



US 70 Corridor Commission

DIRECTOR'S REPORT FOR MONTHS OF AUGUST & SEPTEMBER, 2017 M. DURWOOD STEPHENSON, DIRECTOR

It's official – as we exit September – Fall has officially arrived as calendars shift from beach trips to escape the summer heat to embrace cooler nights and head westward to the colors ablaze in our mountains. That is North Carolina, we have it all with a full complement of seasons.

The June and July report was a repeat of April and May, noting the dominant issues of the past few months extended for 2 more months and the same issues: Transportation and Infrastructure, Flood Control and Food Processing economic opportunities continue to be our primary focus.

Secretary Trogon and his staff continue to escalate road projects across the State and those in our region are no exception. I will attach the most recent project update provided by Gary Lovering, dated September 15.

Kinston Mayor B.J. Murphy has continued the discussions and fight for better down-stream flooding controls. The Mayor was an up-close witness of the flooding inflicted by Matthew and its after effects when lives were in jeopardy. We must, as a community and region, continue the fight for better flood control. Without drastic measures, Eastern North Carolina will become a replica of Houston. More on this issue and plans ahead later in this report.

There appears to be a consensus that the enabling of a more stable and spirited economy in rural Eastern North Carolina will be agricultural based; the growing and processing of foods and other specialty crops being an obvious pursuit.

In a recent commentary by Farm Bureau President, Larry Wooten, published in Farm Bureau magazine titled 'THE IMPORTANCE OF INFRASTRUCTURE', he emphasized the primary issues that have been at the top of our agenda for the past 6 months:

- The importance of rural transportation, energy and broadband
- 38,000 jobs in Food Processing
- The role and opportunities for an improved economy in rural Eastern N.C. thru diversified agriculture and value-added crops and related services.

M. Durwood Stephenson
Director

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The economic opportunities provided by the growing and processing of food is being supported and validated by a host of partners including East Carolina College of Business and N.C. State University. The two have formerly joined together in a collaboration to encourage, promote and assure the sustainability of the agricultural economy and a way of life in Eastern N.C.

In response to the explosive growth of world populations and growing demand for food, North Carolina State University has confronted the mission and necessity of feeding the world with the establishing of the North Carolina Plant Science Initiative. The funding has been secured with a \$ 45 million grant from the Gold Leaf Foundation and \$ 85 million in State Bond funds. Facilities for the great feed initiative will be located at Centennial Campus in Raleigh and is scheduled to open in 2021.

I cannot recall the number of times I have read, heard and or written in my report the capability of North Carolina farmers to become the bread basket of the world. Although our farmers do contribute a significant volume of food to the world food supply chain as evidenced by the large volume of exports, we have not yet taken the next "big" step forward that is necessary to earn the title of 'Bread Basket of The World.' For the past several months, I have been reporting on food production and processing in Ayden, North Carolina. A model established in response to the 2014 report prepared by North Carolina State University suggesting up to 38,000 jobs can be realized in food growth and processing in Eastern North Carolina.

At the expense of being overly repetitive, the Ayden model, despite securing a commitment for approximately half (50%) of the necessary funding from Feds (EDC), the project is in serious jeopardy because of the failure to secure traction in North Carolina for the balance of the dollars (Approx. \$ 2.8 million) necessary to develop the planned facility. Unacceptable!

In a recent article written by Erin White, founder and principal of Community Food Lab LLC and published in Triangle Business Journal, the food focused design and planning firm founder offered several suggestions to promote and expand the food growth and processing industry:

- Launch food business incubators (Ayden – prime example)
- Grow visibility of North Carolina food and processing
- Build public-private partnerships in food distribution and food processing facilities
- Expand food investments
- Engage area universities in multi-disciplinary food initiatives. (As reported above, it appears our universities are committed and involved.)

Flooding is another issue that continues to be a priority on our agenda with necessity for a sense of urgency. As we approach the one-year anniversary of Hurricane Matthew and its devastating impacts throughout Eastern North Carolina, hopefully a new focus on cause and effects will suggest solutions to minimize future flood impacts throughout rural Eastern North Carolina – the Tar River, the Neuse River and the Cape Fear.

On August 17, Kinston Mayor B.J. Murphy and I met with Congressman David Rouzer to request a Resolution of Support from Congress to study Neuse River Flood impacts.

In response to U.S. 70 Corridor Commission Resolution and similar Resolutions from several other Towns and Counties along the Corridor, NCDOT has agreed to fund and lead a study to explore plans to minimize future flooding along the Neuse River Basin.

NCDOT Secretary Trogdon and NCDOT Chief of Staff, Bobby Lewis responded to Corps of Engineers statement that they have no authority to study flooding in the Neuse River Basin without Congressional approval and an appropriation to fund the study by initiating a study plan and formulation of a Steering Committee led by Jamie Shern, NCDOT Environmental Programs Advisor. I have been asked to Chair the Steering Committee and with Jamie we are now soliciting volunteers to serve on the committee. Your Town and/or County should have already received a solicitation for interested members.

The National trend of dying towns and counties in rural America is also the experience of rural North Carolina. The rural exodus across America has been an issue in our State for decades. A recent report from the UNC Population Center states 225 of the State's 553 municipalities experienced population decline from 2010-2016 at an alarming rate that is growing. The decline represents 41% of our Towns, all with similar histories and common deficits. We must address the deficiencies and provide equitable resources throughout the State; particularly, educational facilities and programs that provide knowledge and skills for new age jobs with connectivity between rural and urban communities for safe travel corridors connecting goods, services, jobs and people. Small rural towns are an important part of our history and with needed infrastructure can be a viable part of our future.

The rural population decline in North Carolina is occurring at a time when North Carolina's metropolitan areas experience unprecedented growth. It is the expressed opinion of research from UNC Population Center that our young are relocating from rural regions, but are not fleeing our State. They are moving to urban centers in search of jobs and quality of life opportunities.

The top priority for economic growth is jobs. Jobs are an absolute necessity to grow economically, but they also provide an opportunity for a more abundant and purposeful life. Sociologists describe jobs as more than work; work offers an individual a life of self-gratification and identity. Economists view economic pursuits through a narrow window evaluating only the numbers and their impacts. But we are learning that jobs are more than an exchange of labor for money, but in reality, social values are more than a measure of economic value. It is a feeling of self-worth and all of the things that human beings need to be happy and functional. Opioid use, alcoholism, homelessness, divorce, family break-up and obesity are common societal issues that are prevalent in the unemployed sector.

Attracting jobs is a multi-track task and journey. Improved and expanded infrastructure is the most credible tool to economic development and jobs.

The \$ 1 trillion campaign pledge to rebuild the Nation's roadways, bridges and utilities and expand broadband throughout rural America has been largely ignored and the ambitious infrastructure plan, when noted at all, is touted as a public-private partnership creating millions of jobs with \$ 200 billion in federal dollars generating \$ 800 million in private investment dollars. Although there is broad support for infrastructure improvements, the effort appears to be at the end of a long list of more controversial policy issues; healthcare reform, tax overhaul, immigration laws and now threatening foreign policy issues.

The unequal parity of the idea has been criticized by lawmakers from rural states expressing concern that rural America, the most needy, cannot generate their required share of private dollars from tolls, fees and investor dollars.

Broad support, great needs, but concern and debate on the source and allocation of dollars continue to be a challenge and an obstacle.

The only thing in the infrastructure discussion not in debate is the need to do something. The American Society of Civil Engineers estimates that \$ 4.6 trillion is needed to fix crumbling highways, bridges, transit systems, clean-safe water and to provide efficient broadband to rural America.

The infrastructure promise actually compiled a list of 50 major infrastructure projects including two of special interest to North Carolina and specifically rural Eastern N.C. The draft document included improvements along I-95 – the busiest and deadliest interstate in the Nation.

In addition to I-95 improvements, the draft proposal included the Atlantic Coast Pipeline. Perhaps the proposed infrastructure draft was just a feel-good document since the Atlantic Coast Pipeline, is being totally funded by private energy companies.

In addition to infrastructure, we must train and educate our population with higher skill levels to perform new jobs demanded by today's work force.

The good news – bad news scenario: There are 30 million jobs in the U.S. that pay a living wage of \$ 35,000 or more for workers without four-year college degrees – BUT – there are 75 million U.S. workers without college degrees.

Large work force employers look for life quality issues for their workers after identifying a community with appropriate job skills.

It is interesting to note the focus of the largest job potential provider in Eastern N.C. in decades was the life quality improvements. The Intermodal Rail Hub leadership began discussions with Carolinas Gate Partnership CEO, Norris Tolson, seeking community improvements by providing high quality educational facilities, favorable shopping and entertainment venues.

It is our task as economic development proponents to join together as rural partners to revise trends and spur economic progress to retain our young.

In their monthly meeting in August, the State Board of Transportation approved the 2018-2027 State Transportation Improvement Program (STIP). The approved plan includes 1,367 projects. NCDOT Secretary Trogdon and staff have been able to accelerate a plethora of projects including an additional 144 projects since the plan was programmed in January, 2017.

NCDOT began working on a Feasibility Study upgrade from west of I-95 to Princeton earlier this year. Discussions and meetings continued into late August discussing upgrades along U.S. 70 to Interstate Quality Freeway fulfilling the promise of I-42.

Don Black of New Bern and a regular contributor to the work of the U.S. 70 Corridor Commission advised in recent correspondence that third party map makers have already identified Goldsboro Bypass as an existing Interstate (I-42: Google Maps and TomTom GPS systems). I will verify. If so, we have already achieved a small measure of success with the designation. As you may recall, our initial stated objective was to secure Interstate designation in order to receive notice on global marketing maps.

On August 29, a presentation and discussion of Project FS-1604A (U.S. 70 Improvements in Johnston County) was held at NC DOT Division 4 office in Wilson. The project study area is from SR 1915 (Bear Farm Road/Turnage Road) to SR 2372 (N. Pearl Street/Edwards Road). In order to conform to Freeway and Interstate Standards, all intersections must be grade separated. We must continue to insist on this standard.

Since the opening of Goldsboro Bypass, I have received several inquiries/complaints regarding legal limits for truck weights along the new designated Interstate. The primary issue of concern is that state law provides allowances for additional weights on state highways that are prohibited on Interstate System (Future I-42). As a result of the conflict between state and federal regulations, some of our business owners are in jeopardy when traveling between state and federal roads. It is an issue that has been appropriately addressed in the states of Maine, New Hampshire and Vermont. There has been a national effort to extend the weight for all freeways and Interstates to 97,000 pounds. It is an issue that will be necessary to address and resolve at some time in the future.

On August 24 at the continuing persistence of Kinston Mayor, B.J. Murphy, for flood abatement solutions of the Neuse River Basin Roundtable met at Woodmen of The World Center in Kinston. It was well attended by elected officials, State and Federal jurisdictional authorities including Mike Sprayberry, Director of Emergency Management for North Carolina, Small dam regulators for DEQ, NC Department of Agriculture and several representatives from Corps of Engineers (USACE). It was here that USACE advised they cannot initiate or be a partner in Flood abatement study without a Resolution from Congress and an appropriation. This precipitated the visit with Congressman Rouzer and a request for Resolution from Mayor Murphy and me. In the absence of a Resolution or an appropriation, NCDOT has assumed responsibility for the study as previously reported in this report.

In mid to late August, I began receiving letters, emails and phone calls from residents of Wildwood Community near Newport, North Carolina. It was/is an organized effort to express communities' concern and objection to a particular road route through their neighborhood. Deputy Chief Engineer, John Rouse and Division Engineer Preston Hunter responded to their concerns.

The U.S. 70 Corridor Commission of North Carolina convened in New Bern on September 21.

We began the day joined by NCDOT Chief of Staff Bobby Lewis and NCDOT Board of Transportation Chairman, Michael Fox for a tour of the James City improvements project. As most are aware, the James City project has a long history and, in the past, was among our most controversial. Thanks to excellent work by John Rouse and his staff and a focus on public relations by the project consultant, this project has been embraced by the local community and local elected officials.

Later in the day Chairman Fox joined our Director's meeting and with Chief of Staff, Bobby Lewis, gave us insights and information on BOT activities and plans for accelerating project schedules.

Jennifer will soon be releasing minutes of September 21 meeting. I encourage you to read the minutes for details of informative details and presentations.

On September 22, I had an opportunity to share our vision and the future of U.S. 70 in Eastern North Carolina as it becomes future Interstate 42 with North Carolina Society of Engineers. It was evident a majority of those in attendance are familiar with the status of the Corridor. In addition to project status inquiries, the engineers asked a question that is of interest to all:

Travel time savings for each proposed Bypass:

Clayton
Wilson's Mills
Pine Level
Princeton
Goldsboro
Kinston
Havelock

We are attempting to answer that question with assistance from NCDOT staff.

As we move forward into the final quarter of 2017, we can take pride in our achievements – but make no mistake – the path ahead is hard and challenging. Victories and progress will continue to require total commitment and maximum effort. I continue to plead for the involvement and “push” from all of our team. It is obvious there is total “buy-in” from our partners and enablers from NCDOT.

Former U.S. Secretary of Agriculture, Tom Vilsack, has assumed an informal role in promoting rural America. Vilsack has noted there appears to be a lack of appreciation for rural America, despite almost all food produced in the United States comes from rural communities – yet those living in cities and benefitting from inexpensive food are so far removed from its production that they don't understand and/or appreciate the challenges and work ethic of American farmers.

There is a National movement to reestablish the pride and future of our farm communities. As residents of an agricultural state buoyed by agriculture, we too have witnessed the decline of rural populations and the ability of the farm community to earn a “living.” That is why we must as a people living in a rural region continue to “push” – harder for a future.

I am attaching a status report on our major agenda projects as of September 15, 2017.

Thank you and see you on Wednesday, November 15 (Note date change) in Goldsboro for our last meeting of 2017.

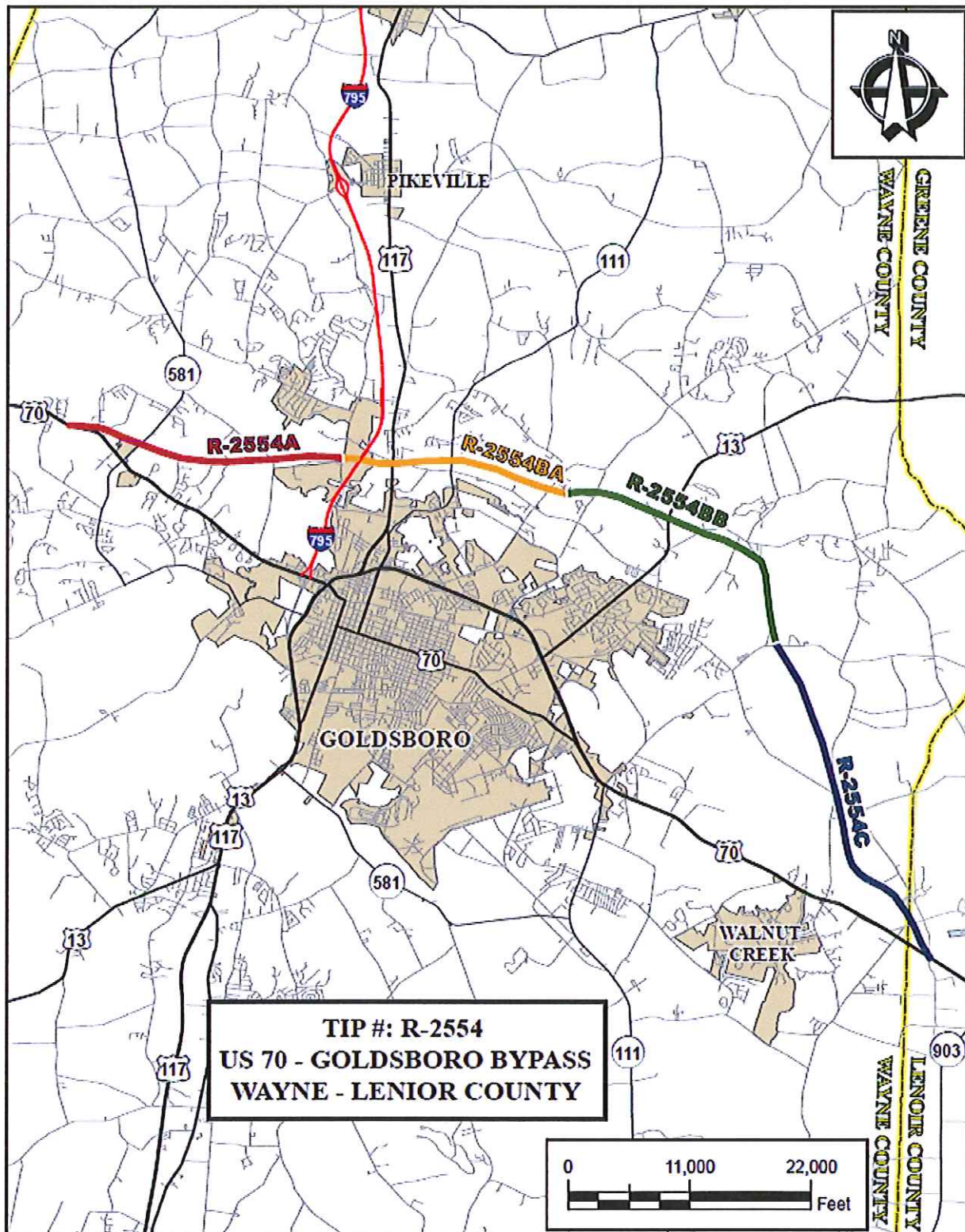
NC Board of Transportation US 70 Workgroup

September 15, 2017

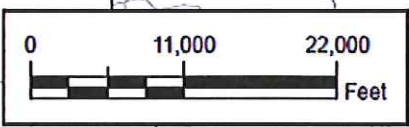


NCDOT

**Bypasses
Corridor Upgrades
Feasibility Studies**



TIP #: R-2554
US 70 - GOLDSBORO BYPASS
WAYNE - LENOIR COUNTY



US 70 Bypasses

Goldsboro Bypass (R-2554)

Funding Status:

Complete

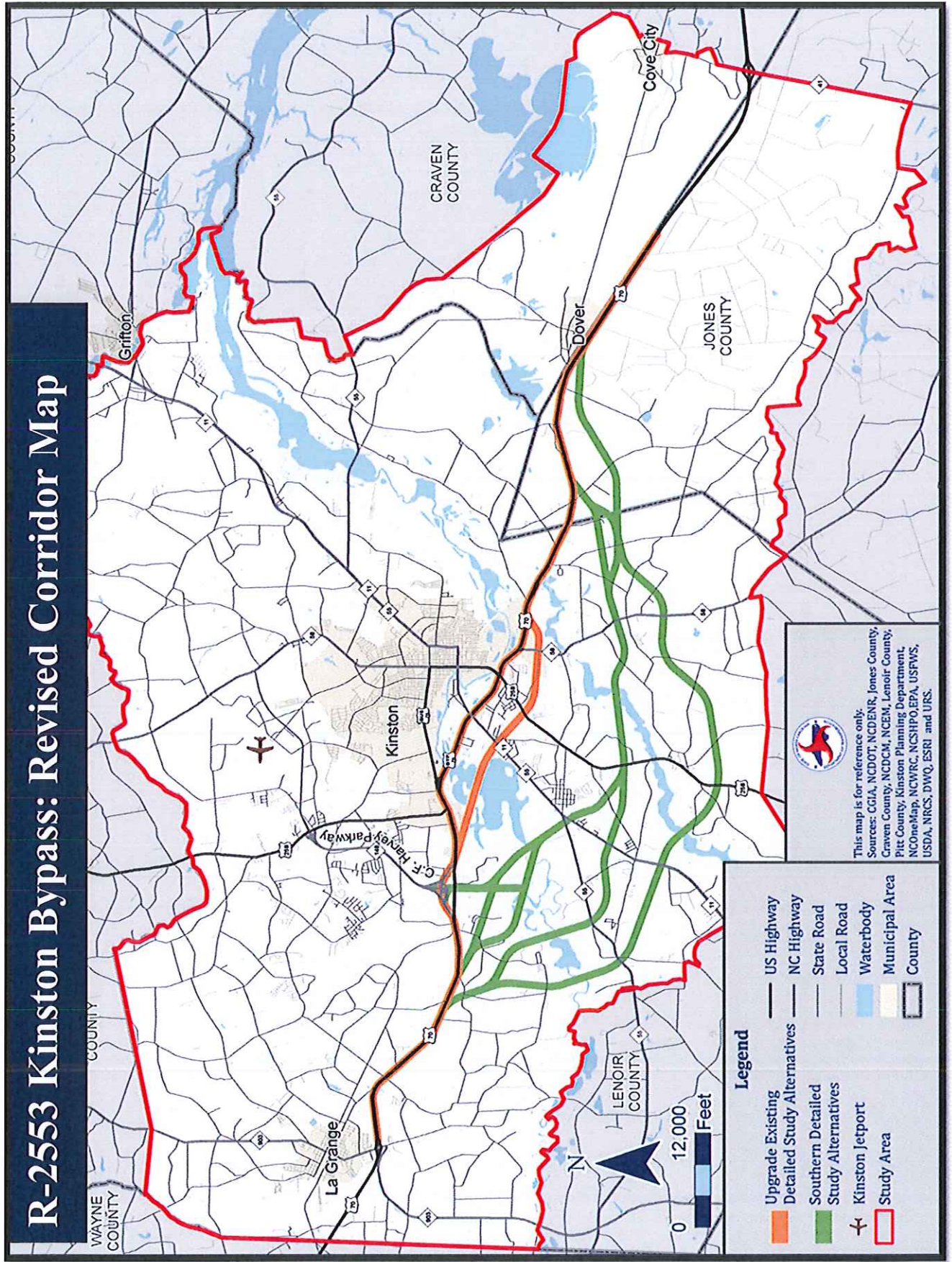
Schedule:

- Record of Decision Approved – August 1998
- Section A
 - Opened to traffic October 17, 2015
- Section BA
 - Opened to traffic Dec. 16, 2011
- Sections BB & C
 - Opened to traffic May 27, 2016

Activities Underway

Entire Bypass: Construction of Intelligent Transportation System infrastructure to aid daily and emergency traffic flow. This consists of closed circuit cameras, DMS Boards, etc. Structures are in place. Power has been supplied to cameras. Observation period to commence July 2017. ~~Expected completion late summer 2017.~~ **Project Completed as of 8/10/17**

Project Manager: Ryan Beamer, PE, (919) 209-1090, rlbeamer@ncdot.gov

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Kinston Bypass (R-2553)

Funding Status:


Only Section C of project **is fully funded in 2018-2027** STIP.

Section C - Kinston Bypass, NC 148 (Harvey Parkway) to US 70 East of NC 58

Schedule:

- 
- Start-of-Study Letter – May 29, 2009
 - Purpose & Need (CP1) Concurrence Achieved – October 13, 2010
 - Detailed Study Alternatives (CP2) Concurrence Achieved – November 17, 2011
 - Environmental Studies for historic resources, natural resources, and community impacts – 2012 through 2016
 - CP2 Concurrence (revisited) – January 16, 2014
 - Bridging Decisions (CP2A) – April 17, 2014
 - Draft Environmental Impact Statement - Spring 2018
 - Corridor Design Public Hearing – Summer 2018
 - Corridor Selection (CP3) – Fall 2018
 - Delineation of wetlands and streams – TBD
 - Avoidance and Minimization (CP4A) – TBD
 - Final Environmental Impact Statement – **TBD Winter 2020**
 - State Record of Decision – **TBD Summer 2020**
 - Right of Way acquisition – (~~Draft STIP:~~ **Section C 2022**)
 - Construction – (~~Draft STIP:~~ **Section C 2024**)

Activities Underway/Completed

- 
- Environmental Studies for Detailed Study Alternatives.
 - Functional Designs for Detailed Study Alternatives are completed.
 - Preliminary Noise Analysis is completed.
 - Public Meeting(s) #4 – were held August 26th & 28, 2014.
 - Local Officials Meeting #6 was held August 26, 2014.
 - Land Use Scenario Assessment was finalized in August 2015
 - Estimates completed: Utilities, Construction, ITS, relocation impacts.
 - Draft Economic Impact Assessment completed.
 - Traffic Forecast completed.
 - Merger informational meeting #6 completed.
 - Traffic capacity ~~studies ongoing.~~ **Analysis completed**
 - Refining conceptual designs.
 - Draft EIS now being assembled & written.
 - NCDOT-PDEA and FHWA are currently working on “lessons learned” for the GIS Pilot project & devising the best means for bringing that study to a close.
 - **Local officials meeting held July 24, 2017**
 - **Wetland Predictive Model merger meeting held on August 17, 2017. Wetland prediction with 86% accuracy. Merger team agreed to use predictive model for selection of LEDPA.**
 - **Project website has been made active and has been updated.**

Upcoming Actions

- ~~Wetland Predictive Model Pre-Merger Coordination August 2017~~
- ~~Local Officials Meeting Global Transpark July 24, 2017~~
- **Public Outreach at ENC Food, Brew ‘n Que festival planned for Oct. 21, 2017**
- **Planned Public meeting January 2018**

Project Owner: John Rouse, P.E., (252) 439-2800, jwrouse@ncdot.gov
Preston Hunter, P.E., (252) 439-2800, phunter@ncdot.gov

Project Manager: Maria Rogerson, P.E., (252) 439-2800, marogerson@ncdot.gov



**R-1015: Havelock Bypass
Preferred Alternative Map
April 10, 2012**

Begin Project R-1015

Neuse River

SR 1176 Carolina Pines B

SR 1105 Lewis Farm Rd.

Stocum Rd.

SR 1746 Greenfield Heights Blvd

SR 1701 Sunset Dr

SR 1755 Lake Rd

SR 1827 MacCortland Blvd

SR 1755 Lake Rd

SR 1755 Lake Rd

SR 1755 Lake Rd

SR 1755 Lake Rd

SR 1755 Lake Rd

SR 1755 Lake Rd

SR 1755 Lake Rd

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SR 1755 Lake Rd

Legend

 R-1015 Corridor 3

Craven County
Currier County

Havelock Bypass (R-1015)

Funding Status:

All segments funded for both right of way and construction in ~~2016-2025~~ **2018-2027** STIP.

Schedule:

- Draft Environmental Impact Statement – approved September 2011
- Corridor Public Hearing – December 6, 2011
- Conducted Post Hearing Meeting – February 2012
- Concurrence Point 3 Meeting (Corridor Selection Revisited) – Concurrence Achieved on April 10, 2012
- Concurrence Point 2A (Bridging Decisions Revisited) – Concurrence Achieved on July 9, 2012
- Environmental Studies Updates – 2012 - 2015
- Concurrence Point 4A (Avoidance & Minimization) – August 2014
- Final EIS Approved (FHWA) – October 2015
- Record of Decision Approved (FHWA) – December 2016
- Right of Way acquisition – In progress
- Construction – FY 2019



Activities Underway/Completed

- Right of way acquisition underway.

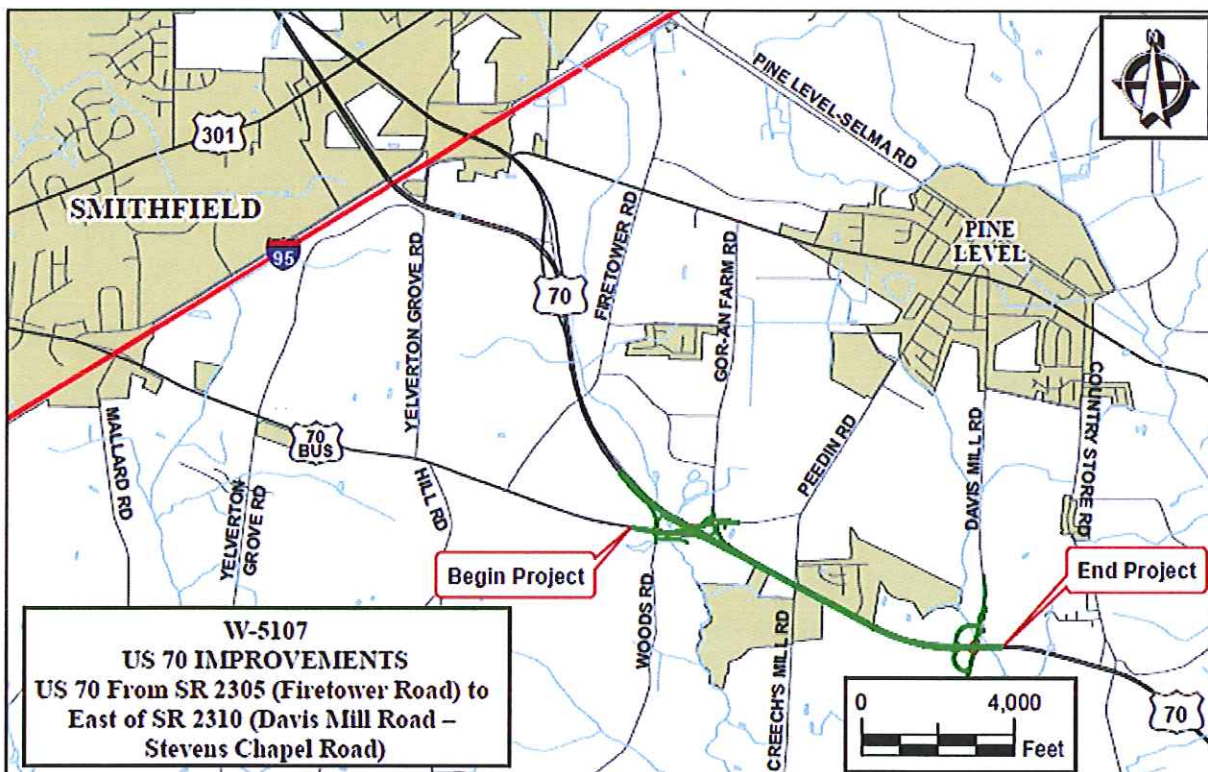
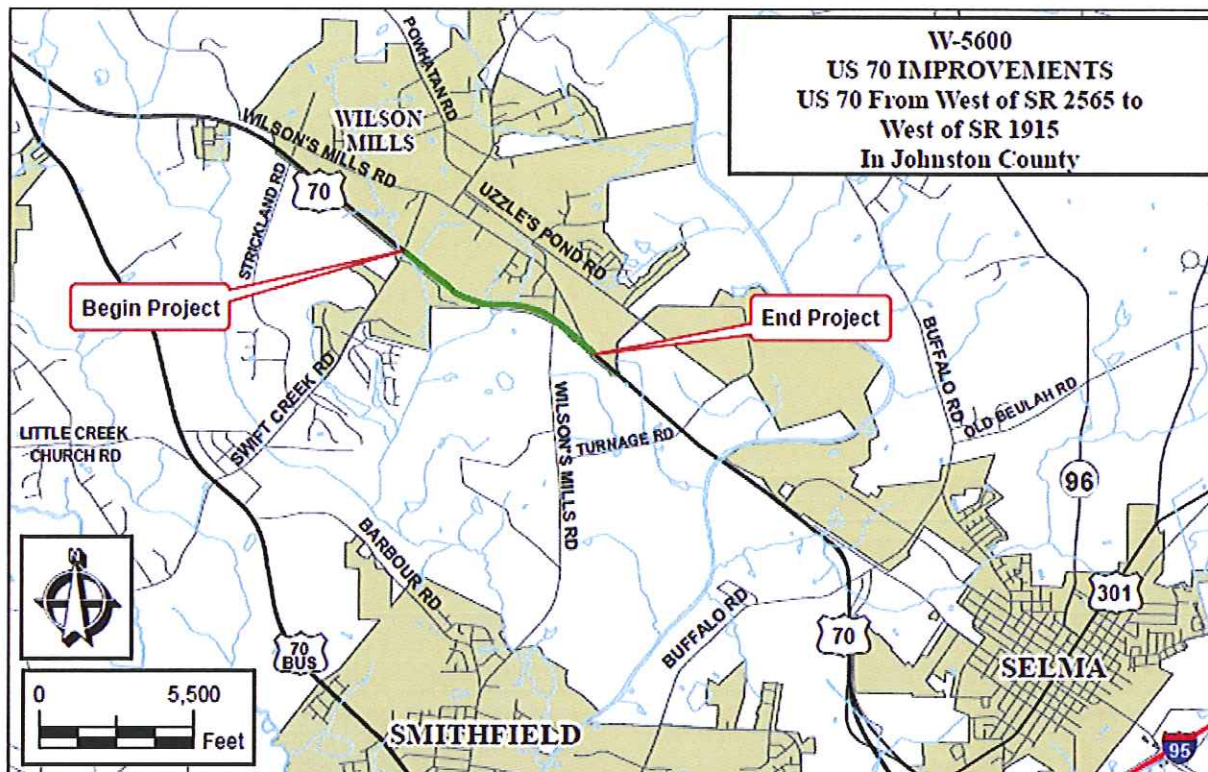
Upcoming Actions

- Construction FY 2019.

Potential Litigation Schedule:

- Arguments to be submitted by February 2018
- Decision likely 9 to 11 months later.

Project Manager: John Conforti, REM, (919) 707-6015, jgconforti@ncdot.gov



US 70 Corridor Upgrades

US 70 Improvements near Wilson's Mills, Johnston County, W-5600

Upgrade US 70 to a freeway from US 70 Clayton Bypass to Neuse River bridge. Construct interchanges at Swift Creek Road and Wilson's Mill Road.

Funding Status:

Fully funded in ~~2016-2025~~ 2018-2027 STIP.

Schedule:

- Project Scoping Meeting – Held July 2012
- Categorical Exclusion – June 2016
- Right of Way Acquisition – **October** 2017 FY-2018
- Construction – FY 2020

Activities Underway

- CE Completed June 2016
- Final Design Public Meeting July 2017

Upcoming Actions

- Right of Way Plans to be completed by PEF October 2017

Project Manager: Matt Clarke, PE (252) 640-6419, wmclarke@ncdot.gov

US 70 Improvements near Pine Level, Johnston County, W-5107

Median cross-over closures and upgrades of two intersections to interchanges.

Funding Status:

Fully funded in ~~2016-2025~~ 2018-2027 STIP

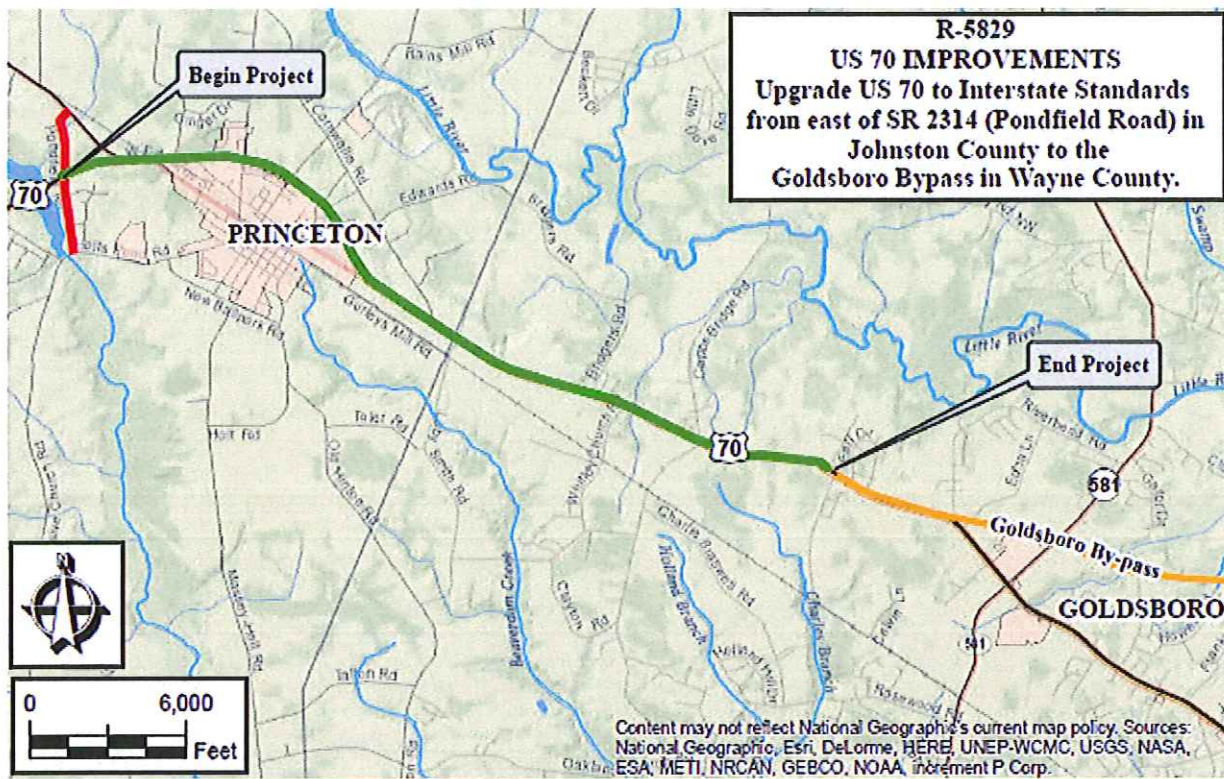
Schedule:

- Categorical Exclusion Document – Approved February 2012
- Construction – Project let to construction February 2015
 - Estimated Completion January 2018

Activities Underway

- Construction is underway (80% complete).
- Paving underway in various areas.
- **Bridge Coating to begin in September**
- ~~Installing stone base for asphalt in remaining areas.~~

Project Manager: Bobby Liverman, PE (252) 459-2129, bliverman@ncdot.gov



US 70 Improvements near Princeton, Johnston and Wayne County, R-5829

Upgrade US 70 to Interstate Standards from east of SR 2314 (Pondfield Road) in Johnston County to the Goldsboro Bypass in Wayne County.

Funding Status:

Only Section A of project is fully funded in 2018-2027 STIP.

Section A - US 70 from US 70 Bypass to SR 1229 (Lube Smith Road)

Schedule:

- Project Scoping Meeting – Held June 2017
- State EA/FONSI – May 2019
- Right of Way Acquisition – November 2019 TBD
- Possible Segmentation after SPOT Scoring
- Construction – November 2021 TBD

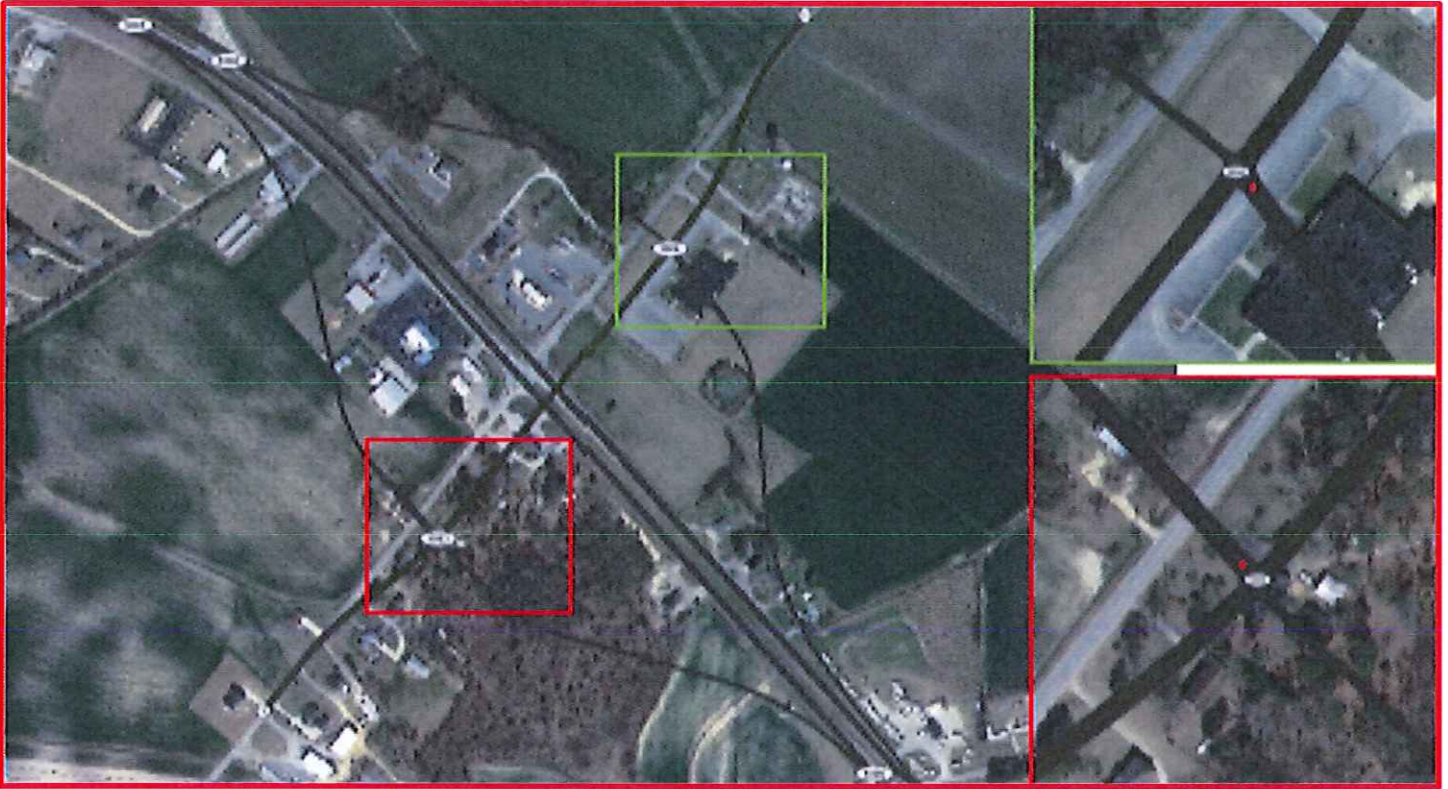
Activities Underway

- Finalizing project scope with PEF

Upcoming Actions

- Completion of tasks associated with State EA/FONSI by PEF.

Project Manager: Matt Clarke, PE (252) 640-6419, wmclarke@ncdot.gov



**Interchange at US 70 and Willie Measley Road (Little Baltimore)
R-5813 SR 1227 (JIM SUTTON ROAD)/SR 1252 (WILLIE MEASLEY
ROAD). CONSTRUCT AT GRADE INTERSECTION TO INTERCHANGE**

- STIP: R/W 2023 Construction FY24
- Division 2 to accelerate schedule
- Estimated Cost: \$16 Million

Activities Underway: Assigned for Environmental Studies for State EA/FONSI (AECOM)

Project Owner: John Rouse, P.E., (252) 439-2800, jwrouse@ncdot.gov
Preston Hunter, P.E., (252) 439-2800, phunter@ncdot.gov

Project Manager: Maria Rogerson, P.E., (252) 439-2800, marogerson@ncdot.gov



US 70 Improvements in James City, Craven County, U-5713

US 70 Improvements in James City, Craven County, U-5713

Upgrade US 70 to freeway standards.

Funding Status:

Fully funded in ~~2016-2025~~ **2018-2027** STIP

Schedule:

- Feasibility Studies prepared – 2010, 2012, 2014
- Type III Categorical Exclusion (CE) – June 2018
- Design/Build Let – FY-~~2021~~ **Advertise in June 2018**

Activities Underway/Completed

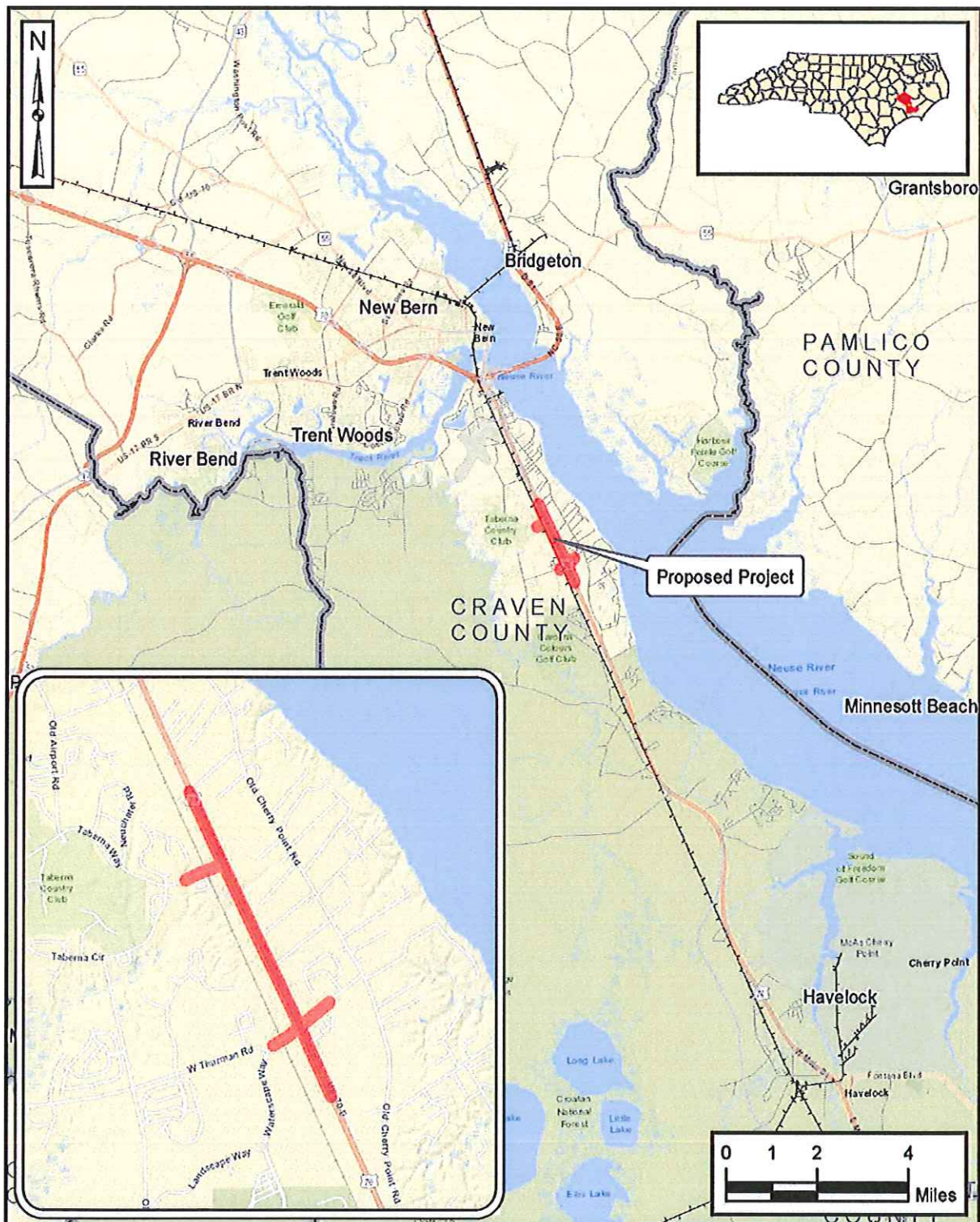
- Internal scoping meeting held Jan 28, 2015.
- Individual interviews with citizens and businesses held Aug 2015.
- Focus group meetings held Sep 2015.
- Public meetings (1st round) held Oct 2015.
- NRTR/Wetland Delineations complete Nov 30 2015.
- Traffic Forecast complete Jul 12, 2016
- External Scoping Meeting Sep 2016.
- Merger Screening Meeting held Sep 12, 2016 (exempt from Merger).
- Conceptual Alternatives developed Sep 2016.
- Public meetings (2nd round) held December 5-6 2016 - to show preliminary design concepts.
- Alternative A1 (US 70 over, 3 full interchanges) selected June 2017

Upcoming Actions

- **Complete traffic capacity analysis for Alternative A1 – September 2017**
- **Develop Preliminary Roadway Designs for Alternative A1 – January 2018**
- Section 106 Effects Determination Meeting – **February** ~~January~~ **2018**
- Complete Traffic Noise and Air Quality Analysis Reports – **April** ~~March~~ 2018.
- Updated construction cost, ROW cost, utility cost, and relocation report – **April** ~~May~~ 2018.
- Prepare DRAFT CE – **April** ~~May~~ 2018.
- Sign FINAL CE – **May** ~~June~~ 2018.

NOTE: STIP# R-5777A&B (construct new interchanges at Taberna Way and E. Thurman Road) has been added into this NEPA document and will be let under the same Design-Build contract

Project Manager: John Conforti, REM, (919) 707-6015, jgconforti@ncdot.gov



NORTH CAROLINA DEPARTMENT
 OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 PROJECT DEVELOPMENT AND
 ENVIRONMENTAL ANALYSIS UNIT

US 70 – New Interchanges, Craven County, R-5777A&B *

Construct new interchanges at Taberna Way and E. Thurman Road.

Funding Status:

Parts A and B fully funded in ~~2016-2025~~ **2018-2027** STIP (State funded project)

Schedule:

- Express Feasibility Study – July 2017
- To be included in the U-5713 Type III Categorical Exclusion (CE) – **May** ~~June~~ 2018
- Design/Build Let – **advertise in June 2018** ~~FY-2021~~

Activities Underway/Completed

- Project Initiation meeting – April 2017
- Traffic Forecast complete Jul 12, 2016 as part of U-5713
- Internal Project Team discussions and coordination with FHWA – May 2017
- ~~Developing scope and fee for Task Order 1~~ Anticipate NTP in July 2017

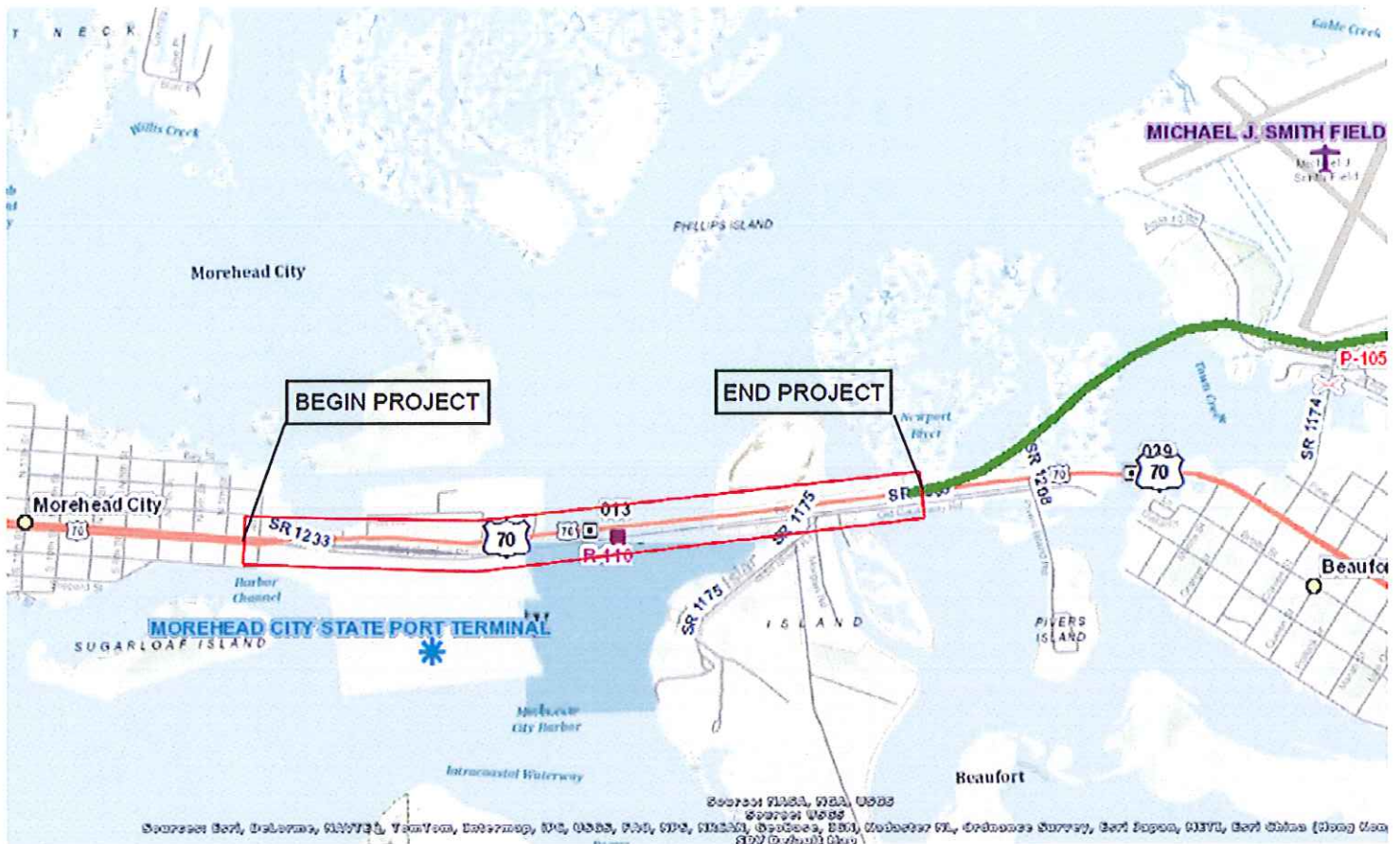
Upcoming Actions

- NRTR/Wetland delineations complete– October 2017
- External Scoping/Merger Screening Meeting – **October** ~~September~~ 2017
- Cultural Resource surveys complete – October 2017
- Preliminary Hydraulics report complete – October 2017
- **Focus group meetings (2) with affected business owners and residents – October/November 2017**
- Preliminary Designs complete – January 2018
- Section 106 Effects Determination Meeting – **February** ~~January~~ 2018.
- Complete Traffic Noise and Air Quality Analysis Reports as part of U-5713 – **April** ~~March~~ 2018.
- Updated construction cost, ROW cost, utility cost, and relocation report – **April** ~~May~~ 2018.
- Prepare DRAFT CE (includes both U-5713 & R-5777A&B) – **April** ~~May~~ 2018.
- Sign FINAL CE (includes both U-5713 & R-5777A&B) – **May** ~~June~~ 2018.

NOTE: STIP# R-5777A&B (construct new interchanges at Taberna Way and E. Thurman Road) has been added into this NEPA document and will be let under the same Design-Build contract

Project Manager: John Conforti, REM, (919) 707-6015, jgconforti@ncdot.gov

- Remainder of R-5777 from Thurman Road to Havelock Bypass is post-year funding in current STIP



U-5740 (Newport River Bridge) Project Study Area

US 70 Improvements in Morehead City (including the Widening of Newport River Bridge), Carteret County, U-5740/U-5876

Funding Status:

Fully funded in ~~2016-2025~~ **2018-2027** STIP

Schedule:

- State Environmental Assessment—FY 2020
- State FONSI FY 2021 **RS&H anticipated environmental document to be complete in FY 2019**
- Right of Way Acquisition—~~FY 2022~~ **RS&H anticipated FY 2019**
- Construction—~~FY 2024~~ **RS&H anticipated FY 2019**

Activities Underway/Completed:

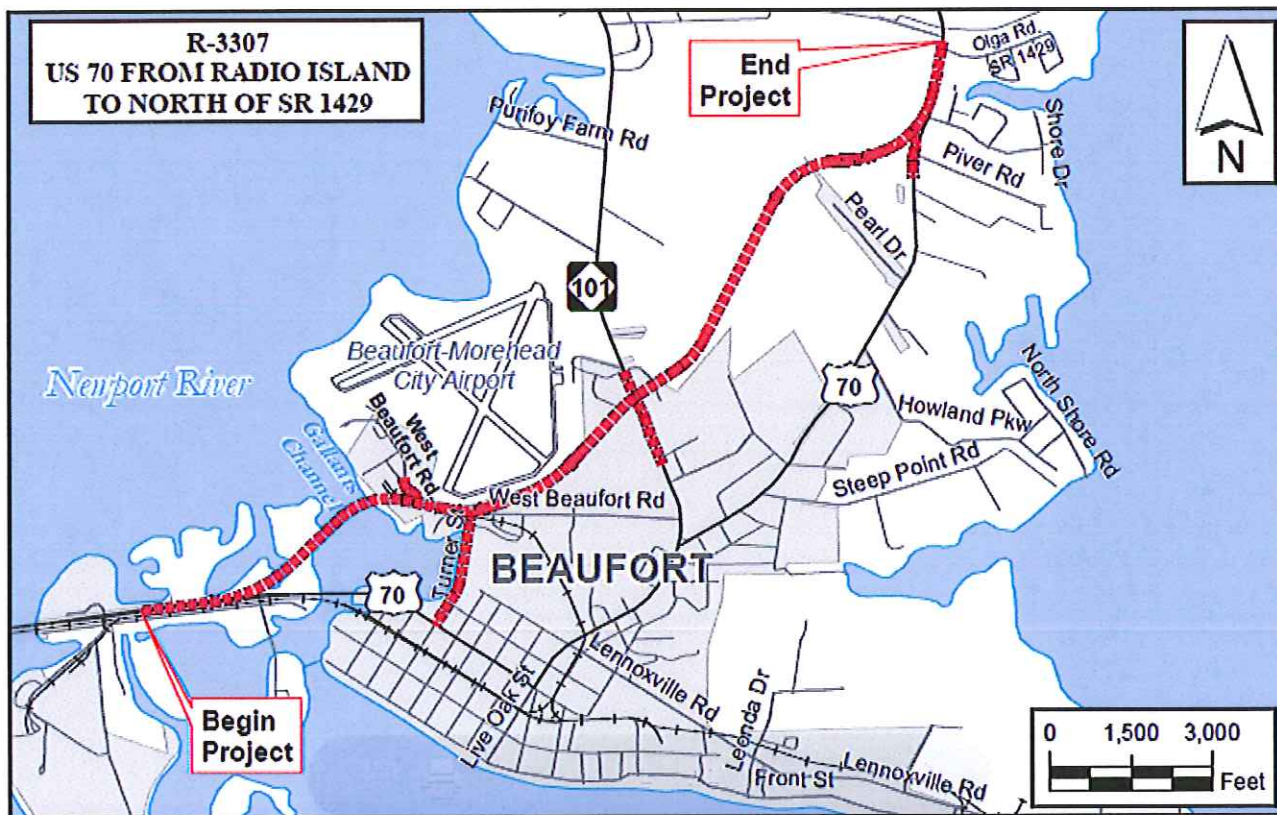
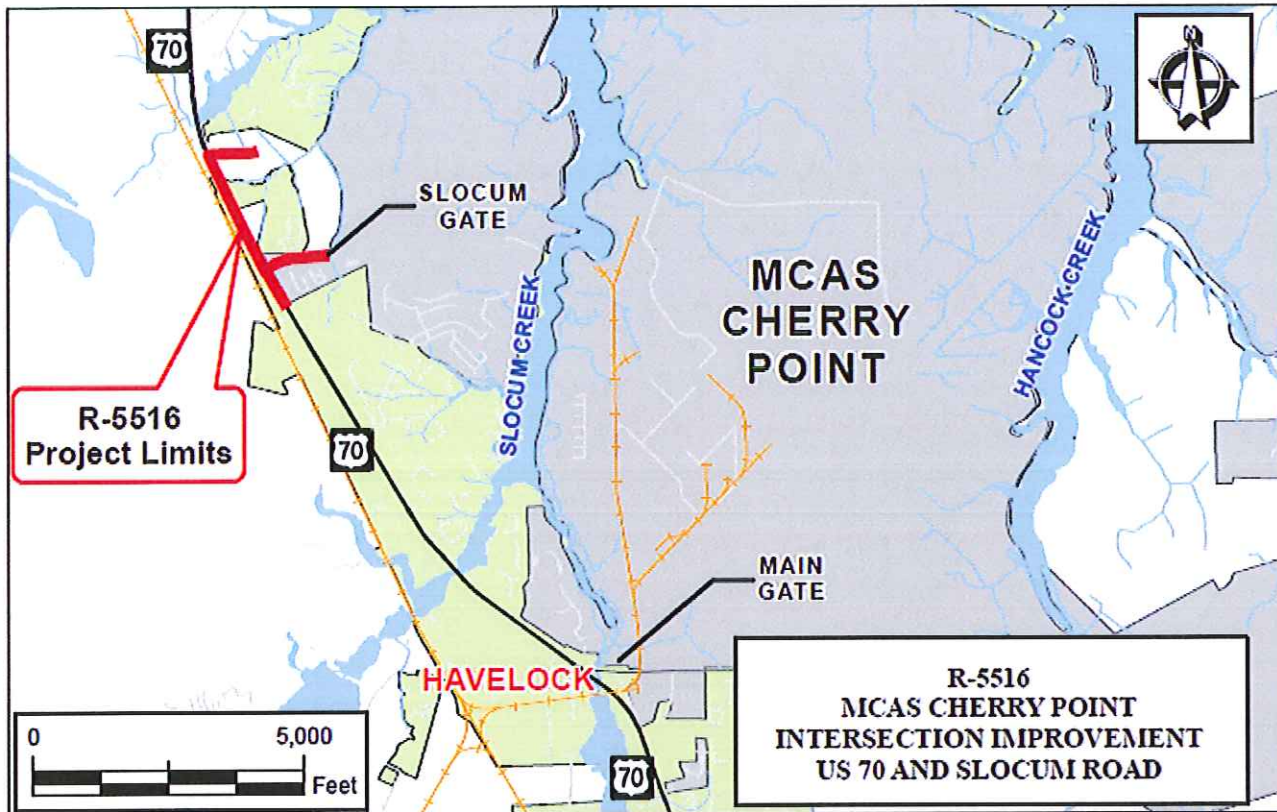
- Project approved through STI P 4.0 process for inclusion in adopted STIP.
- Environmental studies initiated Spring 2017 by private engineering firm (RS&H).
- Decision made to construct project utilizing Division 2 Managed Design Build process.

Upcoming Actions

- Private Engineering firm to be selected as Owner's Representative (Division 2) in Design Build process. **RS&H has been selected to be NCDOT owner's rep**

Project Owner: John Rouse, PE (252) 439-2800, jwrouse@ncdot.gov
 Preston Hunter, P.E. (252) 439-2800, phunter@ncdot.gov

Project Manager: Hon Yeung, PE (252) 439-2800, hfyung@ncdot.gov



Slocum Gate Improvements (MCAS Cherry Point, Havelock), Craven County, R-5516

Construction of flyover on existing US 70 at Slocum Gate.

Funding Status:

Fully funded in **2018-2027** STIP for ROW and LET.

Schedule:

- Categorical Exclusion – completed December 2013
- Right of Way Acquisition – Complete
- Project Let – June 2017

Activities Underway/Completed

- ~~Categorical Exclusion Environmental Document – approved December 2013~~
- Project Letting – June 20, 2017
- ~~Utility movement underway~~
- **Construction Began – August 22, 2017**

Upcoming Actions

- ~~Construction Contract to be awarded (ST Wooten) – July 2017~~
- ~~Construction to begin – Fall 2017~~
- **Estimated Completion – March 2020**

Project Managers: Jay McInnis, PE, (919) 707-6029, jmcinnis@ncdot.gov
Gary Lovering, P.E., (919) 707-6271, glovering@ncdot.gov
Brad McMannen, P.E. (252) 514-4759, btmcmannen@ncdot.gov

US 70 Improvements in Beaufort (including Gallants Channel Bridge Replacement), Carteret County, R-3307

Funding Status:

Under construction.

Schedule:

- Environmental Assessment – approved Oct. 2004
- Finding of No Significant Impact – approved Sept. 2006
- Right of Way Acquisition – complete
- Project Let – January 2014
- Estimated completion – Fall 2018

Activities Completed

- Coast Guard Permit approved – December 2013
- Project letting – January 2014
- Project under construction (Conti Enterprise Inc., contractor)

Upcoming Actions

- Deck and rails completed on Gallants Channel Bridge. Expected to open 2-lane traffic on bridge December 2017.
- Turner Street bridge rails under construction.
- Turner Street roadway under construction.

Project Manager: Brad McMannen, PE, (252) 514-4759, bmcmmannen@ncdot.gov

Feasibility Studies

Unfunded projects with a study to determine scope and general cost.

COMPLETED:

Kinston

Conversion of existing US 70 intersection at NC 11/55 (Skinners Bypass) to an interchange
Feasibility Study completed March 2010 (US 70 Corridor Commission)

James City to Havelock Bypass

Near term and long term US 70 corridor improvements
Feasibility Study completed January, 2012.

Northern Carteret Bypass, R-4431

New location freeway
Feasibility Study completed September 2, 2009 (Memo Update), July 22, 2009

US 70 from New Bern to Proposed Havelock Bypass

Construct freeway on New Location in Craven County
Report complete Oct. 2014.

US 70 from Johnston County Line to Proposed US 70 Goldsboro Bypass, Wayne County

Upgrade to freeway
Feasibility Study completed November, 2015.

US 117 (Future I-795) from US 70 in Goldsboro to I-40, Wayne, Duplin and Sampson Counties

Upgrade to freeway
Report completed July, 2015.

Morehead City to Beaufort

Widening of existing US 70 causeway
Final report completed - February 2016.

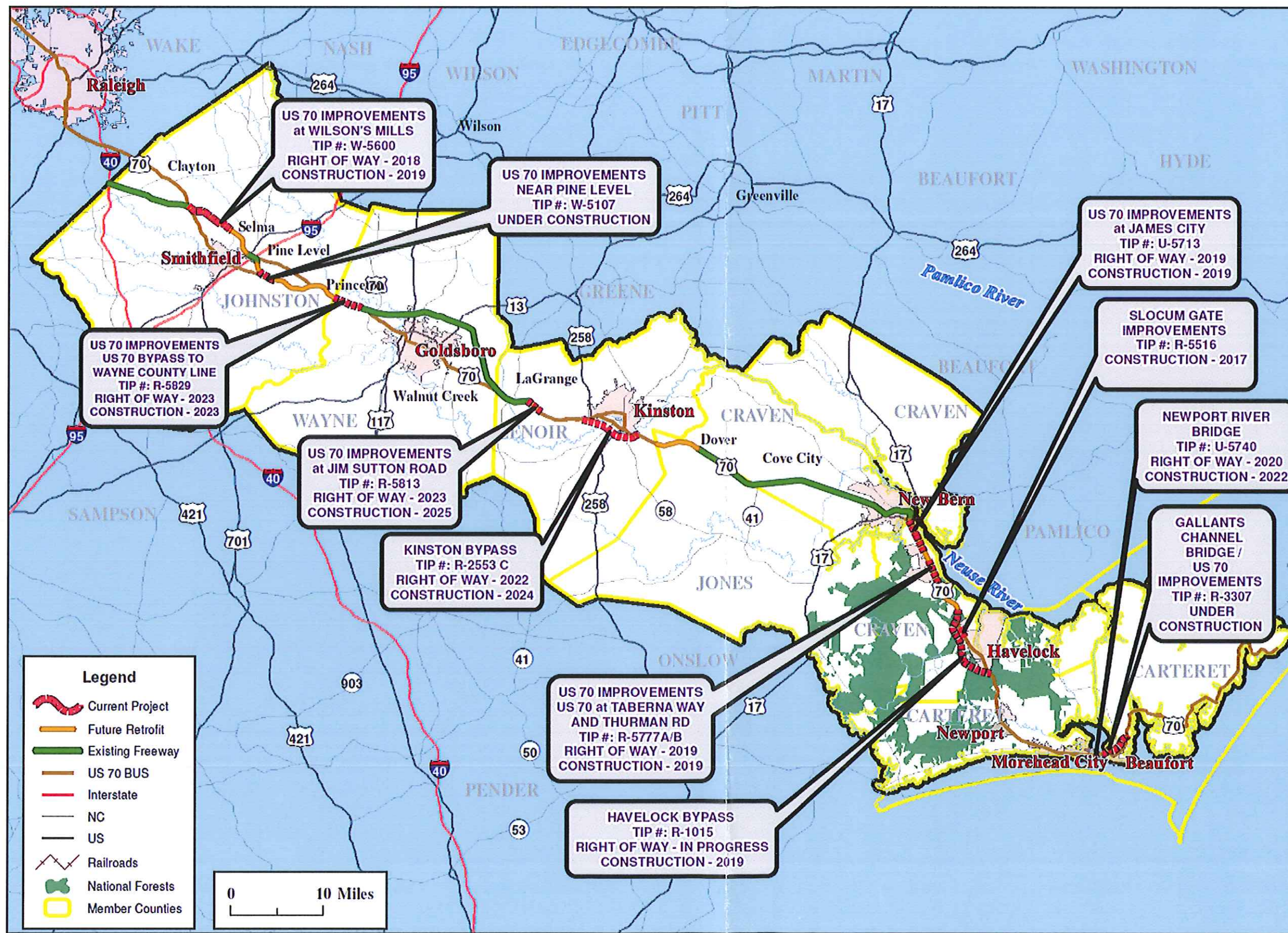
UNDERWAY:

Kinston (Queen Street Interchange)

Conversion of existing US 70 intersection at US 258 (Queen Street) to an interchange
Updated traffic forecast received November 14, 2016.
Conceptual designs scheduled for late **Fall** ~~Summer~~, 2017.
Anticipated Feasibility Study completion – **Spring 2018** ~~late 2017 or early 2018~~.

US 70 from **West of Princeton to the Neuse River West of Selma, Johnston County.**

Upgrade to Freeway (Interstate Standard).
Consultant firm began work in March, 2016. Conceptual designs underway. Design review meeting anticipated **August 29, 2017** ~~Summer 2017~~. Draft Feasibility Study anticipated late 2017. Final Feasibility Study anticipated Spring 2018.



NORTH CAROLINA DEPARTMENT
OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT AND
ENVIRONMENTAL ANALYSIS UNIT

US 70 CORRIDOR
NC DOT PROJECT LOCATIONS
WAKE, JOHNSTON, WAYNE, LENOIR,
JONES, CRAVEN, CARTERET COUNTIES



Date:
July 2017

Figure
1