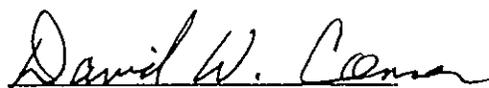


**FEASIBILITY STUDY
(UPDATED)**

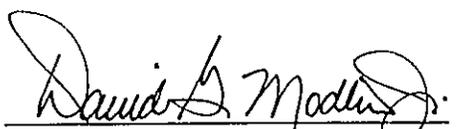
**Clinton
US 701 Business
From Relocated NC 24 (R-2303) To SR 1924
Sampson County**

R-2821

Prepared by
Program Development Branch
Division of Highways
N. C. Department of Transportation



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Date

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I. General Description

This feasibility study describes potential improvements to US 701 and US 701 Business south of Clinton. The studied improvements are for the widening of US 701 and US 701 Business from the programmed relocation of NC 24 (R-2303), at approximately 2.6 miles (4.2 km) south of US 421/US 701, to the existing 5-lane, 68-foot (20.7-m) wide face-to-face, curb-and-gutter section at SR 1924. The total project length is 3.8 miles (6.1 km). The location of the improvements is shown on Figure 1.

The studied cross section is a 5-lane, 64-foot (19.5-m) wide (face-to-face), curb-and-gutter section, with 8-foot (2.4-m) wide berms, for the entire project length. The required right-of-way width is 100 feet (30.5 m).

The estimated cost of right-of-way and construction is \$9,500,000 as follows:

Right-of-Way	\$1,700,000
Construction	<u>7,800,000</u>
Total Cost	\$9,500,000

It is anticipated that no businesses and 1 residence will be relocated as a result of this project.

This study is the initial step in the planning and design process for this project and is not to be considered the product of exhaustive environmental or design investigations. The purpose of this study is to describe the alternative treatments including costs, and identify potential problem areas that deserve consideration in the planning and design phases.

II. Existing Conditions

This project was requested by the City of Clinton in the 1990 Transportation Improvement Program hearings. As a result of those hearings, a feasibility study for a portion of this project (US 421/US 701 to SR 1924) was completed in July 1992. The project was included in the 1995 Transportation Improvement Program for updating the

feasibility study and increasing the scope of the study to extend to the proposed relocation of NC 24 (R-2303).

This project will provide a continuous north-south, multi-lane facility through Clinton to the relocated NC 24. Widening to 5 lanes will provide continuity of section and open US 701 and US 701 Business to development near the NC 24 interchange and the US 421/US 401 interchanges. US 701 Business will be a primary approach to the Clinton business district from northbound US 421, US 701, and NC 24 and will be the principal north-south thoroughfare on the east side of Clinton. Within the city limits, US 701 Business is either a 5-lane or 7-lane curb-and-gutter section. Considerable development has occurred on both sides of the roadway, attracting additional traffic.

The studied section of US 701 and US 701 Business is a 2-lane shoulder section with 24-foot (7.3-m) wide pavement and 6-foot (1.8-m) wide soil shoulders. The section begins at approximately 2.6 miles (4.2 km) south of US 421/US 701 and ends at the existing 68-foot (20.7) wide, 5-lane, curb-and-gutter facility at SR 1924. Land use along the southern 3.3 miles (5.1 km) of the section is primarily agricultural and light density rural residential, while the northern 0.5 miles (0.8 km) supports approximately 15 small businesses and 15 individual homes.

There is one existing bridge within the project limits. Bridge #41 carries US 701 over US 421/US 701. The bridge is a reinforced concrete structure which has a clear deck width of 36 feet (11.0 m) and is 206 feet (62.8 m) long. It was constructed in 1967 and has a sufficiency rating of 85 out of a possible 100 points.

The studied section of US 701 and US 701 Business is classified as a Rural Major Collector in the statewide functional classification system and as a Major Thoroughfare in the Clinton Thoroughfare Plan.

US 701 Business in Clinton has, in the past, been listed as an "Unmet Need" in the bicycle portion of the Transportation Improvement Program (TIP). The current TIP does not include a bicycle project for this segment of roadway and the roadway is not a designated bicycle route.

During the period from May 1, 1992 through April 30, 1995, a total of 65 accidents were reported along the studied section of roadway. This resulted in an accident rate of 267.4 accidents per 100 million vehicle miles (Acc/100MVM), compared to a statewide average of 268.7 Acc/100MVM for all urban US routes. No fatalities were reported during this period; however, 22 of the accidents resulted in injuries. The most prevalent accident types were rear-end (37%), ran off road (25%), and left-turn (15%). The studied cross section will offer the potential for reduction of these types of accidents.

It is estimated that when the relocated NC 24 is completed, US 701 will experience traffic volumes of approximately 7,600 vehicles per day (vpd) between the bypass and US 421/US 701 and will have volumes of approximately 6,100 vpd between US 421/US 701 and SR 1924. In the design year (2020), volumes are estimated to reach approximately 10,900 vpd and 8,900 vpd respectively. These volumes indicate that the existing roadway would operate at a Level of Service D through the design year. If the roadway is widened to a 5-lane curb-and-gutter facility, the Level of Service should improve to a Level A which should prevail through the design year.

III. Detailed Description

A feasibility study was prepared for widening US 701 and US 701 Business from the programmed relocation of NC 24 (R-2303), at approximately 2.6 miles (4.2 km) south of US 421/US 701, to the existing multi-lane section at SR 1924. The total project length is 3.8 miles (6.1 km). The location of the improvements is shown on Figure 1.

The studied cross section is a 5-lane, 64-foot (19.5-m) wide (face-to-face), curb-and-gutter section, with 8-foot (2.4-m) wide berms, for the entire project length. The required right-of-way width is 100 feet (30.5 m).

The existing bridge over US 421/US 701 should be widened to clear deck width of 68 feet (20.7 m).

A new actuated traffic signal should be installed at SR 1924.

The estimated cost of right-of-way and construction is \$9,500,000 as follows:

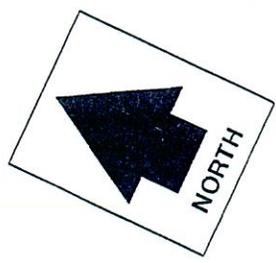
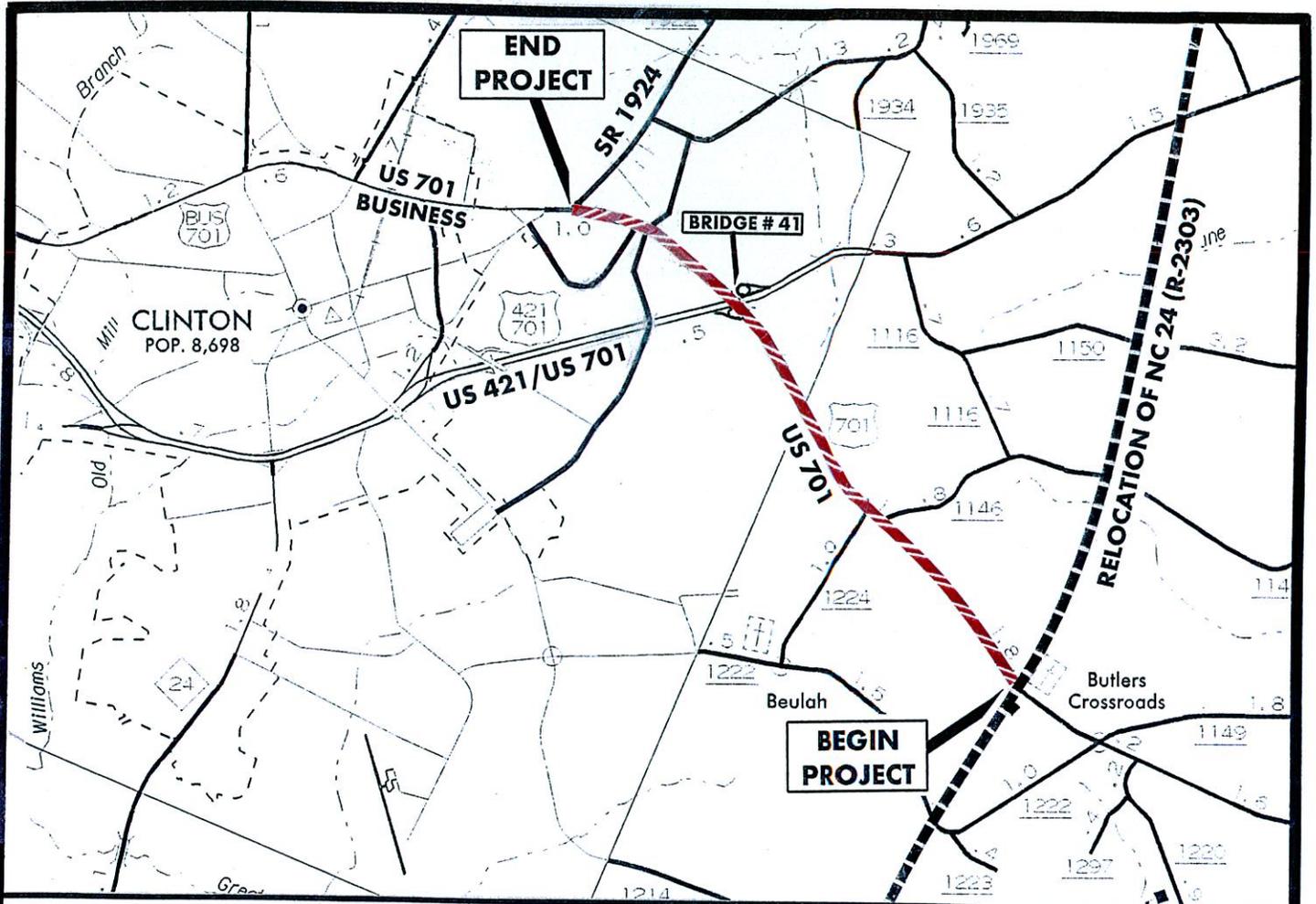
Right-of-Way	\$1,700,000
Construction	<u>7,800,000</u>
Total Cost	\$9,500,000

It is anticipated that no businesses and 1 residence will be relocated as a result of this project.

IV. Other Comments

The City of Clinton and the North Carolina Office Of Bicycle And Pedestrian Transportation have requested wide outside lanes to accommodate bicycle traffic. The addition of wide outside lanes to the cross-section included in this report will add approximately \$400,000 to the project cost.

An environmental screening was not conducted for this study. However, Corps of Engineers Permits and wetlands mitigation may be required due to the potential for construction in wetland areas. The costs included in this report do not include any costs for wetlands mitigation.



FEASIBILITY STUDIES UNIT
R-2821 CLINTON Upgrade US 701 from NC 24 Relocation (R-2303) to SR 1924 SAMPSON COUNTY
DIV 3 SCALE: 1" = 1 MILE FIGURE 1