FEASIBILITY STUDY

Proposed Connector
From SR 1572 (Williamson Rd.) to SR 1526 (Walters Rd.)
Caswell County
R-3317

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

David W. Conner
Highway Planning Engineer

Eric J. Lamb
Transportation Engineer Associate

David G. Modlin, Ph.D., P.E.
Head of Feasibility Studies

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Date

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I. General Description

This feasibility study describes the proposed construction of a connector between SR 1572 (Williamson Rd.) and SR 1526 (Walters Rd.) in Caswell County. The studied project alternate is a two-lane, two-way roadway 24 feet (7.3 m) wide with 8-foot (2.4-m) wide shoulders, including 2-foot (0.6-m) paved shoulders, from SR 1521 (Slade Rd.) to SR 1527 (River Bend Rd.). The project length is 6.1 miles (9.8 km), and the proposed right-of-way is 80 feet (24.4 m) wide. The project location is shown on Figure 1. The total cost of the project, including construction and right-of-way, is estimated to be $13,100,000.

It is anticipated that there will be three residences and no businesses relocated due to this project.

This project, if funded, is expected to serve very low traffic volumes.

This study is the initial step in the planning and design process for this project and is not the product of exhaustive environmental or design investigations. The purpose of this study is to describe the proposed project including costs, and identify potential problems that may require consideration in the planning and design phases.

II. Existing Conditions

The purpose of this project is to provide alternate access to Danville, Virginia, from Yanceyville.

SR 1572 is designated as a rural minor collector on the North Carolina Statewide Functional Classification System.

There is very little development along the project. There are a few houses scattered throughout the project limits and land use is generally cultivated farm land, pasture, and woodlands.

SR 1572 is a soil road, 20 feet (6.1 m) wide (ditch-to-ditch). SR 1526 is a paved roadway, 18 feet (5.5 m) wide (edge-of-pavement to edge-of-pavement),

with soil shoulders of varying width. Existing right-of-way on both roads is thought to be 40 feet (12.2 m) wide.

There is a railroad owned by the Danville Railway that runs adjacent to the Dan River. This railway is not currently in use.

As SR 1527 passes into Virginia, the roadway quickly becomes a 16-foot (4.9-m) wide unstriped roadway with substandard horizontal curvature. Also across the Virginia line, there is an increase in the density of single family residences. The posted speed limit in this area is 35 mph (55 km/h).

There are no current or future traffic projections available for this project. It is anticipated that any potential traffic volumes will be very low.

III. Description of Project

The studied project alternate is a two-lane, two-way roadway with 12-foot (3.6-m) travel lanes and 8-foot (2.4-m) wide shoulders, including 2-foot (0.6-m) paved shoulders, connecting SR 1572 (Williamson Rd.) and SR 1526 (Walters Rd.) from SR 1521 (Slade Rd.) to SR 1527 (River Bend Rd.). A structure with a clear deck width of 30 feet (9.1 m) would be needed to span the Dan River and the Danville Railway tracks. The length of the project is 6.1 miles (9.8 km) and the proposed right-of-way is 80 feet (24.4 m) wide. The project location is shown on Figure 1.

The total cost of the project is as follows:

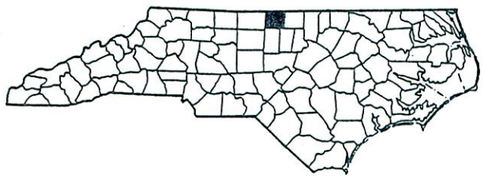
Construction	$ 12,600,000
Right-of-way	$ 500,000
Total Cost	$ 13,100,000

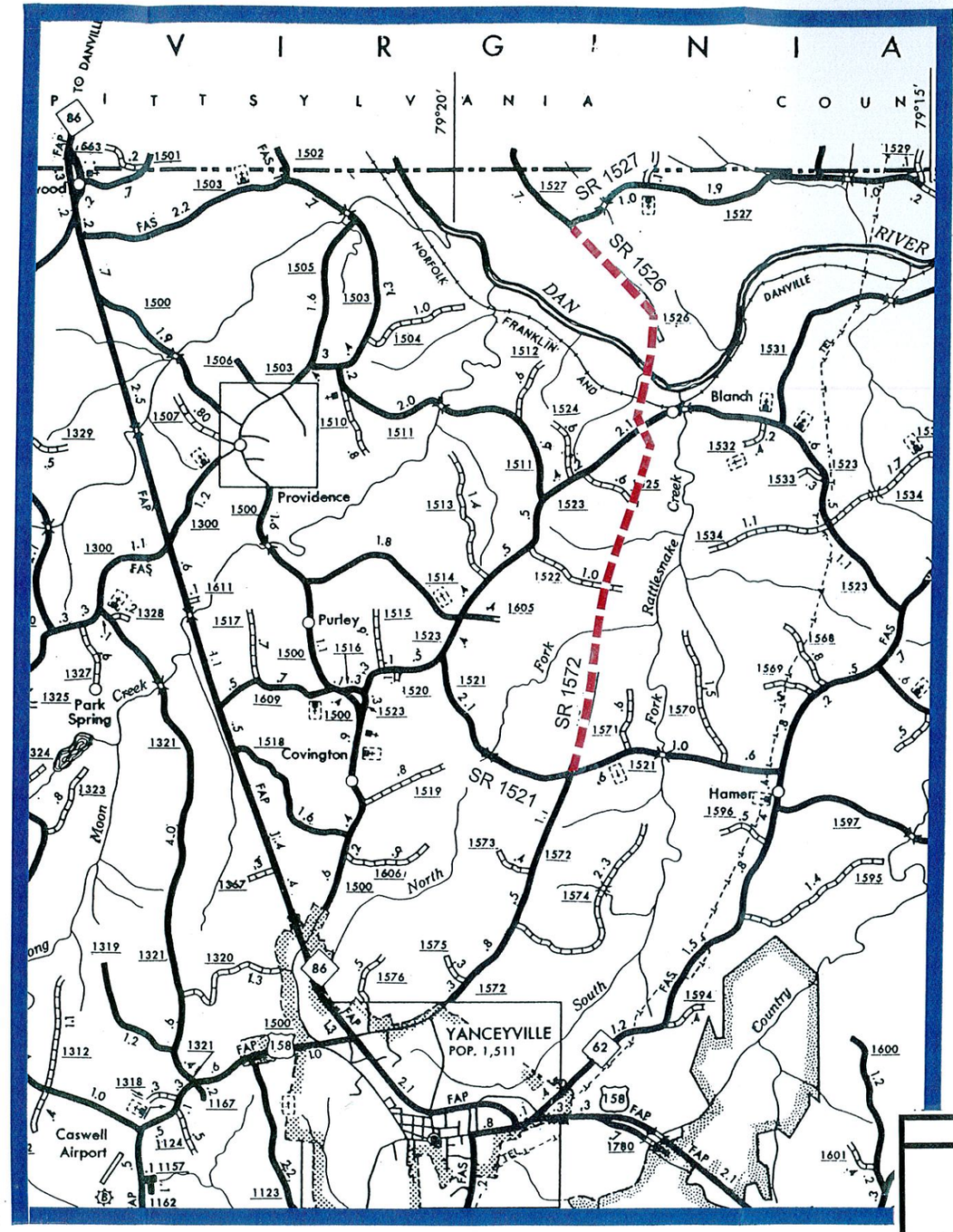
It is anticipated that three residences will be relocated due to this project.

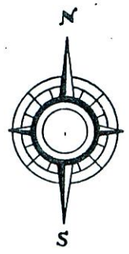
IV. Other Comments

This project will require a Section 404 Corps of Engineers Nationwide Permit in the vicinity of the Dan River.

An environmental screening was not conducted for this study.







LEGEND
Proposed Alignment

SCALE

1 0 1 2 3 4 MILES

FEASIBILITY STUDIES UNIT		
R-3317 PROPOSED CONNECTOR FROM SR 1572 (WILLIAMSON RD.) TO SR 1526 (WALTERS RD.)		
DIVISION 7	CASWELL COUNTY	FIGURE 1