

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION


BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

December 18, 2012

MEMORANDUM

TO: Mr. Calvin W. Leggett, P.E.
Manager, Program Development Branch

FROM: Mr. Derrick W. Lewis, P.E.
Feasibility Studies Unit Head 

SUBJECT: FS-1102A, NC 148 (C. F. Harvey Parkway Extension, Part C) from NC 58 to NC 11, Construct a multilane divided freeway on new location, Kinston, Lenior County.

As requested, we have completed feasibility study FS-1102A for the proposed extension of NC 148 (C.F. Harvey Parkway) from NC 58 to NC 11 in Lenior County. This study evaluates the costs and impacts associated with providing an extension of C.F. Harvey Parkway from NC 58 to NC 11 as well as providing a parallel railroad spur from current railroad spur under construction to the Global Transpark that crosses C.F. Harvey Parkway just west of Rouse Road Extension to the CSX railroad line adjacent to NC 11. Both alternatives have interchanges at NC 58 and NC11 and are four lane divided freeway facilities with 46' depressed medians with 12 foot travel lanes and appropriate paved shoulders on approximately 300' of right of way while the railroad spur is within a proposed 100 feet of right of way. Figure 1 shows the proposed alignment alternatives evaluated for this study.

The feasibility study is the initial step in the planning and design process and not the product of exhaustive environmental or design investigations. The purpose of this study is to describe the proposed project, including costs, identify potential problems that may require consideration in the later planning and design phases, and provide sufficient information to make informed decisions about funding proposed improvements.

Alternative 1 is a proposed alignment between NC 58 and NC 11 that is much closer to Kinston and intersects NC 11 near NC 55 and close to the potential NC 11/58 relocation previously studied under FS-0802A. The roadway alignment for this alternative is approximately 4 miles long and the parallel railway spur is approximately 5.5 miles long. For the roadway component of this alternative, it is anticipated that eighteen (18) residences and one (1) business (a church) would need to be relocated. For the railroad spur, it is anticipated that one (1) residence and one (1) business need to be relocated.

The estimated total cost of Alternative 1 is as follows:

Roadway:

Construction	\$ 85,500,000
Right of Way	\$ 12,000,000
<u>Utility Relocation</u>	\$ 400,000
Total Cost	\$ 97,900,000

Railroad Spur:

Construction	\$ 24,400,000
Right of Way	\$ 2,600,000
<u>Utility Relocation</u>	\$ 400,000
Total Cost	\$ 27,400,000

Alternative 1 Total Costs:

Construction	\$109,900,000
Right of Way	\$ 14,600,000
<u>Utility Relocation</u>	\$ 800,000
Total Cost	\$125,300,000

Alternative 2 is a proposed alignment between NC 58 and NC 11 that is further Northeast of Kinston and intersects NC 11 near Grainger. The roadway alignment for this alternative is approximately 6.5 miles long and the parallel railway spur is approximately 8 miles long. For the roadway component of this alternative, it is anticipated that forty two (42) residences and two (2) businesses including one (1) church would need to be relocated. For the railroad spur, it is anticipated that four (4) residences and three (3) businesses need to be relocated.

The estimated total cost of Alternative 2 is as follows:

Roadway:

Construction	\$100,000,000
Right of Way	\$ 16,800,000
<u>Utility Relocation</u>	\$ 800,000
Total Cost	\$117,600,000

Railroad Spur:

Construction	\$ 32,000,000
Right of Way	\$ 4,500,000
<u>Utility Relocation</u>	\$ 300,000
Total Cost	\$ 36,800,000

Alternative 2 Total Costs:

Construction	\$132,000,000
Right of Way	\$ 21,300,000
<u>Utility Relocation</u>	\$ 1,100,000
Total Cost	\$154,400,000

A detailed investigation was not conducted for this feasibility study; however no impacts to historic properties, parks, recreation areas, or community facilities are anticipated with this project.

Maps at the Survey and Planning Branch of the North Carolina State Historic Preservation Office were used to determine if any historic properties on the National Register of Historic Places (NRHP) or state study lists exist within the proposed project corridor. No properties located within the project corridor were found to be potentially historic properties. A field assessment will be needed to validate this finding during later planning and design stages.

The proposed project corridor is located in the Neuse River Basin. The Alternative 1 corridor crosses Briery Run, a tributary of Stonyton Creek, and its adjacent wetlands. The Alternative 2 corridor crosses Briery Run, a Stonyton Creek and its adjacent wetland. Briery Run and Stonyton Creek have a stream classification of C Sw NSW and the associated wetlands are Riverine Swamp Forest or PFO1C wetlands in the National Wetland Inventory. These water bodies will likely need to be surveyed and have the appropriate coordination with the North Carolina Department of Environment and Natural Resources (NCDENR) and the U.S. Army Corps of Engineers (USACE) during any environmental document study. Given the anticipated impacts to wetlands associated with Briery Run and/or Stonyton Creek, permitting with the U.S. Army Corps of Engineers (USACE) will likely need to be obtained before construction of the project, and appropriate mitigation measures should be taken if deemed necessary.

The mixed wetland hardwoods USFWS classification **PFO1C** is palustrine, forested wetland, broad-leaved deciduous and seasonally flooded Wetland hardwood forest is dominated by hardwood species adapted to live in saturated soils.

As you are aware, this work is preliminary and not the product of comprehensive environmental or design evaluations. If you should have further questions or additional information is needed, please do not hesitate to contact me at 707-4663, or via e-mail at dlewis@ncdot.gov

ATT: Project Map

cc: Bobby Lewis, P.E., Chief of Staff
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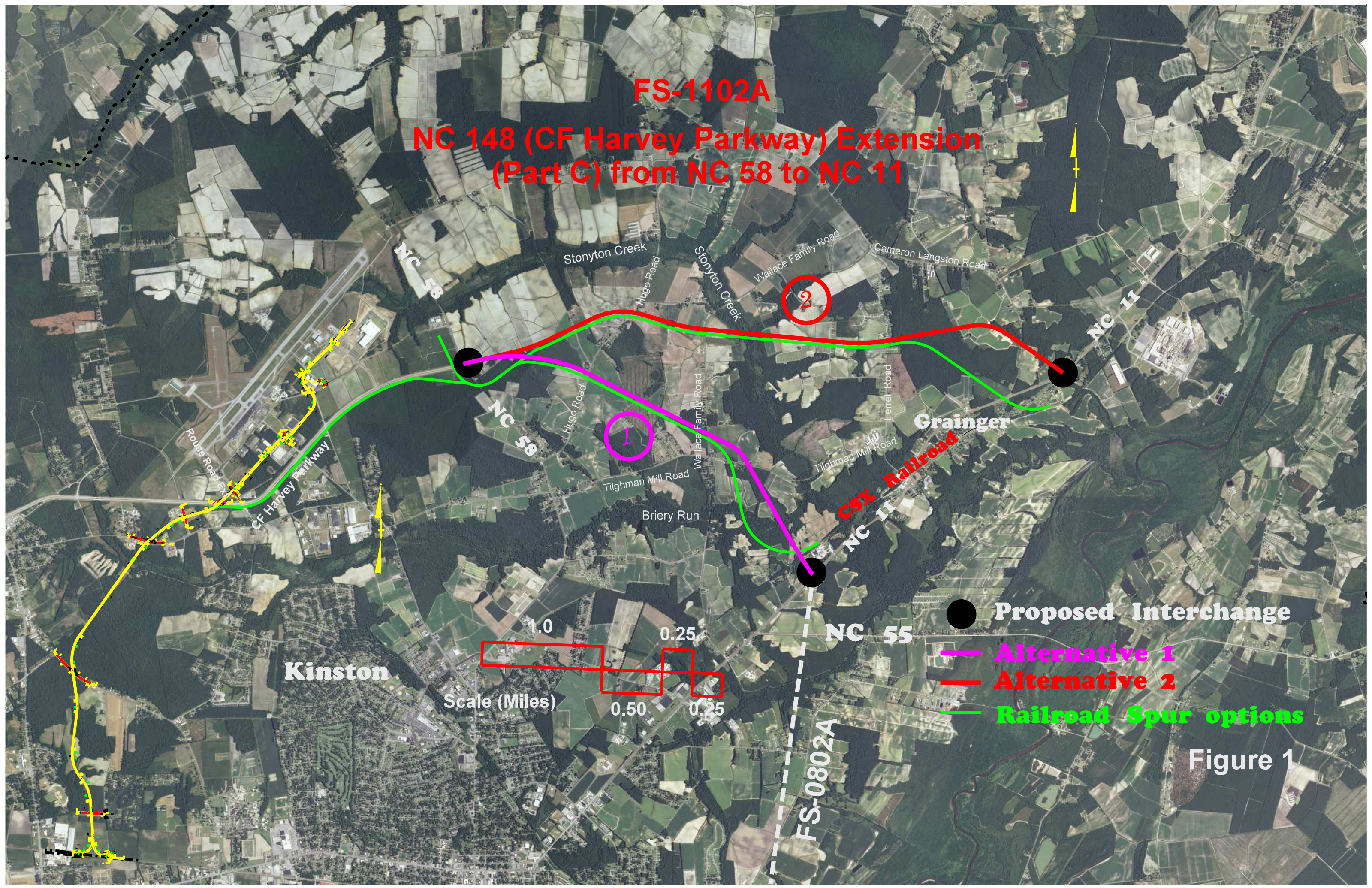


Figure 1