



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JAMES B. HUNT JR.
GOVERNOR

DIVISION OF HIGHWAYS
P.O. BOX 25201, RALEIGH, N.C. 27611-5201

GARLAND B. GARRETT JR.
SECRETARY

March 12, 1997

MEMORANDUM TO: Larry R. Goode, Ph.D., P.E.
State Highway Administrator

FROM: Calvin W. Leggett, P.E.
Director - Planning & Programming

SUBJECT: Project Greystone
Alamance County Site

Per your request, I had my staff prepare the information requested in Ms. Peggy Anderson's fax memorandum dated February 25, 1997. This information includes the appropriate portion of Alamance County showing the proposed site, the existing highway system, the proposed highway improvements to access the site, the proposed rail access as detailed by Norfolk Southern, existing and design year 2020 traffic volumes, and our schedule for initial highway improvements and upgrades.

For the Alamance County site, the initial access will be via the existing I-85 / NC 119 interchange and an improved and widened NC 119 and SR 2125. The total length of the improvements to NC 119 and SR 2125 is estimated to be 2.8 miles (4.5 km) or less depending on the particulars of the site plan. The estimated cost to improve the existing 2-lane roadways to 5-lane curb and gutter (or alternately, 4-lane divided with 16-foot (4.9-m) raised median) sections is \$ 4,800,000 (\$ 4,300,000 for construction and \$ 500,000 for right-of-way). Since the proposed environmental document is a SEA/FONSI, no work can be done on the interchange for the initial phase. The schedule is as follows:

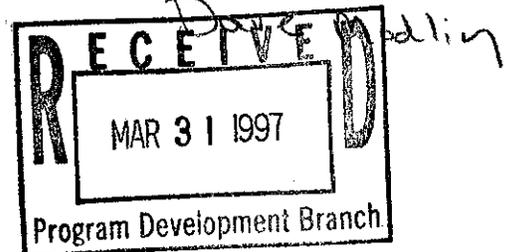


SEA/FONSI	3/97 to 1/98
Location to RW	2/98 to 10/98
To RW	11/98
Let	7/99
Complete	7/00

Additional proposed access improvements include improving and widening SR 2124 and SR 2123 and providing an additional interchange on I-85 at SR 2123 (Cherry Lane Road). This work will require Federal approval and funding and a Federal document meeting NEPA requirements. The additional access point will need justification and approval at the Division, Atlanta and possibly Washington levels of the FHWA. Exclusive of right-of-way, the cost of the additional highway access improvements could range from \$ 7,000,000 to \$ 9,000,000 depending on the interchange configuration. The spacing between the existing grade separation at I-85 / SR 2123 and the existing interchange at I-85 / SR 1981 is 1.1 miles (1.8 km).

The provision of rail access will be the responsibility of the Norfolk Southern Railroad. It should be noted that the proposed railroad access will cross existing I-85 between existing interchanges at I-85 / SR 1981 and I-85 / NC 119. The spacing between these interchanges is 0.7 mile (1.1 km). At this time, it is uncertain whether the railroad would go over or under the Interstate. The approximate distance from I-85 to the site along the line provided by Norfolk Southern is 0.8 mile (1.3 km) and the railroad grade will be a critical factor in the decision to go over or under I-85. Should the decision be made to go under I-85, impacts to the existing grade along I-85 are anticipated and could be of such magnitude as to impact existing interchanges, requiring reconstruction in the extreme case. If this should happen, the highway construction cost will escalate significantly.

I also understand that AT & T has a transcontinental line paralleling the north side of I-85 in the project area. This line is vital to their communications. Any work would likely require close coordination with AT & T and should begin as soon as possible.



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GARLAND B. GARRETT JR.
SECRETARY

March 26, 1997

MEMORANDUM TO: Martyn Johnson
North Carolina Department of Commerce

FROM: Larry R. Goode, Ph.D., P.E. *Larry R. Goode*
State Highway Administrator

SUBJECT: Project Greystone - Linwood Site

Per your request, I had my staff investigate improved access to the Linwood Site in Davidson County and to prepare a construction cost estimate for the anticipated improvements. The studied improvements will likely require the preparation of a Federal Categorical Exclusion.

The proposed access would be by a reconstructed interchange at I-85 and NC 47 and an improved NC 47. Beginning at the interchange with I-85, existing NC 47 would be relocated and improved on new alignment for approximately 1.0 mile and then widened for an additional 1.1 miles toward the Town of Linwood. The proposed cross section is a four-lane divided roadway with a 16-foot raised center median. The estimated construction cost is \$11,000,000. for these improvements. My staff did not consider railroad access to the site from the marshalling yard at Linwood.

NC 47 basically divides the site and subject to the actual site boundary and site plan, right-of-way cost and relocatees cannot be reliably estimated at this time. There will be right-of-way costs as well as relocatees on the west side of I-85.

Perhaps you are already aware of the National Register site Beallmont and the Survey Sites for both the Hillcrest Farm Log House and the Hillcrest Farm itself. These properties are within the boundary of the proposed site.

LRG/cwl

