

US 70 (Live Oak Street) Improvements

From NC 101 to SR 1429 (Olga Road)

Local ID: R-5945

Purpose: Congestion

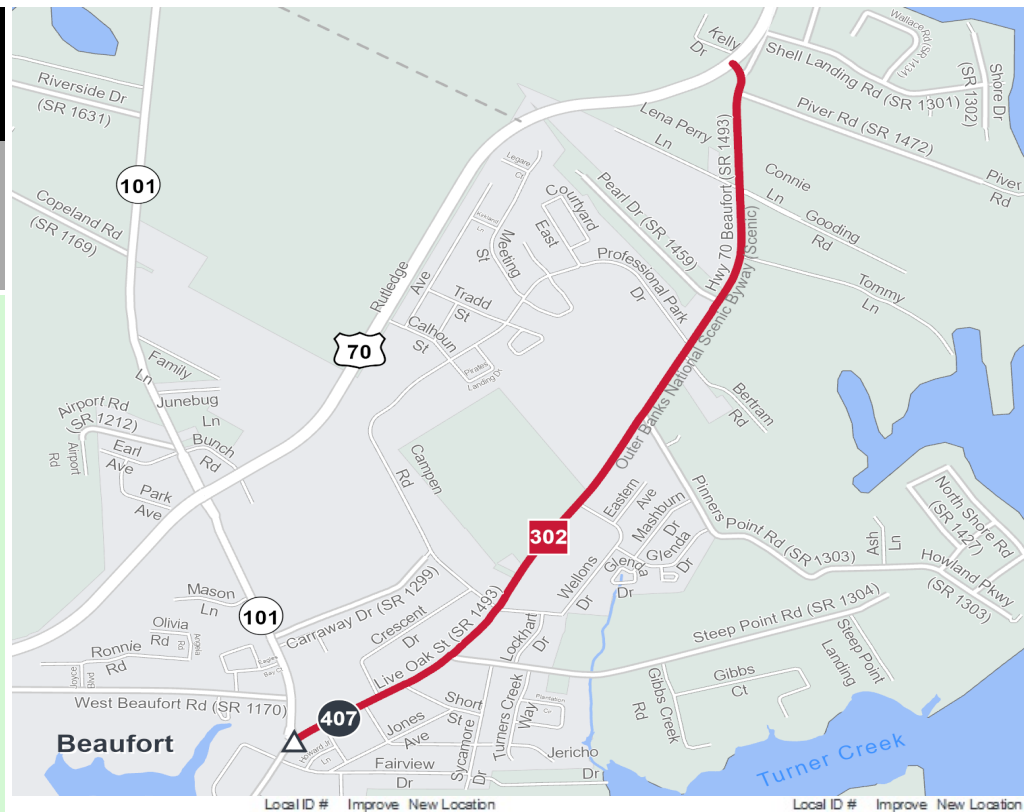
Improvement: Improve Existing

Identified Need

Live Oak Street from NC 101 to SR 1429 (Olga Road) in Beaufort is projected to be near 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

R-5945 includes widening Live Oak Street to a two-lane raised median divided section with curb and gutter, 12-ft wide travel lanes, 5-ft bicycle lanes, and sidewalks on both sides of the road with approximately 100 to 120 feet of right of way.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	02 J
Section Options	-
Length (miles)	1.80
Existing ROW (feet)	60-80
Safety Risk Score	11-44

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Boulevard	Boulevard
Travel Lanes	2	-	2
Volume (vpd)	11500	11800-14600	12500-15800
Capacity (vpd)	11500-12700	14000-18900	14000-18900

Capacity Data: Year

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

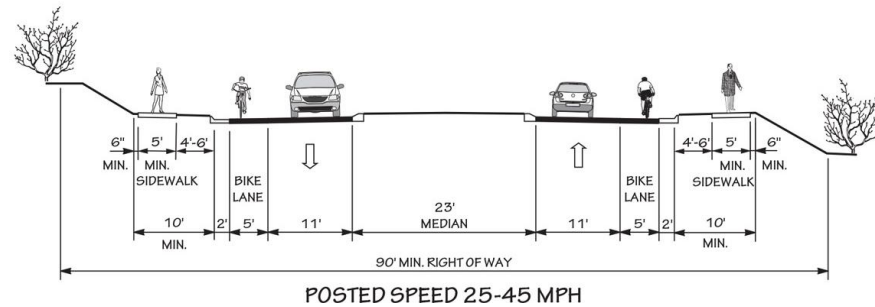


Typical Section Options:

None

TYPICAL SECTION No. 2J

2 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER,
BIKE LANES, AND SIDEWALKS

**Project History/Linkage to Other Plans**

This project is identified in the 2024-2033 State Transportation Improvement Program (STIP) and is scheduled for right of way acquisition in fiscal year 2025. Construction is currently funded in 2027.

The project is identified in the 2018 Beaufort Small Area Plan (SAP) as part of a corridor improvement project to convert Live Oak Street to a two-lane divided complete street. The plan identifies the project for corridor improvements to include reducing Live Oak Street in the project limits to two-lanes with raised planted median, bicycle and pedestrian facilities, improved drainage and driveway consolidation.

The 2018 Beaufort Bicycle and Pedestrian Master Plan, also identifies improvements for bicyclists and pedestrians along the Live Oak Street Corridor.

The 2014 Carteret County Comprehensive Transportation Plan (CTP) identifies long-range transportation needs.

The 2006 Town of Beaufort Core Land Use Plan identifies goals and policies for managing existing and future development in the town limits. Cedar Street and Live Oak Street, in downtown, are identified as areas of local concern in the plan. The plan identifies a need to control and manage strip commercialization along Live Oak Street corridor.

The existing land use in the plan is identified as residential, commercial, and public/institutional. The future land use is identified as general commercial and would accommodate a wide range of retail, wholesale, office, business services, and personal services. The area north of Gooding Road is predominantly identified as residential.

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 7 comments as pins during the online survey. The main concern was wanting to add bike lanes in this area.

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

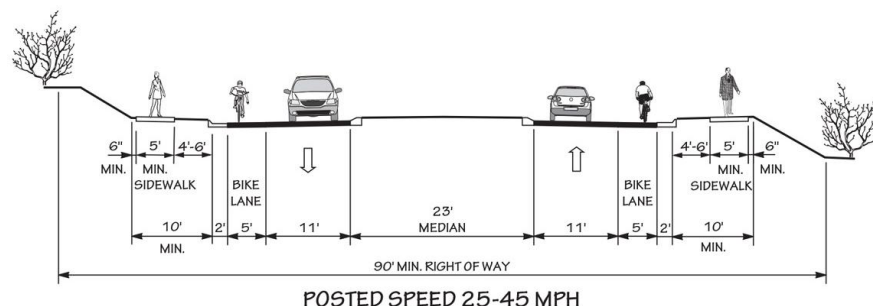
- 4 Flood Hazard Area Feature(s)
- 1 Hazard Substance Disposal Site(s)
- 2 High Quality And Outstanding Resource Water Feature(s)
- 2 Impaired Waters Line Feature(s)
- 1 Natural Heritage Element Occurrence Feature(s)
- 10 Wetland Feature(s)
- 9 River And Stream Feature(s)
- 2 Quality Monitored River And Stream Feature(s)

Typical Section Options:

None

TYPICAL SECTION No. 2J

2 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER,
BIKE LANES, AND SIDEWALKS



- 2 Target Local Watershed Feature(s)

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

- Between 25% and 50% identify as 65+
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 5% and 15% 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
- Between 5% and 15% identify as Native American
- Between 10% and 15% identify as Some Other Race
- Between 1% and 5% 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