



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

JAMES B. HUNT JR.
GOVERNOR

E. NORRIS TOLSON
SECRETARY

March 16, 1998

MEMORANDUM TO: Mr. Clark Jenkins, Member, Board of Transportation
Mr. D. R. Dupree, Division Engineer, Division 4
Mr. David D. King
Mr. W. H. Webb, P.E.
Mr. J. M. Lynch, P.E. (6) Attention: Roberto Canales, P.E.
Congestion Management Engineer
Mr. J. B. Williamson
Mr. H. F. Vick, P.E. (2)
Mr. R. L. Hill, P.E.
Mr. G. T. Shearin, P.E.
Mr. M. R. Poole, P.E.
Mr. A. L. Avant (2)
Mr. J. D. Lane
Mr. T. A. Peoples, P.E.
Mr. David Smith, P.E.

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

SUBJECT: Feasibility Study # U-3826, Tarboro, SR 1537 (Daniel Street)
Extension from SR 1516 (Loop Road) to US 258 at NC 122,
Edgecombe County.

Our staff has completed a feasibility study for the subject proposed project. This brief analysis suggests improvements that would be logical if the project were to be funded. A copy of our report is attached for your information.

DGM/joa

Attachment

cc: Mr. L. A. Sanderson, P.E.
Mr. D. R. Morton, P.E.
Mr. Eric J. Lamb, P.E.



FEASIBILITY STUDY

Tarboro

**SR 1537 (Daniel St.) Extension
from SR 1516 (Loop Rd.) to US 258 at NC 122
Edgecombe County**

Division 4

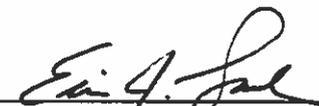
U-3826



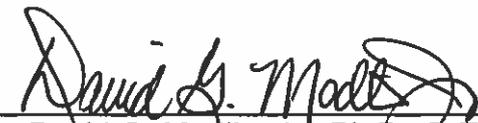
Prepared by the
Program Development Branch
Division of Highways
N. C. Department of Transportation



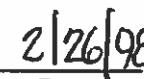
Brian P. Smith
Engineering Co-op



Eric J. Lamb, P.E.
Feasibility Studies Engineer



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



Date

Tarboro
SR 1537 (Daniel St.) Extension
from SR 1518 (Loop Rd.) to US 258 at NC 122
Edgecombe County
U-3826

I. General Description

This feasibility study describes extending SR 1537 (Daniel St.) from SR 1518 (Loop Rd.) to US 258 at NC 122, a distance of 1.8 miles (2.9 km). The project location is shown on Figure 1. The recommended cross-section is a two-lane shoulder section, 24 feet (7.3 m) wide with 2-foot (0.6-m) paved shoulders, on 100 feet (30.5 m) of right-of-way. It is not anticipated that any residences or businesses will be relocated due to this project. The total cost of the project, including construction and right-of-way, is estimated to be \$ 4,000,000.

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 to identify potential problems that may require consideration in the planning and design phases.

II. Need for Project

The purpose of this project is to reduce the amount of truck traffic travelling through downtown Tarboro and the surrounding residential areas, and to improve access to northeastern Edgecombe County. This project is supported by the Town of Tarboro and Edgecombe County.

SR 1537 is designated as a major thoroughfare in the Tarboro Thoroughfare Plan and as a minor urban arterial in the North Carolina Statewide Functional Classification System.

Development within the project limits is primarily agricultural. All of the property impacted by this project is currently undeveloped farmland. West of SR 1518 (Loop Rd.), there are several industrial sites along existing SR 1537 that generate a significant amount of truck traffic. There is also an abandoned railway parallel to the project.

SR 1537 is currently a two-lane shoulder section, 24 feet (7.3 m) with 6-foot (1.8-m) wide soil shoulders on 60 feet (18.3 m) of right-of-way. This roadway was recently extended to SR 1518 (Loop Rd.) under TIP Project U-2722.

The 1997 projected Average Daily Traffic (ADT) along SR 1537 is 1700 vehicles per day (vpd). For the design year 2025, the estimated traffic volumes on SR 1537 will be 2800 vpd. Truck traffic is estimated to make up twelve percent of daily traffic.

If SR 1537 is constructed as a two-lane shoulder section, the facility will operate at LOS B in the current year and in the design year 2025.

III. Recommendations

It is recommended to extend SR 1537 (Daniel St.) from SR 1518 (Loop Rd.) to US 258, a distance of 1.8 miles (2.9 km). The recommended cross-section is a two-lane shoulder section, 24 feet (7.3 m) wide with 2-foot (0.6-m) paved shoulders on 100 feet (30.5 m) of right-of-way.

A new structure will be required to cross the Tar River. The structure will be 40 feet (12.2 m) wide and will be approximately 500 feet (152.4 m) long.

It is not anticipated that any residences or businesses will be relocated due to the project. The total cost of the project is as follows:

Construction.....	\$ 3,900,000
Right-of-way.....	\$ 100,000
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Total Cost	\$ 4,000,000

This estimate includes costs for intersection improvements at NC 122. This improvement will include additional turning lanes along US 258 and minor realignment of NC 122.

IV. Additional Comments

An environmental screening was not conducted for this study. However, no impacts to historic properties are anticipated.

Based on maps at the Department of Environment, Health & Natural Resources - Natural Heritage Section, no threatened or endangered species were identified in the project corridor. However, several natural heritage elements have been identified immediately downstream of the project area.

Impacts to wetlands are expected and a Corps of Engineers Section 404 Permit is anticipated. Costs for wetland mitigation were not included in this estimate.

This section of the Tar River within the project corridor is classified C NSW and is part of the Tar River Basin. There is also a critical watershed area located just south of this project.

No special accommodation for bicycles is recommended on this project.

