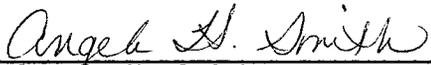


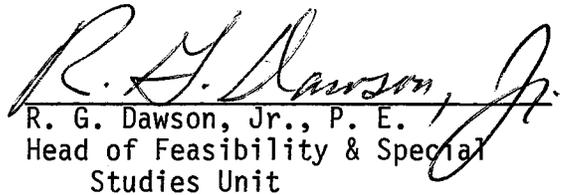
FEASIBILITY STUDY

Sanford, Third Street (SR 1515) Extension
from Weatherspoon Street (SR 1560)
to US 1 Business, Lee County
U-2565

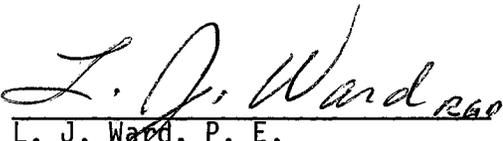
Prepared by
Planning and Research Branch
Division of Highways
N. C. Department of Transportation



Angela H. Smith
Project Planning Engineer



R. G. Dawson, Jr., P. E.
Head of Feasibility & Special
Studies Unit



L. J. Ward, P. E.
Manager, Planning and Research

3/30/90
Date

Sanford, Third Street (SR 1515) Extension
from Weatherspoon Street (SR 1560)
to US 1 Business, Lee County
U-2565

I. DESCRIPTION

This report covers a preliminary study of a proposed 0.5 mile extension of Third Street (SR 1515) in Sanford (see Figure 1). This project is included in the 1990-1996 Transportation Improvement Program (T.I.P.) for feasibility study and/or right-of-way protection and is not currently funded.

II. PURPOSE OF PROJECT

Existing Conditions

Third Street (SR 1515) is classified as a major thoroughfare on the adopted Sanford Thoroughfare Plan (see Figure 3). The south end of the project ties into existing Third Street at its intersection with Weatherspoon Street (SR 1560). Third Street is a 4-lane, 48-foot curbed facility currently carrying approximately 3500 vehicles per day (1989 ADT).

The north end of this project will tie into Hawkins Avenue, a 24-foot, two-lane paved facility with variable width shoulders. Hawkins Avenue (US 1 Business) served 11,500 vehicles per day in the project area, in 1989.

As shown on Figure 2, the Third Street extension from Weatherspoon Street to Hawkins Avenue is proposed on new location. The extension will pass over the CSX Railroad and the parallel Little Buffalo Creek. The railroad right-of-way and creek bed are located in a clear cut area, while the remainder of the area crossed by the proposed project consist of woodlands.

Need for Project

The project is a critical link in the development of the thoroughfare plan. The extension will not only provide direct access to the City Municipal Building (located at the intersection of Third and Weatherspoon Streets), but it will also provide a more efficient facility for traffic moving between the downtown area and residential areas located to the north of town. This project would substantially reduce the amount of traffic at the intersection of Hawkins Avenue and Weatherspoon Street.

III. RECOMMENDATIONS AND COSTS

Location and Design

The recommended cross section for the Third Street extension is a 5-lane, 59-foot curb and gutter width. This cross section is consistent with the anticipated traffic volumes. It differs from the existing 48-foot section on SR 1515 in that it allows for a center turn lane. The existing 4-lane section on Third Street should be widened on the west side to provide an additional lane for left turns to and through the Weatherspoon Street intersection.

The initial volume of traffic that would utilize this route is estimated at 11,200 vpd, increasing to 20,100 vpd by the year 2010.

Estimated right-of-way width used for cost estimate purposes is 100 feet, increasing to 190 feet at the railroad to accommodate a grade separation. The estimate also includes additional right-of-way on (a) Stroud Street and Hawkins Avenue to provide left turn lanes and (b) existing Third Street to add the fifth lane.

Due to the anticipated traffic volumes on the proposed extension of SR 1515, 10 trains per day on the railroad, and the topography in the project area, a grade separation at the railroad is recommended.

Costs

The estimated costs of the recommended improvements are as follows:

<u>Construction Cost</u>	<u>Right-of-Way Cost</u>	<u>Total Cost</u>
\$3,050,000	\$ 365,000	\$3,415,000

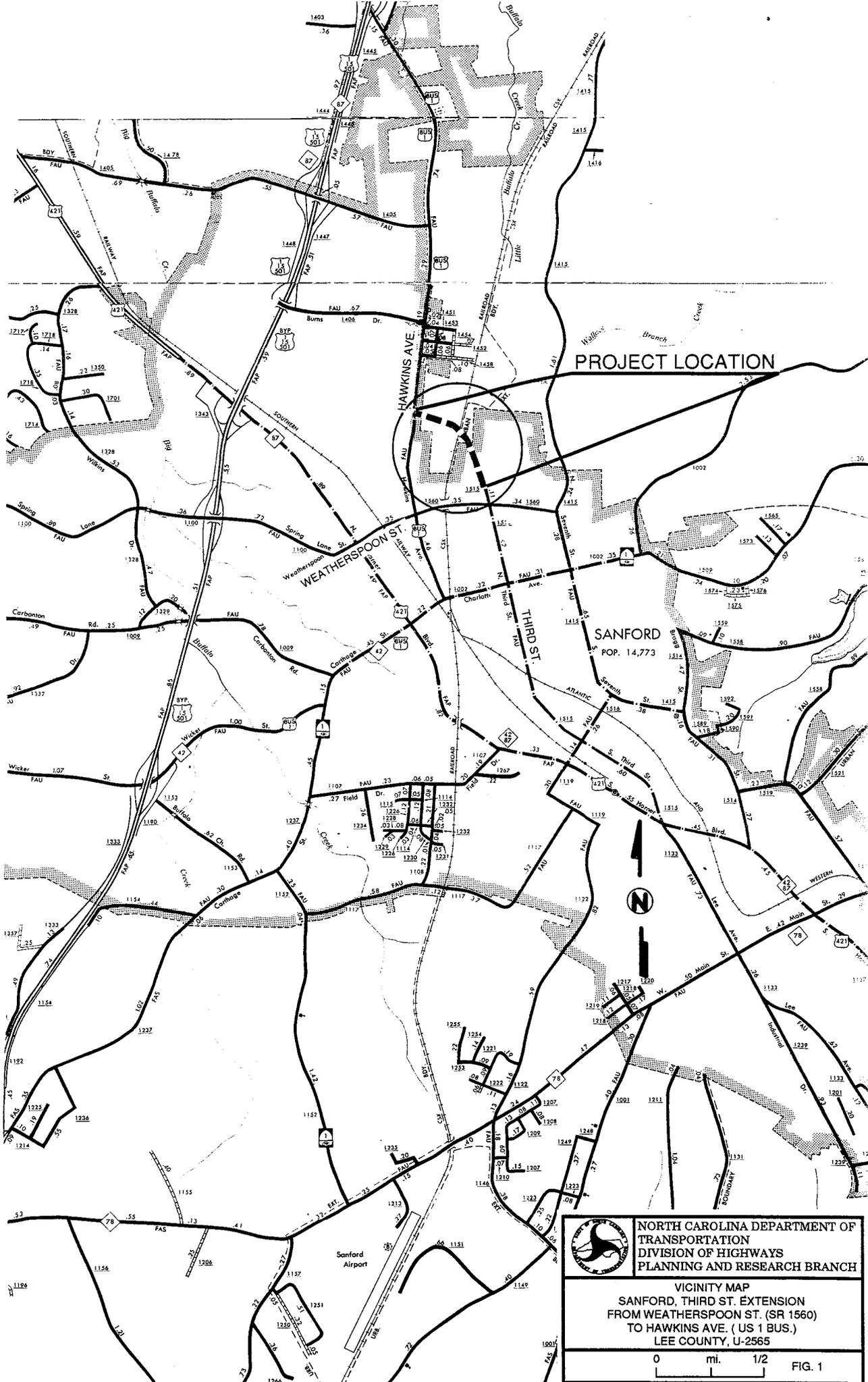
IV. OTHER COMMENTS

Since the project is in accordance with the adopted thoroughfare plan, no other alternative locations were considered.

Possible negative environmental impacts of the proposed extension of SR 1515 are as follows: (1) loss of wildlife habitat; (2) loss of forested land; and (3) relocation of 1 business.

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.

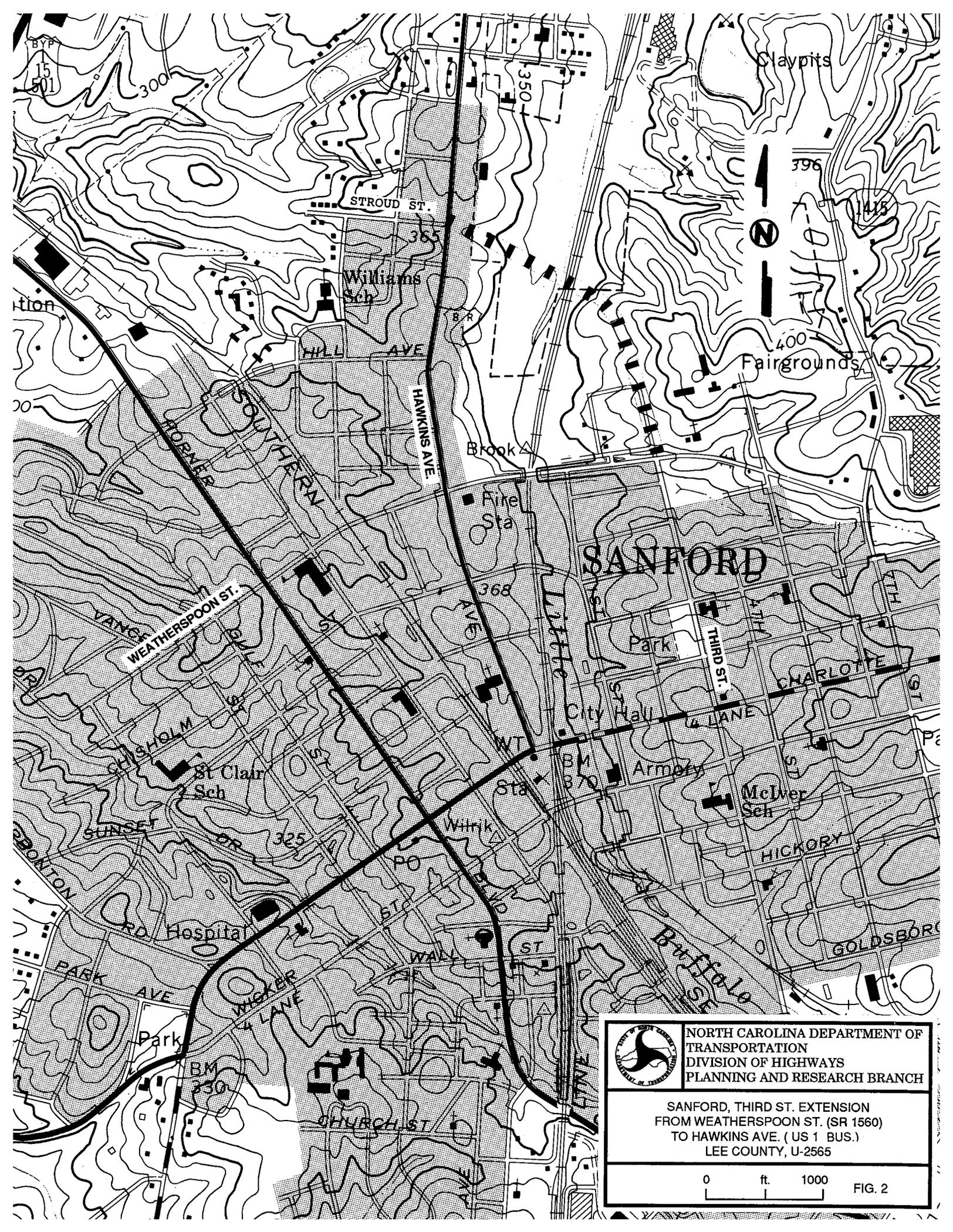
AS/plr

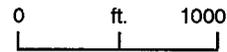


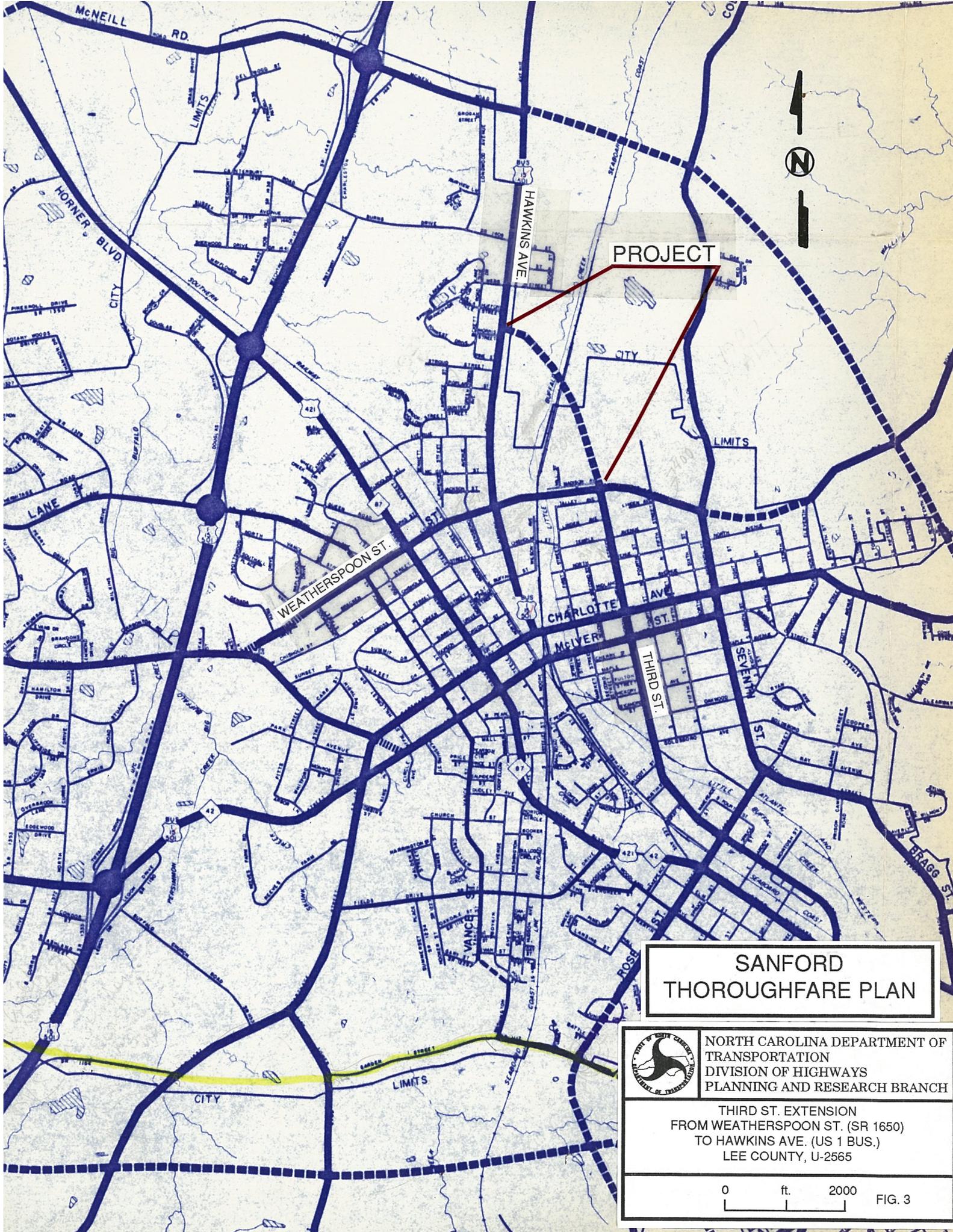
NORTH CAROLINA DEPARTMENT OF
 TRANSPORTATION
 DIVISION OF HIGHWAYS
 PLANNING AND RESEARCH BRANCH

VICINITY MAP
 SANFORD, THIRD ST. EXTENSION
 FROM WEATHERSPOON ST. (SR 1560)
 TO HAWKINS AVE. (US 1 BUS.)
 LEE COUNTY, U-2565

0 mi. 1/2 FIG. 1



	<p>NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PLANNING AND RESEARCH BRANCH</p>
	<p>SANFORD, THIRD ST. EXTENSION FROM WEATHERSPOON ST. (SR 1560) TO HAWKINS AVE. (US 1 BUS.) LEE COUNTY, U-2565</p>
<p>0 ft. 1000</p> 	
<p>FIG. 2</p>	



PROJECT

SANFORD THOROUGHFARE PLAN



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 PLANNING AND RESEARCH BRANCH

THIRD ST. EXTENSION
 FROM WEATHERSPOON ST. (SR 1650)
 TO HAWKINS AVE. (US 1 BUS.)
 LEE COUNTY, U-2565

