

FEASIBILITY STUDY

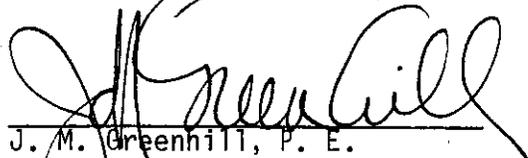
Wayne County, New Route
From SR 1915 Across Neuse River to SR 1960
R-2422

Prepared by
Planning and Research Branch
Division of Highways
N. C. Department of Transportation



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Date



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I. DESCRIPTION

This report covers a preliminary study of a proposed connector extending from SR 1915 at its intersection with SR 1932 eastward to SR 1960 at its intersection with SR 1710. The 1.6-mile new route will involve a crossing of the Neuse River. General project location is shown on Figure 1. This project is included in the 1989-1996 Transportation Improvement Program for feasibility study and/or right of way protection. No funds have been allocated for any right-of-way acquisition and construction of the connector.

II. PURPOSE OF PROJECT

The proposed connector forms a part of an outer circumferential route for the City of Goldsboro. The route is shown on the Goldsboro Thoroughfare Plan mutually adopted by the municipality and NCDOT in January, 1988. Figure 2 shows part of the thoroughfare plan in the project area.

The extension of SR 1915 across the Neuse River to SR 1960 provides an important link in the Goldsboro thoroughfare system. This southern connector would cut approximately 11 miles off the nearest current route between opposite areas of the river.

The area crossed by the new route is primarily agricultural and woodland. Development is practically non-existent. However, areas beyond the limits of the proposed connector contain primarily residential development.

Initial traffic volume on this facility would be approximately 1500 vehicles per day. The estimated year 2010 average daily volume is 6500 vpd. However, more traffic could occur along the new connector and adjoining existing roads, since the connector would open up new areas for potentially extensive growth. Thus, sufficient right of way should be acquired to accommodate a future multi-lane facility.

III. RECOMMENDATIONS AND COSTS

Recommended initial cross section for the new connector is 24-foot pavement with 10-foot shoulders. Based on the estimated traffic, a two-lane width should suffice for many years. However, it is recommended sufficient right of way be acquired to accommodate future widening to a four-lane divided boulevard (including a 30-foot median). A right of way width of 150 feet was used for cost estimate purposes.

Recommended width for the new bridge across Neuse River is 30 feet.
Estimated length is 400 feet.

Estimated costs of the recommended improvements are as follows:

Roadway	\$1,800,000
Bridge	800,000
Right of Way	250,000
Total	<u>\$2,850,000</u>

No improvements are needed in the adjoining 20-foot paved section of SR 1932 to the west of the new connector. However, the adjoining section of SR 1960 to the east has an 18-foot pavement which should be widened to at least 20 feet from SR 1710 to NC 111. This can be accomplished by State forces as a resurfacing project and could be done within the existing right of way.

IV. OTHER COMMENTS

No corridor other than that shown on Figure 2 was considered to more feasible. The recommended location has been established in the development of the thoroughfare plan for Goldsboro. However, if the project is to be funded in the future, all feasible alternatives must be evaluated in a planning/environmental document and a final decision will be made on the appropriate improvements.

No significant adverse environmental impacts are foreseen to result from the construction of this project. The major impact would be on the floodplain of Neuse River. Much of the project would lie in the floodplain and thus would be required to comply with floodway regulations. Most of the road length would have to be constructed above natural ground to clear the 50-year flood elevation. Other impacts would include some loss of farm land, woodland, and wildlife habitat.

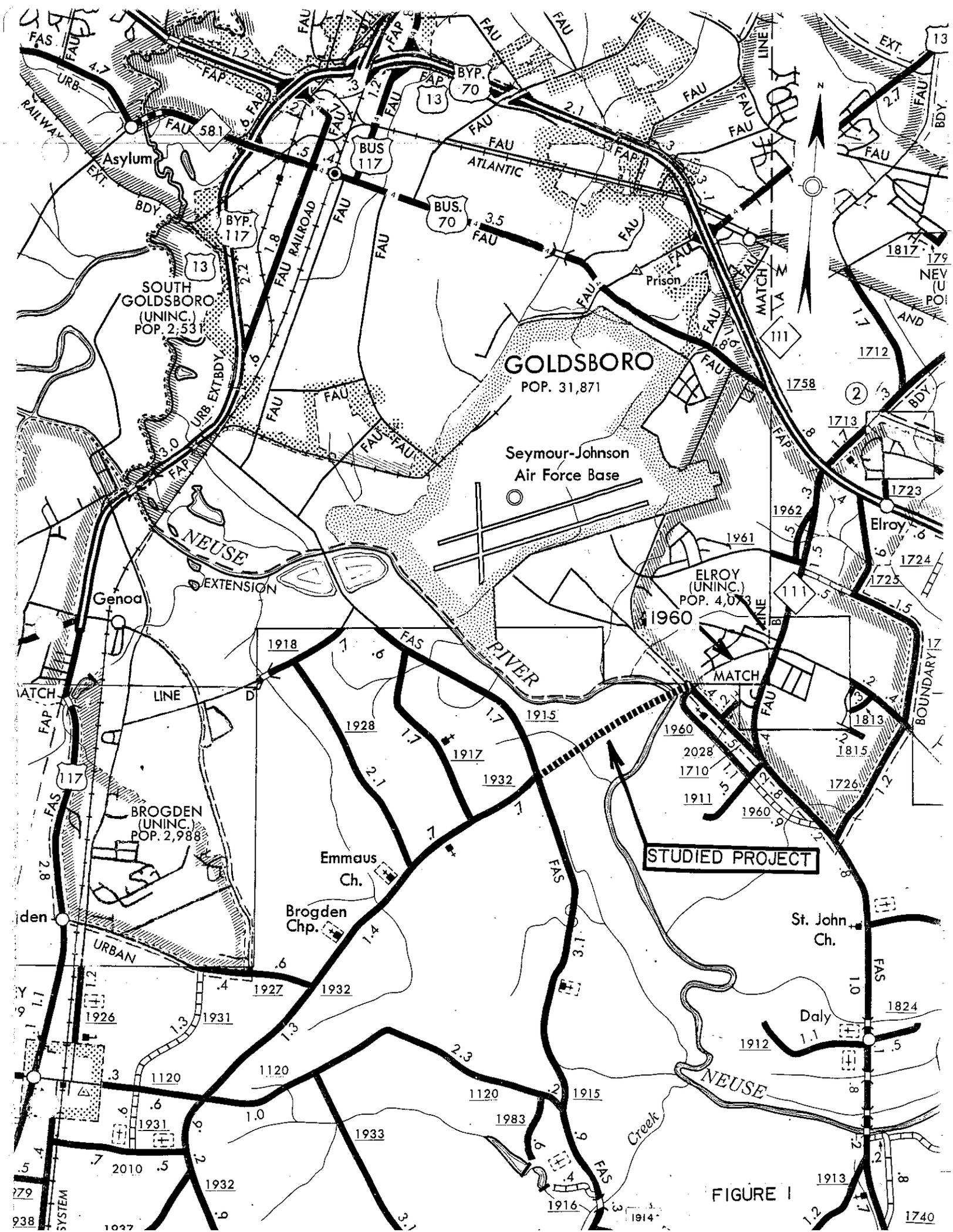
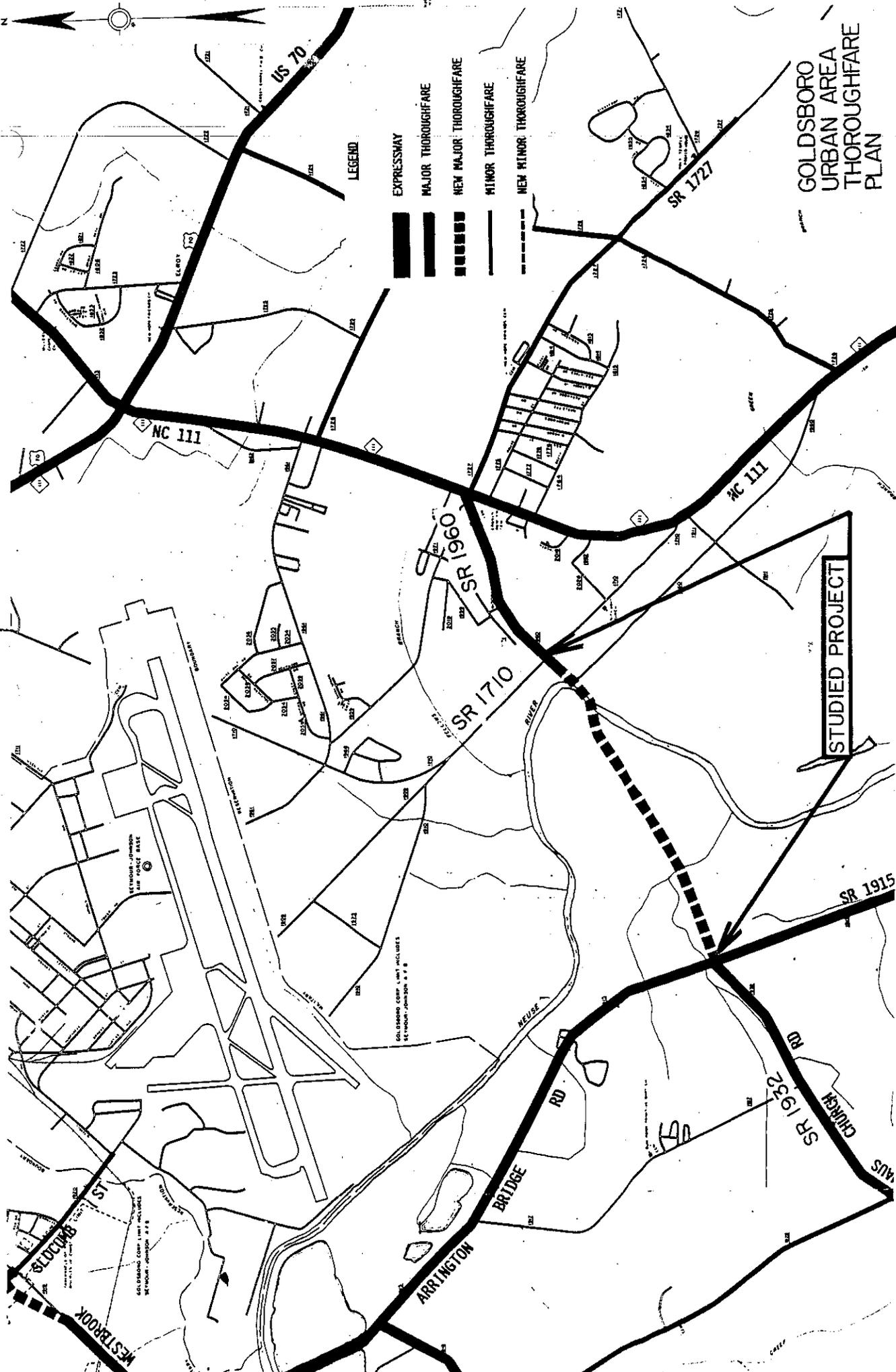


FIGURE I



GOLDSBORO
URBAN AREA
THOROUGHFARE
PLAN

STUDIED PROJECT

FIGURE 2