FEASIBILITY STUDY

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NC 211
From US 15-501 in Aberdeen
to US 401 Bypass in Raeford
Moore-Hoke Counties
R-2592

Prepared by
Planning and Research Branch
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Accident data for a recent 3-year period shows a total of 247 accidents along the studied section. This yields a total accident rate of 175.35 accidents per hundred million vehicle miles (ACC/100MVM), which is less than the state wide average of 214.2 ACC/100MVM for comparable 2-lane rural NC routes. Rear-end slow or stop (24%), angle (16%), and running off the road (29%) were predominant accident types.

Need for Project

The improvement of NC 211 from Aberdeen to Raeford is needed to provide adequate capacity for existing and future traffic volumes.

III. RECOMMENDATIONS AND COSTS

For purposes of recommendations and possible stage construction by length, the project has been divided into 4 sections, A, B, C, and D (see Figures 2, 3, and 4).

For Sections A and B, it is recommended the existing roadway be widened to a 5-lane facility to minimize right-of-way cost in more developed areas. The recommended cross section for Sections C and D, where the roadside is sparsely developed, is a 4-lane divided section. Detailed descriptions of the recommended improvements to each section are given below:

Section A - from US 15-501 in Aberdeen to the Aberdeen and Rockfish Railroad crossing. Widen to a 5-lane, 64-foot curb and gutter section on an estimated 100 feet of right-of-way. This section would adjoin the proposed 5- lane curbed connector which is part of the proposed NC 211 Pinehurst Bypass recommended in the feasibility study for R-2591 (see Figure 2). Included in this recommendation is the addition of railroad signals with gates at the crossing of Aberdeen and Rockfish Railroad. 5 & 4

Section B - from the A & R Railroad crossing to SR 2077. Widen to a 5-lane, 60-foot section with 12-foot shoulders (4 feet of which are paved) on an estimated 120 feet of right-of-way. 5 & 4

Section C - from SR 2077 to SR 1228 in Ashley Heights (in Hoke County). Widen to 4-lane divided section with two 24-foot pavements divided by a minimum 46-foot grassed median with 12-foot shoulders (4 feet of which are paved) on an estimated 220 feet of right-of-way. same

Section D - from SR 1228 to SR 1244 in Raeford. 4 only Widen to a 4-lane divided section, with two 24-foot pavements divided by a minimum 46-foot grassed median with 12-foot shoulders (4 feet of which are paved) on an estimated 220 feet of right-of-way. Between the loop road (SR 1318) intersections, sufficient right-of-way was purchased along NC 211 to allow for the proposed 4-lane divided section to be built in the future. our new 1228 to just west of SR 1303

The project should terminate at SR 1244 instead of US 401 Bypass which overpasses NC 211 without access to NC 211. The recommended 4-lane divided section should taper into the existing 2-lane, 30-foot curb and

gutter section at SR 1244 in Raeford. Signed access to US 401 is provided by SR 1203 for northbound traffic and SR 1244 for southbound traffic. Also, SR 1244 can be used in conjunction with SR 1149 as a loop type facility to give NC 211 through traffic a more straight forward access to existing NC 211 south of Raeford. Presently, NC 211 is routed through downtown Raeford and requires a 90-degree turn. The preliminary Hoke County Thoroughfare Plan calls for a long range bypass for NC 211 along the approximate alignment shown on Figure 1.

All widening for sections A, B, and C should be accomplished on the north side to minimize right-of-way impacts. The widening for Section D should be to the south due to the close proximity of the Aberdeen and Rockfish Railroad and the school located to the north of NC 211 in Ashmont (see Figure 3).

These recommendations are consistent with the anticipated traffic volumes and the development in the project area.

The estimated costs of the recommended improvements are as follows:

	Length	Construction Cost	Right-of-Way Cost	Total Cost
Section A	1.2	$ 1,900,000	$ 890,000	$ 2,790,000
Section B	1.5	$ 1,900,000	$ 560,000	$ 2,460,000
Section C	2.1	$ 2,750,000	$ 870,000	$ 3,620,000
Section D	10.5	$11,700,000	$4,508,000	$16,210,000

The total cost of the proposed project is $25,080,000. Cost estimates were prepared by the Preliminary Estimate Engineer and the Right-of-Way Branch.

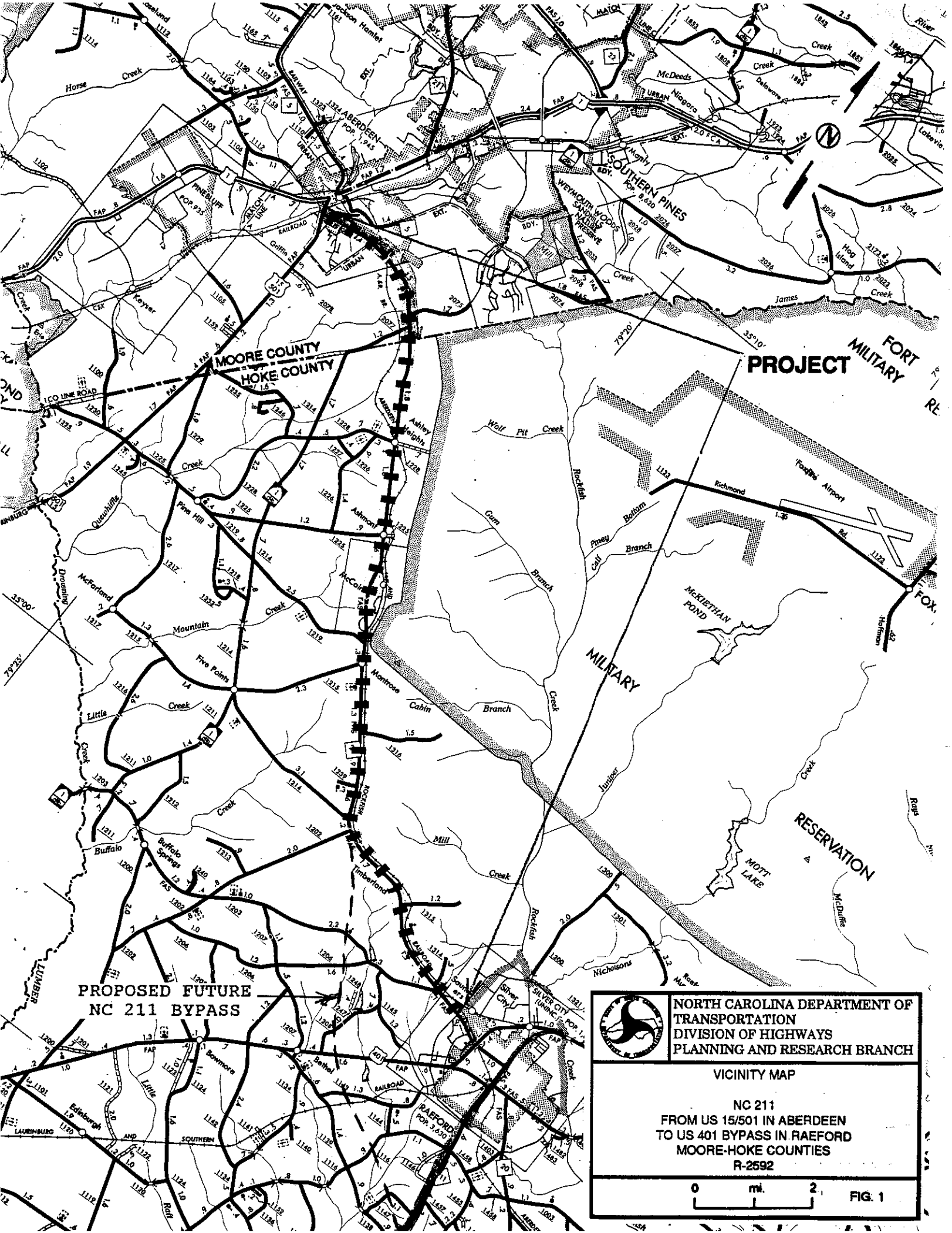
IV. OTHER COMMENTS

Possible negative environmental impacts of the proposed widening of NC 211 are as follows: (1) loss of forested land; (2) relocation of 39 residences and 11 businesses, (3) increased noise levels for adjacent development; and (4) potential disturbance of the red-cockaded woodpecker (an endangered species) habitat.

Consideration was given to widening existing NC 211 on the 4-mile section from SR 1202 to SR 1244 to a 5-lane shoulder section in view of the long range plan for a proposed Raeford bypass, shown on the preliminary thoroughfare plan for Hoke County. However, the alternate cross section (5-lane shoulder section) will only save about a half million dollars in overall cost in comparison to a 4- lane divided section. Therefore the 4-lane divided section is recommended because of the additional safety benefits and better operation of traffic along the route.

If the project is to be implemented in the future, all feasible alternatives and their associated impacts will need to be evaluated in a planning and environmental document prior to that time, and a final decision made as to the most appropriate improvement.

AS/plr



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
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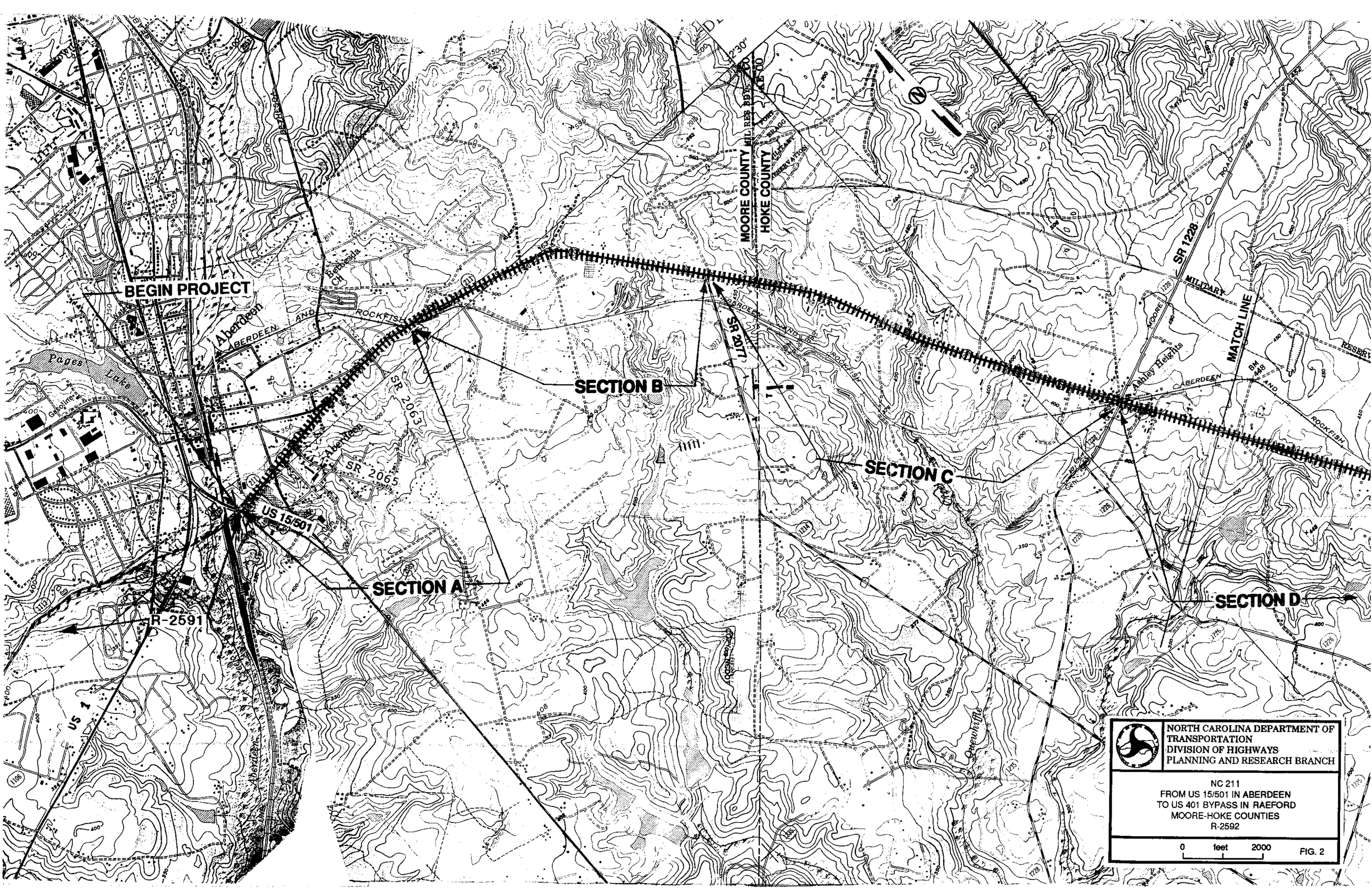
VICINITY MAP

NC 211
FROM US 15/501 IN ABERDEEN
TO US 401 BYPASS IN RAEFORD
MOORE-HOKE COUNTIES
R-2592

0 mi. 2

FIG. 1


BEGIN PROJECT
SECTION A
SECTION B
SECTION C
SECTION D
MOORE COUNTY
HOKE COUNTY
MATCH LINE
SR 2077
SR 2063
SR 2065
SR 1228
US 15/501
R-2591
US 1
Aberdeen
Pages Lake
Ashley Heights
Bethesda Ch
ABERDEEN AND ROCKFISH
MILITARY
RESERV
MOORE
ROAD
Quewhiffle
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
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PLANNING AND RESEARCH BRANCH
NC 211
FROM US 15/501 IN ABERDEEN
TO US 401 BYPASS IN RAEFORD
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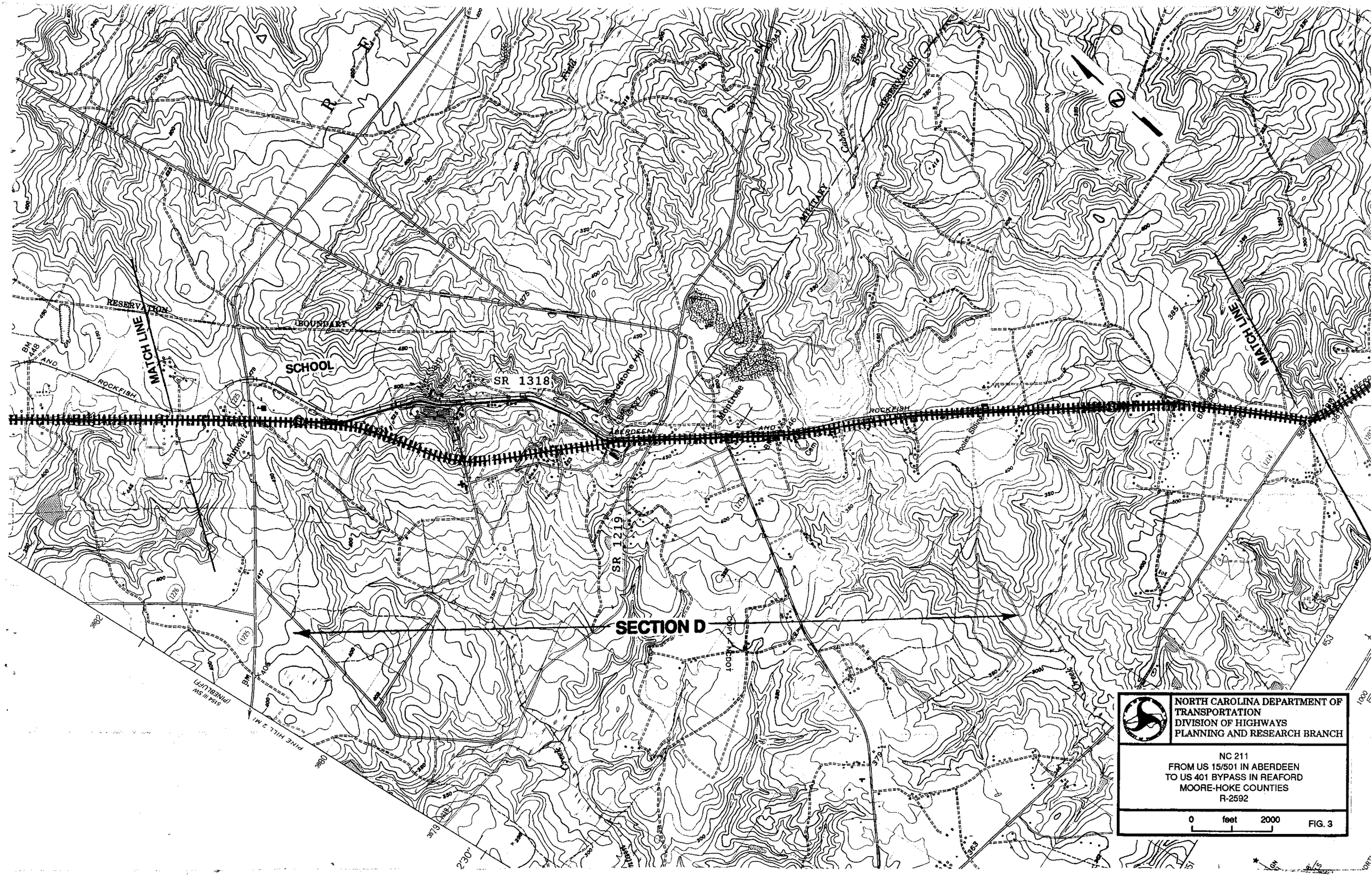
R-2592
0 feet 2000
FIG. 2



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NC 211
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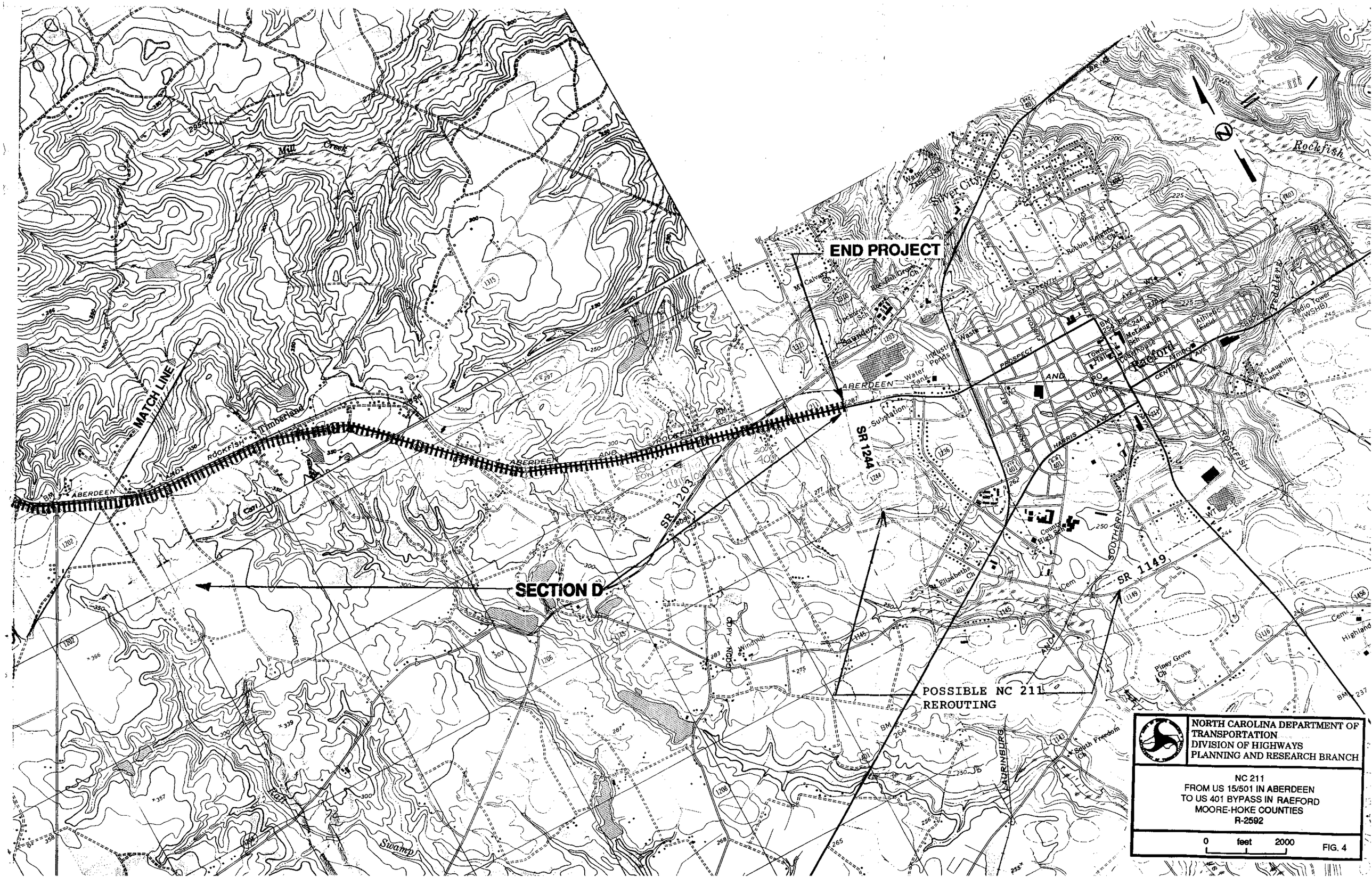
0 feet 2000

FIG. 3



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0 feet 2000

FIG. 4