

Developer-Requested Amendments to Thoroughfare & Collector Street Plan

Background

The Thoroughfare and Collector Street Plan is developed by the Metropolitan Planning Organization (MPO) consistent with long-range MPO transportation plans and is used by local governments to support land development ordinances within the MPO area. The Plan establishes street design standards, identifies potential future alignments of collector and thoroughfare roadways, and preserves right-of-way for identified transportation facilities.

From time to time, requests are submitted to amend the Plan to reflect updated information, changing conditions, or new circumstances. These requests may originate from public agencies, private development interests, or other stakeholders and are evaluated by MPO staff based on consistency with adopted plans, technical considerations, funding feasibility, and public input.

Requested Plan Amendments

Two requests to amend the Thoroughfare and Collector Street Plan have been submitted by private development interests. The requests cite concerns related to potential property impacts among the factors prompting the requested amendments. MPO staff will review and evaluate the requests concurrently with a public comment period running from **February 6 through March 8**. Following the review, staff recommendations will be presented to the Transportation Advisory Committee (TAC) on **March 11, 2026**.

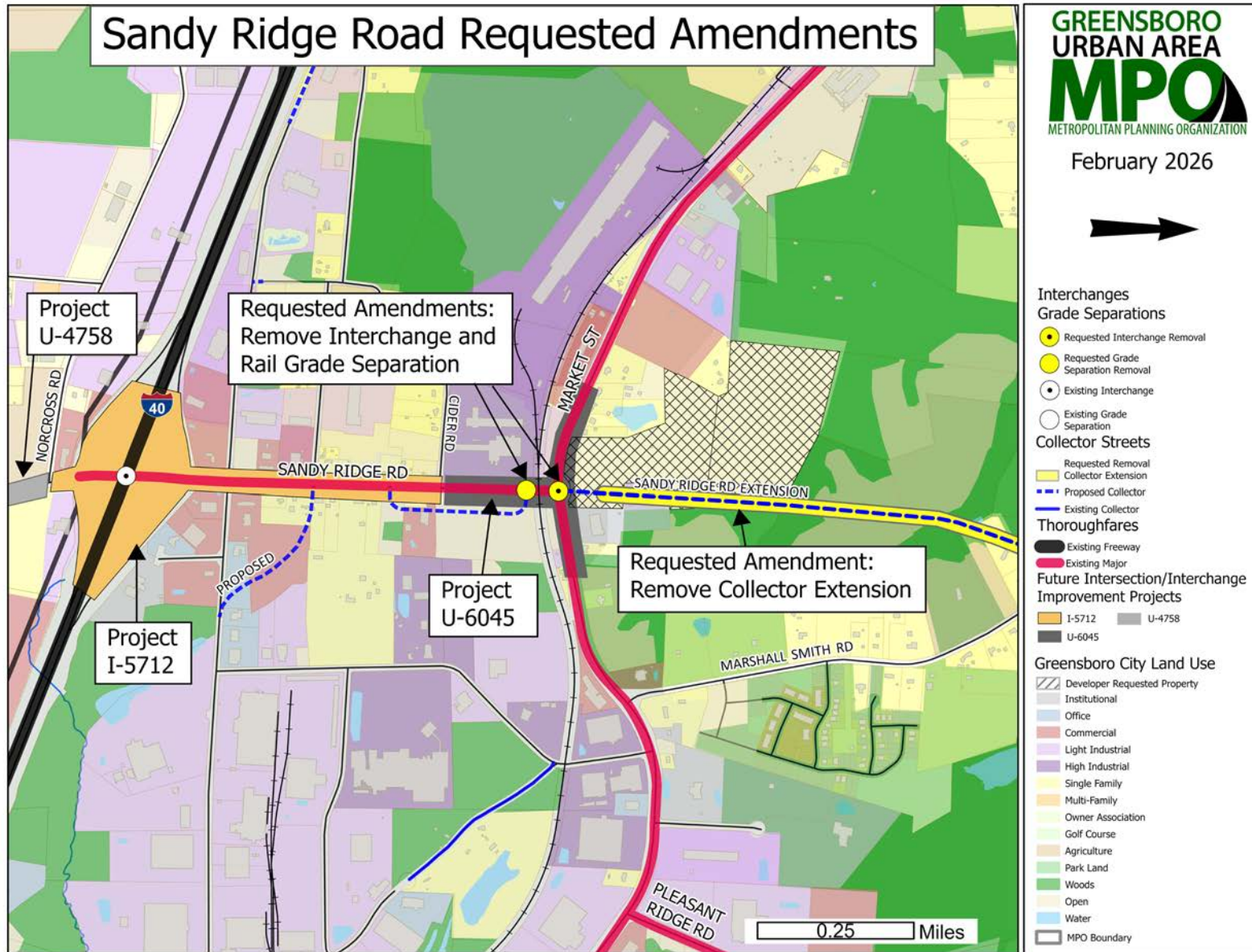
- **Sandy Ridge Road Grade Separation / Interchange and Collector Extension**

A request was submitted to remove the proposed rail grade separation, interchange, and collector street extension at W. Market Street. The request will be evaluated in the context of project development history, funding feasibility, corridor function, and consistency with adopted transportation plans.

- **US 70 Sedalia Bypass**

A request was submitted to remove the proposed US 70 Bypass around the Town of Sedalia. During the public review period, MPO staff will complete a technical review and seek input from the Town of Sedalia prior to making a recommendation to the TAC.

The following maps and background materials are provided as visual and contextual reference for each requested amendment.



Sandy Ridge Road

Background

A request was submitted to remove the proposed collector street extension at W. Market Street, along with the associated rail grade separation and interchange, due to concerns regarding potential property impacts and the reasonableness of these facilities in this location.

Collector Street

- In September, the MPO approved modifications to the Thoroughfare and Collector Street Plan to reclassify the planned Sandy Ridge Road extension as a collector street and realign it to connect to Marshall Smith Road instead of Pleasant Ridge Road.
- The Sandy Ridge corridor has strong potential for continued industrial, logistics, and freight-oriented development due to its strategic access to I-40 and proximity to PTI and nearby airfield-adjacent industries, including Boom Supersonic, HAECO, and JetZero.
- The proposed Sandy Ridge collector street extension is intended to improve roadway connectivity to support the full development potential of the greater airport area.
- This section of Sandy Ridge Road is affected by three active STIP projects—U-4758, I-5712, and U-6045—which will improve I-40 access and connections to the High Point area and increase the relative attractiveness of the Sandy Ridge corridor for future growth.

Related STIP Projects and U-6045 History

- U-4758 will widen approximately 4.4 miles of Sandy Ridge Road and Johnson Street, enhancing access to High Point. Construction began in December 2025.
- I-5712 will improve the Sandy Ridge Road interchange at I-40 and widen Sandy Ridge Road from I-40 to Cider Road. Construction is currently scheduled to begin in FY 2031.
- U-6045 will widen Sandy Ridge Road between Cider Road and W. Market Street. Construction was previously scheduled to begin in 2028; the project is currently funded for design only and is subject to reprioritization in Prioritization 8.0.
 - During design development, the project scope was expanded to include a rail grade separation and a bridge over W. Market Street, along with a western connection to W. Market Street (conceptually mapped as an interchange), to minimize at-grade crossings along the corridor.
 - Updated cost estimates for the expanded scope exceeded \$50 million, resulting in the project being shifted to design-only status during development of the FY 2026–2035 TIP.
 - Applicable Prioritization 8.0 budgets are highly constrained, making the expanded scope infeasible within available Division Needs funding. In addition, with an average of approximately two trains per day using this rail line, a grade separation is not anticipated to be a critical need absent a substantial change in rail service levels.
 - As a result, NCDOT and the MPO agreed to return the project to its original concept: a short at-grade widening with a surface intersection at W. Market Street. The project is currently competing for funding in the P8.0 Division Needs category at a lower cost (estimate pending).

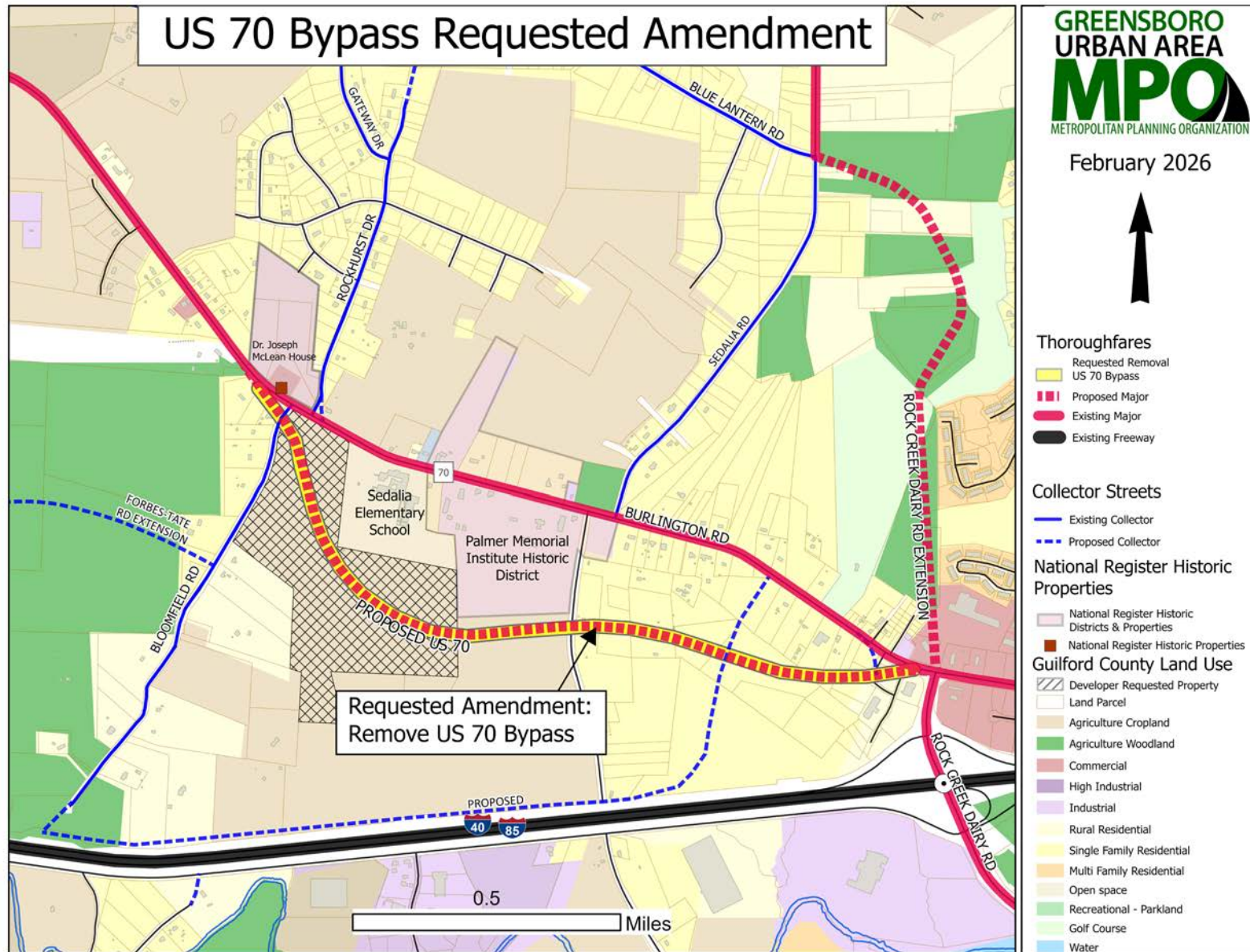
- The collector street extension north of W. Market Street is no longer part of U-6045 but remains a separate planned facility identified in the adopted Thoroughfare and Collector Street Plan to support local circulation and access north of W. Market Street.

Additional Considerations

- The planned Sandy Ridge collector street extension is identified in the adopted Thoroughfare and Collector Street Plan with a minimum right-of-way width of approximately 60 feet.
- A property immediately north of W. Market Street has submitted a Unified Development Plan that includes proposed right-of-way dedication consistent with the planned Sandy Ridge collector street extension.

Summary / Current Context

- The proposed rail grade separation and interchange at W. Market Street were evaluated under an expanded concept for U-6045 but did not advance due to cost escalation and funding constraints. U-6045 has since returned to an at-grade configuration.
- The planned Sandy Ridge collector street extension remains a separate facility identified in the adopted Thoroughfare and Collector Street Plan. It is independent of the previously evaluated grade separation and interchange concept and is intended to improve roadway connectivity in the greater airport area



US 70 Sedalia Bypass

Background

A request was submitted to remove the proposed US 70 Bypass around the Town of Sedalia due to concerns regarding potential property impacts and the appropriateness of the proposed alignment.

History

- Between 2010 and 2015, NCDOT conducted an environmental study and merger process for improvements to US 70 from Mt. Hope Church Road to Westbrook Avenue. The process completed Concurrence Point 1 (Purpose and Need), Concurrence Point 2 (Alternatives to be Carried Forward), and Concurrence Point 2A (Bridging and Minimization Decisions).
- Through the merger process, agency representatives—including NCDOT, FHWA, USACE, USFWS, and USEPA—concurred on three alternatives to be carried forward for detailed study in the Sedalia area: widening along the existing alignment, a northern bypass, and a southern bypass. Coordination with NCSHPO informed refinements to minimize impacts to historic properties.
- Following agency concurrence on the alternatives for detailed study, representatives of the Town of Sedalia reiterated the Town’s prior resolution supporting improvements along the existing US 70 alignment and opposing new-location bypass alternatives. Town representatives expressed concern that a bypass could divide the community, diminish the visibility and long-term vitality of the historic district and the Charlotte Hawkins Brown Museum and State Historic Site, and adversely affect Sedalia’s cohesion as a unified community. They indicated a preference for widening through town and stated they would support a narrowed typical section within the existing corridor rather than construction of a new bypass.
- No preferred alternative was formally selected before NCDOT discontinued the study due to limited funding prospects.
- The southern bypass concept was subsequently shown in the Thoroughfare and Collector Street Plan following its advancement for detailed study during the merger process. Its inclusion reflected the planning context at that time and did not constitute formal NEPA selection.
- The MPO has submitted the US 70 widening project from Knox Road to Rock Creek Dairy Road in each round of STI prioritization since Prioritization 3.0. The project remains under consideration in Prioritization 8.0 but has not been selected for funding to date.
- The estimated cost of improvements to the corridor relative to its length has affected the project’s competitiveness under the STI prioritization process.

Additional Considerations

- The proposed US 70 Sedalia Bypass is shown in the Thoroughfare and Collector Street Plan with a minimum right-of-way width of approximately 110 feet.
- The City of Greensboro has recently agreed to extend water and sewer service to the Sedalia area, which may increase development activity and future travel demand along the US 70

corridor. However, the corridor closely parallels I-40, and most longer-distance through traffic utilizes the interstate, with US 70 primarily serving more localized travel needs.

- During periods of congestion or incidents on I-40, US 70 may function as a reliever or detour route, resulting in temporary increases in traffic volumes.
- A bypass alignment would impact existing structures near Rock Creek Dairy Road and would require reconfiguration of the eastern connection to US 70 in the vicinity of the Rock Creek Dairy Road intersection. This area experiences congestion due to access to the I-40/I-85 interchange.
- The MPO is pursuing a project to modernize US 70 through Sedalia focused on improving safety and traffic operations along the existing alignment through measures such as roundabouts, intersection improvements, pedestrian accommodations, and a sidewalk and shared-use sidepath.
- Local stakeholders have expressed concerns regarding truck traffic operating through the Town of Sedalia and the need for corridor improvements that better reflect the town's context, including pedestrian accommodations and streetscape enhancements. These considerations have informed the MPO's modernization approach.
- The modernization project is considered more competitive under current prioritization criteria and is expected to have a clearer path to implementation. If a widening project does not become sufficiently competitive or necessary in the future, the modernization project would serve as a long-term strategy for addressing corridor needs.

Summary / Current Context

- The US 70 Sedalia Bypass was studied as part of prior corridor improvement efforts and advanced for detailed study during the merger process but was not formally selected before the study was discontinued. The widening project has not advanced to construction due to funding constraints and competitiveness under the STI prioritization process, although it remains eligible for selection in a future prioritization cycle.
- Should a widening project advance in the future, alternatives analysis would be revisited to reflect updated environmental conditions, development patterns, and community context.
- The MPO is seeking public input on whether the bypass should remain in the Thoroughfare and Collector Street Plan given the project's current status, evolving corridor conditions, and the ongoing pursuit of modernization improvements along the existing alignment.
- Staff is conducting background analysis and will present a recommendation to the Transportation Advisory Committee (TAC), which will consider the public input, analysis, and recommendation prior to taking action.

Public Review

The Greensboro Urban Area Metropolitan Planning Organization (MPO) is accepting public comment on the requested amendments to the Thoroughfare and Collector Street Plan. The public review period runs from **February 6 through March 8, 2026**. Public input received during the comment period, along with staff findings, will be shared with the Transportation Advisory Committee (TAC) for consideration at its **March 11, 2026** meeting.

A public information packet and online survey are available to collect comments for the record while MPO staff conducts technical analysis of the requests. Staff has not yet developed a recommendation.

Comments may be submitted in the following ways:

Online Comment Form: <https://www.surveymonkey.com/r/XY5NQNQ>

Email: guampo@greensboro-nc.gov

Mail:

Attn: Developer-Requested Plan Amendments

Greensboro Department of Transportation

P.O. Box 3136

Greensboro, NC 27402-3136

For additional information, visit the MPO website at www.guampo.org or contact Lydia McIntyre at (336) 373-3117.