

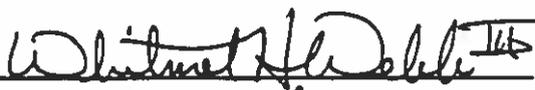
FEASIBILITY STUDY

Clemmons
SR 3000 (Idols Road)
from SR 2999 (Hampton Road) to US 158
Forsyth County
U-2707

Prepared by
Program Development Branch
Division of Highways
N. C. Department of Transportation



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Date

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I. GENERAL DESCRIPTION

This is a feasibility study for the extension of SR 3000 (Idols Rd.) on new location, from its intersection with SR 2999 (Hampton Rd.) to US 158 (see the attached location map). The recommended typical cross section is a two-lane, 28-foot pavement with 8-foot shoulders, on a 100-foot wide right-of-way. The estimated cost of this project is \$4,617,000 (\$942,000 for right-of-way, and \$3,675,000 for construction).

This study is not a detailed planning/environmental investigation. A feasibility study presents recommended typical cross sections, general alignments, and estimated cost of the improvement. The study also attempts to provide an early identification of potential environmental, permitting, or other issues which deserve consideration in the planning and construction stages.

II. NEED FOR PROJECT

This project was requested by the Village of Clemmons. This project is not included in the mutually adopted Winston-Salem Thoroughfare Plan. The extension is needed to alleviate some of the peak hour traffic congestion on US 158 just east of Clemmons, and to provide SR 3000/US 158 traffic a bypass of Clemmons.

SR 3000 (Idols Road) is classified as a Local Urban facility in the statewide functional classification system.

The existing SR 3000 consists of a two-lane, 18-foot pavement with 2-foot shoulders. The subject road south of Clemmons parallels US 158, and at the SR 2999 intersection turns north to intersect US 158 approximately 0.5 mile west of Muddy Creek. With the exception of a small industrial development at the SR 2999 intersection, land use in the vicinity is mainly woods with light density rural residential.

Estimates of traffic on SR 3000, and projections of future traffic on the recommended extension were not available at the time of preparation of this report. However, a capacity or traffic congestion problem has not been identified on SR 3000.

Although SR 3000 from SR 2999 to US 158 is a part of the Mountains to Sea bicycle route, the recommended extension is not anticipated to be included in that route. Therefore, there is not a need for special accommodations for bicycles on this project.

III. RECOMMENDATIONS

It is recommended that SR 3000 be extended on a new location from SR 2999, generally along and to the north of the Southern Railroad alignment, to intersect US 158 approximately 0.5 mile east of Muddy Creek. The recommended typical cross section consists of a two-lane, 28-foot pavement with 8-foot shoulders. The new roadway is to be constructed on a 100-foot wide right-of-way to accommodate future widening to 5 lanes. No control of access is recommended. The right-of-way is to be acquired adjacent to the railroad right-of-way. None of the railroad right-of-way will be acquired, or encroached upon.

This project will involve the construction of a new bridge over Muddy Creek. It is estimated that the new bridge would be 400 feet long, with a clear roadway width of 30 feet. The estimated bridge length may be changed at the planning stage depending on hydrographic studies. Also, bridge no. 109 carrying SR 2999 over the Southern Railroad would need replacement. The sufficiency rating of this bridge is 42.8. The bridge is 70 feet long, with a clear roadway width of 28 feet and 3-foot sidewalks. This bridge replacement is desirable since the recommended extension of SR 3000 would involve the north approach of bridge No. 109. The replacement structure is estimated to be 90 feet long, with a 32-foot clear roadway width and 5-foot sidewalks on both sides. The intersection with SR 2999 is to be signalized. Also, depending on traffic volumes, the proposed intersection with US 158 may be signalized.

Project cost is estimated as follows:

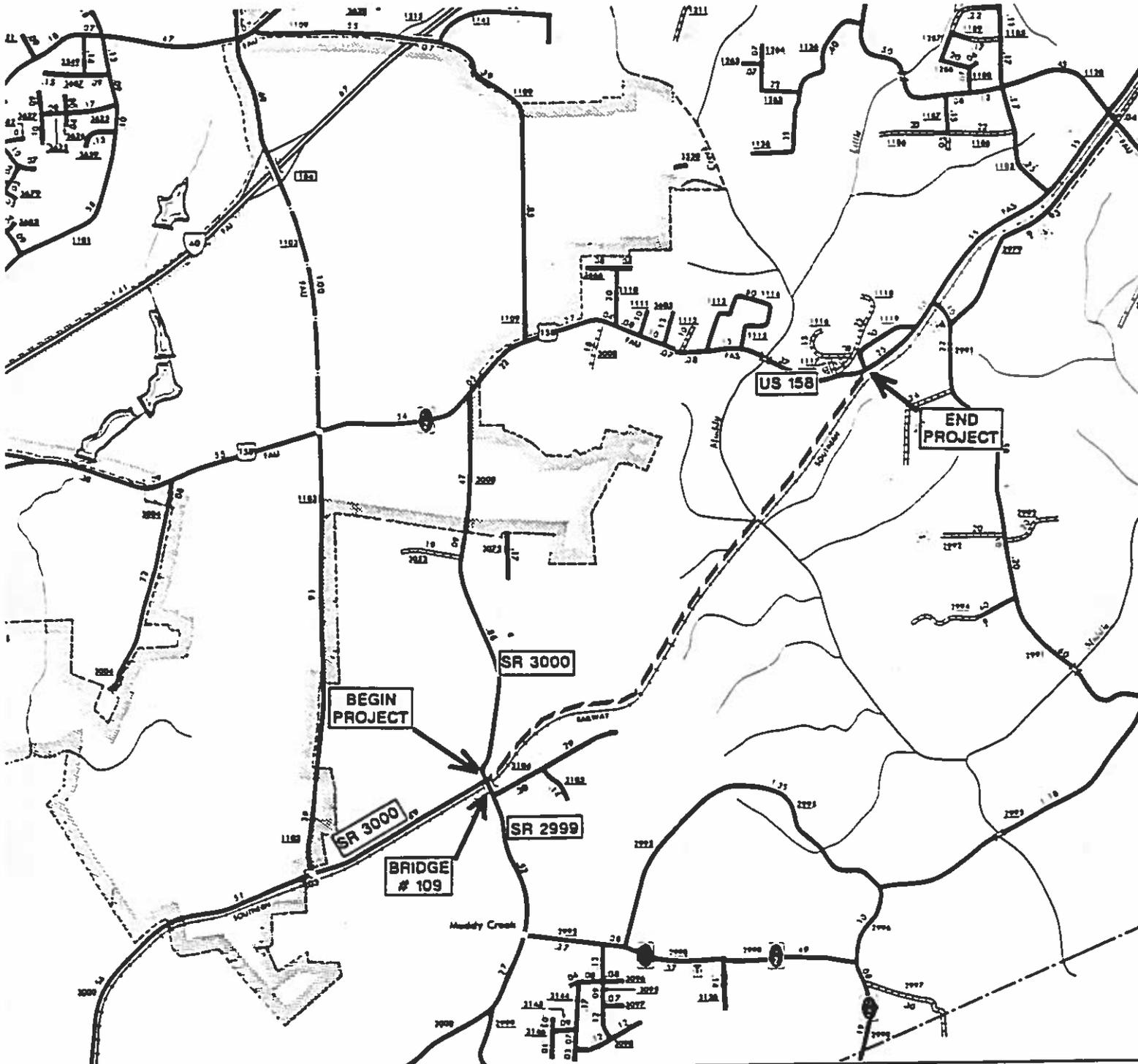
Right-of-Way	\$ 942,000
Construction	\$ 3,675,000
Total Project Cost	\$ 4,617,000

Except for the proximity of the railroad, and the replacement of bridge No. 109 over the railroad, low utility conflicts are anticipated.

IV. ENVIRONMENTAL CONCERNS

It is estimated that this project would require the relocation of 1 residence, and 1 business.

The project will involve construction in the floodplain of Muddy Creek, and will likely require placing fill in wetlands. An environmental screening was not conducted for this study.



SCALE



FORSYTH COUNTY
EXTENSION OF SR 3000 (IDOLS ROAD
FROM SR 2999 TO US 158
U-2707
SCALE: 1" = 0.5 MILES DATE: AUG 199