

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

This report documents the development of the High Point 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.

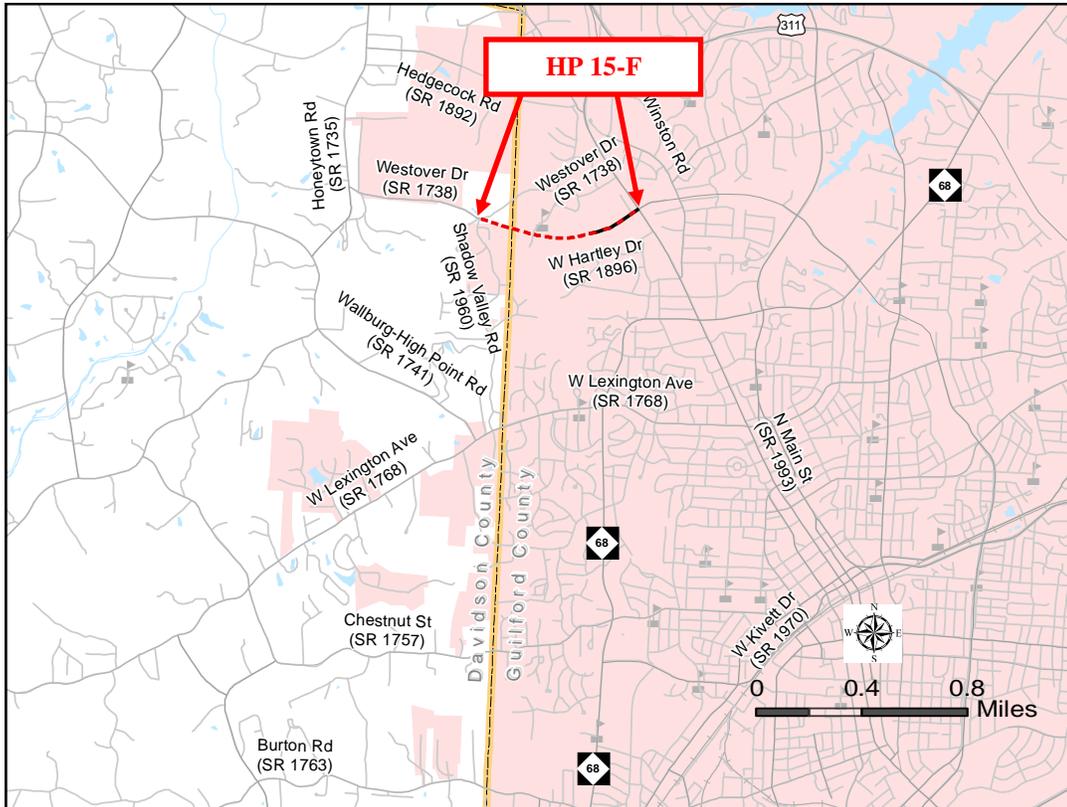
## Problem Statements

### 2009-2015 High Point Urban Area LRTP Horizon Year

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

**Hartley Drive (SR 1896) Extension  
from N Main Street (SR 1993) to Shallow Valley Rd (SR1960)**

**Local ID: HP 15-F  
Last Updated: 6/3/2011**



#### Identified Problem

Westover Drive (SR 1738) from N. Main Street (SR 1993) to Shadow Valley Drive (SR1960) is projected to be over capacity by 2035. The primary purpose of this project is to relieve congestion on the existing facility such that a minimum of Level of Service (LOS) D can be achieved.

#### Justification of Need

Westover Drive (SR 1738) is a two-lane facility with 12 foot lanes and serves businesses and residential developments. Improvements are needed to relieve congestion on Westover Drive (SR 1738) from N. Main Street (SR 1993) to Shadow Valley Drive (SR1960). Traffic is projected to increase from 10,600 vehicles per day (vpd) in 2009 to 15,000 vpd in 2035, compared to a capacity of 14,600 vpd.

## **Community Vision and Problem History**

Hartley Drive (SR 1896) east of N Main Street (SR 1993) is a four-lane divided facility. Hartley Drive (SR 1896) west of N Main Street (SR 1993) is a two-lane facility with 12 foot lanes and serves businesses and residential developments. Hartley Drive (SR 1896) extends approximately 0.35 miles west of N Main Street (SR 1993) and dead ends.

The existing street network poorly connects High Point's Main Street with agricultural and residential areas in eastern Davidson County. The Hartley Drive Extension was developed due to safety and congestion concerns on Westover Drive (SR 1738). Over the past 7 to 10 years residential development on the west side of High Point as well as eastern Davidson County has increased. Land use around Westover Drive (SR 1738) and Hartley Drive (SR 1896) are primarily low to medium density residential, institutional and commercial. This has increased congestion on the east-west facilities into and out of High Point. Those facilities include Westover Drive (SR 1738), Lexington Avenue (SR 1486), Hedgecock Road (SR 1892) and Burton Avenue. Currently Westover Drive (SR 1738) handles the majority of the traffic accessing N Main Street (SR 1993). Hartley Drive Extension would give residents in western High Point and eastern Davidson County an alternate route from Westover Drive (SR 1738) to N Main Street (SR 1993).

Additionally, an intersection crash analysis for the intersection of Westover Drive (SR 1738) and N Main Street (SR 1993) from 2003 to 2007 cites 36 crashes with an average severity of 4.33. Over 80% of the total crashes involved turning or rear end type crashes. More details about the crash analysis can be viewed at the following website:

[http://www.highpointnc.gov/transit/docs/Safety\\_Study/MainA/Main\\_St\\_Westover\\_Dr.pdf](http://www.highpointnc.gov/transit/docs/Safety_Study/MainA/Main_St_Westover_Dr.pdf)

## **CTP Project Proposal**

### **Project Description and Overview**

The proposed project (Local ID: HP 15-F) is to widen the existing Hartley Drive (SR 1896) to a four-lane boulevard and to construct a four-lane boulevard on new location, extending Hartley Drive (SR 1896) from N Main Street (SR 1993) to Shadow Valley Road (SR 1960). Additionally, this project includes pedestrian facilities.

The CTP project proposal for Hartley Drive (SR 1896) Extension would provide an alternate route to access the area, improve safety, increase mobility and also provide connectivity.

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

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

The proposed facility is located in Davidson and Guilford Counties and was not identified as regionally significant in the 2035 High Point Urban Area LRTP. Guilford County is non-attainment for Particulate Matter 2.5 (PM2.5) pollutants and has been redesignated to attainment for ozone. Davidson County is non-attainment for Particulate Matter 2.5 (PM2.5). An air quality conformity determination for the LRTP was completed in March 2009 and includes analysis for Particulate Matter 2.5 (PM2.5) and ozone.

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

The 2009 City of High Point Land Use Plan Map designates the area to be low to medium density residential and institutional uses. Land use patterns in the vicinity of the Hartley Drive Extension include commercial usage along N Main Street (SR 1993), the YMCA, and a mixture of low, moderate and high density residential to the west. Land use around Westover Drive (SR 1738) and Hartley Drive (SR 1896) are primarily low to medium density residential, institutional and commercial. Around Westover Drive there are several vacant parcels available. They are zoned as low to moderate density residential.

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

In the CTP, this facility continues to extend west and cross the proposed West-side Thoroughfare with a proposed interchange. The Hartley Drive Extension has been included in previous thoroughfare plans, now the CTP for many years. It was first placed on the thoroughfare plan in the 1960's. More details about the project can be viewed at the following website:

[http://www.highpointnc.gov/transit/hartley\\_drive\\_extension.cfm](http://www.highpointnc.gov/transit/hartley_drive_extension.cfm)

### **Multi-modal Considerations**

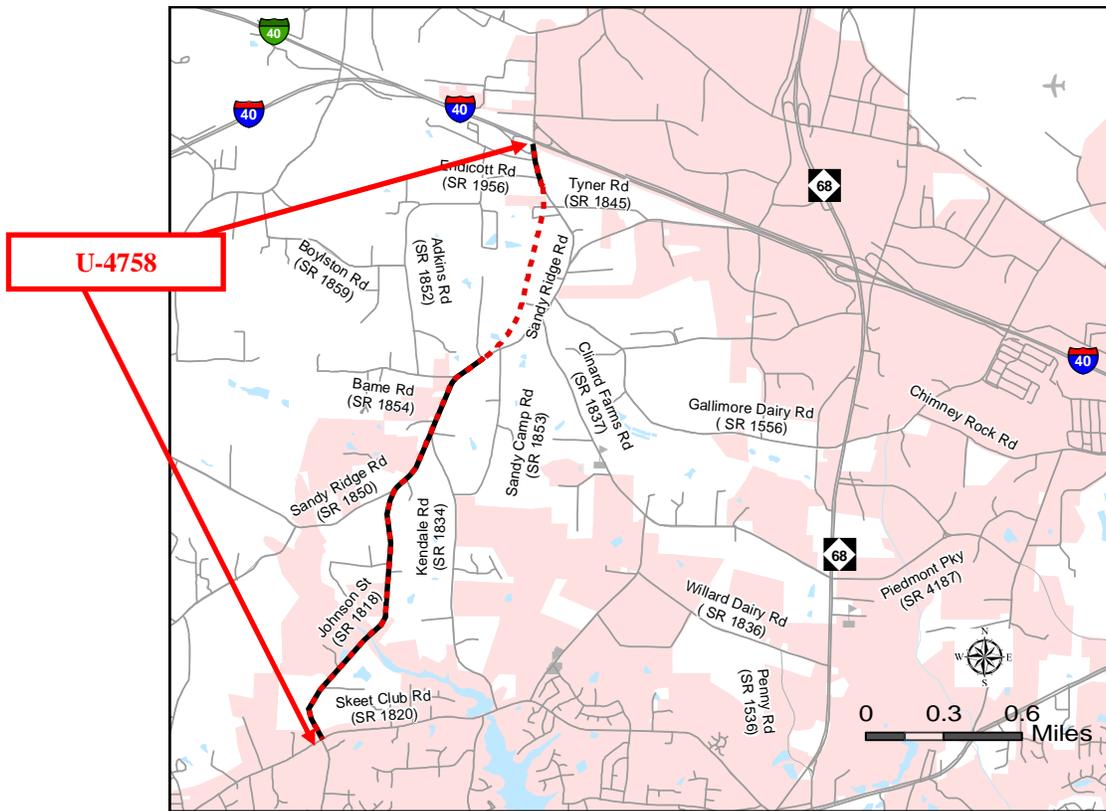
The High Point Urban Area CTP includes recommendations for public transportation, bicycle and pedestrian facilities around the High Point Urban Area. There are recommended improvements for sidewalks on the Hartley Drive extension project.

### **Public/ Stakeholder Involvement**

The High Point Urban Area CTP and 2035 LRTP were released for public review in 2010 and 2008 respectively. No comments were received relating directly to the project.

**Johnson Street (SR 1818)/ Sandy Ridge Road (SR 1850)  
from Skeet Club Road (SR 1820) to I-40**

**Local ID: U-4758  
Last Updated: 6/3/2011**



**Identified Problem**

Johnson Street (SR 1818) / Sandy Ridge Road (SR 1850) from Skeet Club Road (SR 1820) to I-40 is projected to be over capacity by 2035. The primary purpose of this project is to relieve congestion on the existing facility such that a minimum of Level of Service (LOS) D can be achieved.

**Justification of Need**

Johnson Street (SR 1818) / Sandy Ridge Road (SR 1850) is a minor north-south corridor in High Point, connecting I-40 the City of High Point and Greensboro urban areas.

Johnson Street (SR 1818) from Skeet Club Road (SR 1820) to Sandy Ridge Road (SR 1850) is currently a 2-lane facility with 11 foot lanes. Sandy Ridge Road (SR 1850) from Johnson Street (SR 1818) to Sandy Camp Road (SR 1853) is currently a 2-lane facility with 9 foot lanes, from Sandy Camp Road (SR 1853) to Endicott Road (SR 1956) is currently a 2-lane facility a 10 foot lanes, and from Endicott Road (SR 1956) to I-40 is a 3-lane facility with 12 foot lanes. By 2035 the facility is projected to be near or over capacity based on providing a LOS D. Along this corridor, traffic is projected to increase from 10,500 vehicles per day (vpd) in 2009 to 29,000 vpd in 2035, compared to a capacity of 15,300 vpd.

## **Community Vision and Problem History**

Due to Johnson Street (SR 1818) /Sandy Ridge Road's (SR 1850) central location in the Triad area and the fact that it is a north-south connection along with NC 68 into the airport area from High Point, development along this corridor is expected to increase.

Residents who live in and around the High Point area use this facility to access jobs and other amenities in the airport area. Development is expected to continue to increase in the future because of the areas proximity to Piedmont Triad International Airport (PTIA). The Sandy Ridge Road (SR 1850) / Interstate 40 interchange is heavily traveled by commuters and heavy truck traffic that use the facility to access the many commercial areas along the corridor. This creates congestion problems throughout the corridor, which will increase as development occurs.

## **CTP Project Proposal**

### **Project Description and Overview**

The proposed project (Local ID: U-4758) is to widen Johnson Street (SR 1818) / Sandy Ridge Road (SR 1850) from a 2-3 lane minor thoroughfare to a 4-lane boulevard from Skeet Club Road (SR 1820) to I-40. A portion of this facility is recommended to be on new location from Sandy Camp Road (SR 1853) to Endicott Road (SR1956). Bicycle and pedestrian accommodations are also recommended as part of this project.

The proposed improvements to Johnson Street/ Sandy Ridge Rd will help reduce congestion between High Point and I-40. Proximity to I-40, high truck usage and roadway alignment contributed to the development of the new location portion of this recommendation. The CTP recommendation would provide for a LOS D or better along Johnson Street (SR 1818)/ Sandy Ridge Road (SR 1850) from Skeet Club Rd to I-40.

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

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

The proposed facility is located in Guilford County and was not identified as regionally significant in the 2035 High Point Urban Area LRTP. Guilford County is non-attainment for Particulate Matter 2.5 (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 Particulate Matter 2.5 (PM2.5) and ozone.

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

The 2009 City of High Point Land Use Plan Map designates the area to be low density residential and commercial uses. Johnson Street (SR 1818) and Sandy Ridge Road (SR 1850) are either in the city limits of High Point or within the City of High Point's planning area boundary. There is currently a mixture of agricultural and low density residential uses throughout the corridor. Areas near I-40 are zoned commercial. High Point's Land Use Plan lists Sandy Ridge Road (SR 1850) / Piedmont Parkway (SR 4187) extension area as a Focal

Area. This area contains 277 acres and is located on the east side of Sandy Ridge Road (SR 1850) in the vicinity of Kendale Road (SR 1834), Sandy Camp Road (SR 1853) and Johnson Street (SR 1818). The main idea of a Focal Area is to create an area with a mix of uses (retail, offices, services and residential) integrated together into a cohesive unified development.

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

The improvement proposal for Johnson Street/Sandy Ridge Road directly connects to proposed improvements of Skeet Club Road, Interstate 40, and Piedmont Parkway Extension as well as road improvement projects in the Greensboro MPO. Proposed improvements to Johnson Street/Sandy Ridge Road have been identified in the 2009-2015 STIP. In 2002 a feasibility study was completed by the High Point MPO and a consultant is being selected to conduct an environmental study and preliminary engineering. More details about the project can be viewed at the following website:

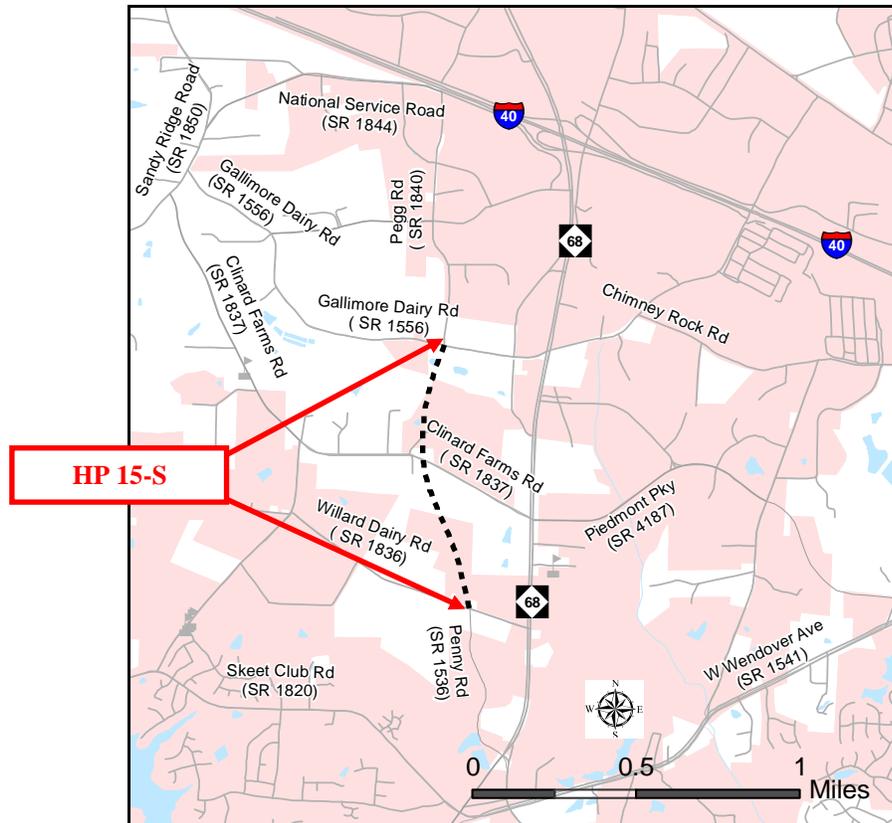
[http://www.highpointnc.gov/transit/johnson\\_sandy\\_ridge.cfm](http://www.highpointnc.gov/transit/johnson_sandy_ridge.cfm)

### **Multi-modal Considerations**

The High Point Urban Area CTP includes recommendations for public transportation, bicycle and pedestrian facilities around the High Point Urban Area. The Piedmont Authority for Regional Transportation (PART) operates an existing bus route on Sandy Ridge Road (SR 1850). The proposed project includes improvements for adding bicycle accommodations and sidewalks on Johnson Street/ Sandy Ridge Road.

### **Public/ Stakeholder Involvement**

The High Point Urban Area CTP and 2035 LRTP were released for public review in 2010 and 2008 respectively. Comments were received favoring the proposed improvements on Johnson Street (SR 1818)/ Sandy Ridge Road (SR 1850). Please refer to the chapter 7 of High Point Urban Area 2035 LRTP (page 16-19) document for specific details.



### Identified Problem

NC 68 from Gallimore Dairy Road (SR 1556) to Willard Dairy Road (SR 1836) is projected to be near capacity by 2035. The primary purpose of this project is to relieve congestion on NC 68 such that a minimum of Level of Service (LOS) D can be achieved.

### Justification of Need

Increased development pressure along the NC 68 corridor north from existing Penny Road (SR 1536) to Gallimore Dairy Road (SR1536) and an increase in residential development in northern High Point has created congestion along NC 68. NC 68 is a four-lane divided facility with 12 foot lanes. By 2035 NC 68 is projected to be near capacity based on providing a LOS D. Along this corridor, traffic is projected to increase from 17,000 vehicles per day (vpd) in 2009 to 26,000 vpd in 2035, compared to a capacity of 30,700 vpd.

Penny Road (SR 1536) is a minor north-south corridor in High Point, connecting the City of High Point with Gallimore Dairy area. Penny Road (SR 1536) is currently a 5-lane facility with 12 foot lanes from NC 68 to Willow Dairy Road (SR 1836). Pegg Road (SR 1840) from Gallimore Dairy Road (SR 1556) to National Service Road (SR 1840) is two-lane facility with 12 foot lanes. Pegg Road (SR 1840) serves industrial areas south of I-40.

## **CTP Project Proposal**

### **Project Description and Overview**

The proposed project (Local ID: HP 15-S) is to construct a multi-lane major thoroughfare with a center turn lane on new location, extending Penny Road (SR 1536) from Willard Dairy Road (SR 1836) to Gallimore Dairy Road (SR 1566). Bicycle accommodations are also recommended as a part of this project.

The proposed project would provide an alternate route to NC 68 and increase mobility throughout the area. Additionally, a major widening of NC 68 may be avoided with the implementation of this project.

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

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

The proposed facility is located in Guilford County and was not identified as regionally significant in the 2035 High Point Urban Area LRTP. Guilford County is non-attainment for Particulate Matter 2.5 (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 Particulate Matter 2.5 (PM2.5) and ozone.

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

The 2009 City of High Point Land Use Plan Map has the area surrounding the Penny Road Extension generally designated as Restricted Industrial. There are however pockets of office and multifamily residential as well. The restricted Industrial classification accommodates offices, warehouse, research and development, distribution, and light manufacturing or assembly uses on larger sites in unified development. The City of High Point Land Use Plan identifies NC 68 and Clinard Farms Road / Piedmont Parkway area as a Focal Area. This developmental Focal Area will likely evolve into a prominent intersection where there will be demand for a mixture of office, associated commercial /service establishments catering to nearby employees; and high density residential development that would allow for variety of housing types near major employment area.

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

The Penny Road extension is an important link to other proposed projects in the High Point MPO CTP and 2035 LRTP. It provides connectivity to local roads. It directly connects to the Piedmont Parkway Extension. According to the 2035 High point LRTP, Piedmont Parkway Extension is scheduled to be widened to a 4-lane boulevard with accommodations for bicycles and pedestrians by the year 2025. The 2011 High Point MPO CTP recommends NC 68 to be upgraded to boulevard standards by implementing of access control measures. The Penny Road Extension would help with relieving the congestion along NC 68 in the future. According to the 2035 High Point LRTP, Skeet Club Road (SR 1820) is scheduled to be widened to a 4-

lane boulevard facility by the year 2015. Penny Road Extension crosses the Piedmont Parkway Extension, and it is just north of the Skeet Club Road widening project.

**Multi-modal Considerations**

The High Point Urban Area CTP includes recommendations for public transportation, bicycle and pedestrian facilities around the High Point Urban Area. Recommended improvements for adding bicycle accommodations are included on the Penny Road extension project.

**Public/ Stakeholder Involvement**

The High Point Urban Area CTP and 2035 LRTP were released for public review in 2010 and 2008 respectively. No comments were received relating directly to the project.

**US 311/ I-74, TIP No. R-2606**

This project is within the 2015 horizon year of the 2035 High Point Urban Area Long Range Transportation Plan. US 311 / I-74 from south of Spencer Road (SR 1929) to US 220 / Future I-73 is currently under construction. For more information about this project, please contact the NCDOT Division 8 Engineer.

**Greensboro High Point Road (Jamestown Bypass), TIP No. U-2412A**

This project is within the 2015 horizon year of the 2035 High Point Urban Area Long Range Transportation Plan. Jamestown Bypass from US 311 Bypass to Vickery Chapel Rd (SR 4228) proposes constructing a 4-lane divided boulevard. This project is currently in the project development phase. For additional information about this project, including the Purpose and Need, refer to the project documentation available by contacting NCDOT Project Development and Environmental Analysis Branch.

More details about the project can be viewed at the following website:

[http://www.highpointnc.gov/transit/hpmpo/projects/Greensboro-High\\_Point/greensboro-hp.htm](http://www.highpointnc.gov/transit/hpmpo/projects/Greensboro-High_Point/greensboro-hp.htm)

**Greensboro High Point Road (Jamestown Bypass), TIP No. U-2412B**

This project is within the 2015 horizon year of the 2035 High Point Urban Area Long Range Transportation Plan. Jamestown Bypass from Vickery Chapel Rd (SR 4228) to Guildford College Rd (SR 1550) proposes constructing a 4-lane divided boulevard. This project is currently in the project development phase. For additional information about this project, including the Purpose and Need, refer to the project documentation available by contacting NCDOT Project Development and Environmental Analysis Branch.

More details about the project can be viewed at the following website:

[http://www.highpointnc.gov/transit/hpmpo/projects/Greensboro-High\\_Point/greensboro-hp.htm](http://www.highpointnc.gov/transit/hpmpo/projects/Greensboro-High_Point/greensboro-hp.htm)

**Old Winston Road, Local ID: HP 15-U**

This project is within the 2009 horizon year of the 2035 High Point Urban Area Long Range Transportation Plan. Old Winston Road between N Main St (SR 1993) and Bellview Road is expected to be over capacity by 2035. The primary purpose of improving this facility is to relieve congestion on the existing facility such that a minimum Level of Service "D" can be achieved.

Old Winston Road is a 2-lane minor thoroughfare with 12 foot lanes. It is currently under construction and being widened to a three-lane facility with curb and gutter and sidewalks on both sides. It serves as an additional north-south route and an alternate route for N Main Street (SR 1993). Old Winston Road also provides access to Oak View Road. Old Winston Road has many driveways, both residential and commercial. Improvements to the road will increase driver and pedestrian safety and mobility.

Additionally, an intersection crash analysis for the intersection of Old Winston Road and N Main Street (SR 1993) from 2003 to 2007 cites 41 crashes with an average severity of 2.53. Over 80% of the total crashes involved turning or rear end type crashes. More details about the crash analysis can be viewed at the following website:

[http://www.highpointnc.gov/transit/docs/Safety\\_Study/MainA/Main\\_St\\_Old\\_Winston\\_Rd.pdf](http://www.highpointnc.gov/transit/docs/Safety_Study/MainA/Main_St_Old_Winston_Rd.pdf)

**Skeet Club Road (SR 1820), TIP No. U-3615B**

This project is within the 2015 horizon year of the 2035 High Point Urban Area Long Range Transportation Plan. Skeet Club Road (SR1820) from NC 68 to Johnson Street (SR 1818) is currently over capacity. This project is currently in the project development phase. For additional information about this project, including the Purpose and Need, refer to the project documentation available by contacting NCDOT Project Development and Environmental Analysis Branch.

More details about the project can be viewed at the following website:

[http://www.highpointnc.gov/transit/hpmpo/projects/Skeet\\_Club/skeetclub.htm](http://www.highpointnc.gov/transit/hpmpo/projects/Skeet_Club/skeetclub.htm)

**Trinity Road (SR 1004) / Sealy Drive (SR1596), Local ID: HP 15-T**

This project is within the 2015 horizon year of the 2035 High Point Urban Area Long Range Transportation Plan. The purpose of the project is to improve connectivity and access between I-85 and NC 62. Sealy Drive (SR 1596) and Trinity Road (SR 1004) end about 800 feet apart at NC 62. The realignment of Trinity Road (SR 1004) at Sealy Drive (SR1596) will eliminate the sharp curve and improve the intersection geometry, while correcting the drainage problem at the intersection of NC 62 and Sealy Drive (SR 1596). This roadway serves an industrial and residential area.

## **2016-2025 High Point Urban Area LRTP Horizon Year**

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

NC 109 from north of Old Greensboro Road (SR 1756) to I-40/US 311 is currently near or over capacity. The 2012-2018 TIP includes project R-2568C that is intended to address this problem. The project consists of widening the existing facility from a two to four-lane boulevard, with portions of 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. This project is within the 2025 horizon year of the 2035 High Point MPO LRTP and is not regionally significant.

### **NC 109 (Randolph Street), TIP No. U-4111**

NC 109 (Randolph Street) from Main Street (SR 2123) to Royal Oaks Street is projected to be near or over capacity by 2035. The primary purpose of improving NC 109 (Randolph Street) is to accommodate projected traffic volumes such that a minimum of Level of Service (LOS) D can be achieved.

Traffic on NC 109 (Randolph Street) from Main Street (SR 2123) to Royal Oaks Street is projected to increase in range of 11,600 to 13,500 vehicles per day (vpd) in 2009 to 17,100 vpd in 2035, compared to overall LOS D capacity of 12,900 vpd.

The existing facility is currently a three-lane major thoroughfare with 12-foot lanes from Main Street (SR 2123) to Royal Oaks Street. The proposed project (TIP No. U-4111) is to widen the existing facility to a four-lane divided boulevard with bicycle accommodations from Main Street (SR 2123) to Royal Oaks Street. This project is within the 2025 horizon year of the 2035 High Point MPO LRTP and is not regionally significant.

### **NC 610 (East Fairfield Road), TIP No. U-3433**

NC 610 (East Fairfield Road) from NC 62 (Liberty Road) to US 311 (South Main Street) is projected to be near or over capacity by 2035. The primary purpose of improving NC 610 (East Fairfield Road) is to accommodate projected traffic volumes such that a minimum of Level of Service (LOS) D can be achieved.

Traffic on NC 610 (East Fairfield Road) from NC 62 (Liberty Road) to Brentwood Street is projected to increase in range of from 7,900 to 8,800 vehicles per day (vpd) in 2009 to 9,800 to 13,700 vpd in 2035, compared to overall LOS D capacity of 11,600 vpd. Traffic from Brentwood Street to US 311 (South Main Street) is projected to increase from 20,500 vpd in 2009 to 21,500 in 2035, compared to an overall capacity of 12,900 vpd.

The existing facility is currently a two-lane major thoroughfare with 12-foot lanes from NC 62 (Liberty Road) to Brentwood Street and a two to three lane major thoroughfare with 12-foot lanes from Brentwood Street to US 311 (South Main Street). The proposed project (TIP No. U-3433) is to widen the existing facility to a four-lane divided boulevard from NC 62 (Liberty Road) to US 311 (South Main Street). This project is within the 2025 horizon year of the 2035 High Point MPO LRTP and is not regionally significant.

### **Archdale Road (SR 1577/ SR1004), TIP No. U-3400**

Archdale Road (SR 1577/SR 1004) from Robbins Country Road (SR 1567) to Main Street (SR 1009) is projected to be over capacity by 2035. The primary purpose of improving Archdale Road (SR 1557/SR 1004) is to accommodate projected traffic volumes such that a minimum of Level of Service (LOS) D can be achieved.

By 2035 the facility is projected to be over capacity based providing a LOS D. Traffic on Archdale Road (SR 1557) from Main Street (SR 1009) to Trinity Road (SR 1004) is projected to increase in range of 9,000 to 11,000 vehicles per day (vpd) in 2009 to 13,000 to 15,000 vpd in 2035, compared to a LOS D capacity of 10,200 vpd. Traffic on Archdale Road (SR 1004) from Trinity Road (SR 1004) to Robbins Country Road (SR 1567) is projected to increase from 15,700 vpd in 2009 to 16,800 vpd in 2035, compared to a LOS D capacity of 12,700 vpd.

The existing facility is currently a two-lane minor thoroughfare with 12-foot lanes from Trinity Road (SR 1004) to Main Street (SR 1009). From Trinity Road (SR 1004) to Robbins Country Road (SR 1567), the existing facility is currently a three-lane minor thoroughfare with 12-foot lanes and center left turn lane. The proposed project (TIP No. U-3400) is to widen the existing facility to four-lane boulevard from Robbins Country Road (SR 1567) to Main Street (SR 1009) with sidewalks from north of Playground Road to Robbins Country Road (SR 1567). This project is within the 2025 horizon year of the 2035 High Point MPO LRTP and is not regionally significant.

### **Finch Farm Road (SR 1547), Local ID: HP 25-J**

Finch Farm Road (SR 1547) from I-85 to Kennedy Road (SR 3106) near Trinity is projected to be over capacity by 2035. The primary purpose of improving Finch Farm Road (SR 1547) is to accommodate projected traffic volumes such that a minimum of Level of Service (LOS) D can be achieved.

By 2035 the facility is projected to be over capacity based on providing a LOS D. Traffic on Finch Farm Road (SR 1547) from I-85 to Kennedy Road (SR 3106) is projected to increase in range of 9,700 to 17,600 vehicles per day (vpd) in 2009 to 17,800 to 29,600 vpd in 2035, compared to a LOS D capacity of 13,600 vpd.

The existing facility is currently a two-lane minor thoroughfare with 12-foot lanes from I-85 to Kennedy Road (SR 3106). The proposed project (Local ID: HP 25-J) is to widen the existing facility to a four-lane divided boulevard from I-85 to Kennedy Road (SR 3106) near Trinity. This project is within the 2025 horizon year of the 2035 High Point MPO LRTP and is not regionally significant.

### **Julian Avenue Extension (SR 2185), Local ID: HP 25-K**

Existing NC 109 (Randolph Street) in Thomasville is projected to be over capacity by 2035 between East Main Street (SR 2053) to south of Business I-85. The primary purpose of this project is to accommodate projected traffic volumes on NC 109 (Randolph Street) such that a minimum LOS D can be achieved.

NC 109 (Randolph Street) from East Main Street to Holly Hill Road (SR 2060) is currently a three lane facility. Traffic on this section of NC 109 (Randolph Street) is projected to increase in range from 11,300 to 12,200 vehicles per day (vpd) in 2009 to 17,100 to 18,300 vpd in 2035, compared to a LOS D capacity of 12,900.

Existing Julian Avenue (SR 2185) is currently a four-lane undivided facility with 12-foot lanes from NC 109 (Randolph Street) to Blair Street (SR 2053). Maple Avenue is currently a four-lane divided facility with 12-foot lanes from Blair Street (SR 2053) to East Main Street and a four-lane undivided facility with 12-foot lanes from East Main Street to East Guilford Street. Currently, NC 109 (Randolph Street) has an at-grade intersection with the railway tracks, while the railway is grade separated at Julian Avenue (SR 2185)/ Maple Avenue. When trains pass through Thomasville, there is severe congestion and bottlenecks on NC 109 due to the at-grade intersection with the railway tracks. Also, future high speed rail has been proposed on these railway tracks. The proposed project (Local ID: HP 25-K) is to extend Julian Avenue (SR 2185)/ Maple Avenue from north of East Guilford Street to Unity Street (SR 2051) on a new location as a four-lane divided boulevard. The primary purpose of the project is to relieve congestion on NC 109 by providing alternate parallel route.

Feasibility study FS-0509A identified the extension of Julian Avenue (SR 2185) as one of the highest priority projects in relieving congestion on NC 109. This project is within the 2025 horizon year of the 2035 High Point MPO LRTP and is not regionally significant.

### **Kivett Drive (SR 1113)/ I-85 Interchange, Local ID: HP 25-I**

The primary purpose of the Kivett Drive (SR 1113) Interchange on I-85 is to provide access from I-85 to areas in northeastern High Point including High Point University, Martin Marietta Quarry, Furnitureland South and other furniture stores located on Furniture Avenue. Existing interchanges on I- 85 are located at I-74/ US 311 and Business I-85, are spaced approximately five miles apart and each contain relatively high congestion. The primary purpose of the project is to provide direct access to this area from I-85 and relieve congestion at surrounding interchanges. This project is within the 2025 horizon year of the 2035 High Point MPO LRTP and is regionally significant.

### **Martin Luther King Drive (SR 1792)/Jacobs Street Extension (SR 1792) Interchange, Local ID: HP 25-M**

The primary purpose of the Martin Luther King Drive (SR 1792)/Jacobs Street Extension (SR 1792) Interchange on Business I-85 is to improve access within the Thomasville area from Business I-85 to northwestern Thomasville, area businesses and residents. Currently, Martin Luther King Drive (SR 1792)/Jacobs Street Extension (SR 1792) is grade separated at Business 85. The existing interchange of Business I-85 at NC 109 (Salem Street) and the at-grade intersection at Kanoy Road (SR 1787) are spaced approximately three miles apart and each contains relatively high congestion. The primary purpose of the project is to provide direct access to Business I-85 and relieve congestion at surrounding interchanges. This project is within the 2025 horizon year of the 2035 High Point MPO LRTP and is not regionally significant.

### **Mendenhall Road (SR 1599) / Mendenhall Road Extension (SR 1610), Local ID: HP 25-L**

There are currently a limited number of east-west facilities that link the two major north-south facilities of NC 62 and Prospect Street (SR 1619) in the town of Trinity. The purpose of this project is to improve mobility between NC 62 (Liberty Road) and Prospect Street (SR 1619) and relieve congestion on local facilities.

The proposed project (Local ID: HP 25-L) is to extend Mendenhall Road (SR 1610) as a two-lane minor thoroughfare on new location from Prospect Street (SR 1619) at Prospect Church Road (SR 1631) to Hunts Knoll Lane, realign the Mendenhall Road (SR1610)/ Mendenhall Road Extension (SR 1599) intersection at Surrett Drive (SR 1216) and realign the Mendenhall Road Extension (SR 1599)/ Braxton Craven Road (SR 1603) intersection at NC 62 so that the existing offsets are eliminated. This project is within the 2025 horizon year of the 2035 High Point MPO LRTP and is not regionally significant.

The extension of Mendenhall Road (SR 1610) from Prospect Street (SR 1619) to Hunts Knoll Lane will provide needed access from rapidly growing residential, commercial, and industrial areas in northern Randolph County to Thomasville. The extension will relieve traffic congestion and volumes on existing residential streets, including Middle Point Road (SR 1618) and Turnpike Road (SR 1558).

Mendenhall Road (SR 1610) and Mendenhall Road Extension (SR 1599) currently connect with Surrett Drive (SR 1216) about 400 feet apart forming an offset intersection. Crash data from the Surrett Drive Feasibility Study (High Point MPO, September 2007) indicates 15 crashes occurred at the Mendenhall Road (SR 1610) and Surrett Drive (SR 1216) intersection and 5 crashes occurred at the Mendenhall Road Extension (SR 1599) and Surrett Drive (SR 1216) intersection during May 2004 - April 2007. The realignment of Mendenhall Road (SR 1610) with Mendenhall Road Extension (SR 1599) at Surrett Drive (SR 1216) will improve mobility and safety by eliminating the offset intersection to form a full movement intersection.

Mendenhall Road Extension (SR 1599) and Braxton Craven Road (SR 1603) currently connect with at NC 62 about 400 feet apart forming an offset intersection. The realignment of Mendenhall Road Extension (SR 1599) at NC 62 will improve mobility and safety by eliminating the offset intersection to form a full movement intersection.

### **North-South Connector, Local ID: HP 25-N**

NC 68 from High Point to I-40 and the Piedmont Triad International (PTI) Airport in Guilford County is projected to be over capacity by 2035. The primary purpose of this project is to accommodate projected traffic volumes on NC 68 such that a minimum LOS D can be achieved.

NC 68 from I-40 to Penny Road (SR 1536) is projected to be over capacity by 2035. Traffic on NC 68 between I-40 and Penny road (SR 1536) is projected to increase in range of 34,600 to 43,500 vehicles per day (vpd) in 2009 to 47,200 to 49,500 vpd in 2035, compared to a LOS D capacity of 36,600 vpd. The proposed project (Local ID: HP 25-N) includes construction of a four lane divided expressway on new location from I-40 to Squire Davis Road (SR 1850). In April 2011, HNTB completed a feasibility study (FS-0707B) for the City of High Point on this project. Refer to feasibility study FS-0707B for more detail about the project. This proposed facility is also intended to improve mobility between northeastern Davidson County, eastern Forsyth County, western Guilford County, and the Piedmont Triad International Airport. This project is within the 2025 horizon year of the 2035 High Point MPO LRTP and is regionally significant.

### **Piedmont Parkway Extension, Local ID: HP 25-O**

There are currently a limited number of east-west facilities that traverse northern High Point. The purpose of this project is to accommodate projected traffic volumes on local facilities and enhance system linkage between Eastchester Drive (NC 68) and Johnson Street (SR 1818)/Sandy Ridge Road (SR 1850).

Clinard Farms Road (SR 1837) from NC 68 to Barrow Road (SR 1833) is projected to be over capacity by 2035. Traffic on Clinard Farms Road (SR 1837) from Barrow Road (SR 2013) to Eastchester Drive (NC 68) is projected to increase from 5,800 vehicles per day (vpd) in 2009 to 16,700 vpd in 2035, compared to a LOS D capacity of 11,400 vpd.

Clinard Farms Road (SR 1837) is currently a two-lane minor thoroughfare with 12-foot lanes from NC 68 to Barrow Road (SR 2013). The proposed project (Local ID: HP 25-O) is to widen the existing Clinard Farms Road (SR 1837) to a four-lane divided boulevard and to construct on new location a four-lane divided boulevard. Sidewalks are recommended from Eastchester Drive (NC 68) to Johnson Street (SR 1818)/Sandy Ridge Road (SR 1850). Extending the roadway to directly connect to Johnson Street (SR 1818)/Sandy Ridge Road (SR 1850) will form a continuous east-west route across northern High Point between NC 66 and Wendover Avenue (SR 1541), and ultimately a connection to I-73. This new east-west route will serve as an alternate to Wendover Avenue (SR 1541) and Skeet Club Road (SR 1820). This project is within the 2025 horizon year of the 2035 High Point MPO LRTP and is not regionally significant.

### **Skeet Club Road (SR 1820), TIP No. U-3615A**

Skeet Club Road (SR 1820) from Johnson Street (SR 1818) to US 311 is projected to be over capacity by 2035. The 2012-2018 TIP includes project U-3615A that is intended to address this problem. The proposed project is to widen the existing facility from a two to four-lane boulevard. 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 High Point MPO LRTP and is not regionally significant.

### **Surrett Drive (SR 1595), Local ID: HP 25-R**

Surrett Drive (SR 1595) from Eden Terrace (SR 1592) to I-85 is projected to be over capacity by 2035. The primary purpose of improving Surrett Drive (SR 1595) is to accommodate projected traffic volumes such that a minimum of Level of Service (LOS) D can be achieved.

Traffic on Surrett Drive (SR 1595) from Eden Terrace (SR 1592) to Mendenhall Road (SR 1610) is projected to increase in range from 20,800 to 23,000 vehicles per day (vpd) in 2009 to 21,400 to 24,500 vpd in 2035, compared to a LOS D capacity of 14,600 vpd. Traffic on Surrett Drive (SR 1595) from Mendenhall Road (SR 1610) to I-85 is projected to increase in range from 15,900 to 18,100 vehicles per day (vpd) in 2009 to 16,900 to 19,300 vpd in 2035, compared to a LOS D capacity of 12,200 vpd.

The existing facility is currently a two-lane major thoroughfare with 12-foot lanes from Eden Terrace (SR 1592) to I-85. The proposed project (Local ID: HP 25-R) is to widen the existing thoroughfare to a four-lane divided boulevard from Eden Terrace (SR 1592) to I-85. It also includes bicycle accommodations from Turnpike Road (SR 1558) to Sealy Drive (SR 1596). This project is within the 2025 horizon year of the 2035 High Point MPO LRTP and is not regionally significant.

### **Surrett Drive (SR 4053), TIP No. U-3432**

Surrett Drive (SR 4053) from Market Center Drive (SR 1961) to Eden Terrace (SR 1592) is currently over capacity. The primary purpose of improving Surrett Drive (SR 4053) is to relieve congestion on the existing facility such that a minimum of Level of Service (LOS) D can be achieved.

Traffic on Surrett Drive (SR 4053) from Market Center Drive (SR 1961) to W Fairfield Road (SR 1300) is projected to increase in range from 12,500 to 13,500 vehicles per day (vpd) in 2009 to 15,700 to 20,500 vpd in 2035, compared to a LOS D capacity of 12,200 vpd. Traffic from W Fairfield Road (SR 1300) to Eden Terrace (SR 1592) is projected to increase from 23,000 vpd in 2009 to 28,000 vpd in 2035, compared to overall capacity of 13,200 vpd.

The existing facility is currently a two-lane major thoroughfare with 12-foot lanes from Market Center Drive (SR 1961) to W Fairfield Road (SR 1300) and three-lane major thoroughfare with 12-foot lanes from W Fairfield Road (SR 1300) to Eden Terrace (SR 1592). The proposed project (TIP No. U-3432) is to widen the existing facility to a four-lane divided boulevard from Market Center Drive (SR 1961) to Eden Terrace (SR 1592) with sidewalks from Eden Terrace (SR 1592) to Joan Drive. This project is within the 2025 horizon year of the 2035 High Point MPO LRTP and is not regionally significant.

### **Squire Davis Road (SR 2613), Local ID: HP 25-Q**

Squire Davis Road (SR 2613) from Sandy Ridge Road (SR 1855) to the proposed North-South Connector is projected to be over capacity by 2035. The primary purpose of improving Squire Davis Road (SR 2613) is to accommodate projected traffic volumes on the existing facility such that a minimum of Level of Service (LOS) D can be achieved.

By 2035 the facility is projected to be over capacity based on providing a LOS D. Traffic on Squire Davis Road (SR 2613) from Sandy Ridge Road (SR 1855) to the proposed North-South Connector is projected to increase in range from 7,100 to 7,600 vehicles per day (vpd) in 2009 to 13,600 to 16,000 vpd in 2035, compared to a LOS D capacity of 11,400 vpd.

The existing facility is currently a two-lane minor thoroughfare with 12-foot lanes from Sandy Ridge Road (SR 1855) to the proposed North-South Connector. The proposed project (Local ID: HP 25-Q) is to widen the existing facility to a four-lane divided boulevard from Sandy Ridge Road (SR 1855) to the proposed North-South Connector. This project is within the 2025 horizon year of the 2035 High Point MPO LRTP and is not regionally significant.

### **Trinity Road / Interstate 85 Interchange, Local ID: HP 25-P**

The primary purpose of the Trinity Road (SR 1004) Interchange on I-85 is to improve access and mobility within Town of Trinity. This proposed interchange will provide direct access from I-85 to Town of Trinity, area schools, businesses and residents. The proposed interchanges will also allow residents to access services and amenities in Greensboro and connect to Charlotte via I-85. Existing interchanges on I-85 at US 311 (Main Street) and Hopewell Church Road (SR 3252) are spaced approximately four miles apart and each contain relatively high congestion. The primary purpose of the project is to provide direct access to Trinity and relieve congestion at surrounding interchanges. This project is within the 2025 horizon year of the 2035 High Point MPO LRTP and is regionally significant.

### **Turner Street (SR 2165) / Liberty Drive (SR 2055), TIP No. U-4420**

Turner Street (SR 2165) / Liberty Drive (SR 2055) from National Highway (SR 2123) to NC 62 (Cloniger Street) is projected to be near or over capacity by 2035. The primary purpose of improving Turner Street (SR 2165) / Liberty Drive (SR 2055) is to accommodate projected traffic volumes such that a minimum of Level of Service (LOS) D can be achieved.

Traffic on Turner Street (SR 2165) from National Highway (SR 2123) to Blair Street (SR 2053) is projected to increase in range from 7,500 to 8,900 vehicles per day (vpd) in 2009 to 10,200 to 11,700 vpd in 2035, compared to a LOS D capacity of 10,200 vpd. Traffic on Liberty Drive (SR 2055) from Blair Street (SR 2053) to NC 62 (Cloniger Street) is projected to increase in range from 9,400 to 11,700 vpd in 2009 to 11,700 to 15,300 vpd in 2035, compared to a LOS D capacity of 9,900 vpd.

The existing facility is currently a two-lane major thoroughfare with 12-foot lanes from National Highway (SR 2123) to Blair Street (SR 2053) and 11-foot lanes from Blair Street (SR 2053) to NC 62 (Cloniger Street). The proposed project (TIP No. U-4420U) is to widen the existing facility to a four-lane divided boulevard from National Highway (SR 2123) to NC 62 (Cloniger Street). This project also includes a multi-use path recommendation from Unity Street (SR 2051) to Blair Street (SR 2053) and bicycle accommodations from Blair Street (SR 2053) to NC 62 (Cloniger Road). This project is within the 2025 horizon year of the 2035 High Point MPO LRTP and is not regionally significant.

## **2026-2035 High Point Urban Area LRTP Horizon Year**

### **NC 62 (Trindale Road), Local ID: HP 35-I**

NC 62 (Trindale Road) from US 311 (N Main Street) to Trinity Road (SR 1004) is projected to be near or over capacity by 2035. Improvements are needed to accommodate projected traffic volumes such that a minimum of Level of Service (LOS) D can be achieved.

Traffic on NC 62 (Trindale Road) from US 311 (N Main Street) to Trinity Road (SR 1004) is projected to increase in range from 8,100 to 11,000 vehicles per day (vpd) in 2009 to 12,900 to 18,100 vpd in 2035, compared to a LOS D capacity of 15,800 vpd.

The existing facility is currently a two lane major thoroughfare with 12 foot lanes from US 311 (N Main Street) to Trinity Road (SR 1004). The proposed project (Local ID: HP 35-I) is to widen the existing facility to a four lane divided boulevard from US 311 (N Main Street) to Trinity Road (SR 1004). This project also includes a bicycle and pedestrian recommendations from US 311 (N Main Street) to Trinity Road (SR 1004). This project is within the 2035 horizon year of the 2035 High Point MPO LRTP and is not regionally significant.

### **NC 109, TIP No. R-4734**

NC 109 from I-85 to NC 47 is projected to be near or over capacity by 2035. Improvements are needed to accommodate projected traffic volumes such that a minimum of Level of Service (LOS) D can be achieved.

Traffic on NC 109 between I-85 and Liberty Drive (SR 2055) is projected to increase in range from 19,000 to 25,000 vehicles per day (vpd) in 2009 to 27,000 to 40,000 vpd in 2035, compared to a LOS D capacity of 23,500 vpd. Traffic between Liberty Drive (SR 2055) and NC 47 is projected to increase in range from 8,600 to 20,000 vehicles per day (vpd) in 2009 to 12,100 to 32,800 vpd in 2035, compared to a LOS D capacity of 15,800 vpd.

The existing facility is currently a five lane major thoroughfare with 12 foot lanes from I-85 to Liberty Drive (SR 2055) and a two lane major thoroughfare with 12 foot lanes from Liberty Drive (SR 2055) to NC 47. The proposed project (TIP No. R-4734) is to widen the existing facility to a four lane divided boulevard from I-85 in Thomasville to NC 47 in Denton. This project also includes a multi-use path recommendation from south of I-85 to East Hunting Ridge Drive (SR 2825) and sidewalks within the Denton town limits. This project is within the 2035 horizon year of the 2035 High Point MPO LRTP and is regionally significant.

### **Eden Terrace Road (SR 1592), Local ID: HP 35-F**

Eden Terrace Road (SR 1592) from Archdale Road (SR 1577) to Surrett Drive (SR 1595) currently serves as the primary cut through route between the western side of Archdale to the city center. Eden Terrace Road (SR 1592) also serves as an alternate route to the Fairfield Road (SR 1300). Improvements are needed to accommodate truck movements from the warehousing and manufacturing facilities on either side of the Eden Terrace Road (SR 1592).

The existing facility is currently a two lane major thoroughfare with 12 foot lanes from Archdale Road (SR 1577) to Surrett Drive (SR 1595). The proposed project (Local ID: HP 35-F) is to widen the existing facility to a four lane divided boulevard from Archdale Road (SR 1577) to Surrett Drive (SR 1595). This project also includes a bicycle recommendation from I-85 Business to I-85. This project is within the 2035 horizon year of the 2035 High Point MPO LRTP and is not regionally significant.

### **Hedgecock Road (SR 1892) Extension, Local ID: HP 35-G**

There are currently a limited number of east-west facilities that link the US 311 Bypass and NC 66 (proposed North South Connector), which are two major north-south facilities in western High Point. Improvements are needed to provide circumferential connectivity between the US 311 Bypass and NC 66 (proposed North South Connector).

Hedgecock Road (SR 1892) is currently a two lane major thoroughfare with 12 foot lanes from N main Street (SR 1993) to Horneytown Road (SR 1735). The proposed project (Local ID: HP 35-G) is to extend Hedgecock Road (SR 1832) as a four lane boulevard on new location from Old Plank Road (SR 2582) to the Hedgecock Road (SR 1892) near Hedgewood Lane, widen the existing Hedgecock Road (SR 1892) from Hedgewood Lane to Horneytown Road (SR 1735) to a four lane boulevard and extend Hedgecock Road (SR 1832) as a four lane boulevard on new location from Horneytown Road (SR 1735) to the proposed North South Connector. This project is within the 2035 horizon year of the 2035 High Point MPO LRTP and is not regionally significant.

The extension Hedgecock Road (SR 1832) from Old Plank Road (SR 2582) to the proposed North South Connector will provide needed access from rapidly growing residential, commercial, and industrial areas in northern Davidson County to High Point.

### **Kivett Drive (SR 1113), Local ID: HP 35-E**

Kivett Drive (SR 1113) from I-85 Business (US 29-70) to I-85 is projected to be near or over capacity by 2035. Improvements are needed to accommodate projected traffic volumes such that a minimum of Level of Service (LOS) D can be achieved.

Traffic on Kivett Drive (SR 1113) between I-85 Business and I-85 is projected to increase in range from 2,700 to 5,400 vehicles per day (vpd) in 2009 to 9,000 to 17,000 vpd in 2035, compared to a LOS D capacity of 15,800 vpd.

The existing facility is currently a two lane major thoroughfare with 12 foot lanes from I-85 Business to I-85. The proposed project (Local ID: HP 35-E) is to widen the existing facility to a four lane divided boulevard from I-85 Business to I-85. This project also includes bicycle accommodations from I-85 Business to I-85. This project is within the 2035 horizon year of the 2035 High Point MPO LRTP and is not regionally significant.

### **Westside Thoroughfare, TIP No. U-2537A**

There are currently a no major north-south facilities connecting I-85, I-85 Business and US 311. Improvements are needed to provide connectivity and mobility throughout the area.

The proposed project (TIP No. U-2537A) includes constructing a four lane divided expressway on new location from I-85 to I-85 Business. This facility is locally referred to as the Westside Thoroughfare and it will connect to the proposed North-South Connector (U-2537B), ultimately providing a continuous north-south facility between I-85 and US 311. In 1999, NCDOT's Feasibility Study Unit completed a feasibility study (U-2537 re-evaluation) on this project. Refer to the feasibility study for more details about the project. This proposed facility is will improve connectivity and mobility between I-85 and I-85 Business in the Trinity and Thomasville. Additionally, the proposed facility will serve proposed development and growth in western High Point. This project is within the 2035 horizon year of the 2035 High Point MPO LRTP and is regionally significant.

### **North-South Connector, TIP No. U-2537B**

There are currently a no major north-south facilities connecting I-85, I-85 Business and US 311. Improvements are needed to provide connectivity and mobility throughout the area.

The proposed project (TIP No. U-2537B) includes constructing of a four lane divided expressway on new location from I-85 Business in Thomasville to US 311 in western High Point. The North-South Connector would connect the proposed Westside Thoroughfare (U-2537A). In 1999, NCDOT's Feasibility Study Unit completed a feasibility study (U-2537 re-evaluation) on this project. Refer to feasibility study for more details about the project. This proposed facility will improve connectivity and mobility between I-85 Business in Thomasville and US 311 in western High Point and into the Winston-Salem urban area. Additionally, the proposed facility will serve proposed development and growth in western High Point. This project is within the 2035 horizon year of the 2035 High Point MPO LRTP and is regionally significant.

### **Southern Loop, Local ID: HP 35-N**

NC 109 (Randolph Street) in Thomasville is projected to be over capacity by 2035 between I-85 and south of Lambeth Road (SR 2063). Improvements are needed to accommodate projected traffic volumes such that a minimum Level of Service (LOS) D can be achieved.

NC 109 (Randolph Street) from I-85 to south of Liberty Drive (SR 2055) is currently a five lane facility with 12 foot lanes. Traffic on this section of NC 109 (Randolph Street) is projected to increase in range from 19,100 to 35,000 vehicles per day (vpd) in 2009 to 27,100 to 45,300 vpd in 2035, compared to a LOS D capacity of 27,600. NC 109 (Randolph Street) from Liberty Drive (SR 2055) to south of Lambeth Road (SR 2063) is currently a two lane facility with 12 foot lanes. Traffic on this section of NC 109 (Randolph Street) is projected to increase from 19,100 vehicles per day (vpd) in 2009 to 28,900 vpd in 2035, compared to a LOS D capacity of 14,600.

The proposed project (Local ID: HP 35-N) is to construct the Southern Loop from NC 109 to Lake Road (SR 2087) on a new location as a four lane divided boulevard. The proposed project will relieve congestion on this section of NC 109 by providing alternate route to connect to I-85 and ultimately to I-85 Business. (Note: The Highway map of the CTP currently classifies the Southern Loop project as a major thoroughfare. This will be corrected and classified as a proposed boulevard in the next CTP update.)

NCDOT's 2010 feasibility study FS-0509A identified the proposed Southern Loop as one of the highest priority projects in relieving congestion on NC 109. Refer to feasibility study for more details about the project. This project is within the 2035 horizon year of the 2035 High Point MPO LRTP and is not regionally significant.

### **Wallburg-High Point Road (SR 1741), Local ID: HP 35-K**

Wallburg-High Point Road (SR 1741) from NC 109 to Lexington Avenue (SR 1755) is projected to be near or over capacity by 2035. Improvements are needed to accommodate projected traffic volumes such that a minimum of Level of Service (LOS) D can be achieved.

Traffic on Wallburg-High Point Road (SR 1741) between NC 109 to Lexington Avenue (SR 1755) is projected to increase in range from 2,500 to 8,800 vehicles per day (vpd) in 2009 to 5,100 to 21,200 vpd in 2035, compared to a LOS D capacity of 15,800 vpd.

The existing facility is currently a two lane major thoroughfare with 12 foot lanes from NC 109 to Lexington Avenue (SR 1755). The proposed project (Local ID: HP 35-K) is to widen the existing facility to a four lane divided boulevard from NC 109 to Lexington Avenue (SR 1755). This project is within the 2035 horizon year of the 2035 High Point MPO LRTP and is not regionally significant.

**West Lexington Avenue (SR 1768), Local ID: HP 35-M**

West Lexington Avenue (SR 1768) from NC 68 (Westchester Drive) to the proposed North-South Connector (Westside Thoroughfare) is projected to be near or over capacity by 2035. Improvements are needed to accommodate projected traffic volumes such that a minimum of Level of Service (LOS) D can be achieved.

Traffic on West Lexington Avenue (SR 1768) between NC 68 (Westchester Drive) to the proposed North-South Connector (Westside Thoroughfare) is projected to increase in range from 5,000 to 9,900 vehicles per day (vpd) in 2009 to 10,000 to 16,600 vpd in 2035, compared to a LOS D capacity of 15,800 vpd.

The existing facility is currently a two lane major thoroughfare with 12 foot lanes from NC 68 (Westchester Drive) to the proposed North-South Connector (Westside Thoroughfare). The proposed project (Local ID: HP 35-M) is to widen the existing facility to a four lane divided boulevard from NC 68 (Westchester Drive) to the proposed North-South Connector (Westside Thoroughfare). This project also includes pedestrian accommodations from NC 68 (Westchester Drive) to the proposed North-South Connector (Westside Thoroughfare). This project is within the 2035 horizon year of the 2035 High Point MPO LRTP and is not regionally significant.

High Point MPO CTP Projects not in LRTP						
Local ID	Facility	Section	CTP Classification	CTP Status	Existing Lanes	Proposed Project Description
FS-0609A	I-40	0.3 miles west of Macy Grove Road (SR 1860) - Bunker Hill Road (SR 2007)	Freeway	Needs Improvement	4	Minimum four lanes with continuous median
R-2808B	I- 85 Business	Kivett Drive (SR 1113) - Vickery Chapel Road (SR 1480)	Expressway	Needs Improvement	2	Minimum four lanes with median
HP-0001-H	NC 62 (Liberty Road)	Trinity Road (SR 1004) - I-85	Boulevard	Needs Improvement	2	Two or more lanes with median
HP-0002-H	NC 62 (Liberty Road)	I -85 - US 311	Major	Needs Improvement	2	Four or more lanes without median*
HP-0003-H	Abbotts Creek Church Road (SR 1733)	High Point Road (SR 1003) - Mock Road (SR 1744)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0004-H	Aldridge Road (SR 1912)	I-85 - S Main Street (SR 1993)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0005-H	Aldridge Road (SR 4012)	NC 62 (Liberty Road) - I-85	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0006-H	Archdale Road (SR 1004)	Old Gelnola Road (SR 1571) - Miller Mills Road	Major	Needs Improvement	2	Four or more lanes without median*
HP-0007-H	Archdale Road (SR 1004)	Trinity Road (SR 1004) - Old Gelnola Road (SR 1571)	Boulevard	Needs Improvement	2	Two or more lanes with median
HP-0008-H	Baker Road (SR 1193)	Triangle Lake Road (SR 1193) - S. Main Street (SR 1993)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0009-H	Ball Park Road	NC 68 ( National Highway) - Candlestick Drive	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0010-H	Ball Park Road Ext.	Candelstick Drive - NC 109	Minor	Proposed	-	Proposed thoroughfare ultimately three lanes (no more than one lane per direction) or less without median
HP-0011-H	Bame Road Ext.	Sandy Ridge Road (SR 1850) - Thorndike Road (SR 1841)	Minor	Proposed	-	Proposed thoroughfare ultimately three lanes (no more than one lane per direction) or less without median
HP-0012-H	Baptist Childrens Home Road (SR 2085)	Lexington Avenue (SR 2123) - Lake Road (SR 2087)	Major	Needs Improvement	2	Four or more lanes without median*
HP-0013-H	Barrow Road (SR 1833)	Skeet Club Road (SR 1820) - Piedmont Parkway	Boulevard	Needs Improvement		Two or more lanes with median
HP-0014-H	Barrow Road Ext.	0.3 mile north of Clinard Farms Road (SR 1837) - Gallimore Dairy Road (SR 1556)	Major	Proposed	-	Proposed four or more lanes without median*
HP-0015-H	Beeson Farm Road (SR 1525)	Flint Hill Road (SR 1004) - S Main Street (SR 1993)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0016-H	Blair Street (SR 2053)	Old Thomasville Road (SR 1627) - Jullian Avenue (SR 2055)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0017-H	Boylston Road (SR 1859)	Bunker Hill Road (SR 2007) - Adkins Road (SR 1852)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0018-H	Boylston Road Ext.	Adkins Road (SR 1852) - Sandy Ridge Road (SR 1850)	Minor	Proposed	-	Proposed thoroughfare ultimately three lanes (no more than one lane per direction) or less without median

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

High Point MPO CTP Projects not in LRTP						
Local ID	Facility	Section	CTP Classification	CTP Status	Existing Lanes	Proposed Project Description
HP-0019-H	Branson Davis Road (SR 1944)	S Main Street (SR 1993) - Wall Brothers Road (SR 1941)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0020-H	Bunker Hill Road (SR 2007)	I-40 - Idol Cox Road (SR 1856)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0021-H	Burton Road	Davidson County - Burton English Road (SR 1970)	Major	Needs Improvement	2	Four or more lanes without median*
HP-0022-H	Burton Road (SR 1763)	Hasty Hill Road (SR 1777) - Guilford County	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0023-H	Cedar Lodge Road (SR 2055)	Denton Road (SR 2183) - NC 109	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0024-H	Cedar Square Road (SR 1928)	S Main Street (SR 1993) - Coltrane Mill Road (SR 1921)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0025-H	Chestnut Drive (SR 1757)	W. Kivett Drive (SR 1113) - Shalimar Drive	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0026-H	Chestnut Street Ext. (SR 1757)	Shalimar Drive - Old Greensboro Road (SR 1756)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0027-H	Cheyenne Drive (SR 3182)	S. Main Street (SR 1993) - Archdale Road (SR 1004)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0028-H	Clinard Farms Road (SR 1837)	NC 68 - Burrow Road (SR 1833)	Boulevard	Needs Improvement	2	Two or more lanes with median
HP-0029-H	Coltrane Mill Road (SR 1921)	Harlow Road (SR 1926) - Guilford County	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0030-H	Coltrane Street (SR 1563)	Meadowbrook Drive (SR 1564) - current termini	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0031-H	Coltrane Street Ext.	Hopewell Church Road (SR 3252) - Coltrane Street (SR 1563)	Minor	Proposed	-	Proposed thoroughfare ultimately three lanes (no more than one lane per direction) or less without median
HP-0032-H	County Line Road (SR 2051)	Unity Street (SR 2051) - NC 62	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0033-H	Deep River Road (SR 1538)	NC 68 - Lexington Avenue (SR 1486)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0034-H	Denton Road (SR 2183)	Cedar Lodge Road (SR 2055) - NC 109	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0035-H	E Green Drive (SR 1300)	Brentwood Street - US 311	Major	Needs Improvement	4	Four or more lanes without median*
U-2717	E Kivett Drive (SR 1113)	Pendaletton Street - I- 85 Business	Major	Needs Improvement	5	Four or more lanes without median*
HP-0036-H	E Main Street (SR 2053)	NC 109 (Randolph Street) - Blair Street (SR 2053)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0037-H	E Main Street (SR 4121)	Oakdael Road (SR 1352) - High Point Road (SR 4121)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0038-H	Eastchester Drive (NC 68)	Penny Road (SR 1536) - Gallimore Dairy Road (SR 1556)	Boulevard	Needs Improvement	2	Two or more lanes with median

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

High Point MPO CTP Projects not in LRTP						
Local ID	Facility	Section	CTP Classification	CTP Status	Existing Lanes	Proposed Project Description
HP-0039-H	Edgar Road (SR 1526)	S. Main Street (SR 1993) - Beeson farm Road (SR 1525)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0040-H	Fairview Church Road (SR 1566)	Trinity Road (SR 1004) - Archdale Road (SR 1004)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0041-H	Fairview Church Road Ext.	Fairview Church Road (SR 1566) - Miller Mills Road (SR 1545)	Minor	Proposed	-	Proposed thoroughfare ultimately three lanes (no more than one lane per direction) or less without median
HP-0042-H	Finch Farm Road (SR 1547)	Old Mountain Road (SR 1553) - Kennedy Road (SR 3106)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0043-H	Fisher Ferry Street (SR 2183)	W Main Street (SR 2123) - Cedar Lodge Road (SR 2055)	Major	Needs Improvement	2	Four or more lanes without median*
HP-0044-H	Fisher Ferry Street Ext.	Forsyth Street - Pine Street	Major	Proposed	-	Proposed four or more lanes without median*
HP-0045-H	Friendship-Ledford Road (SR 1700)	0.1 miles west of Motnsigner Road (SR 1723) - Old Greensboro Road (SR 1798)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0046-H	Fuller Mill Road (SR 1547)	Kennedy Road (SR 2066) - Sfinch Farm Road (SR 1547)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0047-H	Gallimore Dairy Road (SR 1556)	Sandy Ridge Road (SR 1850) - NC 68 (Eastchester Drive)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0048-H	Gedgecock Road Ext.	From Hedgecock Road to Old Plank Road	Boulevard	Proposed	-	Proposed two or more lanes with median
HP-0049-H	Greensboro Road (SR 1486)	Montlieu Avenue (SR 1471) - Penny Road (SR 1536)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0050-H	Groometown Road (SR 1129)	NC 62 to Harlow Road (SR 1926)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0051-H	Guilford Road (SR 1546)	Guilford College Road (SR 1546) - E Main Street (SR 4121)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0052-H	Harlow Road (SR 1148)	NC 62 - Cedar Square Road (SR 1928)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0053-H	Hasty Hill Road (SR 1777)	Burton Road (SR 1763) - Thomasville Loop	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0054-H	High Point Road (SR 1003)	Abbots Creek Church Road (SR 2627) - NC 66	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0055-H	High Point Road (SR 4121)	E. Main Street (SR 1486) - Guilford College Road (SR 1546)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0056-H	Hillsville Road (SR 1004)	Roy Farlow Road (SR 15434) - Hoover Hill Road (SR 1408)	Major	Needs Improvement	2	Four or more lanes without median*
HP-0057-H	Holly Grove Road (SR 2010)	0.1 miles west of Frank Lowman Raod (SR 2018) - Fisher Ferry Road (SR 2183)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0058-H	Holly Hill Road (SR 2060)	Kandall Mill Road (SR 2060) - NC 62	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median

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High Point MPO CTP Projects not in LRTP						
Local ID	Facility	Section	CTP Classification	CTP Status	Existing Lanes	Proposed Project Description
HP-0059-H	Hoover Hill Road (SR 1408)	Hillsville Road (SR 1004) - Snyder Country Road (SR 1548)	Major	Needs Improvement	2	Four or more lanes without median*
HP-0060-H	Hopewell Church Road (SR 3252)	NC 62 -Surrette Drive Ext	Major	Needs Improvement	2	Four or more lanes without median*
HP-0061-H	Horneytown Road (SR 1735)	Davidson County - High Point Road (SR 1003)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0062-H	Horneytown Road (SR 2775)	Hartley Drive - Forsyth County	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0063-H	Jacob Street (SR 1792)	Kanoy Road (SR 1792) - I-85 Business	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0064-H	Johnsontown Road (SR 2032)	Baptist Childrens' Home Road (SR 2085) - Emanuel Church Road (SR 2060)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0065-H	Julian Av (SR 2185)	E Main Street (SR 2053) - NC 62	Boulevard	Needs Improvement	4	Four lanes with median
HP-0066-H	Kanoy Road (SR 1792)	Old Greensboro Road (SR 1798) - Jacob Street (SR 1972)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0067-H	Kearns Av	West of Pershing Street - Nathan Hunt Drive (Ward Avenue Ext.)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0068-H	Kennedy Road (SR 3106)	Southern Loop - Hoover Hill Road (SR 1408)	Major	Needs Improvement	2	Four or more lanes without median*
HP-0069-H	Kennedy Road (SR 3106)	Finch Farm Road (SR1547) - Southern Loop	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0070-H	Kersey Valley Road (SR 1154)	NC 62 (Liberty Road) - Seacrest Drive Ext	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0071-H	Lake Road (SR 2087)	Johnsontown Road (SR 2032) - I -85	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0072-H	Lake Road (SR 2087)	I- 85 - Emanuel Church Road (SR 2060)	Major	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0073-H	Lexington Av (SR 1486)	Montlieu Avenue (SR 1471) - N Main Street (SR 1993)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0074-H	Lexington Av (SR 1755)	NC 109 - North South Connector	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0075-H	Lexington Av (SR 1768)	N Main Street (SR 1993) - NC 68 (High Point)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0076-H	Lexington Av (SR 1768)	North South Connector - NC 68	Boulevard	Needs Improvement	2	Two or more lanes with median
HP-0077-H	Lexington Av (SR 2123)	I- 85 Business - W Main Street (SR 2123) (Thomasville)	Major	Needs Improvement		Ultimately three lanes (no more than one lane per direction) or less without median
HP-0078-H	Liberty Drive (SR 2055)	NC 109 (Randolph Street) - Blair Street (SR 2053)	Boulevard	Needs Improvement	4	Four lanes with median
HP-0079-H	Main Street (SR 2123)	National Hwy (SR 2123) - Baptist Children's Home Road (SR 2085)	Major	Needs Improvement	2	Four or more lanes without median*
HP-0080-H	Martin Luther King Drive (SR 1792)	I- 85 Business - Lexington Avenue (SR 2123)	Major	Needs Improvement	2	Four or more lanes without median*

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High Point MPO CTP Projects not in LRTP						
Local ID	Facility	Section	CTP Classification	CTP Status	Existing Lanes	Proposed Project Description
HP-0081-H	Mendenhall Street	I-85 Business - Unity Street (SR 2051)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0082-H	Middle Point Road (SR 1618)	Prospect Street (SR 1619) - Mendenhall Road (SR 1610)	Major	Needs Improvement	2	Four or more lanes without median*
HP-0083-H	Midway School Road (SR 1800/1802)	NC 109 - Concrete Works Road (SR 1721)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0084-H	Mock Road (SR 1744)	Abbotts Creek Church Road (SR 1733) - Lexington Avenue (SR1755)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0085-H	Montlieu Av (SR 1471)	Lindsy Street - Lexington Avenue (SR 1486)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0086-H	N Main Street (SR 1003)	North South Connector - N Main Street (SR 1993)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0087-H	Old Greensboro Road (SR 1756)	Wallburg High Point Road (SR 1741) - Lexington Avenue (SR 1755)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0088-H	Old Greensboro Road (SR 1798)	I- 85 Business - NC 109	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0089-H	Old Hwy 29 (SR 2123)	Upper Lake Road (SR 2024) - I-85 Business	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0090-H	Old Mill Road	Waterview Road - Skeet Club Road (SR 1820)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0091-H	Old Mountain Road (SR 1553)	Finch Farm Road (SR 1517) - Kennedy farm Road (SR 1421)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0092-H	Penny Road (SR 1536)	Willard Dairy Road (SR 1836) - Greensboro Road (SR 1486)	Major	Needs Improvement	2	Four or more lanes without median*
HP-0093-H	Piedmont Parkway Connector	North South Connector - Sandy Ridge Road (SR 1850)	Boulevard	Proposed	-	Proposed two or more lanes with median
HP-0094-H	Pilot School Road (SR 2031)	Old US 29 (SR 2123) - Johnstontown Road (SR 2032)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0095-H	Pineywood Road (SR 2048)	Martin Luther King Road (SR 1792) - Lexington Avenue (SR 2123)	Major	Needs Improvement	2	Four or more lanes without median*
HP-0096-H	Prospect Church Road (SR 1631)	Old Thomasville Road (SR 1627) - Prospect Street (SR 1619)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0097-H	Prospect Street (SR 1619)	Prospect Church Road(SR 1631) - Middle Point Road (SR 1618)	Major	Needs Improvement	2	Four or more lanes without median*
HP-0098-H	Prospect Street Ext.	Turnpike Road (SR 1558) - Collett Farm Road (SR 1562)	Minor	Proposed	-	Proposed thoroughfare ultimately three lanes (no more than one lane per direction) or less without median
HP-0099-H	River Road (SR 1144)	Harvey Road (SR 1355) - E Main Street (SR 4121)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0100-H	River Road (SR 1352)	Vickory Chapel Road (SR 1480) - Harvey Road (SR 1355)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median

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High Point MPO CTP Projects not in LRTP						
Local ID	Facility	Section	CTP Classification	CTP Status	Existing Lanes	Proposed Project Description
HP-0101-H	Russell Av (SR 1468)	W Greene Drive (SR 1300) - Brentwood Street	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0102-H	S Centennial Street	E. Kivett Drive (SR 1113) - S. Main Street (SR 1993)	Major	Needs Improvement	2	Four or more lanes without median*
HP-0103-H	S Elm Street	English Road (SR 1113) - W Market Street (SR 1961)	Major	Needs Improvement	2	Four or more lanes without median*
HP-0104-H	S Hamilton Street	E Kivett Drive (SR 1113) - E Kerns Avenue	Major	Needs Improvement	2	Four or more lanes without median*
HP-0105-H	Sandy Ridge Road (SR 1855)	Squire Davis Drive (SR 1850) - North South Connector	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0106-H	Scientific Road Ext.	Scientific Street (SR 1332) - W Main Street (SR 1486)	Minor	Proposed	-	Proposed thoroughfare ultimately three lanes (no more than one lane per direction) or less without median
HP-0107-H	Seacrest Drive Connector	Kersey Valley Road (SR 1154) - Jackson Lake Road (SR 1158)	Minor	Proposed	-	Proposed thoroughfare ultimately three lanes (no more than one lane per direction) or less without median
HP-0108-H	Seacrest Drive Ext.	Kersey Valley Road (SR 1154) - Riverdale Drive (SR 1145)	Minor	Proposed	-	Proposed thoroughfare ultimately three lanes (no more than one lane per direction) or less without median
HP-0109-H	Sealy Drive (SR 1596)	Surrett Drive (SR 1595) - NC 62	Major	Needs Improvement	2	Four or more lanes without median*
HP-0110-H	Sealy Drive Ext.	Middle Point Road (SR 1618) - Surrett Drive (SR 1595)	Major	Proposed	-	Proposed four or more lanes without median*
HP-0111-H	Shore Street Ext.	Shore Street - Proposed Sealy Drive Ext	Minor	Proposed	-	Proposed thoroughfare ultimately three lanes (no more than one lane per direction) or less without median
HP-0112-H	Skeet Club Road Connector	North South Connector - Skeet Club Road (SR 1820)	Minor	Proposed	-	Proposed thoroughfare ultimately three lanes (no more than one lane per direction) or less without median
HP-0113-H	Southern Loop	Emanuel Church Road(SR 2060) - Kennedy Road (SR 3106)	Major	Proposed	-	Proposed four or more lanes without median*
HP-0114-H	Springfield Road	Current Termini - Jackson Lake Road (SR 1158)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0115-H	Springfield Road	Springfield Road to Baker Road (SR 1193)	Minor	Proposed	-	Proposed thoroughfare ultimately three lanes (no more than one lane per direction) or less without median
HP-0116-H	Sullivan Road (SR 2118)	Holly Grove Road (SR 2010) - Denton Road (SR 2183)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0117-H	Summerville Drive (SR 1848)	Fairview Church Road (SR 1556) - Proposed Willburn Road Ext.	Major	Needs Improvement	2	Four or more lanes without median*
HP-0118-H	Surrett Drive	W Market Center Drive (SR 1961) - I -85	Major	Needs Improvement	2	Four or more lanes without median*
HP-0119-H	Surrett Drive Ext.	Hopewell Church Road (SR 3252) - Kennedy Road (SR 3106)	Major	Proposed	-	Proposed four or more lanes without median*

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High Point MPO CTP Projects not in LRTP						
Local ID	Facility	Section	CTP Classification	CTP Status	Existing Lanes	Proposed Project Description
HP-0120-H	Tarrant Road (SR 1552)	W Wendover Avenue (SR 1541) - Chimney Rock Road (SR 1554)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0121-H	Thomasville Loop	Proposed North South Connector - I-85 Business	Major	Proposed	-	Proposed four or more lanes without median*
HP-0122-H	Tom Hill Road Ext	Tom Hill Road (SR 1570) - S Main Street (SR 1993)	Minor	Proposed	-	Proposed thoroughfare ultimately three lanes (no more than one lane per direction) or less without median
HP-0123-H	Triangle Lake Road (SR 1193 / 1321)	US 311 - E Kivett Drive (SR 1113)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0124-H	Trinity Road (SR 1004)	NC 62 - Archdale Road (SR 1004)	Major	Needs Improvement	2	Four or more lanes without median*
HP-0125-H	Trinity Street (SR 2054)	Blair Street (SR 2053) - Proposed North South Connector	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0126-H	Turnpike Road (SR 2054)	Proposed North South Connector - Surrett Drive (SR 1595)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-0127-H	Unity Street (SR 2051)	NC 109 - Proposed North South Connector	Major	Needs Improvement	4	Four or more lanes without median*
HP-0128-H	Unity Street Ext.	NC 190 - Martin Luther King Drive (SR 1792)	Major	Proposed	-	Proposed four or more lanes without median*
HP-0129-H	Upper Lake Road (SR 2024)	Old Hwy 29 (SR 2123) - Johnstontown Road (SR 2032)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
I-4921	US 220/Future I-73 (I 73)	0.2 miles south of NC 62 - Randleman Lake	Freeway	Needs Improvement	2	Thoroughfare with minimum four lanes with continuous median
HP-130-H	Uwharrie Road (SR 1612)	Mendenhall Road (SR 1610) - W Fairfield Road (SR 1300)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-131-H	Vickery Chapel Road (SR 4228)	E Main Street (SR 4121) - Grondover parkway (SR 1383)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-132-H	W Main Street (SR 1486)	Penny Road (SR 1536) - Guilford Road (SR 1546)	Minor	Needs Improvement	3	Ultimately three lanes (no more than one lane per direction) or less without median
HP-133-H	W Main Street (SR 2085)	Baptist Childrens' Home Road (SR 2085) - NC 109 (Randolph Street)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-134-H	W Ward Avenue	Prospect Street - S Hamilton Street	Major	Needs Improvement	2	Four or more lanes without median*
HP-135-H	W Wendover Av (SR 1541)	NC 68 - Guilford College Road (SR 1546)	Boulevard	Needs Improvement	2	Two or more lanes with median
HP-136-H	Ward Avenue Ext.	S Hamilton Street - Brentwood Street	Minor	Proposed	-	Proposed thoroughfare ultimately three lanes (no more than one lane per direction) or less without median
HP-137-H	Waterview Road	Old Mill Road - Skeet Club Road (SR 1820)	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-138-H	Welborn Road (SR 1556)	Finch Farm Road (SR 1547) - Meadowbook Drive (SR 1564)	Major	Needs Improvement	2	Four or more lanes without median*
HP-139-H	WellBurn Road Ext	Meadowbook Drive (SR 1564) - Summerville Drive (SR 1848)	Major	Proposed	-	Proposed four or more lanes without median*

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High Point MPO CTP Projects not in LRTP						
Local ID	Facility	Section	CTP Classification	CTP Status	Existing Lanes	Proposed Project Description
HP-140-H	WellBurn Road Ext.	Summerville Drive (SR 1848) - Fairview Church Road (SR 1566)	Major	Proposed	-	Proposed four or more lanes without median*
HP-141-H	Westover Drive (SR 1738)	Horneytown Road (SR 2775) - Proposed Hartley Drive Ext	Boulevard	Needs Improvement	2	Two or more lanes with median
HP-142-H	Westover Drive Ext.	Wallburg High Point Road (SR 1741) - Westover Drive (SR 1738)	Major	Proposed	-	Proposed four or more lanes without median*
HP-143-H	Willard Dairy Road (SR 1836)	Barrow Road (SR 1833) - NC 68	Minor	Needs Improvement	2	Ultimately three lanes (no more than one lane per direction) or less without median
HP-144-H	Winston Street	NC 109 (Salem Street) - W Main Street (SR 2085)	Major	Needs Improvement	2	Four or more lanes without median*

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