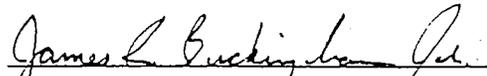


FEASIBILITY STUDY

Greenville  
Farmville Boulevard Extension  
from Fourteenth Avenue  
to Tenth Street (SR 1598)  
Pitt County  
U-3315

Prepared by  
Program Development Branch  
Division of Highways  
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3/13/95  
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I. GENERAL DESCRIPTION

This feasibility study describes the extension of Farmville Boulevard, from Fourteenth Avenue to Tenth Street (SR 1598) in Greenville. The total project length is approximately 0.6 miles (1.0 km). The project location and surrounding area is shown on Figure 1, and the project location is shown to a larger scale on Figure 2. The recommended project alignment is shown by Alternate 1 on Figure 2.

The recommended cross-section is a 5-lane, 64-foot (19.5-m) wide curb and gutter section, with 8-foot (2.4-m) berms, on right-of-way 100 feet (30.5 m) wide. The improvements will include a railroad/highway grade separation structure carrying the project roadway over the CSX Railroad, Dickinson Avenue, and Grande Avenue.

It is also recommended to connect relocated Tenth Street with Ninth Street. This will allow traffic circulation between relocated Tenth Street and Dickinson Avenue (SR 1531), both of which are major thoroughfares. The recommended cross-section is a two-lane, two-way, 26-foot (7.9 m) wide curb and gutter facility, with 8-foot (2.4 m) wide berms, on right-of-way 75 feet (22.9 m) wide. This connection will be approximately 225 feet (68.6 m) in length. This connector location is shown on Figure 2. Clark Street was considered for this connector location, but the grade differential with respect to relocated Tenth Street makes this unlikely.

It is estimated that there will be 9 residential and 20 business relocations due to this project. The total estimated cost for the project including construction and right of way is \$14,400,000.

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

Dickinson Avenue, and Grande Avenue.

The bridge over the CSX Railroad is recommended to be 74 feet (22.6 m) wide, 250 feet (76.25 m) long, with five travel lanes, and sidewalks 5 feet (1.5 m) wide on each side.

It is also recommended to connect relocated Tenth Street with Ninth Street. This will allow traffic circulation between relocated Tenth Street and Dickinson Avenue (SR 1531), both of which are major thoroughfares. The recommended cross-section is a two-lane, two-way, 26-foot (7.9 m) wide curb and gutter facility, with 8-foot (2.4 m) wide berms, on right-of-way 75 feet (22.9 m) wide. This connection will be approximately 225 feet (68.6 m) in length. This connector location is shown on Figure 2. Clark Street was considered for this connector location, but the grade differential with respect to relocated Tenth Street makes this unlikely.

It is estimated that there will be 9 residential and 20 business relocations due to this project. The total estimated cost for the project including construction and right of way is \$14,400,000 as follows:

Construction.....	\$ 8,300,000
Right-of-way.....	\$ 6,100,000
Total Cost.....	\$14,400,000

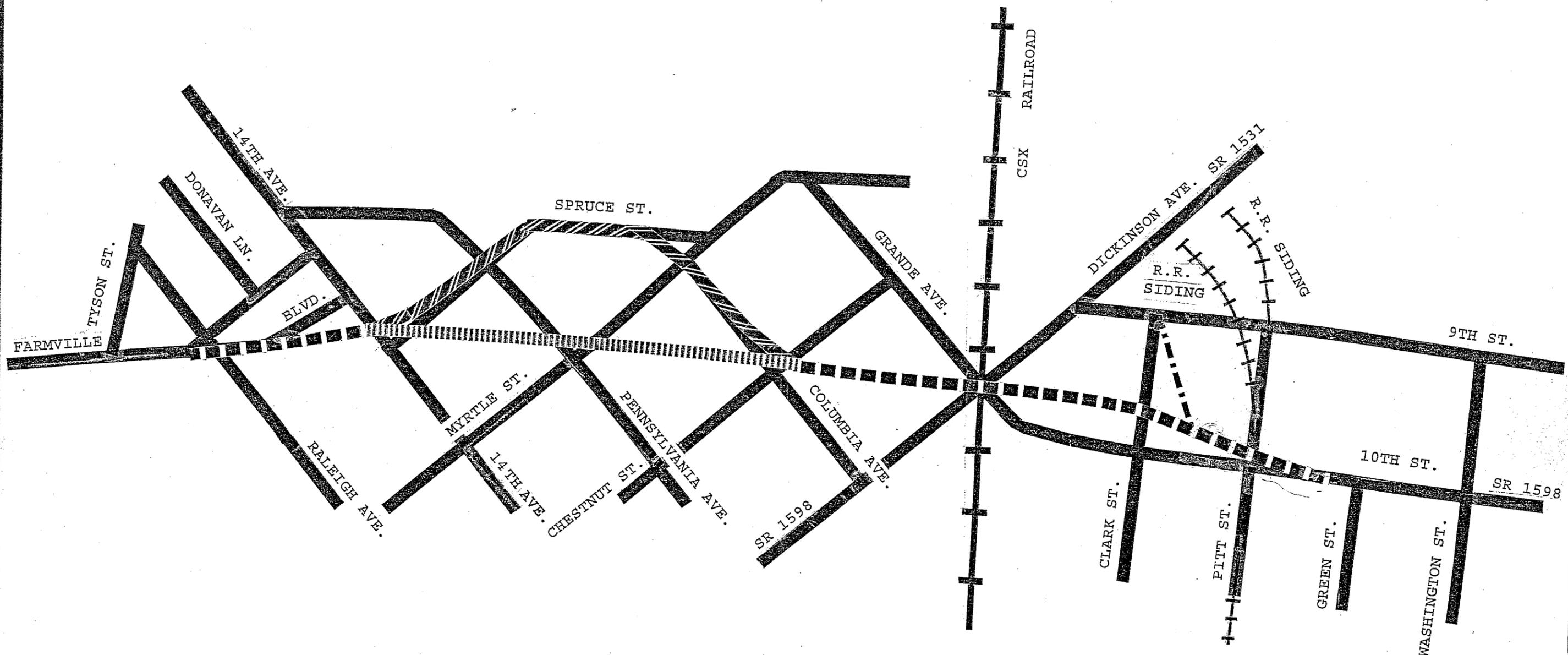
#### IV. OTHER COMMENTS

An environmental screening was not conducted for this study, however, no historic properties or endangered species are anticipated.

This project divides an existing neighborhood. Myrtle Street, Chestnut Street, Pennsylvania Avenue, and Columbia Street will be terminated on both the north and south sides of the project. It is felt that adequate access to the new facility will be provided via Fourteenth Street and/or Dickinson Avenue. Also, Clark Street will be terminated on both sides of the project. Access to the new facility can be made via existing Tenth Street and Pitt Street.

An alternate route was studied, shown as Alternate 2 on Figure 2. This alternate differs from Alternate 1 only in alignment. A portion of the alignment of Alternate 2 is more circuitous, following the alignment of Spruce Street and Columbia Avenue. The remainder of the alignment is identical to that of Alternate 1. Also, the roadway cross-section including the structure location and size, and the connector to Ninth Street are identical to Alternate 1.

Alternate 2 requires the relocation of 5 residences, and



LEGEND	
ALTERNATE 1	  
ALTERNATE 2	  

APPROXIMATE SCALE 1"=285'

FEASIBILITY STUDIES UNIT  
 FIGURE 2. PROJECT LOCATION ENLARGED  
 FARVILLE BLVD. EXTENSION  
 ON NEW LOCATION  
 FROM  
 FOURTEENTH AVENUE  
 TO  
 TENTH STREET (SR 1598)  
 GREENVILLE, PITT COUNTY  
 U-3315 DIV. 2 FIGURE 2

