



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JAMES B. HUNT, JR.
GOVERNOR

DIVISION OF HIGHWAYS
P.O. BOX 25201, RALEIGH, N.C. 27611-5201

R. SAMUEL HUNT III
SECRETARY

January 4, 1994

MEMORANDUM TO: Calvin W. Leggett, P.E.
Director of Planning and Programming

FROM: Whitmel H. Webb, III, P.E. *Whitmel H. Webb*
Manager, Program Development Branch

SUBJECT: Morehead City, Connector on new location,
from SR 1177 (Country Club Road) to US 70
(Arendell Street) in Carteret County.

Per your request, a preliminary study was conducted for the subject project. Two alternates were studied (See Figure 2). Based on geometric design constraints, this project is not recommended. The 1992 Morehead City-Beaufort Thoroughfare Plan Report refers to this project as Swinson, Proposed.

As you know, TIP project U-2226 is the construction of Bridges Street Extension, a four-lane facility with full access control, parallel to US 70, between US 70 and Country Club Road. The Atlantic and East Carolina Railroad right-of-way is located adjacent to the proposed Bridges Street project. The railroad has previously refused to allow an at-grade crossing in this area. A connector road between Country Club Road and US 70 (Arendell Street) would therefore require a grade separation over Bridges Street and the railroad. Construction of a grade separation over the Bridges Street Extension and railroad is not possible because the horizontal distance between the railroad and Arendell Street is an average of 350 feet. This distance is inadequate for construction of a grade separation, because the connector road would not be able to intersect US 70 at an appropriate grade, south of the railroad. The studied alternates, therefore are based on an at-grade intersection with Bridges Street Extension and the railroad tracks. It is unlikely that the railroad would agree to either alternative.



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Alternate One consisted of a three-lane, 40-foot face-to-face curb and gutter section with sidewalks on each side. Alternate One would be located along the west property line of Swinson Park. This location would minimize adverse impact to the park, however, the elementary school which is being constructed west of the park would be severely impacted. A shopping plaza, south of the railroad would have to be relocated. The junction of the connector road and Bridges Street Extension would be an at-grade signalized intersection with gates and signals at the railroad crossing. Alternate One would be approximately 0.41 miles in length. Estimated construction costs for this alternate would be \$775,000.

Alternate Two utilized a two-lane, 24-foot roadway with 8-foot shoulders, including 2-foot wide paved shoulders. This alternate would be located on the west boundary of the proposed elementary school. The junction of the connector road and Bridges Street Extension would be treated the same as Alternate One. Alternate Two would be approximately 0.26 miles in length. Estimated construction costs for this alternate would be \$425,000.

If you have any questions or comments, please let me know.

WHW/mw

Attachments

January 11, 1994

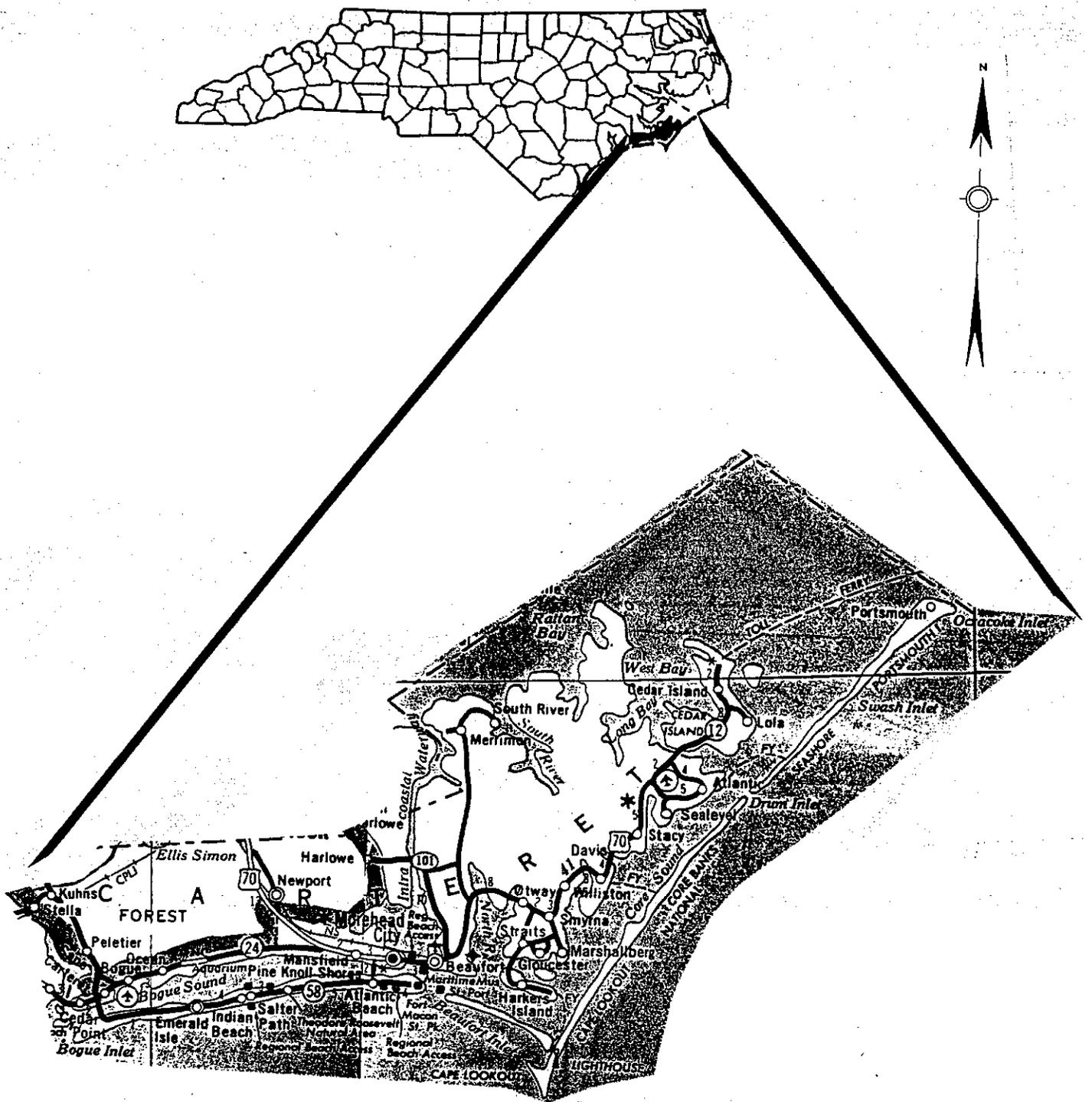
MEMORANDUM

TO: File

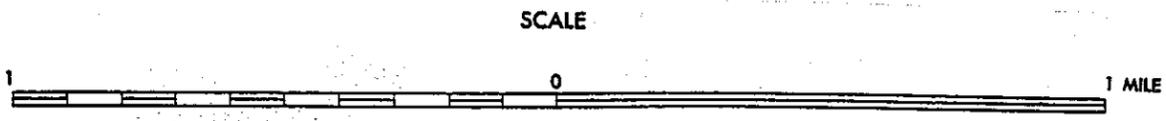
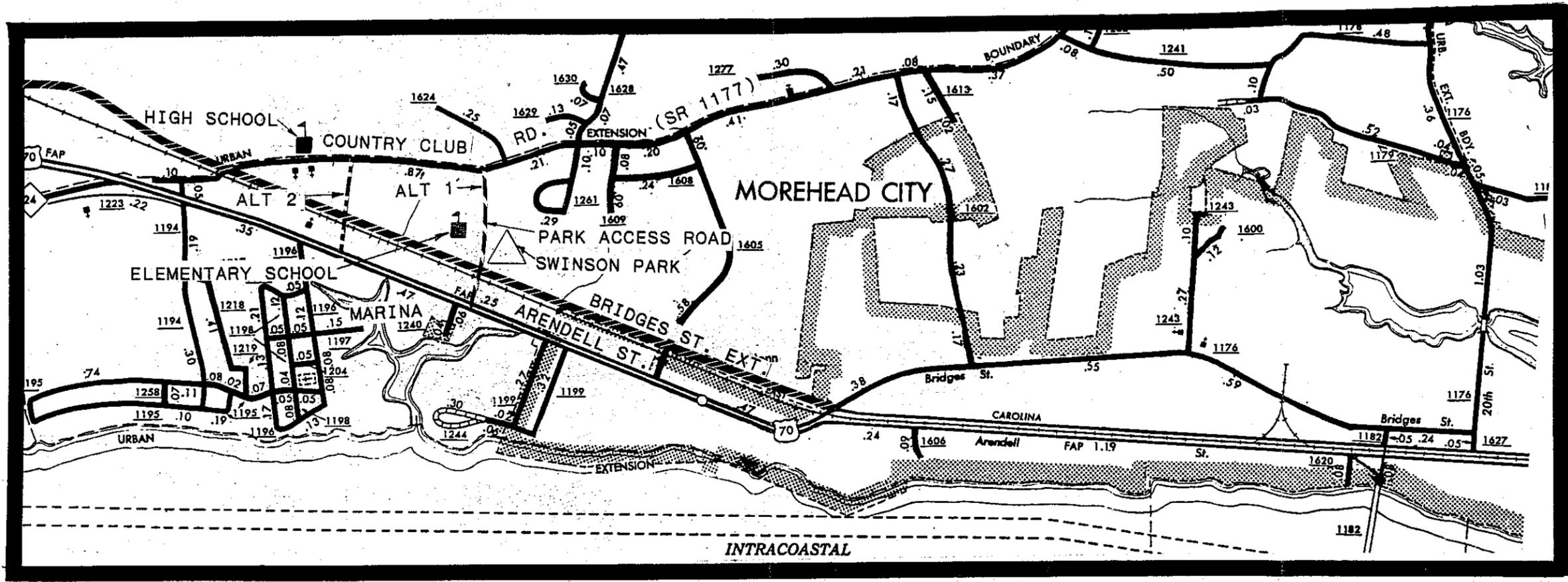
FROM: Maria N. Wall

SUBJECT: Morehead City, Connector on new location, from SR 1177 (Country Club Road) to Bridges Street Extension in Carteret County.

A preliminary study was conducted for a connector, from SR 1177 (Country Club Road) to US 70 (Arendell Street) (See Alternates One and Two). An additional corridor, Alternate 1A, was also studied. Alternate 1A consist of a connector on new location, from SR 1177 to Bridges Street Extension along the western boundary of Swinson Park. This alternate is approximately 0.3 miles in length. The recommended typical cross-section is a three-lane, 40-foot face-to-face, curb and gutter section with sidewalks on each side, on a 100-foot wide right-of-way with no access control. The intersection of Bridges Street Extension and the connector road would be signalized. The bus parking lot of the elementary school would be impacted. The estimated construction cost for this alternate is \$460,000. A right-of-way estimate has not been obtained.



FEASIBILITY STUDY UNIT	
Morehead City	
Connector on new location from SR 1177 (Country Club Rd) to US 70 (Arendell St)	
DIV 2	FIGURE 1



FEASIBILITY STUDY UNIT	
Morehead City	
Connector on new location from SR 1177 (Country Club Rd) to US 70 (Arendell St)	
DIV 2	FIGURE 2