

# Greensboro Urban Loop Status Information



## Purpose & Need

- The need for the remaining sections of the Urban Loop continues to increase as the city continues to grow, daily trip origins and destinations become more dispersed throughout the area, and freight movement becomes an increasingly significant economic sector.
- The remaining Urban Loop sections will complete a high capacity circumferential freeway serving cross-town traffic demands in the area. From a traffic perspective, the area is relatively well prepared for the facility due to the effective system of radial roadways through the area.
- The Urban Loop will provide critical links to anticipated high growth areas around the airport and in east Greensboro.

## Economic Impacts

- The remaining incomplete sections of the Urban Loop (18 miles) are critical to economic development in Greensboro. The City has developed an effective system of radial roadways radiating out to the northern periphery but lacks adequate cross town circulation in that area. The remaining section of the Urban Loop will meet travel demands in this area and will provide critical links to anticipated high growth areas around the airport and in east Greensboro. Additionally, it will also significantly enhance the competitive position of the increasingly important economic cluster of freight and warehousing in the area.



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## Traffic & Impacts on the Roadway Network

- Analysis suggests total vehicle miles traveled in the area would stay about the same while total vehicle hours traveled (VHT) will be reduced. This reduction in VHT indicates an improvement in the efficiency of the roadway network with resulting reduction in fuel consumption, air pollution, and user costs.
- Eastern Loop (U-2525B) traffic volumes are expected to be 20,000 vehicles per day (vpd) in 2035 if just the US 29 to US 70 were in place but 49,000 vpd when connected to Western and Northern loop.
- Western Loop (U-2524C) traffic volumes are expected to be 100,000 vpd in 2035.
- Northern Loop (U-2525C) traffic volumes are expected to be 97,000 vpd in 2035.

## Status of Remaining Sections

- U-2524C (Bryan to Lawndale). Estimated construction cost is \$209,097,000. Construction plans are complete. Approximately 70% of right-of-way has been acquired. Remaining right-of-way is ready to move directly to acquisition once funding becomes available. Estimated remaining right-of-way cost is \$21,600,000.
- U-2525B from US 70 to US 29. Estimated construction cost is \$120,112,000. Construction plans are complete. 50% of right-of-way has been acquired. Remaining right-of-way is ready to move directly to acquisition once funding becomes available. Estimated remaining right-of-way cost is \$15,400,000.
- U-2525C from US 29 to Lawndale Drive. Estimated cost is \$108,000,000. Roadway location established; construction plans to be complete by mid to late 2010. Approximately 60% of right-of-way has been acquired. If funding was available it could move directly to acquisition at that point. Estimated remaining right-of-way cost is \$7,320,000.

## Funding Issues

- Statewide, Urban Loop right-of-way acquisition and construction schedules are on hold for reconsideration. NCDOT is developing a new process to rank the state's Loop projects, and the results should be available in Spring 2010.
- Statewide Urban Loop funding is at a crisis point. Funding available for Urban Loops is currently about \$100 million a year. There is an estimated \$6.5 billion estimated cost to complete the Urban Loops statewide. At a 5% inflation rate, that cost inflates at about \$300 million a year.
- An estimated \$4 billion of work is currently expected to be ready for implementation over the next seven years. Loop revenues are currently expected to be approximately \$700 million over that period.
- In good economic times, Urban Loop funding available would not be expected to rise beyond about \$200 million given the structural limitations of the current revenue stream. The revenue stream consists of 25% of State Highway Trust Fund Proceeds, and the source includes the new vehicle use (sales) tax, 25% of the state gas tax, and a share of license and tag fees.
- Over the last seven years the Legislature has significantly expanded the eligibility of the Loop program but has not expanded revenues. The Loop system went from being approximately 50% completed to 30% completed through these additions.

## Details on the Existing Sections

- 24 Miles of the Greensboro Urban Loop have been completed.
- The first section (Future I-840) was built in 2002 between I-40/I-85 and US 70 in East Greensboro. This section was built as a condition of the K-mart Distribution Center being located in East Greensboro. Cost = \$19 million.
- The Southern Section (I-85) was completed in 2004. This section serves as the I-85 bypass and facilitates traffic movement through Greensboro by providing a new upgraded 6-8 lane interstate route. Cost = \$190 million.
- The Western Section (Future I-840/I-73) between I-40 and Bryan Boulevard at the airport was completed in 2007. This section provides a direct interstate connection to the airport area. Cost = \$102 million.
- Another Western Urban Loop section (Future I-73) was completed in 2008 and runs between I-40 and I-85. This section of the Loop provides a bypass around I-40. Cost = \$117 million.

