



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY  
GOVERNOR

LYNDO TIPPETT  
SECRETARY

February 21, 2005

Mr. Leon Turner, Director  
Granville County Economic Development Commission  
Post Office Box 26  
Oxford, NC 27565

Dear Mr. Turner:

Re: Kerr-Tar Mini-Hub Project  
US 158 and SR 1521 (Tabbs Creek Road) in Vance and Granville Counties

As requested, we have reviewed the subject site and the associated roadway network as a possible industrial development location. The site can be accessed via three different roadways: US 158, SR 1521 (Tabbs Creek Road), and SR 1541 (W. Tom Parham Road). Interstate 85 access is easily obtained from this site via the US 158 interchange at Exit 206, and via the Poplar Creek interchange at Exit 209. We offer the following comments for your consideration.

**US 158**

This is a primary highway with sufficient width and structure to accommodate the traffic for an industrial site. Considering the potential traffic generated, it will most likely be necessary for this development to provide turn lane improvements to this part of the road network to handle the additional volumes generated by an industrial site.

While access to US 158 is directly obtained from I-85 at Exit 206 at the west end of this site, access to the east end of the site from I-85 utilizes Exit 209. Exit 209 accesses SR 1126 (Poplar Creek Road) in Vance County about 0.3 mile south of US 158. SR 1126 currently serves access to Vance-Granville Community College and an existing industrial facility. While it is likely this facility will be able to handle truck traffic for the proposed industrial site, turn lanes and other improvements may be needed.

**SR 1521**

Tabbs Creek Road is currently a 22' wide, two-lane facility with 10' travel lanes and 1' paved shoulders. The road has additional 3'-4' unpaved shoulders and a typical ditch section. This segment of roadway can not accommodate the tractor/trailer traffic generated by an industrial site in its present condition. If funding were available, the following requirements would have to be made to upgrade this roadway to the minimum desired criteria.

- 2' widening on each side of the roadway to acquire the desired 24' travelway with 1' paved shoulders. This would include re-grading the existing shoulders and ditches to provide an adequate typical section.
- Strengthening the existing pavement structure with the necessary overlay

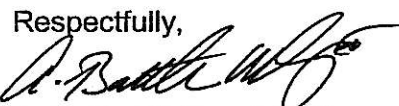
**SR 1541**

West Tom Parham Road is another roadway that provides access to this site. While the distance from this roadway to US 158 and I-85 makes it a less than desirable route for tractor/trailer traffic, it is likely to be used as employee/commuter access. SR 1541 is currently a 20' wide, surface treatment road with a narrow bridge between the site and SR 1521. Given the existing characteristics of this facility, it can not accommodate the additional traffic generated by an industrial site. If funding were available, the following requirements would have to be made to upgrade this roadway to the minimum desired criteria.

- 2' widening on each side of the roadway to acquire the desired 22' travelway with 1' paved shoulders. This could include re-grading the existing shoulders and ditches to provide an adequate typical section.
- Strengthening the existing pavement structure with the necessary overlay
- Strengthening (possibly replacement) of the one-lane bridge structure

Please note that this information is preliminary. Should an industrial or commercial development occupy this site, a more detailed investigation will be performed during the driveway permitting and utility encroachment processes identifying the specific access locations and required roadway improvements.

If you have any questions or would like to discuss this issue in more detail, please feel free to contact me.

Respectfully,  
  
A. Battle Whitley, IV, PE  
District Engineer

cc: Mr. J. G. Nance, PE, Division Engineer  
Mr. S. D. Winstead, PE, District Engineer (District 3)