

FEASIBILITY STUDY

Tarboro
SR 1207 (McNair Road)
from US 64 to SR 1006
and
SR 1006 (McKendree Church Road/Wilson Street)
from SR 1207 to NC 44

Edgecombe County

U-3114

Prepared by
Program Development Branch
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I. GENERAL DESCRIPTION

This is a feasibility study for the widening of SR 1207 (McNair Road), from US 64 to SR 1006, and SR 1006 (McKendree Church Road/Wilson Street), from SR 1207 to NC 44, a total distance of approximately 2.8 miles (4.5 kilometers) (See Figures 1 and 2). Based on the analysis of the available data this total project does not appear to warrant a high priority, however, improvements to SR 1207 are warranted at this time. The studied typical cross-section for SR 1207 is a two-lane, 24-foot (7.3-meter) roadway with 8-foot (2.4-meter) usable shoulders, including 2-foot (0.6-meter) paved shoulders. The studied typical cross-sections for SR 1006 are a two-lane, 24-foot (7.3-meter) roadway with 8-foot (2.4-meter) usable shoulders, including 2-foot (0.6-meter) paved shoulders and a five-lane, 64-foot (19.5-meter) face-to-face curb and gutter section with 8-foot (2.4-meter) berms. A 100-foot (30.5-meter) wide right-of-way with no control of access would be utilized for SR 1207 and SR 1006. Estimated cost of the project is \$6,800,000 (\$3,000,000 for right-of-way and \$3,800,000 for construction).

This study is not a detailed planning/environmental investigation. A feasibility study presents recommended cross sections for improvements, general alignments of improvements, and estimated costs of construction and right-of-way. This study attempts to identify any potential environmental, permitting, or other observed issues which deserve consideration in the planning and construction stages.

II. NEED FOR PROJECT

This project was requested by Division 4. The studied improvements are desired to provide improved access to Edgecombe Community College and residential communities along SR 1006.

SR 1207 is classified as a minor collector on the Statewide Functional Classification System. From NC 44 to Bridge Number 152, SR 1006 is classified as a minor arterial. From Bridge Number 152 to SR 1207, SR 1006 is classified as a major collector.

The existing SR 1207 is a two-lane, 22-foot (6.6-meter) pavement with 4 to 6-foot (1.2 to 1.8-meter) shoulders on a 60-foot (18.3-meter) wide right-of-way. Land use along SR 1207 is rural residential and agricultural. The west terminal of Feasibility Study U-3114 begins at the south terminal of R-509GA on SR 1207, approximately 1800 feet (550 meters) south of US 64 (See Figure 2). TIP Project Number R-509GA consists of the construction of an interchange at the intersection of US 64 and SR 1207. SR 1207 continues north through the interchange as a two-lane, 24-foot (7.3-meter) pavement with 8-foot (2.4-meter) shoulders, including 2-foot (0.6-meter) paved shoulders.

The existing SR 1006 (Wilson Street) is a two-lane, 28 to 30-foot (8.5 to 9.0-meter) pavement with 2 to 10-foot (0.6 to 3.0-meter) shoulders on a 60-foot (18.3-meter) wide right-of-way, from NC 44 to the west side of Bridge Number 152. From the west side of Bridge 152 to approximately 50 feet (15 meters) west of the entrance to Edgecombe Community College, SR 1006 (McKendree Church Road) is a three-lane, 36-foot (11-meter) pavement with 8 to 10-foot (2.4 to 3.0-meter) shoulders on a 60-foot (18.3-meter) wide right-of-way. From approximately 50 feet (15 meters) west of the entrance to Edgecombe Community College to SR 1207, SR 1006 (McKendree Church Road) is a two-lane, 20-foot (6.1-meter) pavement with 2 to 6-foot (0.6 to 1.8-meter) shoulders on a 60-foot (18.3-meter) wide right-of-way. Land use is residential, institutional, and agricultural along this road.

Edgecombe Community College is located on the south side of SR 1006 west of Bridge Number 152. There is a cemetery on the south side of SR 1006 approximately 500 feet (150 meters) west of the intersection of NC 44 and SR 1006. The east terminal of the project is located at the intersection of SR 1006 (Wilson Street) and NC 44 (See Figure 2). NC 44 (Western Boulevard) is a multi-lane roadway. SR 1006 continues into downtown Tarboro as a two-lane curb and gutter section. There is a golf course in the northeast quadrant of the intersection. There are gas stations in the southeast and northwest quadrant of the intersection. The southwest quadrant of the intersection is undeveloped woodland.

Bridge Number 152 carries SR 1006 over US 64 approximately 1.0 mile (1.6 kilometers) east of the intersection of SR 1207 and SR 1006. The sufficiency rating of Bridge Number 152 is 75.8 out of 100. Bridge Number 152 is approximately 236 feet (71.9 meters) long with a deck width of 32.8 feet (9.1 meters) and an approach roadway width of 29 feet (9.0 meters).

Estimated 1993 Average Daily Traffic (ADT) on these routes ranges from 4,300 vehicles per day (vpd) on SR 1207 to 6,900 vpd

on SR 1006. In 2013, traffic volumes are expected to range from 8,000 vpd to 12,400 vpd, respectively. The existing SR 1207 is operating at a level of service (LOS) B and is anticipated to operate at a LOS D in 2013. With the studied improvements current traffic volumes along SR 1207 would experience at least a LOS B, and would be anticipated to experience a LOS C in the year 2013. The existing SR 1006 is operating at a level of service (LOS) C and is anticipated to operate at a LOS D in 2013. With the studied improvements current traffic volumes along SR 1006 would be anticipated to experience a LOS A throughout the year 2013.

During the period from June, 1990, through May, 1993, two accidents were reported along the studied section of SR 1207. This resulted in an accident rate of 63.1 accidents per 100 million vehicle miles (acc/100mvm), compared to a statewide average of 199.2 acc/100mvm for this type of facility. Both accidents involved rear-end collisions. A total of 43 accidents were reported along the studied section of SR 1006. This resulted in an accident rate of 258.3 accidents per 100 million vehicle miles (acc/100mvm), compared to a statewide average of 199.2 acc/100mvm for this type of facility. The most prevalent type of accidents along SR 1006 involved rear-end collisions (40%). No fatalities were reported for either route. The studied improvements, including the widening of a portion of SR 1006 to provide a continuous left-turn lane, are expected to reduce the accident rate.

III. RECOMMENDATIONS

Based on analysis of traffic data and the project cost, the studied improvements do not appear to be warranted at this time.

The studied improvements include widening SR 1207, from 1800 feet (550 meters) south of US 64 to SR 1006, a distance of approximately 0.4 miles (0.6 kilometers). The studied typical cross-section is a two-lane, 24-foot (7.2-meter) roadway with 8-foot (2.4-meter) usable shoulders, including 2-foot (0.6-meter) paved shoulders, on a 100-foot (30.5-meter) wide right-of-way with no access control. Additional left-turn lanes would be added at the southbound approach and eastbound approach to the intersection of SR 1006 with SR 1207. This intersection would remain stop-sign controlled.

Also, the studied improvements included widening SR 1006 to a five-lane, 64-foot (19.5-meter) face-to-face curb and gutter section with 8-foot (2.4-meter) berms on a 100-foot (30.5-meter) wide right-of-way with no access control, from NC 44 to approximately 50 feet (15 meters) west of the entrance to Edgecombe Community College (See Figure 2). Bridge Number 152 would be widened to accommodate five-lanes of traffic. From approximately 50 feet (15 meters) west of the entrance to Edgecombe Community College to SR 1207, SR 1006 would consist of

a two-lane, 24-foot (7.2-meter) roadway with 8-foot (2.4-meter) usable shoulders, including 2-foot (0.6-meter) paved shoulders, on a 100-foot (30.5-meter) wide right-of-way with no access control. There are several driveways and intersecting streets along SR 1006 between NC 44 and Edgecombe Community College. The continuous left-turn lane of the five-lane section would provide safer left-turning movements into these driveways and intersecting streets. From SR 1207 to NC 44, SR 1006 is approximately 2.4 miles (3.9 kilometers) in length.

The estimated project cost for the studied improvements are as follows:

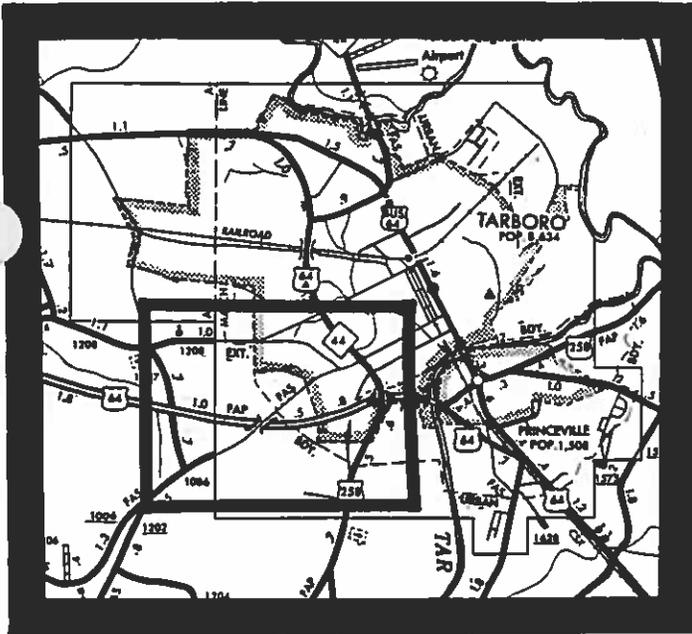
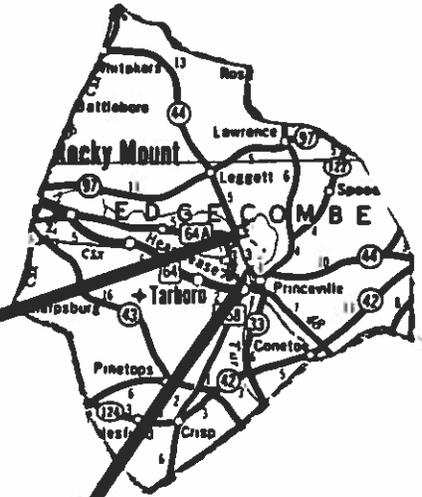
ROUTE	Right-of-way	Construction	Total
SR 1207	\$ 290,000	\$ 250,000	\$ 540,000
SR 1006	\$2,710,000	\$3,550,000	\$6,260,000
Total Project	\$3,000,000	\$3,800,000	\$6,800,000

Low utility conflicts are expected.

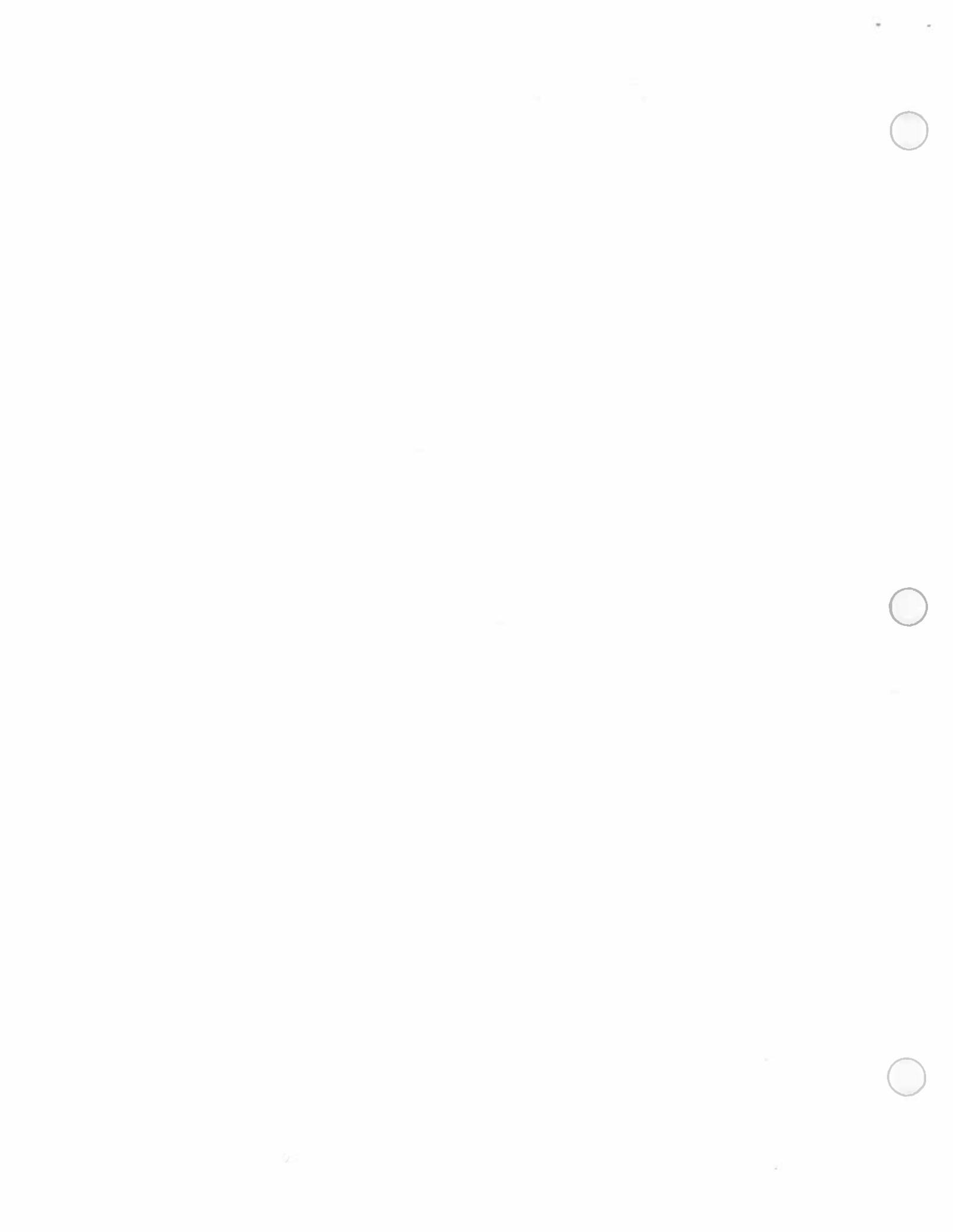
IV. OTHER COMMENTS AND CONCERNS

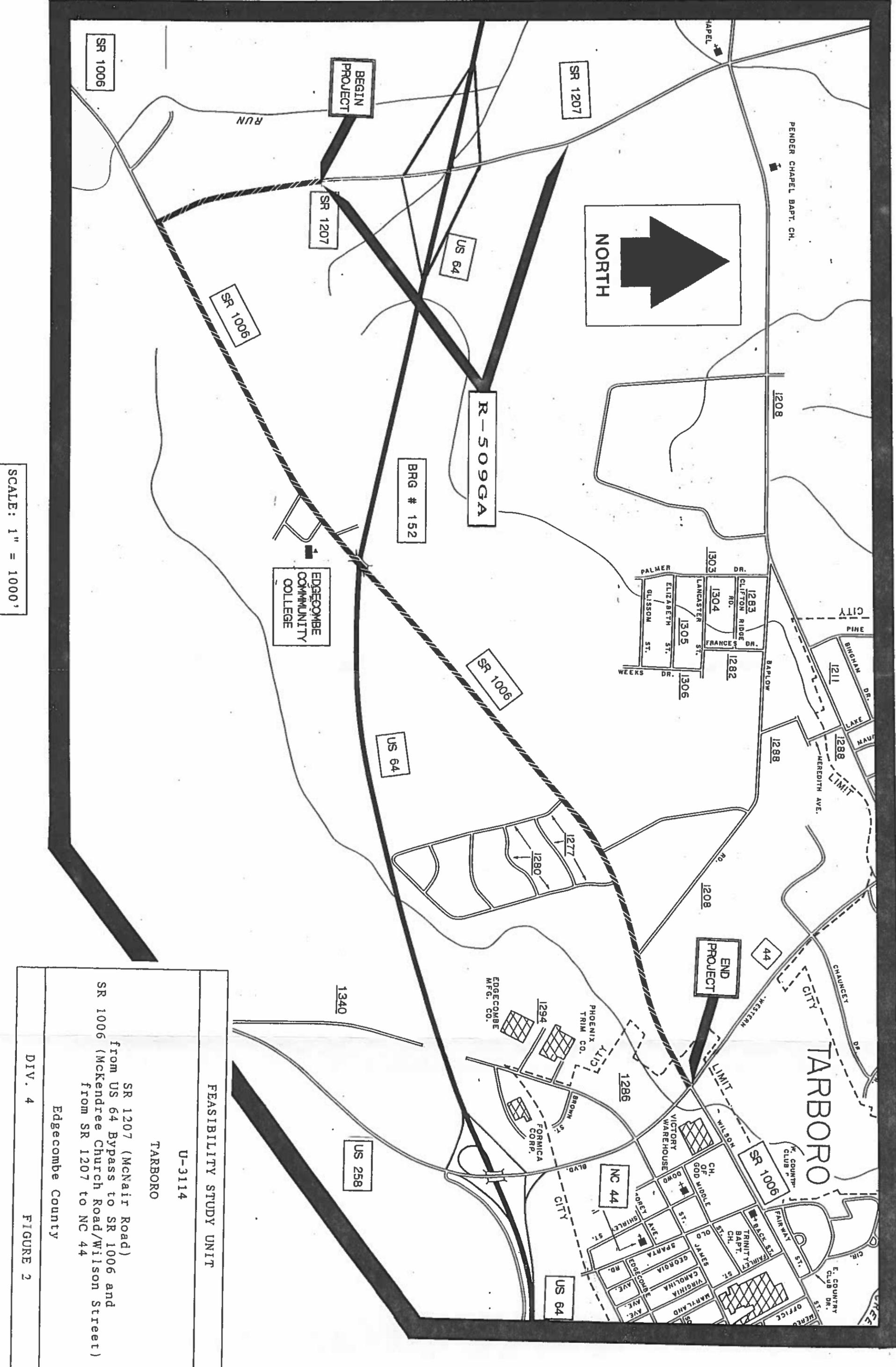
It is estimated that this project would not require the relocation of any residences or businesses. A parcel of land owned by the North Carolina Department of Transportation would be impacted. Also, the cemetery along SR 1006 would be impacted.

This project may require a Section 404, Corps of Engineers Nationwide Permit. A portion of this project may impact adjacent wetlands. It is anticipated that no public recreation facilities would be affected. No historical or architecturally significant sites are known to be impacted.



FEASIBILITY STUDY UNIT	
U-3114	
TARBORO	
SR 1207 (McNair Road) from US 64 Bypass to SR 1006 and SR 1006 (McKendree Church Road/Wilson Street) from SR 1207 to NC 44	
Edgecombe County	
DIV. 4	FIGURE 1





SCALE: 1" = 1000'

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TARBORO

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from US 64 Bypass to SR 1006 and
SR 1006 (McKendree Church Road/Wilson Street)
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DIV. 4 FIGURE 2

