

FEASIBILITY STUDY

High Point, Westside Thoroughfare, I-85
at SR 1547 (Cucumber Road) to SR 1755
(Lexington Avenue) Randolph-Davidson Counties
U-2537

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



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I. DESCRIPTION

This report covers a preliminary study of the Westside Thoroughfare in the western High Point area (see Figure 1). This project is included in the 1988-1996 Transportation Improvement Program for feasibility study and/or right of way protection. It is not currently funded.

II. PURPOSE OF PROJECT

Existing Conditions

The project begins at I-85 interchange with Cucumber Road and extends northerly to Lexington Drive at SR 1741 (High Point-Wallburg Road), a distance of approximately 7.6 miles. It utilizes a 0.9-mile portion of Cucumber Road (22-foot shoulder section) and a 1.2-mile section of South Road, which has a 20-foot shoulder section extending northward to English Road where it changes to a 36-foot curb and gutter section for the remaining length to Burton Avenue. It then traverses northerly, crossing Chestnut Drive in Davidson County and connecting with SR 1741.

NC 68 is a major route between High Point and Thomasville. It basically parallels the proposed project from I-85 Business/US 29-70 to Lexington Avenue utilizing Westchester Drive (NC 68), a five-lane curb and gutter facility which carried 21,000 to 23,000 vehicles per day in 1989. The proposed Westside Thoroughfare will provide an alternate route for through traffic and reduce congestion on Westchester Drive.

Land development along the corridor varies from a golf course at Cucumber Road and I-85 to industrial development around the Thayer Coggin Furniture Plant just north of I-85 Business/US 29-70. Residential development exists along both sides of South Road. North of Burton Drive, the proposed facility goes on new location through relatively open land to Lexington Avenue.

Need for Project

The project provides a vital link in the development of the High Point Thoroughfare Plan (see Figure 2). The proposed Westside Thoroughfare will provide traffic service from the industrial areas of High Point and Thomasville to I-85 and I-85 Business/US 29-70.

III. RECOMMENDATIONS AND COSTS

Location and Design

The alignment generally follows the alignment shown on the Thoroughfare Plan with the exception of the section near the Thayer Coggin Furniture Plant. It is more feasible for the proposed project to go east of the plant to minimize impacts. The topography in that area lends itself to a recommended grade separation of the Southern Railway which is near the plant, with the new roadway going underneath the railroad tracks.

A grade separation with the Thomasville and Denton railroad is also recommended. The new facility should go over the railroad and cross Turnpike Road at grade.

The project crossing of I-85 Business/US 29-70 at its interchange with SR 1627 is the most logical plan. The interchange would have to be rebuilt to carry the new facility over I-85 Business/US 29-70.

It is recommended widening on Cucumber Road be to the west to eliminate any conflict with the Colonial Country Club and Golf Course.

A 64-foot face to face of curbs section is the recommended cross section. This cross section is consistent with the anticipated traffic volumes and function of the proposed route. At the I-85 interchange with Cucumber Road it is recommended the existing 48-foot approach shoulder section be widened to 64 feet face to face of curbs and the existing 68-foot wide bridge be remarked to provide 5 lanes.

The initial volume of traffic that would utilize this route is estimated to be 10,000 vehicles per day (VPD), increasing to 18,000 VPD by the year 2010.

Estimated right of way width used for cost estimate purposes is 100 feet, increasing to 200 feet at the two proposed railroad grade separations.

Costs

The estimated cost of the recommended improvements are as follows:

<u>Construction Cost</u>	<u>Right of Way Cost</u>	<u>Total Cost</u>
\$21,300,000	\$10,200,000	\$31,500,000

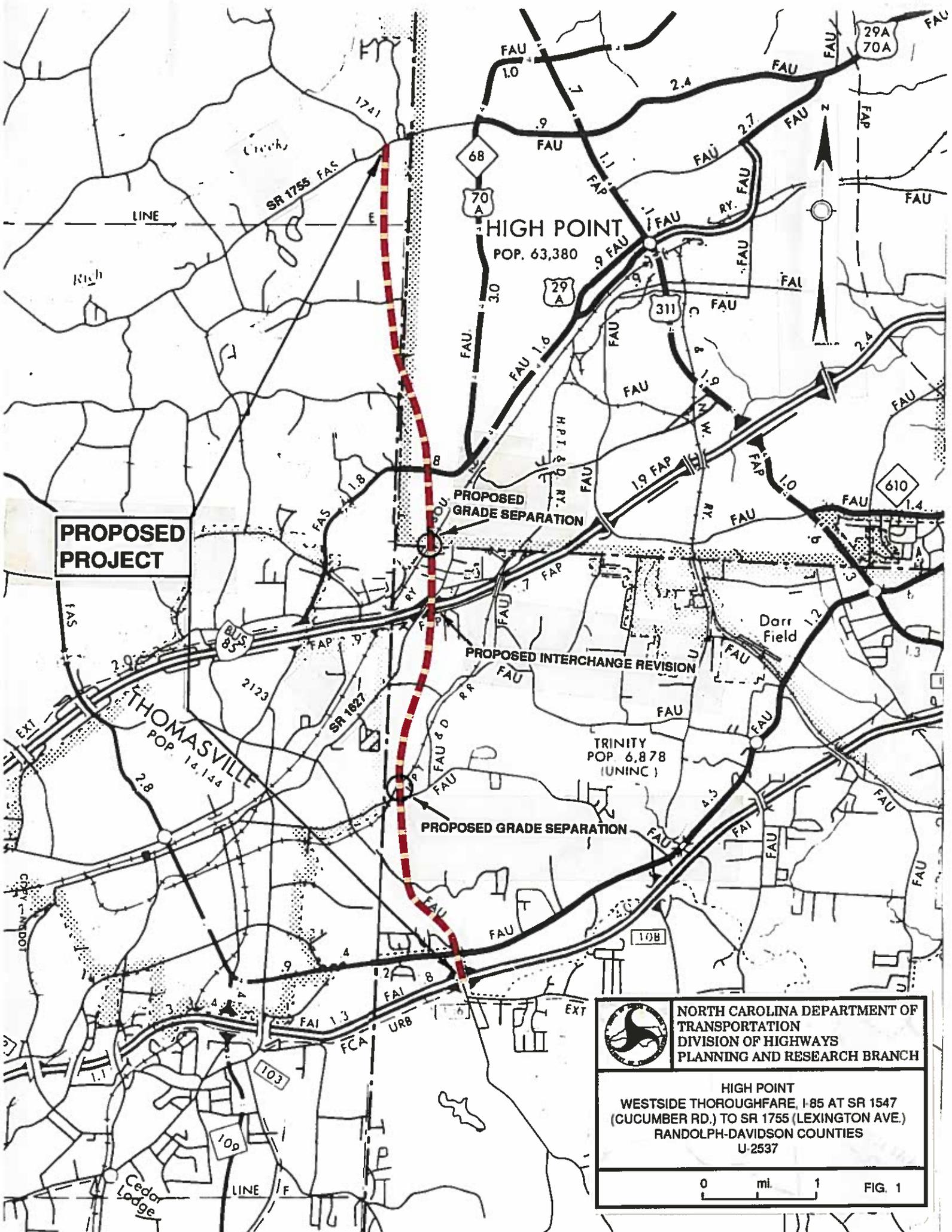
The construction cost includes engineering and contingencies, and the right-of-way cost includes acquisition, relocation and utility costs.

IV. OTHER COMMENTS

The most significant impact to the environment is the relocation of 24 residences and 4 businesses. Other impacts will be primarily related to the actual construction of the project and will cease upon completion of the project. These include minor erosion and siltation, increased noise levels from construction machinery, and delay and inconvenience to motorists.

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 a final decision made as to the most appropriate improvement.

RJB/sdt



PROPOSED PROJECT

LINE

HIGH POINT
POP. 63,380

THOMASVILLE
POP. 14,134

PROPOSED GRADE SEPARATION

PROPOSED INTERCHANGE REVISION

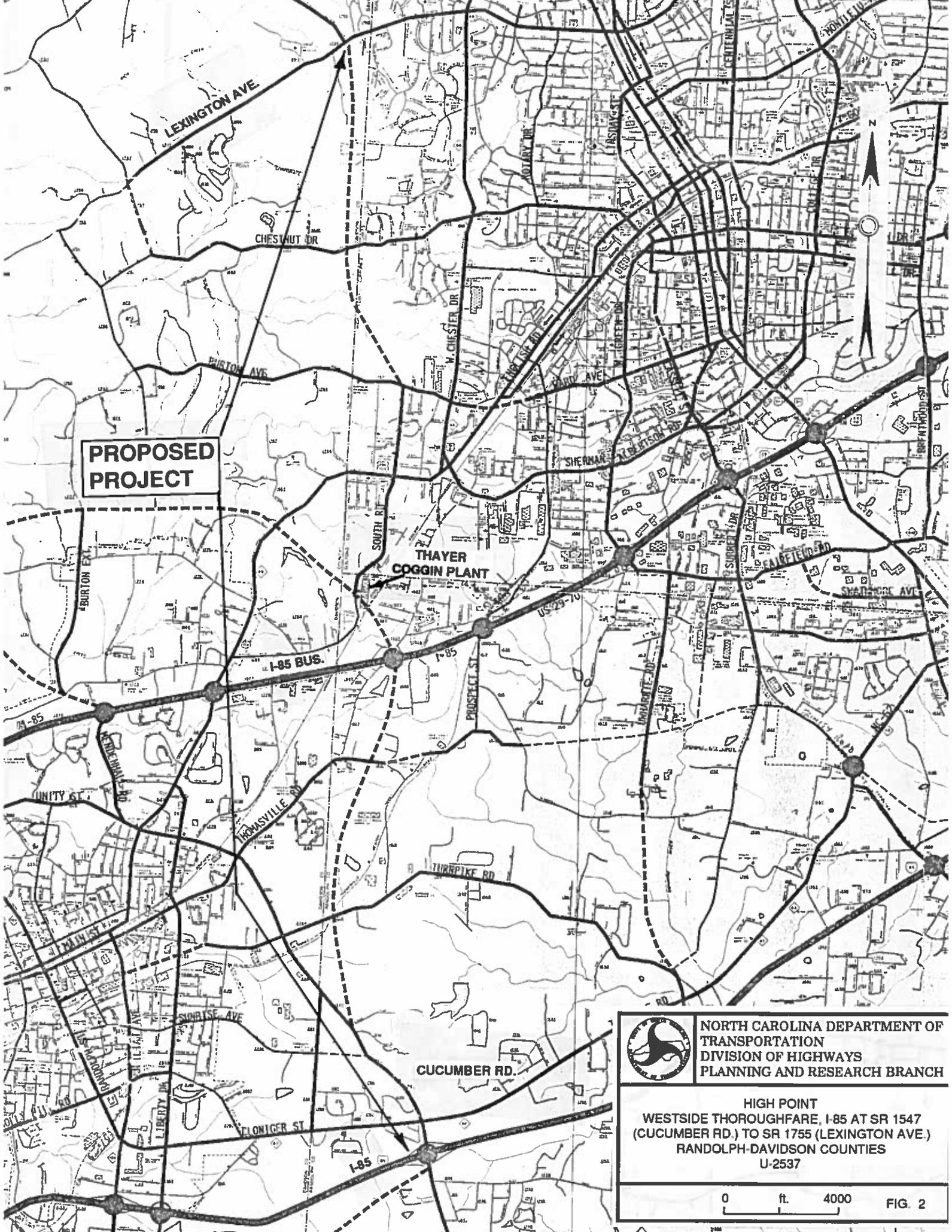
PROPOSED GRADE SEPARATION



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WESTSIDE THOROUGHFARE, I-85 AT SR 1547
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0 mi. 1 FIG. 1



PROPOSED PROJECT

THAYER COGGIN PLANT

I-85 BUS.

CUCUMBER RD.



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0 ft. 4000 **FIG. 2**

