

Merger Screening/External Scoping Meeting

US 70 upgrade from west of SR 2314 (Pondfield Road) to the Goldsboro Bypass

Johnston and Wayne Counties



NCDOT STIP Project No. R-5829

State Project No. 47101.1.1

February 14, 2018

Meeting Agenda

1. Introductions and Sign-in
2. Purpose of Meeting
3. Project Overview
4. Project Status
5. Alternatives
6. Public Comment
7. Agency Comments
8. 404 Jurisdictional Resources
9. Other Resources
10. Input and Discussion
11. Next Steps

Project Development and Environmental Analysis Merger Screening Information Sheets

<u>TIP No.:</u>	R-5829	<u>Sent Date:</u>	11/01/17
<u>WBS No.:</u>	47101.1.1	<u>Revision Date:</u>	02/01/18
<u>Federal Aid No.:</u>	N/A	<u>Meeting Date:</u>	02/14/18
<u>Division:</u>	4		
<u>County:</u>	Wayne & Johnston		

Project Description: Upgrade US 70 to interstate standards from west of SR 2314 (Pondfield Road) to the Goldsboro Bypass in Wayne and Johnston Counties
See **Figure 1**.

Draft Project Need: Regional and national plans recognize the importance of the US 70 corridor for freight, military, recreational, and commuter travel. Mobility provided by the existing facility, which provides direct access to driveways and intersecting roads, does not meet the standards established in these plans. The US 70 corridor serves regional mobility between Raleigh and the port at Morehead City. This corridor is heavily used for moving freight, and is just a few miles south of the North Carolina Global TransPark. US 70 provides vital connections in support of military operations, including two military bases located adjacent to US 70. US 70 is a major hurricane evacuation route and is the route many travelers take to the Crystal Coast beaches during the summer. US 70 between I-40 and Morehead City was designated a future interstate in the FAST Act (2015); the American Association of State and Transportation Officials, in May 2016, approved its designation as future I-42 in May, 2016.

Draft Project Purpose: The project purpose is to improve US 70 to meet mobility goals identified in regional and national plans – including interstate standards.

Metropolitan / Rural Planning Organization:

Upper Coastal Plain (Johnston County portion of project) & Eastern Carolina RPOs (Wayne County) & portion of project in Goldsboro MPO (from Ebenezer Church Road East to Goldsboro Bypass

NEPA/404 Merger Candidate?: Yes No To Be Determined

Feasibility Study Completed?: Yes No

Date of Study:

- FS 1204-A US 70 from SR 2372 (Edwards Road) to the US 70 Goldsboro Bypass -11/04/2015
- FS-1604 A- US 70 from SR 1003 (Buffalo Road) near Selma to SR 2372 (Edwards Road) in Princeton
This feasibility study is currently underway & includes the western segment of R-5829 from Pondfield to Edwards

Note: In the 2018-2027 STIP, the project is broken into two segments. As an aside note, the project breaks shown in the STIP for Segment A and Segment B is at Luby Smith Road. The breaks that are shown below better reflect the conceptual design and inclusion of an interchange that is east of Princeton and west of the Johnston/Wayne County Line

Project R-5829 A extends from the Goldsboro Bypass to west of N. Pearl Street/Edwards Road (near Faison Road)

R-5829 B extends from west of N. Pearl Street/Edwards Road (near Faison Road) to west of SR 2314 (Pondfield Road)

Project Schedule:

Environmental Document(s):

Type of Document:

EA
FONSI

Dates:

FY 19
FY 20
Segment A in 2023; Segment B is PY
Segment A in 2023; Segment B is PY

Right of Way Authorization Date:

Let Date:

Note: Project Segment A is listed in the Draft STIP as a Design-Build project. Project Development is being advanced for project R-5829 A and B so both Segments could be available for An earlier construction FY if funds are available

Construction:
SFY 2023

R/W &
Utilities:
SFY 2023

Total Cost:

2018-2027 TIP Estimate:

\$92,200,000	\$36,300,000	\$130,500,000
N/A	N/A	N/A

Current Estimate:

Note: Prior Years cost listed as \$ 2,000,000 in TIP; The cost estimates above are for both project Segments A and B

Design Criteria:

Length of Project:

Approx. 6.7 miles

Right of Way:

Existing:

Mainline – variable 200 to 250 feet Y-lines – approx. 60 feet with 100 feet at US 70-A

Proposed:

Mainline - varies up to 350 feet Y-lines – varies up to 100 feet

Type of Access Control:

Existing:

Limited in Johnston County with access only at intersecting streets; no control in Wayne County portion of project
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Proposed:

Full Control

Roadway Typical Section:

Existing:

4-lane divided highway with 12-ft lanes, 2-ft paved median shoulders and 4-ft paved outside shoulders with a 46-50-ft median width throughout most of the project

Proposed:

4-lane median divided interstate with 12-ft paved median and outside shoulders and a 50-ft median width with parallel service roads along portions of US 70

Speed:

Existing Posted Speed:

55 mph

Proposed Design Speed:

70 mph

Bridge/Culvert Inventory:

Bridges:

- Dual Bridges on US 70 over the NCRR

Culverts:

- 1-48" Pipe Culvert of an unnamed tributary of the Little River crossing just west of Bridgers Road and US 70 intersection
- 1-48" Pipe Culvert crossing of an unnamed tributary east of Whitley Church Road and US 70 intersection

Functional Classification:

Other Principal Arterial

Strategic Transportation Corridor Information:

Yes (non-interstate STRAHNET route)

CTP/Thoroughfare Plan Designation (Facility Type):

Freeway (Johnston County) & Boulevard (Town of Princeton)

Air Quality Status:

Non-attainment

Maintenance

Attainment

Horizon Completion Year (Long Range Trans. Plan):

N/A

Typical Section in Compliance with Conformity Determination?

Yes

No

Traffic (AADT)*:

		<u>US 70</u>			
		Year	Range of Traffic		
Current Year:	2016	17,900-23,500	% TTST:	8	
Design Year (No Build):	2040	27,500-37,800	% Dual:	4	
Design Year (Build):	2040	27,500-37,800	% DHV:	8	

*Source: Project Level Traffic Forecast Report (contained in FS 1604-A)

Design Standards Applicable:

AASHTO 3R

Railroad Involvement:

US 70 has an existing grade separated railroad crossing near US 70-A west of Princeton. North Carolina Railroad Company owns the railroad and it is operated by Norfolk Southern. The railroad then extends south of the US 70 corridor and is located within the study area at its at-grade crossings with Luby Smith Road and Ebenezer Church Road.

Utility Involvement:

High impacts to utilities is anticipated: electric, gas, telephone, fiber optic, cable, water and sewer.

**Preliminary Study Area Resources Inventory Table
(Use with Figure 2)**

Resource/Affected Environment & Measure	Applicability/ Resources in Study Area
Length of project (approximate in miles)	Approx. 6.7 miles
Crossing or Intersecting (#) (<u>listings from west to east</u>) <i>Intersections (major) include:</i> <ol style="list-style-type: none"> 1. US 70 and Pondfield on North Side of US 70 2. US 70 at US 70-A 3. US 70 at W. Edwards Street 4. US 70 at Dr. Donnie H. Jones, Jr., Blvd (west of Princeton)/New Barbour Road 5. US 70 at Old Rock Quarry Road/Barden Street 6. US 70 at Rains Mill/Pine Street 7. US 70 at Pearl Street/Edwards Road 8. US 70 at Dr. Donnie H. Jones, Jr., Blvd. (east of Princeton) 9. US 70 at Old Cornwallis Road 10. US 70 at Luby Smith Road 11. US 70 at Bridgers Road 12. US 70 at Grady Road 13. US 70 at Whitley Church Road 14. US 70 at Capps Bridge Road/ Ebenezer Church Road 15. US 70 at Aulander Road and Community Drive 	15 intersections with US 70 Dual bridges along US 70 at the grade separated NCRR crossing
Cultural Resources	
Archaeology - Historic Architecture -	0 – Known sites 0 – National Register Sites 1 – State Study List Site: Ebenezer United Methodist Church
Human Environment	
Community Resources (#)	8 – Churches 2 – Cemeteries 2 – Schools (1 public high school, 1 private preschool)
Public Parks/Section 4(f) Properties (#)	0
Greenways, Game Lands, Land and Water Conservation Fund Properties, etc. (#)	0

Residential Properties (# potentially affected)	Potential 42-61 relocatees. Need preliminary designs to calculate potential impacts
Business Properties (# potentially affected)	Potential 24-26 relocatees. Need preliminary designs to calculate potential impacts
High % Special Populations (Low-income, Minority)	Yes – Low-Income
Natural Environment	
Streams (# of stream crossings)	11 stream crossings (Note: there are additional 11 tributaries) <i>See Table 1 for estimated impacts</i>
Wetlands (est. acres)	10.97 acres total Subject to change based on chosen alternative <i>See Table 1 for estimated impacts</i>
Critical Water Supply Watersheds	Yes – Little River and Neuse River (Goldsboro)
Riparian Buffer Rules apply	Yes – Project located in the Neuse River Basin therefore NCDWR Buffer Rules apply
Identified Critical Habitat/ESA Spp. (# known)	None (Surveys completed for freshwater mussels, red-cockaded woodpecker, and Michaux’s sumac)
Physical Environment	
Hazardous Materials (# suspected/known sites)	TBD (waiting on GeoEnvironmental Report)
Utilities	High impacts to utilities is anticipated: electric, gas, telephone, fiber optic, water and sewer.
Active agriculture (Voluntary Agricultural District)	There are several Wayne County VADs adjacent to the project that may be impacted
Noise	Impacts TBD Noise sensitive receptors in study area

NOTES: This table is intended to be used in conjunction with the Environmental Features Map (**Figure 2**) and the USGS Map (**Figure 3**).

DESCRIPTION	R-5829 Design 1 (US 70-A Interchange & US 70 Over Rains Mill)	R-5829 Design 2 (US 70-A Interchange & Rains Mill Over US 70)	R-5829 Design 3 (DR. DONNIE JONES Interchange & US 70 Over Rains Mill)	R-5829 Design 4 (DR. DONNIE JONES Interchange & Rains Mill Over US 70)
DGN Files: R5829_Rdy_dsn_construction limits...	...US 70-A Interchange_US-70 Over RM_Roundabout Interchange.dgn	...US 70-A Interchange_Rains Mill Over 70_Roundabout Interchange.dgn	... Dr Donnie Jones West Interchange_US-70 Over RM_Roundabout Interchange.dgn	... Dr Donnie Jones West Interchange_Rains Mill Over 70_Roundabout Interchange.dgn
Shapefile:				
Relocations - Businesses	26	26	24	26
Relocations - Churches	0	0	0	0
Relocations - Residences	42	61	45	61
Relocations - Residences (Mobile Homes)	13	14	8	8
Impacted Parcels	250	269	253	281
Wetlands Impacted (acres)**	7.99	7.99	5.78	5.78
Stream Crossings	11	11	11	11
Stream Crossings (lf) - Perennial**	1,324	1,324	1,324	1,324
Stream Crossing (lf) - Intermittent**	244	244	171	171
Riparian Buffer - Zone 1 (ac)	2.59	2.59	2.52	2.52
Riparian Buffer - Zone 2 (ac)	2.11	2.11	2.06	2.06
Floodplain 100-Yr (acres)	0.49	0.49	0.49	0.49
Floodplain 500-Yr (acres)	0.22	0.22	0.22	0.22
Probable Underground Storage Tanks (UST)				
National Register of Historic Places Sites				
Potential Grave Site Impacts	2	2	2	2
ROW (acres)	225.88	227.26	216.59	217.19
ROW Costs	\$0	\$0	\$0	\$0
Construction Cost	\$0	\$0	\$0	\$0
Utility Relocation Cost	\$0	\$0	\$0	\$0
Total Cost	\$0	\$0	\$0	\$0

*Request for geoenvironmental review has been made

** Based on preliminary field delineations; stream numbers do not include tributaries

Table 1 - Estimated Wetland, Stream, Pond, and Riparian Buffer Impacts Associated with Project Alternatives (Based on Approx. Impact Area)

Impact Area	Wetlands (ac)	Streams (ft)	Ponds (ac)	Riparian Buffer - Zone1 (ac)	Riparian Buffer - Zone 2 (ac)
R-5829A - One common alternative - design split at county line					
R-5829A Wayne County - 1 alt	1.24	992	0.00	1.56	1.24
R-5829A East Princeton - 1 alt	0.10	141	0.00	0.25	0.22
R-5829B - Rains Mills Road - two alternatives for bridge at US 70					
R-5829B Rains Mill Rd OVER US 70	0.00	332	0.00	0.49	0.37
R-5829B Rains Mill Rd UNDER US 70	0.00	332	0.00	0.49	0.37
R-5829B - West Princeton Interchange - two interchange options					
R-5829B Dr Donnie Jones Int - East of RR	4.43	30	0.04	0.22	0.23
R-5829B US 70-A Int - West of RR	6.65	103	0.03	0.29	0.28

