FEASIBILITY STUDY

US 258
from US 70 in Kinston
to US 64 at Tarboro

Lenoir, Greene, Pitt and Edgecombe Counties

R-3308

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

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5/2/95
Date

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I. GENERAL DESCRIPTION

This preliminary study describes an alternate to upgrade US 258 to a multilane highway from US 70 west of Kinston to US 64 in Tarboro (See Figure 1). The length of the proposed project is 39.2 miles (63.2 km).

Considering other proposed projects -- the Crescent Road project (R-2719), a project to widen a portion of US 258 to a 5-lane cross-section (U-2542), and the Global Transpark Loop Road -- the southern terminus of this study begins with a tie to existing US 258 just north of SR 1541 (Dawson Road). From this point, the studied corridor continues on new location to a freeway-to-freeway interchange with the proposed NC 58 corridor south of Snow Hill. From this point, the corridor continues on new alignment bypassing Snow Hill, on the east side, and Farmville, on the west side, and intersects the US 264 Bypass west of Farmville. From its intersection with US 264 Bypass, the study corridor continues northward bypassing Fountain and Crisp to the west, continues northward paralleling existing US 258 and ties back to the existing alignment north of SR 1601. From this point to the existing interchange with US 64, the studied alignment follows the existing US 258.

The studied cross section was a 4-lane divided roadway with a 46-foot (14.0-m) grass median with 8-foot (2.4-m) shoulders, including 2-foot (0.6-m) paved, on 300 feet (91.5 m) of access controlled right of way. For the section north of SR 1601 to the existing interchange with US 64 at Tarboro, a 5-lane, 64-foot (19.5-m) face-to-face, curb and gutter cross section with 8-foot (2.4 m) berms on 150 feet (45.8 m) of right of way with no control of access was studied.

The cost of the studied project is $ 285,000,000, ($ 216,500,000 for construction and $ 62,500,000 for right of way).

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 problem, recommend a

treatment including costs, and identify potential problem areas that require special consideration in the planning and design phases.

II. NEED FOR PROJECT

The project would provide improved access from the eastern portion of the State to the Global Transpark north of Kinston. Existing US 258 is classified as a Minor Arterial from Kinston to Tarboro passing through Lenoir, Greene, Pitt, and Edgecombe Counties.

The existing US 258 is generally a two-lane, 22-24 feet (6.7-7.3 m) roadway with 8-10-foot (2.4-3.1-m) soil shoulders except as it passes through municipalities. Development along the existing US 258 alignment ranges from areas of heavy development to stretches with no development. Bypasses of Snow Hill and Farmville require significant portions of the studied alignment to be on new location. Overall, considering costs, disruption to developed areas, and impacts to traffic during construction, widening the existing US 258 does not compare favorably to an alignment on new location. The studied route is generally through sparsely developed rural land. The preliminary alignment was chosen to minimize the number of structures and potential wetland impacts.

The estimated 1994 Average Daily Traffic (ADT) ranges from 1,100 to 10,600 vehicles per day (vpd). The higher volumes are found closer to Kinston. The design year 2020 ADT ranges from 3,500 vpd to 28,600 vpd, again with the higher volumes between Kinston and Snow Hill. A 4-lane divided freeway or expressway would provide a minimum Level of Service C through the design year 2020.

III. STUDY ALTERNATE

Considering other proposed projects -- the Crescent Road project (R-2719), a project to widen a portion of US 258 to a 5-lane cross-section (U-2542), and the Global Transpark Loop Road -- the southern terminus of this study begins with a tie to existing US 258 just north of SR 1541 (Dawson Road). From this point, the studied corridor continues on new location to a freeway-to-freeway interchange with the proposed NC 58 corridor south of Snow Hill. From this point, the corridor continues on new alignment bypassing Snow Hill, on the east side, and Farmville, on the west side, and intersects the US 264 Bypass west of Farmville. From its intersection with US 264 Bypass, the study corridor continues northward bypassing Fountain and Crisp to the west, continues northward paralleling existing US 258 and ties back to the existing alignment north of SR 1601. From this point to the existing interchange with US 64, the studied alignment follows the existing US 258.

The studied cross section was a 4-lane divided roadway with a 46-foot (14.0-m) grass median with 8-foot (2.4-m) shoulders, including 2-foot (0.6-m) paved, on 300 feet (91.5 m) of access controlled right of way. For the section north of SR 1601 to the existing interchange with US 64 at Tarboro, a 5-lane, 64-foot (19.5-m) face-to-face, curb and gutter cross section with 8-foot (2.4 m) berms on 150 feet (45.8 m) of right of way with no control of access was studied.

The cost of the studied project, including construction and right of way is $ 285,000,000 as follows:

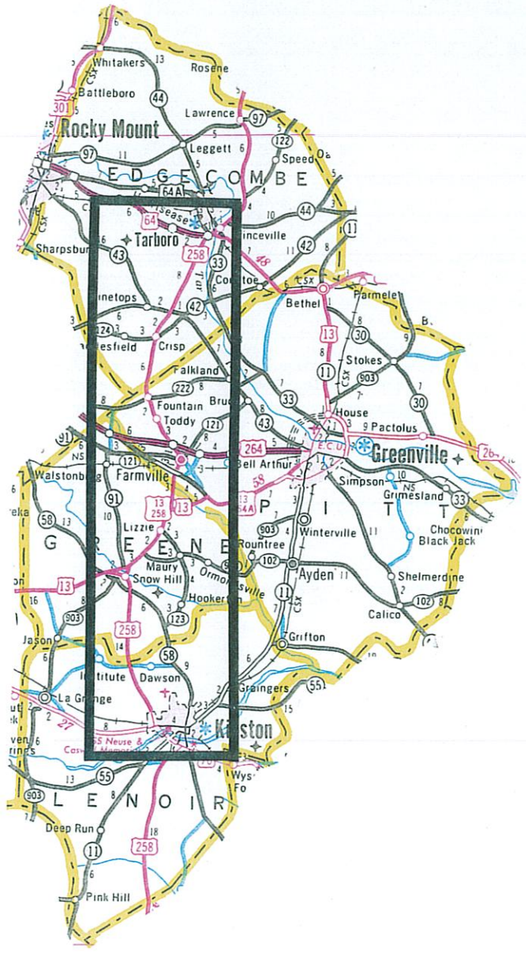
Construction	$ 216,500,000
Right of Way	68,500,000
Total	$ 285,000,000

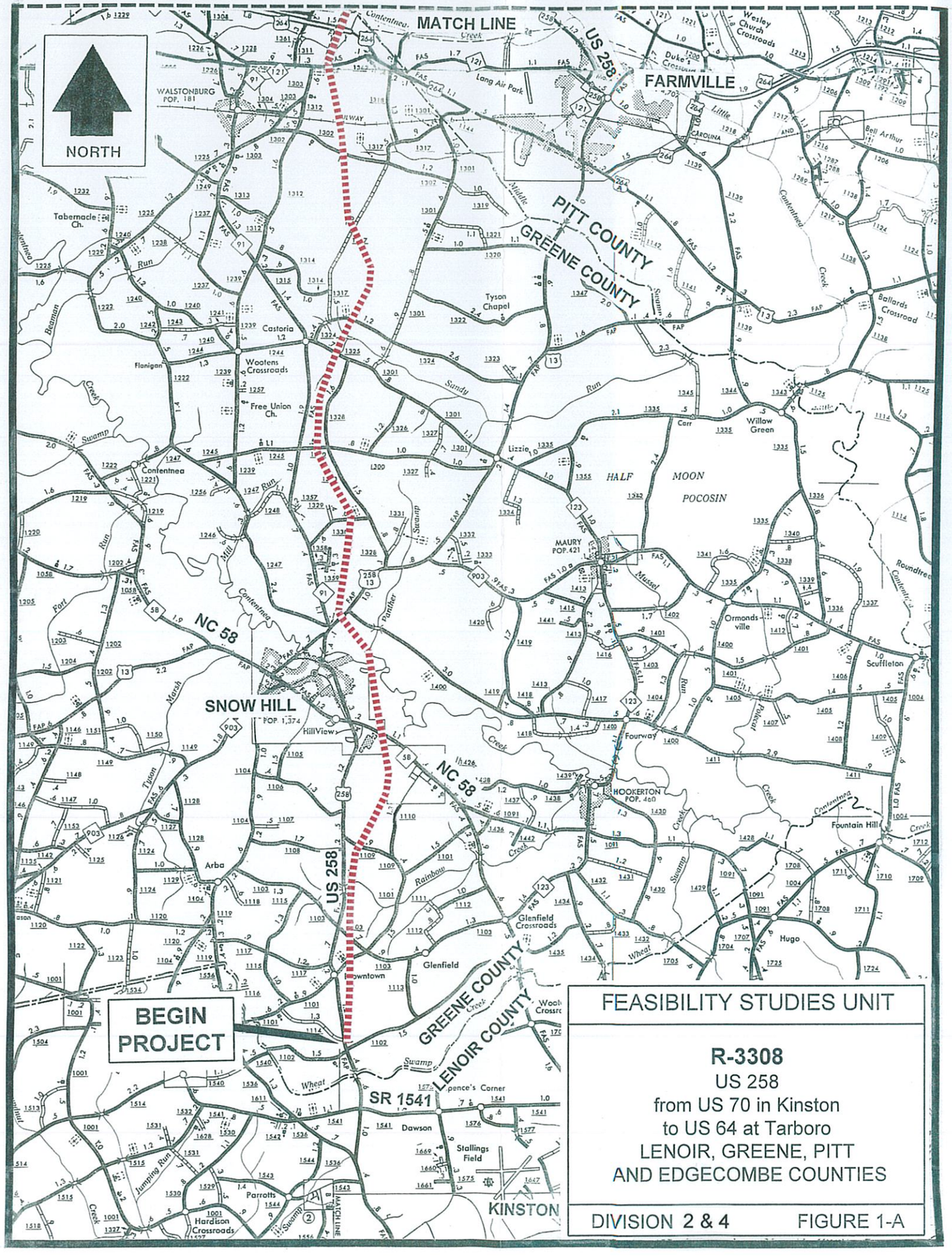
The studied project corridor is estimated to involve a small number of residential and business locations. The scope of the proposed project will result in the preparation of an Environmental Impact Statement. It is anticipated that minor alignment adjustments will be required through the planning and design process.

IV. OTHER COMMENTS

To investigate possible cost savings, an additional construction alternate was studied. If the project was built as an expressway with at-grade intersections, excepting the NC 58 interchange, the US 264 Bypass interchange and a grade separation with the Norfolk Southern Railroad, then the total estimated construction cost would be $ 152,800,000. The right of way requirements would be essentially the same under either alternate.

An environmental screening was not conducted for this study. Based on available mapping at the Department of Environment, Health and Natural Resources - Natural Heritage Section, the following threatened and/or endangered species were identified in the study corridor, **Noturus furiosus** and **Necturus lewisi.** The Farmville Historic District (#1723/25), the Greene County Courthouse (#1447) and the St. Barnabas Episcopal Church (#639) in Snow Hill, and Vinedale (#795) west of the US 258-NC 42/43 intersection are listed on the National Register of Historic Places. The proposed corridor passes between Vinedale and existing US 258; existing SR 1122 separates the corridor from Vinedale. Impacts to wetlands are expected and a Corps of Engineers Section 404 permit is anticipated.


Whitakers
Battleboro
Rocky Mount
Rosene
Lawrence
Leggett
Speed
EDGECOMBE
Sharpsburg
Tarboro
Bethel
Farmele
Stokes
Crisp
Falkland
Fountain
Toddy
House
Pactolus
Greenville
Walstonburg
Farmville
Bell Arthur
Simpson
Grimesland
Chocowinity
Black Jack
PITT
GREENE
Lizzie
Maury
Snow Hill
Winterville
Rountree
Ayden
Shelmerdine
Calico
Grifton
Jason
Institute
Dawson
La Grange
Graingers
Kinston
LENOIR
Deep Run
Pink Hill


MATCH LINE
NORTH
US 258
FARMVILLE
WALSTONBURG
POP. 181
Lang Air Park
Wesley Church Crossroads
Duke's Crossroads
Bell Arthur
Tabernacle Ch.
PITT COUNTY
GREENE COUNTY
Tyson Chapel
Castoria
Wootens Crossroads
Free Union Ch.
Contentnea
Willow Green
Lizzie
HALF MOON POCOSIN
MAURY
POP. 421
Ormondsville
Scuffleton
Roundtree
NC 58
SNOW HILL
POP. 1,374
HillView
Fourway
HOOKERTON
POP. 460
Fountain Hill
US 258
Arba
Glenfield Crossroads
Glenfield
Hugo
BEGIN PROJECT
GREENE COUNTY
LENOIR COUNTY
SR 1541
Spence's Corner
Dawson
Stallings Field
KINSTON
Hardison Crossroads
Parrotts
FEASIBILITY STUDIES UNIT
R-3308
US 258
from US 70 in Kinston
to US 64 at Tarboro
LENOIR, GREENE, PITT
AND EDGECOMBE COUNTIES
DIVISION 2 & 4
FIGURE 1-A

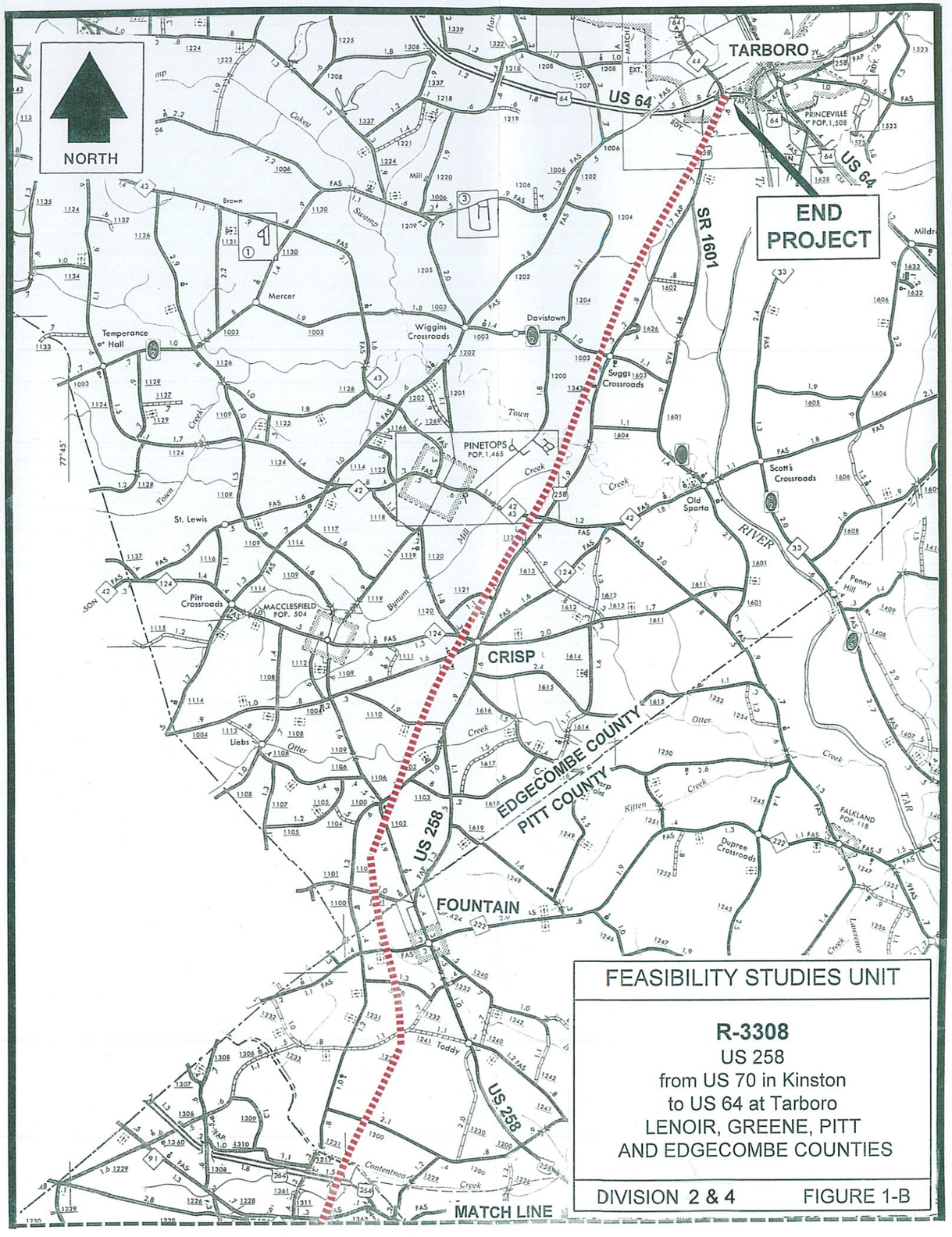

NORTH
TARBORO
US 64
PRINCEVILLE
POP. 1,508
US 64
END
PROJECT
SR 1601
Brown
Swamp
Mercer
Temperance
Hall
Wiggins
Crossroads
Davistown
Suggs
Crossroads
Town
Creek
PINETOPS
POP. 1,465
Scott's
Crossroads
Old
Sparta
RIVER
St. Lewis
Mill
Creek
Pitt
Crossroads
MACCLESFIELD
POP. 304
Bynum
CRISP
Penny
Hill
Liebs
Otter
Creek
EDGECOMBE COUNTY
PITT COUNTY
Otter
Creek
Kitten
Creek
FALKLAND
POP. 118
Dupree
Crossroads
US 258
FOUNTAIN
POP. 424
Toddy
US 258
Contentnea
Creek
MATCH LINE
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FIGURE 1-B