Johnson Street | Sandy Ridge Road Improvement Project

HIGH POINT
NORTH CAROLINA'S INTERNATIONAL CITY™

Project Update – March 2016

WHEN WE LAST MET IN JULY 2015…

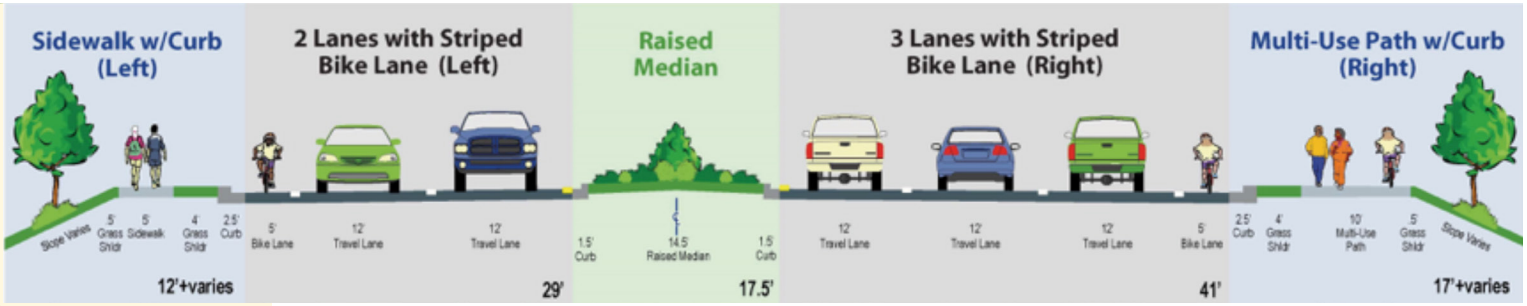
The Project Team explained why Alternative 1 (Widen existing) was retained for preliminary design and detailed study in the environmental document and why Alternative 2 (Widen existing plus new location north of Joe Drive) was eliminated from further study. Alternative 1:

- Accomplishes the project purpose.
- Retains best connectivity to cross streets.
- Locally preferred.
- Incurs substantially less wetland and stream impacts.
- Estimated to have somewhat lower right-of-way and construction costs.

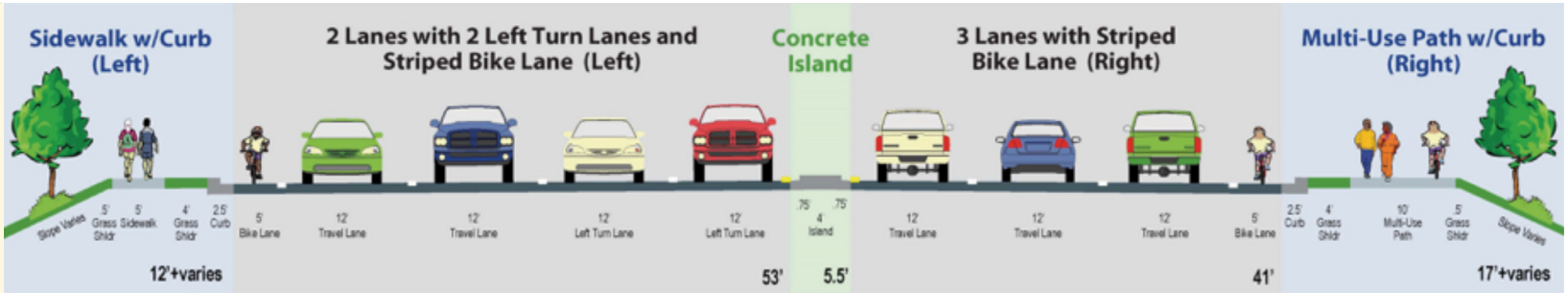
Alternative 1 has two typical sections. The section from Skeet Club Road to Tyner Road would include a 4-lane road with bike lanes, a sidewalk and multi-use path. The expanded typical section from Tyner Road to I-40 would include two southbound lanes that transition into two left-turn lanes and two travel lanes at the Farmer's Market entrance, and three northbound travel lanes to the interchange at I-40.

At that meeting, the Project Team also reviewed the initial preliminary design for Alternative 1, including where the alignment avoids or minimizes impacts to adjacent property owners and resources, such as the Johnson Street Sports Complex, churches and cemeteries.

This typical section is only for the area from I-40 to just before the Farmer's Market.



Just before the Farmer's Market, the third south-bound lane turns into two turn lanes.



WHAT'S NEW SINCE JULY 2015?

The Project Team completed several supporting studies for the environmental document, which are currently under review by NCDOT:

- *Alternatives Development and Analysis Report*
- *Build Traffic Operations Report*
- *Natural Resources Technical Report*
- *Preliminary Hydraulics Report*
- *Community Impact Assessment/Indirect and Cumulative Effects*

DELAY DUE TO HYDRAULIC AND BRIDGING DECISION

Our team originally assumed that the existing bridge over the West Fork Deep River would be used to carry southbound traffic, with a second structure constructed immediately downstream for northbound traffic. The assumption also included a separate structure built for a multi-use path (as shown on the typical section).

The existing bridge was built in 1997 and is considered functionally obsolete. NCDOT considers a bridge to be functionally obsolete if it is narrow, has inadequate under-clearances, has insufficient load-carrying capacity, is poorly aligned with the roadway, and/or can no longer adequately service today's traffic.

However, the bridge has a low priority replacement index and a relatively high sufficiency rating. Using the existing bridge for southbound traffic and building a new structure downstream to carry northbound traffic would provide a longer service life from the existing bridge and reduce construction costs, but there are other major factors that must be considered:

1. **Would it be acceptable to keep the existing bridge if it overtops in the design year storm?** - The existing bridge and roadway are overtopping in the 100-year storm. The preliminary hydraulic study recommended that the bridge be replaced at a higher elevation on existing location and that an additional bridge be replaced downstream of the existing crossing. The study also recommended raising the proposed grade of the road.

2. **How would we accommodate bicyclists across the bridge?** - The existing bridge is not wide enough to accommodate the entire designated bike lane across the bridge. This may require a reduction in the typical section over the bridge, such as a shared lane. Replacement of the existing bridge with a new structure would include adequate width to accommodate a bike lane.

3. **How/where would the proposed future greenway be accommodated?** - High Point's Bikeway, Greenway, and Trails Master Plan shows a future greenway along the West Fork Deep River that goes under the Johnson Street bridge (part of their Regency Parkway trail). This may be feasible if the existing and proposed bridge structures are raised to an appropriate elevation to avoid 100-year storm overtopping and can thus provide proper and safe clearances beneath the structures. If this cannot be achieved, the proposed greenway connection will have to be re-routed.

NEXT STEPS

The Project Team will meet with the NCDOT (Project Development, Roadway, Division Engineer, Division Bridge Program Manager, and Division Construction Engineer) to facilitate a resolution for the West Fork Deep River crossing. The completion of the preliminary roadway design and environmental document hinges on a decision regarding this crossing.
Once the bridge decision is made, the following tasks will occur:

- Complete Environmental Assessment
- Meet with Project Committees
- Conduct Public Hearing
- Prepare Final EA
- Prepare Final Designs
- Conduct Right-of-way acquisition
- Begin Construction

We will provide an updated schedule with tentative dates once the bridge decision is behind us.

The most current NCDOT State Transportation Improvement Program (STIP) shows the project scheduled for right-of-way in FY 2019 and construction in 2021.