



Citizens Workshop: Purpose and Needs

Stay informed, get involved, be heard

As part of the North Carolina DOT's 2006-2012 Transportation Improvement Program (TIP), the US 29/Reedy Fork Parkway interchange has been proposed for improvements that will ultimately assist traffic flow and manage congestion. Although, currently unfunded for construction, the study is underway in anticipation of significant future needs and to prepare the project for construction once funds become available. Nearby residents, other area motorists, and government leaders are invited to assist in answering two questions: *"Which of our options best suit the community, the environment, and address other issues surrounding the project? And "How important are the improvements to the business community?"*

This is where we need your help. As an area resident, business owner, or other concerned citizen, you have a stake in this project and its outcomes — and we want your input on selecting the most practical alternative, and on the importance of the project to you while we are still in the planning and study phase.

This Citizen's Informational Workshop is designed to provide more details about the project and a forum for your comments to be heard BEFORE decisions are made. *You're involvement is important to the entire development and decision processes.*

Project Background

The Greensboro Urban Area Metropolitan Planning Organization (MPO), on behalf of the City of Greensboro, in cooperation with NCDOT, proposes improvements to the US 29/Reedy Fork Parkway (SR 2790) interchange and portions of Summit Avenue (SR 2526) and Reedy Fork Parkway, which is located in northeast Greensboro in Guilford County. The existing bridge over US 29 is structurally deficient and in need of being replaced. The Transportation Impact Study completed for the Reedy Fork Ranch Development indicated that a new seven lane bridge is needed to accommodate future traffic and the future I-785. I-785 will follow US 29 from the North Carolina/Virginia line southward to the proposed Eastern segment of the Greensboro Urban Loop, two miles south of the US 29 Reedy Fork Parkway Interchange. US 29 will be widened from a four-lane median divided partial control access facility, to a six-eight lane divided full control access interstate. As a result of this future interstate designation, any new bridge over US 29 must meet interstate design standards.

Project Need

As a result of the structural deficiency of the existing US 29 bridge, maintenance is a constant issue. NCDOT plans included replacing the bridge when funds became available. When US 29 is upgraded to Interstate 785, all at-grade access points north of US 29 will be eliminated except at interchanges north of the proposed Greensboro Eastern Loop. The subject interchange will be the major access point for Summit Avenue; thus, traffic at the



We Need Your Input!

Citizen's Informational Workshops are designed to present the facts about the project and allow your comments to be heard.

Project Need *continued...*

In addition, The Reedy Fork Ranch Mixed Used Development will eventually include about 3,600 residential homes, one elementary school, office/commercial space, retail/shopping space, two hotels, and 4 million square feet of industrial space. This growth will generate high traffic volumes.

Traffic volumes are projected to increase on Reedy Fork Parkway from an average of 3,350 vehicles per day in 2006 to 28,200 vehicles per day in 2030. Summit Avenue's average daily traffic volume is projected to increase from 5,650 at present, to 22,600 in 2030.

The US 29 interchange, Summit Avenue, and Reedy Fork Parkway are not capable of handling these traffic volumes without experiencing substantial delays and increased accident potential.

Secondary needs for the project:

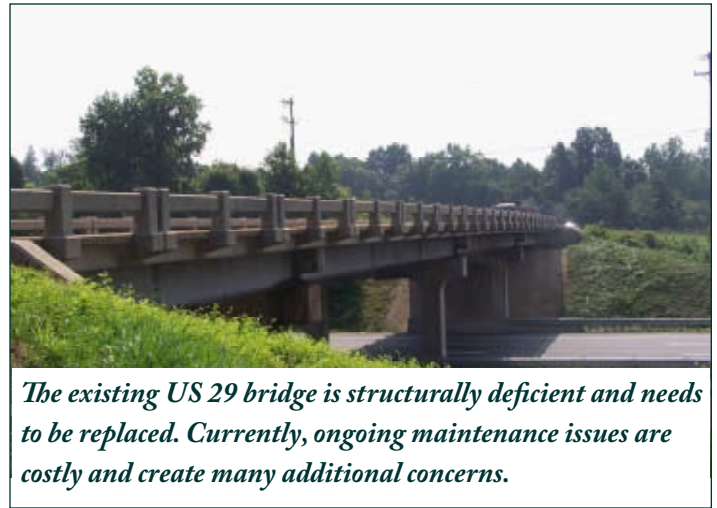
- Safety and access issues
- Meeting the goals of the *Greensboro Connections 2025 Comprehensive Plan*. According to the Comprehensive Plan, the city would like to promote wise, balanced, and equitable growth while protecting rural lands from premature development and inefficient sprawl.
- The project study area is located in an area that is identified in the Comprehensive Plan as an "Emerging Fringe Growth Area." This growth is already evident through the Reedy Fork Ranch Development.

Planning Process

To start the project planning process, information was collected on the existing human and natural environments and future land developments. This information was used to identify preliminary alternatives for the proposed replacement of the bridge. Currently, three feasible build alternatives have been identified.

The MPO, on behalf of the City of Greensboro, has retained the services of Wilbur Smith Associates, a transportation engineering firm located in Greensboro to develop the Environmental Assessment document. The expected outcome from the document is the selection of the Least Environmentally Damaging Practicable Alternative (LEDPA). The study is being done to comply with the National Environmental Policy Act (NEPA). The Greensboro Urban Area MPO, in coordination with NCDOT, is preparing an Environmental Assessment (EA) document and the Citizen's Information Workshop is part of the NEPA and project development process.

The MPO is requesting public input and will carefully consider all questions and comments.



The existing US 29 bridge is structurally deficient and needs to be replaced. Currently, ongoing maintenance issues are costly and create many additional concerns.

Alternatives Under Consideration

Over the past six years, several studies have been performed that analyzed and made recommendations for improvements. These previous reports include:

- Transportation Impact Study for Reedy Fork Ranch, US 29 & Eckerson Road, prepared in January 2000.
- Feasibility Study & Functional Designs for Eckerson Road/US 29 Interchange Modification & Brown Summit Avenue Extension/US 29 Interchange, prepared in June 2002.
- Final Capacity Summary Report for US 29/ Reedy Fork Parkway, prepared in January 2006.



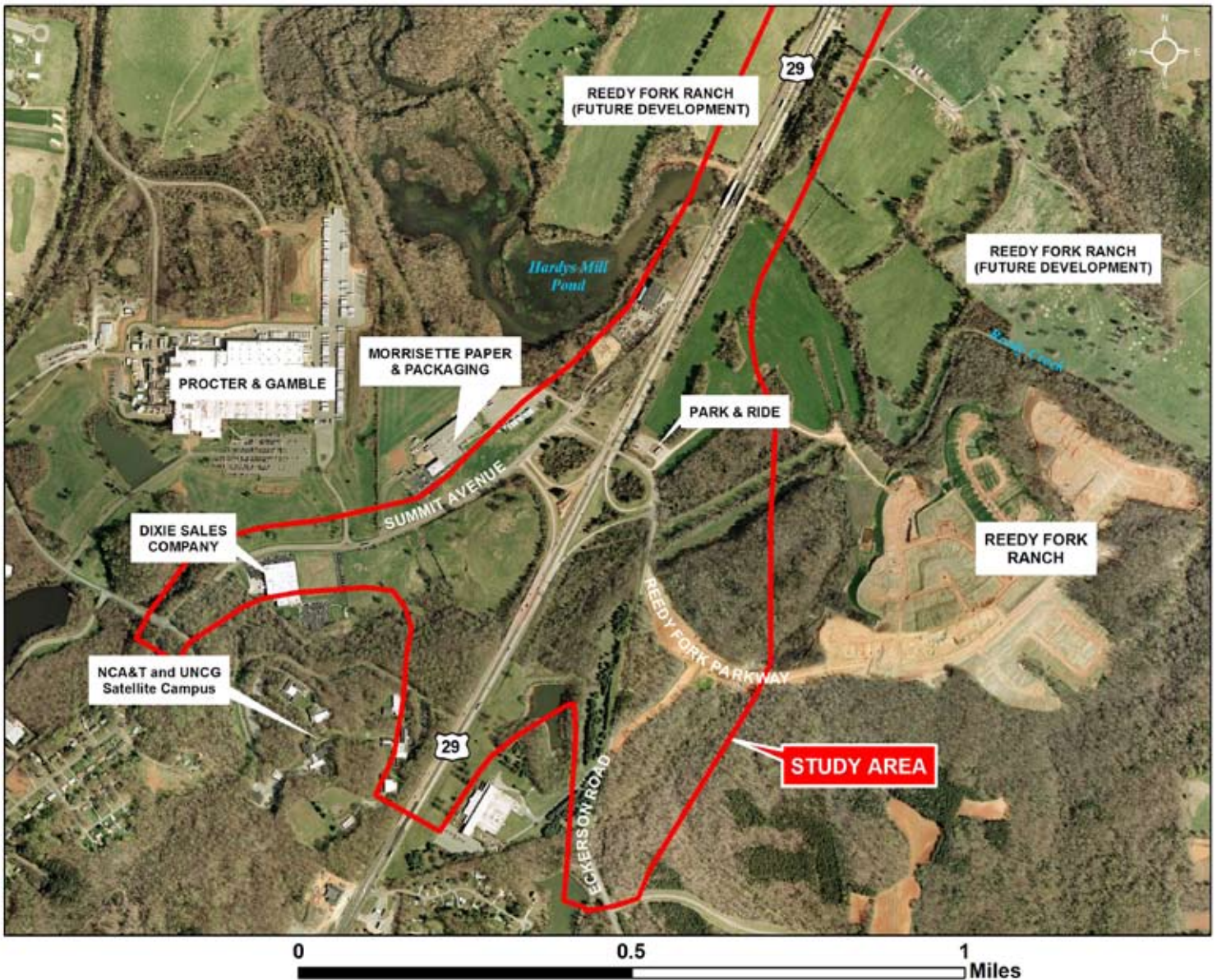
Alternatives *continued...*

Several alternative designs have been developed through these previously performed studies. A total of five design alternatives have been evaluated for this project, including a “no-build” alternative. One alternative was thrown out because it failed to adequately address the purpose and need for the project.

At present, the following design options are being considered:

- No-Build Alternative: Make no improvements

- Alternative 1 (SPUI): This is a single point urban interchange where all left turns are handled at one signalized intersection and all right movements are free flow.
- Alternative 2 (Partial Cloverleaf): All ramp movements are located on the south side of the interchange.
- Alternative 3 (Traditional Diamond): Includes two distinct intersections with free flow right turning movements onto ramps.



The red line indicates the project area.



Project Goals

- Replace the existing deficient bridge
- Improve the interchange to meet interstate standards
- Increase traffic capacity to meet future demands

What is an MPO?

The Greensboro Urban Area Metropolitan Planning Organization (MPO) manages the transportation planning process required under Federal law. The MPO plans for area surface transportation needs, including highways, transit, bicycle, and pedestrian facilities.

Priorities of the MPO include:

- Promoting the safe and efficient management, operation, and development of transportation systems;
- Serving the mobility needs of people and freight;
- Fostering economic growth and development;
- Minimizing the negative effects of transportation, including air pollution.



Existing Reedy Fork Parkway bridge over US 29 - North view.

What is the difference between full and partial control of access?"

- Full control of access means access to the roadway is limited to interchanges only.
- Partial control of access means that access is limited to intersections and driveways.

Send Questions and Comments regarding the project to:

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Your Input Can Make A difference!

www.greensboro-nc.gov