

FEASIBILITY STUDY

Greensboro
Freeman Mill Road (SR 1398)
I-40 to Randleman Road
Guilford County
U-202

Prepared by
Planning and Research Branch
Division of Highways
N.C. Department of Transportation

May, 1987

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U-202

The subject project is included in the 1987-1995 Transportation Improvement Program for feasibility study and/or right-of-way protection. This report presents a brief, initial analysis of possible improvements. The project is not currently funded.

I. GENERAL DESCRIPTION

The proposed project consists of widening Freeman Mill Road from Lovett Street near I-40 (see attached map) to Randleman Road, a distance of 1.3 miles. Provision of an urban four-lane divided facility is proposed.

II. PURPOSE OF PROJECT

Freeman Mill Road is designated a major thoroughfare in the Greensboro Thoroughfare Plan and functions as an important route connecting I-40 with the central business district of Greensboro. The southern terminal of the studied project adjoins project U-60 (US 220, from I-85 to I-40) (see Figure 1). The US 220 project is scheduled for construction in 1994. Completion of the US 220 project will significantly increase traffic along existing Freeman Mill Road. Current volumes of 7600 vpd to 12,300 vpd (see Figure 2) will increase to 23,000 vpd to 41,000 vpd by the year 2007. Serious congestion problems will occur. The proposed improvement to Freeman Mill Road has received strong local support and is considered vital by the City of Greensboro.

Existing Freeman Mill Road is a two-lane facility (pavement width varies from 18 to 24 feet). Development along the route is full-density and includes commercial, industrial, and residential development. The existing facility is totally inadequate for the present and projected traffic demand.

An improved Freeman Mill Road facility has been envisioned for many years as a freeway connecting into the road system around the urban core. Additionally, the segment from I-40 to Aycock Street was to be the routing of US 220. US 220 would split from Freeman Mill Road and continue north along an improved Lovett/Aycock Street to Benjamin Parkway and then via an extension of Benjamin Parkway to existing US 220 tying in beyond the city limits. This concept was changed several years ago in the update of the thoroughfare plan. Under the revised concept, US 220 is to be routed as at present until such time as it is more appropriate to route it west along I-40 and north along NC 68 to US 220 north of the Greensboro urbanized area. This change in the ultimate function of Freeman Mill Road is to a more localized purpose.

III. RECOMMENDED IMPROVEMENTS

Widening Freeman Mill Road to a multi-lane facility is needed and is a highly desirable improvement. A four-lane divided urban facility with a \pm 25-foot median has been proposed by the City of Greensboro and found to be acceptable by NCDOT. New construction would be on the west side of the existing roadway. A right-of-way width of \pm 120 feet would be required. Some degree of access control would be provided by eliminating all driveway entrances on the west and allowing right turn access only on the east. The median will have no openings other than at intersecting streets. Driveway entrances on the east would likely be reduced in the future as the abutting land is redeveloped.

The estimated cost of the project is \$4,300,000, including \$2,800,000 for construction and \$1,500,000 for right-of-way acquisition. The City of Greensboro has earmarked \$370,000 for the project. These funds will be used for design and right-of-way acquisition.

IV. ALTERNATIVES

In the past, the project has been envisioned as a "multi-lane freeway on new location" (see 1976 Final Environmental Impact Statement titled "Freeman Mill Road, from Meadowview Road to Randleman Road, Guilford County, City of Greensboro, North Carolina"). The cost of this proposal has been prohibitive delaying implementation. Recently, the City of Greensboro and D.O.T. have agreed the freeway concept should be downgraded (see attached correspondence). Therefore, the current concept is to widen the existing roadway.

Further study of additional alternatives appears unnecessary.

V. POSSIBLE ENVIRONMENTAL IMPACTS

The most significant environmental consequence would be the relocation of approximately 25 homes and 5 businesses. No other significant impacts have been identified. There are no known involvements with 106 or 4(f) properties.

VI. SCOPE OF STUDY

Construction and right-of-way estimates were furnished by the City of Greensboro. They are very preliminary at this point.

VII. FUTURE ACTIVITIES

The City of Greensboro is taking the lead on this project and has completed a functional design and intends to proceed with design plans. Their objective is to bring project plans to an advanced state of readiness, so that the right-of-way can be protected from further development and so that funding - City, State, or Federal Aid - can be pursued at every opportunity. The City hopes to continue right-of-way acquisition efforts. If the project is to be constructed with State or Federal funds, additional environmental studies will probably be required.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
P. O. BOX 25201
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JAMES G. MARTIN
GOVERNOR

JAMES E. HARRINGTON
SECRETARY

May 5, 1987

Mr. Richard Atkins
City of Greensboro
P. O. Drawer W-2
Greensboro, NC 27402

Dear Mr. Atkins:

The Division of Highways has reviewed the latest functional design for improving Freeman Mill Road, as prepared by the City of Greensboro. Your concept to improve Freeman Mill along its existing alignment by acquiring additional right-of-way along the west side of the street and rebuilding the street as a four lane divided roadway between Randleman Road and Lovett Street, is acceptable to the Department. It represents an effective, economical approach to addressing a needed thoroughfare system improvement.

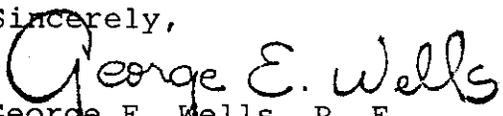
It is our understanding the City now intends to proceed with preparation of final engineering plans for the project. This will allow you to continue your right-of-way acquisition efforts and will assure that the project is ready if funding becomes available.

I do think that I should reiterate the point made by Secretary Harrington in his February 6 letter to Mayor Forbis. At this time, we can offer no assurance that, even with final plans for the project complete, state funds can be made available in the near future. You should also be aware that implementation of the project using either state or federal funds will probably require the preparation of a new environmental document addressing the revised concept.

Mr. Richard Atkins
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We certainly appreciate the efforts being made by the City of Greensboro to accelerate this much needed project. Please feel free to call on our staff for any assistance we might provide as your work progresses.

Sincerely,


George E. Wells, P. E.
STATE HIGHWAY ADMINISTRATOR

GEW/cda

cc: Secretary James E. Harrington
Mr. W. B. Buchanan, Jr., Board of Transportation Member
Mr. John Thomas, Board of Transportation Member
Mr. John Watkins, Division Engineer

bc: T. L. Waters
W. G. Marley
C. D. Adkins
C. J. Baldwin
Mark Boggs

ESTIMATED TRAFFIC VOLUMES

$$\frac{1987 \text{ ADT}}{2007 \text{ ADT}} = \frac{0000}{0000}$$

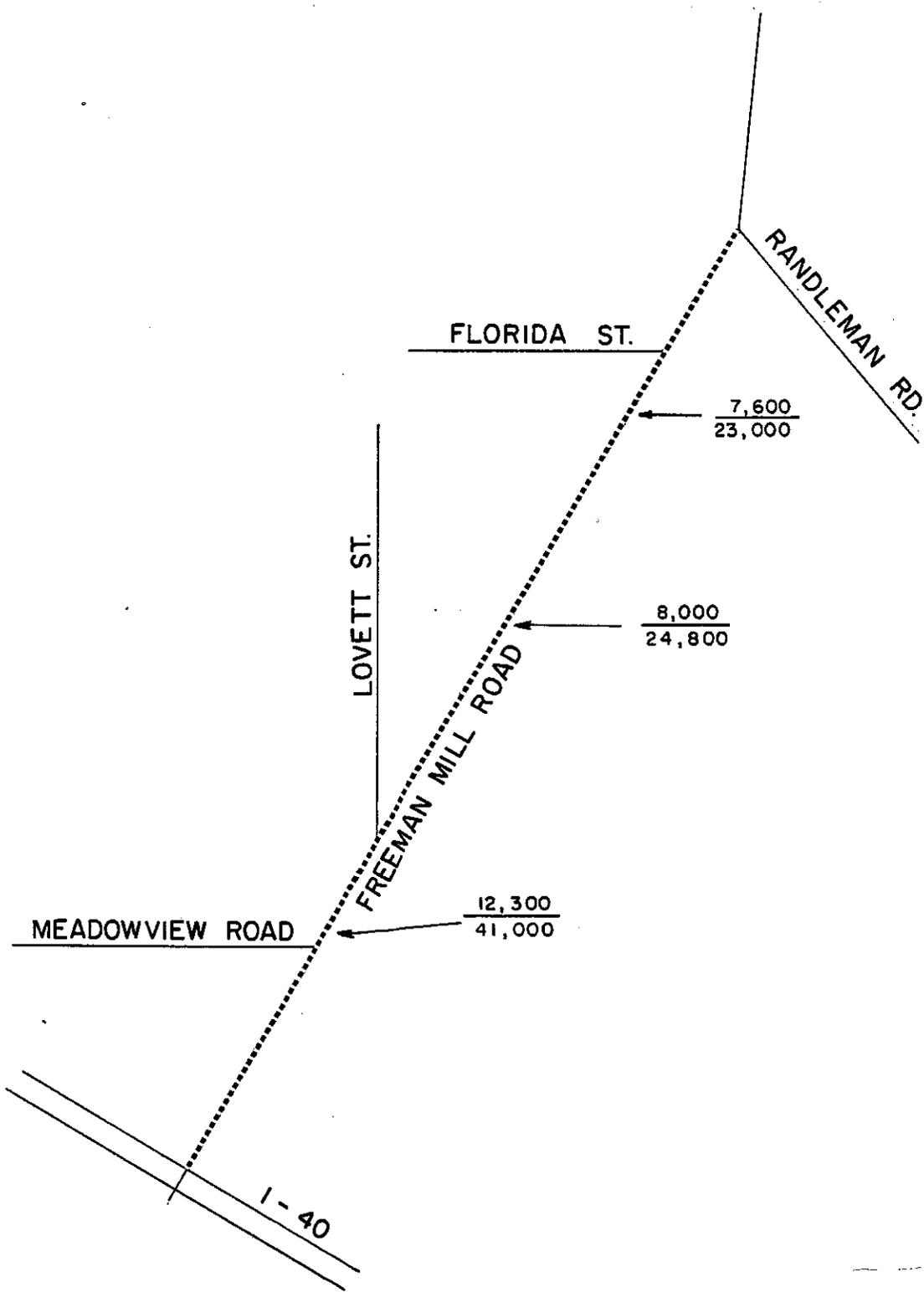


FIGURE 2