

CITY OF HIGH POINT

AGENDA ITEM



TITLE: N. Main Street Improvements Presentation	
FROM: Greg Venable, Transportation Director	MEETING DATE: April 4, 2024
PUBLIC HEARING: n/a	ADVERTISED DATE/BY: n/a
ATTACHMENTS: N. Main Presentation	

PURPOSE: Presentation on improvements to N. Main Street between Lexington Avenue and Church Avenue.

BACKGROUND: The City of High Point has contracted with Kimley Horn and Associates to study N. Main Street from Lexington Avenue to Church Street to provide recommendations for pedestrian safety improvements, streetscape improvements, speed reduction strategies, and complete street concepts. The presentation will also include work that has been done to date. There were several interim improvements that were approved by the City Council in August of 2023.

RECOMMENDATION/ACTION REQUESTED: This is for information only at this time and no action is requested.



N Main Street Corridor Study

Prosperity, Livability & Safety Committee

April 2024

Kimley»Horn

CITY OF
high
point.



Project History

- Started with the Ignite High Point Master Plan (2013)
- Current effort – further evaluation and developing preliminary designs/costs
- Potentially reduce vehicle lanes on North Main Street
 - Widen sidewalks, calm traffic, add street trees, improve pedestrian crossings
 - Enhance sense of place



Interim Improvements

North Main Street at Hillcrest Place





← Heading northbound
on N Main Street

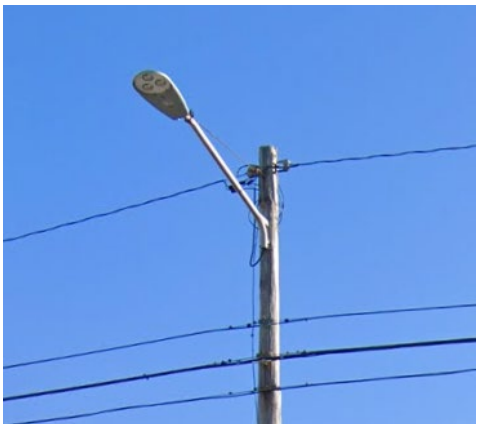
Heading southbound
on N Main Street →



Prosperity and Livability Committee Meeting August 9, 2023

- Kimley Horn and Associates provided a list of potential interim improvements.
- Staff recommended to the Committee which treatments we felt were the best options based on cost and constructability.
- Evaluate feasibility of additional alternatives as part of greater Main Street Corridor Study.





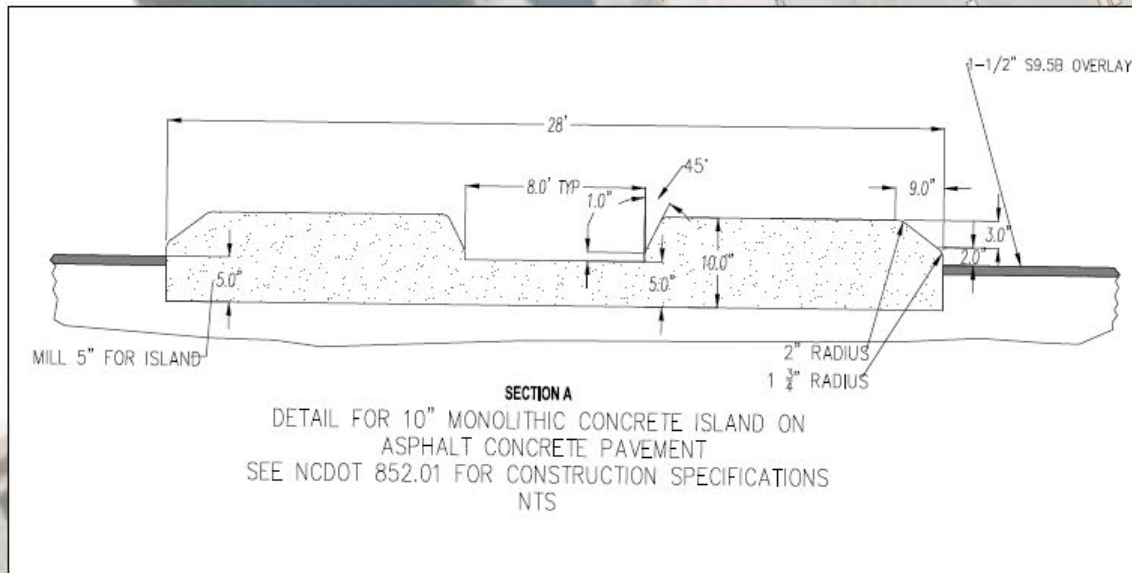
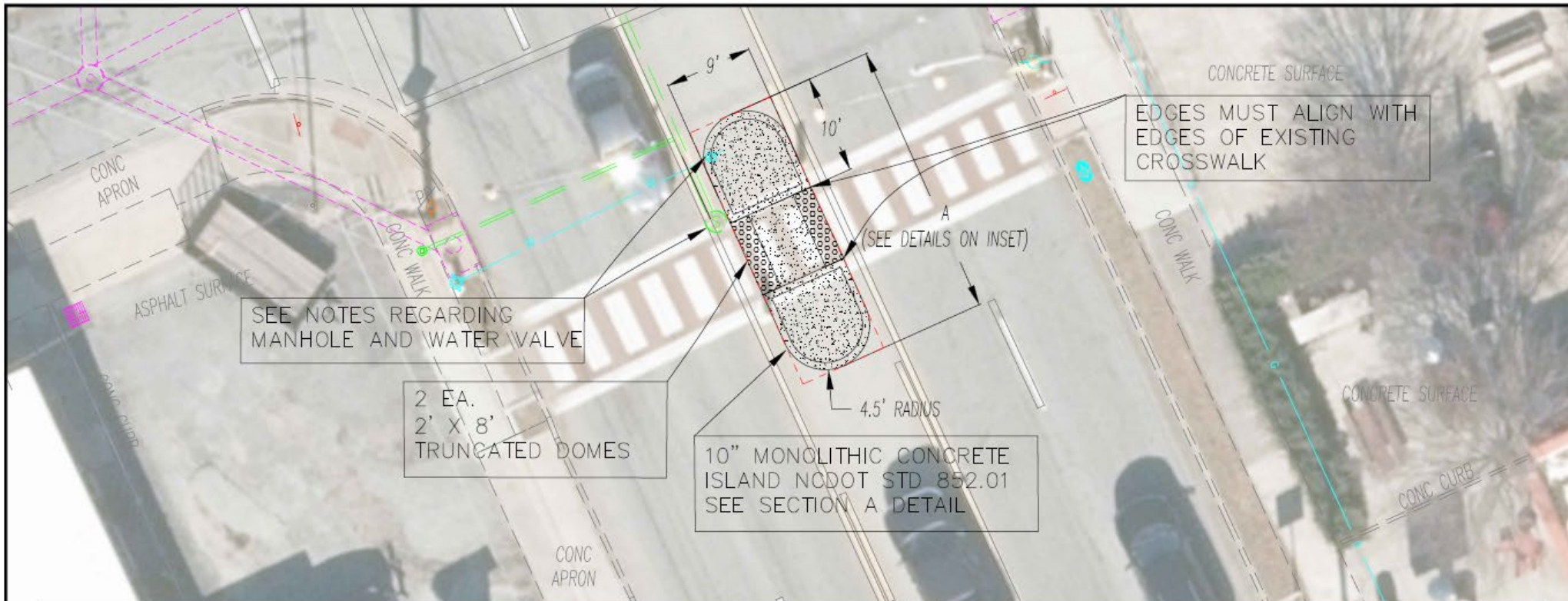
- Enhance roadway lighting at the crosswalk location
~\$5,000 **Installed**



- Enhance existing RRFB with double posted signs and flashers
~\$10,000 - \$25,000 **Installed**



- Concrete median refuge island with detectable warning surfaces
~\$15,000 **Design completed by City staff – encroachment not approved by NCDOT**



- NOTES:**
1. ENSURE CONSTRUCTION LIMITS ARE PROPERLY MARKED PRIOR TO CONSTRUCTION.
 2. FLOOR SAW CUT AREA IN RED TO ENSURE CLEAN VERTICAL CUT FOR ISLAND INSTALLATION.
 3. EXPANSION JOINTS AND SELF LEVELING CAULK MUST BE USED AROUND PERIMETER OF THE CONCRETE ISLAND.

		CITY OF HIGH POINT DEPARTMENT OF ENGINEERING SERVICES 211 S. HAMILTON STREET HIGH POINT, NC 28601 TELEPHONE (336) 884-3194 FAX (336) 884-4115	
JOB NO:	10038	DATE:	AUGUST 2023
DESIGNED:	JNF	DRAWN:	JNF
CHECKED:		BY:	SCALE: 1" = 30' HORIZ/44'
REV:	DATE	DESCRIPTION	
PLANS FOR		PEDESTRIAN REFUGE ISLAND	
		NORTH MAIN STREET AND HILLCREST PLACE	
		HIGH POINT - GUILFORD COUNTY - N.C.	
SHEET NO.		1	
OF		1	

Full Project Information

- Current Phase –
Lexington Avenue to
Church Avenue
- Two Alternatives
Identified



Alternative 1

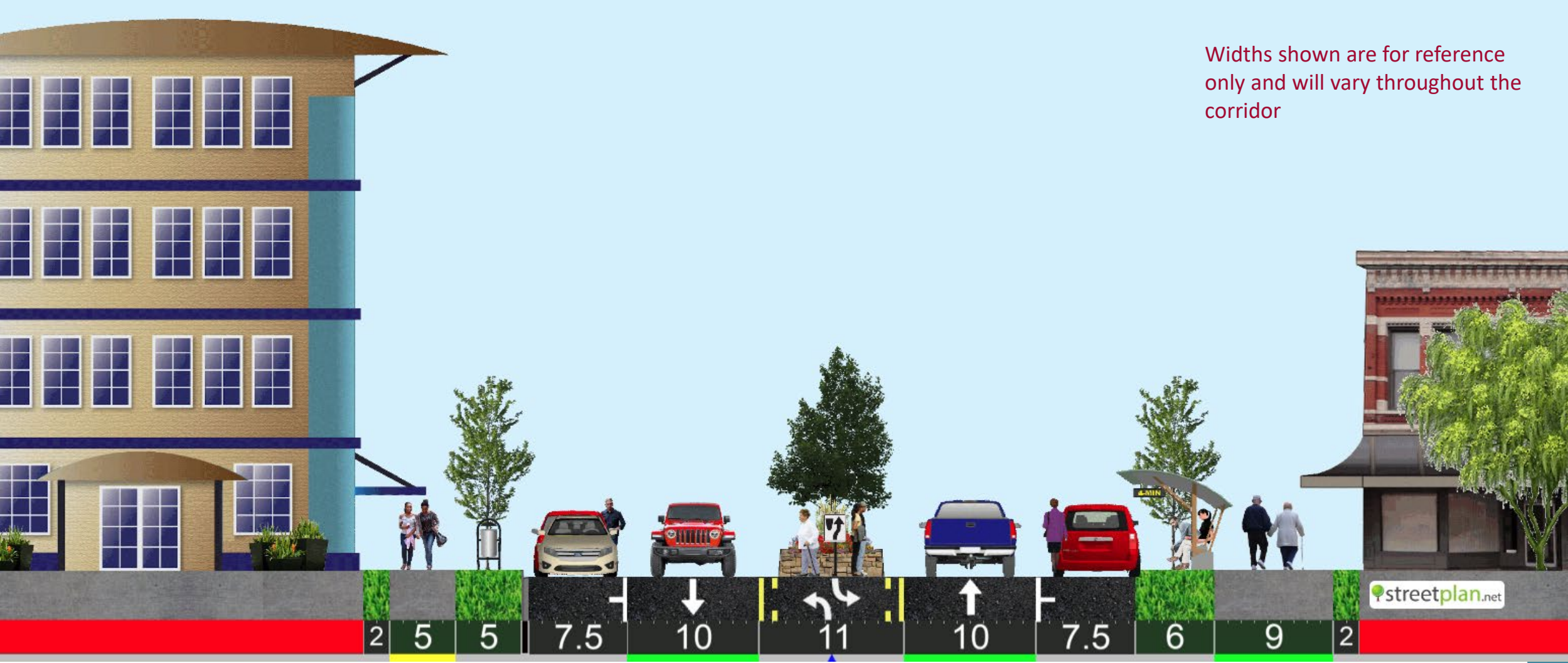
Alternative 1 – Section 1 (Parkway to Church):

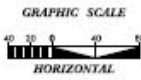
- 4-lane roadway reduced to 2 lanes
- Addition of curb bulb outs, street trees and on-street parking
- Wider and improved sidewalks
- Enhanced pedestrian crossings
 - Leading pedestrian intervals at signals
 - Improved crosswalk visibility near Richardson Ave.
- Landscaped median where width allows



Alternative 1 – Section 1

Widths shown are for reference only and will vary throughout the corridor

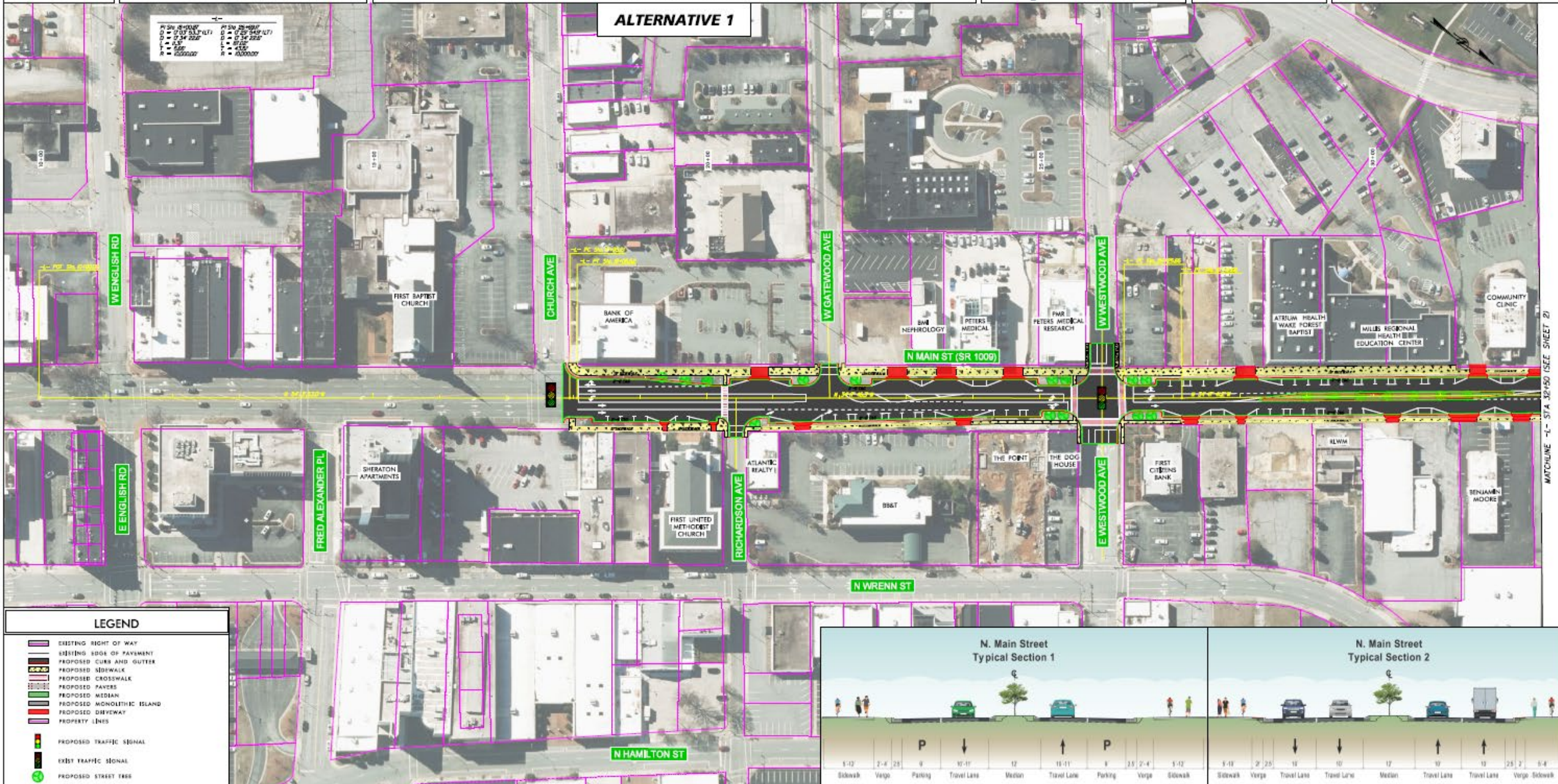




INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION
PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

LIMITS OF CONSTRUCTION AND IMPACTS SHOWN ARE BASED ON PRELIMINARY DESIGNS AND PRELIMINARY GROUND SURVEYS (GSI, DARI) AND AERIAL IMAGERY, DURING THE FINAL DESIGN STAGE. DESIGNERS WILL ATTEMPT TO MINIMIZE IMPACTS WHERE FEASIBLE USING FINAL GROUND SURVEYS. FINAL DRIVEWAY LOCATIONS WILL ALSO BE DETERMINED DURING FINAL DESIGN USING FINAL GROUND SURVEYS. SELECT DRIVEWAYS ARE SHOWN TO CONFIRM FEASIBILITY OF PRELIMINARY DESIGN.

ALTERNATIVE 1

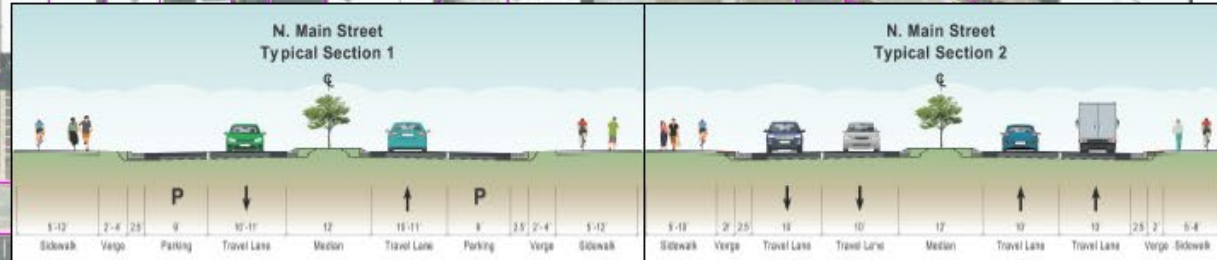


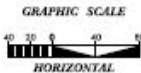
PROPOSED DRIVEWAY DATA

DRIVEWAY	STATION	WIDTH	TYPE
DRIVEWAY 1	10+00.00	10.00	STANDARD
DRIVEWAY 2	10+50.00	10.00	STANDARD
DRIVEWAY 3	11+00.00	10.00	STANDARD
DRIVEWAY 4	11+50.00	10.00	STANDARD
DRIVEWAY 5	12+00.00	10.00	STANDARD
DRIVEWAY 6	12+50.00	10.00	STANDARD
DRIVEWAY 7	13+00.00	10.00	STANDARD
DRIVEWAY 8	13+50.00	10.00	STANDARD
DRIVEWAY 9	14+00.00	10.00	STANDARD
DRIVEWAY 10	14+50.00	10.00	STANDARD

LEGEND

- EXISTING RIGHT OF WAY
- EXISTING EDGE OF PAVEMENT
- PROPOSED CURB AND GUTTER
- PROPOSED SIDEWALK
- PROPOSED CROSSWALK
- PROPOSED DRIVEWAY
- PROPOSED MEDIAN
- PROPOSED MONUMENTAL ISLAND
- PROPOSED DRIVEWAY
- PROPERTY LINES
- PROPOSED TRAFFIC SIGNAL
- EXIST TRAFFIC SIGNAL
- PROPOSED STREET TREE





INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION
PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

LIMITS OF CONSTRUCTION AND IMPACTS SHOWN ARE BASED ON PRELIMINARY DESIGNS AND PRELIMINARY GROUND SURVEYS (GIS/LDAR) AND AERIAL IMAGERY. DURING THE FINAL DESIGN STAGE, DESIGNERS WILL ATTEMPT TO MINIMIZE IMPACTS WHERE FEASIBLE USING FINAL GROUND SURVEYS. FINAL DRIVEWAY LOCATIONS WILL ALSO BE DETERMINED DURING FINAL DESIGN USING FINAL GROUND SURVEYS. SELECT DRIVEWAYS ARE SHOWN TO CONFIRM FEASIBILITY OF PRELIMINARY DESIGN.

ALTERNATIVE 1

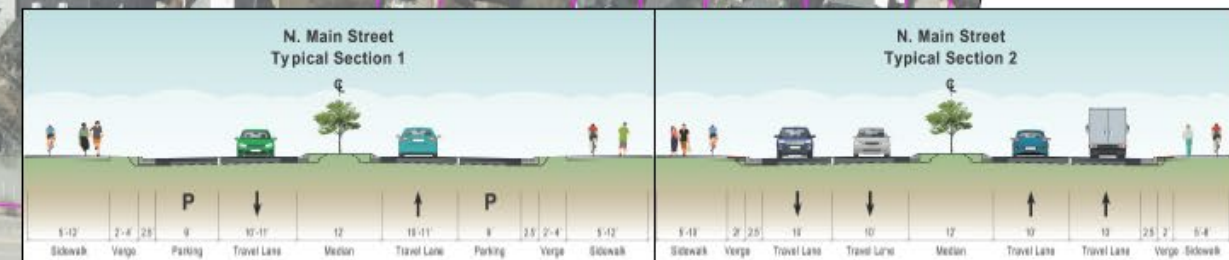
End of Section 1

MATCHLINE - L - STA 12+40 (SEE SHEET 1)

MATCHLINE - R - STA 53+25 (SEE SHEET 3)

LEGEND

- EXISTING RIGHT OF WAY
- EXISTING EDGE OF PAYMENT
- PROPOSED CURB AND GUTTER
- PROPOSED SIDEWALK
- PROPOSED CROSSWALK
- PROPOSED PAVEMENT
- PROPOSED MEDIAN
- PROPOSED MONOLITHIC ISLAND
- PROPOSED DRIVEWAY
- PROPERTY LINES
- PROPOSED TRAFFIC SIGNAL
- EXIST TRAFFIC SIGNAL
- PROPOSED STREET TREE

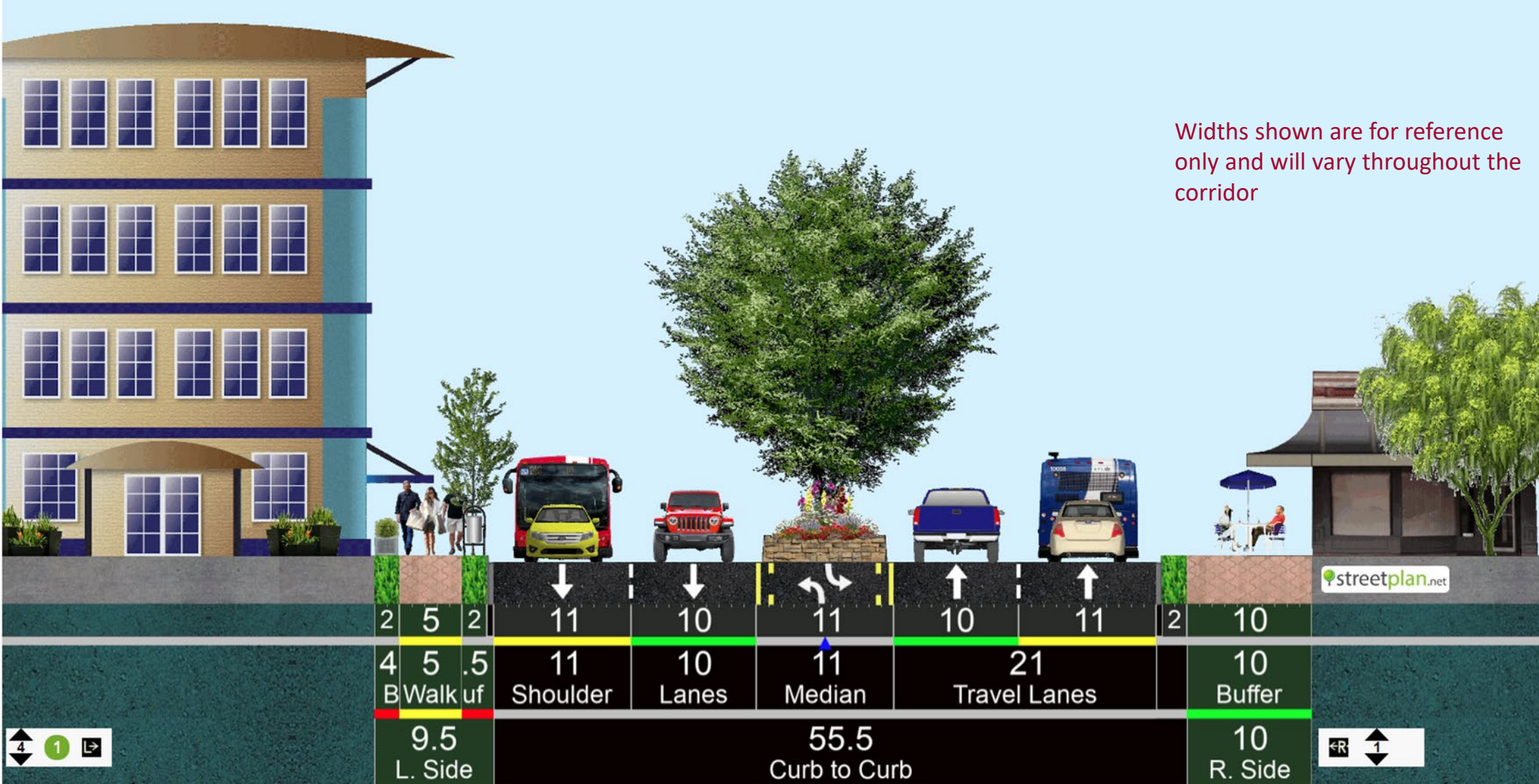


Alternative 1 – Section 2 (Lexington to Parkway):

- 4-lane roadway remains in place
- Addition of street trees
- Wider and improved sidewalks
- Enhanced pedestrian crossings
 - Leading pedestrian intervals at signals
 - Improved crosswalk visibility at Farriss Ave.
 - Median refuge for crosswalk near Hillcrest Pl.
- Consistent landscaped median



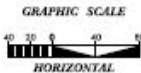
Alternative 1 – Section 2



Alternative 1
(Lexington to Parkway)

Why 4 lanes?





INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION
PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

LIMITS OF CONSTRUCTION AND IMPACTS SHOWN ARE BASED ON PRELIMINARY DESIGNS AND PRELIMINARY GROUND SURVEYS (GIS/LDAR) AND AERIAL IMAGERY. DURING THE FINAL DESIGN STAGE, DESIGNERS WILL ATTEMPT TO MINIMIZE IMPACTS WHERE FEASIBLE USING FINAL GROUND SURVEYS. FINAL DRIVEWAY LOCATIONS WILL ALSO BE DETERMINED DURING FINAL DESIGN USING FINAL GROUND SURVEYS. SELECT DRIVEWAYS ARE SHOWN TO CONFIRM FEASIBILITY OF PRELIMINARY DESIGN.

ALTERNATIVE 1

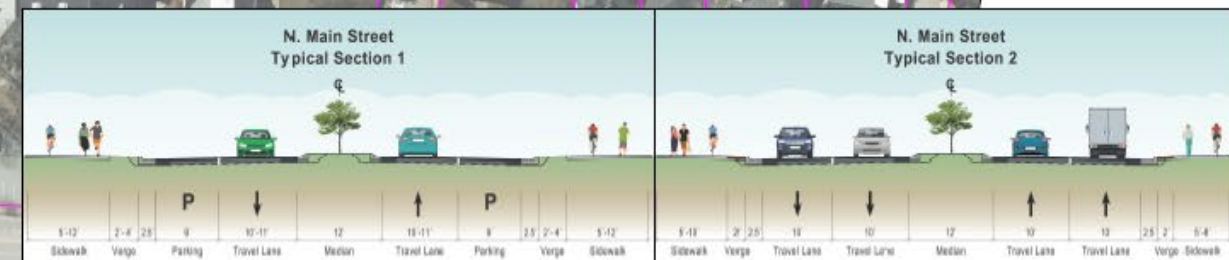
PT 50+ 34+24.0
D = 132' 40" (W1)
L = 12' 10"
E = 45.47'
R = 460.00'

PT 50+ 49+48.0
D = 232' 00" (W1)
L = 3' 00" (E)
E = 45.47'
R = 2200.00'

Start of Section 2

LEGEND

- EXISTING RIGHT OF WAY
- EXISTING EDGE OF PAYMENT
- PROPOSED CURB AND GUTTER
- PROPOSED SIDEWALK
- PROPOSED CROSSWALK
- PROPOSED PAVEMENT
- PROPOSED MEDIAN
- PROPOSED MONOLITHIC ISLAND
- PROPOSED DRIVEWAY
- PROPERTY LINES
- PROPOSED TRAFFIC SIGNAL
- EXIST TRAFFIC SIGNAL
- PROPOSED STREET TREE





Kimley»Horn

© 2023

NORTH MAIN STREET CORRIDOR STUDY
HIGH POINT, NC
FROM CHURCH STREET TO LEXINGTON AVENUE

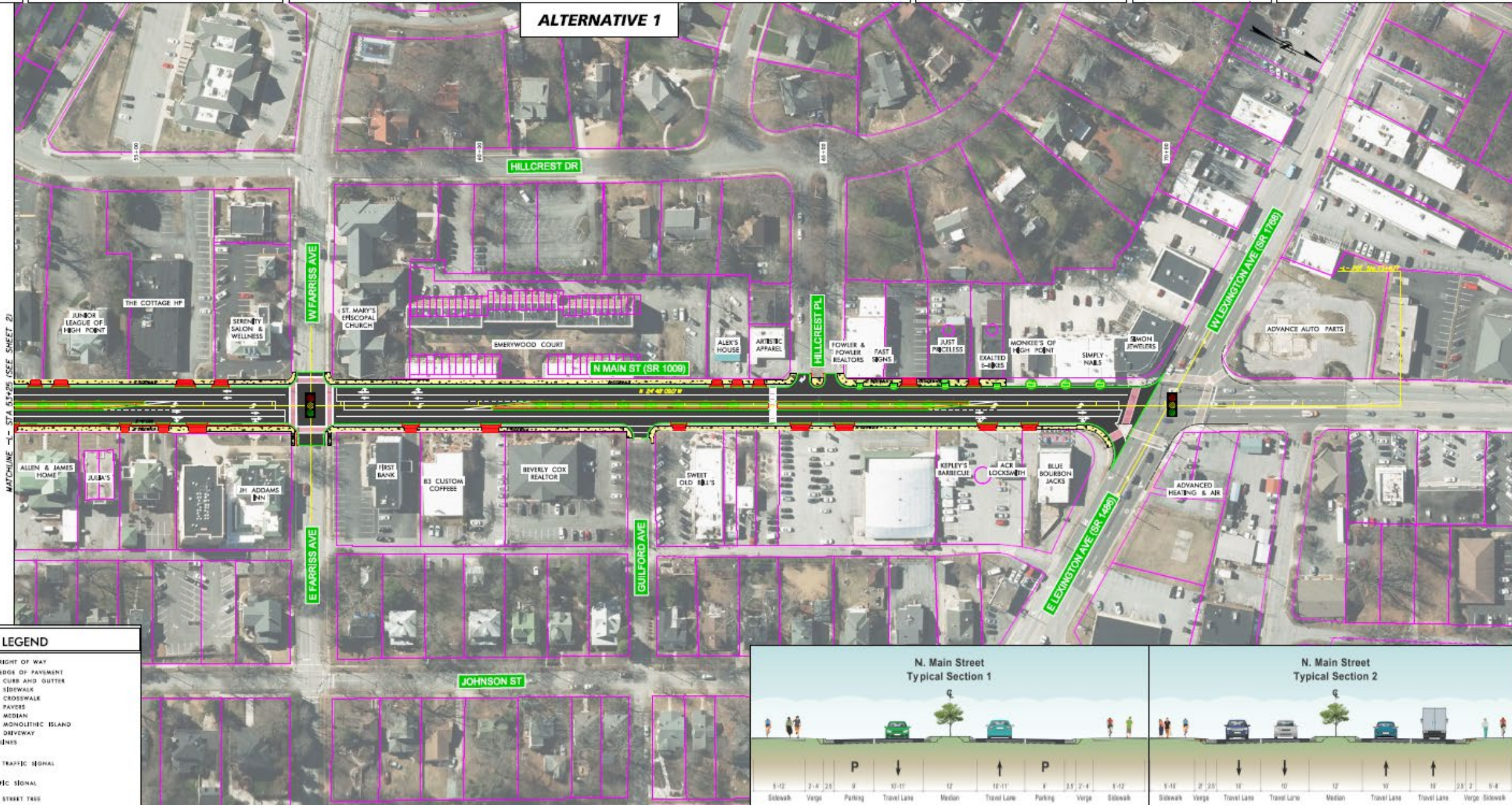
SHEET 3 OF 3
AERIAL IMAGERY DATED 2021

CITY OF
high point.

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION
PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

LIMITS OF CONSTRUCTION AND IMPACTS SHOWN ARE BASED ON PRELIMINARY DESIGNS AND PRELIMINARY GROUND SURVEYS (GIS/LDAR) AND AERIAL IMAGERY. DURING THE FINAL DESIGN STAGE, DESIGNERS WILL ATTEMPT TO MINIMIZE IMPACTS WHERE FEASIBLE USING FINAL GROUND SURVEYS. FINAL DRIVEWAY LOCATIONS WILL ALSO BE DETERMINED DURING FINAL DESIGN USING FINAL GROUND SURVEYS. SELECT DRIVEWAYS ARE SHOWN TO CONFIRM FEASIBILITY OF PRELIMINARY DESIGN.

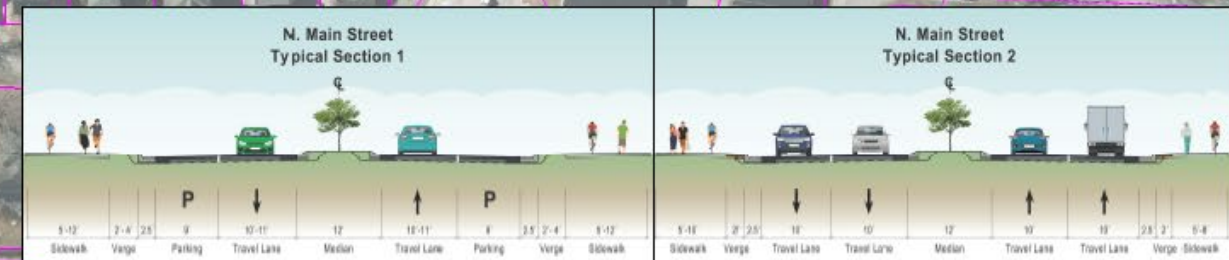
ALTERNATIVE 1




MATCHLINE - STA 53+25 (SEE SHEET 2)

LEGEND

- EXISTING RIGHT OF WAY
- EXISTING EDGE OF PAYMENT
- PROPOSED CURB AND GUTTER
- PROPOSED SIDEWALK
- PROPOSED CROSSWALK
- PROPOSED PAVES
- PROPOSED MEDIAN
- PROPOSED MONOLITHIC ISLAND
- PROPOSED DRIVEWAY
- PROPERTY LINES
- PROPOSED TRAFFIC SIGNAL
- EXIST TRAFFIC SIGNAL
- PROPOSED STREET TREE



- 
- Alternative 1
 - Construction Cost
 - \$10.5 million
 - Additional Project Cost (Utility Relocation/Design & Permitting)
 - \$3.2 million
 - Estimated Total = **\$13.7 million**

Estimates do not include the cost of road maintenance. NCDOT could require the City to take over maintenance of the North and South Main Streets. The city would be responsible for all paving and striping of for the entire length of the roadway.

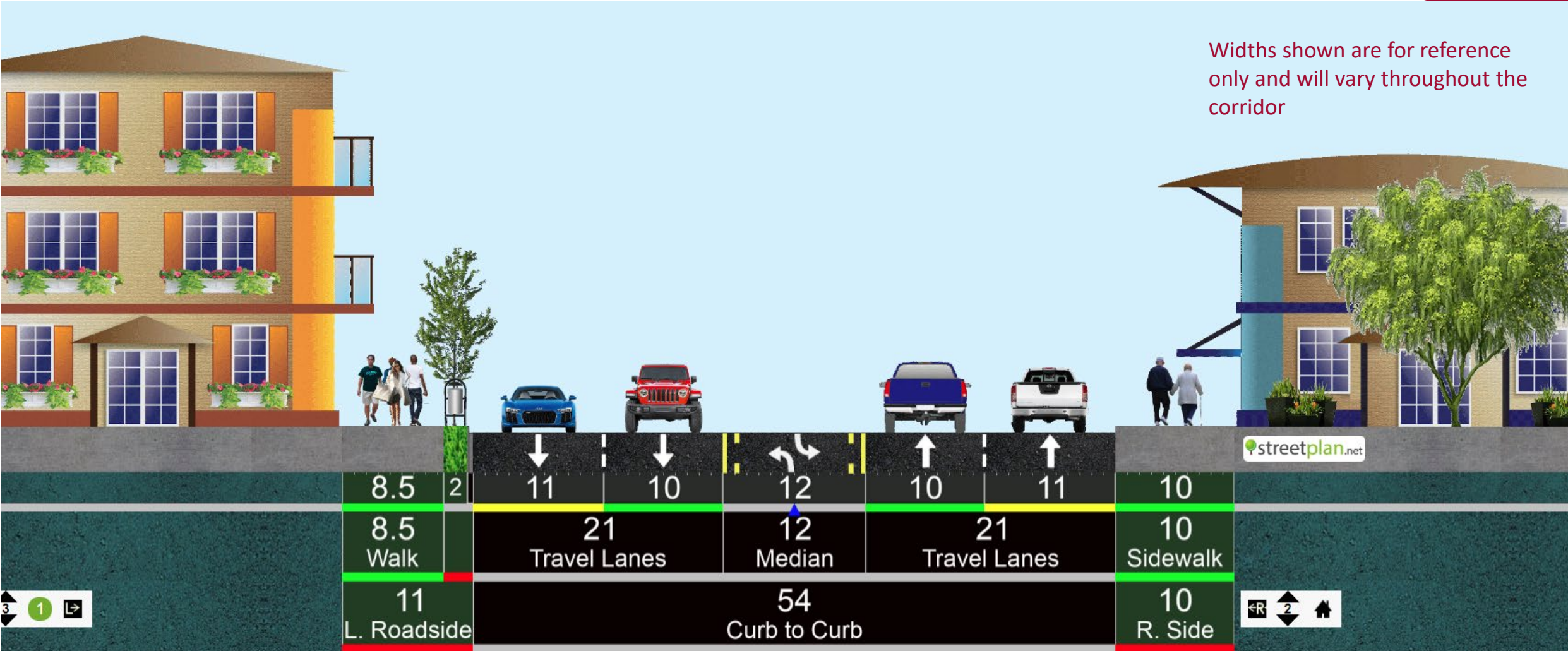
Alternative 2

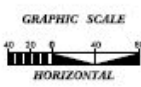
Alternative 2 (Lexington to Church):

- Maintain existing roadway lanes
- Wider and improved sidewalks
- Enhanced pedestrian crossings
 - Leading pedestrian intervals at signals
 - Improved crosswalk visibility near Richardson Ave.
 - Improved crosswalk visibility at Farriss Ave.
- Targeted curb bulb outs



Alternative 2



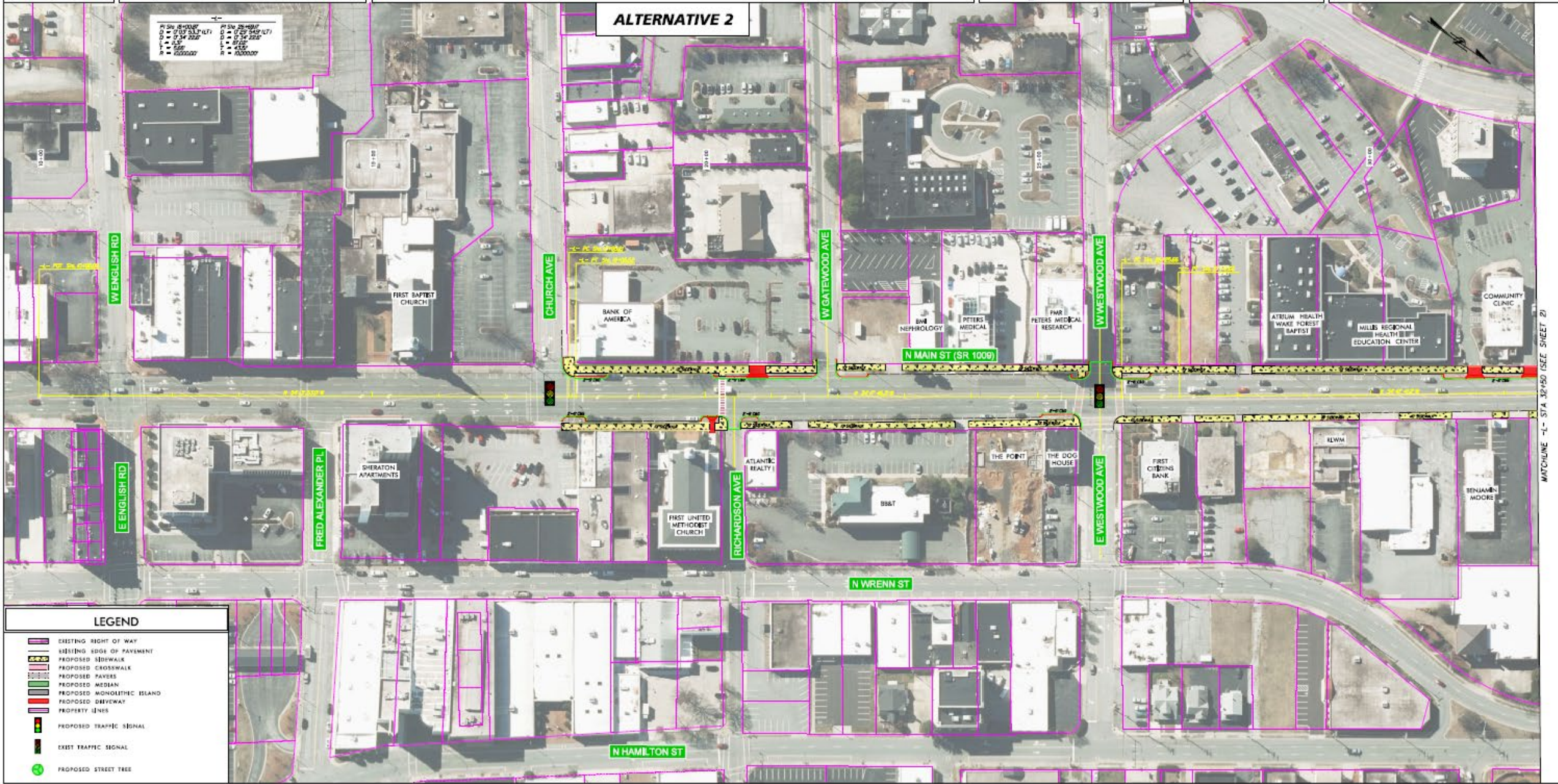


INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION
PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

LIMITS OF CONSTRUCTION AND IMPACTS SHOWN ARE BASED ON PRELIMINARY DESIGNS AND PRELIMINARY GROUND SURVEYS (DISCLAIMER) AND AERIAL IMAGERY. DURING THE FINAL DESIGN STAGE, DESIGNERS WILL ATTEMPT TO MINIMIZE IMPACTS WHERE FEASIBLE USING FINAL GROUND SURVEYS. FINAL DRIVEWAY LOCATIONS WILL ALSO BE DETERMINED DURING FINAL DESIGN USING FINAL GROUND SURVEYS. SELECT DRIVEWAYS ARE SHOWN TO CONFIRM FEASIBILITY OF PRELIMINARY DESIGN.

ALTERNATIVE 2

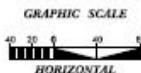
PT STA 18+00.00	PT STA 25+00.00
1.00' 33.3' (L)	1.00' 33.3' (L)
1.00' 33.3' (L)	1.00' 33.3' (L)
1.00' 33.3' (L)	1.00' 33.3' (L)
1.00' 33.3' (L)	1.00' 33.3' (L)
1.00' 33.3' (L)	1.00' 33.3' (L)
1.00' 33.3' (L)	1.00' 33.3' (L)
1.00' 33.3' (L)	1.00' 33.3' (L)
1.00' 33.3' (L)	1.00' 33.3' (L)
1.00' 33.3' (L)	1.00' 33.3' (L)



LEGEND

- EXISTING RIGHT OF WAY
- EXISTING EDGE OF PAVEMENT
- PROPOSED SIDEWALK
- PROPOSED CROSSWALK
- PROPOSED PAVES
- PROPOSED MEDIAN
- PROPOSED MONOLITHIC ISLAND
- PROPOSED DRIVEWAY
- PROPERTY LINES
- PROPOSED TRAFFIC SIGNAL
- EXIST TRAFFIC SIGNAL
- PROPOSED STREET TREE

MATCHLINE -L- STA 32+50 (SEE SHEET 2)

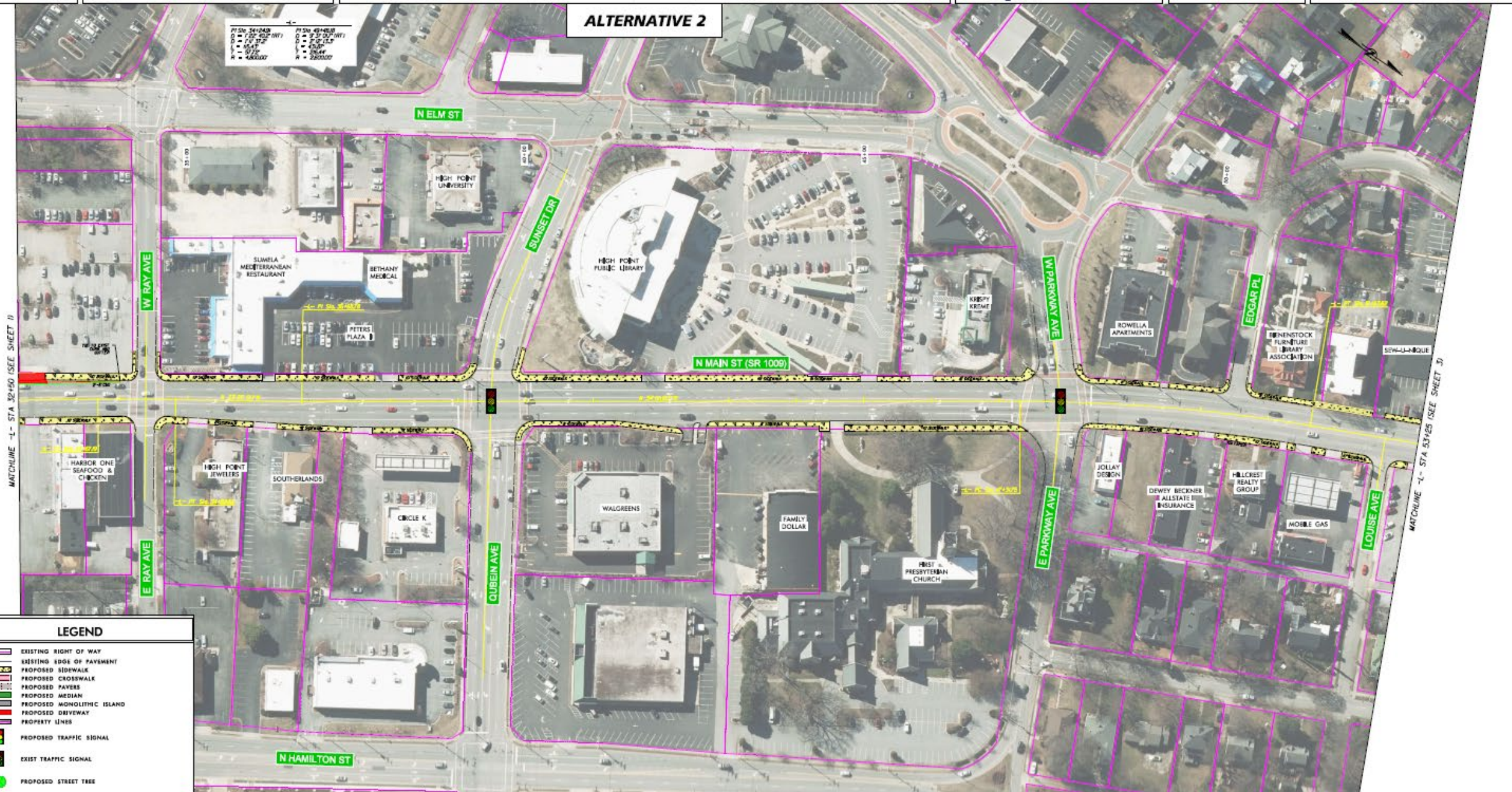


INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION
PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

LIMITS OF CONSTRUCTION AND IMPACTS SHOWN ARE BASED ON PRELIMINARY DESIGNS AND PRELIMINARY GROUND SURVEYS (GIS/LIDAR) AND AERIAL IMAGERY. DURING THE FINAL DESIGN STAGE, DESIGNERS WILL ATTEMPT TO MINIMIZE IMPACTS WHERE FEASIBLE USING FINAL GROUND SURVEYS. FINAL DRIVEWAY LOCATIONS WILL ALSO BE DETERMINED DURING FINAL DESIGN USING FINAL GROUND SURVEYS. SELECT DRIVEWAYS ARE SHOWN TO CONFIRM FEASIBILITY OF PRELIMINARY DESIGN.

ALTERNATIVE 2

PT 50+ 54+00.00	PT 50+ 49+00.00
Q = 1.00' R/LP (W)	Q = 2.50' R/LP (W)
L = 10.00'	L = 10.00'
R = 10.00'	R = 10.00'
R = 10.00'	R = 10.00'



LEGEND

- EXISTING RIGHT OF WAY
- EXISTING EDGE OF PAVEMENT
- PROPOSED SIDEWALK
- PROPOSED CROSSWALK
- PROPOSED PARKS
- PROPOSED MEDIAN
- PROPOSED MONOLITHIC ISLAND
- PROPOSED DRIVEWAY
- PROPERTY LINES
- PROPOSED TRAFFIC SIGNAL
- EXIST TRAFFIC SIGNAL
- PROPOSED STREET TREE

MATCHLINE - L - STA 32+50 (SEE SHEET 1)

MATCHLINE - R - STA 53+25 (SEE SHEET 3)



INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION
PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

LIMITS OF CONSTRUCTION AND IMPACTS SHOWN ARE BASED ON PRELIMINARY DESIGNS AND PRELIMINARY GROUND SURVEYS (GIS/LDAR) AND AERIAL IMAGERY. DURING THE FINAL DESIGN STAGE, DESIGNERS WILL ATTEMPT TO MINIMIZE IMPACTS WHERE FEASIBLE USING FINAL GROUND SURVEYS, FINAL DRIVEWAY LOCATIONS WILL ALSO BE DETERMINED DURING FINAL DESIGN USING FINAL GROUND SURVEYS. SELECT DRIVEWAYS ARE SHOWN TO CONFIRM FEASIBILITY OF PRELIMINARY DESIGN.


ALTERNATIVE 2



MATCH LINE - STA 53+25 (SEE SHEET 2)

LEGEND

- EXISTING RIGHT OF WAY
- EXISTING EDGE OF PAYEMENT
- PROPOSED SIDEWALK
- PROPOSED CROSSWALK
- PROPOSED PARKING
- PROPOSED MEDIAN
- PROPOSED MONUMENTAL ISLAND
- PROPOSED DRIVEWAY
- PROPERTY LINES
- PROPOSED TRAFFIC SIGNAL
- EXIST TRAFFIC SIGNAL
- PROPOSED STREET TREE

- 
- Alternative 2
 - Construction Cost
 - \$3.5 million
 - Additional Project Cost (Utility Relocation/Design & Permitting)
 - \$1.7 million
 - Estimated Total = **\$5.2 million**

Preliminary Cost Estimates

- Alternative 1
 - Construction Cost
 - \$10.5 million
 - Additional Project Cost (Utility Relocation/Design & Permitting)
 - \$3.2 million
 - Estimated Total = **\$13.7 million**
- Alternative 2
 - Construction Cost
 - \$3.5 million
 - Additional Project Cost (Utility Relocation/Design & Permitting)
 - \$1.7 million
 - Estimated Total = **\$5.2 million**
- **Funding has not been identified for this project.**



Closing Discussion and Questions