



US 70 Pilot Project Request

Political Jurisdictions

Wayne County
City of Goldsboro
Lenoir County
City of Kinston
Jones County
Craven County
City of New Bern
City of Havelock
Carteret County
Town of Morehead City
NCDOT – Division 2
NCDOT – Division 4

To: Board of Transportation Members Cam McRae, Tom Betts, and Marvin Blount

From: US 70 Corridor Commission member Lee Smith

This request for consideration among state and local political jurisdictions along the US 70 Corridor in Johnston, Wayne, Lenoir, Jones, Craven, and Carteret Counties is being submitted to the NCDOT Board of Transportation in the long-term mutual interest of retrofitting the corridor as North Carolina’s next freeway. Constituents along US 70 have come to consensus on four pilot projects to retrofit US 70 to freeway standards. With this in mind, the **US 70 Corridor Commission** is submitting this request for funding to expedite these catalyst projects. Ultimately, we share a unified vision for protecting the corridor’s access, mobility, and economic development potential.

Pilot Projects

The US 70 Corridor Commission has identified four (4) pilot projects for the consideration of funding by NCDOT. The pilot projects are intended to be small in area (e.g., independent interchange), cost-effective, and have recognizable benefits — both in the near-term and as stand-alone projects that may contribute to creating a future US 70 freeway corridor. The four pilot projects are located on the following facilities: Peedin Street (Johnston); NC 11/55 (Kinston, Lenoir); Kornegay Street (Dover, Jones); and Airport Road (James City, Craven).

Peedin Road Extension Interchange, Johnston County – Figure 1: This intersection has one of the highest crash severity index ratings on the corridor, with a large number of rear-end and turning movement crashes. Located just east of the I-95 corridor, the intersection is the first signal-controlled crossing east of the Smithfield Bypass, and the transition from freeway to full-access highway adds to driver confusion. The pilot project at this location proposes to extend the freeway section to Stevens Chapel Road by building a grade-separated overpass from Peedin Road Extension with access ramps in the northeast and southwest quadrants. The Firetower Road median would be closed, as well as those between Peedin Road and Stevens Chapel Road, and new “backdoor” connector roads would be built to provide access to the businesses and homes located along the US 70 frontage. Probable Construction Cost: \$7.5-\$8.5 million

NC 11/55 Square Loop, Kinston, Lenoir County – Figure 2: Without consensus on the location of a US 70 Kinston Bypass, retrofitting the segment of US 70 through the Kinston to freeway/expressway standards is being considered as an alternative. The construction of a square loop interchange at NC 11/55 Old Pink Hill Road should be



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considered as a stand-alone project based on the significant level of traffic flowing through the intersection. By bridging NC 11/55 over US 70 with a ramp-over structure, two access ramps can be constructed in the northwest and southeast quadrants to provide access to both US 70 and the business bounded by the ramps, US 70, and Old Pink Hill Road. The ramps would take on a square shape as they follow the property lines and existing street system. Their intersections with NC 11/55 would be signal-controlled, and the intersections on US 70 would feature acceleration and deceleration lanes for exiting and entering the main highway. Connector roads would be developed to ensure access for the businesses and institutions along the US 70 frontage. Probable Construction Cost: \$5.5-6.5 million

Kornegay Street Interchange, Dover, Jones County – Figure 3: The construction of a grade-separated overpass for Kornegay Street at Dover would extend the freeway section of US 70 west of New Bern further toward Kinston. The medians at Kornegay Street and Burkett Road would be closed, and a bridge would be built over US 70. Signals are proposed to control the intersections at the top of the ramps, with a connection to SR 1005 to the south of US 70 opposite the US 70 eastbound entrance ramp. A new connector road would link Burkett Road to SR 1005 and provide motorists access to westbound US 70 and Dover. Probable Construction Cost: \$7-\$8 million

Airport Road Compressed Diamond, James City, Craven County – Figure 4: The segment of US 70 in James City is one of the more congested portions of the corridor, with numerous median breaks and signalized intersections serving the businesses on side streets and parallel access roads. Planned improvements would extend the freeway portion of US 70 in Craven County by providing grade-separated interchanges through James City, the first located at Airport Road. (Consideration was given to the Williams Road intersection, but it is too close to the US 17 interchange.) The plans propose to convert the access roads to one-way facilities with at-grade slip ramps west of Airport Road. East of Airport Road, the service road would remain two-way. A compressed diamond interchange (bridge along US 70) would be constructed to carry US 70 over Airport Road with approaches at a 3% slope. U-turn lanes would be provided before the intersection at the compressed diamond to facilitate traffic flow between the two access roads. Probable Construction Cost: \$15-\$20 million

On behalf of the **US 70 Corridor Commission**, we would like to thank you for your continued support of the Commission's efforts to protect the mobility and economic vitality of the US 70 Corridor. Please let us know you would like to discuss any related issue or if we can provide additional information or mapping to expedite the project development process. Through these collaborative efforts, we can make transportation and land use improvements along the US 70 corridor a reality.