

# PROJECT DATA SHEET

Date: 2/23/2018

Rev.:

TIP No.: U-5896	County: Guilford
Federal-aid No.: NHP-0029(068)	WBS No.: 44674.1.1
NCDOT Division: 7	Scoping Meeting Date: March 28, 2018

## Project Description:

- Length: 1.07 miles
- Termini (US Hwy / SR): US 29 - 70 / I-85 Business and SR 1009 (S. Main Street)
- MPO / RPO: High Point Urban Area Metropolitan Planning Organization (HPMPO)
- NEPA / 404 Merger Candidate? ☐ Yes ☐ No ☒ Unknown
- General Description of Project:

The proposed project involves the reconstruction of the US 29 - 70 / I-85 Business and SR 1009 (S. Main Street) interchange in the City of High Point, Guilford County. The interchange is a gateway into the City, welcoming travelers into downtown High Point via Main Street. The area surrounding the interchange is primarily zoned commercial, including a strip mall and several other small businesses. North of the interchange also includes a mixture of single and multi-family residential dwellings. US 29 - 70 / I-85 Business carries traffic to the northeast and southwest of the City of High Point, including Greensboro and other Triad municipalities.

## Design Data (Existing Conditions):

• Functional Classification:	US 29 - 70 / I-85 Business is classified as an Other Freeway SR 1009 (S. Main Street) is classified as a Minor Arterial
• Strategic Transportation Corridor:	US 29 - 70 / I-85 Business and SR 1009 (S. Main Street) are not classified as Strategic Transportation Corridors in the North Carolina Transportation Network
• CTP Designation: (Facility Type)	US 29 - 70 / I-85 Business is classified as an Expressway SR 1009 (S. Main Street) is classified as an Other Major Thoroughfare
• Type of Access Control:	Full access control exists along US 29 - 70 / I-85 Business No access control exists along SR 1009 (S. Main Street)
• Typical Section	US 29 - 70 / I-85 Business is a four-lane divided shoulder section SR 1009 (S. Main Street) is generally a five-lane undivided curb & gutter section
• Right of Way:	Varies between 140 feet and 400 feet

- Posted Speed: 55 mph along US 29 - 70 / I-85 Business  
35 mph along SR 1009 (S. Main Street)

- Structure Inventory (bridges, RCBC, Walls):

Bridge No. 147 carries US 29 - 70 / I-85 Business over S.R. 1009

Railroad bridge No. 134 carries the Norfolk Southern M-Line over US 29 - 70 / I-85 Business

- Other STIP Projects in the Area

B-5353: Replace Bridge No. 147 on US 29 - 70 / I-85 Business over SR 1009 (S. Main Street)

B-5351: Replace Bridge Nos. 237 and 242 on US 29 - 70 / I-85 Business over the Deep River

B-5358: Replace Bridge No. 428 on Model Farm Road over Branch of Richland Creek

U-6061: Widen NC 610 (East Fairfield Road) from SR 1009 (S. Main Street) to NC 62 (Liberty Street)

I-5949: Pavement Rehabilitation on I-74 / US 311 from US 29 - 70 / I-85 Business in Guilford County to SR 1928 (Cedar Square Road) in Randolph County

- Railroad Involvement:

The Norfolk Southern (NS) M-Line is grade separated over US 29-70 / I-85 Business near the western project study area limit (NS Crossing Nos. 950330C and 722378C). This area has several rail customers with frequent switching operations. There are approximately 4 to 6 freight trains per day traveling at an average speed of 10 mph in this area. There are no passenger trains utilizing the NS M-Line in the project area.

### Long Range Plan History:

A Comprehensive Transportation Plan (CTP) for the High Point Metropolitan Planning Organization (HPMPO) was adopted on November 23, 2010. The plan is currently being updated to merge the current HPMPO CTP, the City of Lexington CTP and the Davidson CTP into one CTP that will be referred to as the HPMPO CTP.

The 2040 High Point Long Range Metropolitan Transportation Plan (LRTP) is the fiscally constrained portion of the HPMPO CTP. The HPMPO LRTP lists Main Street in High Point and US 29 - 70 / I-85 Business as among the most heavily travelled routes within the High Point MPO boundary. The plan recommends replacing the existing US 29 - 70 / I-85 Business interchange at S. Main Street (SR 1009).

The City of High Point's Pedestrian Plan (2017) indicates this segment of South Main Street is a "highest priority" corridor for sidewalk on both sides of South Main Street.

South Main Street) is not shown as needing bicycle improvements in the HPMPO CTP, nor is it a designated bicycle route. Although current plans do not show South Main Street as a

bicycle facility, the City of High Point anticipates it will be included in the bicycle master plan, currently under development.

The High Point Bikeway, Greenway, and Trails Master Plan proposes a multi-use greenway path within the project study area, west of the existing interchange, along Richlands Creek. The Piedmont Triad Regional Council developed a Southwest High Point Greenway Feasibility Study, which also identifies a proposed greenway along Richlands Creek.

The Regional Transit Development Plan (2010) labels Main Street in High Point as a “Transit Emphasis Corridor” and proposes a future express route along S. Main Street from Archdale through High Point to Kernersville and Winston-Salem.

### Traffic Data (AADT):

Location	2013 (vpd)	2035 (vpd)
<b>US 29 - 70 / I-85 Business</b>		
West of Interchange	28,900	38,600
East of Interchange	34,400	47,900
<b>SR 1009 (S. Main Street)</b>		
North of US 29-70 / I-85 Business	31,600	33,200
South of US 29-70 / I-85 Business	31,500	35,100

Note: vpd – vehicles per day

Source: NCDOT Transportation Planning Branch Traffic Forecast – April 2013

### Cost Estimate:

	Construction	Right-of-Way	Utilities	Total
STIP Estimate	\$12,012,000	\$2,310,000	\$500,000	\$14,822,000

Source: NCDOT STIP 2018-2027 (August 2017)

### Project Schedule:

<b>Environmental Document (CE)</b>	July 2018
<b>Right-of-Way</b>	February 2019
<b>LET</b>	August 2020

### Initial Scoping Comments: