divided freeway on new location. This project is currently in the project development phase. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch.

**US 421 Interchanges, TIP No. R-2612A/B**

This project is within the 2015 horizon year of the 2035 Greensboro LRTP. R-2612A - US 421 interchange with a realignment of Woody Mill (SR 3394) and Company Mill Road (SR 3394) is currently under construction. R-2612 B – US 421 interchange with a realignment of Neelley Road (SR 3418) and Williams Dairy Road (SR 3329) is funded for right-of-way and construction in 2012 and 2014 respectively. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch.

**US 220, TIP No. R-2309AB**

This project is within the 2015 horizon year of the 2035 Greensboro LRTP. US 220 from Horsepen Creek Road to the US 220/ NC 68 Connector is projected to be over capacity by 2035. To address the problem, TIP project R-2309AB proposes to widen this segment of US 220 to a 4-lane divided boulevard. 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.



**NC 68/US 220 Connector, TIP No. R-2413**

This project is within the 2015 (R-2413C) and 2025 (R-2413A/B) horizon years of the 2035 Greensboro LRTP. The NC 68/US 220 connector is part of future I-73, which is designated as “Congressional High Priority Corridor 5” on the National Highway System (NHS). The purpose of the project is to provide better mobility and connectivity. The project proposal is to construct a 4-lane freeway on new location.

The segment from the NC 68/US 220 intersection in Rockingham County along the exiting US 220 to the Haw River (TIP R-2413C) is currently in the right-of-way phase. The segment from the NC 68 to the Haw River (TIP R-2413A/B) is currently in the design phase. The R-2413A/B project includes the relocation of Pleasant Ridge Road (SR 2133), as a 4-lane divide facility, from Montmarte Road (SR 3898) to Cude Road (SR 2016) at I-73 Connector. For additional information about this project, including the Purpose and Need, contact NCDOT’s Project Development and Environmental Analysis Branch.

**Alamance Church Road (SR 1005), Local ID: GUA-L005**

This project is within the 2015 horizon year of the 2035 Greensboro LRTP. Alamance Church Road (SR 1005) from Martin Luther King (SR 1401) to the city limits is currently over capacity. A project to address this deficiency is currently in the project design phase. The proposed project is to widen Alamance Church Road (SR 1005) to a four lane divided boulevard. For additional information about this project, including the Purpose and Need, contact the Greensboro Department of Transportation.

**Church Street (SR 1001), Local ID: GUA-L0014**

This project is within the 2015 horizon year of the 2035 Greensboro LRTP. Church Street (SR1001) from US 220 (Wendover Avenue) to Cone Boulevard (SR 2611) is currently over capacity. A project to address this deficiency is currently in the project design phase. The proposed project is to widen Church Street (SR 1001) to a 4 lane divided and 5 lane boulevard. For additional information about this project, including the Purpose and Need, contact the Greensboro Department of Transportation.

**Florida Street Extension, Local ID: GUA-L006**

In the 2035 Greensboro Urban Area LRTP, the Florida Street Extension project is within the 2015 horizon year. Florida Street currently terminates at NC 6 (East Lee Street). Extending it is needed to provide connectivity to McConnell Road (SR 3000).

The LRTP project proposal (Local ID: GUA-L006) is to construct on new location a 4-lane divided boulevard from NC 6 (East Lee Street) to McConnell Road (SR 3000). The project also includes widening on existing McConnell Road and Mount Hope Church Road. This will provide east-west traffic flow continuity along McConnell Road/Florida Street travel corridor that bypasses the central business district. For additional information about this project, including the Purpose and Need, contact the Greensboro Department of Transportation.

**High Point Road / Jamestown Bypass, TIP No. U-2412B**

This project is within the 2015 horizon year of the 2035 Greensboro LRTP. The Jamestown Bypass from Vickery Chapel Road (SR 4228) to Hilltop Road (SR 1424) proposes to construct a 4-lane divided boulevard, part on the existing alignment and part on new location. With this project an interchange (U-2524 AE) is to be constructed at the Greensboro Urban Loop (I-73).

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. More details about the project can be viewed at the following website: <http://www.greensboronc.gov/departments/GDOT/divisions/planning/metro/projectsandstudies/hprdjamestownbypass.htm>

**Horsepen Creek (SR 2182) Road, Local ID: GUA-L007**

This project is within the 2015 horizon year of the 2035 Greensboro LRTP. Horsepen Creek Road (SR 2182) from New Garden Road (SR 2179) to US 220 (Battleground Avenue) is currently over capacity. Widening to a 4-lane divided boulevard will address this deficiency. This project is currently in the project design phase. For additional information about this project, including the Purpose and Need, contact the Greensboro Department of Transportation.

**Horse Pen Creek Road (SR 2182)/Fleming Road (SR 2136) Connector, Local ID: GUA-L022**

This project is within the 2015 horizon year of the 2035 Greensboro LRTP. The Horse Pen Creek Road (SR 2182)/ Fleming Road (SR 2136) Connector from Isaacson Boulevard to Inman Road (SR 2140) proposes to construct 4-lane boulevard. A portion of this project is currently under construction by the City of Greensboro. For additional information about this project, including the Purpose and Need, contact the Greensboro Department of Transportation.

**Lake Jeanette Road, Local ID: GUA-L004**

This project is within the 2015 horizon year of the 2035 Greensboro LRTP. Lake Jeanette Road from Lawndale Avenue to N. Elm Street is currently under construction by the City of Greensboro. This project proposes to widen Lake Jeanette Road to a two lane divided and a three lane minor thoroughfare with center turn lane.

**Mackay Road (SR 1549), Local ID: GUA-L009**

This project is within the 2015 horizon year of the 2035 Greensboro LRTP. Mackay Road (SR 1549) from Atwater Drive to Williamsborough Lane is currently over capacity. A project to address this deficiency is currently in the project design phase. This project proposes to widen Mackay Road (SR 1549) to five lanes with a center turn lane. For additional information about this project, including the Purpose and Need, contact the Greensboro Department of Transportation.

**Mackay Road (SR 1549), TIP No. U-2412B**

Mackay Road (SR 1549), from Highpoint Road (SR 4121) to Atwater Drive, is currently over capacity. A project to address this deficiency is currently in the right-of-way phase. Mackay Road (SR 1549), which is a Y-line in High Point Road/Jamestown Bypass project, is proposed to be widened to five lanes with a center turn lane. 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 2015 horizon year of the 2035 Greensboro Urban Area LRTP and is not regionally significant.

**Mackay Road (SR 1549), Local ID: GUA-L023**

Mackay Road (SR1549) currently has an at-grade crossing of the railroad track east of Atwater Drive. The LRTP project proposal (Local ID GUA-L023) is to construct a grade separation

over the railroad track. For additional information about this project, contact the Greensboro Department of Transportation. This project is in the 2015 horizon year of the 2035 Greensboro LRTP and is not regionally significant.

**Merritt Drive, Local ID: GUA-L016**

This project is within the 2015 horizon year of the 2035 Greensboro LRTP. Merritt Drive from I-40 to High Point Road (SR 1421) is currently over capacity. A project to address this deficiency is currently in the right-of-way phase. This project proposes to widen Merritt Drive to a four lane divided major thoroughfare. For additional information about this project, including the Purpose and Need, contact the Greensboro Department of Transportation.

**New Garden Road (SR 2179), Local ID: GUA-L008**

This project is within the 2015 horizon year of the 2035 Greensboro LRTP. New Garden Road (SR 2179) from Jefferson Road to Brassfield Road is currently under construction by the City of Greensboro. The proposed project is to widen New Garden Road (SR 2179) to a four lane divided major thoroughfare. For additional information about this project, including the Purpose and Need, contact the Greensboro Department of Transportation.

**Norwalk Street Extension, Local ID: GUA-T009**

Norwalk Street is a north-south facility that links West Market Street SR 1008) and area south of West Wendover Avenue (SR 2254) and includes an at-grade crossing of the railroad track. Extending Norwalk Street to Boston Rd (SR 1611) is needed to provide connectivity to NC6 (West Lee Street). The connection will also create an alternate route to I-40 west via Patterson Avenue. For additional information about this project, including the Purpose and Need, contact the Greensboro Department of Transportation.

The LRTP project proposal (Local ID GUA T009) is to extend the existing facility on new location (three-lane minor thoroughfare) to Boston Rd (SR 1611), with a proposed grade separation across the railroad track. Constructing the extension will complete the linkage between West Market Street and NC 6 (West Lee Street). This project is in the 2015 horizon year of the 2035 Greensboro LRTP. For additional information about this project, including the Purpose and Need, contact the Greensboro Department of Transportation.

**Stanley Road (SR 1575), Local ID: GUA-L013**

This project is within the 2015 horizon year of the 2035 Greensboro LRTP. The existing Stanley Road (SR 1575) is a north-south facility between Wendover Avenue (SR 1541) and Hilltop Road (SR 1424) and is projected to be over capacity by 2035.

The LRTP project proposal (Local ID: GUA L013) is to widen the existing facility from 3 lanes to 5 lanes from Kroger Boulevard to Hilltop Road (SR 1424). This project will increase capacity and address the anticipated congestion concerns. For additional information about this project, including the Purpose and Need, contact the Greensboro Department of Transportation.

**Vandalia Road (SR 3303), Local ID: GUA-L015**

This project is within the 2015 horizon year of the 2035 Greensboro LRTP. The existing Vandalia Road (SR 3303) is an east- west facility. The segment between Elm-Eugene Street (SR 3300) and Pleasant Garden Road (SR 3505) is over capacity.

The LRTP project proposal (Local ID: GUA L015) is to widen the existing facility from 2 lanes to 5 lanes from Elm-Eugene Street to Pleasant Garden Road (SR 3305). This facility, along with Elm-Eugene Street (SR 3300), is expected to provide area residents with better access to I-40 to the north and I-85 to the south. For additional information about this project, including the Purpose and Need, contact the Greensboro Department of Transportation

**West Market Street (SR 1008) TIP NO. R-2611**

This project is within the 2015 horizon year of the 2035 Greensboro LRTP. West Market Street (SR 1008) from NC 68 to Bunker Hill Road (SR 2007) is currently over capacity. A project to address this deficiency 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.

**Western Urban Loop, TIP No. U-2524AE**

The proposed project (U-2524AE) is to construct an interchange and provide access to the loop at the intersection of Western Urban Loop and the proposed High Point Road (SR 4121) relocation. The 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. This project is within the 2015 horizon year of the 2035 Greensboro LRTP and is regionally significant.

**2016-2025 Greensboro Urban Area LRTP Horizon Year**

**I-73 Connector, TIP No. I-5110**

This project is within the 2025 horizon year of the 2035 Greensboro Urban Area Long Range Transportation Plan (LRTP). The I-73 Connector from NC 68 to Bryan Boulevard is proposed to be constructed as a 4-lane divided freeway. This project is currently in the project development phase. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch.

**US 29, Local ID: GUA-T040**

Existing US 29 is projected to be over capacity by 2035 from north of Hicone Road (SR 2565) to Rockingham County. Improvements are needed to accommodate projected traffic volumes in order to relieve congestion on the existing facility such that a minimum Level of Service (LOS) D can be achieved.

US 29 is currently a 4-lane divided facility with 12 foot lanes from north of Hicone Road (SR 2565) to Rockingham County. US 29 is on the statewide tier of NC Multimodal Investment Network (NCMIN) and is designated as a freeway in the NC DOT's Strategic Highway Corridor (SHC) Vision Plan.

By 2035, traffic on US 29, from north of Hicone Road (SR 2565) to the Rockingham County, is projected to be between 70,000 vehicles per day (vpd) and 70,200 vpd, compared to a LOS D capacity of 47,600 vpd.

The LRTP project proposal (Local ID: GUA-T040) is to widen the existing four-lane facility to a six-lane freeway, from north of Hicone Road (SR 2565) to the Rockingham County. The proposed improvements would reduce congestion and provide efficient mobility along this

corridor. This project is within the 2025 horizon year of the 2035 Greensboro Urban Area LRTP and is regionally significant.

**US 70, TIP No. R-2910**

The proposed project (R-2910) is to widen US 70 to a four-lane divided boulevard with curb and gutter, from Rock Creek Dairy Road (SR 3056) in Guilford County to Westbrook Avenue (SR 1309) in Alamance County. 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 Greensboro Urban Area LRTP and is regionally significant.

**US 70, TIP No. U-2581B**

The proposed project (U-2581B) is to widen US 70 to a five-lane boulevard with center turn lane, from Willowlake Road (SR 2828) to Rock Creek Dairy Road (SR 3056). 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 Greensboro Urban Area LRTP and is regionally significant.

**US 220 (Battleground Avenue), Local ID: GUA-T033**

Existing US 220 (Battleground Avenue) is projected to be over capacity by 2035 from Cotswold Avenue to Westridge Road. Improvements are needed to accommodate projected traffic volumes such that a minimum LOS D can be achieved.

US 220 (Battleground Avenue) is currently a 5-lane facility with 12 foot lanes and a center turn lane from Cotswold Avenue to Westridge Road. US 220 is on the statewide tier of NCMIN. By 2035, traffic on Battleground Avenue, from Cotswold Avenue to Westridge Road, is projected to increase to 46,500 vpd compared to a LOS D capacity of 36,400 vpd.

The LRTP project proposal (Local ID: GUA-T033) is to widen the existing five-lane facility, to a six-lane divided boulevard from Cotswold Avenue to Westridge Road. The proposed improvements would reduce congestion and provide greater mobility along this corridor. This project is within the 2025 horizon year of the 2035 Greensboro Urban Area LRTP and is regionally significant.

**US 220 (Battleground Avenue Crossover), Local ID: GUA-T034**

Existing US 220 (Battleground Avenue Crossover) is projected to be near or over capacity by 2035 from Cornwallis Road to Wendover Avenue (SR 1541). Improvements are needed to accommodate projected traffic volumes such that a minimum LOS D can be achieved.

US 220 (Battleground Avenue) is currently a 5-lane facility with 12 foot lanes and a center turn lane from Cornwallis Road to Wendover Avenue (SR 1541). US 220 is on the statewide tier of NC Multimodal Investment Network (NCMIN). By 2035 traffic on Battleground Avenue, from Cornwallis Road to Wendover Avenue (SR 1541), is projected to range between 23,000 vpd and 45,700 vpd, compared to a LOS D capacity between 36,400 vpd and 45,500 vpd.

The LRTP project proposal (Local ID: GUA-T034) is to widen the existing five-lane facility to a six-lane divided boulevard from Cornwallis Road to Wendover Avenue (SR 1541). The

proposed improvements would reduce congestion and provide greater mobility along this corridor. This project is within the 2025 horizon year of the 2035 Greensboro Urban Area LRTP and is regionally significant.

**US 220 (I-73), TIP No. I-4921**

The existing US 220 (I-73) is projected to be over capacity by 2035 from Randolph County to I-85. Improvements are needed to relieve congestion on the existing facility such that a minimum LOS D can be achieved.

I-73, along with I-74, is designated as “Congressional High Priority Corridor 5” on the National Highway System (NHS). Roadways identified on the NHS are recognized as being important to the nation’s economy, defense, and mobility. This corridor, also known as I-73/74 North-South Corridor, is defined by federal law as traveling from Charleston, South Carolina to Sault Ste. Marie, Michigan. Sections of this corridor have been completed in North Carolina and South Carolina, and are expected to be built in Virginia. I-73 is also on the statewide tier of NCMIN and is designated as a freeway in NCDOT’s Strategic Highway Corridor (SHC) Vision Plan. US 220 is currently a four-lane divided facility from the Randolph County to I-85.

By 2035, traffic on US 220 (I-73), from Randolph County to I-85, is projected to reach 60,600 vpd, compared to a LOS D capacity of 58,800 vpd.

TIP project I-4921 includes upgrading the existing US 220 to interstate standards from the West Presnell Street Extension (SR 1462) in Asheboro to I-85 in Greensboro. The proposal would not only provide better mobility, but also help relieve congestion along US 220 corridor. This project is within the 2025 horizon year of the 2035 Greensboro Urban Area LRTP.

**NC 68, Local ID: GUA-T036**

Existing NC 68 is projected to be over capacity by 2035 from Peeples Road (SR 2130) to Rockingham County. Improvements are needed to accommodate projected traffic volumes such that a minimum LOS D can be achieved.

NC 68 is currently a 2-lane facility with 12 foot lanes from Peeples Road (SR 2130) to Rockingham County. NC 68 is also on the regional tier of NCMIN. By 2035 traffic on NC 68, from Peeples Road (SR 2130) to Rockingham County, is projected to range between 14,500 vpd and 19,900 vpd in 2035, compared to a LOS D capacity of 14,000 vpd.

The LRTP project proposal (Local ID: GUA-T036) is to widen the existing facility to a four-lane divided boulevard, from Peeples Road to Rockingham County. The proposed improvements would reduce congestion and provide greater mobility along this corridor. This project is within the 2025 horizon year of the 2035 Greensboro Urban Area LRTP and is regionally significant.

**NC 68, Local ID: GUA-T037**

Existing NC 68 is projected to be near or over capacity by 2035 from Market Street (SR 1008) to Pleasant Ridge Road (SR 2133). Improvements are needed to accommodate projected traffic volumes such that a minimum LOS D can be achieved.

NC 68 is currently a 4-lane divided facility with 12 foot lanes from Market Street (SR 1008) to Pleasant Ridge Road (SR 2133). NC 68 is also on the regional tier of NCMIN. By 2035 traffic on NC 68, from Market Street (SR 1008) to Pleasant Ridge Road (SR 2133), is projected to

range between 35,900 vpd and 57,600 vpd, compared to a LOS D capacity between 23,800 vpd and 47,600 vpd.

The LRTP project proposal (Local ID: GUA-T037) is to widen the existing four-lane facility to a six-lane divided expressway, from Market Street (SR 1008) to Pleasant Ridge Road (SR 2133). The proposed improvements would reduce congestion and provide greater mobility along this corridor. This project is within the 2025 horizon year of the 2035 Greensboro Urban Area LRTP and is regionally significant.

**Carmon Road (SR 2755) Extension, Local ID: GUA-T049**

The Carmon Road Extension, from Knox Road (SR 2841) to McLeansville Road (SR 2819), is proposed to be constructed as a two-lane minor thoroughfare with 12 foot lanes on new location. This project is currently in the right-of-way phase. For additional information about this project, including the purpose and need, contact the Greensboro Department of Transportation. This project is within the 2025 horizon year of the 2035 Greensboro Urban Area LRTP and is not regionally significant.

**East Market Street (SR 3163) Railroad Underpass Replacement, Local ID: GUA-T048**

The existing railroad bridge structure, west of Marrow Boulevard, does not have adequate height clearance above East Market Street (SR 3163). Improvements are needed to introduce adequate bridge height clearance such the truck traffic on East Market Street (SR 3163) can pass under the bride without hitting the structure.

East Market Street (SR 3163) is currently a 2-lane, one-way, boulevard at the location of the railroad bridge. In order to avoid hitting the bridge structure above, trucks currently straddle the two lanes as they pass under the bridge.

The LRTP project proposal (Local ID: GUA-T048) is to replace the existing bridge structure at the existing location. The proposed improvements would introduce adequate height clearance under the bridge and provide a safe passage for truck traffic. This project is within the 2025 horizon year of the 2035 Greensboro Urban Area LRTP and is not regionally significant.

**Eastern Urban Loop, TIP No. U-2525C**

Currently there is limited east-west connectivity between US 220 and US 29 travel corridors, north of Greensboro Urban Area. The primary purpose of this project is to provide mobility and connectivity, in the northern area of Greensboro as part of the entire urban loop system.

The Eastern Urban Loop is designated as a freeway in NCDOT's Strategic Highway Corridor (SHC) Vision Plan. The LRTP project proposal (TIP No. U-2525C) is to construct a 6-lane divided freeway, on new location, from Lawndale Drive (SR 2303) to US 29. This project includes the construction of the interchange at US 29. The proposal would provide better connectivity and efficient mobility, in the northern and eastern part of Guilford County. The Eastern Urban Loop project is within the 2025 horizon year of the 2035 Greensboro Urban Area LRTP and is regionally significant.

**North Church Street (SR 1001), Local ID: GUA-L031**

Existing North Church Street (SR 1001) is projected to over capacity by 2035 from East Cone Boulevard (SR 2611) to the future urban loop, approximately 0.2 miles south of Old Lake

Jeanette Road (SR 2490). Improvements are needed to accommodate projected traffic volumes such that a minimum LOS D can be achieved.

North Church Street (SR 1001) is currently a 2-lane facility with 11 foot lanes from East Cone Boulevard (SR 2876) to the future urban loop just south of Old Lake Jeanette Road (SR 2490). Church Street is also on the sub-regional tier of NCMIN. By 2035 traffic on North Church Street (SR 1001), from East Cone Boulevard (SR 2611) to the future urban loop, is projected to be between 18,100 vpd and 20,600 vpd in 2035, compared to a LOS D capacity between 16,800 vpd and 33,600 vpd.

The LRTP project proposal (Local ID: GUA-L031) is to widen the existing two-lane facility, to a four-lane divided or five-lane, with center turn lane, facility, from East Cone Boulevard (SR 2611) to the future urban loop just south of Old Lake Jeanette Road (SR 2490), to address future congestion concerns. This project is within the 2025 horizon year of the 2035 Greensboro Urban Area LRTP and is not regionally significant.

**North Elm Street, Local ID: GUA-L033**

Existing North Elm Street is projected to be over capacity by 2035 from US 220 (East Wendover Avenue) to East Cone Boulevard (SR 2611). Improvements are needed to accommodate projected traffic volumes such that a minimum LOS D can be achieved.

Elm Street is currently a three lane facility with center turn lane from Wendover Avenue to Tankersley Street, a two lane facility with 12-foot lanes from Tankersley Street to Newlyn Street, and a five lane facility with center turn lane from Newlyn Street to Cone Boulevard (SR 2611). By 2035 traffic on Elm Street, from US 220 (Wendover Avenue) to East Cone Boulevard (SR 2611), is projected to be between 15,800 vpd and 30,800 vpd, compared to a LOS D capacity between 15,400 vpd and 16,800 vpd.

The LRTP project proposal (Local ID: GUA-L033) is to widen Elm Street to a four-lane divided or five-lane, with center turn lane, major thoroughfare from US 220 (Wendover Avenue) to Cone Boulevard (SR 2876). The proposed improvements will reduce congestion and provide better mobility through the corridor. This project is within the 2025 horizon year of the 2035 Greensboro Urban Area LRTP and is not regionally significant.

**Franklin Boulevard, Local ID: GUA-T046**

Franklin Boulevard currently crosses the railroad track at-grade, south of the East Market Street/Burlington Road (SR 3163) intersection. The LRTP project proposal (GUA-T046) proposes to construct a grade separation on Franklin Boulevard over the railroad track. This project is currently in the project development phase. For additional information about this project, including the purpose and need, contact the Greensboro Department of Transportation. This project is within the 2025 horizon year of the 2035 Greensboro Urban Area LRTP and is not regionally significant.

**Gallimore Dairy Road (SR 1556), TIP No. U-4015A**

Existing Gallimore Dairy Road (SR 1556) is projected to be over capacity by 2035 from NC 68 to south of I-40. Improvements are needed to accommodate projected traffic volumes such that a minimum LOS D can be achieved.



Galimore Dairy Road (SR 1556) is currently a two lane facility with 12 foot lanes from NC 68 to south of I-40. By 2035 traffic on Galimore Dairy Road is projected to be between 18,700 vpd and 23,300 vpd, compared to a LOS D capacity of 15,400 vpd.

The LRTP project proposal (TIP No. 4015A) is to widen Gallimore Dairy Road (SR 1556) to a four-lane divided boulevard from NC 68 to south of I-40. The proposed improvements will reduce congestion and provide better mobility through the corridor. This project is within the 2025 horizon year of the 2035 Greensboro Urban Area LRTP and is not regionally significant.

**Holts Chapel Road, Local ID: GUA-L034**

The project proposal (GUA-L034) is to construct a three-lane minor thoroughfare with center turn lane from East Market Street (SR 3163) to US 70. This project is currently in the right-of-way phase. For additional information about this project, including the purpose and need, contact the Greensboro Department of Transportation. This project is within the 2025 horizon year of the 2035 Greensboro Urban Area LRTP and is not regionally significant.

**Knox Road Extension (SR 2814), Local ID: GUA-T044**

Knox Road (SR 2814) currently terminates at Carmon Road (SR 2755). The extension of Knox Road (SR 2814) is needed to provide better connectivity to Frieden Church Road (SR 2746).

The LRTP project proposal (Local ID: GUA-T044) is to construct on new location a two-lane minor thoroughfare with 12-foot lanes from Carmon Road (SR 2755) to Frieden Church Road (SR 2746). This project includes constructing a grade separation over the railroad tracks. This will provide connectivity between Carmon Road (SR 2755) and Frieden Church Road (SR 2746). This project is within the 2025 horizon year of the 2035 Greensboro Urban Area LRTP and is not regionally significant.

**Lewiston Road (SR 2124) / Pleasant Ridge Road (SR 2133), Local ID: GUA-T027**

US 220 (Battleground Avenue) is the main north-south travel corridor between Summerfield and Greensboro and is projected to be over capacity by 2035. The Lewiston Road (SR 2124)/Pleasant Ridge Road (SR 2133) corridor runs parallel to US 220 (Battleground Avenue) and currently serves as an alternate travel route to US 220 between Greensboro and Summerfield. Improvements are needed to improve north-south mobility along the Lewiston Road (SR 2124)/Pleasant Ridge Road (SR 2133) and to help relieve congestion on US 220 such that a minimum LOS D can be achieved.

US 220 (Battleground Avenue) is a two lane facility with 12 foot lanes from Scalesville Road (SR 1002) in Summerfield to Horse Pen Creek Road (SR 2182) in Greensboro. Traffic volumes on this segment of US 220 (Battleground Avenue) are projected to range between 46,000 vpd and 49,800 vpd in 2035, compared to a LOS D capacity of 18,200 vpd. TIP project R-2309 proposes to widen this segment of US 220 (Battleground Avenue) to a four lane divided boulevard with a capacity of 47,600 vpd. However, even with improvements US 220 (Battleground Avenue) will continue to be over capacity.

Lewiston Road (SR 2124)/Pleasant Ridge Road (SR 2133) is currently a two lane facility with 12 foot lanes from the proposed Western Urban Loop to the NC 150 Relocation and is also on the sub regional tier of NCMIN.

The LRTP project proposal (Local ID: GUA-T027) is to widen the existing Lewiston Road (SR 2124)/Pleasant Ridge Road (SR 2133) to a 4-lane divided boulevard from the proposed Western Urban Loop to the NC 150 Relocation. The proposed improvements would provide better mobility between Greensboro and Summerfield as well as help in relieving congestion on US 220. This project is within the 2025 horizon year of the 2035 Greensboro Urban Area LRTP and is regionally significant.

**Pegg Road (SR 1840)/ Thatcher Road (SR 1842) Connector, TIP No. U-5003**

There is currently a lack of connectivity between Pegg Road (SR 1840) and Thatcher Road (SR 1842), north-south facilities on each side of I-40. Improvements are needed to establish connectivity for the surrounding area.

Pegg Road (SR 1840) is currently a two-lane minor thoroughfare with 12-foot lanes from Gallimore Dairy Road (SR 1556) to National Service Road (SR 1844). Thatcher Road (SR 1842) is currently a two-lane minor thoroughfare with 12-foot lanes from West Market Street (SR 3841) to McCloud Road (SR 1882).

The LRTP project proposal (TIP No. U-5003) is to widen the existing facilities to a four-lane divided facility from Gallimore Dairy Road (SR 1556) to West Market Street (SR 1008), and to construct a grade separation across I-40 (Refer to NCDOT Feasibility Study FS-0207A). The proposed improvements will improve connectivity in the area by completing the link between the two facilities. This project is in the 2025 horizon year of the 2035 Greensboro LRTP and is not regionally significant.

**Pleasant Ridge Road (SR 2133), Local ID: GUA-T028**

Existing Pleasant Ridge Road (SR 2133) is projected to be over capacity by 2035 from Old Oak Ridge Road (SR 4871) to Lewiston Road (SR 2124). Improvements are needed to accommodate projected traffic volumes such that a minimum Level of Service (LOS) D can be achieved.

Pleasant Ridge Road (SR 2133) is currently a two lane facility with 12-foot lanes from Old Oak Ridge Road (SR 4871) to Lewiston Road (SR 2124) and is on the sub regional tier of NCMIN. By 2035, traffic along Pleasant Ridge Road (SR 2133), from Old Oak Ridge Road (SR 4871) to Lewiston Road (SR 2124), is projected to reach 21,100 vpd compared to a LOS D capacity of 14,000 vpd.

The LRTP project proposal (Local ID: GUA-T028) is to widen the existing two-lane facility to a three-lane facility with center turn lane, from Old Oak Ridge Road (SR 4871) to Lewiston Road (SR 2124). The proposed improvements would relieve congestion and provide efficient mobility along this corridor. This project is within the 2025 horizon year of the 2035 Greensboro Urban Area LRTP and is not regionally significant.

**Ritters Lake Road (SR 3325) Extension, Local ID: GUA-T057**

Ritters Lake Road (SR 3325) currently terminates at Randleman Road (SR 1007). Improvements are needed to provide better connectivity to the Wolfetrail Road (SR 3322) and Old Randleman Road (SR 1104) intersection.

Ritters Lake Road (SR 3325) is currently a two-lane facility with 12-foot lanes from Elm-Eugene Street (SR 3300) to Randleman Road (SR 1007). The LRTP project proposal (Local

ID: GUA-T057) is to construct on new location a three-lane minor thoroughfare with center turn lane, from west of Elm-Eugene Street (SR 3300) to the Wolfetrail Road/Old Randleman Road (SR 1104) intersection. This will provide better continuity of east-west traffic flow through Ritters Lake Road (SR 3325) and Wolfetrail Road (SR 3322) to Old Randleman Road (SR 1104). This project is within the 2025 horizon year of the 2035 Greensboro Urban Area LRTP and is not regionally significant.

**Sandy Ridge Road Extension, Local ID: GUA-T026**

Within the Greensboro Urban Area, Sandy Ridge Road (SR 1850) starts at I-40 and terminates at West Market Street (SR 3841). Improvements are needed to increase connectivity and mobility to the proposed future I-40/NC 68/I-73 Connector.

Sandy Ridge Road (SR 1850) is currently a two-lane minor thoroughfare with 12-foot lanes from West Market Street (SR 1008) to Triad Drive and a five-lane boulevard, with center turn lane, and 12-foot lanes from Triad Drive to Interstate 40. LRTP project GUA-L003 includes widening/converting the existing Sandy Ridge Road to a four-lane divided boulevard from I-40 to West Market Street (SR 3841).

The LRTP project proposal (Local ID: GUA-T026) is to construct on new location a four-lane divided boulevard from West Market Street (SR 3841) to the proposed I-40/NC 68/I-73 Connector, with an interchange at West Market Street (SR 3841). The proposed improvements would provide improved local connectivity to the proposed future I-40/NC 68/I-73 Connector. This project is within the 2025 horizon year of the 2035 Greensboro Urban Area LRTP and is regionally significant.

Since the LRTP completion, GDOT completed a feasibility study (FS-0707A) in January 2011. The study recommendation included widening Sandy Ridge Road to a 6-lane divided facility and Pleasant Ridge Road to a 4-lane divided facility. An extension of Sandy Ridge Road is not included in the recommendation, but the study notes that a collector may be built with future development. The feasibility study was completed after the LRTP was adopted. Additional information for FS-0707A can be found on the following website: <http://www.greensboro-nc.gov/index.aspx?page=2159>

**Summit Avenue (SR 2526), TIP No. R-4707**

TIP project R-4707 includes roadway improvements on Summit Avenue (SR 2526), from Bryan Park Road (SR 2641) to the US 29/Reedy Fork Parkway (SR 2790) interchange, including revisions to the interchange. 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 (PDEA). This project is within the 2025 horizon year of the 2035 Greensboro Urban Area LRTP and is regionally significant.

**West Market Street (SR 3841), TIP No. U-3617**

Existing West Market Street (SR 3841) is projected to be near capacity by 2035 from Bunker Hill Road (SR 2007) to Forsyth County. Improvements are needed to accommodate projected traffic volumes such that a minimum LOS D can be achieved.

West Market Street (SR 3841) is currently a 2-lane facility with 12 foot lanes from Bunker Hill Road (SR 2007) to Forsyth County and is also on the sub regional tier of NCMIN. By 2035,

traffic on West Market Street (SR 3841), from Bunker Hill Road (SR 2007) to Forsyth County, is projected to reach 13,500 vpd, compared to a LOS D capacity of 15,400 vpd.

The LRTP project proposal (TIP No. U-3617) is to widen the existing two-lane facility to a four-lane boulevard from Bunker Hill Road (SR 2007) to Forsyth County to address future congestion concerns. This project is within the 2025 horizon year of the 2035 Greensboro Urban Area LRTP and is regionally significant.

#### **Western Urban Loop, TIP No. U-2524C/D**

The project proposal is to construct a six-lane freeway on new location from Bryan Boulevard (SR 2176) to Lawndale Drive (SR 2303). This project is currently in the design/right-of-way phase. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch. The proposed Western Urban Loop project is within the 2025 horizon year of the 2035 Greensboro Urban Area LRTP and is regionally significant.

#### **Western Urban Loop (Lake Brandt Road (SR 2347)/Cotswold Connector), TIP No. U-2524D**

The project proposal is to construct a three-lane minor thoroughfare on new location from Lake Brandt Road (SR 2347) to Cotswold Avenue, as part of the Western Urban Loop project (U-2524D). The project includes constructing a grade separation on the proposed connector at the Western Urban Loop. This project is currently in the design/right-of-way phase. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch. The proposed project is within the 2025 horizon year of the 2035 Greensboro Urban Area LRTP.

#### **2026-2035 Greensboro Urban Area LRTP Horizon Year**

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

There are currently a limited number of east-west facilities that link the proposed Northern Beltway – Eastern Loop (Future I-74) in Forsyth County with Future I-73 and the Piedmont Triad International (PTI) Airport. The primary purpose of this project is to enhance system linkage between the Northern Beltway – Eastern Loop (Future I-74 in Winston- Salem) and Future I-73 and the PTI Airport (in Greensboro).

The proposed connector will provide needed access to the rapidly growing areas of Kernersville and western Guilford County. In addition, it will help relieve traffic congestion on Business I-40/US 421 and I-40 in western Guilford County. The proposed project (I-4924) is to construct a four freeway on new location from Forsyth County to NC 68. The proposed project is within the 2035 horizon year of the 2035 Greensboro Urban Area LRTP and is regionally significant.

*Note:* The Highway map of the CTP currently classifies the proposed project as a freeway. This will be corrected and classified as a proposed expressway in the next CTP update.

#### **I-40 Connector, Local ID: GUA-T062**

There are currently a limited number of north-south facilities that link the Future I-73/74 Airport Connector with I-40. The primary purpose of this project is to enhance the system linkage between I-40 and the Future I-73/74 Airport Connector.

The proposed connector will provide alternate access to the PTI Airport (in Greensboro) from I-40. In addition, it will help relieve congestion on Sandy Ridge Road (SR 1850) and NC 68 by redirecting some of the traffic that currently use I-40/Sandy Ridge Road (SR 1850) or I-40/NC 68 corridors to access the airport and the northern areas of Guilford County.

The proposed project (Local ID: GUA-T062) includes constructing a four to six lane freeway on new location from I-40 to Future I-73/I-74 Airport Connector. The proposed project is within the 2035 horizon year of the 2035 Greensboro Urban Area LRTP and is regionally significant.

*Note:* This project has been removed from our Thoroughfare Plan and is no longer included in our LRTP Update. The MPO expects to also remove it from the CTP during the next update.

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

US 158 is designated as a boulevard in the Strategic Highway Corridor (SHC) Vision Plan adopted by NCDOT on September 2, 2004. Improvements are needed to provide better mobility between Winston-Salem in Forsyth County and Reidsville in Rockingham County. The 2012 – 2018 TIP includes project R-2577 that is intended address this problem.

The proposed project (R-2577) is to widen US 158 to a four lane divided boulevard, from Forsyth County to US 220 in Guilford County. The proposed project includes the construction of the US 158 Bypass (Stokesdale Bypass) on new location from east of Anthony Road (SR 2034) to Eversfield Road (SR 2109). 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 or visit the project website at: <http://www.ncdot.gov/projects/US158ReidsvilleRoad/>. This project is within the 2035 horizon year of the 2035 Greensboro Urban Area LRTP and is regionally significant.

### **US 158, TIP No. R-2580**

US 158 is designated as a boulevard in the Strategic Highway Corridor (SHC) Vision Plan adopted by NCDOT on September 2, 2004. Improvements are needed to provide better mobility between Winston-Salem in Forsyth County and Reidsville in Rockingham County.

US 158 is currently a 2 lane facility with 12 foot lanes from US 220 to Rockingham County. The proposed project (R-2580) is to widen this section of US 158 to a four lane divided boulevard. The proposed improvements would provide greater mobility along this corridor. This project is within the 2035 horizon year of the 2035 Greensboro Urban Area LRTP and is regionally significant.

### **NC 150, Local ID: GUA-T067**

Existing NC 150 is projected to be over capacity by 2035 from NC 68 to Lake Brandt Road (SR 2347). Improvements are needed to accommodate projected traffic volumes such that a minimum LOS D can be achieved.

NC150 is currently a 2 lane facility with 12 foot lanes from NC 68 to US 220 and 11 foot lanes from US 220 to Lake Brandt Road (SR 2347). By 2035 traffic on NC 150 from NC 68 to Lake Brandt Road (SR 2347) is projected to range between 15,700 and 23,700 vehicles per day (vpd), compared to a LOS D capacity of 14,000 vpd.

The proposed project (Local ID: GUA-T067) is to widen the existing two lane facility to a three lane major thoroughfare with a center turn lane from NC 68 to Lake Brandt Road (SR 2347). The proposed improvements would reduce congestion and provide greater mobility along this corridor. This project is within the 2035 horizon year of the 2035 Greensboro Urban Area LRTP and is regionally significant.

**NC 150 Relocation, Local ID: GUA-T068**

NC 150 currently shares same alignment with Oak Ridge Road (SR 2137) from Bunch Road (SR 2128) to US 220, then follows US 220 through Summerfield before proceeding east. Improvements are needed to provide direct east-west connectivity along NC 150 corridor and also to relieve projected traffic congestion in downtown Summerfield.

NC 150 is currently a two lane facility with 12 foot lanes from Bunch Road (SR 2128) to US 220. The proposed project (Local ID: GUA-T068) is to construct a two lane major thoroughfare on new location from Brook Bank Road (SR 2127) to Summerfield Road (SR 2117). The proposed improvements would provide better continuity of east-west traffic flow through the Summerfield area as well as provide local access to the proposed Future I-73 (NC 68/US 220) Connector through an interchange. This project is within the 2035 horizon year of the 2035 Greensboro Urban Area LRTP and is regionally significant.

The Greensboro Department of Transportation (GDOT) completed a feasibility study for the proposed NC 150 Relocation in March 2008. Additional information on the feasibility study can be found on the following website: <http://www.greensboro-nc.gov/modules/showdocument.aspx?documentid=5050>

*Note:* This project has been downgraded to a local collector street at the request of the Town of Summerfield and the project is not included in our LRTP Update. The MPO expects to reflect this change on the CTP during the next update.

**Bishop Road (SR 1116)/Vernondale Road (SR 4009) Connector, Local ID: GUA-T075**

Bishop Road (SR 1116) currently terminates east of South Holden Road (SR 1117). Improvements are needed to provide connectivity between the existing Bishop Road (SR 1116) and Vernondale Road (SR 4009).

Bishop Road (SR 1116) is currently a two lane minor thoroughfare with 12 foot lanes from Groometown Road (SR 1271) to east of South Holden Road (SR 1117). Vernondale Road (SR 4009) is currently a 2 lane minor thoroughfare with 12 foot lanes from east of US 220 (Future I-73) to Rehobeth Road (SR 1115).

The proposed project (Local ID: GUA-T075) is to construct a three lane minor thoroughfare on new location from east of South Holden Road (SR 1117) to Vernondale Road (SR 4009). The project includes a grade separation at US 220 (Future I-73). The proposed improvements would provide better local connectivity between Rehobeth Road (SR 1115) and Groometown Road (SR 1271) and will serve as a local access route that will parallel I-85 to the south. This project is within the 2035 horizon year of the 2035 Greensboro Urban Area LRTP and is not regionally significant.

**Brown Summit Road (SR 2515), Local ID: GUA-T059**

Brown Summit Road (SR 2515) currently terminates at Summit Avenue (SR 2526). Improvements are needed to provide better connectivity to Turner Smith Road (SR 2733) at Brangu Street and also provide access to US 29.

Brown Summit Road (SR 2515) is currently a two lane facility with 12 foot lanes from NC 150 to Summit Avenue (SR 2526). Turner Smith Road (SR 2733) is currently a 2 lane facility with 11to12 foot lanes from Brangu Street to McLeansville Road (SR 2819). The LRTP project proposal (Local ID: GUA-T059) is to construct a four lane divided boulevard on new location from Brangu Street to Summit Avenue (SR 2526) with an interchange at US 29. The proposed improvements would provide improved local connectivity to Summit Avenue (SR 2526), provide access to US 29 and serve as an alternate route to NC 150. This project is within the 2035 horizon year of the 2035 Greensboro Urban Area LRTP and is regionally significant.

*Note:* The Highway map of the CTP currently classifies the proposed project as a major thoroughfare. This will be corrected and classified as a proposed boulevard in the next CTP update.

**Burnetts Chapel Road (SR 1131) / Steeple Chase Road (SR 4006) / Hagan Stone Park Road (SR 3411) Connector, Local ID: GUA-T064**

Currently there is no continuous connectivity between Burnetts Chapel (SR 1131), Steeple Chase Road (SR 4006) and Hagan Stone Park Road (SR 3411). Improvements are needed to provide better connectivity and continuity along this corridor.

Burnetts Chapel (SR 1131) from Kivett Drive (SR 1113) to Old Randleman Road (SR 1104); Steeple Chase Road (SR 4006) from Old Randleman Road (SR 1007) to Garden Loop; and Hagan Stone Park Road (SR 3411) from NC 22 to US 421 are currently two lane minor thoroughfares with 12 foot lanes.

The proposed project (Local ID: GUA-T064) is to construct on new location:

- a two lane minor thoroughfare with 12 foot lanes between Burnetts Chapel (SR 1131) and Steeple Chase Road (SR 4006);
- a two lane minor thoroughfare with 12 foot lanes from Garden Loop to Hagan Stone Park Road (SR 3411);
- a two lane minor thoroughfare with 12 foot lanes from Clifford Drive to Company Mill Road (SR 3394)

This project is within the 2035 horizon year of the 2035 Greensboro Urban Area LRTP and is not regionally significant.

**Clapps Farm Road (SR 3041), Local ID: GUA-L041**

Clapps Farm Road (SR 3041) provides access between US 70 and McConnell Road (SR 3000). Improvements are needed to enhance system linkage and provide better access to an area that is envisioned to transition from existing farmlands to a residential and employment area.

Clapps Farm Road (SR 3041) is currently a two lane minor thoroughfare with 10 foot lanes from McConnell Road (SR 3000) to Mount Hope Church Road (SR 3045).

The proposed project (Local ID: GUA-L041) is to construct a four lane divided boulevard with 12 foot lanes from McConnell Road (SR 3000) to Mount Hope Church Road (SR 3045). This project is within the 2035 horizon year of the 2035 Greensboro Urban Area LRTP and is regionally significant.

**Eastern Urban Loop, TIP No. U-2525D**

The proposed project (U-2525D) is to construct an interchange to provide access to the loop at the proposed East Cone Boulevard Extension. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch or visit the project website at: <http://www.ncdot.gov/projects/greensborourbanloop/>. This project is within the 2035 horizon year of the 2035 Greensboro LRTP and is regionally significant.

**Eversfield Road (SR 2109) Extension, Local ID: GUA-T077**

Eversfield Road (SR 2109) currently terminates at NC 150. Improvements are needed to provide connectivity between the existing Eversfield Road (SR 2109) and Bunch Road (SR 2128).

Eversfield Road (SR 2109) is currently a two lane minor thoroughfare with 12 foot lanes from US 158 to NC 150.

The proposed project (Local ID: GUA-T077) is to construct a two lane minor thoroughfare on new location from NC 150 to Brookbank Road (SR 2129). The proposed improvements would provide better local connectivity between Eversfield Road (SR 2109) and Bunch Road (SR 2128) and serve as an alternate to NC 150. This project is within the 2035 horizon year of the 2035 Greensboro Urban Area LRTP and is not regionally significant.

**Hicone Road (SR 2565) Extension, Local ID: GUA-L048**

Hicone Road (SR 2565) currently terminates west of Summit Avenue (SR 2526). Improvements are needed to provide better connectivity to Lees Chapel Road (SR 2359).

Hicone Road (SR 2565) is currently a two lane facility with 10 foot lanes from Huffine Mill Road (SR 2847) to west of Summit Avenue (SR 2526). The proposed project (Local ID: GUA-L048) is to construct a three lane minor thoroughfare on new location from west of Summit Avenue (SR 2526) to Lees Chapel Road (SR 2359). The proposed improvements would provide improved local connectivity to Lees Chapel Road (SR 2359) from Hicone Road (SR 2565). This project is within the 2035 horizon year of the 2035 Greensboro Urban Area LRTP and is not regionally significant.

**High Rock Road (SR 2719) Extension, Local ID: GUA-T063**

High Rock Road (SR 2719) currently terminates at Frieden Church Road (SR 2746). The extension of High Rock Road (SR 2719) is needed to provide better local connectivity from Frieden Church Road (SR 2746) to US 70.

High Rock Road (SR 2719) is currently a two lane major thoroughfare with 12 foot lanes from Rockingham County to Frieden Church Road (SR 2746).

The proposed project (Local ID: GUA-T063) is to construct a two-lane major thoroughfare with 12 foot lanes on new location from Frieden Church Road (SR 2746) to Bethel Church Road



(SR 2752) and from Sedalia Road (SR 2808) to US 70. This project is within the 2035 horizon year of the 2035 Greensboro Urban Area LRTP and is not regionally significant.

**Mount Hope Church Road (SR 3045) Extension, Local ID: GUA-T078**

Mount Hope Church Road (SR 3045) currently terminates at McPherson–Clay Road (SR 3114). Improvements are needed to provide connectivity from McPherson–Clay Road (SR 3114) to Alamance Church Road (SR 1005).

Mount Hope Church Road (SR 3045) is currently a two lane major thoroughfare with 12 foot lanes from US 70 to Alamance Church Road (SR 1005).

The proposed project (Local ID: GUA-T078) is to construct a two lane major thoroughfare with 12 foot lanes on new location from McPherson–Clay Road (SR 3114) to Alamance Church Road (SR 1005). The proposed improvements would extend connectivity from McPherson–Clay Road (SR 3114) to Alamance Church Road (SR 1005). This project is within the 2035 horizon year of the 2035 Greensboro Urban Area LRTP and is not regionally significant.

**Nealtown Road (SR 2847) Extension, Local ID: GUA-L039**

Nealtown Road (SR 2847) currently terminates at White Street and will by 2015 terminate at the Phase 1 Extension of Cone Boulevard (GUA-L017). Further improvements are needed to provide better connectivity between East Cone Boulevard and McKnight Mill Road (SR 2835).

Nealtown Road (SR 2847) is currently a two lane facility with 12 foot lanes from Huffine Mill Road (SR 2847) to White Street. The proposed project (Local ID: GUA-L039) is to construct on new location a two to three lane major thoroughfare from Cone Boulevard to McKnight Mill Road (SR 2835). The proposed improvements would provide improved local connectivity to Cone Boulevard and McKnight Mill Road (SR 2835). This project is within the 2035 horizon year of the 2035 Greensboro Urban Area LRTP and is not regionally significant.

**Rankin Mill Road (SR 2832) / Flemingfield Road (SR 2848) Connector, Local ID: GUA-L038**

Rankin Mill Road (SR 2832) currently terminates on Huffine Mill Road (SR 2770) west of Flemingfield Road (SR 2848). Improvements are needed to provide better connectivity to Flemingfield Road (SR 2848) and also provide access to US 70 (Burlington Road).

Rankin Mill Road (SR 2832) is currently a two lane facility with 12 foot lanes from Hicone Road (SR 2565) to Huffine Mill Road (SR 2770). The proposed project (Local ID: GUA-L038) is to realign on new location a three lane minor thoroughfare to directly connect with Flemingfield Road (SR 2848) at Huffine Mill Road (SR 2770). This project is within the 2035 horizon year of the 2035 Greensboro Urban Area LRTP and is not regionally significant.

**South Holden Road (SR 1117), Local ID: GUA-T066**

There is currently limited connectivity between South Holden Road (SR 1117) and Drake Road (SR 1137). Improvements are needed to establish direct north-south connectivity between South Holden Road (SR 1117) and Drake Road (SR 1137).

South Holden Road (SR 1117) is currently a 4 lane divide boulevard with 12 foot lanes from I-85 Business to Glendale Drive and a two lane road from Glendale Drive to Harris Drive.

The proposed project (Local ID: GUA-T066) is to widen the existing facility to a four lane divided boulevard from Glendale Drive to I-85 and to construct on new location a two lane major thoroughfare from south of Bishop Road (SR 1116) to Drake Road (SR 1137) at Kivett Drive (SR 1113). The proposed improvements will improve connectivity in the area by adding additional lanes from Glendale Drive to I-85 and completing the link between the existing South Holden Road (SR 1117) and Drake Road (SR 1137). This project is in the 2035 horizon year of the 2035 Greensboro LRTP and is regionally significant.

**Turner Smith Road (SR 2733) Extension, Local ID: GUA-T076**

Two segments of Turner Smith Road (SR 2733) currently terminate at McLeansville Road (SR 2819) on both sides, but at an offset from each other. Improvements are needed to provide direct connectivity between the two segments.

Both sections of Turner Smith Road (SR 2733) are currently two lane minor thoroughfares with 12 foot lanes.

The proposed project (Local ID: GUA-T076) is to construct a three lane minor thoroughfare on new location east of McLeansville Road (SR 2819). The proposed improvements would provide a better alignment and improve mobility and connectivity along the Turner Smith Road (SR 2733) corridor. This project is within the 2035 horizon year of the 2035 Greensboro Urban Area LRTP and is regionally significant.

**Western Urban Loop, TIP No. U-2524F**

The proposed project (U-2524F) is to construct an interchange to provide access to the loop at proposed Lewiston Road (SR 2124) / Fleming Road (SR 2136) Connector. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch or visit the project website at: <http://www.ncdot.gov/projects/greensborourbanloop/>. This project is within the 2035 horizon year of the 2035 Greensboro LRTP and is regionally significant.

**Williams Dairy Road (SR 3329) / Mill Point Road (SR 3078) Connector, Local ID: GUA-T074**

Williams Dairy Road (SR 3329) currently terminates at Alamance Church Road (SR 1005). Improvements are needed to provide better connectivity between the existing Williams Dairy Road (SR 3329) and Mill Point Road (SR 3078).

Williams Dairy Road (SR 3329) is currently a two lane minor thoroughfare with 12 foot lanes from Liberty Road (SR 3549) to Alamance Church Road (SR 1005).

The proposed project (Local ID: GUA-T074) is to construct a two lane minor thoroughfare on new location from Alamance Church Road (SR 1005) to Mill Point Road (SR 3078). The proposed improvements would provide better local connectivity to Mill Point Road (SR 3078). This project is within the 2035 horizon year of the 2035 Greensboro Urban Area LRTP and is not regionally significant.

**Vandalia Road (SR 3303) Extension, Local ID: GUA-T069**

Vandalia Road (SR 3303) currently terminates at Pleasant Garden Road (SR 3505). The extension of Vandalia Road (SR 3303) is needed to provide better local east-west connectivity

between Pleasant Garden Road (SR 3505) and Alamance Church Road (SR 1005), and also to provide access to former US 421.

Vandalia Road (SR 3303) is currently a two lane minor thoroughfare with 12 foot lanes from South Holden Road (SR 1117) to Pleasant Garden Road (SR 3505).

The proposed project (Local ID: GUA-T069) is to construct a four lane divided boulevard on new location with 12 foot lanes from Pleasant Garden Road (SR 3305) to Alamance Church Road (SR 1005) with an interchange with former US 421. This project is within the 2035 horizon year of the 2035 Greensboro Urban Area LRTP and is regionally significant.

*Note:* The Highway map of the CTP currently classifies the proposed project as a minor thoroughfare. This will be corrected and classified as a proposed boulevard in the next CTP update.

**Youngs Mill (SR 3029) / Southeast School Road (SR 3330) Connector, Local ID: GUA-T065**

Youngs Mill Road (SR 3029) currently terminates at Mill Point Road (SR 3078). Improvements are needed to provide better north south connectivity along the Youngs Mill Road (SR 3029) / Southeast School Road (SR 3330) corridor.

The proposed project (Local ID: GUA-T065) is to construct a two lane minor thoroughfare with 12 foot lanes on new location from Mill Point Road (SR 3078) to Southeast School Road (SR 3330). This project is within the 2035 horizon year of the 2035 Greensboro Urban Area LRTP and is regionally significant.

**GUAMPO CTP PROJECTS NOT IN LRTP**

Local ID	Facility	Section	TIP_NO	CTP Classification	CTP Status	Existing Lanes	Proposed Project Description
GUA-0001-H	US 70	Maxfield Road To Old Burlington Road		Boulevard	Needs Improvement	5	4 Lane Divided
GUA-0001-H	US 70	Old Burlington Road To Willowlake Road		Boulevard	Needs Improvement	5	4 Lane Divided
GUA-0001-H	US 70	Willowlake Road To Future I-840		Boulevard	Needs Improvement	6	4 Lane Divided
GUA-0001-H	US 70	McLeansville Road To Mount Hope Church Road		Boulevard	Needs Improvement	5	4 Lane Divided
GUA-0001-H	US 70	Future I-840 To McLeansville Road		Boulevard	Needs Improvement	4	4 Lane Divided
GUA-0001-H	US 70	Burlington Road To Maxfield Road		Boulevard	Needs Improvement	6	4 Lane Divided
GUA-0002-H	NC 68	Edgefield Road To I-73 Connector		Freeway	Needs Improvement	4	4 Lane Divided
GUA-0002-H	NC 68	Riding Trail Court Edgefield Road		Boulevard	Needs Improvement	2	4 Lane Divided
GUA-0002-H	NC 68	Market Street To Triad Center Drive		Expressway	Needs Improvement	4	6 Lane Divided
GUA-0003-H	16TH	East Cone Boulevard To Blair-Kahzan Drive		Other Major Thoroughfare	Needs Improvement	2	Add Sidewalks *
GUA-0003-H	16TH	Blair-Kahzan Drive To Joseph McNeil Avenue		Other Major Thoroughfare	Needs Improvement	2	Add Sidewalks *
GUA-0003-H	16TH	Joseph McNeil Avenue To Mcknight Mill Road		Other Major Thoroughfare	Needs Improvement	2	Add Sidewalks *
GUA-L046	Air Harbor Road (SR 2334)	Lake Brandt Road To Trier Drive		Boulevard	Needs Improvement	2	4 Lane Divided
GUA-L046	Air Harbor Road (SR 2334)	Trier Drive To Bass Chapel Road		Boulevard	Needs Improvement	2	4 Lane Divided
GUA-L026	Alamance Church Road (SR 1005)	Neese Road To Causey Lake Road		Boulevard	Needs Improvement	2	4 Lane Divided
GUA-L026	Alamance Church Road (SR 1005)	Causey Lake Road To I-85		Boulevard	Needs Improvement	5	4 Lane Divided
GUA-0004-H	Aycock Street (SR 1421)	Wright Street To Lee Street		Boulevard	Needs Improvement	4	4 Lane Divided
GUA-0004-H	Aycock Street (SR 1421)	Wright Street To Lee Street		Boulevard	Needs Improvement	4	4 Lane Divided

\* Projects should be considered for reclassification in the next CTP update

**GUAMPO CTP PROJECTS NOT IN LRTP**

Local ID	Facility	Section	TIP_NO	CTP Classification	CTP Status	Existing Lanes	Proposed Project Description
GUA-L045	Bass Chapel Road (SR 2348)	Level Wind Lane To Air Harbor Road		Boulevard	Needs Improvement	2	4 Lane Divided
GUA-L045	Bass Chapel Road (SR 2348)	Lake Jeanette Road To Regents Park Lane		Boulevard	Needs Improvement	3	4 Lane Divided
GUA-L045	Bass Chapel Road (SR 2348)	Regents Park Lane To Level Wind Lane		Boulevard	Needs Improvement	2	4 Lane Divided
GUA-0005-H	Battleground Avenue (US 220)	Horse Pen Creek To Cotswold Terrace		Boulevard	Needs Improvement	5	6 Lane Divided
GUA-0006-H	Bessemer Avenue	East Lindsay Street To Summit Avenue		Boulevard	Needs Improvement	5	4 Lane Divided
GUA-0006-H	Bessemer Avenue	Huffman Street To East Lindsay Street		Boulevard	Needs Improvement	4	4 Lane Divided
GUA-0007-H	Bethel Church Road Realignment (SR 2752)	Knox Road To East Of Simmons Road		Minor Thoroughfare	Recommended	-	2 Lane
GUA-0008-H	Brassfield Road	Battleground Avenue To Windborne Road		Boulevard	Needs Improvement	3	4 Lane Divided
GUA-0009-H	Bryan Boulevard Extension	NC 68 To Pleasant Ridge Road		Boulevard	Recommended	-	4 Lane Divided
GUA-0010-H	Bunker Hill Road (SR 2007)	I-40 West To W Market Street		Other Major Thoroughfare	Needs Improvement	2	3 Lane
GUA-L030	Burlington Road (SR 3163)	Franklin Boulevard To O'Ferrell Street		Other Major Thoroughfare	Needs Improvement	3	3 Lane Curb, gutter & sidewalks
GUA-L030	Burlington Road (SR 3163)	Ward Road To East Wendover Avenue		Other Major Thoroughfare	Needs Improvement	2	3 Lane Curb, gutter & sidewalks
GUA-L035	Burnt Poplar Road (SR 1607)	Swing Road To Boulder Road		Boulevard	Needs Improvement	2	3 Lane
GUA-L035	Burnt Poplar Road (SR 1607)	Boulder Road To Citation Court		Boulevard	Needs Improvement	2	3 Lane
GUA-L035	Burnt Poplar Road (SR 1607)	Citation Court To Regional Road		Boulevard	Needs Improvement	2	3 Lane
GUA-0011-H	Church Street (SR 1001)	Bessemer Avenue To Wendover Avenue		Boulevard	Needs Improvement	4	4 Lane Divided
GUA-L018	Church Street (SR 1001)	East Washington To Lindsay Street	BOND	Boulevard	Needs Improvement	4	4 Lane Divided Streetscape

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**GUAMPO CTP PROJECTS NOT IN LRTP**

Local ID	Facility	Section	TIP_NO	CTP Classification	CTP Status	Existing Lanes	Proposed Project Description
GUA-T051	Cotswold Avenue/Lake Brandt Road Connector	Cotswold Avenue To Old Battleground Avenue		Minor Thoroughfare	Recommended	-	2 Lane
GUA-L001	Creek Ridge Road	Bevill Plaza To Four Seasons Boulevard		Other Major Thoroughfare	Needs Improvement	3	3 Lane, Sidewalks
GUA-0012-H	Drake Road (SR 1137)	West NC 62 To Burnetts Chapel Road		Other Major Thoroughfare	Needs Improvement	2	2 Lane, Shoulders for bikes
GUA-0012-H	Drake Road (SR 1137)	Burnetts Chapel Road To Kivett Drive		Other Major Thoroughfare	Needs Improvement	2	2 Lane, Shoulders for bikes
GUA-0013-H	Eckerson Road/Rankin Road Connector	Hicone Road To Rankin Mill Road		Minor Thoroughfare	Recommended	-	2 Lane
GUA-L045	Elm Street	East Cone Boulevard To Waldron Drive		Boulevard	Needs Improvement	5	4 Lane Divided
GUA-L045	Elm Street	Pisgah Church Road To Old Lake Jeanette Road		Boulevard	Needs Improvement	5	4 Lane Divided
GUA-L045	Elm Street	Checkerberry Lane To Lake Jeanette Road		Boulevard	Needs Improvement	3	4 Lane Divided
GUA-L045	Elm Street	Old Lake Jeanette To Checkerberry Lane		Boulevard	Needs Improvement	2	4 Lane Divided
GUA-L045	Elm Street	Waldron Drive To Pisgah Church Road		Boulevard	Needs Improvement	5	4 Lane Divided
GUA-0015-H	Florida Street	Bennett Street To Martin Luther King Jr Drive	EL-5101 DG	Other Major Thoroughfare	Needs Improvement	2	Add Sidewalks *
GUA-0015-H	Florida Street	East Lee Street To Lincoln Street	EL-5101 DG	Other Major Thoroughfare	Needs Improvement	2	Add Sidewalks *
GUA-0015-H	Florida Street	US 29 To Bennett Street	EL-5101 DG	Other Major Thoroughfare	Needs Improvement	2	Add Sidewalks *
GUA-0016-H	Friendly Avenue Extension (SR 2147)	Radar Road To West Market Street		Other Major Thoroughfare	Recommended	-	4 Lane Divided - Airport Authority Opposed to Project
GUA-0017-H	Gallimore Dairy Road (SR 1558)	I-40 To Albert Pick Road		Boulevard	Needs Improvement	4	4 Lane Divided
GUA-0017-H	Gallimore Dairy Road (SR 1558)	Burnt Poplar Road To I-40		Boulevard	Needs Improvement	3	4 Lane Divided
GUA-0018-H	Groometown Road (SR 1271)	Jarvis Road To I-85		Other Major Thoroughfare	Needs Improvement	3	4 Lane Divided

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GUA-L047	Hicone Road (SR 2565)	Summit Avenue To Hines Chapel Road		Minor Thoroughfare	Needs Improvement	2	5 Lane
GUA-L043	High Point Road (SR 1421)	Patterson Street To West Lee Street		Boulevard	Needs Improvement	7	6 Lane Divided Streetscape
GUA-L043	High Point Road (SR 1421)	West Meadowview Road To Patterson Street		Other Major Thoroughfare	Needs Improvement	6	5 Lane Streetscape
GUA-L043	High Point Road (SR 1421)	I-40 To West Meadowview Road		Other Major Thoroughfare	Needs Improvement	7	6 Lane Divided Streetscape
GUA-0019-H	Holden Road (SR 1117)	West Friendly Avenue To Starmount Drive		Boulevard	Needs Improvement	5	4 Lane Divided
GUA-0020-H	Holts Store Road / Shoe Road Connector	Holts Store Road To Shoe Road		Minor Thoroughfare	Recommended	-	2 Lane
GUA-L002	Hornaday Road Extension	The End Of The Road To Chimney Rock Road	U-4750/P04160	Minor Thoroughfare	Recommended	-	2 Lane
GUA-0021-H	Horse Pen Creek Road/ Fleming Road Connector	Horse Pen Creek Road To Fleming Road (Isaacson Boulevard Coincides)		Minor Thoroughfare	Recommended	-	4 Lane Divided
GUA-0021-H	Horse Pen Creek Road/ Fleming Road Connector	Horse Pen Creek Road To Fleming Road (Isaacson Boulevard Coincides)		Minor Thoroughfare	Recommended	-	4 Lane Divided
GUA-0022-H	Huffine Mill Road (SR 2770)	Burlington Road To E Bessemer Avenue		Other Major Thoroughfare	Needs Improvement	2	4 Lane Divided
GUA-0022-H	Huffine Mill Road (SR 2770)	E Bessemer Avenue To E Wendover Avenue On Ramp		Other Major Thoroughfare	Needs Improvement	2	4 Lane Divided
GUA-0022-H	Huffine Mill Road (SR 2770)	E Wendover On Ramp To Oak Grove Avenue		Other Major Thoroughfare	Needs Improvement	2	4 Lane Divided
GUA-0023-H	Inman/ Lewiston Connector	Inman Road To Lewiston Road		Minor Thoroughfare	Recommended	-	2 Lane
GUA-0024-H	Knox Road Extension	Carmon Road To Frieden Church Road		Minor Thoroughfare	Recommended	-	2 Lane
GUA-L043	Lee Street	High Point Road To Coliseum Boulevard		Boulevard	Needs Improvement	6	6 Lane Divided Streetscape
GUA-0025-H	Lees Chapel Road (SR 2359)	Brightwood School Road To Hillcroft Road (Hicone Ext.)		Other Major Thoroughfare	Needs Improvement	2	3 lane

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Local ID	Facility	Section	TIP_NO	CTP Classification	CTP Status	Existing Lanes	Proposed Project Description
GUA-0026-H	Market Street (SR 3163)	Gillespie Street To US 29	P03904D	Boulevard	Needs Improvement	4	4 Lane Divided
GUA-0026-H	Market Street (SR 3163)	English Street To Gillespie Street	P03904D	Boulevard	Needs Improvement	5	4 Lane Divided
GUA-0026-H	Market Street (SR 3163)	US 29 To Booker Street	P03904D	Boulevard	Needs Improvement	4	4 Lane Divided
GUA-L027	McConnel Road (SR 3000)	Beaumont Avenue To Franklin Boulevard		Boulevard	Needs Improvement	2	4 Lane Divided
GUA-L027	McConnel Road (SR 3000)	Franklin Boulevard To I-40/ Business 85 Off Ramp		Boulevard	Needs Improvement	2	4 Lane Divided
GUA-L027	McConnel Road (SR 3000)	Beaumont Avenue To Franklin Boulevard		Boulevard	Needs Improvement	2	4 Lane Divided
GUA-L027	McConnel Road (SR 3000)	I-40/I-85 Business Off Ramp To I-40/I-85 Business On Ramp		Boulevard	Needs Improvement	2	4 Lane Divided
GUA-L027	McConnell Road Extension	Millpoint Road To Kersee Road		Minor Thoroughfare	Recommended	-	4 Lane Divided
GUA-L027	McConnell Road/ Millstream Road Extension	Existing McConnell Road To McConnell -Millstream Realignment		Minor Thoroughfare	Recommended	-	4 Lane Divided
GUA-L027	McConnell Road/ Millstream Road Realignment (SR 3143)	Millpoint Road To Millstream Road		Minor Thoroughfare	Recommended	-	4 Lane Divided
GUA-0027-H	McKnight Mill Road (SR 2835)	Hines Chapel Road To Hicone Road		Other Major Thoroughfare	Needs Improvement	2	3 Lane
GUA-0027-H	McKnight Mill Road (SR 2835)	16th Street To Hines Chapel Road		Other Major Thoroughfare	Needs Improvement	2	3 Lane
GUA-0027-H	McKnight Mill Road Extension	Hicone Road To Eckerson Road		Minor Thoroughfare	Recommended	-	3 Lane
GUA-0028-H	Mount Hope Church Road (SR 3045)	Burlington Road To Knox Road		Boulevard	Needs Improvement	2	2 Lane, Paved Shoulders for Bikes
GUA-0029-H	Penry Road	Penry Road Realignment To Huffmine Mill Road		Minor Thoroughfare	Needs Improvement	2	4 Lane Divided
GUA-0029-H	Penry Road (SR 2851)	E. Wendover Avenue To Penry Road Realignment		Minor Thoroughfare	Needs Improvement	2	4 Lane Divided
GUA-0030-H	Phillips Avenue	Summit Avenue To Ball Street		Other Major Thoroughfare	Needs Improvement	2	Add Sidewalks *
GUA-0030-H	Phillips Avenue	Ball Street To Elwell Avenue		Other Major Thoroughfare	Needs Improvement	3	Add Sidewalks *

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GUA-0031-H	Plainfield Road (SR 2324)	Plainfield Road Realignment To N. Church Street		Minor Thoroughfare	Recommended	-	2 Lane
GUA-L036	Pleasant Ridge Road (SR 2133)	W. Market Street To Pleasant Ridge Road Relocation		Boulevard	Needs Improvement	2	4 Lane Divided
GUA-L037	Pleasant Ridge Road (SR 2133)	Pleasant Ridge Road Relocation To Old Oak Ridge Road		Boulevard	Needs Improvement	2	4 Lane Divided
GUA-T055	Pleasant Ridge Road Relocation	Existing Pleasant Ridge Road To Existing Pleasant Ridge Road		Boulevard	Recommended	-	4 Lane Divided
GUA-0032-H	South Elm-Eugene Street (SR 3300)	West Vandalia Road To JJ Drive	P04279	Boulevard	Needs Improvement	4	4 Lane Divided
GUA-0032-H	South Elm-Eugene Street (SR 3300)	JJ Drive To West Florida Street		Boulevard	Needs Improvement	5	4 Lane Divided
GUA-0033-H	Stafford Mill Road/ County Line Road Connector (SR 2009)	County Line Road To Beeson Road		Minor Thoroughfare	Recommended	-	2 Lane
GUA-L044	Summit Avenue (SR 2526)	Cherry Lane To Brightwood School Road		Boulevard	Needs Improvement	2	4 Lane Divided
GUA-L044	Summit Avenue (SR 2526)	Brightwood School Road To Bryan Park Road		Boulevard	Needs Improvement	2	4 Lane Divided
GUA-L044	Summit Avenue (SR 2526)	Rankin Road To Cherry Lane		Boulevard	Needs Improvement	2	4 Lane Divided
GUA-L044	Summit Avenue (SR 2526)	East Cone Boulevard To Twain Road		Boulevard	Needs Improvement	5	4 Lane Divided
GUA-L044	Summit Avenue (SR 2526)	Twain Road To McKnight Mill Road		Boulevard	Needs Improvement	4	4 Lane Divided
GUA-L044	Summit Avenue (SR 2526)	Mcknight Mill Road To Rankin Road		Boulevard	Needs Improvement	4	4 Lane Divided
GUA-0034-H	Wades Store Road Extension	Thacker Dairy Road To Cook Stewart Road		Minor Thoroughfare	Recommended	-	2 Lane
GUA-0035-H	Wiley Davis Road (SR 1383)	Groomtown Road To Clair Place		Other Major Thoroughfare	Needs Improvement	2	4 Lane Divided
GUA-0036-H	Willoughby Boulevard	N. Elm Street To Marston Road		Boulevard	Needs Improvement	2	2 Lane Divided
GUA-0037-H	Yanceyville Street (SR 2523)	Lees Chapel Road To Peach Orchard Drive		Other Major Thoroughfare	Needs Improvement	2	4 Lane Divided

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<b>Local ID</b>	<b>Facility</b>	<b>Section</b>	<b>TIP_NO</b>	<b>CTP Classification</b>	<b>CTP Status</b>	<b>Existing Lanes</b>	<b>Proposed Project Description</b>
<b>GUA-L028</b>	Youngs Mill Road Extension (SR 3024)	McConnell Road To Holts Chapel Extension		Boulevard	Recommended	-	4 Lane Divided
<b>GUA-L028</b>	Youngs Mill Road Extension (SR 3024)	Youngs Mill Extension To Wendover Avenue		Boulevard	Recommended	-	4 Lane Divided
<b>GUA-L028</b>	Youngs Mill Road Extension (SR 3024)	Existing Ward Road To Youngs Mill Extension (Common To Ward Road)		Boulevard	Needs Improvement	2	4 Lane Divided
<b>GUA-L028</b>	Youngs Mill Road Extension (SR 3024)	Holts Chapel Extension To Existing Ward Road		Boulevard	Recommended	-	4 Lane Divided

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