



PRELIMINARY

Feasibility Study

**Wendover Avenue (SR1541)
From Sapp Road To NC. 68
Guilford County**

**Prepared By
Thoroughfare Planning Unit
Planning and Research Branch
Division of Highways
N.C. Department of Transportation**

December, 1987

ADDENDA

Re: Proposed Thoroughfare Cross Section

The thoroughfare cross section, as reported in this preliminary studies report shows a 16-foot median. 16' median will be adequate only for berm type (raised median) construction. Swale (Ditch) type median needs 26' minimum + 2' paved inside shoulders (30' total). This extra width also provides for double left lanes when and where needed. Therefore, if a grass median construction is desired, a minimum of 124' right-of-way should be anticipated.

Re: EIS Funding Participation for Proposed Wendover Avenue Project.

In pursuance of the EIS for the proposed Wendover Avenue project, there have been questions as to whether the State and/or Guilford county could provide support. It is a common knowledge that EIS supports have been provided in the past, by the State for **programmed projects**. The State may participate in this EIS phase, given the interest generated so far by the officials of the municipalities concerned and the multi-jurisdictional planning committee; the viability of the proposed project; and of course, the availability of funds.

However, upon review of the pertinent North Carolina Statutes relating to provision of funds by Counties for road projects, there are no clear-cut pronouncements as to whether they (counties) can or cannot participate in such funding. Given the ambiguities surrounding this subject, it would be advisable to exclude the county from funding participation. Counties, nevertheless, can participate in the right-of-way dedication.

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SUMMARY

1) Type of Action:

This is a NCDOT, Thoroughfare Planning Unit's preliminary feasibility study report on the proposed improvement of Wendover Avenue. It is prepared at the request of the High Point, Greensboro, Jamestown and the Guilford County multi-jurisdictional planning committee.

2) Description of Action:

It is proposed to upgrade the existing 2 lane Wendover Avenue, (SR 1541) to a 6 lane urban type facility with grass median on 110 feet of right of way. The project begins (see Figure 1) at Sapp Road on Wendover Avenue and extends southward to NC 68 in High Point, a distance of 4.13 miles. The total estimated cost is \$6.44 million.

3) Summary of Beneficial and Adverse Environmental Impacts:

The primary adverse environmental impact is the destruction of the adjoining vegetation for the purpose of widening the existing facility to 6 lanes. The primary benefits are increased capacity and economic gains resulting from improvements in highway transportation. Safety benefits will also be gained due to the median.

4) Alternatives Considered:

The following alternatives were considered in addition to the recommended action of providing a 6 lane urban type facility.

- a) "Do-nothing" alternative.
- b) Alternative modes of transportation.
- c) Postponement of proposed action.
- d) Alternative types of highway improvement.

5) Coordination:

The officials of the following agencies were contacted prior to the preparation of this feasibility study report and were sent a copy of the report for any review comments.

Guilford County Planning Department.
City of Greensboro Transportation Department.
City of High Point Transportation Department.
Town of Jamestown.
NCDOT Division 7 Office, Greensboro.

I. DESCRIPTION OF PROJECT:

A. General Description.

This report presents the result of a study of the Wendover Avenue in Guilford County from Sapp road to NC 68 in High Point (see figure 1), a distance of 4.13 miles.

Wendover Avenue is classified as a minor arterial in the North Carolina functional classification system and is designated as a major thoroughfare in the High Point and Greensboro Thoroughfare Plans. The corridor serves as primary connector between northern High Point and south-western Greensboro.

B. Historical Resume and Project Status.

The existing Wendover Avenue was constructed in the 1930's and the facility was widened and resurfaced early 1980s. Right-of-way will be obtained for future upgrading to a six-lane divided facility with limited median openings except for four existing permanent intersections and two other proposed access points that are designated on the preliminary plans. The current Transportation Improvement Program includes a part of this project (I-40/Wendover Avenue interchange) with an identification number I-1001. Construction is currently in progress.

C. Proposed Improvement and Data for Recommended Project.

1. General:

It is recommended that the studied portion of the existing Wendover Avenue be upgraded to a six-lane median divided facility.

2. Traffic Volumes:

1987 ADT High -- 12000 VPD; LOW -- 11200 VPD

2010 ADT High -- 37000 VPD; LOW -- 34400 VPD

The estimated 1987 and 2010 traffic volumes and major turning movements are shown in Figure 2.

3. Truck Data:

Single Unit Trucks --- 2%

Tractor Trailers --- 0.6%

4. Length of Proposed Project:

4.13 Miles.

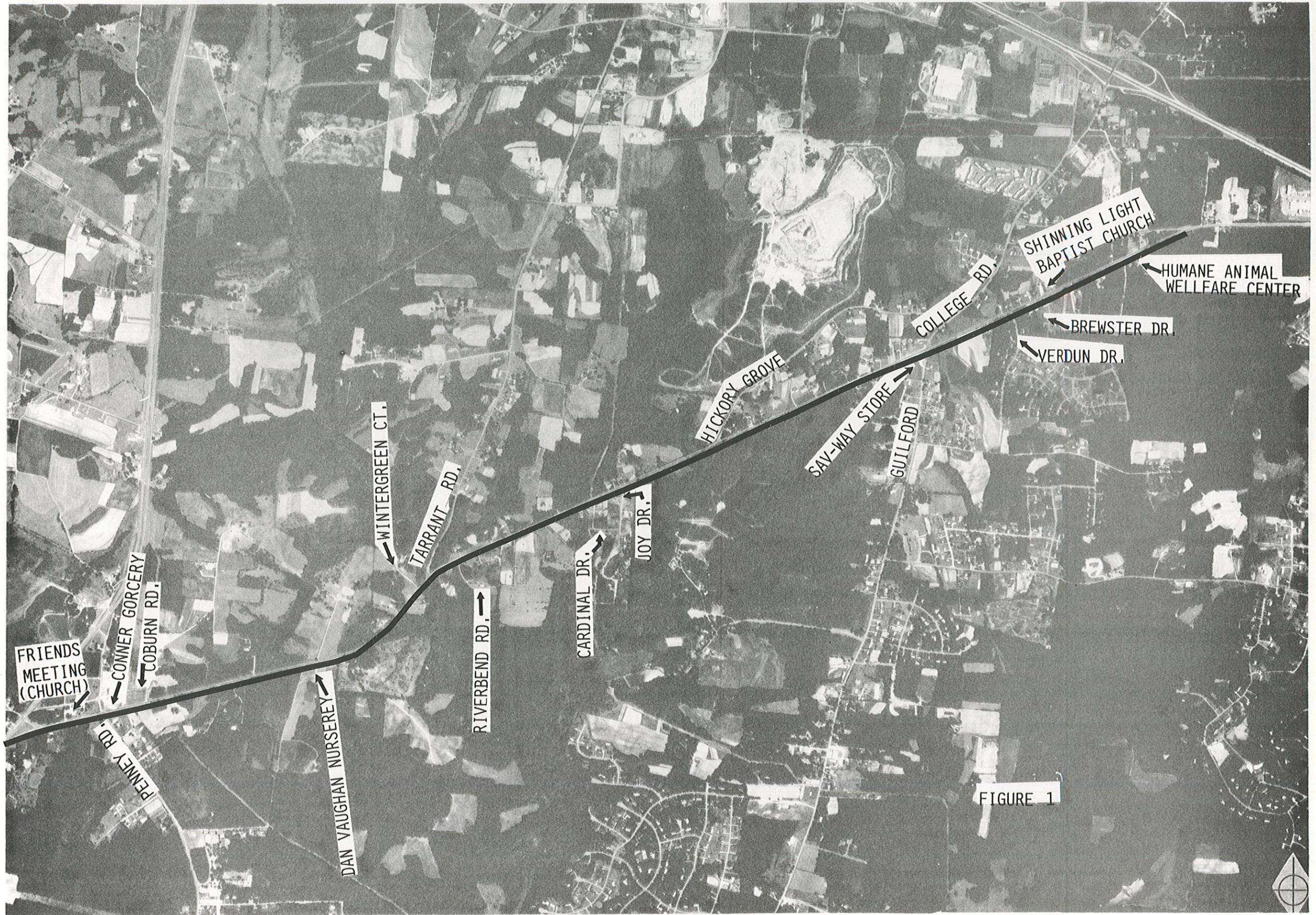
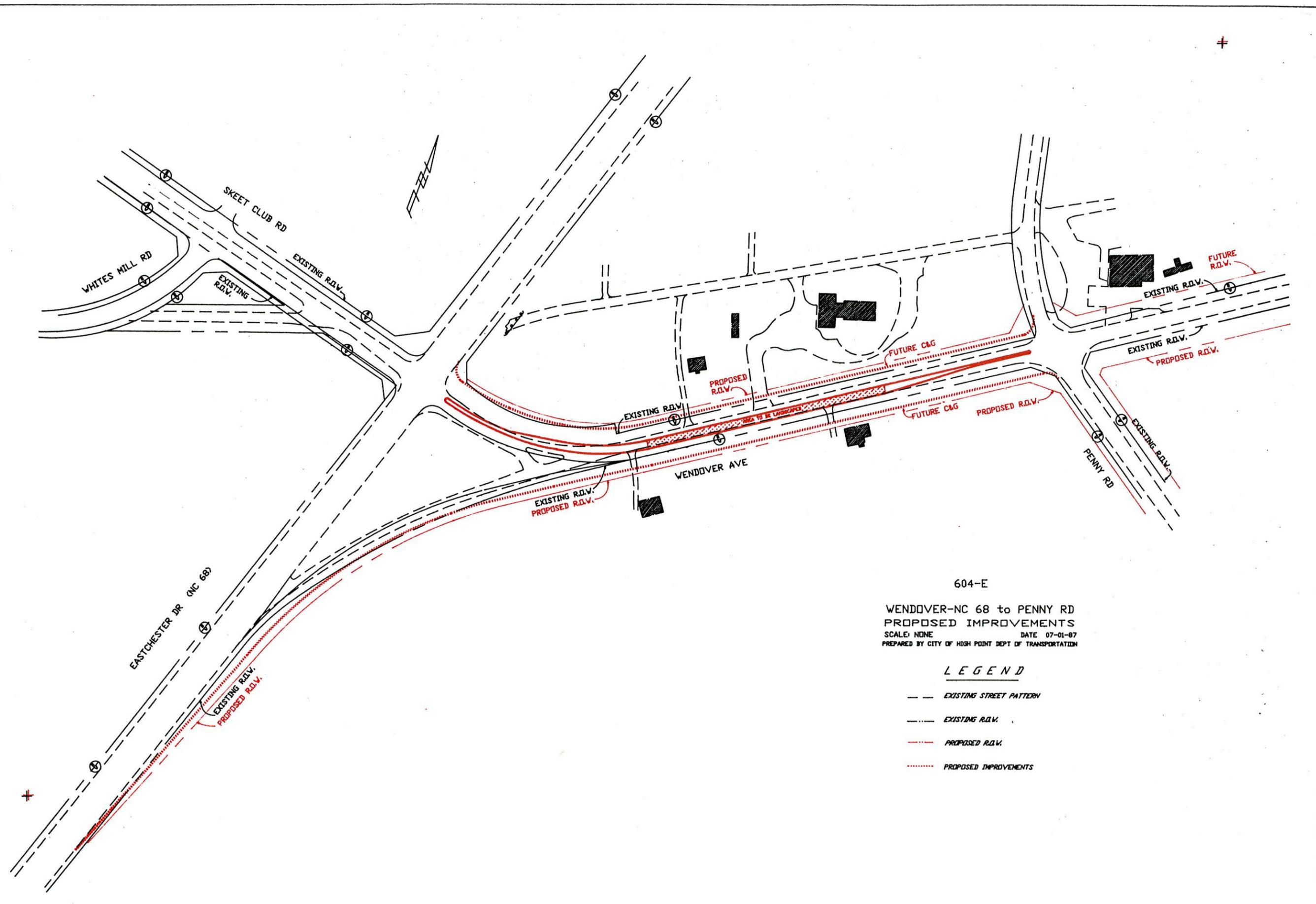


FIGURE 1



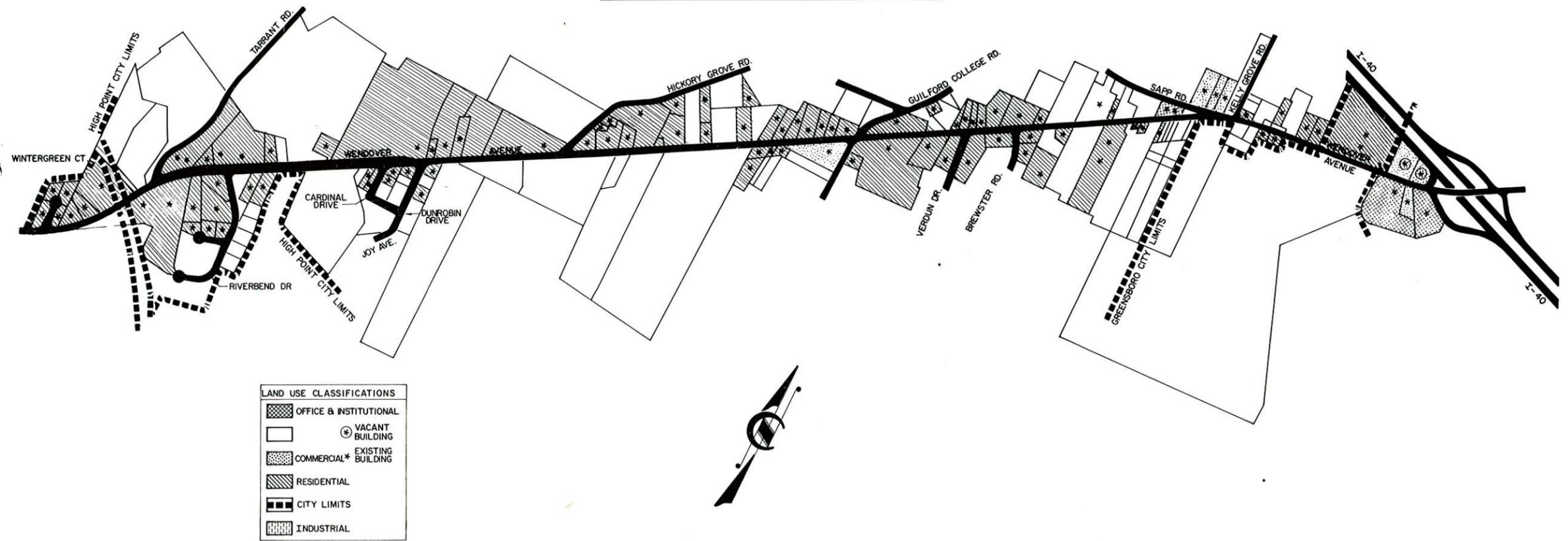
604-E

WENDOVER-NC 68 to PENNY RD
 PROPOSED IMPROVEMENTS
 SCALE: NONE DATE 07-01-07
 PREPARED BY CITY OF HIGH POINT DEPT OF TRANSPORTATION

LEGEND

- EXISTING STREET PATTERN
- - - - EXISTING R.O.W.
- - - - PROPOSED R.O.W.
- PROPOSED IMPROVEMENTS

LAND USE AT WENDOVER AVENUE



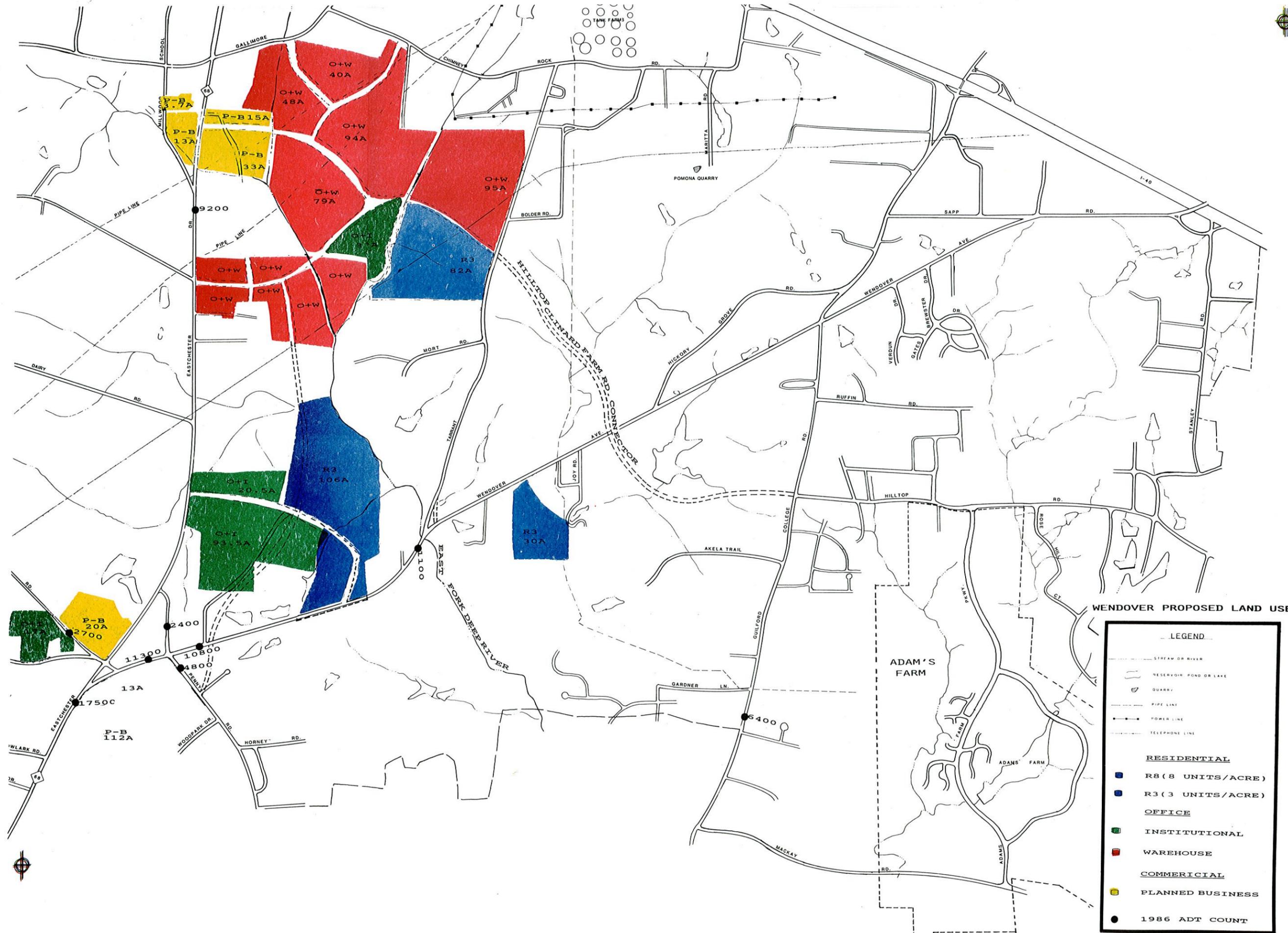
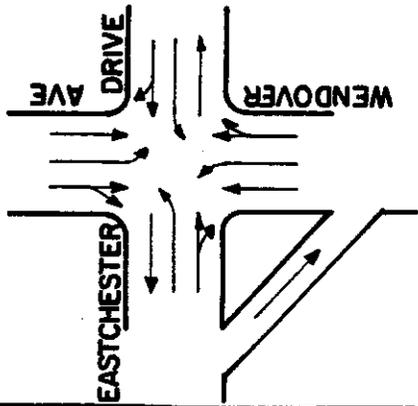
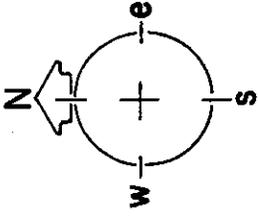


FIGURE 5

LOCATION: EASTCHESTER DR. AT WENDOVER AVE.

DATE: 1987



SKETCH

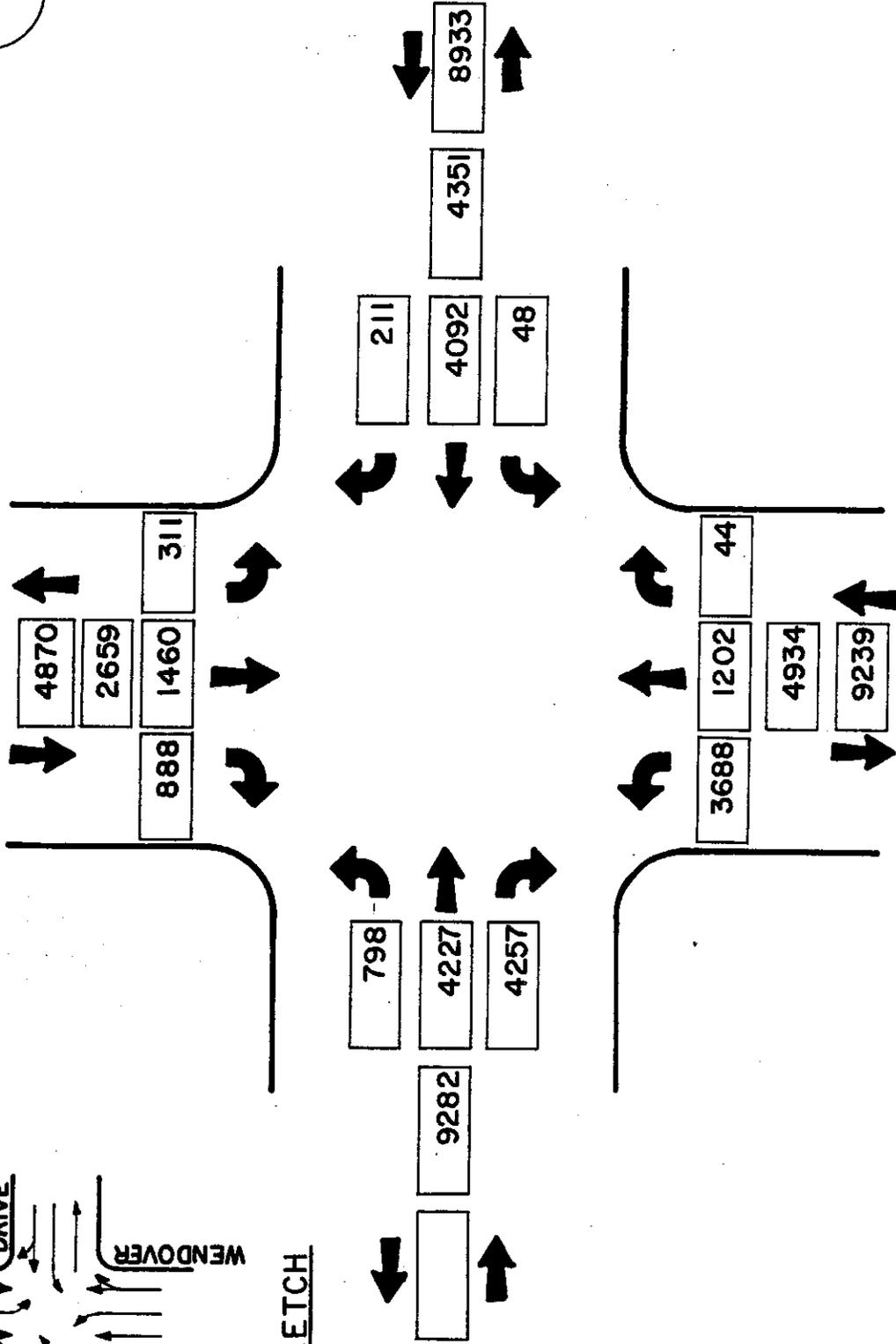
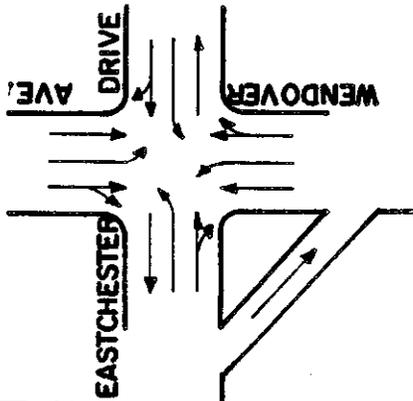
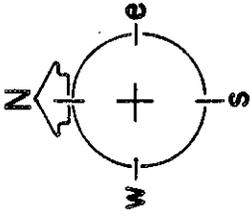


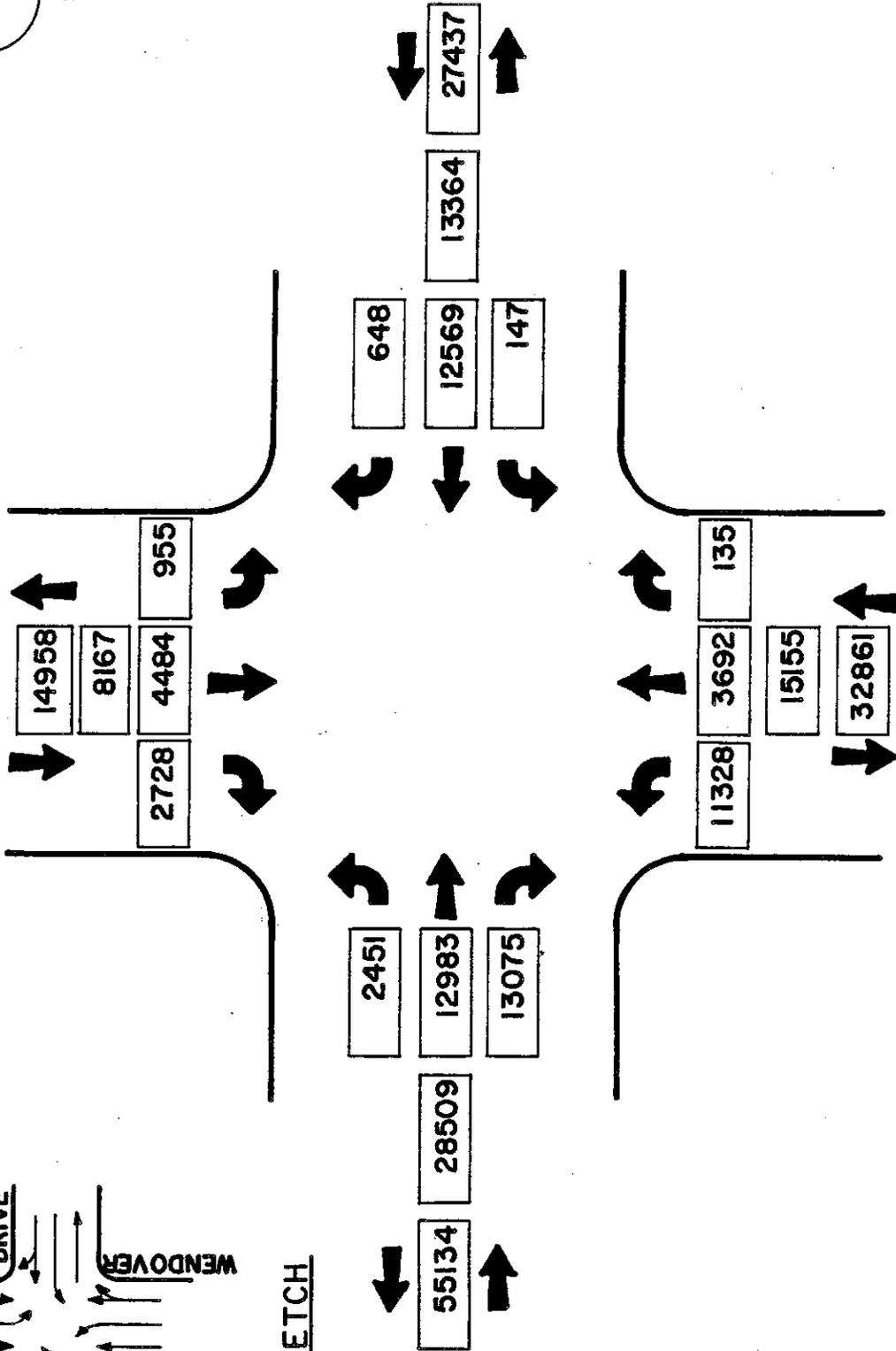
FIGURE 2A

LOCATION: EASTCHESTER DR. AT WENDOVER AVE.

DATE: 2010

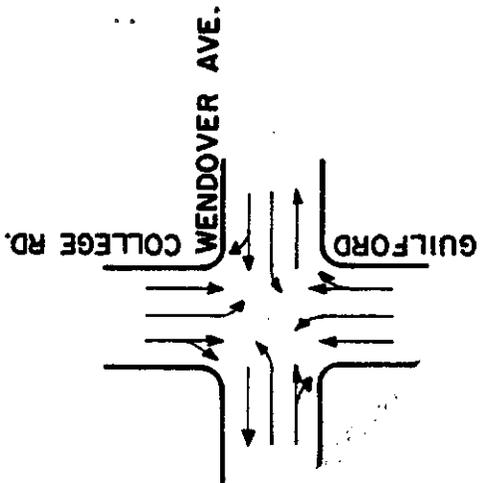
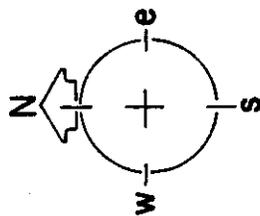


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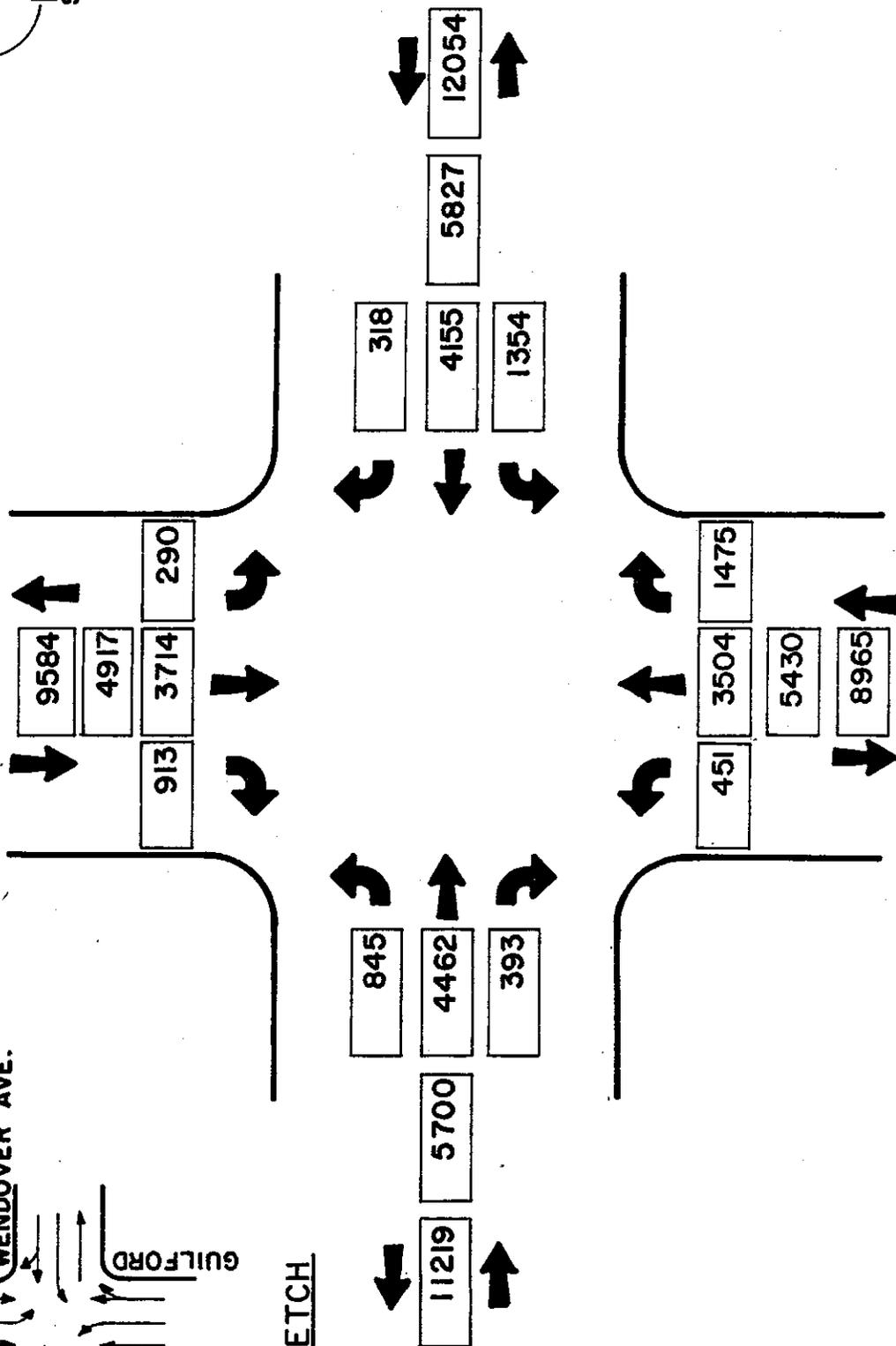


LOCATION: GUILFORD COLLEGE RD. AT WENDOVER AVE.

DATE: 1987

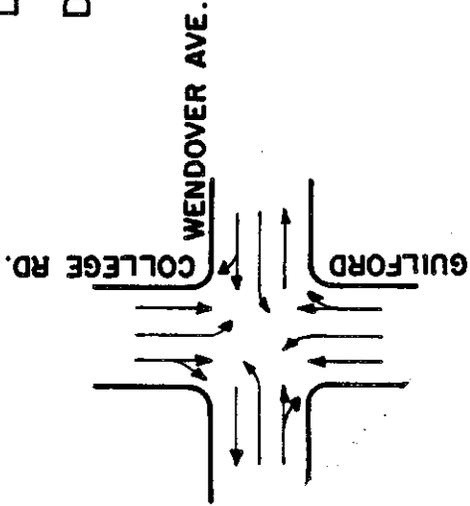
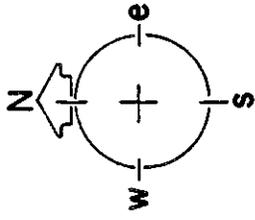


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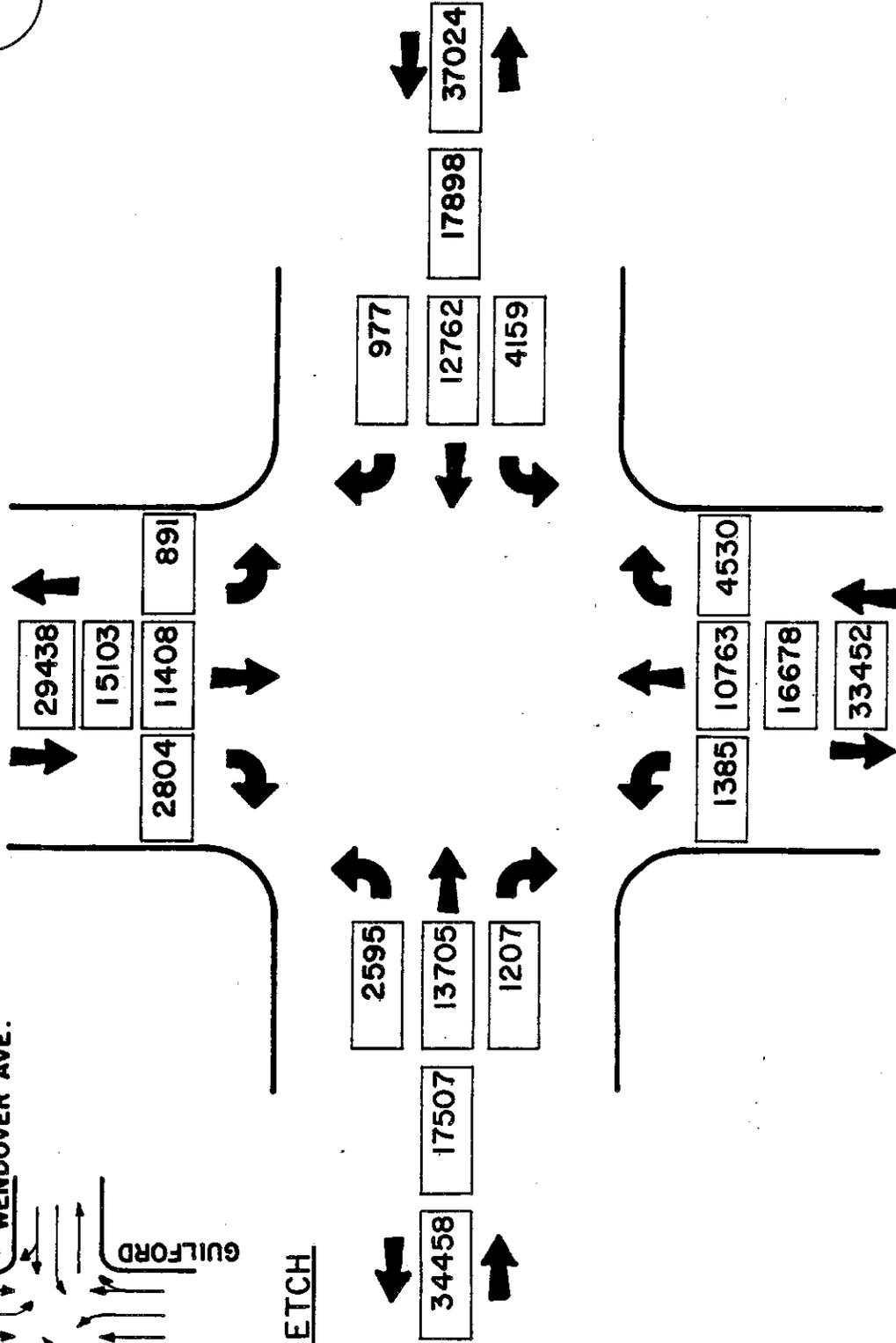


LOCATION: GUILFORD COLLEGE RD. AT WENDOVER AVE.

DATE: 2010



SKETCH



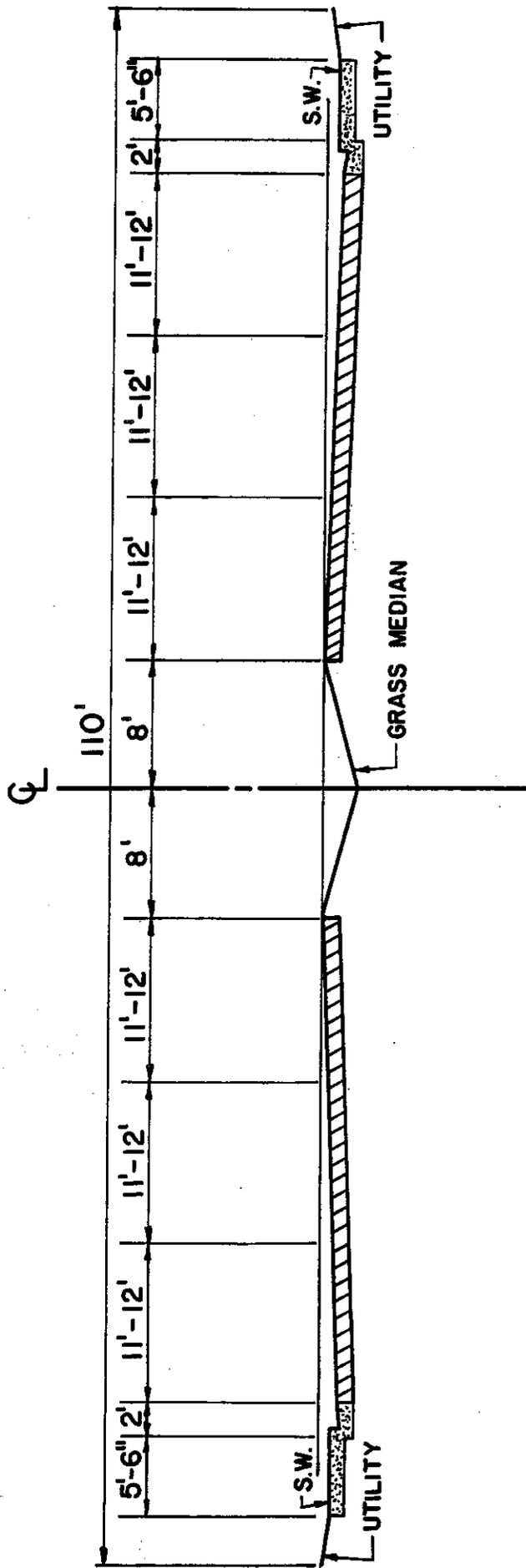
5. Design Speed Proposed:
45 MPH or in conformance with the existing roadway.
6. Access Control:
Partial control of access.
7. Cross Section Description:
Pavement ----- 66'--72'
Shoulders ----- 11'--15'
Median ----- 16'
The typical thoroughfare cross-section, shown in Figure 3 is envisioned.
8. Intersection Treatment:
Existing intersections to remain in place and 2 proposed intersections where designated on the preliminary plans.
9. Staged Construction:
Staged construction is not recommended.
10. Right-of-way:
110 feet of right-of-way to contain the recommended improvements is proposed, (see the cross-section in Figure 3).
11. Median Crossovers:
Limited to major intersections.
12. Culvert:
11'x 14' RC box culvert located 50' west, junction SR 1552. Although runoff from new paved areas will be quicker than the existing terrain, the existing culvert size is adequate.
13. Changes In The State Highway System:
No change in the existing highway system will result from the proposed project.
14. Multiple Use of Space:
There are no plans to utilize the right-of-way for any other purposes except public utilities may be allowed to use the right-of-way within certain restrictions.
15. Service Road Construction:
None.

16. <u>Estimate of Cost:</u>		
Roadway	-----	\$5.41 million.
Culvert	-----	\$190,000
Right-of-way	-----	\$840,000 *
		TOTAL: \$6.44 million

D. Existing Roadway Inventory:

1. Length of Roadway Section Studied:
Total --- 4.13 miles
2. Pavement Width and Shoulders:
24-foot pavement with 10 foot grass shoulders.
3. Right-of-way Width:
Varies from 60 feet to 100 feet.
4. Control of Access:
Access limited to 9 permanent points: Brewster Road, Verdun Drive, Guilford College Road, Joy Avenue, Cardinal Drive, Riverbend Drive, Tarrant Road, Hickory Grove Road and Penny Road.
5. Unrestricted Passing Sight Distance:
60% greater than 1500 feet.
6. Alignment:
No curves over 8 degrees (AASHTO standards).
No grades over 7% (AASHTO standards).
The corridor has rolling and steep grade particularly in the vicinity of east fork of the Deep River.
7. Culvert:
Length --- 46.5 ft. along center line of culvert.
Width ---- 14 feet located 50' west of SR1552.
8. Capacity:
Based upon a minimum desirable operating speed of 45 MPH (level of service C), the existing 2 lane roadway segments have a capacity of 7500 VPD.
9. Expected Date of Capacity:
The facility has already exceeded its capacity of 7500 at 45 MPH (level of service C) by more than 4500 VPD.

* The Corridor is primarily undeveloped land and it is estimated that only structures of small size commercial concerns at the Guilford Road/Wendover and the Penny Road/Wendover intersections will be affected. Therefore, the estimated right-of-way cost will be 15%--20% the construction cost.



SIX LANES DIVIDED WITH GRASS MEDIAN - URBAN

10. Existing and Proposed Land Use:

The land use on both sides of the existing Wendover Avenue from I-40 Southward to NC 68 in High Point is agricultural and wooded land with scattered churches and residential housing. From Sapp Road on Wendover to NC 68, the predominant land use is a mixture of commercial, residential and church properties (see Figures 4 & 5). 208 acres of land for residential units, 356 acres for offices and warehouses, 48 acres for planned businesses (commercial), and 114 acres for offices and institutional units are proposed in the area bounded by Tarrant Road, Gallimore/Chimney Rock Road, Eastchester Drive and Wendover Avenue to the south. An additional 125-acre parcel is proposed for planned businesses in the area bounded by Eastchester Drive, Penny Road and Wendover Avenue to the north; while a 30-acre parcel immediately west of Joy Road on Wendover Avenue is proposed for residential units (see Figure 5).

11. Intersecting Roads:

- a) Guilford College Road --- At-grade intersection at permanent access point.
- b) Penny Road --- At-grade intersection at permanent access point (see Figure 6).
- c) Proposed Hilltop-Clinard Farm Road connector --- At-grade intersection at permanent access point.
- d) Proposed Meadowlark-Clinard Farm Road connector --- At-grade intersection at permanent access point.
- e) Tarrant Road.
- f) Hickory Grove Road.

12. Speed Zones:

45 MPH and 55 MPH.

II. Need For The Project.

A) Characteristics of Existing Facility:

The existing Wendover Avenue is two lanes. The total length of the roadway from Sapp Road junction to NC 68 in High Point is 4.13 miles. Access to the right-of-way is limited to 9 existing permanent points. The right-of-way width is generally 60 feet. The total pavement width is 24 feet.

B) Thoroughfare Plan:

Wendover Avenue is included in the adopted 1980 High Point and Greensboro Thoroughfare Plans, and is classified as a major thoroughfare. The proposed improvement of the corridor is compatible with the Thoroughfare Plans.

C) Traffic Volumes and Capacity:

The present traffic volumes vary from a low of about 11,200 vehicles per day south of the I-40/Wendover Avenue interchange to a high of 12,500 vehicles per day.

Table 1 contains the volume/capacity characteristics. The average capacity of the existing facility at 45 mph is 7,500 vehicles per day at level of service C, and the average volume is currently 11,900 vehicles per day.

The estimated year 2010 average volume is 37,000 vehicles per day and the capacity of the proposed improvement is 42,700 vehicles per day at level of service, C. Capacity for the existing facility is already exceeded by 61%.

D) Accident Investigation:

There have been a total of 184 accidents reported in the vicinity of the corridor from 1984 to 1987, for a total property damage estimated at \$526,218. The recommended project will result in a potentially safer highway due to the provision of a median and limited control of access. A summary of traffic accidents which were reported during these years is shown on Table 2.

E) Benefits to State, Region and Community:

The benefits to State, Region and Community will be primarily economic in nature. The benefits will consist of direct roaduser cost savings due to more efficient vehicle use and indirect socio-economic benefits derived from the general improvement of highway transportation. The project will also result in a safer highway facility.

F) Details of Proposed Project:

The project begins at the junction of Wendover Avenue and Sapp Road just south of the Wendover/I-40 interchange. The project is to consist of constructing six-lane divided with grass median, and 36 foot pavement on each side. The median width will be 16 feet. Limited control of access should be obtained for the entire length of the project through Access Management and Conditional Use Rezoning. While this not assured, it is strongly recommended, if needed, to preserve traffic carrying capacity of roadway. A number of driveway entrances currently exist along the facility.

G) Terminals of Project:

The southern terminal is the NC 68/Wendover intersection in High Point. NC 68 is a five-lane facility and is to remain essentially as is. The northern terminal is the Sapp Road/Wendover Avenue junction in Greensboro, just south of the Wendover/I-40 interchange.

TABLE 1

CAPACITY-VOLUME CHARACTERISTICS.

	<u>Existing</u> <u>Wendover</u>	<u>Proposed</u> <u>Wendover</u>
Minimum Desirable- Operating Speed(MPH)	45	45
1987		
Average Daily Traffic (High VPD)	12,000	
Capacity at Minimum Desirable- Operating Speed. (VPD)	7,500	
Volume/Capacity Ratio.	1.6	
Operating Speed (MPH)	30	
2010		
Average Daily Traffic (High VPD)	37,000	37,000
Capacity at Minimum Desirable- Operating Speed. (VPD)	7,500	42,700
Volume/Capacity Ratio.	4.9	0.9
Operating Speed (mph)	10	45
Expected Date of Capacity.	Presently over capacity.	2010+

TABLE 2

40001541 - GUILFORD (WENDOVER AVENUE)

	NUMBER OF ACC	PER-TOT ACCS	DIRECTION OF TRAVEL PERCENT OF VEHICLES				SUMMARY
			NORTH	SOUTH	EAST	WEST	ON ROAD-ON
TOTAL ACCIDENTS	184	100	13.0	10.6	44.1	32.3	
FATAL ACCIDENTS	0	0.0	0.0	0.0	0.0	0.0	
NON-FATAL INJURY ACCIDENTS	89	48.3	13.2	11.9	44.0	30.8	
TOTAL INJURY ACCIDENTS	89	48.3	13.2	11.9	44.0	30.8	
PROPERTY DAMAGE ONLY ACC.	95	51.6	12.8	9.3	44.2	33.7	
NIGHT ACCIDENTS	34	18.4	14.9	14.9	25.5	44.7	
WET ACCIDENTS	49	26.6	15.3	7.1	54.1	23.5	
ALCOHOL INVOLVED ACCIDENTS	12	6.5	6.7	13.3	13.3	66.7	

*ANNUAL ADT=10,000 LENGTH=4.73 MILES
TOTAL-VEH-EXPOSURE MILLION-VEH-MILES

TOTAL ACCIDENT RATE	290.40	ACC/100MVM
FATAL ACCIDENT RATE	0.0	ACC/100MVM
NON-FATAL INJURY ACCIDENT RATE	140.47	ACC/100MVM
NIGHT ACCIDENT RATE	53.66	ACC/100MVM
WET ACCIDENT RATE	77.34	ACC/100MVM
EQUIVALENT PROPERTY DAMAGE RATE	3,824.97	ACC/100MVM

SEVERITY-INDEX= 13.17 EPDO-ACC-INDEX= 2423.50 EST-PROP-DAM= \$526,218.00

ACCIDENT TYPE SUMMARY	NO ACC.	PERCENT ACC.		NO INJ.	PERCENT INJ.
RAN OFF ROAD - RIGHT	29	15.8	FATAL INJURIES	0	0.0
RAN OFF ROAD - LEFT	7	3.8	CLASS A INJURIES	17	10.8
PARKED VEHICLE	2	1.1	CLASS B INJURIES	57	36.1
BICYCLE	2	1.1	CLASS C INJURIES	84	53.2
ANIMAL	5	5.7	TOTAL NON-FATAL INJURIES	158	100.0
REAR-END SLOW OR STOP	86	46.7	TOTAL INJURIES	158	100.0
REAR-END TURN	3	1.6			
LEFT TURN-SAME ROAD	10	5.4			
LEFT TURN-CROSS TRAF	3	1.6			
RIGHT TURN-SAME ROAD	1	0.5			
RIGHT TURN-CROSS TRAF	2	1.1			
HEAD ON	1	0.5			
SIDESWIPE	3	1.6			
ANGLE	30	16.3			

H) Summary and Conclusions:

The recommended improvement is the upgrading of the existing Wendover Avenue, south of the Wendover Avenue/I-40 interchange to a six-lane median divided road. This type of improvement is desirable and consistent with the goal to connect Greensboro, Jamestown and High Point with a modern arterial in the existing Wendover Avenue corridor. The need for the improvement is based on the increasing traffic volume and the goal to accommodate anticipated increases in traffic volume as a result of slated developments along and in the vicinity of the corridor. The estimated cost of the recommended project is \$6.44 million, including \$840,000 for right-of-way.

The existing facility is already operating with a capacity deficiency, and it is anticipated that future developments at the permanent access points may preclude upgrading this section of Wendover Avenue to the desired divided six-lane standards. Residential and commercial developments are projected and many are rapidly occurring adjacent to the corridor (see Figure 5) which may affect the normal traffic growth projection upon which the date of capacity deficiency is computed.

Adverse environmental effects will be limited since the project is essentially an improvement of the existing Wendover Avenue. The positive impact of the facility, including the direct roaduser benefits and other socio-economic benefits derived from the improvement of highway transportation will be significant.

III. Probable Impact of the Project on the Environment.

A) Physiography and Water Resources:

There are no known academic geologic sites which will be affected by the proposed project. No known mineral resources will be involved. There are no major surface streams or wetlands located along the proposed project, except for the Deep River connection to the High Point water supply basin. There are some low areas which should be bridged by fill. Any siltation resulting from erosion will be strictly controlled by the Standard Special Provisions. This includes seeding and mulching, the installation of brush barriers where applicable, the construction of silt detention basins where necessary, and the construction of any other silt-control methods as may be prudent and advisable for this individual project.

Special precautionary measures will be necessary to prevent any contamination of the local watershed, by the construction work. The currently used erosion control measures and procedures for protecting water lines will substantially minimize any health hazards.

The contractor will be required to arrange for and actually effect the disconnecting and closing of water and sewer connections to buildings in conformity with all applicable codes and regulations of the local Board of Health.

B) Plant and Animal Life:

The impact on plant life will be minimal since only a small number of trees will be cut. Landscaping techniques will be utilized to preserve plant life. There are no identifiable adverse effects of the project upon animal life; however, the project will have little effect on animal life since it is an improvement of the existing facility. No endangered plant and animal species have been identified at this time.

C) Aesthetics:

Visual quality along the proposed project is generally good with the exception of several areas where removal of trees will open unattractive scenery. However, the Landscape unit will give consideration to additional plantings to mitigate any unsightly views and the project in general is not expected to have any long term serious detrimental effects on landscape and aesthetic values.

D) Economic Impact:

The project will not adversely affect local government finances. The additional right-of-way required will not result in any significant lowering of property tax assessments; moreover, property values and economic development will probably increase to some degree after completion of the project and result in an overall increase in the local tax base.

E) Social Impact:

No significant change in the existing character of the area will be caused by the project. The current land use patterns are expected to continue in the future.

F) Transportation Network:

All existing roads will remain open or suitable alternates provided both during and after completion of the project. No other transportation facilities are located in the immediate area of the project, and the project will have no effect on national defense. Fire protection in the area will be improved to some degree since the mobility of fire fighting equipment and personnel will be increased after completion of the project.

G) Prime Farm Land and Floodplain Involvement:

No Farm land will be affected by the project. No significant effect will occur to the floodplain of the minor streams in the area.

IV. Alternatives to the Proposed Action.

A) The "Do-nothing" alternative is judged undesirable since the existing highway is already inadequate to provide a satisfactory level of service. The limited adverse environmental impact (see Section III) would be avoided if no project is built.

B) No alternate mode of transportation is considered to be a practical alternative. Highway transportation is the dominant mode in the area, and the project is an improvement of the existing highway.

C) Postponement is not considered to be a prudent course of action as additional lanes are needed to meet the current and future traffic demands. Also, land development will make it more difficult in the future to provide some control of access.

D) A relocation alternate is not feasible because the existing Wendover Avenue is the most direct location between the studied terminals. A relocation alternate would be more environmentally damaging and substantially more costly.

E) Staged project construction is judged undesirable since construction of six-lane facility is the minimum course of action that will be required to comfortably accommodate the projected traffic volume, and widening to four lanes would result in a facility that will be over capacity shortly after construction.

BASIS FOR FINDING

The information and recommendations of this report are based on the following:

- 1) Field investigation.
- 2) Input from the NCDOT, Planning and Research Branch.
- 3) Contacts with the High Point Transportation Department's Engineer and staff.
- 4) Conversation with the District Engineer (Division 7, Greensboro).
- 5) Aerial map at 1"=200'
- 6) Accident report from the Traffic Engineering Branch.
- 7) Construction cost estimates from the Roadway Design Unit.

OTHER COMMENTS.

The Guilford County officials, along with the respective City officials for High Point, Jamestown and Greensboro unanimously consider the recommended improvement to be an urgent and top priority need in their area. They have shown much longstanding interest for the proposed project and are committed to seeing that the necessary right-of-way for the facility widening will be protected.

If the project is to be implemented at a future date, all feasible alternatives and their associated impacts will need to be evaluated in a planning/environmental document prior to that time, and final decision made as to the most appropriate improvement. An approved Environmental Assessment/Environmental Impact Statement may be required if Federal funds are anticipated; after which the standard Federal procedures for design and construction may be followed.

The following persons can be contacted for additional information concerning this proposal and statement:

Messrs Blake Norwood, Jerry Dudeck, Nicholas Obayuwana,
Planning and Research Branch
Thoroughfare Planning Unit
Division of Highways
P.O. Box 25201
Raleigh, NC 27611.
919-733-4705

PHOTOLOG OF EXISTING CONDITIONS



PEAK HOUR TRAFFIC FLOW DUE
SOUTH ON WENDOVER AVENUE/
GUILFORD COLLEGE INTERSECTION
TIME 5:00 PM OCT. 8, 1987



TRAFFIC CONDITION AT THE WENDOVER
AVE./PENNEY ROAD INTERSECTION
TIME 3:00 PM



TRAFFIC CONDITION ON WENDOVER AVE.
SOUTH OF SAPP RD. TIME 4:30 PM



ROAD CONDITION ON WENDOVER AVE.
AND TARRANT RD.



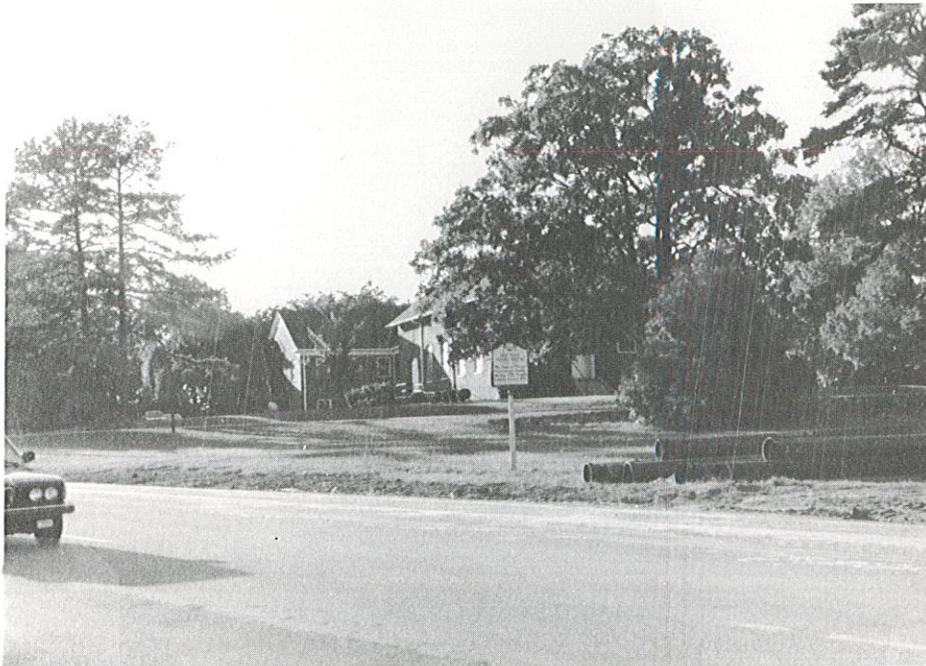
DAN VAUGHAN
NURSUREY ALONG
WENDOVER AVE.



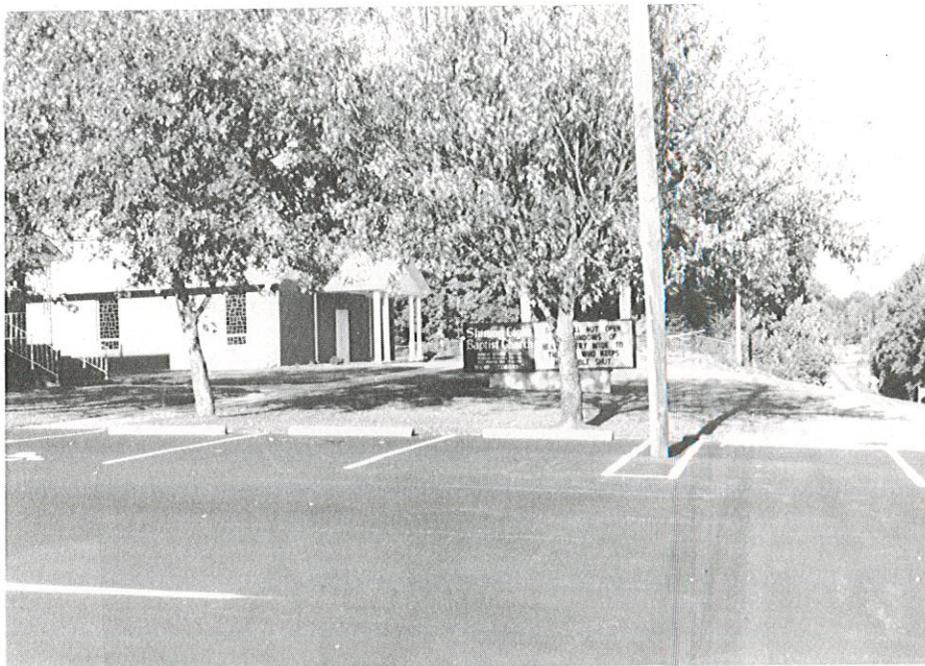
CONNER GROCERY
PENNEY -
WENDOVER
INTERSECTION



SAV-WAY STORE
WENDOVER -
GUILFORD
INTERSECTION



DEEP RIVER FRIENDS MEETING AT
WENDOVER/PENNY RD. INTERSECTION



SHINNING LIGHT BAPTIST ALONG
WENDOVER AVE.