

Blounts Creek Bridge, Beaufort County
SR 1112 Over Blounts Creek
TIP Project B-1045

Planning for the replacement of the Blounts Creek Bridge began in mid 1984. Numerous alternatives were investigated for this project. In May, 1986, a public hearing was held in which 6 alternate replacement designs and a no build alternative were presented. Comments received during and following the hearing indicated, in general, an even split between those supporting low level replacement or repair and those supporting high level replacement. Opposition to the project was nearly absent. Subsequent evaluation of access needs, costs, and citizen input led to the selection of two alternatives by the NCDOT staff for final consideration - Alternate 2A and Alternate 5. Each alternate is briefly described below and shown on the attached maps:

Alternate 2A - proposes a low level bridge on the immediate upstream (south) side of the present bridge. The new bridge would be on straight alignment, but tying back into the present road with minimum approach work as necessary. It would provide the same vertical navigation clearance (14') as the present bridge. Total estimated cost of this alternative is \$1.2 million.

Alternate 5 - proposes a high level bridge on straight alignment farther upstream from the present location. The new bridge would provide a 45-foot vertical clearance. Total estimated cost of this alternative is \$2.6 million.

The most cost effective alternative is Alternative 2A. It satisfies the minimum requirement of replacing a deficient bridge and allowing the use of the present bridge to maintain access during construction. However, Alternate 5 is the desirable plan, because it has better overall alignment, allows larger power boats and sailing craft to pass underneath the bridge, and aids in potential economic development of the area. Although these alternatives represent the main sentiments of local citizens and government, repair of the present bridge was advocated by some local residents. However, repair is not practical due to the poor condition of the present bridge.

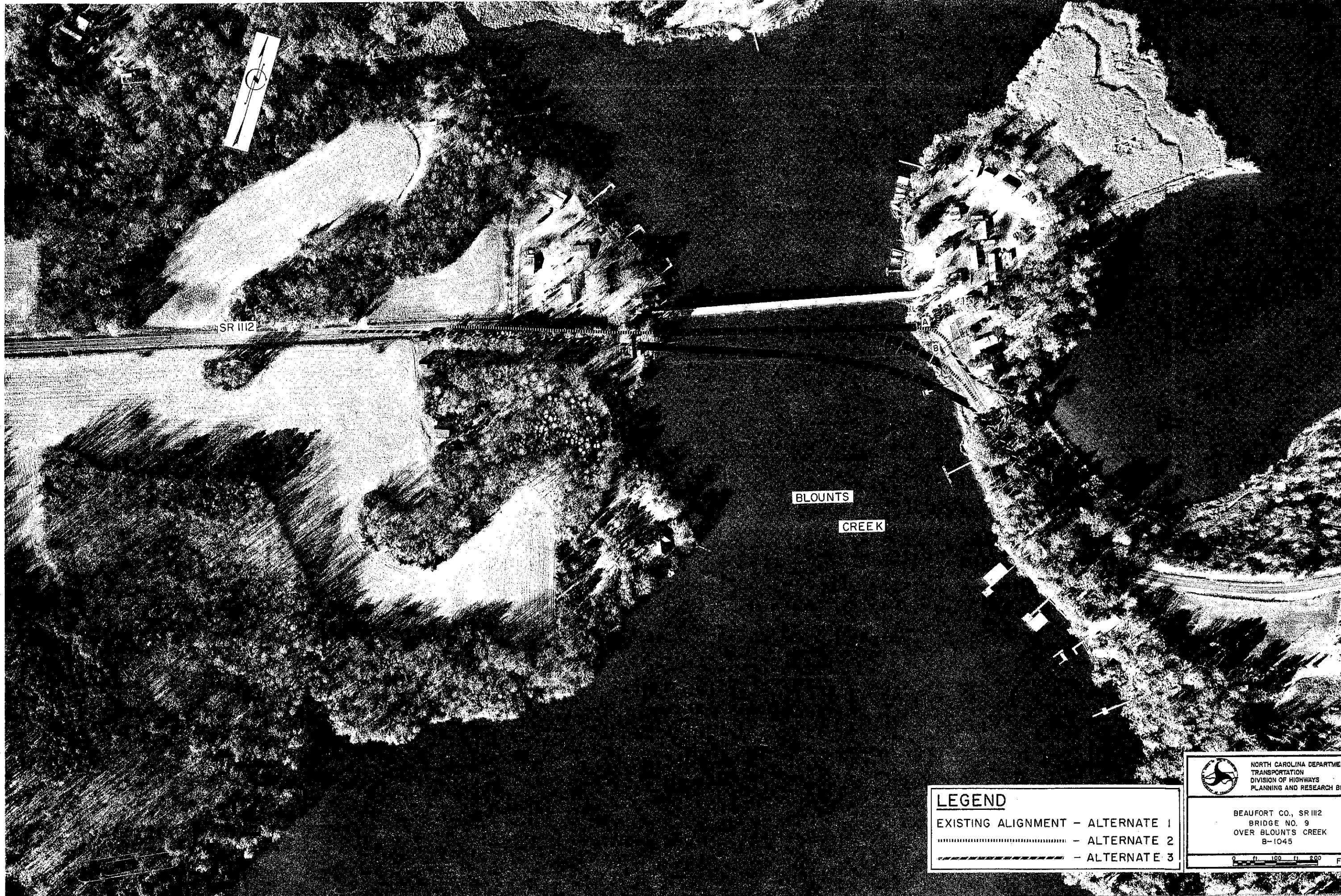
This project will be financed with 80 percent Federal funds and 20 percent State funds. The final alternative must be approved by the Federal Highway Administration to receive full federally shared funding. FHWA has advised that it will not support Alternate 5 due to significant cost increase and insufficient justification related to upstream development and boat traffic. Since FHWA will not participate fully in funding Alternate 5, NCDOT has no choice but to recommend Alternate 2A for economic reasons. Nevertheless, FHWA would be willing to financially participate up to a certain extent in the construction of Alternate 5, if additional funds can be generated by other interested sources (County government, developers, etc.) to cover the additional cost of Alternate 5.

How much funding outside of Federal and State allocations would be needed to help finance the cost of Alternate 5 depends on the extent FHWA is willing to participate. Subsidization by others could range as much as \$1.4 million (\$2.6 million for Alternate 5 less \$1.2 million for Alternate 2A). However if serious interest is expressed by others in helping pay for the cost of Alternate 5, NCDOT will try to negotiate with FHWA to arrive at the least possible amount of outside funding needed to subsidize Alternate 5. The alternative which is considered to be a reasonable compromise between Alternates 2A and 5 is Alternate 3B, which proposes a low level bridge with a 20-foot vertical clearance on an improved alignment at the east end of the bridge (see attached map). Total estimated cost is \$2.1 million. If this alternative is acceptable to FHWA as a basis for determining the federal share of funding, approximately \$500,000 is all that would be required from interested parties as contribution toward the construction of Alternate 5.

SUMMARY

Alternate 5 is the most desirable alternative for replacing the Blounts Creek Bridge, but there is not sufficient justification for FHWA to fully participate in the total cost to provide the proposed 45-foot vertical clearance. At this point, the amount FHWA would participate in Alternate 5 has not been determined. The minimum amount FHWA would fund appears to be the cost of Alternate 2A which is \$1.2 million, leaving \$1.4 million to be funded by others. If a more favorable ruling can be obtained from FHWA, there is some possibility the amount needed from others could be reduced to approximately \$500,000.

RGD/dc



SR III2

BLOUNTS

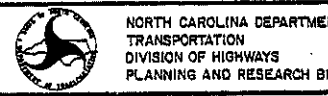
CREEK

LEGEND

EXISTING ALIGNMENT - ALTERNATE 1

..... - ALTERNATE 2

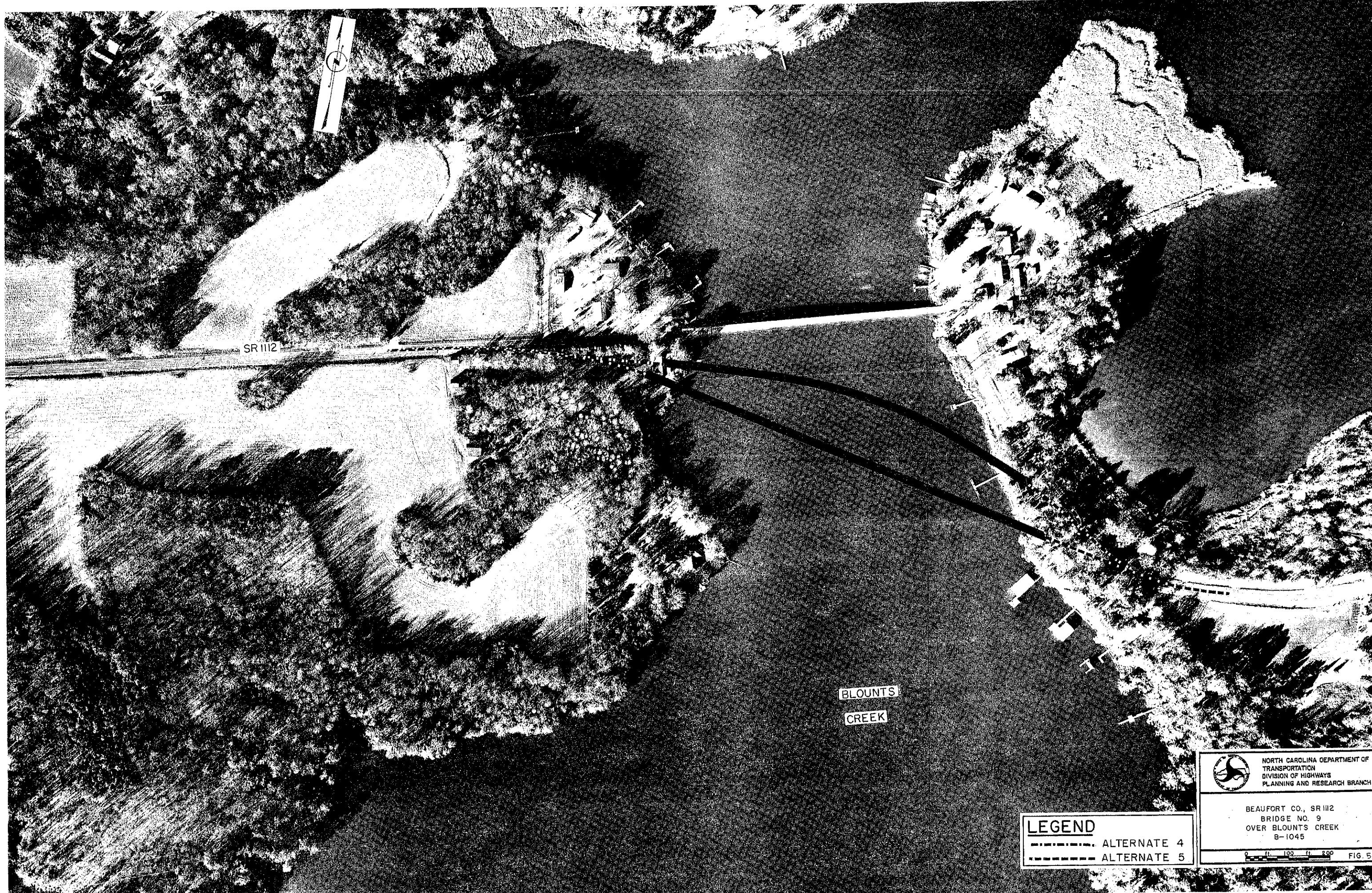
----- - ALTERNATE 3



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PLANNING AND RESEARCH BR

BEAUFORT CO., SR III2
BRIDGE NO. 9
OVER BLOUNTS CREEK
B-1045






SR 1112

BLOUNTS
CREEK

LEGEND

----- ALTERNATE 4

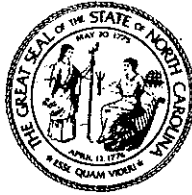
----- ALTERNATE 5

 NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION
DIVISION OF HIGHWAYS
PLANNING AND RESEARCH BRANCH

BEAUFORT CO., SR 1112
BRIDGE NO. 9
OVER BLOUNTS CREEK
B-1045

0 ft. 100 ft. 200 ft. FIG. 5

WE/RGD



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
P.O. BOX 25201
RALEIGH 27611



DIVISION OF HIGHWAYS

GEORGE E. WELLS, P.E.
STATE HIGHWAY ADMINISTRATOR

JAMES G. MARTIN
GOVERNOR

JAMES E. HARRINGTON
SECRETARY

August 26, 1987

Mr. Randy D. Doub, Member
N. C. Board of Transportation
P. O. Drawer 1785
Greenville, NC 27835

RE: State Project 8.2150301 (B-1045)
Blounts Creek Bridge - Beaufort Co.

Dear Mr. Doub:

Our staff has prepared preliminary cost estimates for the various alternative designs you requested in order to discuss this bridge replacement project with the Beaufort County Board of Commissioners.

The following table indicates the construction costs, ROW costs, number of relocations, design speed, and vertical clearance for each of the three alternates investigated. Alternate No. 7 is the no-build alternate but includes costs for removing the existing structure at Blounts Creek and paving a 3.1 mile section of SR 1114. (See Figure #1).

<u>Alternate Number</u>	<u>Design Speed</u>	<u>Vertical Clearance</u>	<u>Construction Cost</u>	<u>Right-of-Way Cost</u>	<u>Number of Relocates</u>	<u>Total Cost</u>
3B Rev.	45 mph	20'	\$2,066,000	\$297,000	4	\$2,363,000
5 Rev.	45 mph	45'	2,758,000	584,000	6	3,352,000
7*	N/A	N/A	1,055,000	-	0	1,055,000*

*Note: Includes \$1,000,000 for paving 3.1 miles of SR 1114 and \$55,000 for removing the existing bridge at Blounts Creek.

Mr. Randy D. Doub, Member
August 26, 1987
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Please let us know if we can provide you with additional information.

Sincerely,

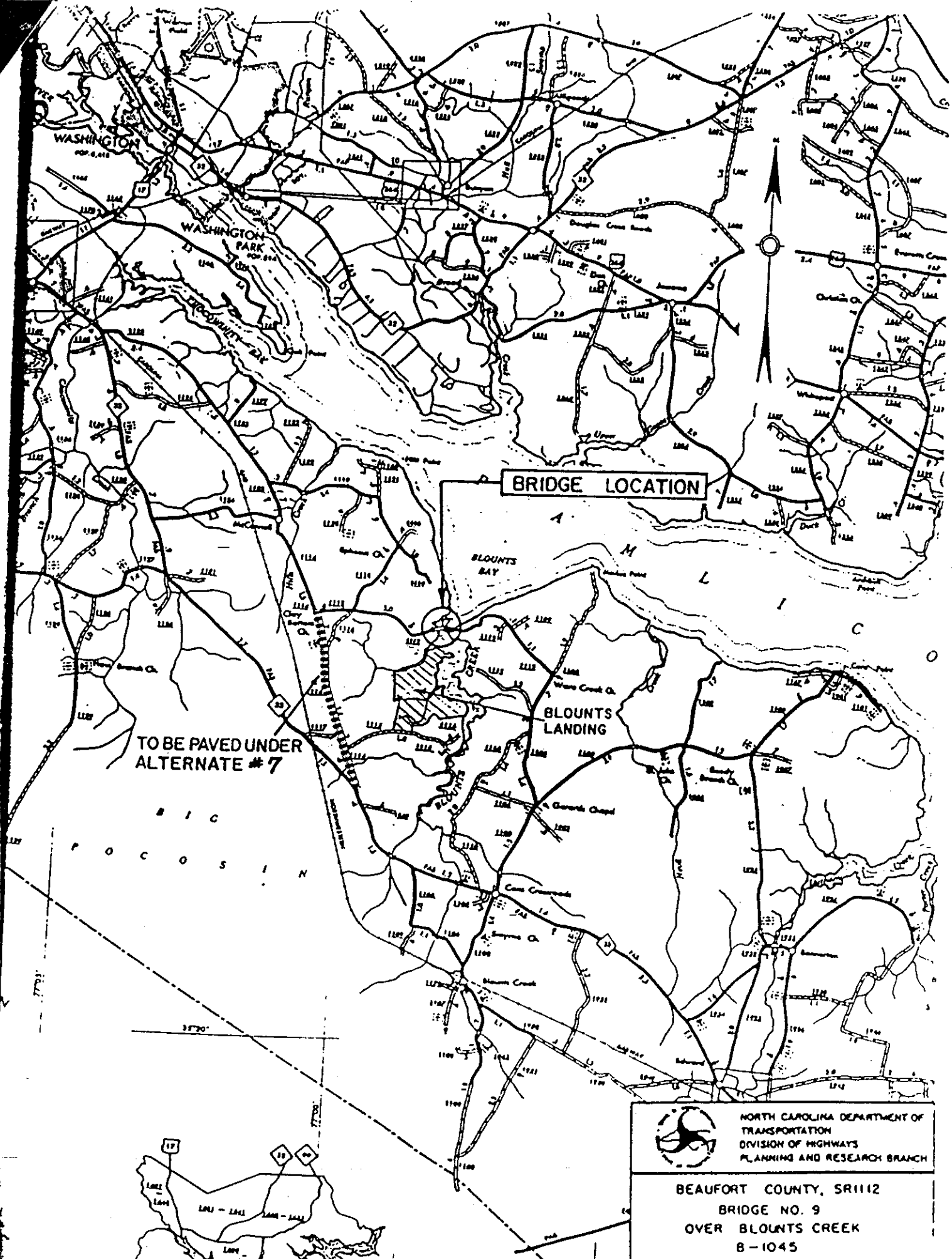


J. T. Peacock, Jr., P. E.
State Highway Engineer - Design

JTP/JLG/blj

Attachment

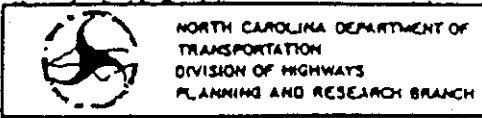
cc: Secretary James E. Harrington
Mr. George E. Wells, P. E.
Mr. William G. Marley, Jr., P. E.
Mr. J. M. Greenhill, P. E. ✓
Mr. D. L. Squires, P. E.



BRIDGE LOCATION

TO BE PAVED UNDER ALTERNATE #7

BLOUNTS LANDING



NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION
DIVISION OF HIGHWAYS
PLANNING AND RESEARCH BRANCH

BEAUFORT COUNTY, SR1112
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