FEASIBILITY STUDY

US 264 Bypass
(Washington Northern Bypass)
From SR 1409 West of Washington
To SR 1600 East of Washington
Beaufort County

R-3422

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

David W. Conner
Highway Planning Engineer

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

3/1/96
Date

R-3422

US 264 Bypass
(Washington Northern Bypass)
From SR 1409 West of Washington
To SR 1600 East of Washington
Beaufort County

I. General Description

This feasibility study describes construction of a new US 264 northern bypass of the City of Washington, from US 264 at approximately 0.3 miles (0.5 km) east of SR 1409, to US 264 at SR 1600. The total project length is 15.7 miles (25.3 km). The location of the new facility is shown on Figure 1.

The studied cross section is a 4-lane, median divided facility consisting of 12-foot (3.6-m) wide travel lanes, a 46-foot (14.0-m) wide median, 2-foot (0.6-m) wide paved median shoulders, and 10-foot (3.0-m) wide right shoulders. Four feet (1.2-m) of the right shoulders would be paved. The required right-of-way width is 250 feet (76.2 m) with partial control of access along the project route and full control of access at the intersections.

The estimated cost of right-of-way and construction is $66,300,000 as follows:

Right-of-Way	.....	$10,600,000
Construction	.....	55,700,000
Total Cost	.....	$66,300,000

It is anticipated that 1 business and 36 residences would 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

The purpose of this project is to provide an east-west bypass around the congested business areas of Washington. There are presently no direct routes running from west Washington to east Washington except through the business areas.

Approaching Washington from the west, US 264 is a 4-lane, median divided, shoulder section. The roadway narrows to a 2-lane section just east of SR 1409 and continues eastward through and beyond Washington generally as a 2-lane section. There are however, some areas where the roadway has been widened to multi-lanes within the City of Washington.

At the western project terminal, US 264 is a 2-lane, median divided facility with 12-foot (3.6-m) wide travel lanes, a 35-foot (10.7-m) wide grassy median, 2-foot (0.6-m) wide paved shoulders, and 10-foot (3.0-m) wide soil shoulders.

At the eastern project terminal, US 264 is a 2-lane roadway with 24-foot (7.3-m) wide pavement and 10-foot (3.0-m) wide soil shoulders.

The studied corridor for the bypass is generally undeveloped woodlands and farmlands with a few residences scattered throughout.

It is estimated that within the project limits, existing US 264 currently has traffic volumes approaching 12,000 vehicles per day (vpd) and that the roadway is operating at a Level of Service D. Without the studied bypass, traffic volumes on the existing roadway will continue to increase and the Level of Service will deteriorate.

It is estimated that if the studied project were in place at this time, it would have traffic volumes approaching 4,000 vehicles per day (vpd) and the design year (2020), volumes would reach approximately 12,000 vpd. It is further estimated that the roadway would operate at a Level of Service A through the design year.

III. Detailed Description

This feasibility study describes construction of a new US 264 northern bypass of the City of Washington, from US 264 at approximately 0.3 miles (0.5 km) east of SR 1409, to US 264 at SR 1600. The total project length is 15.7 miles (25.3 km). The location of the new facility is shown on Figure 1.

The studied cross section is a 4-lane, median divided facility consisting of 12-foot (3.6-m) wide travel lanes, a 46-foot (14.0-m) wide median, 2-foot (0.6-m) wide paved median shoulders, and 10-foot (3.0-m) wide right shoulders. Four feet (1.2-m) of the right shoulders would be paved. The required right-of-way width is 250 feet (76.2 m) with

partial control of access along the project route and full control of access at the intersections.

Existing US 264 would require realignment at the western and eastern project terminals to connect to the new roadway.

A new diamond interchange would be required at the intersection with the proposed US 17 Bypass (R-2510). All other intersections would be at grade and stop-sign controlled.

A grade separation with dual 38-foot (11.6-m) wide (clear deck width) bridges would be required over the Carolina and Northwestern Railroad.

New dual bridges, with a 38-foot (11.6-M) wide clear deck width, would be required over Cherry Run Creek, Herring Run Creek, and Beaverdam Creek.

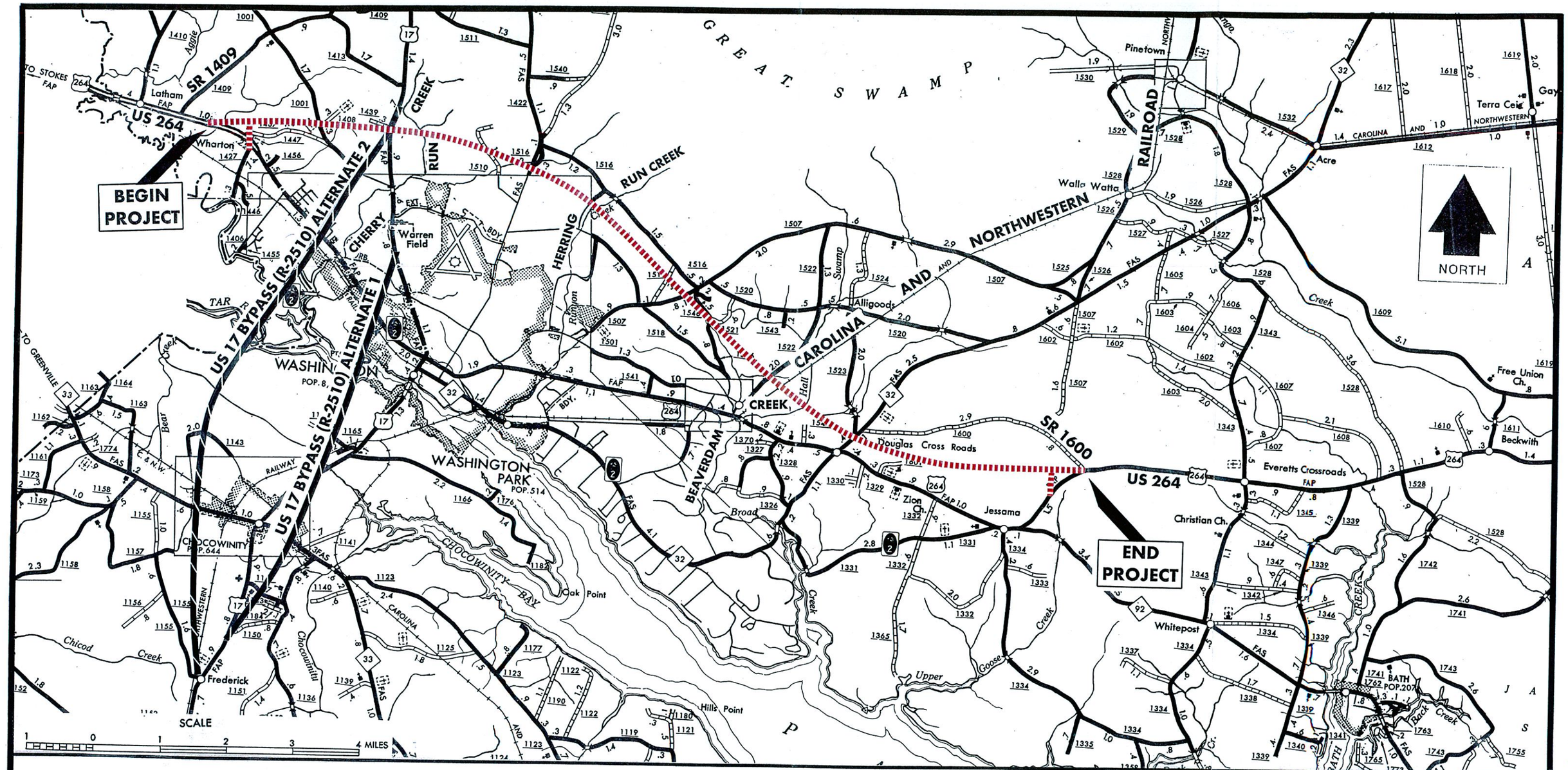
The estimated cost of right-of-way and construction is $66,300,000 as follows:

Right-of-Way	.....	$10,600,000
Construction	.....	55,700,000
Total Cost	.....	$66,300,000

It is anticipated that 1 business and 36 residences would be relocated as a result of this project.

IV. Other Comments

An environmental screening was not conducted for this study; however, due to the potential for construction in the area of Cherry Run Creek, Herring Run Creek, and Beaverdam Creek, Corps of Engineers permits and wetlands mitigation would be required. The costs for wetlands mitigation is not included as a part of the above estimated project costs.



FEASIBILITY STUDIES UNIT

US 264 BYPASS
(Washington Northern Bypass)
from SR 1409 west of Washington
to SR 1600 east of Washington

BEAUFORT COUNTY

DIVISION 2 **R-3422** **FIGURE 1**