



STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION

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 GOVERNOR

DIVISION OF HIGHWAYS  
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R. SAMUEL HUNT III  
 SECRETARY

September 19, 1994

**MEMORANDUM TO:** Whitmel H. Webb  
 Manager, Program Development Branch

**FROM:** David G. Modlin, Ph.D., P.E.  
 Feasibility Studies Unit Head *David*

**SUBJECT:** SR 1602 (Stantonsburg Road) and Mary Ella Street Intersection  
 Improvements, Wilson, Wilson County, FS 97-95-002

You requested that we investigate improvements to improve access from Stantonsburg Road (SR 1602) to US 301. Several concerns were investigated: (1) a new connector to US 301; (2) improving the cul-de-sac at the terminated end of Stantonsburg Road near US 301; and (3) intersection improvements to better utilize Mary Ella Street.

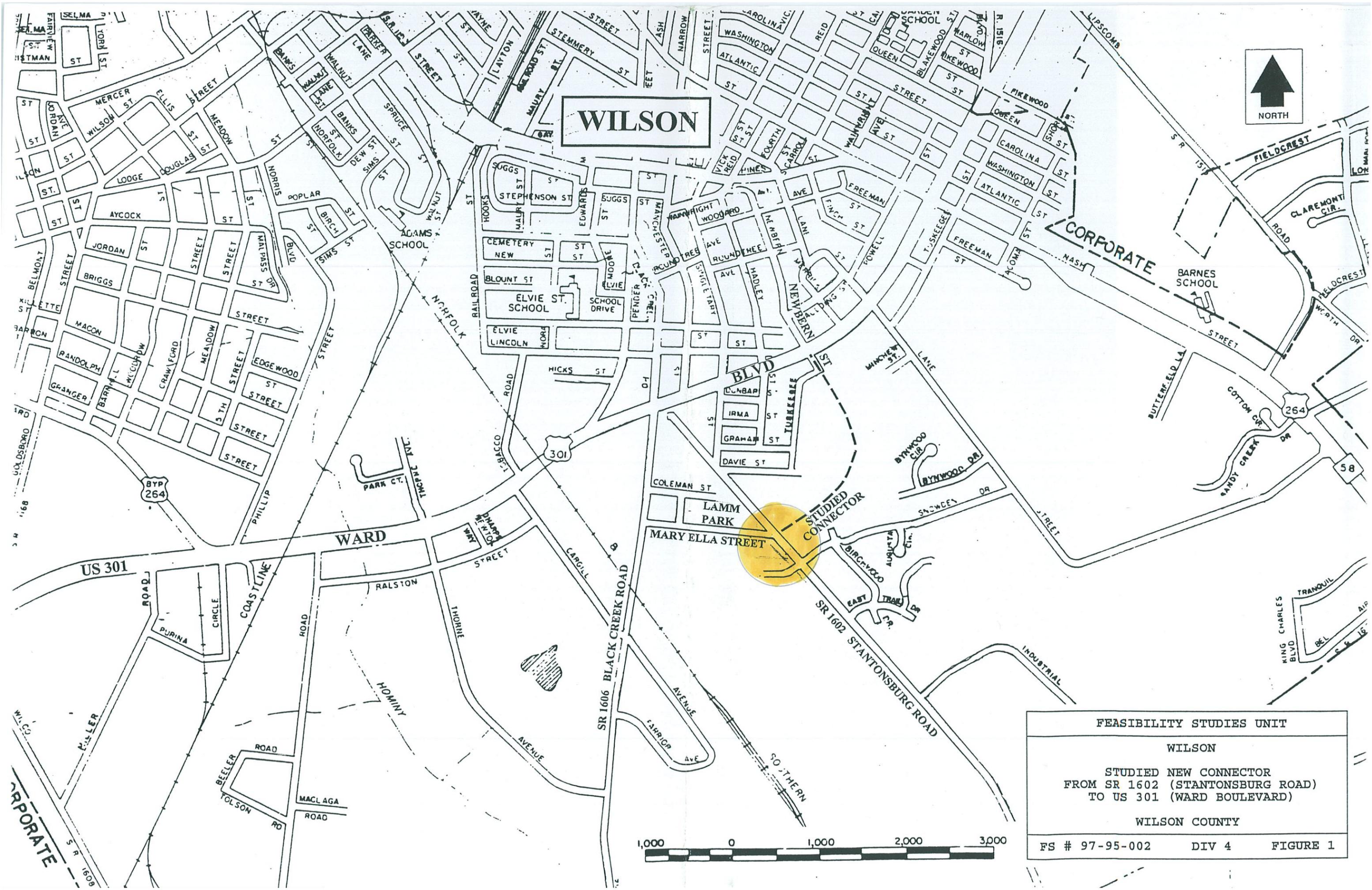
A connector on new location beginning at the intersection of Mary Ella Street and Stantonsburg Road and tying to New Bern Street and US 301 was studied. This option provides the required access but does not offer significant relief for traffic that mistakenly continues north to the dead-end on Stantonsburg Road. A new signal will be required on US 301 at New Bern Street. Additionally, this alternate will require taking the residence on the east side of Stantonsburg Road at Mary Ella Street. The estimated cost of this alternate utilizing a 36-foot face-to-face curb and gutter section and 80 feet of right of way is \$ 1,100,000 (Construction, \$850,000; Right of Way, \$250,000).

The existing intersection of Mary Ella Street and Stantonsburg Road is a skewed tee-intersection. Trucks turning to the south from Mary Ella Street encroach on the northbound lane of Stantonsburg Road. By improving the turning radius at the existing intersection, making the predominant flow Mary Ella Street-Stantonsburg Road, and teeing the northern section of Stantonsburg Road into the improved intersection, access to US 301 is improved at a significantly lower cost with good side benefits (See attached figure). Traffic access to the dead-end section of Stantonsburg would be a deliberate movement and improvements to the northern end to facilitate turn-around movements would not be needed. Truck traffic through the residential neighborhood at the northern end of Stantonsburg Road seeking access to US 301 via Singletary Street would be discouraged. The existing turning radii at Mary Ella Street and SR 1606 (Black Creek Road) will easily accommodate turning truck traffic. A traffic signal currently exists at the intersection of Black Creek Road and US 301. There would be no relocatees. A very small portion of Lamm Park will be required to make the connection for the northern section of Stantonsburg Road. This park is in the northwest quadrant of the existing intersection and the portion needed is not used for park activities. This alternate can be done with State forces and avoid any Section 4(f) requirements.

The estimated costs of the recommended improvements are:

Construction	\$ 88,000 (Division Construction Cost)
Right of Way	<u>40,000</u>
Total	\$ 128,000

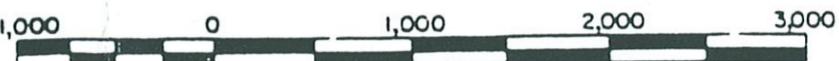


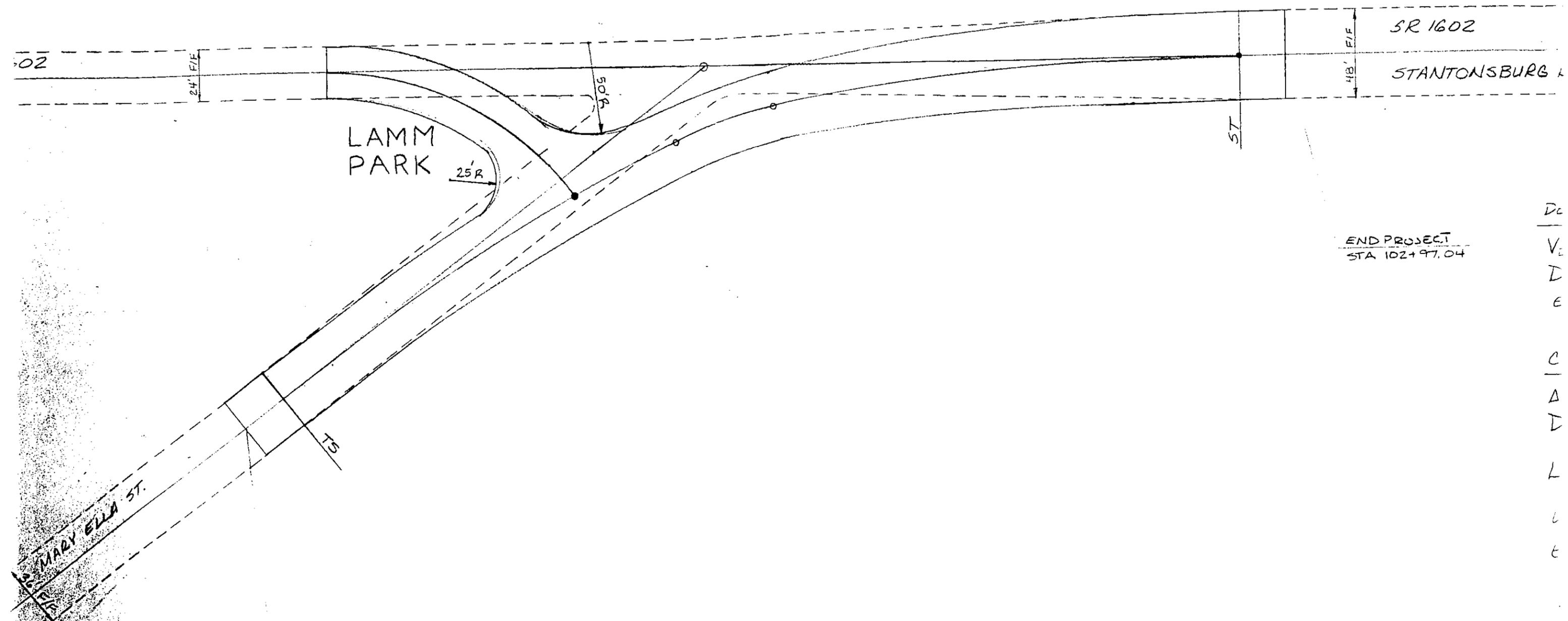


**WILSON**



FEASIBILITY STUDIES UNIT		
WILSON		
STUDIED NEW CONNECTOR FROM SR 1602 (STANTONSBURG ROAD) TO US 301 (WARD BOULEVARD)		
WILSON COUNTY		
FS # 97-95-002	DIV 4	FIGURE 1





BEGIN PROJECT  
STA. 96+88.71

END PROJECT  
STA 102+97.04

FS 97-95-002  
SCALE 1"=50'

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