

PROJECT DATA SHEET

Date: 4/26/16
Rev.:

TIP No.: U-5864	County: Randolph
Federal-aid No.: N/A	WBS No.: 46389.1.1
NCDOT Division: 8	Scoping Meeting Date: 5/11/2016

Project Description:

- **Length:** 3.1 miles to Eden Terrace
- **Termini (US Hwy / SR):** 1,000 feet south of I-85 interchange on Hopewell Drive to SR 1592 (Eden Terrace)
- **MPO / RPO:** High Point MPO
- **NEPA / 404 Merger Candidate?** Yes No Unknown
- **General Description of Project:**

Widen SR 1595 (Surrett Drive) to multi lanes; 4-lane median divided recommended

Design Data (Existing Conditions):

- **Functional Classification:** Major Collector
- **Strategic Highway Corridor:** No
- **CTP Designation (Facility Type):** Boulevard/Major Thoroughfare
- **Type of Access Control:** uncontrolled.
- **Typical Section:**
 - SR 3252 (Hopewell Church Road) from south of I-85 to NC 62 Trindale Road), four lanes, median divided, multiple turn lanes at off-ramps from I-85.
 - NC 62 to SR 1558 (Old Turnpike Road), two 12-foot lanes, 1 foot paved shoulders
 - SR 1558 to SR 1596 (Sealy Drive), two lanes, width varies (9 to 12 feet wide), variable shoulders (2 to 6 feet wide)
 - SR 1596 to Murray Drive (Turnpike Road), two 12-foot lanes, curb and gutter on west side of road, grassed shoulder on east side. Sidewalk on west side of road in front of Cloverdale Church of the Living God
 - Murray Drive to SR 1592 (Eden Terrace), three lanes, two through lanes and one northbound turn lane, curb and gutter on both sides of road
 - SR 1592 to Fairfield Road, three-lane with a central turn lane.

- **Right of Way:**

- 100 feet I-85 interchange to NC 62 (Trindale Road)
- North of SR 1558 (Turnpike Road), approximately 60 feet
- Combined NCDOT and RR Right of way on the eastern side of Surrett Drive from just south of SR 2005 (Archdale Boulevard) to SR 1592 (Eden Terrace)
- Extended NCDOT right of way on the western side of Surrett Drive from SR 2005 (Archdale Boulevard) north.

- **Posted Speed:** 45 mph

- **Structure Inventory (bridges, RCBC, Walls, etc):**

- Bridge No. 20 (NCDOT Bridge #750020) over SR 1558 (Hopewell Church Road) on I-85 NB,
- Bridge No. 26 (NCDOT Bridge #750026) over SR 1558 (Hopewell Church Road) on I-85 SB,
- Three reinforced concrete box culverts (RCBC) north and south of interchange for UT to Uwharrie River.
- RCBC for crossing of UT to Uwharrie River on SB I-85 off-ramp to Surret Dr.
- RCBC for crossing of UT to Uwharrie River on NC 62 east of its intersection with Surret Dr.
- RCBC for crossing of UT to Uwharrie River on Surret Dr. north of its intersection with NC 62.

- **Other STIP Projects in the Area**

- U-5308 – SR 1547 (Finch Farm Road) from SR 3106 to I-85. Right of Way SFY 2018. Construction SFY 2020.
- U-3400 – SR 2005 (Archdale Boulevard) from SR 1567 (Robbins Country Road) to US 311 (Main Street). Right of Way SFY 2020. Construction SFY 2022.

- **Railroad Involvement:**

- North of SR 2048 (Sealy Drive), Norfolk Southern (NS) railroad (RR) operates on the east side of the road ROW.
- RR siding crossing just south of SR 1592 (Eden Terrace) serving Hendrix Batting Company and is active.
- One train round trip per day crosses Surrett Drive at 10 miles per hour.

Long Range Plan History:

- Project included in 2030 LRTP for High Point MPO.
- Feasibility Study examining potential improvements developed in 2007 for HPMPO by PBS&J. Study examined the following alternatives: Minor Widening, Traffic Operations Alternative, and Major Widening. The ultimate section alternative was a four-lane divided facility. Outside paved shoulders would be used from I-85 to 800 feet north of SR 1610 (Mendenhall Road). Outside curb and gutter would be used north of SR 1610 (Mendenhall Road) to the northern project terminus. The feasibility study also included the realignment of SR 1610 (Mendenhall Road) to tie in to the SR 1599 (Mendenhall Road Extension).

Traffic Data (AADT):

Current Year 2013 High Point Urban Area AADT Map	<ul style="list-style-type: none"> ○ 2,600 south of I-85 interchange ○ 2,300 north of I-85 interchange ○ 6,300 north of NC 62 ○ 5,700 north of SR 1556 (Old Turnpike Road) ○ 9,200 north of SR 1596 (Sealy Drive) ○ 9,600 at Archdale/High Point boundary ○ 11,000 north of SR 1592 (Eden Terrace)
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Cost Estimates:

	Construction	Right-of-Way	Utilities	Total
STIP Estimate	\$31,920,000	\$2,517,000 ROW	\$302,000	\$34,739,000

Project Schedule:

Environmental Document (State EA/FONSI)	April 2018
Right-of-Way	SFY 2020
Construction	SFY 2022

Initial Scoping Comments:

<ul style="list-style-type: none"> • Crash issues have been noted along Surrett Drive, especially in the vicinity of Trinity High School • Division has explored adding a signal at Trinity High School Drive • Surrett Drive is included in the High Point MPO Southwest Area Plan • Potential median divided superstreet concepts include a 30-foot median in less developed areas; as well as a 23-foot median in developed areas; however other typical sections; including superstreets with one lane in each direction and 5-lane sections in urban areas could be examined after traffic forecast is available. • HPMPO is working on a southwest area plan that will include Surrett Drive • HPMPO's Greenway Plan also includes the project area • Current I-85 bridges are not long enough to accommodate a 4-lane median divided facility underneath, but there are no plans to replace the bridges; potential design options will be explored. • There is a proposed project on a parallel route (U-3400); however, this facility has no interchange with I-85. • Two detailed FEMA studies will be conducted (UT to Uwharrie River and Uwharrie River). • Buffers rules for Randleman watershed apply north of Sealy Drive. • Traffic forecast will be requested for SR 3252/SR 1595 from south of SR 1883 to north of Fairfield Drive. Traffic forecasts are expected by July 2016.
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Concurrent Point 1 (Purpose and Need) Data:

Draft Project Need:

The existing two-lane arterial has *poor vertical alignment* and *substandard pavement width* over much of its length (11-foot travel lanes and no shoulders). The facility is currently operating at an *unacceptable level of service* in many areas in the central and northern portions of the project area and *traffic volumes are projected to increase in the future*. Crash data from May 2004 through April 2007 show a *predominance of rear-end collisions*, which is indicative of a *high level of congestion*. The City of Trinity Land Development Plan (2006) calls for widening Surrett Drive to a four-lane divided facility (from 2007 Feasibility Study).

Draft Project Purpose:

The purpose of the proposed action is to improve mobility and capacity along Surrett Drive within the project study area (from 2007 Feasibility Study).