

APPROVED
By Planning Board

Date 12/17/84

NEGATIVE DECLARATION

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NC 43, Greenville, Pitt County
From Pitt Plaza Entrance to South City Limits
State Project: 9.8022081
U-1152G

Submitted to

Planning Board

by

Planning and Research Branch

Division of Highways

N. C. Department of Transportation

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December, 1984

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Description

This report covers the proposed widening of NC 43 to a multilane facility extending from the entrance to Pitt Plaza southward to the south city limits of Greenville, a distance of approximately 1.15 miles (see attached map). The project is included in the Statewide Urban Construction Program for FY 1985 and is to be financed entirely with State funds.

Existing Conditions

NC 43 is designated as a major thoroughfare in the Greenville Thoroughfare Plan. It serves as a major radial into Greenville from growing outlying areas in southeast Pitt County. Current traffic volume on the subject section of road varies from 8500 to 11,000 vehicles per day. Estimated traffic volumes for year 2005 are 17,000 and 20,000 vpd, respectively. Approximate truck composition is 2 percent truck tractor semitrailers and 3 percent dual tired trucks.

The studied facility is basically a 22-foot road with 10-foot shoulders. However, it widens to a 33-foot pavement with curb and gutter for approximately 0.3 mile on the east side between Pitt Plaza entrance and Red Banks Road. The wider section is marked for two through lanes and a continuous center lane for left turns. North of Pitt Plaza entrance, it adjoins a 64-foot curbed roadway which extends for approximately 600 feet to its intersection with US 264 Bypass.

Existing right of way is apparently 100 feet wide. This width is substantiated by signed right of way agreements on file with the Right of Way Branch office. Further indication of the right of way width is the existence of sizable utility poles offset approximately 50 feet from the road centerline.

Existing speed limit throughout the project is 45 MPH. A traffic signal in place at Red Banks Road.

Development on the east side of the subject facility is predominantly high quality single family and multifamily residences with some office uses. On the west side, vacant land, a small shopping center, and a church exist.

Recommendation

Planning and Research concurs with the Division Engineer's proposal to widen the subject section of road to a 64-foot curb and gutter facility. The proposed width conforms with the adjoining cross section north of the project and is commensurate with the function of the facility, future traffic needs, and adjacent land use. The proposed section would permit four through lanes to provide long-term capacity and a center lane to facilitate heavy left turns at major intersections and commercial driveways.

Widening is proposed to be generally symmetrical and contained within the existing right of way. However, should additional right of way or construction easements be required, the City of Greenville will be responsible for acquiring any right of way or easements and the adjustment of utilities.

Estimated Cost

Total estimated cost of the project is \$900,000. This cost excludes any right of way or utility cost to be assumed by the City.

Environmental Evaluation

The nature and magnitude of the proposed project should not produce any significant adverse effect on the environment. The project involves an improvement of a well established highway within the existing right of way.

Construction of additional lanes should have a positive impact on the area by providing better and safer traffic operation.

The project could accelerate urbanization of adjacent undeveloped properties but would be compatible with any land development plan for the area and improve service to various land uses.

Due to the urban development of the area, the proposed improvements should have no significant effect on animal or plant life. It does not involve any habitat for endangered or threatened species, archaeological or historical sites, wetlands, or floodplains.

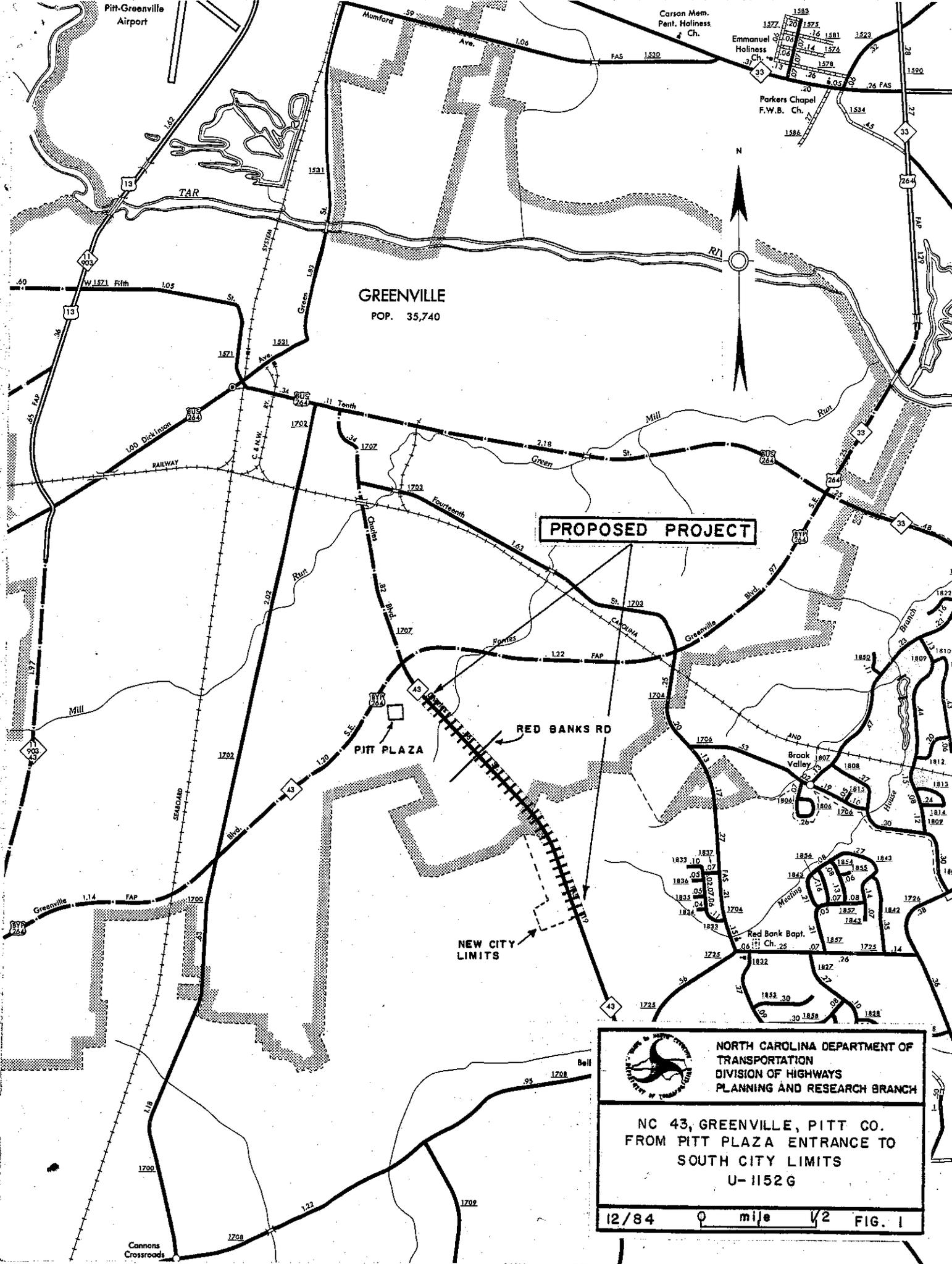
No displacement of any residence or business is required. Some trees and lawns may be removed by the proposed widening, but existing aesthetic quality would not significantly be affected. Possible siltation of adjacent properties may occur during construction of the project but will be minimized by use of standard erosion control methods.

The proposal should have no significant effect on air quality. Since this project is anticipated to carry a peak hour volume (approximately 1600 vph) of less than 2000 vehicles per hour within a period of ten years after completion of construction, it will be compatible with the N.C. Plan for Implementing National Ambient Air Quality Standards.

During construction of the proposed project, all materials resulting from clearing and grubbing, demolition or other activity will be removed from the project, burned or otherwise disposed of by the Contractor. Any burning done will be in accordance with applicable local laws and ordinances and regulation of the North Carolina State Implementation Plan for Air Quality in compliance with 15 NCAC I.D. 0520. Care will be taken to insure burning will be done at the greatest distance practicable from dwellings and not when atmospheric conditions are such as to create a hazard to the public. Burning will be performed under constant surveillance.

Future traffic levels are not expected to affect existing or future land use activities. Interior noise levels of 40-45 dBA would be experienced by a church, a day care center, and all other businesses located along the project. Exterior noise levels of 67-68 dBA are anticipated at residences and apartments abutting the road. No noise abatement measures are necessary and none are proposed.

RGDjr/sdt



GREENVILLE
POP. 35,740

PROPOSED PROJECT

RED BANKS RD

PITT PLAZA

NEW CITY LIMITS



NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION
DIVISION OF HIGHWAYS
PLANNING AND RESEARCH BRANCH

NC 43, GREENVILLE, PITT CO.
FROM PITT PLAZA ENTRANCE TO
SOUTH CITY LIMITS
U-1152 G

12/84 0 1/2 1 mile 1/2 FIG. 1