

FEASIBILITY STUDY

Greensboro
SR 1129 (Groometown Road)
Proposed Widening from I-85 to SR 1479 (Wayne Road)

Guilford County

U-3313

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 preliminary study describes the proposed widening of SR 1129 (Groometown Road) from the existing interchange at I-85 northward to SR 1479 (Wayne Road). Based on anticipated major development in the area northwest of the existing I-85 interchange with Groometown Road, two alternates were studied. Alternate 1 considers widening Groometown Road from the I-85 interchange north to Wayne Road to a 5-lane, 64-foot (19.5-m) face-to-face, curb and gutter cross-section with 8-foot (2.4-m) berms. Alternate 2 (RECOMMENDED) considers widening from the I-85 interchange, with additional lanes through the interchange area, to a 7-lane, 88-foot (26.8-m) face-to-face, curb and gutter cross-section with 8-foot (2.4-m) berms to SR 1382 (Rose Lake Drive) and then 5 lanes curb and gutter to Wayne Road. The City of Greensboro has requested sidewalks on the east side of the project. The cost of providing the requested sidewalks is included in the cost estimates for both alternates and is as an individual item, \$ 90,000.

The total estimated cost for Alternate 1 including construction and right of way is \$ 5,400,000 (\$ 2,800,000 for construction and \$ 2,600,000 for right of way). The total estimated cost for Alternate 2 including construction and right of way is \$ 6,400,000 (\$ 3,300,000 for construction and \$ 3,100,000 for right of way). It is estimated that there will be 5 residences and no businesses relocated due to this project.

This study is the initial step in the planning and design process for this project and is not the product of exhaustive environmental or design investigations. The purpose of this study is to describe the problem, recommend a treatment including costs, and identify potential problem areas that require special consideration in the planning and design phases.

II. NEED FOR PROJECT

The widening of Groometown Road as proposed in this project will improve the traffic carrying capacity of the roadway to meet the needs of both existing and anticipated development. The project was requested by the Greensboro Urban Area Metropolitan Planning Organization.

III. RECOMMENDATIONS

This preliminary study describes the proposed widening of SR 1129 (Groometown Road) from the existing interchange at I-85 northward to SR 1479 (Wayne Road). Based on anticipated major development in the area northwest of the existing I-85 interchange with Groometown Road, two alternates were studied. Alternate 1 considers widening Groometown Road from the I-85 interchange north to Wayne Road to a 5-lane, 64-foot (19.5-m) face-to-face, curb and gutter cross-section with 8-foot (2.4-m) berms. Alternate 2 (RECOMMENDED) considers widening from the I-85 interchange, with additional lanes through the interchange area, to a 7-lane, 88-foot (26.8-m) face-to-face, curb and gutter cross-section with 8-foot (2.4-m) berms to SR 1382 (Rose Lake Drive) and then 5 lanes curb and gutter to Wayne Road. The City of Greensboro has requested sidewalks on the east side of the project. The cost of providing the requested sidewalks is included in the cost estimates for both alternates and is as an individual item \$ 90,000. No bicycle facilities were requested and none are recommended considering the high volumes and proximity to I-85.

The recommended alternate is Alternate 2 with the combination 7-lane and 5-lane widening. The estimated cost of Alternate 2 is as follows:

Construction	\$ 3,300,000
Right of Way	3,100,000
Total	<u>\$ 6,400,000</u>

The alignment of both alternates is the same. Symmetrical widening is proposed except in the area of the Rose Lake Road intersection and immediately north opposite the Pleasant Grove Baptist Church. In these locations, widening to the east side was studied in order to improve the horizontal alignment at Rose Lake Road and to avoid impacting the church property.

Traffic signals are anticipated at I-85 ramp terminals, SR 1398 (Wiley Davis Road), and SR 1382 (Rose Lake Road). Upgrading the existing signal at Wayne Road is expected.

IV. OTHER COMMENTS

An environmental screening was not conducted for this study. Based on available mapping at the Department of Environment, Health and Natural Resources - Natural Heritage Section, no threatened and/or endangered species were identified in the study corridor. Impacts to wetlands are not expected and a Corps of Engineers Section 404 permit is

