

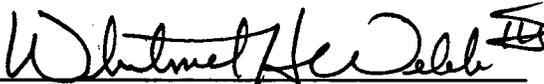
FEASIBILITY STUDY

Greensboro
Airport Parkway
From Regional Road to Oak Ridge Road
Guilford County
U-2815

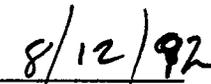
Prepared by
Program Development Branch
Division of Highways
N. C. Department of Transportation



W. J. Watson, P. E.
Highway Planning Engineer



Whitmel H. Webb, III, P.E.
Head of Feasibility Studies



Date

Airport Parkway
From Regional Road
to
Oak Ridge Road
Greensboro, Guilford Co.
U-2815

I. GENERAL DESCRIPTION

This preliminary study describes proposed improvements to Airport Parkway (SR 2085) in Greensboro. A vicinity map of the studied area is shown in Figure 1 and the project location is shown in Figure 2. It is proposed to create a four-lane median divided facility by constructing two west bound lanes parallel and north of the existing two-lane, two-way roadway. The project extends from Regional Road (SR 1695) on the west to Oak Ridge Road (SR 2137) on the east, a distance of approximately 1.9 miles. No new right of way will be required; however, some construction easements may be necessary. The estimated construction cost is \$3,400,000 and the estimated cost of easements is \$100,000 for an estimated total project cost of \$3,500,000.

This study is the initial step in the planning and design process for this project and is not the product of an exhaustive planning/environmental investigation or design effort. The purpose of a feasibility study is to present the problem and recommend solutions along with cost estimates. This study also attempts to identify any potential environmental, permitting, or other issues which require consideration in the planning and construction stages.

II. NEED FOR PROJECT

The purpose of these improvements is to accommodate anticipated future traffic growth on Airport Parkway. Airport Parkway, at this location, is bordered on both the north and south sides by property of the Piedmont Triad International Airport. On the south side is the existing airport complex, including all terminals, general aviation buildings, parking facilities and a hotel. On the north side of Airport Parkway is undeveloped airport property.

The 1991 Average Daily Traffic (ADT) on Airport Parkway is estimated to be 13,800 vehicles per day (vpd). The ADT is expected to increase to 38,500 vpd by the year 2010. On the east, this project will tie into Bryan Boulevard Extension (U-608), a four lane, median divided, facility now under construction and scheduled for completion in 1994. Immediately west of this project (between NC68 and Regional Road), Airport Parkway is a multilane facility. Without this project there will be a 1.9 mile two-way, two-lane segment in

the future multilane Bryan Boulevard-Airport Parkway corridor. This corridor will provide an east-west connection between Greensboro and Kernersville/Winston-Salem parallel to the existing I40/US421 corridor, but north of the airport. Also, this corridor will provide additional access to the airport for these communities.

Airport Parkway is designated a major thoroughfare on the Greensboro Urban Area Thoroughfare Plan and is classified an Urban Minor Arterial in the North Carolina Functional Classification System. Airport Parkway, at this location, is a two lane, two-way roadway with a 24 foot wide pavement and four foot wide paved shoulders on each side. The existing right of way width on Airport Parkway is 320 feet.

The project was requested by the City of Greensboro, and the Greensboro Chamber of Commerce.

III. RECOMMENDATIONS

It is recommended to upgrade Airport Parkway, a two lane, two-way road, to a four lane, divided facility with a 46 foot wide median by constructing two 12 foot lanes for westbound traffic parallel and north of the existing two-lane, two-way roadway. Two foot wide paved shoulders should be provided on each side of the new lanes. Upon completion of this project the two existing lanes will serve eastbound traffic.

At the project western terminal, the new facility is to tie into the existing divided segment on Airport Parkway about 500 feet east of Regional Road. At the eastern terminal the project should be coordinated with and tie into project U-608 (Bryan Boulevard Extension).

The existing one-way exit road from the airport will need to be realigned (at a point approximately 1200 feet east of Regional Road) in order to tie into the west bound lanes of the new facility.

The existing entrance to the airport east of Marriott Drive should be reconstructed as a "Tee" type intersection with Airport Parkway, providing access to and from the new westbound lanes. This intersection should be controlled with a fully traffic-actuated traffic signal.

IV. ESTIMATED COSTS

Construction	\$ 3,400,000
Right of Way	100,000
Total	\$ 3,500,000

V. ADDITIONAL COMMENTS

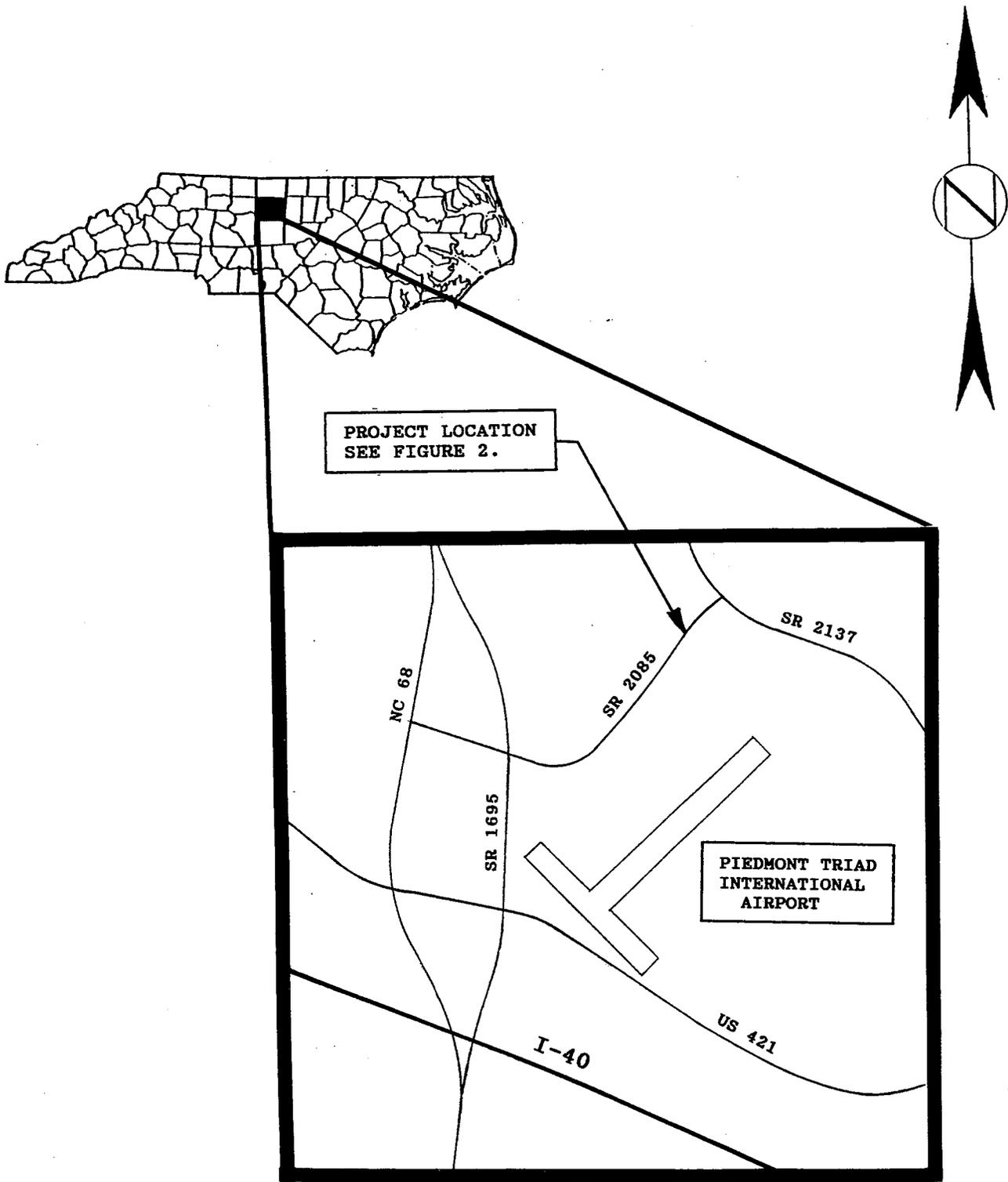
Bridge #595 carries the main airport exit roadway over Airport Parkway at a point about 2500 feet east of Regional Road. This structure has adequate vertical and horizontal clearance to accommodate the proposed new westbound lanes.

Approximately one acre of noncontiguous wetlands were identified on this project. A Nationwide Permit should apply.

Although this project can generally be built within existing right of way some temporary construction easements may be required for cut slopes associated with the realignment of the airport exit flyover about 1200 feet east of Regional Road.

The Piedmont Triad Airport Authority requested a grade separation at the existing entrance to the airport east of Marriott Drive. It is felt that traffic projections do not warrant a grade separation, but this issue can be addressed in more depth during the planning and environmental phase. The cost estimates in this report do not include a grade separation for this entrance.

No costs for utility adjustments are expected to be charged to this project.

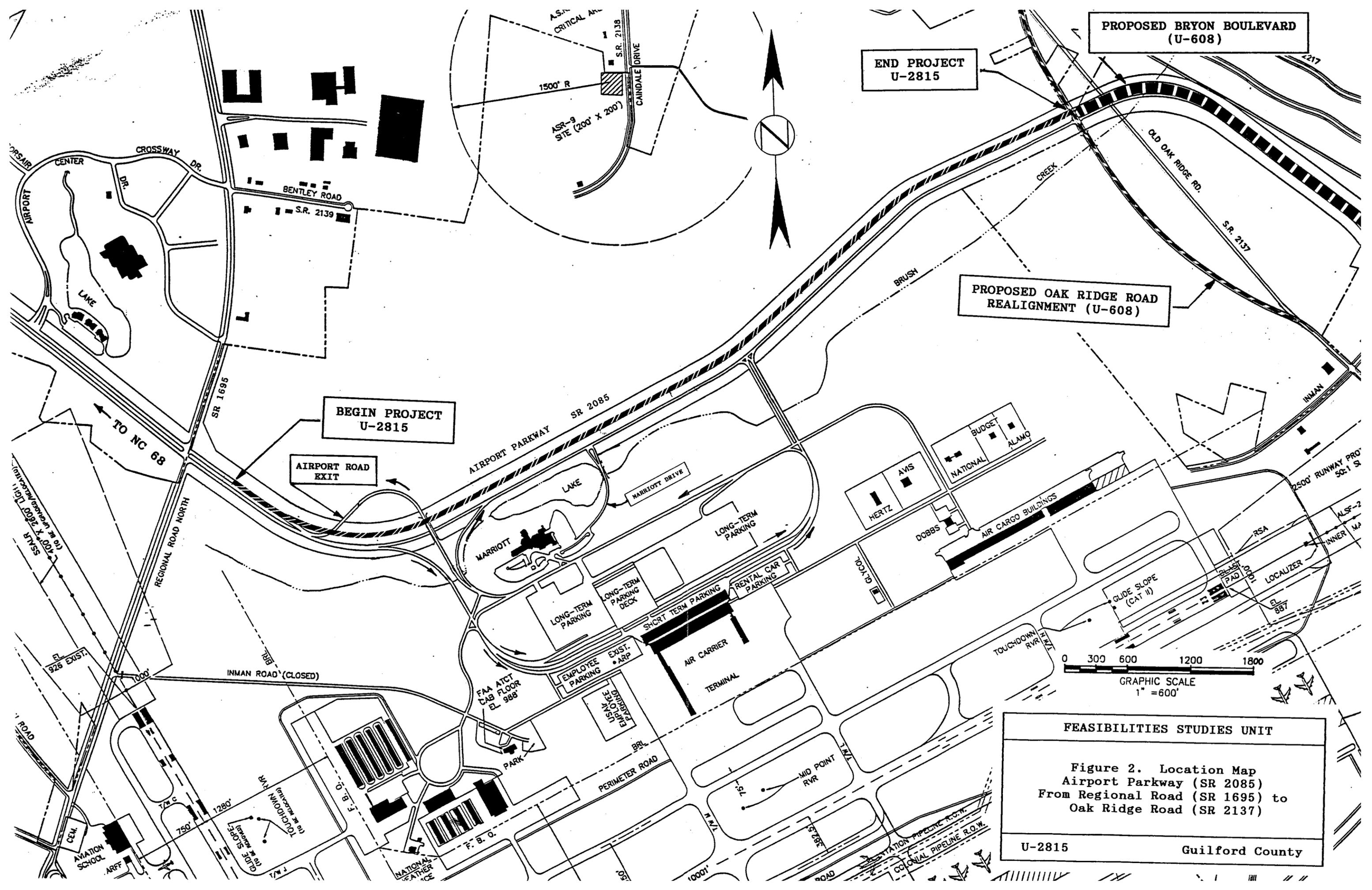


FEASIBILITIES STUDIES UNIT

Figure 1. Vicinity Map
 Airport Parkway (SR 2085)
 From Regional Road (SR 1695) to
 Oak Ridge Road (SR 2137)

U-2815

Guilford County



END PROJECT
U-2815

PROPOSED BRYON BOULEVARD
(U-608)

PROPOSED OAK RIDGE ROAD
REALIGNMENT (U-608)

BEGIN PROJECT
U-2815

AIRPORT ROAD
EXIT

FEASIBILITIES STUDIES UNIT

Figure 2. Location Map
Airport Parkway (SR 2085)
From Regional Road (SR 1695) to
Oak Ridge Road (SR 2137)

U-2815 Guilford County