



PROJECT UPDATE

U.S. 70 Improvements Havelock Bypass to East of Thurman Road Craven County August 2020

State
Transportation
Improvement
Program (STIP)
Project R-5777C

The project will upgrade approximately seven miles of U.S. 70 to interstate standards with grade-separated interchanges at three intersecting cross streets:

- Camp Kiro Road
- Fisher Avenue
- Stately Pines Road

Two alternatives are being evaluated:

Alternative A

U.S. 70 Over Intersecting Cross Streets

Alternative B

U. S. 70 Under Intersecting Cross Streets

This is an update on the N.C. Department of Transportation’s STIP R-5777C project, which proposes improvements to U.S. 70 from the Havelock Bypass to east of Thurman Road in Craven County.

You will find maps and information about two alternatives that were developed using information from field investigations, resource agencies, public officials, and comments provided at the first public meeting in June 2019.

Public input is an important part of the project development process and helps us understand the needs of the community. You are encouraged to review maps, videos, and other information on the project webpage, and provide feedback.



Telephone Provide comments on a dedicated phone line at **855-925-2801** and enter project code **4601** when prompted.



Written comments can be provided on the comment sheet included in this newsletter, and returned by U.S. mail.



Email your comments to US70-Havelock2Thurman@publicinput.com

In addition, information may be reviewed and comments or questions submitted through the NCDOT Project Webpage:

<https://www.ncdot.gov/projects/us-70-james-city-havelock-bypass/Pages/default.aspx>



Comments are due by September 14



PROJECT DESCRIPTION



The NCDOT proposes to upgrade U.S. 70 to interstate standards from the Havelock Bypass to east of Thurman Road in Craven County. This is one of several projects that NCDOT is working on to improve the U.S. 70 Corridor. The project is intended to improve regional mobility, assist economic development in primarily rural areas of eastern North Carolina, provide a closer interstate connection to the Port of Morehead City, benefit military interconnectivity, and make the corridor safer by reducing intersections. In May 2016, the U.S. 70 Corridor was designated as the Future I-42 between I-40 and Morehead City.

The project would construct approximately seven miles of interstate with grade-separated interchanges at three locations:

- **West Camp Kiro Road/East Camp Kiro Road (S.R. 1112)**
- **West Fisher Avenue/East Fisher Avenue (S.R. 1104)**
- **Stately Pines Road (S.R. 1106)**

Driveways, intersections, and median crossovers will be removed, and service roads extended along portions of the project to provide access for property owners and to ensure mobility for local traffic. At the interchanges, roundabouts will be constructed where the U.S. 70 on/off ramps connect to the intersecting cross streets.

Traffic forecasts were completed for U.S. 70 and the surrounding road network through the design year of 2045. Volumes indicate that additional travel lanes on this section of U.S. 70 are not needed as part of this project, however, the designs for the roadway and bridge structures were developed to allow for any future widening of U.S. 70 to occur towards the median. This approach means that overpasses constructed under this R-5777C project would not need to be replaced if the road needs to be widened in the future.

Coordination with adjacent projects has occurred throughout the planning process. The traffic forecasts and analysis and preliminary designs for this project, R-5777C, take into account the work on two adjacent U.S. 70 projects: the Havelock Bypass (R-1015) currently under construction; and, James City Improvements (STIP projects U-5713 and R-5777AB) scheduled to begin construction in 2021.



Both alternatives would require NCDOT to relocate the Croatan National Forest Ranger Station nearby, on U.S. Forest Service property.

Design-Build is the contracting approach that will be used for the final design and construction of this project. The design-build process allows NCDOT to contract with a team of designers and contractors that is responsible for the final design, right-of-way acquisition, and construction of a project. Because the design-build team can begin construction while they finish the design and right-of-way acquisition, the project can be completed more quickly than the traditional “design-bid-build” process.



NCDOT anticipates no daytime lane closures will be allowed during the construction of this project. However, residents should still anticipate traffic delays and lane shifts during construction.

ALTERNATIVES



Maps and videos of the two alternatives, along with a video explaining how to read the maps can be found on the project webpage <https://www.ncdot.gov/projects/us-70-james-city-havelock-bypass/Pages/default.aspx>

Alternative A - U.S. 70 Over Intersecting Cross Streets

Local traffic would be provided access across U.S. 70 at grade-separated interchanges, with U.S. 70 crossing over three major intersecting streets on bridges.

- Stately Pines Road would remain at approximately the same elevation, but would be shifted horizontally to the south and extended to the west to cross under U.S. 70, then connect to a new service road on the west side of U.S. 70. The designs avoid impacts to several Craven County water pump sites on the east side of U.S. 70.
- West Fisher Road/East Fisher Avenue would remain at approximately the same location and elevation, crossing under U.S. 70.
- The Croatan National Forest Ranger Station would be relocated to a new site further east on East Fisher Avenue.
- West Camp Kiro Road/East Camp Kiro Road would remain at approximately the same location and elevation, crossing under U.S. 70.
- A smaller amount of property (in acres) would need to be acquired for new right-of-way and control of access compared to Alternative B.
- A smaller number of total relocations (41) is anticipated in comparison to Alternative B (47), consisting of 33 residential properties, seven businesses, and one church/non-profit.
- Approximately 1.7 acres of wetlands would be impacted, the same as Alternative B. Impacts to streams would be slightly higher for Alternative A, 1,696 linear feet of impacts compared to 1,682 linear feet for Alternative B.

Alternative B - U.S. 70 Under Intersecting Cross Streets

Local traffic would be provided access across U.S. 70 at grade-separated interchanges, with U.S. 70 crossing under three major intersecting streets (i.e. intersecting streets would cross over U.S. 70 on bridges).

- U.S. 70 would remain at approximately the same elevation.
- Stately Pines Road would be shifted to the south and would be extended to the west, crossing over U.S. 70 on a bridge, then connected to a new service road on the west side of U.S. 70. The designs avoid impacts to several Craven County water pump sites on the east side of U.S. 70.

- West Fisher Road/East Fisher Avenue would be shifted to the south to minimize property impacts, and bridges would carry the road over U.S. 70 and the North Carolina Railroad corridor.
- The Croatan National Forest Ranger Station would be relocated to a new site further east on East Fisher Avenue.
- West Camp Kiro Road/East Camp Kiro Road would remain at approximately the same location but bridges would carry the road over U.S. 70 and the NCRR railroad.
- A larger amount of property (in acres) would need to be acquired for new right-of-way and control of access compared to Alternative A.
- A higher number of total relocations (47) is anticipated in comparison to Alternative A (41), consisting of 38 residential properties, seven businesses, and two places of worship/non-profits.
- Approximately 1.7 acres of wetlands would be impacted, the same as Alternative A. Impacts to streams would be slightly lower for Alternative B, 1,682 linear feet of impacts compared to 1,696 linear feet for Alternative A.

Table 1- Impacts to Human and Natural Resources by Alternative

Human and Natural Resources	Alternative A U.S. 70 Over Cross Streets	Alternative B U.S. 70 Under Cross Streets
Potential New Right-of-way (acres)	94.3	104.6
Potential Controlled Access (acres)	57.7	63.7
Temporary Construction Easement (acres)	0.7	0.7
Residential Relocations	33	38
Business Relocations	7	7
Farms	0	0
Non-Profit/Place of Worship Relocations	1	2
Streams (linear feet)	1,696	1,682
Wetlands (acres)	1.7	1.7

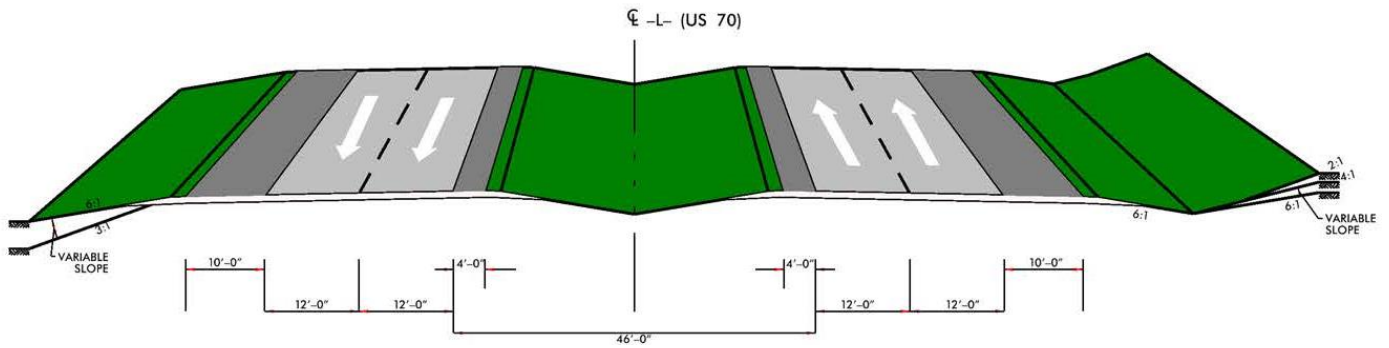
Table 2- Estimated Costs by Alternative *

Cost Category	Alternative A U.S. 70 Over Cross Streets	Alternative B U.S. 70 Under Cross Streets
Utilities	\$29,657,290	\$31,037,552
Property Acquisition	\$26,454,935	\$29,130,480
Construction	\$124,400,000	\$147,000,000
Total	\$180,512,225	\$207,168,032

*NCDOT, June 2020. Costs are estimates and subject to change

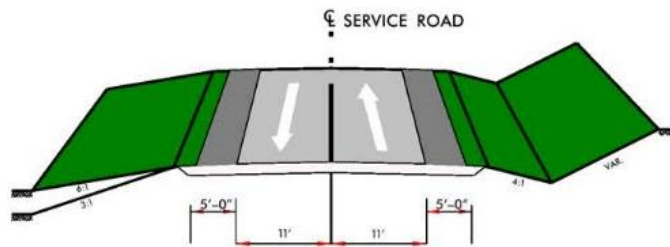
TYPICAL ROADWAY CROSS SECTIONS

U.S. 70



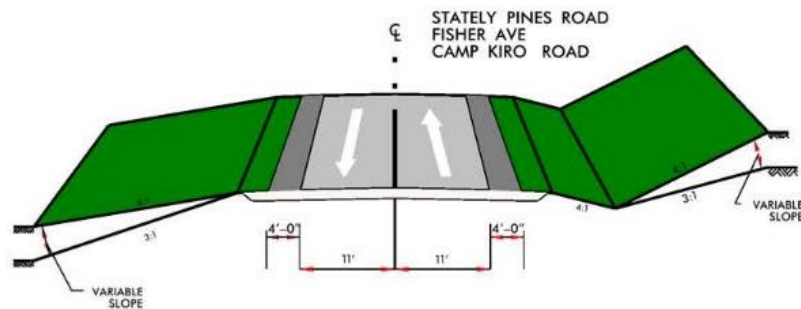
U.S. 70 would consist of two, 12-foot lanes in each direction, with 10-foot wide paved outside shoulders, and a 46-foot depressed grassy median.

Service Roads



Parallel service roads would include one, 11-foot lane in each direction with 5-foot wide paved shoulders. This will help address local goals to improve on-road north/south connectivity for bicyclists.

Intersecting Cross Streets



Intersecting cross streets would consist of one, 11-foot travel lane in each direction, with 4-foot wide paved



WHAT HAPPENS NEXT?

The project team will evaluate public comments received through Sept 14. The project team will prepare responses to comments received, which will be posted on the project website. Public comments will be considered during selection of a preferred alternative, along with input received from other stakeholders. A Federal Categorical Exclusion (CE) will be prepared to document costs and potential impacts from the preferred alternative. A completed and signed CE environmental document will allow NCDOT to begin right-of-way acquisition and construction of the project. The project has been funded for completion of planning and environmental studies through right-of-way acquisition and construction.

PROJECT SCHEDULE *

August 2020 – Project Update, Virtual Public Outreach

Late Summer 2020 – Address comments, select preferred alternative

December 2020 – Complete Environmental Documentation

January 2021 – Design-Build contract advertised to contractors

Fall 2021 – Design-Build contract awarded

Winter 2021/2022– Begin Right-of-Way Acquisition and Construction

**Future dates are preliminary and subject to change*



HOW TO STAY INFORMED

Information about Project R-5777C: U.S. 70 Improvements from the Havelock Bypass to East of Thurman Road, can be found online at: <https://www.ncdot.gov/projects/us-70-james-city-havelock-bypass/Pages/default.aspx>. Project updates will be provided on this page, including a summary of comments received during the comment period. If you have questions, feel free to contact a project team member:



Casey Whitley
NCDOT Project Engineer
(252) 439-2811

-OR-

Craig Young
Consultant Project Engineer
919-296-0115

RIGHT-OF-WAY PROCEDURES AND RELOCATION ASSISTANCE

The design-build contract is expected to be awarded Fall 2021, and right-of-way acquisition may begin shortly thereafter. The engineering firm awarded the contract will be responsible for right-of-way acquisition on behalf of NCDOT, and will be required to follow NCDOT's process. Owners will be compensated for property that would be required for new right-of-way, control of access (similar to right-of-way, but prohibits driveway access to the roadway or highway), and for temporary construction easements. NCDOT's process is outlined below.

Right-of-way Procedures - After decisions are made regarding the final design, the proposed right-of-way limits will be staked in the ground. If you are an affected property owner, a right-of-way agent will contact you and arrange a meeting. The agent will explain the plans and advise you as to how the project will affect you. The agent will inform you of your rights as a property owner. If permanent right-of-way is required, professionals who are familiar with real estate values will evaluate or appraise your property. The evaluations or appraisals will be reviewed for completeness and accuracy, and then the Right-of-way Agent will make a written offer to you. NCDOT must:

- Treat all owners and tenants equally
- Fully explain the owner's rights
- Pay just compensation in exchange for property rights
- Furnish relocation advisory assistance.

Relocation Assistance - If you are a relocatee, that is, if your residence or business is to be acquired as part of the project, additional assistance in the form of advice and compensation is available. You will also be provided with assistance regarding locations of comparable housing and/or commercial establishments, moving procedures, and moving aid. Moving expenses may be paid for you. Additional monetary compensation is available to help homeowners cope with mortgage increases, increased value of comparable homes, closing costs, etc. A similar program is available to assist business owners. The right-of-way agent can explain this assistance in greater detail. Additional information about the right-of-way process can also be found here:

<https://connect.ncdot.gov/business/ROW/Pages/ROW-Support.aspx>.

Comments



U.S. 70 IMPROVEMENTS FROM THE HAVELOCK BYPASS TO EAST OF THURMAN ROAD IN CRAVEN COUNTY

Please
Print!

Name: _____ Date: _____
Address: _____
City, State, Zip Code: _____
Phone/ E-mail address: _____

Please share your thoughts and ideas regarding the proposed concepts for proposed interchanges and associated roadwork. You may return by mail, or by email to US70-Havelock2Thurman@publicinput.com. Comments are due by **September 14**.

1. Is the information presented in this newsletter clear, and easy to understand?
2. Do you have comments about NCDOT's plans to upgrade U.S. 70 to interstate standards?
3. Which alternative do you prefer at each interchange? (Please check the appropriate boxes)

Interchange	Alternative A U.S. 70 Over Cross Streets	Alternative B U.S. 70 Under Cross Streets	No Preference
Camp Kiro Road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fisher Avenue	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stately Pines Road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

What are the reasons for your preference?

4. Do you have any comments or concerns about potential property impacts? Please be specific.
5. Please share any additional comments about the project.

Please return this sheet by mail or
provide comments via email to US70-Havelock2Thurman@publicinput.com

Use
First
Class
Stamp

FROM:

STIP Project R-5777C
Three Oaks Engineering
324 Blackwell Street, Suite 1200
Durham, NC 27701

FOLD

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