

FEASIBILITY STUDY

Wilmington
SR 2048 (Gordon Road) Extension
from US 17 to SR 1409
New Hanover County
U-2725

Prepared by
Program Development Branch
Division of Highways
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Date

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I. GENERAL DESCRIPTION

This is a feasibility study for extending SR 2048 a distance 0.2 mile, from its present intersection with US 17 to SR 1409. The recommended typical cross-section for the proposed roadway is a three lane, 40-foot curb and gutter section on a 90-foot wide right-of-way.

The project is located in northeast Wilmington, New Hanover County (see Figure 1). The preliminary estimated cost of the recommended improvement is \$980,000 (\$710,000 for right-of-way, and \$270,000 for construction).

This study is not a detailed planning/environmental investigation. A feasibility study presents recommended typical cross sections, general alignments, and estimated cost of the improvement. The study also attempts to provide an early identification of potential environmental, permitting, or other issues which deserve consideration in the planning and construction stages.

II. NEED FOR PROJECT

This improvement was requested by Division 3, and is not included in the current Wilmington Thoroughfare Plan. SR 2048 (Gordon Road) is a two-lane, 24-foot pavement with 6 to 8-foot shoulders. It is classified as a Minor Arterial in the statewide functional classification system, and as a minor thoroughfare in the mutually adopted Wilmington Thoroughfare Plan of 1985. SR 2048 is located in northeast Wilmington, and serves east-west traffic between NC 132 and US 17. Land development on SR 2048 is predominantly residential, with decreasing density to the east where it is mainly undeveloped and wooded. At the Present, SR 2048 terminates to the east at its signalized intersection with US 17.

The studied project would extend SR 2048 a distance of 0.2 mile, from its intersection with US 17 to SR 1409 (see Figure 1).

US 17 (Market Street) in the vicinity of the project consists of a five-lane, 59-foot pavement with 10-foot shoulders. SR 1409 (Military Cutoff Road) consists of a two-lane, 22-foot pavement with 4-foot shoulders. It should be noted that SR 1409 from US 74 to US 17 is the subject of feasibility study U-2734, which proposes widening this portion of SR 1409 to a 5-lane curb and gutter section.

The proposed extension is to traverse a strip-type shopping center's parking lot. This shopping center is located near the apex of the triangle bounded by US 17 and SR 1409. Presently, the parking lot is being used by motorists for access between US 17 and SR 1409, and SR 2048 and SR 1409. This situation is hazardous due to the high potential for conflicts on the parking lot between through, and shopping center/ turning traffic. It is estimated that the proposed extension would carry approximately 6,000 vehicles per day at the present level of traffic demand.

Therefore, this project is needed to carry through traffic across the parking lot, and accommodate shopping center/turning traffic. This would be accomplished efficiently and safely with the proposed three-lane curb and gutter section. The curbs would help delineate, and channelize through traffic, and the middle-lane would hold and shelter turning traffic.

III. RECOMMENDATIONS

It is recommended that SR 2048 (Gordon Road) be extended by approximately 0.2 mile across US 17, to SR 1409. The recommended typical cross-section is a three-lane, 40-foot curb and gutter section on a 90-foot wide right-of-way. No control of access is recommended. It is also recommended that the project's intersection with SR 1409 be signalized.

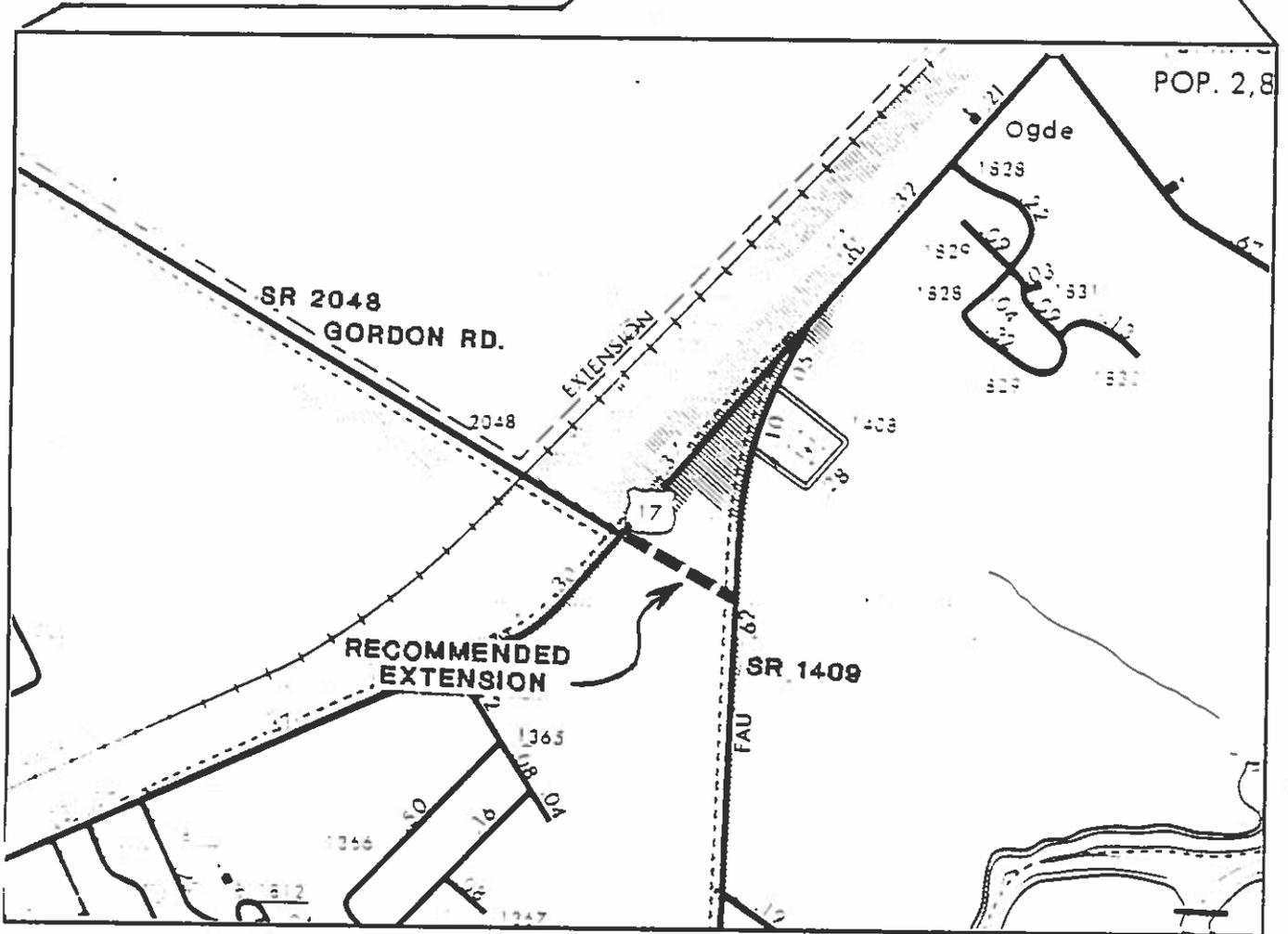
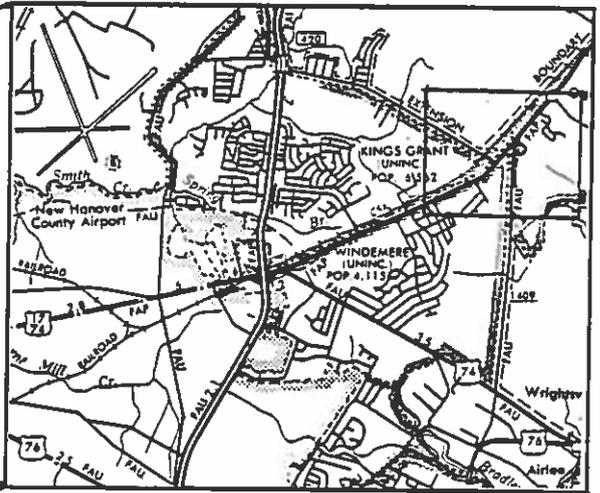
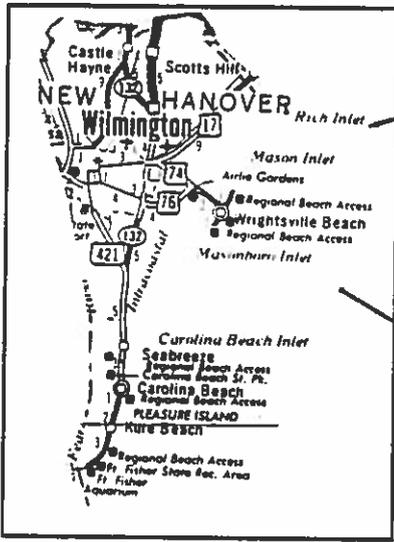
The recommended right-of-way width of 90 feet would also accommodate a five-lane, 64-foot curb and gutter section if needed in the future.

Project cost is estimated at:

Right-of-way and Utilities	\$ 710,000
Construction	\$ 270,000
Total	\$ 980,000

IV. ENVIRONMENTAL CONCERNS

Since all proposed construction activities would be confined to an area that is presently a paved parking lot, no significant environmental impacts are anticipated. However, this project would require either a CAMA permit, or a CAMA Consistency Determination.



NORTH CAROLINA DEPARTMENT
OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROGRAM DEVELOPMENT BRANCH

WILMINGTON
SR-2048
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DATE: 1-91	SCALE: 2" = 1 MILES	FIGURE: 1
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