

FEASIBILITY STUDY

New Route  
Global Transpark Connector  
from Goldsboro to Kinston

Wayne, Greene, and Lenoir Counties

R-3331

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



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I. GENERAL DESCRIPTION

This preliminary study describes a proposed new connector, constructed to interstate standards, beginning at the Goldsboro Bypass (TIP Project R-2554) just east of US 13 and terminating at or just beyond US 258 west of Kinston (See Figure 1). The studied cross-section is 4-lane divided, with 46-foot (14.0-m) grassed median, 10-foot (3.1-m) paved outside shoulders, and 4-foot (1.2-m) paved median shoulders on 300 feet (91.5 m) of right of way. The right of way will be full control of access. The length of the proposed connector is 12.7 miles (20.5 km).

The cost of the studied project is \$ 89,400,000, (\$ 76,900,000 for construction and \$ 12,500,00 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 proposed connector is part of a network of roadway projects being planned to provide quick and direct access to the Global Transpark (GTP), a major industrial/transportation center for the State of North Carolina north of Kinston. This project has been requested by the Kinston-Lenoir County Chamber of Commerce, the Lenoir County Commissioners, the City of Kinston, and the Lenoir County Development Commission.

Consideration was given to a freeway-to-freeway interchange at the Goldsboro Bypass, a diamond interchange at NC 903, and a diamond interchange at US 258 (or alternately the Loop Road) just north of SR 1541 (Dawson Road). Grade separations were considered at SR 1702, SR 1719, SR 1715,

SR 1001, SR 1532, and SR 1536. SR 1131, in Greene County, would be terminated on both ends where the studied route crosses. The project study corridor near the eastern terminus has taken into consideration planning for Crescent Road, TIP Project R-2719.

Traffic projections for the proposed connector are based on full implementation of the recommended Kinston Thoroughfare Plan, map dated April 7, 1992, and on projects outlined in the Global Transpark Master Plan. Additionally, it is assumed that by the design year 2020, that employment at the GTP will have reached 29,500 employees.

In the year 2000, Average Daily Traffic (ADT) is estimated to range from 3,000 to 5,000 vehicles per day (vpd) on the studied corridor. By the year 2020, and at a level of 29,500 employees at GTP, the ADT is expected to range from 13,000 to 32,000 vpd. For the estimated traffic, the Level of Service (LOS) will not exceed LOS C through the design year 2020.

### III. STUDY ALTERNATE

The studied project corridor begins with a freeway-to-freeway interchange at the Goldsboro Bypass (TIP Project R-2554) approximately 0.2 mile (0.3 km) east of US 13 and terminates at or just beyond US 258 west of Kinston (See Figure 1). The studied cross-section is 4-lane divided roadway with a 46-foot (14.0-m) grassed median, 10-foot (3.1-m) paved outside shoulders, and 4-foot (1.2-m) paved median shoulders on 300 feet (91.5 m) of right of way. The right of way is full control of access. The length of the proposed connector is 12.7 miles (20.5 km). The studied project requires 3 interchanges and 6 grade separations. One secondary road will be terminated.

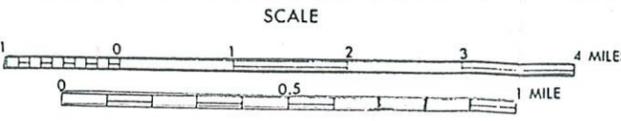
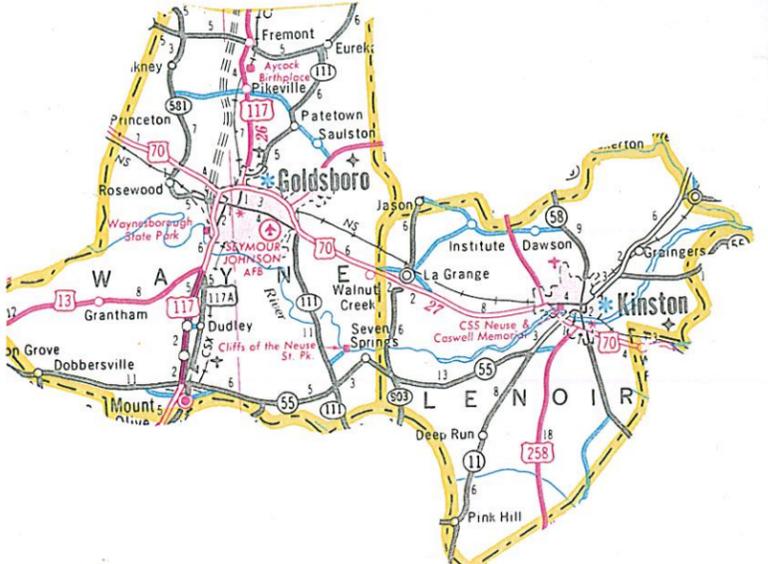
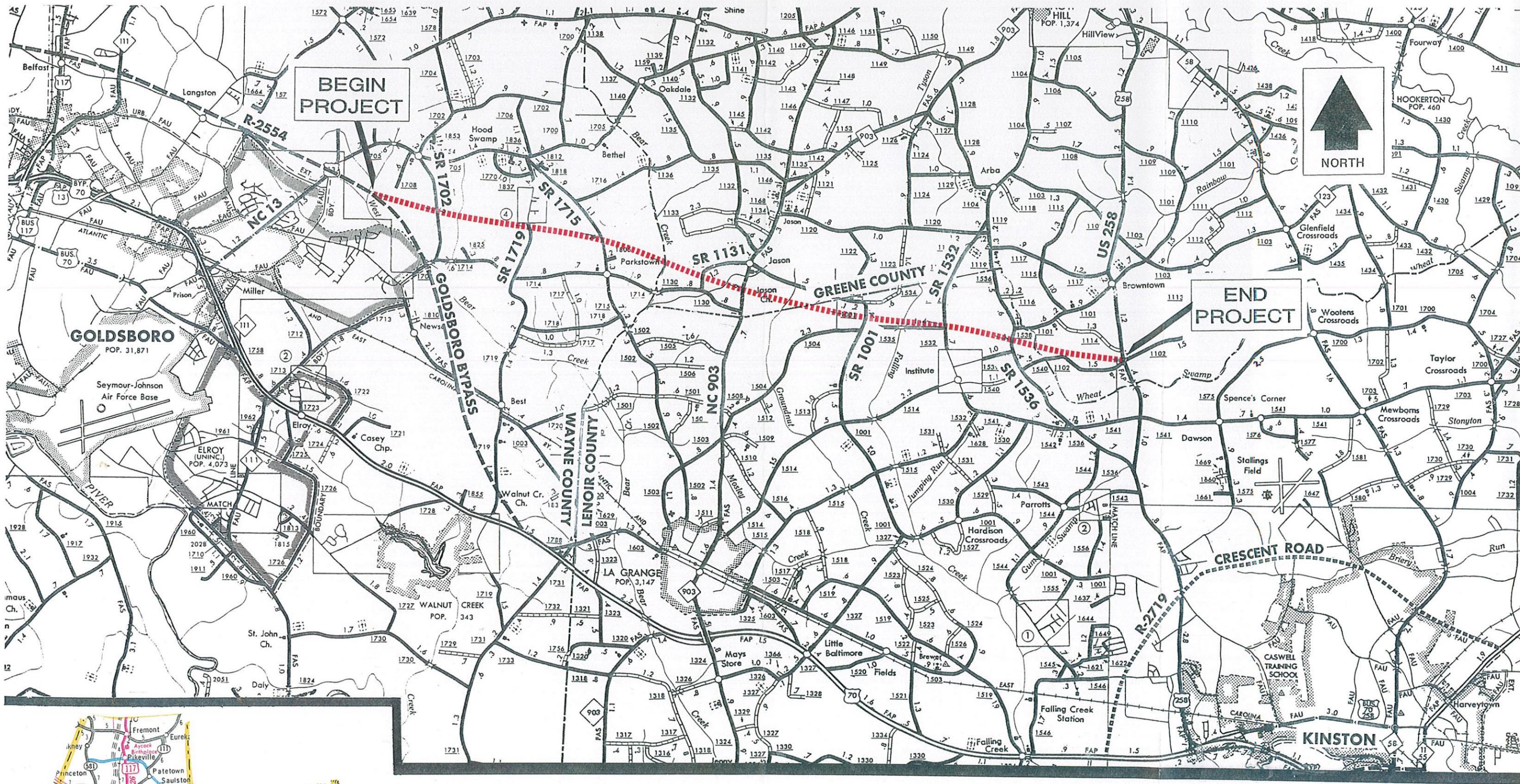
The cost of the studied project is \$ 89,400,000 as follows:

Construction	\$ 76,900,000
Right of Way	12,500,000
Total	<u>\$ 89,400,000</u>

The studied project is estimated to involve 46 residential, 5 business, and 1 church relocations. 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

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, no threatened and/or endangered species were identified in the study corridor. Impacts to wetlands are expected and a Corps of Engineers Section 404 permit is anticipated. Any crossings of Falling Creek will involve WS-IV, NSW waters and will require special sedimentation control efforts.



**FEASIBILITY STUDIES UNIT**  
 R-3331  
**NEW ROUTE**  
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 from Goldsboro to Kinston  
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 DIVISIONS 2 & 4 FIGURE 1