Kingsboro CSX Select Site

Edgecombe County, NC
This book, prepared by Appian Consulting Engineers, is a compilation of reports and maps developed by Appian and their consultants for the Kingsboro CSX Select Site. The intent of the book is to condense and summarize the various findings of the site investigation into a single bound presentation document.

For more detailed information about what this site has to offer, the reader can contact Ms. Oppie Jordan, Vice President of Carolinas Gateway Partnership, at 252.442.6224, or by email at ojordan@econdev.org.

Google "Kingsboro Video" or visit https://www.youtube.com/watch?v=UwhizjYkMc4 to see an informational video about this site.
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The Kingsboro CSX Select Site is strategically located in the heart of the eastern seaboard, off US Highway 64, just an hour east of Raleigh and 10 minutes east of Interstate I-95. The 1,449 acre site is located 5 miles east of Rocky Mount and 6 miles west of Tarboro. Although the site is 30 miles from the Pitt-Greenville general aviation airport, it is only about 60 miles from Raleigh-Durham International Airport (RDU), and equidistant between ports at Norfolk and Wilmington.

CSX Transportation provides rail service to the area and is adjacent to the site. This site is the first recipient in the state to receive the esteemed CSX Select Site Designation, which confirms that land use issues have been addressed and that the site is ready for development.
KINGSBORO CSX SELECT SITE
Edgecombe County, N.C. December 2014

VICINITY / REGIONAL MAP

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Notes:
This preliminary plan is based on limited information and therefore may not reflect final site features. Minimal site research has been conducted and site conditions may change significantly.
Aerial imagery shows the majority of the property surrounding the site is undeveloped woods and agricultural farmland.

In addition:
- The 1400,000 sf QVC Distribution Center can be seen to the west of Kingsboro Road.
- The 175,000 sf Kanban Logistics warehouse facility served by rail can be seen south of QVC.
- The electrical substation and an elevated water storage tank can be seen adjacent to QVC.
- The Heartsease Fire Department is shown across the from the site on Alternate US Hwy 64.
- A small flea market is shown at the intersection of Kingsboro Road and Alternate Us Hwy 64.
- Midlakes Mobile Home Park is located in the center north of the property, and contains approximately 95 acres and a convenience store. The County has an option to purchase the park, so it is included in the total acreage of the site.
- A small single-family subdivision (Deer Walk) consisting of approximately 25 homes is shown on SR 1337. The subdivision is shielded from the site by trees.
MAP 4a: ADDITIONAL ACREAGE MAP

Aerial imagery shows the majority of the property surrounding the site is undeveloped and available for development. The County has options to purchase additional properties adjacent to the site, which enable this mega-site to boast a land availability exceeding six (6) square miles (16 sq km).

Phase I: 1,449 acres
Add'l Acres: 1,893 acres
Add'l Acres: 665 acres
TOTAL: 4,007 acres
Kingsboro CSX Select Site
Edgecombe County, N.C.
December 2014

Add'l Acreage Map

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Notes:
This preliminary plan is based on limited information and therefore may not reflect final site features. Minimal site research has been conducted and site conditions may change significantly.
Looking West from Harts Chapel Road, QVC in distant background

Looking West towards site, QVC in distant background
MAP 5: EXISTING UTILITIES

WATER

Edgecombe County provides water service to the area, with water treatment provided by the City of Rocky Mount. An existing 16" waterline extends along Kingsboro Road and Alternate US Highway 64. Water is also available along SR 1337 and Harts Chapel Road (SR 1217), with an 8" and 4" waterline, respectively. A one million gallon elevated water storage tank adjacent to the QVC distribution center on Kingsboro Road ensures availability of adequate pressure (average static pressure at the site is 72 psi). The area is currently served by a nearby water booster pump station operated by the City of Rocky Mount with a capacity of 0.800 MGD. Additional capacity could be obtained by adding a booster pump on Alternate US Highway 64 to pump water from Tarboro.

CITY OF ROCKY MOUNT WATER TREATMENT PLANT
Capacity: 26.0 MGD
Current Average Daily Flow: 91 MGD (2012)

WASTEWATER

Edgecombe County provides sewer service to the park, with wastewater treatment provided by the City of Rocky Mount. An existing 10" gravity sewer line is located along Kingsboro Road, connecting to the Kingsboro Road pump station, powered by two 500 gpm submersible pumps. Sewer is pumped from the station through a 10" force main to the City of Rocky Mount Wastewater Treatment Plant located less than five miles southwest of the site.

Edgecombe County's contract with the City of Rocky Mount has a current capacity of 0.240 MGD, but this limit can be amended as needed to increase flow. Nearby QVC has a current flow of approximately 0.040 MGD. Depending on where a facility locates within the park, an additional sewer lift station and force main can be constructed.

KINGSBORO ROAD PUMP STATION
Current Average Daily Flow: 0.360 MGD
Current Peak Daily Flow: 0.900 MGD
Capacity: 1.000 MGD at 3 fps with new pumps

CITY OF ROCKY MOUNT WASTEWATER TREATMENT PLANT
Capacity: 21.0 MGD
Current Average Daily Flow: 10.1 MGD (2012)
**ELECTRICAL**

Edgecombe-Martin County Electric Membership Corporation (EMC) currently provides electrical service to the area. Existing three-phase 25kV electric lines are currently along Kingsboro Road and Alternate Highway 64. Not shown are 15kV lines along Harts Chapel Road (SR 1217) and SR 1337. Edgecombe-Martin EMC operates an 115kV/15kV electric substation adjacent to the QVC distribution center on Kingsboro Road.

An existing easement for “Virginia Electric and Power Company” (aka Dominion Power) crosses the northeast corner of the property. Dominion Power maintains a 115kV (80 line) transmission line and a parallel 230kV (229 line) transmission line within the easement.

**NATURAL GAS**

Piedmont Natural Gas provides natural gas to the area, and operates a 6" natural gas line with 600 psi pressure along Kingsboro Road.

**TELECOMMUNICATIONS**

CenturyLink is the service provider for telecommunications in this area. Underground fiber optics are currently along Kingsboro Road and Alternate US Hwy 64.
VEHICULAR SITE ACCESS

US Highway 64 separates the site into a northern 1,295-acre and southern 154-acre site. The Kingsboro CSX Select Site is served by US Highway 64, Kingsboro Road and Alternate US Hwy 64. The site features more than 7 miles of road frontage, including 7,000 feet along US Highway 64, which is a four lane interstate-grade controlled-access highway. Kingsboro Road is the primary access to the site from US Highway 64, and it connects to Alternate US Hwy 64, Harts Chapel Road (SR 1217) and SR 1337, all of which are NCDOT-maintained two lane highways with minimal traffic. Since there is mostly agriculture use along Harts Chapel Road (SR 1217), the NCDOT has agreed to close the road if needed for development.

As can be seen from the conceptual Master Development Plan (Map 13), a 2-mile access road paralleling the southern boundary of the 1,295-acre site will provide additional access from Kingsboro Road. The NCDOT has completed the planning, design and environmental permitting for the road and is committed to paying for its construction. Other than the completion of this access road, no additional roadway improvements are necessary for the site.

<table>
<thead>
<tr>
<th>Average Daily Traffic Volume</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>US Hwy 64 Bypass</td>
<td>19,000</td>
</tr>
<tr>
<td>Kingsboro Road (SR 1225)</td>
<td>2,000</td>
</tr>
<tr>
<td>Alt. US Hwy 64</td>
<td>5,700</td>
</tr>
</tbody>
</table>

Source: NCDOT Edgecombe County Traffic Volume Maps

RAILROAD ACCESS

CSX Transportation owns and maintains a single mainline with a rail siding along the southern perimeter of the site. The site features more than 10,000 feet of railroad right-of-way frontage. CSX Transportation currently serves nearby Kanban Logistics, located on Kingsboro Road adjacent to the QVC Distribution Center. The 175,000 sf Kanban Logistics warehouse facility is served by a rail spur with four rail docks at the building, and has received designation status as a Foreign Trade Zone (FTZ) qualifying the facility for benefits given to importers and exporters. This section of railroad is on the east-west line between Rocky Mount and Williamston/Plymouth.
MAP 6: TOPOGRAPHY MAP

The topography map highlights the elevation change from higher elevations to lower elevations by 10-foot color coded intervals along with high points and low points. The perimeter roads are located along the ridges of the property. The entire site drains to the north into Walnut Creek, which flows to the north into nearby Tar River located less than one-half mile north of Alternate US Highway 64. The highest elevations are located near the proposed parkway and range from 102 to 112 feet. The low points of the property are located in and along the streams that flow to the north and range from 56 to 60 feet in elevation. This site is generally flat with an average slope of approximately 1.5%.
MAP 7: SLOPE ANALYSIS MAP

The slope analysis map highlights the areas of the site where development may be limited by slope conditions. Approximately 94% of the site (1,364 acres) contains slopes of 10% or less. Approximately another 4% of the site (50 acres) contains slopes between 10% and 15%. Slopes of 15% or more (27 acres) that would limit development are entirely located along the streams. Although the amount of earthwork required for a facility will vary greatly depending on its size, cut and fill depths of 10 to 15 feet should be expected. Cut is anticipated along the higher elevations to fill the steeper or lower areas to maximize the buildable area.
MAP 8: HYDROLOGY MAP

The majority of the site is undeveloped woodland consisting of a mixture of deciduous and evergreen trees. The remainder of the site is used for agricultural farmland. The entire site drains to the north into Walnut Creek, which flows to the north into nearby Tar River located less than one-half mile north of Alternate US Highway 64.

The following hydrologic features are found on the 1.449-acre property:

- 100 Year Floodplain: 12 acres
- Tar River Riparian Buffers: 90 acres
- Wetlands: 54.26 acres

FLOODPLAIN

The site is not prone to flooding or located in a flood hazard area, except for a small portion along Walnut Creek, which flows to the north. Less than 1% of the site (12 acres) are located within the 100-year floodplain, per FEMA 3720,3799,00J and 3720,4709,00J, dated 11.3.04. The floodplain is entirely located in wooded areas within the ravines adjacent to Walnut Creek. The 100-year floodplain is approximately below elevation 70', while most of the buildable acreage is between elevation 90' and 110'.
STREAMS AND BUFFERS

Walnut Creek and Walnut Branch have been identified on the site per the latest USGS Quadrangle Maps. North Carolina Department of Environment and Natural Resources (NCDENR) has visited the site and verified the locations of the streams which are protected by a 50' Tar River Riparian Buffer. Approximately 90 acres (less than 7%) of the site is protected by riparian buffers. Encroachment into riparian buffers or streams must be permitted and mitigated according to the COE and NCDENR.

WETLANDS

The United States Army Corps of Engineers (COE) have visited the site and verified a detailed wetland delineation for 1,354 acres. The Mobile Home Park delineation is incomplete at this printing. The 54.26 acres (approximately 4% of the site) of wetlands are located in mostly wooded areas and do not hinder development. Encroachment into wetlands must be permitted and mitigated according to the COE and NCDENR.

PHASE I ENVIRONMENTAL SITE ASSESSMENT

Several Phase I Environmental Site Assessments (ESAs) have been prepared for the site, each showing no evidence of hazardous or toxic substances on the property. A summary Phase I ESA prepared by Sherrill Environmental, dated May 2012, indicated that no environmental concerns or recognized environmental conditions (RECs) are identified with the site.
STORMWATER PERMITTING

Development within the site must comply with the Edgecombe County Stormwater Ordinance, as the County conducts its own stormwater review. New development must comply with the state’s Tar-Pamlico Nutrient Strategy, which requires nutrient (nitrogen and phosphorous) water quality control. In addition, there must be no net increase in peak flow leaving a site from the predevelopment conditions for the 1-year, 24-hour storm.

EROSION CONTROL PERMITTING

Development that requires land disturbance exceeding one acre must acquire an Erosion and Sedimentation Control Plan approved by NCDENR. The NCDENR Erosion Control Permitting process requires approximately 30 to 45 days; though an Express Permitting Option that requires 7 to 10 days is available.

The approved Erosion Control Permit will include the National Pollutant Discharge Elimination System (NPDES) Stormwater General Permit NCG010000 to ensure full compliance with the NPDES requirements of the Clean Water Act.
MAP 9: SOILS MAP

The soils survey map outlines the soil data per the USDA Natural Resources Conservation Service (NRCS) Soil Survey based on information produced by the National Cooperative Soil Survey. The site is located in the Upper Coastal Plain region of North Carolina. Although side slopes above drainageways may be steep, soils at the site are typical of broad and gently sloping portions of Edgecombe County.

Multiple subsurface investigations and geotechnical reports have been prepared for this site, including a "Consolidated Geotechnical Engineering Report," prepared by Terracon, dated April 11, 2012. Soil borings indicate predominantly clay and clayey sands offering 2,000 to 2,500 psf designed bearing pressure.

<table>
<thead>
<tr>
<th>Code</th>
<th>Soil Type</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AaA</td>
<td>Altavista fine sandy loam, 0 to 3 percent slopes, well-draining</td>
<td></td>
</tr>
<tr>
<td>AyA</td>
<td>Aycock very fine sandy loam, 0 to 2 percent slopes, well-draining</td>
<td></td>
</tr>
<tr>
<td>AyB</td>
<td>Aycock very fine sandy loam, 2 to 6 percent slopes, well-draining</td>
<td></td>
</tr>
<tr>
<td>Bb</td>
<td>Bibb soils, poorly draining</td>
<td></td>
</tr>
<tr>
<td>BnB</td>
<td>Blanton sand, 0 to 6 percent slopes, moderately well-draining</td>
<td></td>
</tr>
<tr>
<td>DpA</td>
<td>Duplin sandy loam, 0 to 2 percent slopes</td>
<td></td>
</tr>
<tr>
<td>DpB</td>
<td>Duplin sandy loam, 2 to 5 percent slopes</td>
<td></td>
</tr>
<tr>
<td>ExA</td>
<td>Exum very fine sandy loam, 0 to 2 percent slopes, moderately well-draining</td>
<td></td>
</tr>
<tr>
<td>GoA</td>
<td>Goldsboro fine sandy loam, 0 to 2 percent slopes</td>
<td></td>
</tr>
<tr>
<td>Gr</td>
<td>Grantham very fine sandy loam, well-draining</td>
<td></td>
</tr>
<tr>
<td>GyC</td>
<td>Gritney fine sandy loam, 6 to 10 percent slopes, well-draining</td>
<td></td>
</tr>
<tr>
<td>GyD</td>
<td>Gritney fine sandy loam, 10 to 15 percent slopes, well-draining</td>
<td></td>
</tr>
<tr>
<td>JS</td>
<td>Johnston soils</td>
<td></td>
</tr>
<tr>
<td>Ly</td>
<td>Lynchburg fine sandy loam, somewhat poorly draining</td>
<td></td>
</tr>
<tr>
<td>NoA</td>
<td>Norfolk loamy sand, 0 to 2 percent slopes, well-draining</td>
<td></td>
</tr>
<tr>
<td>NoB</td>
<td>Norfolk loamy sand, 2 to 6 percent slopes, well-draining</td>
<td></td>
</tr>
<tr>
<td>NoC</td>
<td>Norfolk loamy sand, 6 to 10 percent slopes, well-draining</td>
<td></td>
</tr>
<tr>
<td>Pa</td>
<td>Pactolus loamy sand, moderate to somewhat poorly draining</td>
<td></td>
</tr>
<tr>
<td>Ra</td>
<td>Rains fine sandy loam, poorly draining</td>
<td></td>
</tr>
<tr>
<td>WaB</td>
<td>Wagham loamy sand, 0 to 6 percent slopes, well-draining</td>
<td></td>
</tr>
<tr>
<td>WaC</td>
<td>Wagham loamy sand, 6 to 10 percent slopes, well-draining</td>
<td></td>
</tr>
<tr>
<td>WaD</td>
<td>Wagham loamy sand, 10 to 15 percent slopes, well-draining</td>
<td></td>
</tr>
</tbody>
</table>
MAP 10: ZONING MAP

The project site is located within Edgecombe County. Twelve hundred acres are zoned General Industrial (M-2), which is primarily intended to accommodate a wide range of assembling, fabricating, manufacturing uses, and support retail and service uses. The mobile home park is zoned R-20. Most of the 154-acre site is also in a Transportation Corridor Overlay District, which requires additional landscaping and access control plans.

<table>
<thead>
<tr>
<th>Zoning District</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AR-30 Rural Residential</td>
<td>The AR-30 rural residential district is primarily intended to accommodate a variety of low density single-family detached dwellings, manufactured homes on large lots, in areas without access to public water and sewer services, and in areas where soil characteristics necessitate low density development.</td>
</tr>
<tr>
<td>B-1 Neighborhood Business</td>
<td>The B-1 neighborhood business district is primarily intended to accommodate limited retail, office, service, and moderate density residential uses.</td>
</tr>
<tr>
<td>M-2 General Industrial</td>
<td>The M-2 general industrial district is primarily intended to accommodate a wide range of assembling, fabricating, manufacturing uses, and support retail and service uses.</td>
</tr>
<tr>
<td>R-20 Residential</td>
<td>The R-20 residential district is primarily intended to accommodate low density single-family detached dwellings, manufactured homes, manufactured home parks, and two family dwellings in areas which have access to public water or to public sewer service.</td>
</tr>
<tr>
<td>R-30 Residential</td>
<td>The R-30 residential district is primarily intended to accommodate low density single-family detached dwellings and manufactured homes on large lots.</td>
</tr>
<tr>
<td>TCO Transportation Corridor Overlay</td>
<td>The Transportation Corridor Overlay district is established to provide specific appearance and operational standards for major highway corridors in Edgecombe County while accommodating development along the corridors. The manner in which land uses impact interchange ramps and feeder roads is of particular concern in this overlay district. Within the TCO, landscaping requirements and access control plans are required.</td>
</tr>
</tbody>
</table>
This preliminary plan is based on limited information and therefore may not reflect final site features. Minimal site research has been conducted and site conditions may change significantly.
MAP 11: LAND USE MAP

The Edgecombe County Land Development Plan (2007-2017), dated 6.2.08, has identified this area as a "future growth area." In addition, the Edgecombe County Agricultural Development Plan, dated 9.21.10, prepared by the Edgecombe County Agricultural Advisory Board, recognizes the attractive greenfield development opportunities along the US Highway 64 corridor.
MAP 12: BUILDABLE AREA MAP

The buildable area map identifies the areas of the site that are most suitable for development. Two primary buildable areas have been identified on the site defined by the location of US Highway 64. Areas including riparian buffers, wetlands, steep slopes, and floodplains have been excluded from buildable area. The total buildable area of the property consists of approximately 1,092 acres, or 75% of the entire site. The site easily provides the potential for more than twenty million (20,000,000) sf under roof!

Buildable Area 1 is located on the northeast side of US Highway 64 and consists of 1,295 acres, of which 959 acres are considered buildable. It is envisioned that the area could accommodate several large industrial or warehouse facilities with the potential for multiple medium sized users, as shown on Map #13: Conceptual Master Development Plan.

Buildable Area 2 is located on the southern side of US Highway 64 and consists of 154 acres, of which 133 acres are considered buildable. This area could adequately accommodate a single large sized facility or could be divided into two smaller sized users.

<table>
<thead>
<tr>
<th>AREA 1: 1,295 AC</th>
<th>APPROXIMATE BUILDABLE ACREAGE</th>
<th>PERCENTAGE OF TOTAL BUILDABLE AREA</th>
</tr>
</thead>
<tbody>
<tr>
<td>AREA 2: 154 AC</td>
<td>959 acres</td>
<td>66%</td>
</tr>
<tr>
<td>TOTAL BUILDABLE AREA:</td>
<td>1,092 acres</td>
<td>9%</td>
</tr>
</tbody>
</table>

75% of Entire Site

Depending on the size of the industrial facility, significant earthwork may be required to balance cut and fill. As previously noted, cut and fill depths of 10 to 15 feet should be expected. Cut is anticipated along the higher elevations to fill the steeper or lower areas to maximize the buildable area.
BUILDABLE AREAS LEGEND

Buildable Areas
154.10 Site = 133 Ac. (86% of Site)
1,294.78 Site = 669 Ac. (74% of Site)
Total = 1,449 Ac. (75% of Site)

Non-Buildable areas are a result of
Easements, Flood Zones, Buffers,
Wetlands, Steep Slopes, Access Road.

POTENTIAL for
20,000,000 S.F.
UNDER ROOF

SITE INFO

Site Acreage: 1,449 Ac.
Jurisdiction: Edgecombe County, NC

Notes:
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therefore may not reflect final site features. Minimal site
research has been conducted and site conditions may
change significantly.

KINGSBORO
CSX SELECT SITE
Edgecombe County, N.C.
December 2014

MAP 12
BUILDABLE AREA MAP

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Phone: (252) 972-7703
Fax: (252) 972-7098
Web: http://www.appianengineers.com
Master Concept Plan 1 features a curvilinear divided parkway with nine potential developable sites ranging from 6 acres to 364 acres. Most of the sites are located on the 1,295 acres north of US Highway 64, while two building pads are shown on the 154 acres to the south.

The 400 acre Building Pad C is featured on this plan, with a conceptual 1,500,000 sf building layout. Building Pads B, C and D are shown with a rail spur extension.

Total Lots: 9
Total Lot Acreage: 1,449 acres
MAP 14:  MASTER CONCEPT PLAN #2
AUTOMOTIVE ASSEMBLY PLANT

Master Concept Plan 2 features a large automotive assembly plant on 660 acres with buildings ranging in size from 300,000 sf to 2,500,000 sf. The site includes the main plant, an office and administration building, a utility and maintenance building, and a shipping and receiving building with truck and rail transfer areas. This concept includes closing Harts Chapel Road (SR 1217), which has been approved by the NCDOT.

The plan also includes 5 support sites with buildings ranging in size from 300,000 sf to 1,600,000 sf.

Each buildable site can either stand on its own or multiple sites can be combined to form a larger building footprint. Each site is shown with a rail spur, employee parking and truck access. Due to the topographic relief of the site, each site is shown with its own stormwater management device.

| Total Lots:          | 7      |
| Total Lot Acreage:   | 1,254 acres |
| Total Building Footprint: | 8,100,000 sf |
This preliminary plan is based on limited information and therefore may not reflect final site features. Minimal site research has been conducted and site conditions may change significantly.
The Proposed Infrastructure Plan shows the location of the proposed 2-mile access road, rail spurs to serve each site, and utility extensions. The NCDOT has completed the planning, design and environmental permitting for the 9,000 foot access road and is committed to paying for its construction.

Proposed infrastructure is shown in red and is entirely conceptual, subject to change to suit the needs of development.
APPENDIX

7. FEMA Floodplain FIRM Panel 3720.4799.00J, 11.3.04
8. FEMA Floodplain FIRM Panel 3720.3799.00J, 11.3.04
ADDITIONAL REPORTS

Phase I Environmental Site Assessment

Bourne Family Limited Partnership
8615 US Highway 64 W, West Tarboro, NC 27886

Pegram County

Prepared by:
Environmental Consultants, Inc.
1205 Fairview Road
Raleigh, NC 27609

May 2007

Letter from the NC State Historic Preservation Office (SHPO) confirming that there are no historic resources that would be affected by site development, dated 9/13/12.

Threatened/Endangered Species assessment for the 154-acre tract, prepared by Soil Horizons, Inc., dated 5.28.12. The report states that there is no indication of threatened or endangered species at the site.

Threatened/Endangered Species assessment for the 154-acre tract, prepared by Soil Horizons, Inc., dated 5.5.08. The report states that there is no indication of threatened or endangered species at the site.

Cultural Resources assessment for the entire 1,400 acres, prepared by Soil Horizons, Inc., dated 5.6.12. The report states that there are no known historic resources that would be affected by site development.
SPONSORS:

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Golden LEAF
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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

Research Triangle Region
NORTH CAROLINA

Edgecombe County

Edgecombe-Martin County Electric Membership Corporation
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CAROLINAS GATEWAY PARTNERSHIP