



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JAMES B. HUNT JR.
GOVERNOR

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

GARLAND B. GARRETT JR.
SECRETARY

April 22, 1996

MEMORANDUM

TO: Whitmel H. Webb, P.E.
Manager, Program Development Branch

FROM: Eric J. Lamb *EJL*
Project Planning Engineer- Feasibility Studies Unit

SUBJECT: R-2105 AA Three-lane Widening Proposal

As per your instructions, I have investigated the possibility of widening NC 24 (Cedar Point Blvd.) to a three-lane shoulder section from the White Oak River bridge to west of NC 58, a length of 2.4 miles (3.9 km). This project is currently scheduled to be constructed as a five-lane curb and gutter section under TIP Project R-2105 AA. Due to conflicts with scheduling and with permit acquisition, it will not be feasible to construct this widening as a part of R-2105 AB as requested without causing undue delays.

R-2105 AA will widen NC 24 to a five-lane curb and gutter section from Swansboro to west of NC 58 on 100 feet (30.5 km) of right-of-way. This project is scheduled for right-of-way acquisition in December 1996 and for construction in October 1998. An Environmental Assessment (EA) is currently in progress, and a Finding of No Significant Impact (FONSI) is scheduled to be complete in October 1996. R-2105 AB is currently in the right-of-way acquisition phase and is scheduled to be let for construction in January 1997.

Citizens in the project area have requested immediate improvements to the AA section due to a perceived accident problem. There have been 78 accidents within the project limits in the last three years. There were 71 injuries reported as a result of these accidents; no fatalities were reported. The accident rate along NC 24 within the project limits is 107.99 accidents per 100 million vehicle kilometers (acc/100mvk). This compares to the 1994 statewide rate of 131.45 acc/100mvk for rural North Carolina Routes. Over sixty percent of these accidents occurred during the summer months, which reflects the increased traffic flow in this popular vacation area. Seventy-five percent of the total accidents were "rear-end slow or stop" collisions, which would potentially be reduced by widening this roadway to a three-lane section.

Before any construction can begin, all utility conflicts would have to be resolved. There is over 26,000 linear feet (7,900 m) of underground fiber optic cable located directly



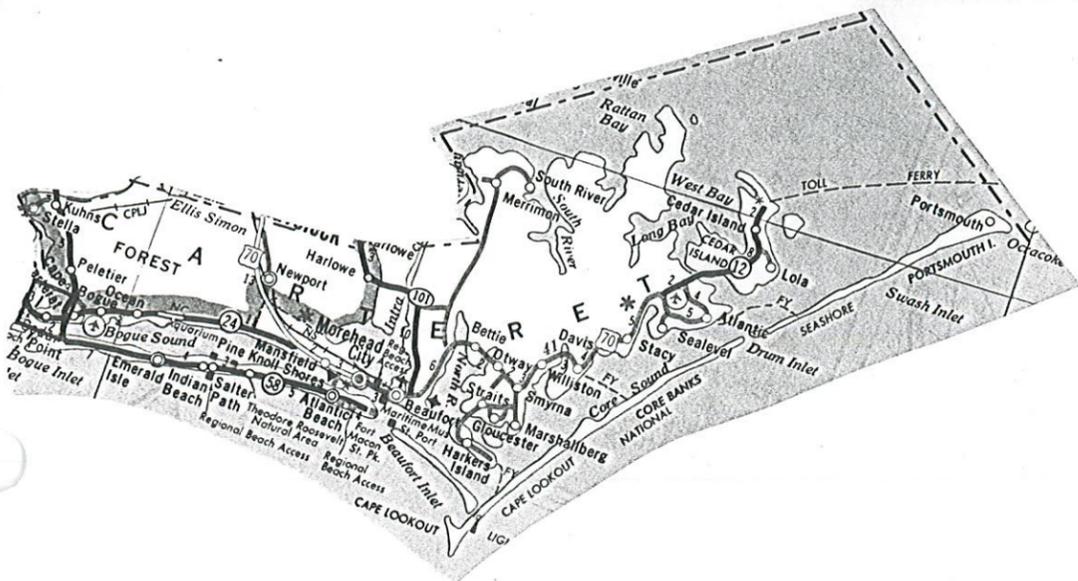
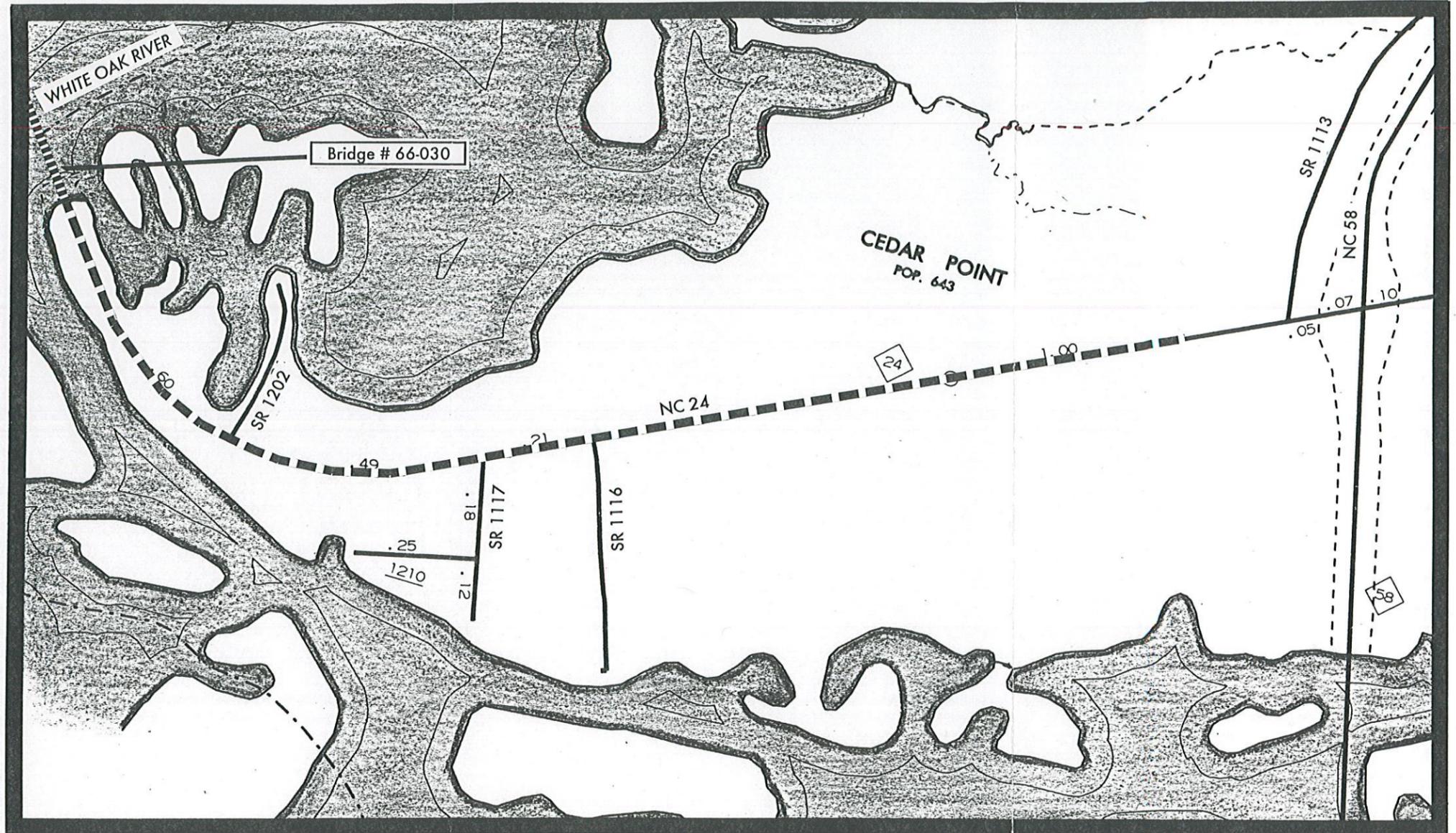
adjacent to the edge of pavement of the existing roadway. This cable would have to be relocated by the responsible utility. Plans are currently in place to have this cable moved prior to the five-lane widening. There is also a limited amount of CATV cable at the western end of the project that will also require relocation. A 6-inch (0.15-m) water main is also in the immediate area; however, it is currently located at the edge of the right-of-way and does not present any problems with the proposed widening.

Any construction of this nature in Carteret County will require a permit under the Coastal Area Management Act (CAMA), as administered by the Department of Environment, Health and Natural Resources - Division of Coastal Management. Discussions with Coastal Management representatives indicate that CAMA permits will be required before any work can be done in this area. They have also noted they would prefer to consider the three-lane widening as a phase of the construction of the five-lane section, which should be reflected in the permit application. Therefore, all CAMA related permits for the five-lane section would have to be approved before any construction would be allowed on the three-lane section.

Widening R-2105 AA to a five-lane curb and gutter section in two phases will incur a higher cost than widening NC 24 in one stage. Construction costs will be increased by additional mobilization and traffic control. Right-of-way acquisition costs for the project should not be affected by any changes. The cost of the widening options from the White Oak Bridge to west of NC 58 are as follows:

		<i>Phase 1</i>	<i>Phase 2</i>
	Widen from two lanes to five lanes	Widen from two lanes to three lanes	Widen three lanes to five lanes
Construction	\$4,000,000	\$1,200,000	\$ 3,300,000
Total	\$4,000,000	\$4,500,000	

The attempt to advance the construction of R-2105 AA as a three-lane section will encounter substantial conflicts with scheduling, utilities and permit acquisition while incurring additional construction costs. It is not foreseeable to construct this widening as requested without creating undue delays to R-2105 AB. As a result of this investigation, I am recommending the existing schedules for both projects remain in place and unchanged.



LEGEND	
	PROPOSED THREE-LANE SECTION
	STRUCTURE

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION PROGRAM DEVELOPMENT BRANCH		
R-2105 AA NC 24 FROM THE WHITE OAK RIVER BRIDGE TO WEST OF NC 58 SWANSBORO		
DIVISION 2	CARTERET COUNTY	FIGURE 1