

THE NEW BUSINESS 40

matthew burczyk

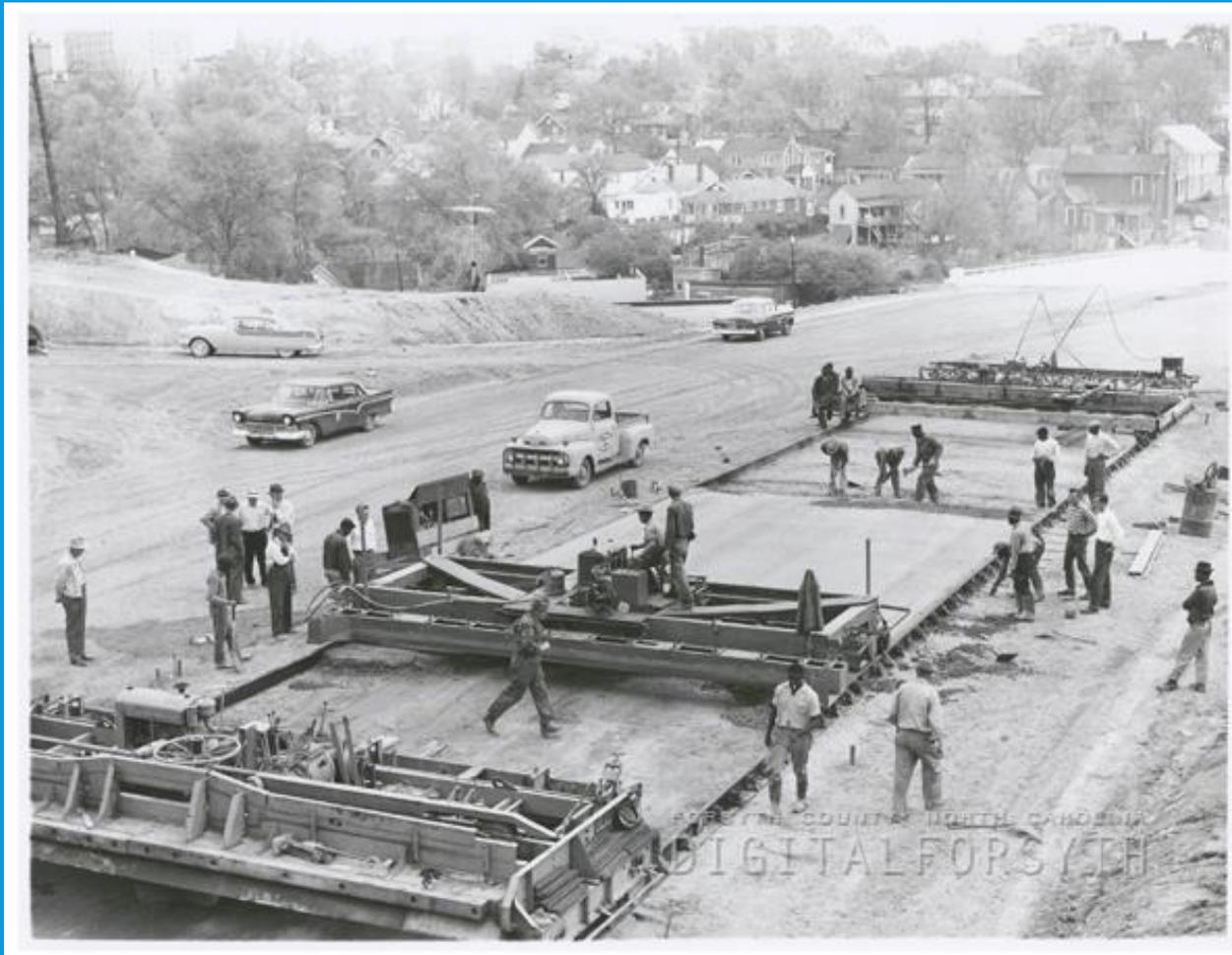
bicycle & pedestrian coordinator

city of winston-salem department of transportation

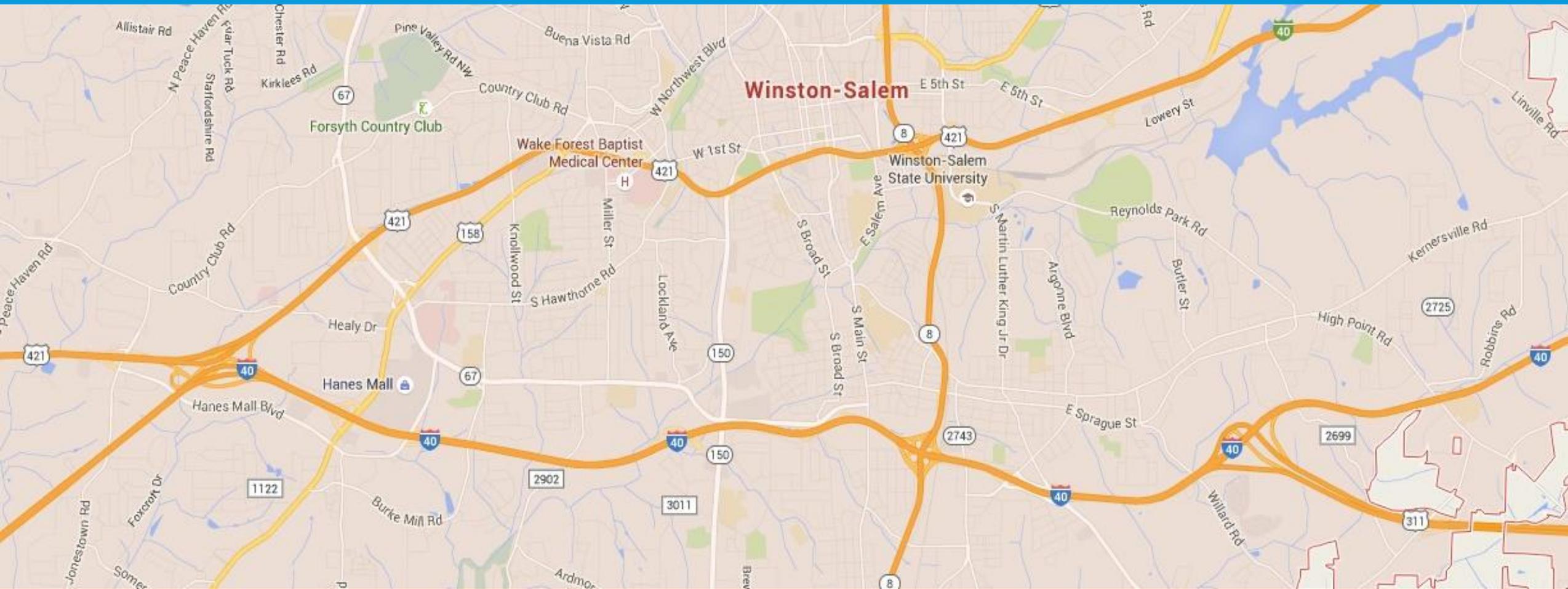


Winston-Salem

BUSINESS 40 HISTORY



BUSINESS 40 DIVISION



BUSINESS 40 PROJECT

“The N.C. Department of Transportation is beginning the project development studies to completely upgrade and streamline a one-mile section of U.S. 421/Business 40 from west of Fourth Street to east of Church Street in Winston-Salem. The project will include removing the existing pavement and replacing it with new concrete pavement. The project will also modernize the entrance and exit ramps, and replace most of the bridges on and over Business 40 with new bridges that meet current traffic demands and modern design specifications. The project will create a safer, longer lasting roadway that will help drivers get where they need to go more efficiently.”



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Cherry/Marshall interchange option



Liberty/Main interchange option



- Existing roadway
- Pavement to be removed
- New pavement
- Bridge
- Bridge to be removed
- Cul-de-sac

CREATIVE CORRIDORS COALITION



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Winston-Salem

CREATIVE CORRIDORS COALITION

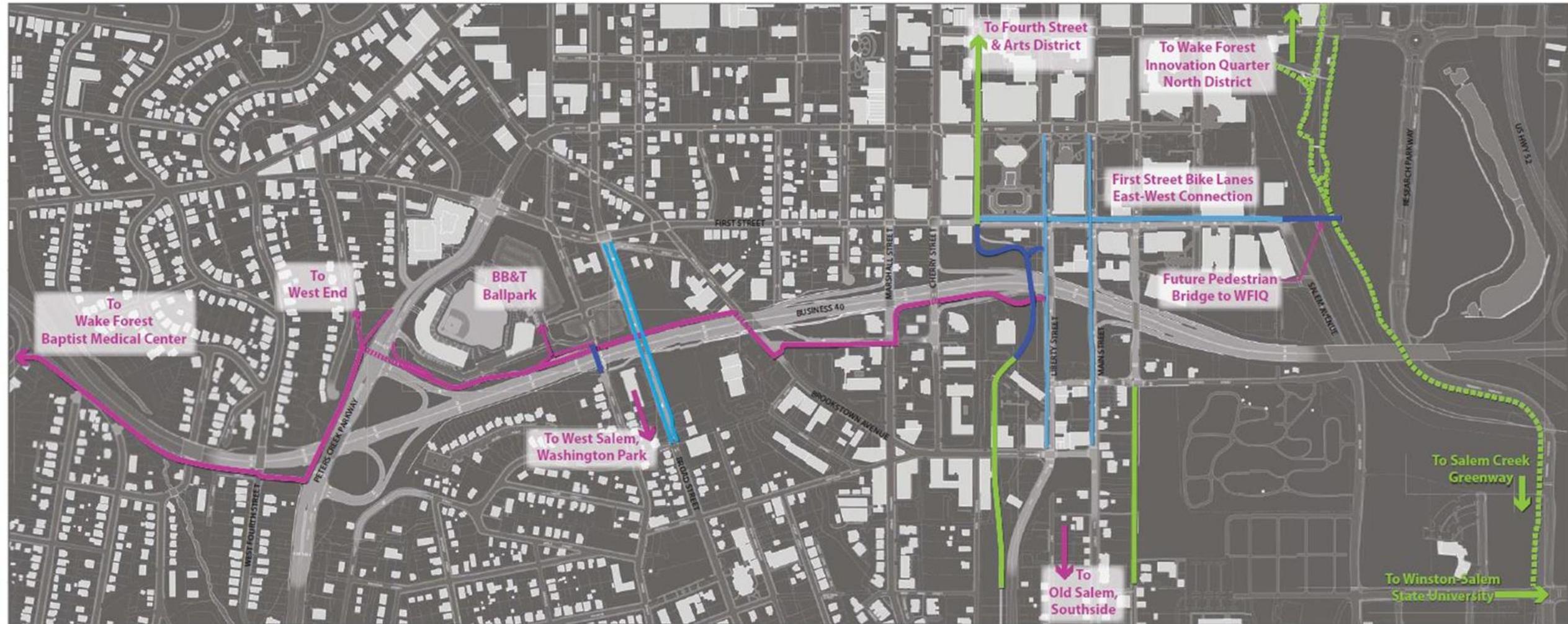


CREATIVE CORRIDORS
COALITION



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NETWORK



GREEN STREET BRIDGE



View of Green Street Pedestrian Bridge, looking East

STROLLWAY



STROLLWAY



Strollway Pedestrian Land Bridge



Winston-Salem

STROLLWAY

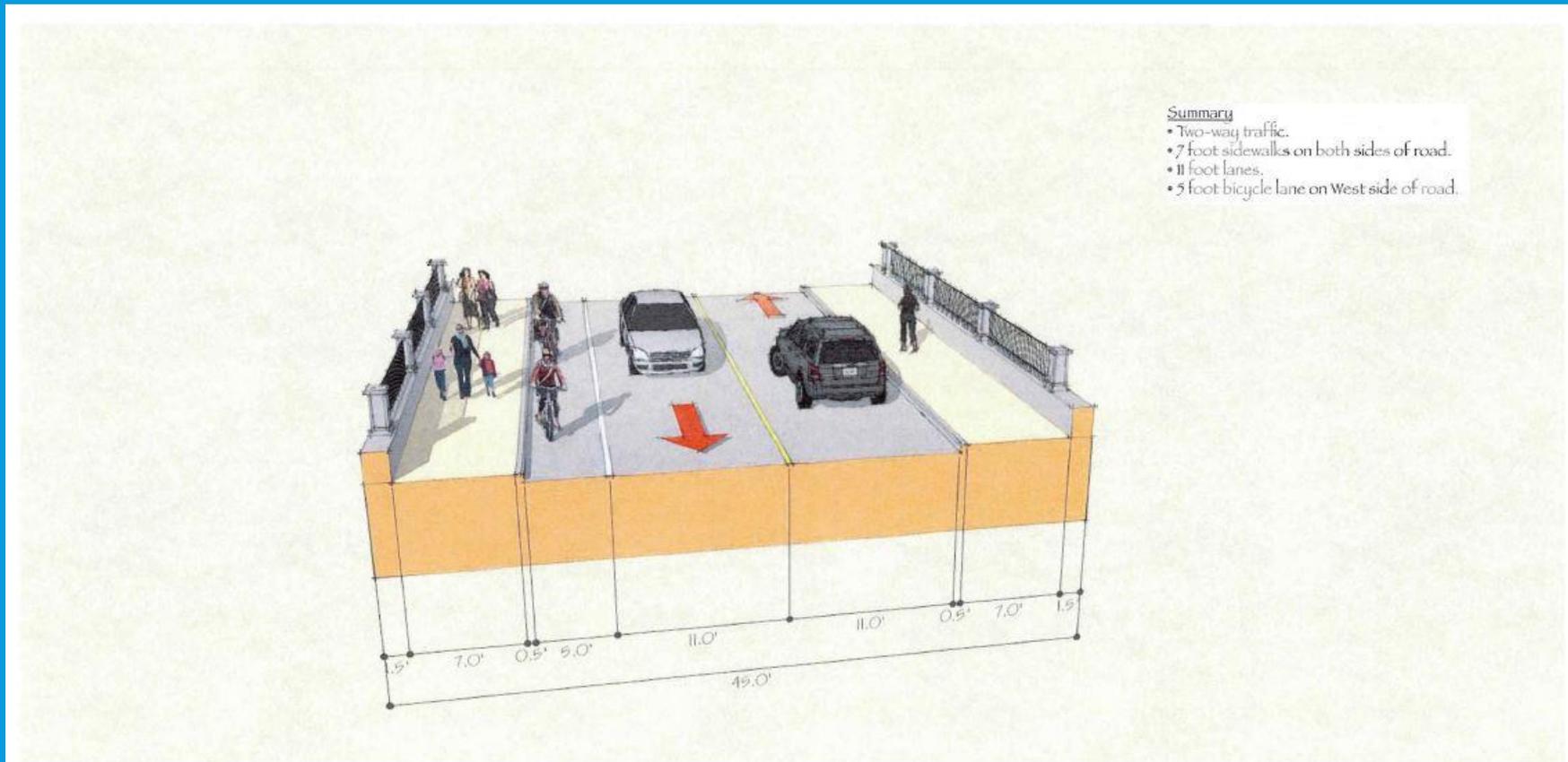


Strollway Pedestrian Land Bridge



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Y STREETS



Summary

- Two-way traffic.
- 7 foot sidewalks on both sides of road.
- 11 foot lanes.
- 5 foot bicycle lane on West side of road.

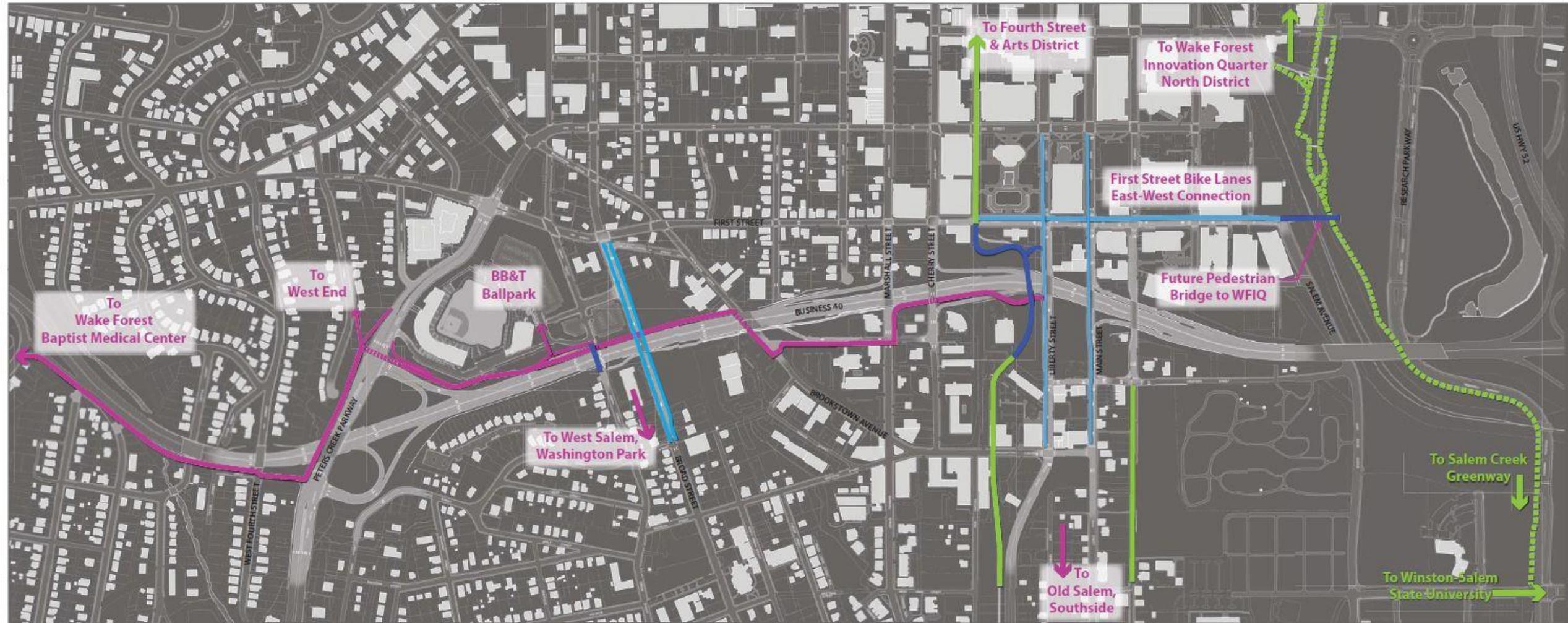
MAIN STREET BRIDGE

October 16, 2014

PREFERRED DESIGN



MULTI-USE PATH



ELEVATION

- 1st Street: 10%
- Glade Street: 10%
- Trade Street: 12%
- 5th Street: 11%
- Salem Avenue: 10%

“When you are riding a 9 – 10% grade, you gain a new perspective on life. Mainly, you stop thinking about your normal Maslovian needs — food, shelter, love, etc. Those silly little things are replaced with a few much more important and relevant questions: ‘How much longer does this grade go on?’ and ‘Would anyone think less of me if I were to make up an excuse for turning around now?’”

-www.fatcyclist.com



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NARROW ROADS



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DOWNTOWN REDEVELOPMENT



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CHALLENGES

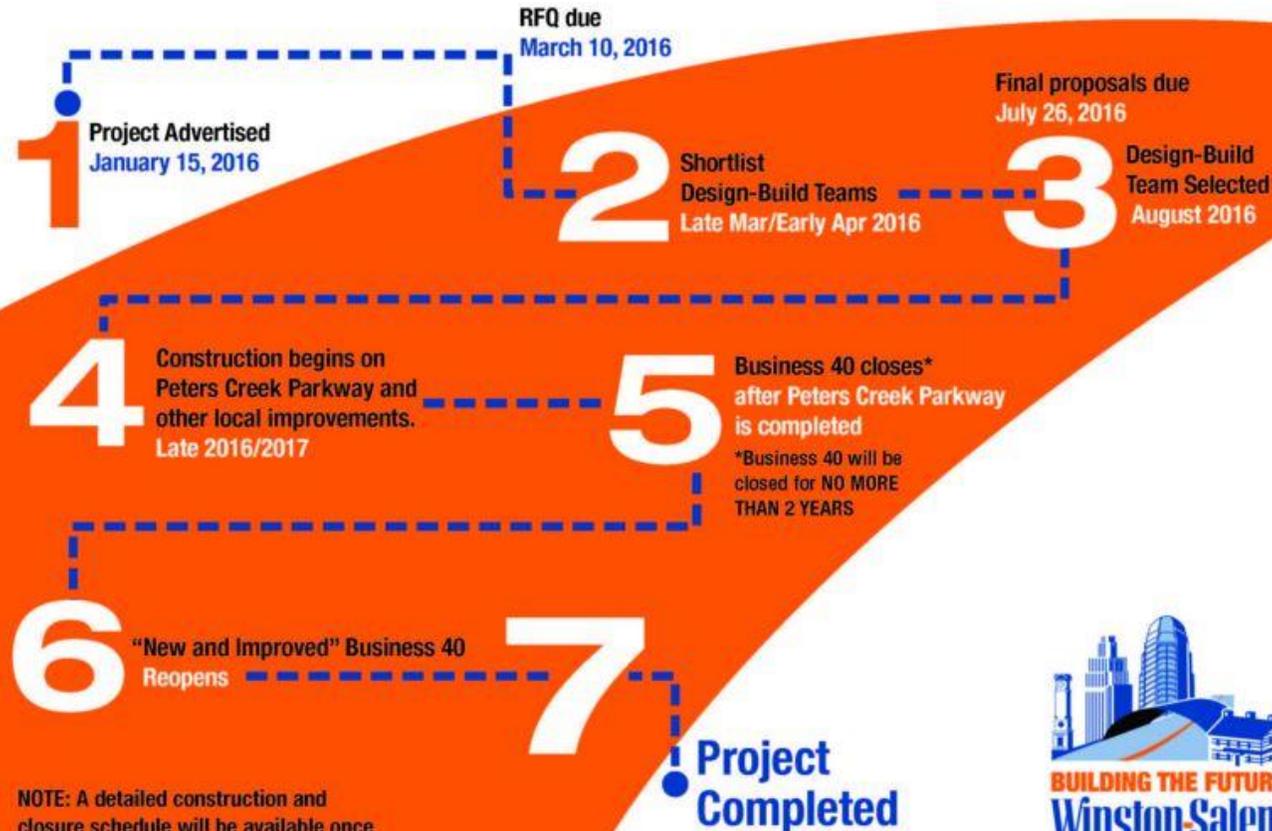
- Existing ROW of an older urban expressway
- Timing of the preferred alternative interchange selection
- Adjacent historic properties and structures
- Grade differences and geometric issues with multiple bridges and interchange configurations
- Minimize bridge and tunnel infrastructure costs
- Minimize at-grade crossings
- Noise walls and billboards
- Funding



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DESIGN BUILD OPPORTUNITY

BUSINESS 40 DESIGN-BUILD SCHEDULE



NOTE: A detailed construction and closure schedule will be available once the Design-Build Team is selected.



PATH FUNDING

- CMAQ for critical infrastructure
- TIGER
- TAP
- STPDA
- NCDOT STI
- Local

Timing is everything...

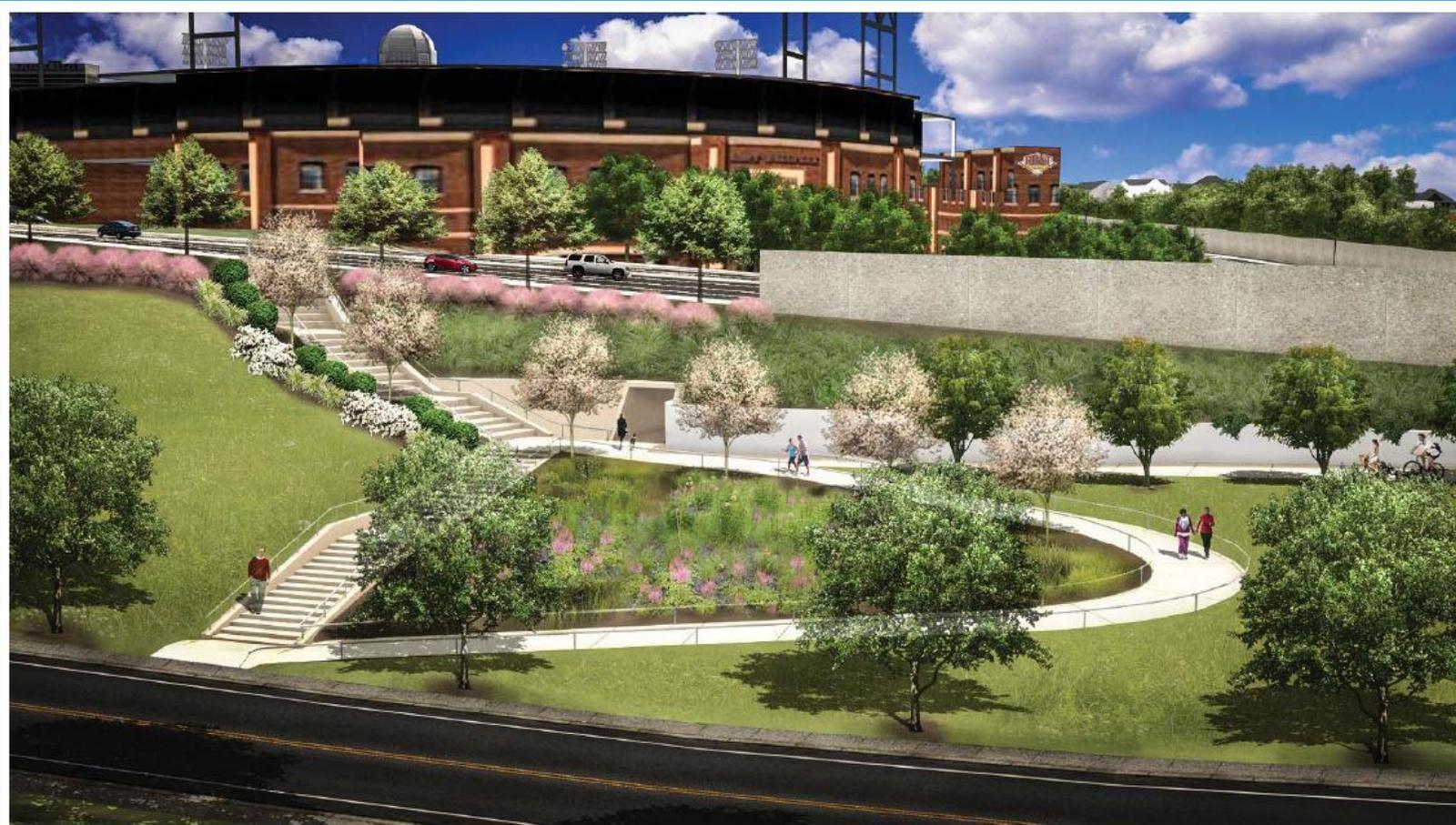


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PATH CRITICAL INFRASTRUCTURE



VISUALIZATIONS



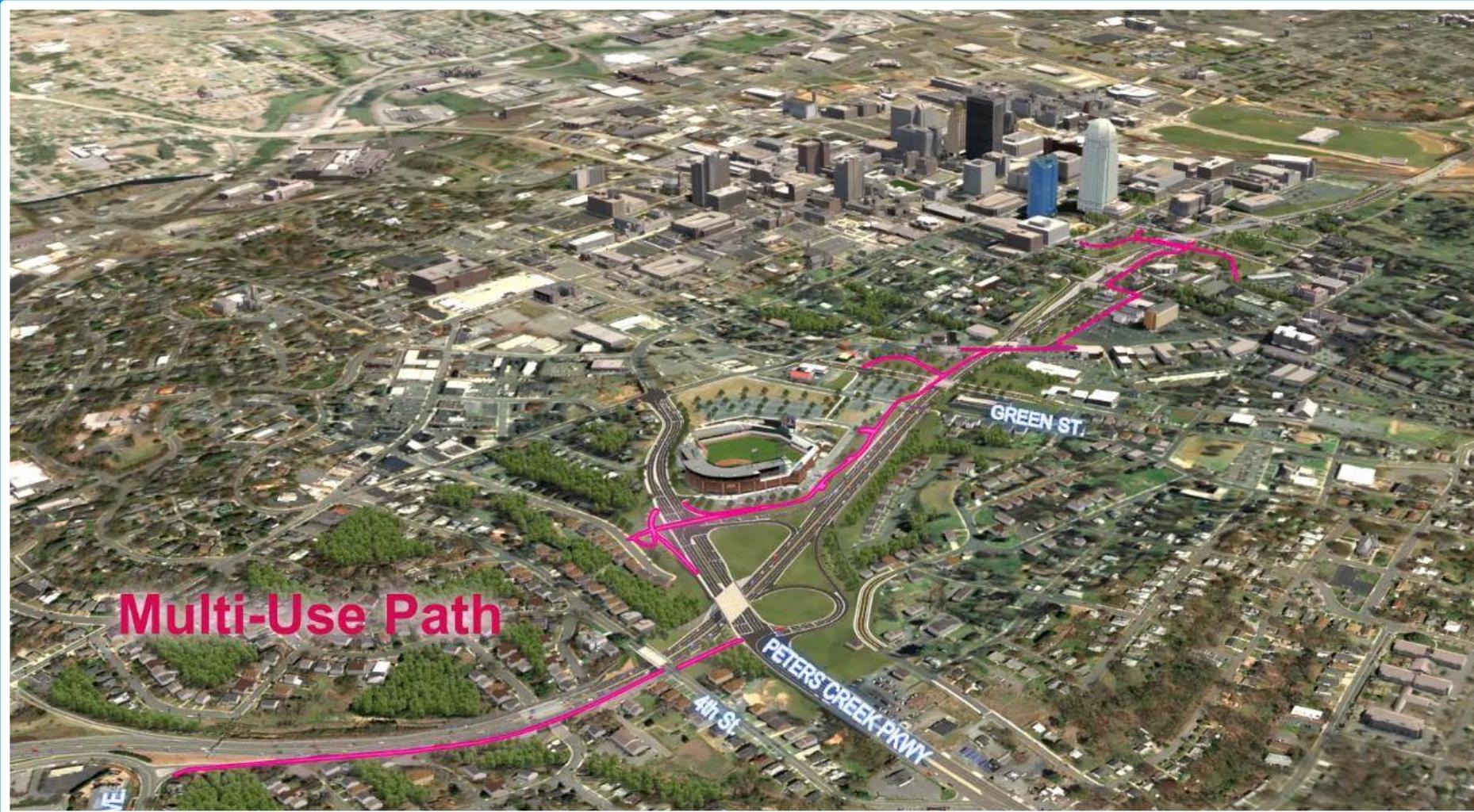
VISUALIZATIONS



VISUALIZATIONS



VISUALIZATIONS



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THANK YOU

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