

US 70 Arendell St Multiple Intersection Improvements

From 35th Street to 4th Street

Local ID: **CART20002-H**

Purpose: **Congestion**

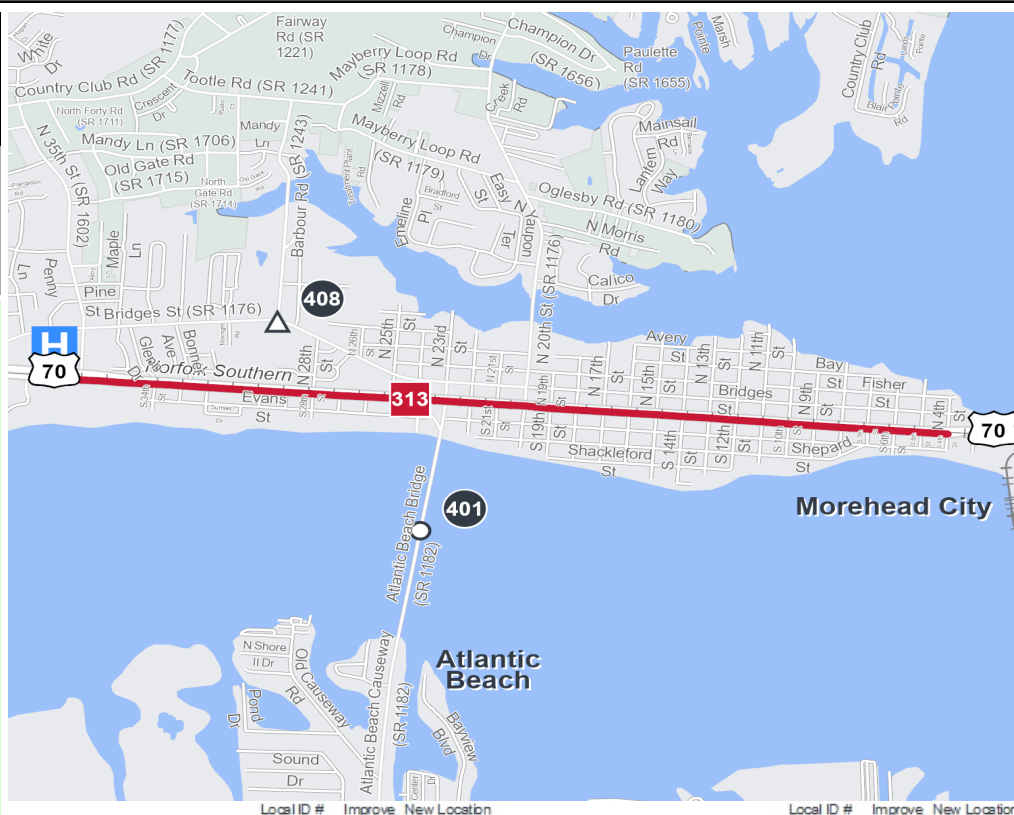
Improvement: **Improve Existing**

Identified Need

US 70 (Arendell St) is projected to be over capacity by year 2050. Improvements are needed to relieve congestion on the existing facility and accommodate projected traffic volumes such that a minimum of Level of Service (LOS) D can be achieved.

Recommendation

CART20002-H is to improve the intersections along US 70 (Arendell St.). This recommendation includes sidewalks as well.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 F
Section Options	-
Length (miles)	2.70
Existing ROW (feet)	50
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Boulevard	Boulevard	Boulevard
Travel Lanes	4	4	4
Volume (vpd)	21000-32000	35000-49100	29000-36500
Capacity (vpd)	28100-47500	28100	28100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

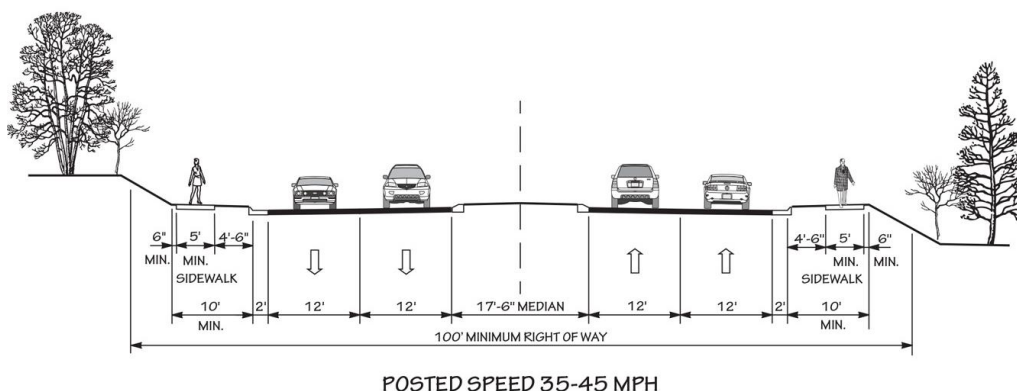


Typical Section Options:

None

TYPICAL SECTION No. 4F

4 LANE DIVIDED (17'-6" RAISED MEDIAN)
WITH CURB & GUTTER, AND SIDEWALKS

**Project History/Linkage to Other Plans****Project History**

This project is listed in the 2014 Carteret County CTP as boulevard needs improvement. It is also listed in SPOT (H191452).

Linkage to Other Plans

The Morehead City Plan 2032 describes US 70 as a vital transportation corridor and emphasizes the importance of improving the function of the network as a whole.

US 70 is a vital transportation corridor for eastern North Carolina that stretches from I-40 near Raleigh in Johnston County to the Atlantic Ocean in Carteret County. Within North Carolina US 70 provides a direct connection between Raleigh-Clayton, Goldsboro, Kinston, New Bern, and Morehead City. The purpose of this project is to improve mobility and connectivity of statewide transportation operations along the US 70 corridor.

The US 70 corridor is identified as a Strategic Transportation Corridor (STC) within the North Carolina Transportation Network (NCTN). The STC Policy and Map was adopted by the NCDOT on March 4, 2015. The purpose of the NC Transportation Network (NCTN) is to preserve and maximize mobility and connectivity on a core network of multimodal transportation corridors, promoting environmental stewardship and economic prosperity. The US 70 corridor provides connections to four major activity centers: The Research Triangle Park in Raleigh-Durham, Seymour Johnson Air Force Base in Goldsboro, the Global TransPark in Kinston, Marine Corps Air Station Cherry Point in Havelock, and the Port of Morehead City.

CTP Goal Analysis**Goals and Objectives Survey**

The vision for Carteret County is to have a safe, diverse, efficient, integrated, and environmentally sensitive and

sustainable multi-modal transportation system for its residents, visitors, and businesses. The Carteret County CTP goals include: promoting a safer and more secure transportation network, creating a more efficient transportation system, providing an integrated and multimodal transportation network, supporting regional growth in the transportation network, preserving the social and environmental character of the region, extending the life of the transportation system by developing sustainable transportation solutions, and anticipating future needs of the area in terms of resiliency and flooding.

Public Comments

This Carteret County CTP survey was open from March 1st, 2023 to April 30th, 2023 and there was an English and Spanish version of the survey. There were a total of 439 participants and 1,387 comments as pins on the map were received. This project received 36 comments as pins during the online survey. The main concerns were transit, congestion, bike and pedestrian.

All environmental data in the database was considered. This Project is within 150 feet of:

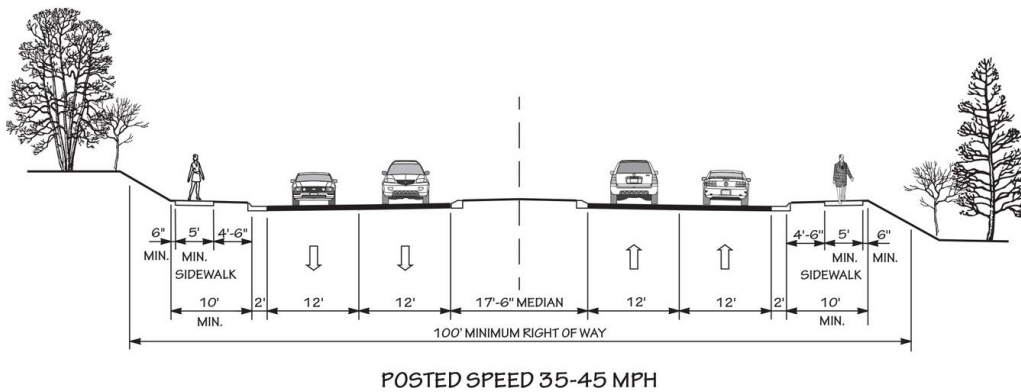
- 1 Colonial Waterbird Nesting Site Feature(s)
- 4 Flood Hazard Area Feature(s)
- 1 Hazardous Waste Facility(s)
- 1 Hazard Substance Disposal Site(s)
- 1 High Quality And Outstanding Resource Water Feature(s)
- 2 Managed Area Feature(s)
- 5 Natural Heritage Element Occurrence Feature(s)
- 2 Protected Area Feature(s)
- 1 Target Local Watershed Feature(s)

Typical Section Options:

None

TYPICAL SECTION No. 4F

4 LANE DIVIDED (17'-6" RAISED MEDIAN)
WITH CURB & GUTTER, AND SIDEWALKS



This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 50% and 100% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 1% and 2.5% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 20% and 50% identify as Households with No Car