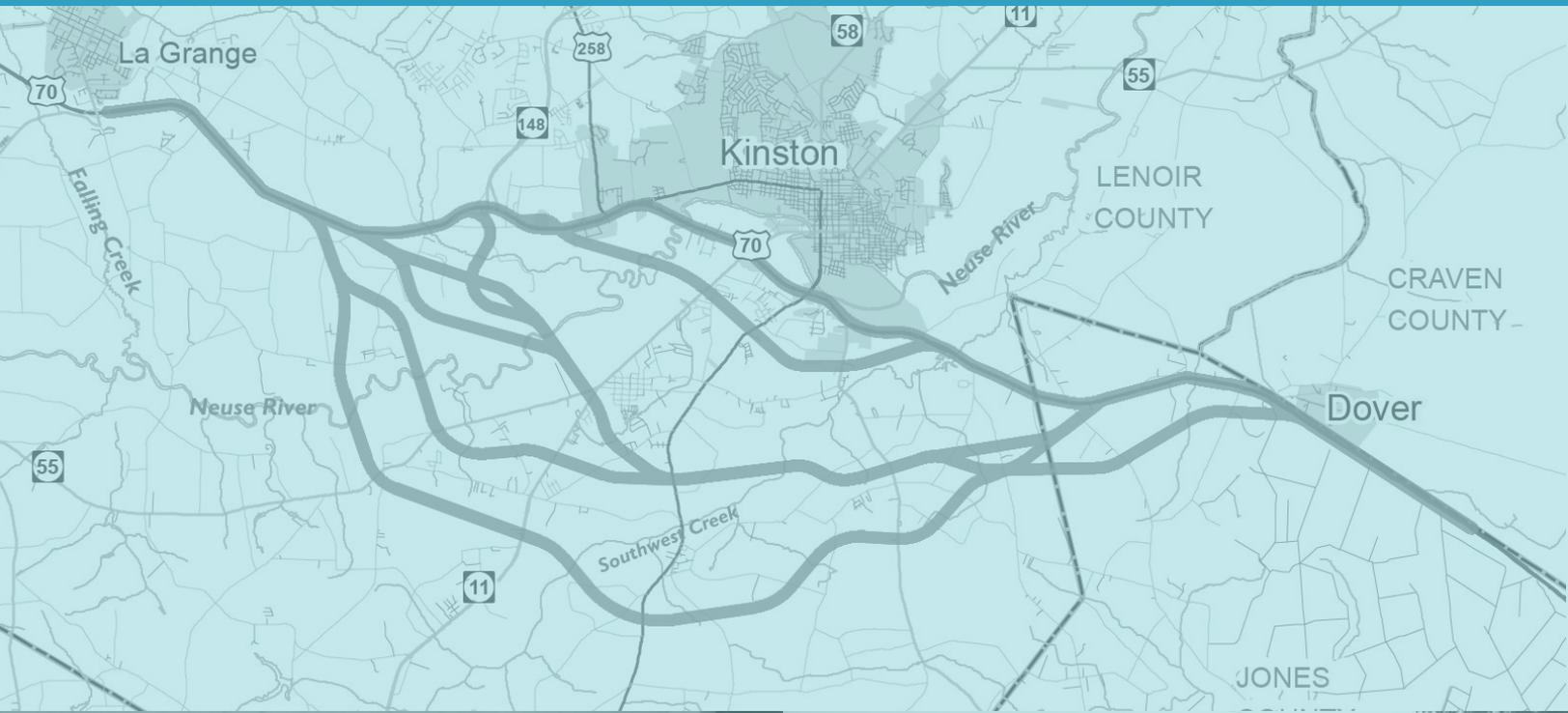


KINSTON BYPASS



STIP Project Number R—2553

Agency Coordination Plan



North Carolina Department of Transportation

January 2018





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I. INTRODUCTION

This Agency Coordination Plan (ACP) has been developed to serve as a guide under applicable federal and state regulations for conducting and documenting agency coordination efforts in support of the proposed Kinston Bypass project. This version of the ACP was updated in December 2017 and covers agency coordination activity from project initiation through circulation of the Draft Environmental Impact Statement (EIS) in spring of 2018.

The ACP outlines and describes the objectives and goals of the plan, methods to achieve the stated goals, and summarizes agency coordination that has taken place to date.

This ACP is a “living” document that will be updated periodically to reflect the project milestones, current status, and future events planned for the program. This version of the plan addresses past activities and includes activities conducted since the project was restarted in 2016.

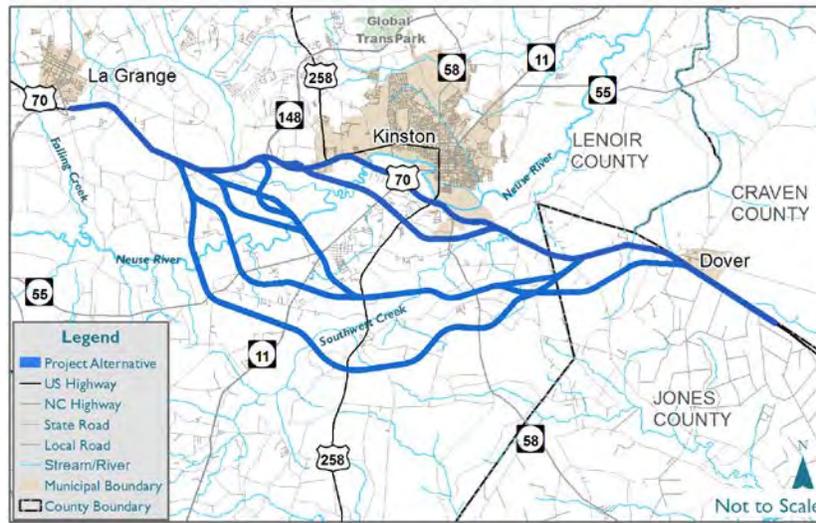
Meeting schedules, agendas, attendees, and summaries will be documented. An official record of each meeting conducted as part of the program will be kept in the project record. The ACP will be available throughout the study process for public review, as requested.

I.1 PROPOSED ACTION

The North Carolina Department of Transportation (NCDOT) is proposing to construct a four-lane, median divided freeway with full control of access in Lenoir, Jones, and Craven counties, North Carolina. The project extends from US 70 near LaGrange (in Lenoir County) to US 70 near Dover (on the Jones and Craven county line). The proposed action is listed in the State Transportation Improvement Program as project R-2553.

Twelve design options – referred to as Detailed Study Alternatives (DSA) – that range from 21 miles to 25 miles are currently being evaluated for the proposed Kinston Bypass (see Figure 1). Each design option is a four-lane median-divided freeway that would accommodate speeds of 70 miles per hour and have full control of access, meaning access to the roadway would be allowed only at interchanges. The 12 DSAs include options that would involve upgrading the existing facility to the previously mentioned design standards, as well as new location alternatives.

Figure 1: Project study area



I.2 APPLICABLE REGULATIONS

Because the project is subject to the National Environmental Policy Act of 1969 (NEPA), as amended, and the North Carolina [State] Environmental Policy Act (SEPA), and associated regulations, strict compliance with federal public involvement guidelines applies. An important part of North Carolina’s SEPA process, as applicable to transportation projects, is receiving timely and comprehensive input from federal, state, and local agencies and exchanging information with the general public.

Therefore, this ACP and all agency coordination activities will operate in the spirit of these guidelines and work to utilize the appropriate measures therein, including those outlined by NCDOT and the United States Army Corps of Engineers (USACE).

Agency coordination and public involvement has been protected and required by federal and state oversight. These laws help provide guidance for when and how to include coordination and outreach in planning processes and to ensure nondiscriminatory practices of those involved. The following federal and state statutes, regulations, and executive orders will be followed throughout the project development process.

Federal and state statutes

- Federal non-discriminatory and environmental statutes Title VI of the Civil Rights Act of 1964
- Age Discrimination Act of 1975
- Americans with Disabilities Act (ADA) of 1990
- NEPA of 1970
- National Historic Preservation Act of 1966
- Clean Air Act of 1970
- Clean Water Act of 1972

Federal transportation statutes

- Intermodal Surface Transportation Efficiency Act of 1991



- Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005
- MAP-21 of 2012
- Fixing America’s Surface Transportation (FAST) of 2015

North Carolina state statutes

- North Carolina SEPA of 1971
- North Carolina NEPA/404 Merger Process of 1997
- North Carolina Agricultural Development and Farmland Preservation Enabling Act of 1985

Federal regulations

- Title 23, United States Code (U.S.C.)
- Title 23 - Highways, Code of Federal Regulations (CFR)
- Title 40 – Protection of Environment, Code of Federal Regulations (CFR)

Federal executive orders

- Executive Order 12898 – Environmental Justice (1994)
- Executive Order 13166 – Limited English Proficiency (2000)

I.3 OBJECTIVES AND GOALS

The objective of creating and implementing this ACP is to generate the best possible solution for the project by involving the public as early and as often in the decision-making process as issues or situations occur that may affect them. In providing opportunities for organizations to participate in the project planning process, the NCDOT seeks to achieve the following goals:

- Deliver informational products that provide a useful means of understanding the various issues associated with the project.
- Create an open and ongoing dialogue with business, environmental, civic, and other groups that may be interested in the proposed project. This will ensure that important local issues and concerns are considered during the planning process.
- Establish multiple outlets for providing feedback to ensure that public interests and concerns are captured.
- Ensure that all populations affected by or interested in the outcome of the proposed project have convenient, meaningful opportunities to participate in the environmental review planning process and provide comment.
- Incorporate the advice and recommendations received into project decisions to the maximum extent possible and relevant supporting technical studies that include the Community Impact Assessment and the Economic Impact Assessment.
- Incorporate information gathered from the public into the Draft and Final EIS documents and associated processes.

I.4 GOVERNMENT AUDIENCES

Efforts will be made to coordinate with local and state planning groups for input including, but not limited to representatives from the following:



- City of Kinston
- Lenoir County
- Craven County
- Jones County
- Eastern Carolina Rural Planning Organization
- Down East Rural Planning Organization
- Lenoir County Transportation Committee
- Town of LaGrange
- Town of Dover
- Cove City
- Global TransPark
- Various NCDOT units
- Eastern Carolina Council

In addition, agency representatives from various state and federal regulatory agencies will be consulted during the planning process in an effort to maintain compatibility between the proposed project and resource protection regulations.

Communications, participation, and comment solicitation methods for government groups will be similar, but more limited in scope than those for public audiences. Given the project is following the Section 404/NEPA Interagency Merger Process, the principal method for agency coordination will consist of interagency merger team meetings for concurrence points (CP) or interagency merger team informational meetings for project updates. Such meetings will be by invitation, with minutes prepared summarizing each meeting. Agency comments will also be accepted through written correspondence on agency letterhead; however, telephone conversations of importance will be documented as well.

2. AGENCY COORDINATION

General coordination with agencies took place during the initial stages of the project when the scoping letter was issued. Coordination with various local, state, and federal agencies is essential in meeting the requirements of Section 404 of the Clean Water Act; therefore, the project will follow the Merger Process. The Merger Process provides a forum for appropriate agency representatives to discuss and reach consensus on major project milestones through a shared decision-making process, which results in agency representatives reaching compromised-based decisions throughout the development of the project. The members of the Interagency Merger Team are as follows:

- USACE
- United States (US) Fish and Wildlife Service
- U.S. Environmental Protection Agency
- U.S. Coast Guard
- National Oceanic and Atmospheric Administration-Fisheries Service
- North Carolina (NC) Department of Environment and Natural Resources
- NC Wildlife Resources Commission
- NC Department of Cultural Resources
- Federal Highway Administration
- Down East Rural Planning Organization
- Eastern Carolina Rural Planning Organization
- NCDOT



The project team works with the Interagency Merger Team to achieve concurrence at defined points in the project development process. Recurring two-way dialogue with local citizens, agency representatives, elected officials and business owners, and any other interested parties will be ongoing throughout the process. Strategies and techniques to serve as guidance for conducting coordination and outreach are included in this plan.

2.1 START OF STUDY LETTER

At the outset of the environmental studies for the Kinston Bypass Project, the proposed roadway was identified as R-2553. A Start of Study Letter was sent out to announce the start of the project development, environmental, and engineering studies for the proposed project.

2.2 SCOPING MEETINGS

Scoping meetings were held to present information on the study area and project to the federal, state, and local agencies involved in the project development process. The meetings also provided a forum for the agencies to offer feedback on the process and shape the project process.

Given that this project was selected as a NCDOT geographic information system (GIS) Pilot Project, pre-GIS meetings were also held with each agency to introduce the Pilot GIS Process and how it related to normal project development. Key discussion points at the meeting revolved around what each agency’s data needs would be and the identification of any points of interest or concern. The pre-GIS meetings culminated with a GIS meeting between all agencies that summarized the process to be used and what responsibilities each agency had in relation to data collection.

A summary of the scoping meeting, pre-GIS meetings, and the GIS meeting are listed in Table 1.

Table 1: Summary of scoping meetings

Date	Name	Description
3/27/2009	North Carolina Department of Environmental Quality (NCDEQ) (formerly NCDENR) pre GIS meeting	<ul style="list-style-type: none"> • Introduce the Pilot GIS Process related to the normal project development process and identify points of interest/concern • Introduce the GIS data update schedule and relationship to NCDEQ • Identify primary NCDEQ GIS data “needs” for project decision making
4/15/2009	North Carolina Department of Natural and Cultural Resources (NCDNR) pre GIS meeting	<ul style="list-style-type: none"> • Introduce the Pilot GIS Process related to the normal project development process and identify points of interest/concern • Introduce the GIS data update schedule and relationship to cultural resources – both architectural and archaeological • Identify primary NCDNR GIS data “needs” for project decision making
4/23/2009	USACE pre GIS meeting	<ul style="list-style-type: none"> • Introduce the Pilot GIS Process related to the normal project development process and

Date	Name	Description
		identify points of interest/concern <ul style="list-style-type: none"> • Introduce the GIS data update schedule and relationship to USACE • Identify primary USACE GIS data “needs” for project decision making
4/23/2009	US Environmental Protection Agency (USEPA) pre GIS meeting	<ul style="list-style-type: none"> • Introduce the Pilot GIS Process related to the normal project development process and identify points of interest/concern • Introduce the GIS data update schedule and relationship to USEPA • Identify primary USEPA GIS data “needs” for project decision making
4/28/2009	National Oceanic and Atmospheric Administration (NOAA) fisheries pre GIS meeting	<ul style="list-style-type: none"> • Introduce the Pilot GIS Process related to the normal project development process and identify points of interest/concern • Introduce the GIS data update schedule and relationship to the NOAA fisheries • Identify primary NOAA GIS data “needs” for project decision making
6/10/2009	North Carolina Department of Commerce (NCDOC) and rural planning organization (RPO) pre GIS meeting	<ul style="list-style-type: none"> • Introduce the Pilot GIS Process related to the normal project development process and identify points of interest/concern • Introduce the GIS data update schedule and relationship to the NCDOC and the RPO • Identify primary NCDOC and RPO GIS data “needs” for project decision making
7/16/2009	GIS scoping meeting	<ul style="list-style-type: none"> • Review GIS Pilot Project Process • Relay results and decisions from pre GIS scoping meetings • Identify roles and responsibilities for GIS data layer updates
10/28/2009	Scoping meeting	Present background information and available data acquired thus far in the project process.

2.3 INTERAGENCY MERGER TEAM MEETINGS

This project is following the Section 404/NEPA Interagency Merger Process in order to streamline the project development and permitting process. The process defines various steps, or concurrence points (CP) when the Interagency Merger Team will meet in order to reach consensus on major project milestones through the life of the project. In addition, Interagency Merger Team Informational Meetings will be held at various points to provide project updates. A summary of Merger Meetings held are listed in Table 2.

**Table 2: Summary of merger meetings**

Date	Name	Description
6/22/2010	Concurrence Point (CP) 1 – Initial Meeting	Obtain concurrence on the purpose and need for the proposed action and the defined study area
9/14/2010	CP 1 – Follow up Meeting	Revise the wording of the purpose and need agreement in efforts to reach concurrence
10/13/2010	Merger Management Team Meeting	Met to reach agreement on the purpose and need since the merger team could not reach concurrence
2/17/2011	Merger Team Informational Meeting - 1	Present the Lenoir County GIS Initiative and Wetland Data Layer process, as well as a status update of the GIS data assimilation and integration for the environmental constraints mapping
7/21/2011	Merger Team Informational Meeting - 2	Present the Phase I Preliminary Corridor Evaluation Process and discuss next steps
11/17/2011	CP 2	Select the alternatives to carry forward as DSAs
3/14/2012	Merger Team Informational Meeting – 3	Update on the status of the project since CP 2 and review the current process being used to refine the DSAs
11/7/2012	Interagency Coordination Meeting	Review of multiple natural resource topics.
6/13/2013	Merger Team Informational Meeting – 4	Review of the draft Natural Resources Technical Report.
11/21/2013	Merger Team Informational Meeting – 5	Provided a project update including the identification of a new alternative, review the new 2012 Kinston Travel Demand Model, and 2012 Traffic Forecast, and to discuss the next



Date	Name	Description
		steps in the merger process.
1/16/2014	CP 2 Revisited	Presentation of the DSAs carried forward
2/20/2014	CP2A Office Meeting (before field work)	Review preliminary recommendations for natural systems being crossed by the DSAs
3/12/2014	CP2A Field Meeting	Field meeting to visit crossings identified by merger team members during the 2/20/2014 office meeting
4/17/2014	CP2A Office Meeting (post field work)	Present and review additional information requested for two crossings visited during the 3/12/2014 field meeting.
2/16/2017	Merger Team Informational Meeting – 6	Relaunch project and review the status of technical studies and the wetlands predictive model
8/17/2017	Merger Team Informational Meeting – 7	Review the update of wetlands predictive model and reinforce the use of the model on this project

2.4 LOCAL OFFICIALS MEETING

At various times during the study, meetings have been held for the benefit of local elected bodies. A summary of local officials meetings is listed in Table 3.

Table 3: Summary of local officials meetings

Date	Name	Description
2/19/2010	Local Officials Meeting #1	Review materials to be presented at Public Meeting #1 (formerly Citizen’s Informational Workshop)
2/14/2011	Local Officials Meeting #2	Obtain input from local officials on potential study corridors
3/7/2011	Local Officials Meeting #3	Discuss potential study corridors submitted by the local officials



Date	Name	Description
7/28/2011	Local Officials Meeting #4	Review GIS data collection process and the use of data in reviewing preliminary corridors
5/9/2012	Local Officials Meeting #5	Review materials to be presented at Public Meeting #3
8/26/2014	Local Officials Meeting #6	Provide status update regarding the detailed study alternatives and review materials to be presented at Public Meeting #4
6/30/2017	Local Officials Meeting #7	Announce restart of project and provide status update regarding the detailed study alternatives

2.5 AGENCY CORRESPONDENCE

Throughout the project, a record of all agency correspondence has been kept. This allows for easy tracking of key discussions, agreements, and comments made throughout the project.

2.6 ISSUANCE OF NOTICE OF INTENT UNDER NEPA

In accordance with NEPA, a Notice of Intent to prepare a NEPA EIS was published in the Federal Register by the USACE on September 11, 2014.

3. CONCLUSION

The methods presented in this document are designed to engage the NCDOT with various agency stakeholders throughout the planning process. The Interagency Merger Process provides a forum for appropriate agency representatives to discuss and reach consensus on major project milestones through a shared decision-making process, which results in agency representatives reaching compromised-based decisions throughout the development of the project.



APPENDIX A: START OF STUDY LETTER AND SUMMARY OF RESPONSES



COPY
MAY 20 5/23/2009

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

May 28, 2009

MEMORANDUM TO: «NAME»
«BRANCH»
«BRANCH2»

FROM: Gregory J. Thorpe, Ph.D., Manager
Project Development and Environmental Analysis Branch

SUBJECT: Start of Study for US 70 Kinston Bypass, four-lane divided
freeway on new location, Lenoir County, WBS 34460,
STIP No. R-2553

The Project Development and Environmental Analysis Branch is starting the project development, environmental and engineering studies for the proposed US 70 Kinston Bypass. The project is included in the 2009-2015 North Carolina Transportation Improvement Program and is scheduled for right of way in fiscal year 2015 and construction is currently unfunded.

Attached for your review and comments are the scoping information sheets for the proposed project. We would appreciate any information you might have that would be helpful in evaluating potential environmental impacts of the project. If applicable, please identify any permits or approvals that may be required by your agency. A scoping meeting will be scheduled with NCDOT staff to discuss the proposed project in more detail. In order to include your comments in our materials for this meeting, we would appreciate your response by July 31, 2009. If you would like to attend the scoping meeting, please notify the project engineer.

It is anticipated that a state funded Environmental Impact Statement will be prepared for this project. This document will be prepared in accordance with the State Environmental Policy Act.

If you have any questions concerning the project, please contact Mark Pierce, Project Planning Engineer, of this Branch at (919) 733-7844, Ext. 214 or email mspierce@ncdot.gov. Please include the TIP Project Number in all correspondence and comments.

GJT/plr

Attachment

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS
1548 MAIL SERVICE CENTER
RALEIGH NC 27699-1548

TELEPHONE: 919-733-3141
FAX: 919-733-8794

WEBSITE: WWW.NCDOT.ORG

LOCATION:
TRANSPORTATION BUILDING
1 SOUTH WILMINGTON STREET
RALEIGH NC

Mr. Chris Militscher
US EPA - C/O Federal Highway Administration
T. Sanford Federal Courthouse
310 New Bern Avenue, Room 410
Raleigh, North Carolina 27601

Mr. William Wescott
U. S. Army Corps of Engineers
Washington Regulatory Field Office
Post Office Box 1000
Washington, North Carolina 27889-1000

Commander (Aowb)
U. S. Coast Guard Atlantic Area., 4th Floor
Federal Building
431 Crawford Street
Portsmouth, Virginia 23704-5005

Mr. Gary Jordan
U. S. Fish and Wildlife Service
Raleigh Field Office
Post Office Box 33726
Raleigh, North Carolina 27636-3726

Mr. Ron Sechler
Supervisor, Environ. Assess. Division
National Marine Fisheries Service
101 Pivers Island Road
Beaufort, North Carolina 28516

Mr. Scott McLendon
U. S. Army Corps of Engineers
Wilmington Regulatory Field Office
69 Darlington Avenue
Wilmington, North Carolina 28402

Mr. Pete Benjamin, Field Supervisor
U. S. Fish & Wildlife Service
Fish & Wildlife Enhancement
Post Office Box 33726
Raleigh, North Carolina 27636-3726

Mr. Alex Rickard, Transportation Planner
Eastern Carolina RPO
Post Office Box 1717
New Bern, North Carolina 28563-1717

The Honorable O. A. Ritch, Jr.
Mayor of Kinston
Post Office Box 339
Kinston, North Carolina 28502

Mr. Mike Jarman
Lenoir County Manager
Post Office Box 3289
Kinston, North Carolina 28502-3289



Ms. Valerie McMillan
State Clearinghouse
Department of Administration
1301 Mail Service Center
Raleigh, North Carolina 27699

Dr. Jeffrey J. Crow
Division of Archives and History
Department of Cultural Resources
4610 Mail Service Center
Raleigh, North Carolina 27699

Mr. Steve Taynton, Section Chief
School Planning
Department of Public Instruction
6319 Mail Service Center
Raleigh, North Carolina

Ms. Renee Gledhill-Earley
Dept. of Cultural Resources, SHPO
4617 Mail Service Center
Raleigh, North Carolina 27699-4617

Mr. John Hennessy
Division of Water Quality/Wetlands
1650 Mail Service Center
Raleigh, NC 27699-1650

Mr. Travis Wilson
N. C. Wildlife Resources Comm., Butner
1142 I-85 Service Road
Creedmoor, North Carolina 27522

Ms. Linda Pearsall, Program Director
NCDENR – Natural Heritage Program
Office of Conservation & Comm. Affairs
1601 Mail Service Center
Raleigh, North Carolina 27699-1601

Ms. Anne Deaton
NC Dept. of Env. & Nat. Resources - Div. of Marine
Fisheries
3441 Arendell Street
Morehead City, North Carolina 28577

Mr. Brian Strong
Division of Parks & Recreation
1615 Mail Service Center
Raleigh, North Carolina 27699-1615

cc: Ms. Deborah M. Barbour, P. E., Deputy Highway Administrator - Preconstruction
Mr. Art McMillan, P. E., State Highway Engineer - Design
Mr. Jay A. Bennett, P. E., State Roadway Design Engineer
Mr. Gary Lovering, P. E., Roadway Design Project Engineer
Mr. Greg Perfetti, P. E., State Bridge Design Engineer
Mr. D. R. Henderson, P. E., Hydraulics Unit Head
Mr. David Chang, P. E., Hydraulics Unit
Mr. Doug Lane, Project Services
Mr. Doug Allison, Right of Way Branch Manager
Mr. Robert Memory, Utilities Coordination Unit, Construction
Mr. Kevin Lacy, P. E., Traffic Engineering Branch
Mr. Majed Al-Ghandour, Program Development Branch, Room G106M
Mr. Al Avant, Program Development Branch
Mr. Dan Holderman, P. E., State Bridge Management Engineer
Mr. Charles W. Brown, P. E., PLS, Location & Surveys Unit Head
Mr. Keith Johnston, P. E., PLS, Photogrammetry Unit Head
Mr. Tom Norman, Director, Division of Bicycle and Pedestrian Transportation
Mr. Mike Bruff, P. E., Manager, Transportation Planning Branch
Mr. James Upchurch, Project Engineer, Transportation Planning
Mr. James B. Harris, P. E., Engineering Manager, NCDOT Rail Division
Mr. Bill Williams, Jr., Aviation
Mr. Neil Lassiter, P. E., Division Engineer, Division 2
Mr. Jay Johnston, Division Environmental Officer
Mr. Robert P. Hanson, P.E., Unit Head, Project Development, PDEA
Mr. Brian Yamamoto, P. E., Project Engineer, Project Development, PDEA
Mr. Phil Harris, P. E., Unit Head, Natural Environment Unit, PDEA
Mr. Ed Lewis (2 copies), Human Environment Unit, PDEA
Mr. Greg Smith, P. E., Human Environment Unit, PDEA
Mr. Ron Allen, P.E., Manager, Schedule Management Office
Ms. Sharon Lipscomb, Manager, Office of Civil Rights
Mr. Stuart Bourne, P. E., State Traffic Management Engineer
Mr. Jim Dunlop, P. E., Congestion Management Engineer
Mr. Njoroge Wainaina, PE, State Geotechnical Engineer
Ms. Miriam Perry, Public Transportation Director
Mr. Calvin Leggett, P.E., Program Development
Ms. Terry Hopkins, P. E., Traffic Safety Unit
Ms. Earlene Thomas, Transportation Planning Branch
Mr. David Wasserman, P. E., NCDOT Strategic Planning Office of Transportation
Mr. Victor Barbour, P. E., Project Services Unit, Construction
Mr. John Corey, Greenville Appraisal Office
, Roadway Design Assistant Unit Head
Mr. DeWayne Sykes, P. E., Roadway Design Assistant Unit Head
Ms. Judy C. Joines, State Negotiator
Mr. Ron Hancock, P. E., State Construction Engineer, Construction
Mr. Steve Gurganus, ICE Permitting Coordinator
Mr. Drew Joyner, P. E., Human Environment
Ms. Mary Pope Furr, Human Environment
Mr. Matt Wilkerson, Human Environment
Mr. Carlos Moya, NCDOT RPO
Mr. Mark Pierce, P. E., Project Planning Engineer, PDEA

R-2553 Kinston Bypass - Agency Comments Received on Scoping/Start of Study

<p>North Carolina Department of Transportation (NCDOT) – Geotechnical Engineering Unit, June 23, 2009</p> <p>The Geotechnical Engineering Unit/GeoEnvironmental Section searched the GIS database within the given project study area to identify known potential hazardous waste sites. Two hundred thirty (230) UST facilities, nine (9) landfills, fourteen (14) hazardous waste facilities and one (1) dry cleaner were identified within the project area. Refer to the attached table and figures for a list of sites of concern.</p>
<p>Field verification of the hazardous waste sites and identification of unknown sites should be performed when the design is further refined and prior to ROW.</p>
<p>City of Kinston, June 16, 2009 (Rhonda Barwick)</p> <p>Our Mayor has received the letter announcing the start of project development and engineering studies for the proposed US 70 Kinston Bypass. During last night's Council meeting we informed the Council as well. We would like to participate in the scoping meeting. If there is anything you need from Kinston, just let me know. I have provided the following contacts for us.</p> <p>Rhonda Barwick, Director of Public Services, Rhonda.barwick@ci.kinston.nc.us (252)030-3303 Steve Miller, Water Resources Manager, steve.miller@ci.kinston.nc.us (252)939-3285 John Jarrel, City Engineer, john.jarrell@ci.kinston.nc.us (252) 939-3304 Eddy Whiteside, Electric Systems Manager, eddy.whiteside@ci.kinston.nc.us (252)939-3304</p>
<p>Mailing address for all: Post Office Box 339, Kinston, NC 28502</p>
<p>NCDOT – Mobility and Safety Division, June 3, 2009 (Haywood Daughtry)</p> <p>SR 2010 should be shown on maps as the portion of Felix Harvey Parkway. Look at county lines callouts for accuracy (see pg. 7 or another page).</p>
<p>North Carolina State Environmental Review Clearinghouse, July 9, 2009 (Valerie McMillan)</p> <p>Attached for your consideration are the comments made by agencies in the course of this review. Please be sure to reference State Clearing #09-E-4220-0349 for all inquiries or correspondence with this office.</p>
<p>If any further environmental review documents are prepared for this project, they should be forwarded to this office for intergovernmental review.</p>
<p>North Carolina Department of Cultural Resources – State Historic Preservation Office, June 22, 2009 (Peter Sandbeck)</p> <p>There are more than seventy properties within the study area that are listed in the National Register of Historic Places, determined eligible for listing, on the State Study List, or locally designated. In addition there are hundreds of properties that have been identified as having historical or architectural interest as a result of a 1993 county-wide architectural survey.</p> <p>More than 360 archaeological sites have been recorded within the study area. By topographic map, Kinston has the most, at 186; with Falling Creek next, at 89. Concentrated in the northwestern section of the study area, the majority of these sites were recorded in connection with the Global Transpark. Most of them were evaluated as not eligible for the National Register of Historic Places. Areas associated with the first Battle of Kinston (1862) are situated to the immediate southwest of Kinston. The southern, eastern, and southeastern portions of the study area have seen little archaeological survey.</p>
<p>Despite this omission, the south/southwestern portion of the study area includes the entire footprint of the 4,069-acre National Register-eligible Wyse Fork 1865</p>

R-2553 Kinston Bypass - Agency Comments Received on Scoping/Start of Study

Battlefield. Proposed as a district, the area will be presented to the National Register Advisory Committee in October 2009, with listing anticipated soon after. Eight contributing elements fall within the District and includes the purported location of a mass burial associated with the battle.

While we not that this project review is only for a state action or permit, the potential for federal permits may require further consultation with us and compliance with Section 106 of the National Historic Preservation Act.

We recommend a comprehensive archaeological survey of the selected alternate to identify any sites that may be affected by the proposed project. Further, on selection of an alternate, effects to the Wyse Fork 1875 Battlefield District should be assessed. If affected, consultation with the Office of State Archaeology will be needed to develop appropriate mitigation plans.

Two copies of the resulting archaeological survey report, as well as one copy of the appropriate site forms, should be forwarded to us for review and comment as soon as they are available and well in advance of any construction activities.

It is our understanding that our agencies are working together to develop an up to date GIS database for this project, pending the necessary funding, and that additional survey work will be undertaken as part of that effort.

We appreciate our early inclusion in discussions for this project, and look forward to continuing to work with you.

These comments are made in accord with G.S. 121-12(a) and Executive Order XVI. If you have questions regarding them, please contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579. In all future communication concerning this project, please cite the above-referenced tracking number.

NC DOT – Project Development & Environmental Analysis Branch, June 8, 2009 (Thomas Stoddard, P.E.)

Page 1; ROW scheduled for FY 2017. Please request a schedule change for this new date since we have it as FY 2015 in the STIP.

Page 2; Functional Classification should be Principal Arterial rather than Freeway.

North Carolina Wildlife Resources Commission, June 17, 2009 (Travis Wilson)

NC DOT is proposing to construct a four lane divided freeway on new location. NCWRC has provided early coordination for the utilization of GIS level planning for this project and will continue to participate as a member of the NEPA/404/Merger 01 process team during project planning. However to help further facilitate document preparation and the review process, our general informational needs are outlined below:

1. Description of fishery and wildlife resources within the project area, including a listing of federally or state designated threatened, endangered, or special concern species. Potential borrow areas to be used for project construction should be included in the inventories. A listing of designated plant species can be developed through consultation with:

NC Natural Heritage Program
Dept. of Environment & Natural Resources
1601 Mail Service Center
Raleigh, NC 27699-1601
www.ncnhp.org

R-2553 Kinston Bypass - Agency Comments Received on Scoping/Start of Study

And,

NCDWA Plant Conservation Program
P.O. Box 27647
Raleigh, N.C. 27611
(919) 733-3610

2. Description of any streams or wetlands affected by the project. The need for channelizing or relocating portions of streams crossed and the extent of such activities.
3. Cover type maps showing wetland acreages impacted by the project. Wetland acreages should include all project-related areas that may undergo hydrologic change as a result of ditching, other drainage, or filling for project construction. Wetland identification may be accomplished through coordination with the U.S. Army Corps of Engineers (COE). If the COE is not consulted, the person delineating wetlands should be identified and criteria listed.
4. Cover type maps showing acreages of upland wildlife habitat impacted by the proposed project. Potential borrow sites should be included.
5. The extent to which the project will result in loss, degradation, or fragmentation of wildlife habitat (wetlands or uplands).
6. Mitigation for avoiding, minimizing or compensating for direct and indirect degradation in habitat quality as well as quantitative losses.
7. A cumulative impact assessment section which analyzes the environmental effects of highway construction and quantified the contribution of this individual project to environmental degradation.
8. A discuss of the probable impacts to natural resources which will result from secondary development facilitated by the improved road access.
9. If construction of this facility is to be coordinated with other state, municipal, or private development projects, a description of these projects should be included in the environmental document, and all project sponsors should be identified.

Department of Environment and Natural Resources (NCDENR) – Division of Environmental Health, June 17, 2009

The replacement and/or relocation of water mains will require plans and specifications from a North Carolina Certified Engineer. Approval must be received from the Department prior to construction.

Water Utility Providers in the project area should be contacted prior to construction to locate existing water mains.

NCDENR – Division of Water Quality, June 29, 2009 (David Wainwright)

Preliminary analysis of the project reveals the potential for multiple impacts to perennial streams and jurisdictional wetlands in the project area (see attached letter for table). Further investigations at a higher resolution should be undertaken to verify the presence of other streams and/or jurisdictional wetlands in the area. In the event that any jurisdictional areas are identified, the Division of Water Quality requests that NCDOT consider the following environmental issues for the proposed project:

Project specific comments:

1. All waterbodies are NSW waters of the State. The NCDWQ is very concerned with sediment and erosion impacts that could result from this project. The NCDWQ recommends that highly protective sediment and erosion control BMPs be implemented to reduce the risk of nutrient runoff to waters of the state within the project area. The NCDWQ requests that road design plans provide treatment of the stormwater runoff through best management practices as detailed in the most recent version of the NCDWQ's *Stormwater Best Management Practices*.
2. Review of the project reveals the presence of surface waters classified as Water Supply Critical Area in the project study area. Given the potential for impacts to

R-2553 Kinston Bypass - Agency Comments Received on Scoping/Start of Study

these resources during the project implementation, the NCDWQ requests that the NCDOT strictly adhere to North Carolina regulations entitled "Design Standards in Sensitive Watersheds" (15A NCAC 04B.0124) throughout design and construction of the project. This would apply for any area that drains to streams having WS CA (Water Supply Critical Area) classifications. Should bridges be located within the Critical Area of a Water Supply, NCDOT may be required to design, construct, and maintain hazardous spill catch basins in the project area. The number of catch basins installed should be determined by the design of the bridge, so that runoff would enter said basin(s) rather than flowing directly into the stream, and in consultation with the NCDWQ.

3. This project is within the Neuse River Basin. Riparian buffer impacts should be avoided and minimized to the greatest extent possible pursuant to 15A NCAC 2B.

General project comments: (see attached letter)

North Carolina Department of Agriculture and Consumer Services – Agricultural Services, June 26, 2009 (Dewitt Hardee)

The footprint of the proposed US 70 Kinston Bypass has potential of irreversible damage and increases the loss of prime farm and forest land thereby negatively impacting agricultural environmental balance in the immediate area. The US DOT and the NCDOT should give additional consideration of alternative routing and/or implemented designs that reduce to loss of farm and forest land in this extensive production area. Limiting public access onto bypasses, providing friendly and accessible agricultural crossover points for agricultural equipment and livestock in conjunction with the use of agricultural easements at access points and along the proposed right ways would lessen the negative impacts on the adjacent farms and forest land.

Farm and forest lands are natural resources with no mitigation process or replaced once converted to other uses. These agribusiness resources cannot be replaced nor relocated. The proposed US 70 Kinston bypass placement will go through several counties with existing Voluntary Agricultural Districts (VAD) and Enhanced Voluntary Agricultural Districts (EVAD) designed to recognize and protect key agricultural production centers for future generations and economy security. Transportation planning priorities should considered highway placement and its potential negative impact on VAD and land resources. These plans should also negate the formation of incompatible and inaccessible land units that degrades agricultural production capabilities.

Once farm or forest land is converted from production it is forever lost along with its associated economic activity. It is estimated that for each 40 acres of converted farm or forest land and agribusiness job is extinguished. Agricultural production incomes from locally grown products have a considerable multiplier influence. Furthermore the cost of services needed for these types of land uses are minimal and thus a net contributor to county budgets. Careful consideration of farm and forest land condemnation is warranted when consideration is given for the loss of local tax revenue, the value of agricultural products no longer produced, and the agribusiness jobs associated with the loss of the land. Both current and future cost for the conversion land from production agriculture must be considered for an accurate evaluation.

Based on the secondary, cumulative, and direct impacts, this project will have adversely impact the agricultural environmental and economic resources in the proposed area. The total negative impact on the environmental and agribusiness economy will be proportionately related to the total acres of farm and forest land taken out of production. Increased division of land units and its reduced accessibility for agricultural production will also increase the negative impact on agriculture.

NCDOT – Strategic Planning Office of Transportation, June 19, 2009 (David Wasserman)

Just wanted to let you know that I reviewed the scoping meeting sheets and I do not have any comments. My original concern was regarding the study area, but based on the map provided, you are going to look at connecting the proposed bypass to the existing freeways on either side (LaGrange and the existing freeway towards New Bern). Please continue to keep me in the loop on this project.

United States Coast Guard, June 12, 2009 (Terrance Knowles)

See attached communication between Mark Pierce and Terrance Knowles.

R-2553 Kinston Bypass - Agency Comments Received on Scoping/Start of Study

<p>NCDOT – Division 2, August 25, 2009 (Steven Hamilton)</p> <p>On page 2, the planned posted speed limit for this roadway is 70 mph. In railroad involvement there is a CSX track which runs northward out of Kinston (somewhat parallel to NC 11). On page 7, Project R-2719 Crescent Road, R/W acquisition is complete and construction is in progress. Is a northside alternative being reviewed? Based on listed interchanges and overpasses the route would be on southside of Kinston.</p>
<p>NCDOT – Hydraulics Unit, August 20, 2009 (Jerry Sheard)</p> <p>One thing I would recommend is that the consultant include current floodplain mapping on the environmental features mapping for the scoping meeting (and subsequent Merger meetings). Also, as you are aware, the earlier it can be determined whether there are any FEMA buyout properties that may be affected, the better, as any impacts to such properties should be avoided.</p>
<p>NCDENR – NHP, August 19, 2009 (Linda Pearsall)</p> <p>I will check with staff and get back to you.</p>
<p>NCDENR – Division of Parks & Recreation, August 19, 2009 (Amin Davis)</p> <p>I reviewed this project on 7/20/09 and forwarded to NHP that day for further review b/c of potential rare species impacts. DPR did not have concerns relative to its current holdings/interests. Please respond to Mr. Pierce directly if you have any further information.</p>
<p>Environmental Protection Agency, August 19, 2009 (Chris Militscher)</p> <ol style="list-style-type: none"> 1. Page 2 of 10: 2035 AADT design year traffic is not yet determined. Needs to be identified for the Purpose & Need meeting. 2. NCDOT needs to identify the logical termini along existing US 70 and provide documentation to USACE (Lead Federal Agency) for the 'pre-concurrence'. This needs to be concluded prior to the Purpose & Need meeting. 3. To the extent practicable, all corridor/preliminary study alternatives (PSAs) at stream crossings need to be perpendicular. 4. "Shallow bypasses" (as well as logical termini) need to be part of the PSAs. How shallow? The team will need specific traffic data along US 70 as well as future land use information. 5. In order of 'general' priority at this level of planning (previously provided to NCDOT), EPA's environmental concerns include potential wetlands and stream impacts, environmental justice (EJ) impacts, and prime and unique farmland impacts. 6. Please be prepared [at a much later date] to discuss control of access issues and the potential location/design of interchanges. Aside from the termini interchanges along US 70, EPA does not anticipate any 'obvious' need for high-speed to high speed interchanges at all but US 258 (for both northern and southern bypass options). At the other crossroads, NCDOT should fully explore compressed designs, SPULs and other types of reduced footprint designs (e.g., at NC 55, NC 11, and NC 58).
<p>United States Fish and Wildlife Service, August 19, 2009 (Gary Jordan)</p> <p>I have no comments on the SOS.</p>
<p>NCDOT – Division of Bicycle and Pedestrian Transportation – July 15, 2009 (John Vine-Hodge)</p> <p>The study area for this project includes a state bike route, Ocracoke Option, and several county bike routes identified in the Bicycling Lenoir County bike map. Please see the attached map depicting these routes (since the alignment of the bypass was not provided, the specific intersecting roads are unknown). All interchanges with these roadways should be designed with consideration for bicyclists and ensure the safe passage of cyclists through the interchanges. If a bridge is to be constructed as part of the bypass, then the bridge (overpasses/underpasses) should be constructed to provide sufficient space (r ft. minimum on each side) for bicyclists (under/over the bridge) at intersecting streets with bike routes. Where the bypass intersects at grade with the bike routes, then depending on the design of the intersecting streets, and also crossing times should be designed with the consideration of bicyclists.</p>

R-2553 Kinston Bypass - Agency Comments Received on Scoping/Start of Study

<p>The City of Kinston Comprehensive Pedestrian Plan (adopted February 2008) includes a recommended priority project calling for a multi-use trail connection from Kinston to the Mountains-to-Sea trail. The rough alignment of this trail is along NC 58 to Elijah Lofton Road (SR 1913), which is also a local bike route in the county. Where the bypass crosses NC 58, sufficient space should be provided on NC 58 for pedestrian and bicycle traffic.</p>
<p>Lenoir County Public Schools Transportation Department – July 28, 2009 (Anthony Mitchell, Transportation Director)</p>
<p>Lenoir County Public Schools will be impacted greatly by the construction of the US 70 freeway. The following is a breakdown of the Lenoir County Public School buses that will be interrupted or delayed:</p> <ul style="list-style-type: none">SR 1324 – 5 busesNC 11-55 – 13 busesUS 258 S – 12 busesNC 58 S – 9 busesSR 1904 – 5 buses
<p>NCDENR – Division of Natural Resources and Planning and Conservation – July 27, 2009 (Eric Galamb)</p>
<p>The Ecosystem Enhancement Program (EEP) has a conservation easement on 35.81 acres within the study area. The first two pages of the deed and a map of the location of the easement are attached. I highly recommend that NCDOT avoid this site.</p>
<p>NCDOT – Rail Division – October 23, 2009 (James B. Harris, P.E.)</p>
<p>After review of the project scoping letter and location of the project in relation to nearby railroad tracks, it has been determined that rail interaction could be involved on this project if the new bypass is built north of existing US 70.</p>
<p>The limits of the study area encompass a portion of the North Carolina Railroad (NCR) known as the EC-line that runs from Goldsboro to Morehead City with mileposts increasing towards the east. While owned by NCR, the EC-line is leased to Norfolk Southern Railway (NS). The study area covers the EC-line from approximately Milepost EC 13.0 in LaGrange (Forbes Street at-grade crossing is at Milepost EC 13.1) to Milepost EC 42.5 (SR 1239 at-grade crossing to the west of the study limits is at Milepost EC 41.75). NCR/NS track charts indicate this is a single track mainline in non-signalized territory with 4 freight trains per day at a maximum speed of 30 mph. Right-of-way width is 200 feet wide (100 feet each side the centerline of track).</p>
<p>Also within the indicated study area, CSX owns a rail line known as the AA-line on the north side of Kinston. The AA-line runs from Greenville at Milepost AA 150 to Elmer (just north of Kinston) at Milepost AA 174.0+/- which is just north of SR 1744 (the NC11 at-grade crossing is at Milepost AA 172.5). Unlike shown on the map attached to the scoping materials, the AA-line no longer connects with the NCR/NS line in Kinston at Milepost AA 178 as CSX abandoned/removed the portion from Milepost AA 174.0+/- to Milepost AA 178 some years ago. The study area encompasses the AA-line between approximately Milepost AA 171.0 to Milepost AA 174.0+/- . CSX operates approximately 1 freight train per day at a maximum speed of 30 mph. Right-of-way width on the AA-line is unknown.</p>
<p>No passenger trains currently operate over the NCR/NS EC-line or the CSX AA-line or are planned to do so in the near future.</p>
<p>A future north/south rail line approximately 5 miles long running from the NCR/NS EC-line northward into the Global TransPark is under design. This rail line will connect with the NCR/NS EC-line in the vicinity of the Hillcrest Road (SR 1552) at-grade crossing at Milepost EC 22.9 and run northward into GTP.</p>
<p>Should the new bypass cross any of the existing or future rail lines in the study area, grade separations should be planned instead of at-grade crossings. Attached is a copy of the Rail Grade Separation Guidelines that specifies when grade separations need to be considered. In addition, should the new bypass be located adjacent/parallel to any railroad right-of-way, all roadways should be planned entirely off of the railroad's property.</p>

R-2553 Kinston Bypass - Agency Comments Received on Scoping/Start of Study

Should it be determined that rail interaction will be involved on this project, please contact this office for additional information.

The data provided by our office should be used as information only. All information relating to the railroad such as track alignment, horizontal and vertical clearances related to any proposed overhead bridges, additional and future track layout requirements, location of maintenance roads and flagging protection requirements should be verified by the NCRR, NS, and CSX prior to any preliminary design work.

Thank you for keeping the Rail Division involved in the early project planning stages. Please call me at (919) 715-8744 if you have any additional questions or need any additional information.

NCDOT – Congestion Management Section of Transportation Mobility & Safety Division – October 29, 2009 (Benjetta Johnson, P.E.)

As requested, the Congestion Management Section of the Transportation Mobility and Safety Division has completed a review of the scoping information sheets for this project. The traffic-related information listed below is provided to develop the scope of work for the project development, environmental and engineering studies. Based on our review, we have the following comments.

- The ITS Section has provided a request for the inclusion of Intelligent Transportation System (ITS) Devices on TIP Project R-2553. Attached are the ITS request letter and estimate for your inclusion in the cost and scope of work.

We request that the above-mentioned cost estimate information be included in the project construction cost. This information is only being submitted electronically and should be considered the official documentation. If additional information is required, please feel free to contact Lee Neal, ITS Project Design Engineer, or me at (919) 773-2800.

Pierce, Mark S

From: Pierce, Mark S
Sent: Friday, June 05, 2009 9:34 AM
To: Fox, Terry W
Cc: Li, Dennis G; Box, Gordon H; Caldwell, Ethan J; Parker, Cyrus F; Wainaina, Njoroge W; Yamamoto, Brian F
Subject: RE: R-2553 pdea request for geotech
Follow Up Flag: Follow up
Flag Status: Completed

Terry,

We are at the beginning of the project and have not even established purpose and need. However, I anticipate that we will have corridors on the north and south sides of Kinston. Please call me to discuss further.

Thanks,
Mark

Mark Pierce, P.E.
Project Planning Engineer
NCDOT - Eastern Project Development Unit
1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 733-7844 x214

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Mark,

Can the specific corridors of interest be specified on the map? The GeoEnvironmental Section does not presently have the manpower, nor can we screen essentially an entire county for hazardous sites (230 square miles) in the given time period.

Thank you,

Terry Fox
GeoEnvironmental Project Manager

From: Pierce, Mark S
Sent: Friday, June 05, 2009 8:51 AM
To: Wainaina, Njoroge W
Cc: Fox, Terry W; Li, Dennis G; Argenbright, Dean N; Kim, K J; Box, Gordon H
Subject: RE: R-2553 pdea request for geotech

Njoroge,

In accordance with the 6/3/09 e-mail from Gordon Box, attached are the Start-of-Study Letter and the SOS/Scoping Sheets for R-2553 (US 70 - Kinston Bypass - Lenoir County). It is my understanding that your team needs 3 months to complete your review and comments. Please let me know if you need additional information.

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From: Box, Gordon H
Sent: Wednesday, June 03, 2009 1:07 PM
To: Pierce, Mark S
Cc: Fox, Terry W; Li, Dennis G; Argenbright, Dean N; Kim, K J
Subject: R-2553 pdea request for geotech

Mark,

Geotechnical Engineering Unit has received hardcopy of your request of May 28,

Please send to all on cc list above digital copy of maps and scoping sheets per new guidelines Requesting Geotechnical and GeoEnvironmental Data *.

Would it be acceptable for us to submit our work to you in 3 months**, rather than by 7/31/09?

*Procedure 1: New Location Projects

Step 1. Scoping Meeting

- The PPE submits the first request before the scoping meeting using the Scoping Information Sheets.
- Send the sheets electronically to the State Geotechnical Engineer and copy the GeoEnvironmental Supervisor and the appropriate Regional Geotechnical Manager.
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Gordon

Gordon Box, LG

ghbox@ncdot.gov

Engineering Geologist
Technical Support
Geotechnical Engineering Unit
NC Department of Transportation
(919) 250-4088 ext 213

1589 Mail Service Center (MAIL)
Raleigh, NC 27699-1589
1020 Birch Ridge Drive (DELIVERY)
Raleigh, NC 27610

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Pierce, Mark S

From: Fox, Terry W
Sent: Friday, June 05, 2009 10:08 AM
To: Pierce, Mark S
Subject: RE: R-2553 pdea request for geotech

At this stage then we will screen the database and provide a table listing regulated sites, type, and a map(s) showing haz waste locations. This will not be an on the ground survey. That level would come when the corridors are established.

Terry

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Sent: Friday, June 05, 2009 9:34 AM
To: Fox, Terry W
Cc: Li, Dennis G; Box, Gordon H; Caldwell, Ethan J; Parker, Cyrus F; Wainaina, Njoroge W; Yamamoto, Brian F
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Pierce, Mark S

From: Kim, K J
Sent: Thursday, June 11, 2009 3:35 PM
To: Pierce, Mark S
Cc: Capps, Karen B; Argenbright, Dean N; Batts, James R; Box, Gordon H; Caldwell, Ethan J; Pilipchuk, John L; Wainaina, Njoroge W
Subject: FW: R-2553 pdea request for geotech
Follow Up Flag: Follow up
Flag Status: Red
Attachments: R-2553-SOS-InHseLetter-5-28-2009.pdf; R-2553-FinalScopingSheets-5-20-2009.pdf

Mark,

We are following the new process of GEU product delivery for PDEA projects as explained in the Gordon's email below, but we cannot write our comments on the pdf scoping sheets you sent us. I discussed this issue with Karen, and I believe she will come up with a format to provide GEU's comments on the scoping sheets. Meantime, we will provide geotechnical comments for scoping meetings in a reply to your request email. Please read the following geotechnical comments for scoping of the subject project. I assume that geoenvironmental comments will be sent separately.

"The proposed project lies within the Coastal Plain Physiographic Province. Topography along the project area is flat to gently sloping. The project area is drained by the Neuse River and its tributaries. Soils along the uplands generally consist of sand and clay. Flood plain soils may be organic in nature. Ground water is anticipated to be within 10 feet of the natural ground surface along most of the upland areas. The water table is anticipated to be at or above the natural ground surface in the flood plains. There are no geotechnical issues which should impact scoping of this project."

If you need further assistance, please let us know.

-- KJ

From: Pierce, Mark S
Sent: Friday, June 05, 2009 8:51 AM
To: Wainaina, Njoroge W
Cc: Fox, Terry W; Li, Dennis G; Argenbright, Dean N; Kim, K J; Box, Gordon H
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Mark Pierce, P.E.
Project Planning Engineer
NCDOT - Eastern Project Development Unit
1548 Mail Service Center
Raleigh, NC 27699-1548

6/16/2009

(919) 733-7844 x214

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Raleigh, NC 27610

6/16/2009

Pierce, Mark S

From: Caldwell, Ethan J
Sent: Friday, June 26, 2009 11:34 AM
To: Pierce, Mark S
Cc: Yamamoto, Brian F; Parker, Cyrus F; Fox, Terry W
Subject: R-2553 GeoEnv. Prescoping

Follow Up Flag: Follow up
Flag Status: Red

Attachments: R-2553 GeoEnv. Prescope.pdf



R-2553 GeoEnv.
Prescope.pdf (6...

Mark,

Attached is the pre-scoping comments for Hazardous Waste Sites. It should be noted that this is only based on known sites listed in databases. Further refinement and field verification can be performed when an actual corridor is established.

Ethan J. Caldwell, LG
GeoEnvironmental Project Manager
Geotechnical Engineering Unit
1020 Birch Ridge Drive
Raleigh, NC 27610
919-250-4088 (Phone)
919-250-4237 (Fax)

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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

June 23, 2009

TIP: R-2553
WBS: 34460.1.1
COUNTY: Lenoir
DESCRIPTION: US 70 (Kinston Byp)

MEMORANDUM TO: Gregory J. Thorpe, Ph.D
Project Development and Environmental Analysis Branch

ATTN: Mark Pierce, PE
Project Development – Eastern Region

FROM: Ethan J. Caldwell, LG,
Project Manager
GeoEnvironmental Section
Geotechnical Engineering Unit

SUBJECT: Pre-Scoping Comments

The Geotechnical Engineering Unit / GeoEnvironmental Section searched the GIS databases within the given project study area to identify known potential hazardous waste sites. Two hundred thirty (230) UST facilities, nine (9) landfills, fourteen (14) hazardous waste facilities and one (1) dry cleaner were identified within the project area. Refer to the attached table and figures for a list of sites of concern.

Field verification of the hazardous waste sites and identification of unknown sites should be performed when the design is further refined and prior to ROW.

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
GEOTECHNICAL ENGINEERING UNIT
GEOENVIRONMENTAL SECTION
1589 MAIL SERVICE CENTER
RALEIGH NC 27699-1589

TELEPHONE: 919-250-4088
FAX: 919-250-4237
WEBSITE: WWW.DOT.STATE.NC.US

LOCATION:
CENTURY CENTER COMPLEX
BUILDING 6
1020 BIRCH HOUSE DRIVE
RALEIGH NC 27601

TABLE
USTS, LANDFILLS AND OTHER POTENTIALLY CONTAMINATED SITES

Site #	Type	Facility Name	Location	Facility ID	GWI
1	UST	E.L. SCOTT ROOFING CO.	712 SUMMITT AV.	0-014155	3247
2	UST	JET MART/CONOCO/KAYO-SEE #7183 TRADE MART # 37/ CONOCO #33038	708 TIFFANY ST.	0-014711	3440 7183/9277
3	UST	EMRO 214	2917 W. VERNON AVE.	0-017031	3662
4	UST	MALLARD OIL CO.-KINSTON PLANT(1502 GREENVILL HWY (NC 11)	0-034923	5215
5	UST	LENOIR MEMORIAL HOSPITAL	100 AIRPORT RD.	0-026194	5235
6	UST	FALLING CREEK SERVICE CENTER	US 70 AT NCSR 1324	0-013267	5790
7	UST	NORTH CAROLINA PRODUCTS	600 OLIVE ST.	0-024843	5912
8	UST	ROGER CARTER CORP.	2318 RICHLANDS ROAD (HWY 258S)		5990
9	UST	LOVE DIMENSION PRODUCTS	2803 W. VERNON AVE.	0-014153	5998
10	UST	DAINTY MAID BAKERY	2006 N. QUEEN ST.	0-013379	6320
11	UST	FRANKLIN BAKING CO-SUNBEAM TE	NC HWY 11/55 & NCSR 1732	0-013238	6493
12	UST	PAUL WALLACE/HARVEY OIL	US HWY 70 E	0-012731	6780
13	UST	FORMER MONTGOMERY-GREEN FACILITY	HWY 11 & LIBERTY HILL RD.		6904
14	UST	FIRST UNION NATIONAL BANK PROP	102 W. WASHINGTON ST	0-001135	7004
15	UST	PARRISH SERVICE STATION/HARVEY	2404 N. QUEEN	0-014244	7005
16	UST	EMERGENCY MEDICAL SERVICES BL	1819 N. QUEEN ST.	0-014184	7111
17	UST	COASTAL MART (#465)CONVENIENCE	700 TIFFANY ST.		7501
18	UST	CROWN CENTRAL PETROLEUM CORP.	2812 PINK HILL ROAD	0-014490	7503
19	UST	EUBANKS INS GROCERY *NFA*	2008 N. QUEEN ST.	0-013259	7516
20	UST	TOLSTON HEATING & AIR	1501 CUNNINGHAM RD.	0-017087	7587
21	UST	ABF FREIGHT SYSTEMS-R.A.GARRIS	418 PARK AVE /502 Park Ave	0-001653	7602
22	UST	CUSTOM TRANSPORT	708 W VERNON AVE		7661
23	UST	JOHN SHAO/HOUSE OF WANG, INC.	1407 W. WASHINGTON ST.	0-013727	8160
24	UST	KINSTON CITY SCHOOL	310 E. NEW BERN ROAD (HWY 70)	0-013761	8249
25	UST	THE PANTRY #3181 (FORMER ETNA #521 PARKVIEW EXXON	1300 N. QUEEN STREET	0-013240	8343
26	UST	HARVEY'S-NATIONAL CAR RENTAL	STALLINGS FIELD-AIRPORT RD.	0-013257	8387
27	UST	USAIR INC.-KINSTON JETPORT-STA	STALLINGS FIELD		8902
28	UST	FRESHWAY #784	127 E. WASHINGTON STREET	0-025323	9234
30	UST	CAROLINA TELEPHONE	600 HERITAGE ST	0-035743	9443
31	UST	DAIL'S EXXON *NFA*	200 SOUTH QUEEN STREET	0-002489	
32	UST	MALLARD GRIFFIN LUMBER	1401 W. VERNON AVE.	0-013270	9496
33	UST	GOODYEAR TIRE SERVICE CENTER/K	1001 W. VERNON AVE	0-033178	9840
34	UST	SMITH & BARROW GROCERY	HWY 258 N.	0-024842	10160
35	UST	NCNG CORP. - MANUFACTURED GAS	SOUTH STREET NEAR NEUSE RIVER	0-002228	10164
					10475

TABLE
USTS, LANDFILLS AND OTHER POTENTIALLY CONTAMINATED SITES

Site #	Type	Facility Name	Location	Facility ID	GWI
36	UST	70 BY-PASS EXXON-HARVEY OIL CO	1100 W. NEW BERN RD.	0-013268	11440
37	UST	HAMPTON INDUSTRIES (501 CASWEL	501 CASWELL ST.	0-013230	11461
38	UST	FIRST AMER. FED. SAVINGS-QUEEN	404 N. QUEEN ST.		11564
39	UST	NORTH CAROLINA NATIONAL GUARD	801 E. HIGHLAND DRIVE	0-033966	11945
40	UST	OMS #18	801 EAST HIGHLAND AVENUE	0-003410	
41	UST	IRA BRANCH GROCERY (CASTLEBERR	109 WALTERS ST.	0-013641	11946
42	UST	KINNEY'S SERVICE CENTER	813 WEST VERNON AVE.	0-013264	12139
43	UST	DAWSON'S MINI MART	514/504 WEST JAMES STREET	0-013510	12446
44	UST	SCOTCHMAN 184	101 AIRPORT RD.	0-013625	12480/21349
45	UST	DONALD TAYLOR EXXON	807 N. TIFFANY ST.	0-013249	12687
46	UST	HAROLD LEE STORE (FORMER)	TYREE ROAD & US 258	0-017079	14335
47	UST	WOOTEN RESIDENCE	409 WEST LENOIR AVE		15118
48	UST	BAILEY RESIDENCE	1905 ST. GEORGE PLACE		16424
49	UST	TIM LANIER PROPERTY *NFA*	1402 SUTTON DRIVE		16827
50	UST	LENOIR CO PUBLIC SCHOOLS-VEHIC	1901 PINK HILL ROAD	0-029315	17169
51	UST	KINSTON REGIONAL JETPORT-STALL	AIRPORT ROAD	0-014615	17254
52	UST	SCOTCHMAN #78	1005 SOUTH NEW BERN ROAD	0-001178	17382
53	UST	LENOIR CO.FOOD DIST. WAREHOUSE	710 SUMMIT AVE.	0-035612	17770
54	UST	THE WEST COMPANY *CO*	3910 ROUSE ROAD		17833
55	UST	WEST CORPORATION	AIRPORT ROAD		9241
56	UST	HENDERSON FOOD CENTER	550 N. EAST ST.	0-024515	18000
57	UST	ALAN SUMMERLIN PROPERTY	HIGHLAND AVE. & SUTTON DR.		18454
58	UST	KINSTON MOOSE LODGE	1511 GREENVILLE HWY		18669
59	UST	DIMON, INC. *CO*	651 COLLIER-LOFTIN ROAD		20781
60	UST	MASTERBRAND CABINETS			
61	UST	FORMER THOMPSON DODGE DEAL/LES	602 NORTH HERITAGE STREET		20892
62	UST	MAE WALLACE RESIDENCE	610 TERMINAL STREET		21090
63	UST	NEUSE SPORTS SHOP	225 EAST NEW BERN ROAD	0-017081	21265
64	UST	JOHN MOORE-DAISY KING PROPERTY	701 ABBOTT STREET		21269
65	UST	BRADSHAW PROPERTY	1007/1009 COLLEGE STREET		21500
66	UST	HARVEY OIL CO. TRUCK WRECK **C	HWY 70 AND DOVER ROAD (NCSR 10		21573
67	UST	TOMMY BENTON PROPERTY-NFA-5/7/	1403 STOCKTON ROAD		21655
68	UST	BASSETT WALKER PLANT	2500 AIRPORT ROAD		21688
69	UST	SINGLETON'S GROCERY	HIGHWAY 70 WEST	0-017146	21994
70	UST	TED BANNER PROPERTY	1217 DORCUS TERRACE		22156
71	UST	PANTRY 932	701 WEST VERNON AVENUE	0-014744	22406
	UST	DR. LYNNWOOD TURNER OFFICE *NR	1104 W. VERNON AVENUE		22640

TABLE
USTS, LANDFILLS AND OTHER POTENTIALLY CONTAMINATED SITES

Site #	Type	Facility Name	Location	Facility ID	GWI
72	UST	SHIRLEY KING PROPERTY	1412 K CIRCLE		22730
73	UST	CITY OF KINSTON PUBLIC WORKS F	2360 US HIGHWAY 258 SOUTH	0-027399	23127
74	UST	FRANKLIN BAKING THRIFT STORE	2000 NORTH QUEEN STREET	0-036322	23278
75	UST	OHI DO DROP IN (BLANCHE P. TAY	US HIGHWAY 70 EAST		23300
76	UST	JERRY LEWIS PROPERTY	905 BRENTWOOD DRIVE		23318
77	UST	TURIK PROPERTY, ANDREW *NRP*	2105 MICHELLE DRIVE		23513
78	UST	C-MART #6 *NFA*	1101 WEST NEW BERN ROAD	0-014146	23553
79	UST	WHITEHURST, WARREN PROPERTY	2206 STALLINGS DRINE		23675
80	UST	CRAVEN ELECTRIC SUPPLY CO., IN	2210 W. VERNON AVENUE		23677
81	UST	ST. JOHN'S LODGE *NFA*	1810 N. HERITAGE STREET		23720
82	UST	LITTLE, BRENDA PROPERTY	709 PARROT AVENUE		23897
83	UST	C-MART #7	1101 MEWBORN AVENUE	0-014147	23900
84	UST	RAYNOR, MARGARET PROPERTY NRP*	619 CAMERON DRIVE		24140
85	UST	LENOIR COUNTY FEMA SITE/RSM HA	1410 HARRIETTE DRIVE		24314
86	UST	GRAINGER HILL HIGH SCHOOL	300 PARK AVENUE		24337
87	UST	KINSTON JUNIOR HIGH SCHOOL	300 PARK AVENUE	0-013728	N/A
88	UST	HOOD, JOHN RESIDENCE	809 LAROQUE AVENUE		24409
89	UST	JEFFREES, FLEMING RESIDENCE	2207 RILEY ROAD		24452
90	UST	PEGGY PRICE PROPERTY	2219 GOLDLEAF CIRCLE		31002
91	UST	GEORGE, CHERRE PROPERTY	2202 ROUSE ROAD		31066/31077
92	UST	JONES RESIDENCE (ROSE)	2166 WALLACE FAMILY ROAD		31075
93	UST	ROGERS PROPERTY (MARJORIE)	316 FRANCES PLACE		31113
94	UST	TAYLOR RESIDENCE (EDNA)	637 TYREE ROAD		31117
95	UST	WILLIAMS RESIDENCE (TED)	2105 RILEY ROAD		31130
96	UST	HOWE RESIDENCE	401 WEST BOUNDARY ST.		31132
97	UST	CIC FINANCIAL	605 NORTH QUEEN STREET		31135
98	UST	TYSON RESIDENCE (AUDREY)	1779 HOLLY RIDGE ROAD		31138
99	UST	BOFF RENTAL SITE	NC HIGHWAY 285 NORTH		31152
100	UST	BROOKS RENTAL PROPERTY (CAROLY	610 MERIWETHER DRIVE		31170
101	UST	STROUD RESIDENCE (MARGARET)	1807 QUEENS ROAD		31171
102	UST	SANDERSON RESIDENCE (MURL)	2352 CASTLE ROAD		31187
103	UST	KAGEL RESIDENCE (HARRY)	2202 HODGES ROAD		31194
104	UST	PARROTT SITE	1202 BARBARA LANE		31209
105	UST	CITY OF KINSTON SITE	308 EAST VERNON STREET		31215
106	UST	OUTLAW RESIDENCE	2501 HARDEE RD.		31225
107	UST	BAILEY SITE (JAMES)	1205 FERNDALE LANE		31243
108	UST	GRAY PROPERTY	2970 HULL ROAD		31270

TABLE
USTS, LANDFILLS AND OTHER POTENTIALLY CONTAMINATED SITES

Site #	Type	Facility Name	Location	Facility ID	GWI
109	UST	WAHAB RESIDENCE	1906 ELEANOR DRIVE		31279
110	UST	NC GLOBAL TRANSPARK EDUCATION	3800 HWY 58		85766
111	UST	SEALS CONSTRUCTION DIESEL SPIL	712 EAST VERNON AVENUE		86006
112	UST	COASTAL LUMBER COMPANY - KINST	800 HULL ROAD		86231
113	UST	WILLIAM BARNETT AND SON	1411 US HIGHWAY 258 NORTH	0-017169	7630/86318
114	UST	DUMAS OIL KINSTON BULK PLANT	2947 HULL ROAD		86552
115	UST	NORFOLK SOUTHERN FACILITY	East Bright and South Tiffany		87014
116	UST	BAYSDEN TRUCKING TRUCK WRECK	Poolle Road and Institute Road		87026
117	UST	LOWES OF KINSTON #170	2200 WEST VERNON AVENUE	0-000058	
118	UST	KLOC SER STATION	1507 GREENVILLE RD	0-000532	5243
119	UST	SCOTCHMAN #79	1007 WEST VERNON AVE	0-001179	
120	UST	SMITHS ALARM & SATELLITE SERV	1227 WEST NEW BERN ROAD	0-001112	
121	UST	DAVIS WHOLESAL TIRE CO	1601 W. NEW BERN ROAD	0-001136	
122	UST	HARVEY OIL CO	800 N. TIFFANY ST	0-001137	7626/5002
123	UST	BRINKLEY'S SERVICE CENTER	820 W VERNON AVE	0-000973	
124	UST	LOC. #4-5731	2401 HERITAGE STREET	0-025465	6021
125	UST	SCOTCHMAN #75	2405 N. QUEEN ST	0-001012	
126	UST	MILLS FUNERAL HOME INC	516 E GORDON ST	0-001175	
127	UST	C-MART#11	801 N TIFFENY	0-001330	
128	UST	CORNER STORE	SOUTH QUEEN STREET	0-001699	
129	UST	LYNWOOD HOWARD	RICHLANDS RD	0-002239	
130	UST	EASTERN CAROLINA AUTO GLASS	415 NO QUEEN STREET	0-002242	
131	UST	MALLARD FOOD SHOP #22	1502 GREENVILLE HWY	0-002517	
132	UST	WEST END GROCERY	105 SCHOOL STREET	0-002231	5215
133	UST	MOORING OIL CO.	409 WEST RAILROAD ST	0-002603	
134	UST	FIRESTONE STORE	258 NORTH	0-003912	
135	UST	DRAKE JANITORIAL SERVICE INC	603 PLAZA BOULEVARD	0-003449	
136	UST	LEWIS ELEMENTARY SCHOOL	118 E. Blount St	0-003600	
137	UST	PANTRY 3179 (ETNA 501)	501 NORTH INDEPENDENT STREET	0-013734	
138	UST	PANTRY 3180 (ETNA 511)	2009 WEST VERNON AVENUE	0-013759	6902
139	UST	MRS. T. S. TAYLOR	2305 NORTH HERITAGE STREET	0-013760	31446
140	UST	RICKY'S EXXON	1627 RICHLANDS ROAD	0-013234	
141	UST	GRACE SCHOOL	400 NORTH HERITAGE STREET	0-013241	
142	UST	BRIGHT BELT EXXON	1800 OLD SNOW HILL ROAD	0-013244	
143	UST	OLD DOMINION BOX CO.	243 SOUTH QUEEN STREET	0-013245	
			2012 WEST VERNON AVENUE	0-013247	9232

TABLE
USTS, LANDFILLS AND OTHER POTENTIALLY CONTAMINATED SITES

Site #	Type	Facility Name	Location	Facility ID	GWI
144	UST	GEORGE R. WILSON	711 PLAZA BOULEVARD	0-013223	
145	UST	A-1 AUTO SERVICE	211 WEST GORDON STREET	0-013227	
146	UST	HALL'S PETROLEUM SITE	1811 WEST VERNON AVENUE	0-013282	
147	UST	VERNON PARK EXXON	HERITAGE & VERNON AVENUES	0-013302	
148	UST	ZIP MART #20	104 EAST WASHINGTON STREET	0-013511	11644
150	UST	EARL WOOD SERVICE STATION	3005 CAREY ROAD	0-013251	
151	UST	MRS. WALTER RAMSEY	518 PARK AVENUE	0-013258	
152	UST	SUTTON BRICK CO	1320 GREENVILLE HIGHWAY	0-013262	13476
153	UST	KINSTON TIRE & SERVICE CENTER	224 EAST WASHINGTON STREET	0-013357	20015
154	UST	HUGH D. WALLER			
154	UST	SWIFT INDEPENDENT PACKING CO. MAPELLI BROTHERS	415 WAKE AVENUE	0-013364	5916
155	UST	SPINX #310	2110 NORTH QUEEN STREET		
156	UST	HAPPY STORE #310	2001 NORTH QUEEN STREET	0-013404	5915
157	UST	ROYSTER PAMLICO - PINK HILL	CLAY STREET-PO BOX 376	0-013506	
158	UST	CAROLINA SERVICE CENTER	405 EAST WASHINGTON STREET	0-013520	
158	UST	FIRESTONE STORE/JC Penny Service ct	1901 WEST VERNON AVE	0-013582	7008
159	UST	FLEET MAINTENANCE DIVISION. P/	405 NORTH MC LEWEAN STREET	0-013833	
160	UST	CORNER STORE	NORTH QUEEN STREET	0-013854	
161	UST	CAROLINA SERVICE CENTER	201 EAST CASWELL STREET	0-013675	
162	UST	GOLDEN LEAF SERVICE CENTER	135 SOUTH QUEEN STREET	0-013683	
163	UST	M.P. CHASE	508 DARBY AVE.	0-013884	
164	UST	SAMPSON ELEMENTARY SCHOOL	606 TOWER HILL ROAD	0-013729	
165	UST	ROCHELLE MIDDLE SCHOOL	301 ROGHELLE BOULEVARD	0-013730	
166	UST	TEACHERS MEMORIAL ELEMENTARY	500 MARCELLA DRIVE	0-013731	
167	UST	NORTHWEST ELEMENTARY	1701 OLD WELL ROAD	0-013732	
168	UST	BYNUM ELEMENTARY SCHOOL	100 BYNUM BOULEVARD	0-013733	
169	UST	PEPSICOLA BOTTLING COMPANY	2016 WST VERNON AVENUE	0-013684	
170	UST	C-MART #1	1513 WEST VERNON AVENUE	0-014143	
171	UST	TRIPPS TIRE & SERVICE	310 EAST HIGHLAND AVENUE	0-014486	10163
172	UST	SANITATION DIVISION: PW	200 WEST SOUTH STREET	0-013832	
173	UST	C-MART #4	801 GREENBRIAR ROAD	0-014144	16744
173	UST	C-MART #5			
174	UST	FOOD MART # 5	1712 EAST WASHINGTON STREET	0-014145	
175	UST	C-MART #2	601 NORTH MITCHELL ST	0-014148	16743/31399
176	UST	MILLS INTERNATIONAL	SOUTH QUEEN STREET	0-014245	
177	UST	J.R. FORDHAM DIST., INC.	610 NORTH HERITAGE STREET	0-014794	

TABLE
USTS, LANDFILLS AND OTHER POTENTIALLY CONTAMINATED SITES

Site #	Type	Facility Name	Location	Facility ID	GW1
178	UST	ELECTRICON, INC./FISCHBACH CO	412 PARK AVENUE	0-014801	
179	UST	WILLIAM BURGE UNION 78 STATIO	307 SOUTH QUEEN STREET	0-014807	
180	UST	STALLING'S AMOCO	AIRPORT ROAD	0-014151	
181	UST	DURWOOD ROUSE AMOCO	AIRPORT ROAD	0-014152	11764
182	UST	QUEEN & SHINE AMOCO	303 NORTH HERITAGE STREET	0-014156	
183	UST	BROWN AUTO SERVICE	612 NORTH HERITAGE	0-014159	
184	UST	RAYNER SUPER MARKET	502 EAST BRIGHT STREET	0-014206	
185	UST	THE PANTRY #933	107 SOUTH WOOTEN STREET	0-014746	31465
		LA GRANGE 66	108 W. WASHINGTON ST	0-014768	
186	UST	WOODS SERVICE STATION		0-213511	31425
187	UST	WHEELER EXTERMINATING CO., IN	204 EAST KING STREET	0-014548	
188	UST	KINSTON FREE PRESS	2103 NORTH QUEEN STREET	0-014561	
189	UST	LENOIR COUNTY DEPT OF SOCIAL	ATTN: JACK JONES 126 W KING ST.	0-014563	
190	UST	SERVITEX, INC.	717 SUMMITT AVENUE	0-014564	
191	UST	OVERNITE TRANSPORTATION-KINST	ROUTE 11, GREENVILLE HWY	0-014876	
192	UST	UPS KINSTON CENTER	709 SUMMIT AVENUE	0-014877	7003
193	UST	KINSTON HOUSING AUTHORITY	116 EAST PEYTON AVENUE	0-014614	
194	UST	TOWN OF LA GRANGE PUBLIC WORK	505 WEST RAILROAD STREET	0-014646	
195	UST	LUNCH BOX	110 NORTH TIFFANY	0-017080	
196	UST	C-MART NO. 10	1523 HULL ROAD/INTER. ROUSE	0-017084	
197	UST	LECO FEED MILLS	609 BRIGHT STREET	0-017149	
199	UST	KINSTON CITY MAINTENANCE DEPT	500 ABBOTT STREET	0-017089	
200	UST	SPEEDWAY	507 SOUTH QUEEN	0-017090	
201	UST	AUSTIN CAROLINA COMPANY	WEST SHINE STREET	0-017004	
202	UST	WICKES LUMBER/DIV OF WICKES I	1310 GREENVILLE HIGHWAY	0-017279	
203	UST	RENTAL TOOL CO., INC.	1400 GREENVILLE HIGHWAY	0-017326	
204	UST	SERVICE BONDED WAREHOUSE-BROO	SUMMITT AVENUE	0-017327	
205	UST	U.S. POSTAL SERVICE	209 SOUTH CASWELL STREET	0-017374	
206	UST	COUNTY OF LENOIR	130 S QUEEN ST	0-017386	
207	UST	MALONE & HYDE INC.(PREV LEASE	2018 WEST VERNON AVE.	0-021119	
208	UST	TRADE MART#9	1615 RICHLAND RD	0-021550	
209	UST	CC&PS. DIV. OF STATE HWY PATR	2214 WEST VERNON AVENUE	0-024344	13318
210	UST	CASWELL-NEUSE ST. HISTORIC SI	WEST VERNON AVENUE	0-024348	
211	UST	LOWER COASTAL PLAIN TOBACCO R	200 CUNNINGHAM ROAD	0-024352	
212	UST	NC DEPT OF AGR. (CASWELL FAR		0-024353	
		CASWELL CENTER	2415 WEST VERNON AVENUE	0-024363	9119
213	UST	KINSTON WHOLESALE GRO., INC.	500 EAST GRAINGER AVENUE	0-024504	

TABLE
USTS, LANDFILLS AND OTHER POTENTIALLY CONTAMINATED SITES

Site #	Type	Facility Name	Location	Facility ID	GWI
214	UST	PLAZA EXXON	2401 NORTH HERITAGE STREET	0-024838	11915
215	UST	ST. MARY'S EPISCOPAL CHURCH	800 ROUNTREE STREET	0-025662	
216	UST	BEARDS SERVICE CENTER	607 MITCHELL STREET	0-028451	
217	UST	FLYNN CHRISTIAN FELLOWSHIP HO	611 MITCHELL STREET	0-030181	
218	UST	PINK HILL ELEMENTARY SCHOOL	CENTRAL AVENUE	0-029317	
219	UST	SAVANNAH MIDDLE SCHOOL	2583 CAMERON LANGSTON ROAD	0-029318	
220	UST	LAGRANGE ELEMENTARY SCHOOL	402 W RAILROAD ST	0-029325	
221	UST	C-MART NO. 8	317 S. QUEEN STREET/INTER. SHINE	0-032135	
222	UST	LA GRANGE EXCHANGE	105 S. WOOTEN ST.	0-032807	
223	UST	PARKVIEW SHOPPING CENTER	1100 WEST VERNON STREET	0-033064	
224	UST	BIG DADDY'S BINGO	410 E WASHINGTON STREET	0-033068	
225	UST	KARE MEDICAL, INC	713 SUMMIT AVENUE	0-033105	
226	UST	KINSTON REHAB AND HEALTHCARE	907 CUNNINGHAM ROAD		
227	UST	FIRST AMERICAN FEDERAL SAV.BA	PO BOX 1438	0-033894	19792
228	UST	TRADE MART NO. 66	604 N. QUEEN STREET	0-034207	
229	UST	OLD SEARS SITE, PRIDE OF KINSTON	101 WEST WASHINGTON STREET	0-036035	
230	UST	SMITHFIELD MEAT PACKING CO	327 N QUEEN STREET	0-036472	23931
			2602 W VERNON ST	0-017179	5356

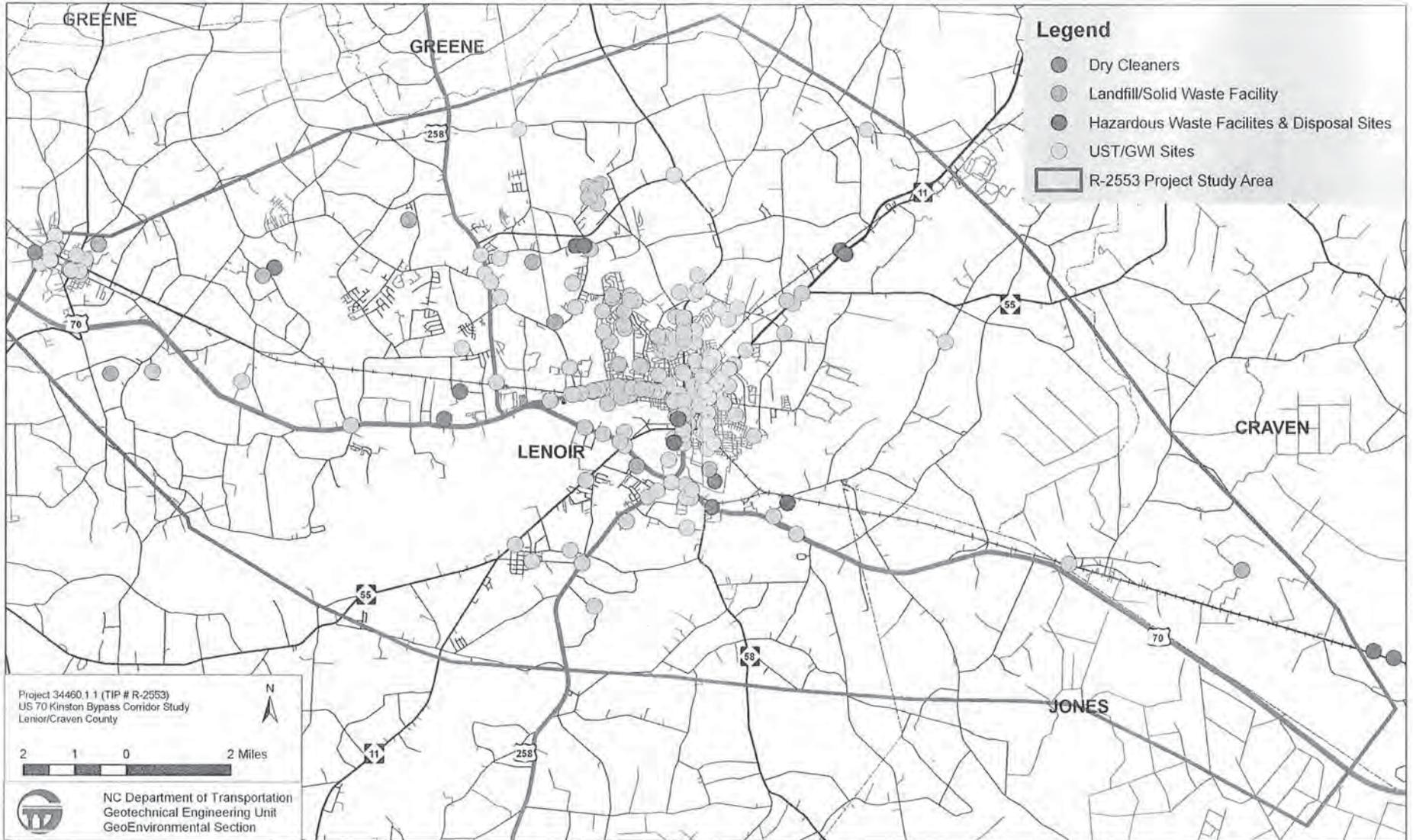
TABLE
USTS, LANDFILLS AND OTHER POTENTIALLY CONTAMINATED SITES

Site #	Type	Facility Name	Location	Facility ID
231	LANDFILL	LA GRANGE REFUSE DISPOSAL	KING ST 0.5 MILES OFF NC 903 N, LAGRANGE	NONCD0000394
232	LANDFILL	JET MART/CONOCO/KAYO-SEE #7183 TRADE MART # 37/ CONOCO #33038	EAST END OF CEDAR DELL LN (SR 1338), KINSTON	NONCD0000393
233	LANDFILL	EVERETT GARBAGE SERVICE DUMP	HENRY BLVD (AT END OF CUL-DE-SAC), KINSTON	NONCD0000396
234	LANDFILL	DOBBS FARM DUMP	DOBBS FARM RD. (0.75 MILES OFF US 258 N), KINSTON	NONCD0000391
235	LANDFILL	CASWELL SCHOOL DUMP	HULL RD (1 MILE OFF HWY 70 BUS), KINSTON	NONCD0000392
236	LANDFILL	CARTER'S REFUSE DISPOSAL	LAKE ST.(APPROX 700 FT OFF OLD ASPHALT RD), KINSTON	NONCD0000395
237	LANDFILL	KINSTON SANITARY LANDFILL KINSTON CITY LANDFILL	YOUNG ST, KINSTON	
238	LANDFILL	DOVER REFUSE DUMP	SR 1005 (APPROX 1.8 MILES OFF OF HWY 70 E), DOVER	NONCD0000259
239	LANDFILL	LENOIR COUNTY	S.R.1524, KINSTON	54-03

TABLE
USTS, LANDFILLS AND OTHER POTENTIALLY CONTAMINATED SITES

Site #	Type	Facility Name	Location	Facility ID
240	HAZ. WASTE	LENOIR CO LDFL/KINSTON	S.R.1524, KINSTON	093 130 151
241	HAZ. WASTE	JET MART/CONOCO/KAYO-SEE #7183		
242	HAZ. WASTE	TRADE MART # 37/ CONOCO #33038	SOUTH STI, KINSTON	986 197 366
243	HAZ. WASTE	KINSTON CITY LDFL	YOUNG ST, KINSTON	075 588 913
244	HAZ. WASTE	BORDEN CHEMICAL SMITH-DOUGLAS	NC 11, KINSTON	001 725 464
245	HAZ. WASTE	COOPER INTERCONNECT	4758 WASHINGTON ST, LA GRANGE	
246	HAZ. WASTE	ELECTROLUX HOME PRODUCTS	4850 W. VERNON ST., KINSTON	
247	HAZ. WASTE	SMITHFIELD KINSTON 2 FACILITY	1780 SMITHFIELD WAY, KINSTON	
248	HAZ. WASTE	KINSTON NEUSE CORPORATION	2000 DOBBS FARM RD, KINSTON	
249	HAZ. WASTE	LENOX INC	1800 DOBBS FARM RD., KINSTON	
250	HAZ. WASTE	ADAMS PRODUCTS CO.	720 E. NEW BERN RD, KINSTON	
251	HAZ. WASTE	DALY HERRING CO.	403 NEUSE RD., KINSTON	
252	HAZ. WASTE	PCS PHOSPHATE CO. KINSTON DIV.	3201 HWY 11 N, KINSTON	
253	HAZ. WASTE	COVE CITY WOOD PRESERVING INC.	11065 OLD HWY 70, COVE CITY	
254	HAZ. WASTE	WORLD WOOD CO.	12045 OLD HWY 70, COVE CITY	
	DRY CLEANER	VICKS CLEANERS	2405 HERITAGE ST, KINSTON	540001

Appendix A
Location of USTs, Landfills, & Other Potentially Contaminated Sites



Pierce, Mark S

From: Rhonda Barwick [Rhonda.Barwick@ci.kinston.nc.us]
Sent: Tuesday, June 16, 2009 10:41 AM
To: Pierce, Mark S
Cc: Eddy Whiteside; John Jarrell; Steve Miller
Subject: US 70 Kinston Bypass STIP No. R-2553

Follow Up Flag: Follow up
Flag Status: Completed

Attachments: Rhonda Barwick.vcf



Rhonda Barwick.vcf
(493 B)

Mark,

Our Mayor has received the letter announcing the start of project development and engineering studies for the proposed US 70 Kinston Bypass. During last night's Council meeting we informed the Council as well. We would like to participate in the scoping meeting. If there is anything you need from Kinston, just let me know. I have provided the following contacts for us. Thanks.
Rhonda

Rhonda Barwick, Director of Public Services rhonda.barwick@ci.kinston.nc.us (252) 939-3303
Steve Miller, Water Resources Manager steve.miller@ci.kinston.nc.us (252) 939-3285
John Jarrell, City Engineer john.jarrell@ci.kinston.nc.us (252) 939-3239
Eddy Whiteside, Electric Systems Manager eddy.whiteside@ci.kinston.nc.us (252) 939-3304

Mailing Address for all: Post Office Box 339, Kinston, NC 28502

Rhonda F. Barwick
Director of Public Services
Kinston Public Services
P.O. Box 339
Kinston, NC 28502
phone: 252-939-3303
fax: 252-939-3279
email: rhonda.barwick@ci.kinston.nc.us

TELEPHONE CONVERSATION RECORD

Date: JUNE 3, 2009 Time: 11:45 A.M.

Call To: MARK PIERCE VOICE MAIL

Call From / Returned By: HAYWOOD DAUGHTRY

NC DOT
(EASTERN REGION)
FIELD OPNS ENGR
MOBILITY & SAFETY
DIVISION

CC:

DAUGHTRY

(252) 296-3522

TIP Project No.: R-2553

Subject: START OF STUDY PACKET.

⇒ COUPLE OF CORRECTIONS NEEDED.

⇒ PLEASE CALL...

<END>

<MARK CALLED HAYWOOD 4:00-4:25PM ON 6/4/09>

⇒ HAYWOOD HAD 2 COMMENTS:

- SR 2010 SHOULD BE SHOWN ON MAPS AS THE PORTION OF FELIX HARVEY PARKWAY.
 - LOOK @ COUNTY LINES CALLOUTS FOR ACCURACY (SEE P. 7 OR ANOTHER PAGE).
-



RECEIVED
Division of Highways

JUL 07 2009

Preconstruction
Project Development and
Environmental Analysis Branch

North Carolina Department of Cultural Resources
State Historic Preservation Office

Peter B. Sandbeck, Administrator

Beverly Eaves Perdue, Governor
Linda A. Carlisle, Secretary
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History
Division of Historical Resources
David Brook, Director

June 22, 2009

MEMORANDUM

RECEIVED
MSP 7/17/2009
R-2553

TO: Greg Thorpe, Ph.D., Director
Project Development & Environmental Analysis Branch
NCDOT Division of Highways

FROM: Peter Sandbeck *P.S. for Peter Sandbeck*

SUBJECT: US 70 Kinston Bypass, WBS 34460, R-2553, Lenoir County, ER 09-1307

Thank you for your memorandum of May 28, 2009, concerning the above project.

There are more than seventy properties within the study area that are listed in the National Register of Historic Places, determined eligible for listing, on the State Study List, or locally designated. In addition there are hundreds of properties that have been identified as having historical or architectural interest as a result of a 1993 county-wide architectural survey.

More than 360 archaeological sites have been recorded within the study area. By topographic map, Kinston has the most, at 186; with Falling Creek next, at 89. Concentrated in the northwestern section of the study area, the majority of these sites were recorded in connection with the Global Transpark. Most of them were evaluated as not eligible for the National Register of Historic Places. Areas associated with the first Battle of Kinston (1862) are situated to the immediate southwest of Kinston. The southern, eastern, and southeastern portions of the study area have seen little archaeological survey.

Despite this omission, the south/southeastern portion of the study area includes the entire footprint of the 4,069-acre National Register-eligible Wyse Fork 1865 Battlefield. Proposed as a district, the area will be presented to the National Register Advisory Committee in October 2009, with listing anticipated soon after. Eight contributing elements fall within the District and includes the purported location of a mass burial associated with the battle.

While we note that this project review is only for a state action or permit, the potential for federal permits may require further consultation with us and compliance with Section 106 of the National Historic Preservation Act.

We recommend a comprehensive archaeological survey of the selected alternate to identify any sites that may be affected by the proposed project. Further, on selection of an alternate, effects to the Wyse Fork 1865 Battlefield District should be assessed. If affected, consultation with the Office of State Archaeology will be needed to develop appropriate mitigation plans.

Two copies of the resulting archaeological survey report, as well as one copy of the appropriate site forms, should be forwarded to us for review and comment as soon as they are available and well in advance of any construction activities.

It is our understanding that our agencies are working together to develop an up to date GIS database for this project, pending the necessary funding, and that additional survey work will be undertaken as part of that effort.

We appreciate our early inclusion in discussions for this project, and look forward to continuing to work with you.

These comments are made in accord with G.S. 121-12(a) and Executive Order XVI. If you have questions regarding them, please contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579. In all future communication concerning this project, please cite the above-referenced tracking number.

cc: Mark Pierce, NCDOT
Matt Wilkerson, NCDOT
Mary Pope Furr, NCDOT
Scott McClendon, ACOE

Pierce, Mark S

From: Stoddard, Thomas S
Sent: Monday, June 08, 2009 8:13 AM
To: Pierce, Mark S
Cc: Mcintyre, Ray
Subject: R-2553 US 70 Kinston Bypass, Lenoir County

Follow Up Flag: Follow up
Flag Status: Red

Dear Mark,

We reviewed the scoping information sheets dated May 20, 2009 and offer the following comments:

- Page 1; ROW scheduled for FY 2017. Please request a schedule change for this new date since we have it as FY 2015 in the STIP.
- Page 2; Functional Classification should be Principal Arterial rather than Freeway.
"Railraod" - Typo at bottom of page.

Please let me know if there are questions. Thanks, Tom S

Thomas Stoddard, P.E.
Eastern TIP Region
Program Development Branch
NC Department of Transportation
Phone: (919) 733-2039
Fax: (919) 733-3585
Email: tstoddard@ncdot.gov

Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.

Pierce, Mark S

From: State Clearinghouse
Sent: Friday, June 05, 2009 2:09 PM
To: Pierce, Mark S
Subject: US 70 Kinston bypass, four-lane divided freeway on new location, WBS 34460, STIP No. R-2553

Follow Up Flag: Follow up
Flag Status: Red

This is a notification to you that the N.C. State Environmental Review Clearinghouse has received the **SCOPING; US 70 Kinston bypass, four-lane divided freeway on new location, WBS 34460, STIP No. R-2553**. This project has been assigned **State Clearinghouse File # 09-E-4220-0349**; and this number should be used in all inquiries or correspondence with this office.

Copies of the environmental document are being sent to various governmental organizations for review and comment. In addition, notification of the availability of the document will appear on the *North Carolina Environmental Bulletin* at <http://www.doa.nc.gov/clearing/ebulletin.aspx>

The review of this project should be completed on **7/6/2009**. After the review has concluded, the comments and signoff letter will be emailed to the email address used for this message. If you have an alternate email, please email it to me at valerie.w.mcmillan@doa.nc.gov.

Should you have any questions, please call me at (919) 807-2425.

Thank you.

Valerie W. McMillan

Director, State Environmental Review Clearinghouse

Department of Administration

(919) 807-2324 Phone

(919) 733-9571 Fax

valerie.w.mcmillan@doa.nc.gov

E-mail correspondence to and from this address may be subject to the North Carolina Public Records Law

Pierce, Mark S

From: State Clearinghouse
Sent: Thursday, July 09, 2009 9:11 AM
To: Thorpe, Gregory J
Cc: Pierce, Mark S; Region P
Subject: STIP No. R-2553 - US 70 Kinston Bypass, four-lane divided freeway
Importance: High
Follow Up Flag: Follow up
Flag Status: Red
Attachments: Project 09-0349 SCOPING STIP No. R-2553 US 70 Kinston Bypass.pdf

Dear Mr. Gregory Thorpe

The *STIP No. R-2553 - US 70 Kinston Bypass, four-lane divided freeway* project which was assigned **State Clearinghouse #09-E-4220-0349** has been submitted to the State Clearinghouse under the provisions of the National Environmental Policy Act. According to G.S. 113A-10, when a state agency is required to prepare an environmental document under the provisions of federal law, the environmental document meets the provisions of the State Environmental Policy Act. Attached for your consideration are the comments made by agencies in the course of this review. Please be sure to reference **State Clearinghouse #09-E-4220-0349** for all inquiries or correspondence with this office.

If any further environmental review documents are prepared for this project, they should be forwarded to this office for intergovernmental review.

Should you have any questions, please call me or Valerie McMillan at (919) 807-2425.

Thank you.

Sheila Green
Assistant to the Chief Operating Officer/General Counsel
N.C. Department of Administration
1301 Mail Service Center
Raleigh, NC 27699-1301
919-807-2425 - Office
919-733-9571 - Fax



North Carolina
Department of Administration

Beverly Eaves Perdue, Governor

Britt Cobb, Secretary

July 8, 2009

Mr. Gregory Thorpe
NC Department of Transportation
Project Dev. & Env. Analysis
1548 Mail Service Center
Raleigh, NC 27699-1548

Re: SCH File # 09-E-4220-0349; SCOPING; US 70 Kinston bypass, four-lane divided freeway
on new location, WBS 34460, STIP No. R-2553

Dear Mr. Thorpe:

The above referenced environmental impact information has been reviewed through the State Clearinghouse under the provisions of the North Carolina Environmental Policy Act.

Attached to this letter are reviewer comments which identify issues to be addressed in the environmental review document. The appropriate document should be forwarded to the State Clearinghouse for compliance with State Environmental Policy Act. Should you have any questions, please do not hesitate to call me at 807-2425.

Sincerely,

Valerie W. McMillan (S76)

Valerie W. McMillan, Director
State Environmental Review Clearinghouse

Attachments

cc: Region P

Mailing Address:
1301 Mail Service Center
Raleigh, NC 27699-1301

Telephone: (919)807-2425
Fax (919)733-9571
State Courier #51-01-00
e-mail: valerie.w.mcmillan@doa.nc.gov

Location Address:
116 West Jones Street
Raleigh, North Carolina

An Equal Opportunity/Affirmative Action Employer



North Carolina Department of Environment and Natural Resources

Beverly Eaves Perdue
Governor

Dee Freeman
Secretary

MEMORANDUM

TO: Valerie McMillan
State Clearinghouse

FROM: Melba McGee *VM*
Environmental Review Coordinator

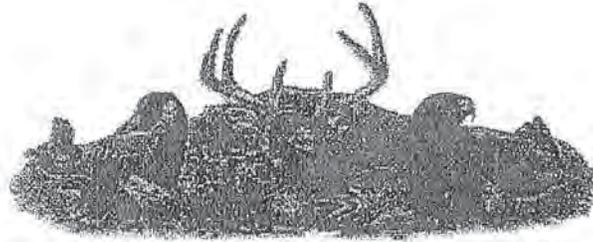
RE: 09-0349 Scoping, Proposed US 70 Kinston Bypass in Lenoir
County

DATE: July 6, 2009

The Department of Environment and Natural Resources has reviewed the proposed project. The attached comments are for the applicant's consideration. More specific comments will be provided during the environmental review process.

Thank you for the opportunity to respond. If during the preparation of the environmental document, additional information is needed, the applicant is encouraged to notify our respective divisions.

Attachments



North Carolina Wildlife Resources Commission

Gordon Myers, Executive Director

MEMORANDUM

TO: Melba McGee
Office of Legislative and Intergovernmental Affairs, DENR

FROM: Travis Wilson, Highway Project Coordinator
Habitat Conservation Program 

DATE: June 17, 2009

SUBJECT: Response to the start of study notification from the N. C. Department of Transportation (NCDOT) regarding fish and wildlife concerns for the proposed US 70 Kinston Bypass, Lenoir County, North Carolina. TIP No. R-2553, SCH Project No. 09-0349

This memorandum responds to a request from Gregory J. Thorpe of the NCDOT for our concerns regarding impacts on fish and wildlife resources resulting from the subject project. Biologists on the staff of the N. C. Wildlife Resources Commission (NCWRC) have reviewed the proposed improvements. Our comments are provided in accordance with certain provisions of the National Environmental Policy Act (42 U.S.C. 4332(2)(c)) and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661-667d).

NCDOT is proposing to construct a four lane divided freeway on new location. NCWRC has provided early coordination for the utilization of GIS level planning for this project and will continue to participate as a member of the NEPA/404Merger 01 process team during project planning. However to help further facilitate document preparation and the review process, our general informational needs are outlined below:

1. Description of fishery and wildlife resources within the project area, including a listing of federally or state designated threatened, endangered, or special concern species. Potential borrow areas to be used for project construction should be included in the inventories. A listing of designated plant species can be developed through consultation with:

NC Natural Heritage Program
Dept. of Environment & Natural Resources

Mailing Address: Division of Inland Fisheries • 1721 Mail Service Center • Raleigh, NC 27699-1721
Telephone: (919) 707-0220 • Fax: (919) 707-0028

Memo

2

June 17, 2009

1601 Mail Service Center
Raleigh, NC 27699-1601
WWW.ncnhp.org

and,

NCDA Plant Conservation Program
P. O. Box 27647
Raleigh, N. C. 27611
(919) 733-3610

2. Description of any streams or wetlands affected by the project. The need for channelizing or relocating portions of streams crossed and the extent of such activities.
3. Cover type maps showing wetland acreages impacted by the project. Wetland acreages should include all project-related areas that may undergo hydrologic change as a result of ditching, other drainage, or filling for project construction. Wetland identification may be accomplished through coordination with the U. S. Army Corps of Engineers (COE). If the COE is not consulted, the person delineating wetlands should be identified and criteria listed.
4. Cover type maps showing acreages of upland wildlife habitat impacted by the proposed project. Potential borrow sites should be included.
5. The extent to which the project will result in loss, degradation, or fragmentation of wildlife habitat (wetlands or uplands).
6. Mitigation for avoiding, minimizing or compensating for direct and indirect degradation in habitat quality as well as quantitative losses.
7. A cumulative impact assessment section which analyzes the environmental effects of highway construction and quantifies the contribution of this individual project to environmental degradation.
8. A discussion of the probable impacts on natural resources which will result from secondary development facilitated by the improved road access.
9. If construction of this facility is to be coordinated with other state, municipal, or private development projects, a description of these projects should be included in the environmental document, and all project sponsors should be identified.

Thank you for the opportunity to provide input in the early planning stages for this project. If we can further assist your office, please contact me at (919) 528-9886.

State of North Carolina
Department of Environment and Natural Resources

Receiving Office Washington

INTERGOVERNMENTAL REVIEW - PROJECT COMMENTS

Project Number 09-0349 Due Date 7-1-09

After review of this project it has been determined that the ENR permit(s) and/or approvals indicated may need to be obtained in order for this project to comply with North Carolina Law. Questions regarding these permits should be addressed to the Regional Office indicated on the reverse of the form. All applications, information and guidelines relative to these plans and permits are available from the same Regional Office.

PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (statutory time limit)
Permit to construct & operate Wastewater treatment facilities, sewer system extensions & sewer systems not discharging into state surface waters.	Application 80 days before begin construction or award of construction contracts. On-site inspection. Post-application technical conference usual.	30 days (60 days)
NPDES - permit to discharge into surface water and/or permit to operate and construct wastewater facilities discharging into state surface waters.	Application 180 days before begin activity. On-site inspection. Pre-application conference usual. Additionally, obtain permit to construct wastewater treatment facility-granted after NPDES. Reply time 30 days after receipt of plans or issue of NPDES permit whichever is later.	90-120 days (N/A)
Water Use Permit	Pre-application technical conference usually necessary.	30 days (N/A)
Well Construction Permit	Complete application must be received and permit issued prior to the installation of a well.	1 day (15 days)
Dredge and Fill Permit	Application copy must be sent to each adjacent riparian property owner. On-site inspection. Pre-application conference usual. Filing may require Easement to Fill from N.C. Department of Administration and Federal Dredge and Fill Permit.	55 days (90 days)
Permit to construct & operate Air Pollution Abatement facilities and/or Emission Sources as per USA NEAC (2Q 0100 thru 2Q 0300)	Application must be submitted and permit received prior to construction and operation of the source. If a permit is obtained in an area without local zoning, there are additional requirements and timelines (2Q 0113).	90 days
Permit to construct & operate Transportation Facility as per 15 A NCAC (2D 0300, 2Q 0500)	Application must be submitted at least 90 days prior to construction or modification of the source.	90 days
Any open burning associated with subject proposal must be in compliance with 15 A NCAC 2D 190.		
Demolition or renovation of structures containing asbestos material must be in compliance with 15 A NCAC 2D 11B (a)(1) which requires notification and removal prior to demolition. Contact Asbestos Control Unit at 919-897-5930.	N/A	60 days (90 days)
Complex Source Permit required under 15 A NCAC 2D 1830		
The Sedimentation Pollution Control Act of 1977 must be properly addressed for any land disturbing activity. An erosion & sedimentation control plan will be required if one or more acres to be disturbed. Plan filed with proper Regional Office (land Quality Section) at least 30 days before beginning activity. A fee of \$65 for the firm area or any part of an acre. An express review option is available with additional fees.		20 days (30 days)
Sedimentation and erosion control must be addressed in accordance with NCDOT's approved program. Particular attention should be given to design and installation of appropriate silt traps, sediment trapping devices as well as stable stormwater conveyances and outlets.		(30 days)
Mining Permit	On-site inspection usual. Surety bond filed with ENR Bond amount varies with acreage and number of acres affected land. Any acre mined greater than one acre must be permitted. The surety bond must be received before the permit can be issued.	30 days (60 days)
North Carolina Framing permit	On-site inspection by N.C. Division for Resources if permit exceeds 4 days.	1 day (N/A)
Special Ground Clearance Permit as required in coastal N.C. with appropriate signage.	On-site inspection by N.C. Division for Resources required if more than five acres of ground clearance. The results of inspections should be requested at least one day before start of work planned.	1 day (N/A)
Oil Refining Facilities		90-120 days (N/A)
Dam Safety Permit	If permit required, application 90 days before begin construction. Applicant must file N.C. qualified engineer's review plans, inspect construction, certify construction is accorded to ENR approved plans. May also require permit under state dam safety laws. Also a 124 permit from Corps of Engineers. An inspection of water control structure Hazard Classification. A minimum fee of \$2,000 is required for the inspection. An additional professional fee based on project size and total project cost will be required.	20 days (60 days)

C9-0349

PERMIT:	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS:	Normal Processing (includes time limit)
Permit to drill exploratory oil or gas well	File surety bond of \$5,000 with LNR naming the State of NC conditional that any well operated by drill operator shall upon abandonment be plugged according to LNR rules and regulations	10 days N/A
Geophysical Exploration Permit	Application filed with LNR at least 10 days prior to issue of permit Application by letter. No standard application form	10 days N/A
State Lake Construction Permit	Application fees based on structure size is charged. Must include descriptions & drawings of structure & proof of ownership of riparian property.	15-20 days N/A
401 Water Quality Certification	N/A	60 days (120 days)
CAMA Permit for MAJOR development	\$250.00 fee must accompany application	55 days (150 days)
CAMA Permit for MINOR development	\$50.00 fee must accompany application	22 days (25 days)
<p><i>Special conditions (restrictions) are (are not) in effect on the project area. If any restrictions apply or are imposed or imposed, please notify N.C. Geologic Survey, Box 27687 Raleigh, NC 27611</i></p>		
<p><input type="checkbox"/> Abandonment of any wells if required must be in accordance with Title 15A, Subchapter 2C0100</p>		
<p><input type="checkbox"/> Notification of the proper regional office is requested if "orphan" underground storage tanks (USTs) are discovered during any excavation operation.</p>		
<p><input type="checkbox"/> Compliance with 15A NCAC 21F0202 (Coastal Stormwater Rules) is required.</p>		
<p><input checked="" type="checkbox"/> Tar Pansico or Other Riparian Buffer Rule required</p>		
<p>* Other conditions (anuclear) listed on this application, being referred to the appropriate authority:</p>		

REGIONAL OFFICES

Questions regarding these permits should be addressed to the Regional Office marked below.

Asheville Regional Office
2090 US Highway 70
Swannanoa, NC 28778
(828) 296-4500

Mooresville Regional Office
610 East Center Avenue, Suite 301
Mooresville, NC 28115
(704) 663-1699

Wilmington Regional Office
127 Cardinal Drive Extension
Wilmington, NC 28405
(910) 796-7215

Fayetteville Regional Office
225 North Green Street, Suite 714
Fayetteville, NC 28301-5043
(910) 433-5740

Raleigh Regional Office
3800 Barren Drive, Suite 101
Raleigh, NC 27609
(919) 791-4200

Winston-Salem Regional Office
585 Waughown Street
Winston-Salem, NC 27107
(336) 771-5000

Washington Regional Office
943 Washington Square Mall
Washington, NC 27889
(252) 946-6481

JUN 17 2009

DEPARTMENT OF ENVIRONMENT AND
NATURAL RESOURCES
DIVISION OF ENVIRONMENTAL HEALTH

Project # 09-0349
County Lenoir

Inter-Agency Project Review Response

Project Name: NCDOT Type of Project: Scoping - US 70 Kinston

Bypass, four-lane divided
freeway on new location,
WBS 34460, STIP No. R-
2553.

Comments provided by:

- Regional Program Person
- Regional Supervisor for Public Water Supply Section
- Central Office program person

Name: Joey White Telephone #: (252) 948-3894 Date Rec'd: 06/12/09
Joey C. White Date Rev'd: 06/12/09

Program within Division of Environmental Health:

- Public Water Supply
- Other, Name of Program _____

Response (check all applicable):

- No objection to project as proposed
- No comment
- Insufficient information to complete review
- Comments attached
- See comments below

- The replacement and/or relocation of water mains will require plans and specifications from a North Carolina Certified Engineer. Approval must be received from the Department prior to construction.
- Water Utility Providers in the project area should be contacted prior to construction to locate existing water mains.

Return to :
Public Water Supply Section
Environmental Review Coordinator
for the
Division of Environmental Health

DEPARTMENT OF ENVIRONMENT AND
NATURAL RESOURCES
DIVISION OF ENVIRONMENTAL HEALTH

Inter-Agency Project Review Response

Project Number
09-0349

County
Lenoir

Project Name NC-DOT Type of Project

Scoping - US70 Kinston
Bypass, four-lane divided
freeway on new location,
WBS 34460, STIP No. R-
2553.

Comments provided by:

- Regional Program Person
 Regional Supervisor for Public Water Supply Section
 Central Office program person

NCPWSS

JUN 12 2009

WASHINGTON REG OFFICE

Name Harry Bailey-Washington RO Date 06/09/2009

Telephone number: _____

Program within Division of Environmental Health:

- Public Water Supply
 Other, Name of Program: _____

Response (check all applicable):

- No objection to project as proposed
 No comment
 Insufficient information to complete review
 Comments attached
 See comments below

Return to:
Public Water Supply Section
Environmental Review Coordinator for the
Division of Environmental Health

DEPARTMENT OF ENVIRONMENT AND
NATURAL RESOURCES
DIVISION OF ENVIRONMENTAL HEALTH

Project Number 09-0349
County Lenoir

Inter-Agency Project Review Response

Project Name NC-DOT Type of Project Scoping - US70 Kinston Bypass, four-lane divided freeway on new location, WBS 34460, STIP No. R-2553.

- The applicant should be advised that plans and specifications for all water system improvements must be approved by the Division of Environmental Health prior to the award of a contract or the initiation of construction (as required by 15A NCAC 18C .0300et. seq.). For information, contact the Public Water Supply Section, (919) 733-2321.
- This project will be classified as a non-community public water supply and must comply with state and federal drinking water monitoring requirements. For more information the applicant should contact the Public Water Supply Section, (919) 733-2321.
- If this project is constructed as proposed, we will recommend closure of _____ feet of adjacent waters to the harvest of shellfish. For information regarding the shellfish sanitation program, the applicant should contact the Shellfish Sanitation Section at (252) 726-6827.
- The soil disposal area(s) proposed for this project may produce a mosquito breeding problem. For information concerning appropriate mosquito control measures, the applicant should contact the Public Health Pest Management Section at (919) 733-6407.
- The applicant should be advised that prior to the removal or demolition of dilapidated structures, a extensive rodent control program may be necessary in order to prevent the migration of the rodents to adjacent areas. For information concerning rodent control, contact the local health department or the Public Health Pest Management Section at (919) 733-6407.
- The applicant should be advised to contact the local health department regarding their requirements for septic tank installations (as required under 15A NCAC 18A. 1900 et. sep.). For information concerning septic tank and other on-site waste disposal methods, contact the On-Site Wastewater Section at (919) 733-2895.
- The applicant should be advised to contact the local health department regarding the sanitary facilities required for this project.
- If existing water lines will be relocated during the construction, plans for the water line relocation must be submitted to the Division of Environmental Health, Public Water Supply Section, Technical Services Branch, 1634 Mail Service Center, Raleigh, North Carolina 27699-1634. (919) 733-2321.
- For Regional and Central Office comments, see the reverse side of this form.

Jim McRight PWSS 06/09/2009
Reviewer Section/Branch Date



North Carolina Department of Environment and Natural Resources

Division of Water Quality
Coleen H. Sullins
Director

Beverly Eaves Perdue
Governor

Dea Freeman
Secretary

June 29, 2009

MEMORANDUM

To: Melba McGee, Environmental Coordinator, Office of Legislative and Intergovernmental Affairs

From: David Wainwright, NC Division of Water Quality *DW*

Subject: Scoping comments on the proposed US 70 Kinston Bypass freeway on new location in Lenoir County, TIP R-2553.

SCH# 09-0349

Reference your correspondence dated May 28, 2009 in which you requested comments for the referenced project. Preliminary analysis of the project reveals the potential for multiple impacts to perennial streams and jurisdictional wetlands in the project area. More specifically, impacts to:

Stream Name	River Basin	Stream Classification(s)	Stream Index Number
Neuse River	Neuse	C;NSW	27-(75.7), 27-(56)
Neuse River	Neuse	WS-IV;NSW,CA	27-(75.3)
Neuse River	Neuse	WS-IV,NSW	27-(70.5)
Bear Creek	Neuse	C;Sw,NSW	27-72-(0.1)
Heath Mill Run	Neuse	C;Sw,NSW	27-101-15-4
Taylor's Branch	Neuse	C;Sw,NSW	27-80-1-1
Wheat Swamp Creek	Neuse	C;Sw,NSW	27-86-2-4
White Mash Run	Neuse	C;Sw,NSW	27-77-2-5
Beaverdam Branch	Neuse	C;Sw,NSW	27-83
Briery Run	Neuse	C;Sw,NSW	27-81-1
Buck Branch	Neuse	C;Sw,NSW	27-77-2-0.5
Core Creek	Neuse	C;Sw,NSW	27-90
Falling Creek	Neuse	C;Sw,NSW	27-77
Flat Swamp	Neuse	C;Sw,NSW	27-101-15-2-1
Folley Branch	Neuse	C;Sw,NSW	27-84-2
Groundnut Creek	Neuse	C;Sw,NSW	27-77-2-2
Gum Swamp	Neuse	C;Sw,NSW	27-84-1-1
Gum Swamp Creek	Neuse	C;Sw,NSW	27-77-3
Hallam Branch	Neuse	C;Sw,NSW	27-86-2-4-1
Harrys Branch	Neuse	C;Sw,NSW	27-84-3
Heath Branch	Neuse	C;Sw,NSW	27-80-9
Heath Mill Run	Neuse	C;Sw,NSW	27-101-15-4
Jericho Run	Neuse	C;Sw,NSW	27-81-2
Jumping Run	Neuse	C;Sw,NSW	27-77-1
Little Snake Hole Branch	Neuse	C;Sw,NSW	27-84-4-1

Transportation Permitting Unit
1650 Mail Service Center, Raleigh, North Carolina 27699-3450
Location: 2321 Crabtree Blvd., Raleigh, North Carolina 27614
Phone: 919-733-1786 | FAX: 919-733-6883
Internet: <http://h2o.enr.state.nc.us/ncwell/index>



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Mill Branch	Neuse	C;Sw,NSW	27-80-6
Mosely Creek	Neuse	C;Sw,NSW	27-77-2, 27-84
Mott Swamp	Neuse	C;Sw,NSW	27-80-6
Peter Creek	Neuse	C;Sw,NSW	27-78
Southwest Creek (Kelly's Pond)	Neuse	C;Sw,NSW	27-80
Spring Branch	Neuse	C;Sw,NSW	27-80-5
Stonyton Creek	Neuse	C;Sw,NSW	27-81
Strawberry Branch	Neuse	C;Sw,NSW	27-80-7
Tracey Swamp	Neuse	C;Sw,NSW	27-84-1
Walters Mill Run	Neuse	C;Sw,NSW	27-77-2-1
Whitleys Creek (Whitlace Creek)	Neuse	C;Sw,NSW	27-76
Yadkin Branch (Adkin Branch)	Neuse	C;Sw,NSW	27-79

Further investigations at a higher resolution should be undertaken to verify the presence of other streams and/or jurisdictional wetlands in the area. In the event that any jurisdictional areas are identified, the Division of Water Quality requests that NCDOT consider the following environmental issues for the proposed project:

Project Specific Comments:

1. All waterbodies are NSW waters of the State. The NCDWQ is very concerned with sediment and erosion impacts that could result from this project. The NCDWQ recommends that highly protective sediment and erosion control BMPs be implemented to reduce the risk of nutrient runoff to waters of the state within the project area. The NCDWQ requests that road design plans provide treatment of the storm water runoff through best management practices as detailed in the most recent version of the NCDWQ's *Stormwater Best Management Practices*.
2. Review of the project reveals the presence of surface waters classified as Water Supply Critical Area in the project study area. Given the potential for impacts to these resources during the project implementation, the NCDWQ requests that the NCDOT strictly adhere to North Carolina regulations entitled "Design Standards in Sensitive Watersheds" (15A NCAC 04B .0124) throughout design and construction of the project. This would apply for any area that drains to streams having WS CA(Water Supply Critical Area) classifications.

Should bridges be located within the Critical Area of a Water Supply, NCDOT may be required to design, construct, and maintain hazardous spill catch basins in the project area. The number of catch basins installed should be determined by the design of the bridge, so that runoff would enter said basin(s) rather than flowing directly into the stream, and in consultation with the NCDWQ.

3. This project is within the Neuse River Basin. Riparian buffer impacts should be avoided and minimized to the greatest extent possible pursuant to 15A NCAC 2B.

General Project Comments:

4. The environmental document should provide a detailed and itemized presentation of the proposed impacts to wetlands and streams with corresponding mapping. If mitigation is necessary as required by 15A NCAC 2H.0506(h), it is preferable to present a conceptual (if not finalized) mitigation plan with the environmental documentation. Appropriate mitigation plans will be required prior to issuance of a 401 Water Quality Certification.
5. Environmental assessment alternatives should consider design criteria that reduce the impacts to streams and wetlands from storm water runoff. These alternatives should include road designs that allow for treatment of the storm water runoff through best management practices as detailed in the

most recent version of the NCDWQ's *Stormwater Best Management Practices*, such as grassed swales, buffer areas, preformed scour holes, retention basins, etc.

6. After the selection of the preferred alternative and prior to an issuance of the 401 Water Quality Certification, the NCDOT is respectfully reminded that they will need to demonstrate the avoidance and minimization of impacts to wetlands (and streams) to the maximum extent practical. In accordance with the Environmental Management Commission's Rules (15A NCAC 2H.0506[h]), mitigation will be required for impacts of greater than 1 acre to wetlands. In the event that mitigation is required, the mitigation plan should be designed to replace appropriate lost functions and values. The NC Ecosystem Enhancement Program may be available for use as wetland mitigation.
7. In accordance with the Environmental Management Commission's Rules (15A NCAC 2H.0506[h]), mitigation will be required for impacts of greater than 150 linear feet to any single perennial stream. In the event that mitigation is required, the mitigation plan should be designed to replace appropriate lost functions and values. The NC Ecosystem Enhancement Program may be available for use as stream mitigation.
8. The NCDWQ is very concerned with sediment and erosion impacts that could result from this project. The NCDOT should address these concerns by describing the potential impacts that may occur to the aquatic environments and any mitigating factors that would reduce the impacts.
9. Whenever possible, the NCDWQ prefers spanning structures. Spanning structures usually do not require work within the stream or grubbing of the streambanks and do not require stream channel realignment. The horizontal and vertical clearances provided by bridges should allow for human and wildlife passage beneath the structure. Fish passage and navigation by canoeists and boaters should not be blocked. Bridge supports (bents) should not be placed in the stream when possible.
10. Bridge deck drains should not discharge directly into the stream. Stormwater should be directed across the bridge and pre-treated through site-appropriate means (grassed swales, pre-formed scour holes, vegetated buffers, etc.) before entering the stream. Please refer to the most current version of the NCDWQ's *Stormwater Best Management Practices*.
11. If concrete is used during construction, a dry work area should be maintained to prevent direct contact between curing concrete and stream water. Water that inadvertently contacts uncured concrete should not be discharged to surface waters due to the potential for elevated pH and possible aquatic life and fish kills.
12. If temporary access roads or detours are constructed, the site should be graded to its preconstruction contours and elevations. Disturbed areas should be seeded or mulched to stabilize the soil and appropriate native woody species should be planted. When using temporary structures the area should be cleared but not grubbed. Clearing the area with chain saws, mowers, bush-hogs, or other mechanized equipment and leaving the stumps and root mat intact allows the area to re-vegetate naturally and minimizes soil disturbance.
13. Placement of culverts and other structures in waters, streams, and wetlands should be below the elevation of the streambed by one foot for all culverts with a diameter greater than 48 inches, and 20 percent of the culvert diameter for culverts having a diameter less than 48 inches, to allow low flow passage of water and aquatic life. Design and placement of culverts and other structures including temporary erosion control measures should not be conducted in a manner that may result in disequilibrium of wetlands or streambeds or banks, adjacent to or upstream and down stream of the above structures. The applicant is required to provide evidence that the equilibrium is being maintained if requested in writing by the NCDWQ. If this condition is unable to be met due to

bedrock or other limiting features encountered during construction, please contact NCDWQ for guidance on how to proceed and to determine whether or not a permit modification will be required.

14. If multiple pipes or barrels are required, they should be designed to mimic natural stream cross section as closely as possible including pipes or barrels at flood plain elevation, floodplain benches, and/or sills may be required where appropriate. Widening the stream channel should be avoided. Stream channel widening at the inlet or outlet end of structures typically decreases water velocity causing sediment deposition that requires increased maintenance and disrupts aquatic life passage.
15. If foundation test borings are necessary; it should be noted in the document. Geotechnical work is approved under General 401 Certification Number 3624/Nationwide Permit No. 6 for Survey Activities.
16. Sediment and erosion control measures sufficient to protect water resources must be implemented and maintained in accordance with the most recent version of North Carolina Sediment and Erosion Control Planning and Design Manual and the most recent version of NCS000250.
17. All work in or adjacent to stream waters should be conducted in a dry work area unless otherwise approved by the NCDWQ. Approved BMP measures from the most current version of the NCDOT Construction and Maintenance Activities manual such as sandbags, rock berms, cofferdams and other diversion structures should be used to prevent excavation in flowing water.
18. Sediment and erosion control measures should not be placed in wetlands and streams.
19. Borrow/waste areas should avoid wetlands to the maximum extent practical. Impacts to wetlands in borrow/waste areas could precipitate compensatory mitigation.
20. While the use of National Wetland Inventory (NWI) maps, NC Coastal Region Evaluation of Wetland Significance (NC-CREWS) maps, and soil survey maps are useful tools, their inherent inaccuracies require that qualified personnel perform onsite wetland delineations prior to permit approval.
21. Heavy equipment should be operated from the bank rather than in stream channels in order to minimize sedimentation and reduce the likelihood of introducing other pollutants into streams. This equipment should be inspected daily and maintained to prevent contamination of surface waters from leaking fuels, lubricants, hydraulic fluids, or other toxic materials.
22. Riprap should not be placed in the active thalweg channel or placed in the streambed in a manner that precludes aquatic life passage. Bioengineering boulders or structures should be properly designed, sized and installed.

Thank you for requesting our input at this time. The NCDOT is reminded that issuance of a 401 Water Quality Certification requires that appropriate measures be instituted to ensure that water quality standards are met and designated uses are not degraded or lost. If you have any questions or require additional information, please contact David Wainwright at (919) 715-3415.

cc: William Wescott, US Army Corps of Engineers, Washington Field Office
Chris Militscher, Environmental Protection Agency (electronic copy only)
Travis Wilson, NC Wildlife Resources Commission
Garcy Ward, NCDWQ Washington Regional Office
File Copy

NORTH CAROLINA STATE CLEARINGHOUSE
DEPARTMENT OF ADMINISTRATION
INTERGOVERNMENTAL REVIEW

COUNTY: LENOIR

F02; HIGHWAYS AND ROADS

STATE NUMBER: 09-R-4220-0349

DATE RECEIVED: 06/04/2009

AGENCY RESPONSE: 07/01/2009

REVIEW CLOSED: 07/06/2009

MS HOLLY GILROY
CLEARINGHOUSE COORDINATOR
DEPT OF AGRICULTURE
1001 MSC - AGRICULTURE BLDG
RALEIGH NC

REVIEW DISTRIBUTION

CC&PS - DIV OF EMERGENCY MANAGEMENT
DENR - COASTAL MGT
DENR LEGISLATIVE AFFAIRS
DEPT OF AGRICULTURE
DEPT OF CULTURAL RESOURCES
DEPT OF TRANSPORTATION
EASTERN CAROLINA COUNCIL

PROJECT INFORMATION

APPLICANT: NC Department of Transportation
TYPE: State Environmental Policy Act
Scoping

DESC: US 70 Kinston bypass, four-lane divided freeway on new location, WBS 34460, STIP
No. R-2553

The attached project has been submitted to the N. C. State Clearinghouse for
intergovernmental review. Please review and submit your response by the above
indicated date to 1301 Mail Service Center, Raleigh NC 27699-1301.

If additional review time is needed, please contact this office at (919)807-2425.



AS A RESULT OF THIS REVIEW THE FOLLOWING IS SUBMITTED: NO COMMENT COMMENTS ATTACHED

SIGNED BY:

Holly Gilroy

DATE:

6/26/09



Steven W. Troxler
Commissioner

North Carolina Department of Agriculture
and Consumer Services
Agricultural Services

Dewitt Hardee
Environmental Program
Manager

Ms. Valerie McMillan
State Clearinghouse
N.C. Department of Administration
1301 Mail Service Center
Raleigh, North Carolina 27699-1301

June 26, 2009



State #: 09-E-4220-0349

RE: US 70 Kinston bypass, four-lane divided freeway on new location, WBS 34460, STIP No. R-2553

Dear Ms McMillan:

The footprint of the proposed US 70 Kinston Bypass has potential of irreversible damage and increases the loss of prime farm and forest land thereby negatively impacting agricultural environmental balance in the immediate area. The US DOT and the NCDOT should give additional consideration of alternative routing and / or implemented designs that reduce to loss of farm and forest land in this extensive production area. Limiting public access onto bypasses, providing friendly and accessible agricultural crossover points for agricultural equipment and livestock in conjunction with the use of agricultural easements at access points and along the proposed right ways would lessen the negative impacts on the adjacent farms and forest land.

Farm and forest lands are natural resources with no mitigation process or replaced once converted to other uses. These agribusiness resources cannot be replaced nor relocated. The proposed US 70 Kinston bypass placement will go through several counties with existing Voluntary Agricultural Districts (VAD) and Enhanced Voluntary Agricultural Districts (EVAD) designed to recognize and protect key agricultural production centers for future generations and economy security. Transportation planning priorities should considered highway placement and its potential negative impact on VAD and land resources. These plans should also negate the formation of incompatible and inaccessible land units that degrades agricultural production capabilities.

Once farm or forest land is converted from production it is forever lost along with its associated economic activity. It is estimated that for each 40 acres of converted farm or forest land an agribusiness job is extinguished. Agricultural production incomes from locally grown products have a considerable multiplier influence. Furthermore the cost of services needed for these types of land uses are minimal and thus a net contributor to county budgets. Careful consideration of farm and forest land condemnation is warranted when consideration is given for the loss of local tax revenue, the value of agricultural products no longer produced, and the

E-mail: valerie.mcmillan@ncagr.org

1001 Mail Service Center, Raleigh, North Carolina, 27699-1001 (919) 733-7125 • Fax (919) 716-0105

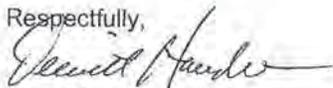
TTY: 1-800-735-2962 Voice: 1-877-735-8200

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agribusiness jobs associated with the loss of the land. Both current and future cost for the conversion land from production agriculture must be considered for an accurate evaluation.

Based on the secondary, cumulative, and direct impacts, this project will have adversely impact the agricultural environmental and economic resources in the proposed area. The total negative impact on the environmental and agribusiness economy will be proportionately related to the total acres of farm and forest land taken out of production. Increased division of land units and its reduced accessibility for agricultural production will also increase the negative impact on agriculture.

Respectfully,



Dewitt Hardee
Environmental Program Manager

Pierce, Mark S

From: Wasserman, David S
Sent: Friday, June 19, 2009 8:20 AM
To: Pierce, Mark S
Cc: Yamamoto, Brian F
Subject: Kinston Bypass

Follow Up Flag: Follow up
Flag Status: Red

Mark,

Just wanted to let you know that I reviewed the scoping meeting sheets and I do not have any comments. My original concern was regarding the study area, but based on the map provided, you are going to look at connecting the proposed bypass to the existing freeways on either side (LaGrange and the existing freeway towards New Bern). Please continue to keep me in the loop on this project.

Thanks,
David

David S. Wasserman, P.E.
NCDOT Strategic Planning Office of Transportation
1501 Mail Service Center
Raleigh, NC 27699-1501
(919) 715-1273
www.ncdot.org/~shc

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Pierce, Mark S

From: Pierce, Mark S
Sent: Friday, June 19, 2009 9:34 AM
To: Wasserman, David S
Cc: Yamamoto, Brian F
Subject: RE: Kinston Bypass

David,

Thanks for reviewing the scoping sheets !

Yes, we will keep you in the loop as the project continues to develop...

Thanks again,
Mark

Mark Pierce, P.E.
Project Planning Engineer
NCDOT - Eastern Project Development Unit
1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 733-7844 x214

From: Wasserman, David S
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To: Pierce, Mark S
Cc: Yamamoto, Brian F
Subject: Kinston Bypass

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NCDOT Strategic Planning Office of Transportation
1501 Mail Service Center
Raleigh, NC 27699-1501
(919) 715-1273
www.ncdot.org/~shc

TERRANCE. A. KNOWLES @
TELEPHONE CONVERSATION RECORD USCG. MIL

Date: JUNE 12, 2009 ✓

Time: 10:30 AM ✓

Call To: MARK PIERCE VOICE MAIL ✓ (757) 398-6587 ✓

Call From / Returned By: JERRY KNOWLES (USCG) 5TH DISTRICT
TERRY BRIDGE OFFICE ✓ BRANCH

CC:

TIP Project No.: R-2553 ✓

Subject: SCOPING COMMENTS.

PORTSMOUTH, VA 23704-
5004
431 CRAWFORD ST.

SUPERVISOR:
NAVALLY GREGORY

⇒ IS THERE TIDAL MOVEMENT (HIGH TIDE)?

⇒ PLEASE CALL...

(END)

(MARK CALLED TERRY @ 1:40-1:55 P.M. ON 6/15/09)

⇒ 4 BRIDGES IN KINGSTON AREA:

① US 70

② NC 11

③ NC 58

④ ATLANTIC & EAST CAROLINA RR (SWING-SPAN)

⇒ TERRY DOES NOT HAVE TIDAL DATA, BUT
DOES HAVE HIGH-FLOOD ELEVATION
VS. LOW OR MEAN RIVER LEVEL @ BRIDGES.

⊗ ⇒ PERMIT REQUIRED IF TIDAL OR HAS A
INTERSTATE
COMMERCIAL VESSEL LIKE A PLYWOOD BOAT OR MORE.

⊗ ⇒ MARK TO RESEARCH TIDAL EXTENT &
NOTIFY TERRY.

(END)

Pierce, Mark S

From: Pierce, Mark S
Sent: Monday, June 15, 2009 1:18 PM
To: 'riverkeeper@neuseriver.org'
Subject: Neuse River Tidal Influence

Follow Up Flag: Follow up
Flag Status: Red

Larry Baldwin,

Do you have maps illustrating the extent of the tidal influence on the Neuse River ?

Thanks,
Mark

Mark Pierce, P.E.
Project Planning Engineer
NCDOT - Eastern Project Development Unit
1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 733-7844 x214

Pierce, Mark S

From: Larry Baldwin [riverkeeper@neuseriver.org]
Sent: Wednesday, June 17, 2009 6:58 PM
To: Pierce, Mark S
Subject: RE: Neuse River Tidal Influence

Follow Up Flag: Follow up
Flag Status: Red

There are no maps, to my knowledge, that attempt to delineate the extent of tidal influence. The tides are not necessarily a constant from day to day. The tide here at New Bern averages 4-6 inches. You may find on a map that an area is labeled as "tidal", but that is in reference to the water body being tidal and is not meant to indicate the land influence.

Larry Baldwin
Lower Neuse Riverkeeper@
Neuse RIVERKEEPER@ Foundation
1307 Country Club Road
New Bern, NC 28562
(252) 637-7972 - office
(252) 670-0389 - cell
(252) 514-0051 - fax
www.neuseriver.org

"A river is powerful because many drops of water have learned the secret of cooperation."

-----Original Message-----

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(919) 733-7844 x214

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Pierce, Mark S

From: Pierce, Mark S
Sent: Thursday, June 18, 2009 7:53 AM
To: 'Larry Baldwin'
Subject: RE: Neuse River Tidal Influence

Larry,

Thanks for your input !

Although I am now a transportation engineer, my specialty is hydraulics and hydrology. I suspected that the tidal influence did not reach Kinston, but was not sure. If the tide at New Bern averages 4 to 6 inches, I will then estimate that the tidal influence at Kinston, if any, is negligible.

Thanks again,
Mark

Mark Pierce, P.E.
Project Planning Engineer
NCDOT - Eastern Project Development Unit
1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 733-7844 x214

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1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 733-7844 x214

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TELEPHONE CONVERSATION RECORD

Date: JUNE 18, 2009 Time: 2:30-3:00 PM.

Call To: MARK PIERCE (NCDOT)

Call From / Returned By: TERRY KNOWLES (USCG)

CC:

TIP Project No.: R-2553

Subject: USCG REVIEW OF SCOPING SHEETS
of PERMIT REQUIREMENTS.

⇒ NEUSE ^{RIVER} PROBABLY NOT TIDAL @
KINSTON BASED UPON RIVERKEEPER
STATING ONLY 4" - 6" TIDES @ NEW
BERN of 40 - 45 MILES BETWEEN
NEW BERN of KINSTON.

⇒ USCG PERMIT REQ'D IF TIDAL
OR CURRENTLY USED FOR INTERSTATE
COMMERCE.

⇒ RR SWING BRIDGES PERMITTED
IN 1905 of BUILT 1907.

⇒ TERRY WILL SERVE ON MERGER
TEAM UNLESS DETERMINED
NO PERMIT REQ'D.

⇒ MARK TO INVITE TERRY TO 7/16/09
GIS SCOPING MTG.

⇒ MARK TO INTRODUCE TERRY TO
MERGER TEAM.

⟨END⟩

⊗
(DONE)

⊗
(DONE)

Pierce, Mark S

From: Terrance.A.Knowles@uscg.mil on behalf of Knowles, Terrance
[Terrance.A.Knowles@uscg.mil]
Sent: Thursday, June 18, 2009 4:36 PM
To: Pierce, Mark S
Subject: RE: R-2553: USCG Contact on Merger Process Team

Follow Up Flag: Follow up
Flag Status: Red

Mark,

Thanks.

It appears the Neuse River RR Bridge at Kinston was replaced in 2003. I can not find a file on the replacement, so my question would be is the new one a fixed bridge or draw. I would suspect it is fixed since earlier letters had suggested such a replacement. Also what is the vertical and horizontal clearances for the new bridge?

Talk with you later.
Terry

-----Original Message-----

From: mspierce@ncdot.gov [mailto:mspierce@ncdot.gov]
Sent: Thursday, June 18, 2009 4:30 PM
To: Gledhill-Earley, Renee; Jordan, Gary; sean.mckenna@ncmail.net; Militscher, Christopher; Rickard, Alex; smtp-Sechler, Ron; Wainwright, David; Wescott, William G SAW; Thomas A. Steffens (thomas.a.steffens@saw02.usace.army.mil); Wilson, Travis W.
Cc: Knowles, Terrance; Heyer, Gary S; Hanson, Robert P; Yamamoto, Brian F; Christopher_Werner@URSCorp.com
Subject: R-2553: USCG Contact on Merger Process Team

Dear Merger Process Team,

I am writing to notify you that Mr. Terry Knowles will be representing the U.S. Coast Guard on the Merger Process Team for R-2553 (US 70 - Kinston Bypass - Lenoir County).

Terry has provided the following contact information for our reference:

Terry Knowles
U.S. Coast Guard
5th District - Bridge Branch
431 Crawford Street
Portsmouth, VA 23704-5004
(757) 398-6587

Thanks,
Mark

Mark Pierce, P.E.
Project Planning Engineer
NCDOT - Eastern Project Development Unit
1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 733-7844 x214

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TELEPHONE CONVERSATION RECORD

Date: JUNE 22, 2009

Time: 4:10 P.M.

Call To :

(757) 398-6587

Call From / Returned By: TERRY KNOWLES (USCG)

CC:

TIP Project No. : R-2553

Subject: RAILROAD BRIDGE HEIGHTS?
(?)

=> BRIDGE REPLACED IN 2003: (NO FILE AVAILABLE)
• FIXED OR SWING (?)
• HEIGHT (?)

=> DOES NCDOT HAVE ANY MORE INFO AVAILABLE (?)

<END>

Pierce, Mark S

From: Pierce, Mark S
Sent: Monday, June 22, 2009 4:25 PM
To: 'Terrance.A.Knowles@uscg.mil'
Subject: RE: R-2553: USCG Contact on Merger Process Team

Attachments: LenoirBridgeMapSheet2.pdf



LenoirBridgeMapSheet2.pdf (606...

Terry,

In response to your 6/18/09 e-mail and your 6/22/09 voice mail, attached is our Bridge Location Map for the vicinity. Please review and let me know which bridge(s) for which you want information.

Thanks,
Mark

Mark Pierce, P.E.
Project Planning Engineer
NCDOT - Eastern Project Development Unit
1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 733-7844 x214

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Cc: Knowles, Terrance; Heyer, Gary S; Hanson, Robert P; Yamamoto, Brian F; Christopher_Werner@URSCorp.com
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431 Crawford Street
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(757) 398-6587

Thanks,
Mark

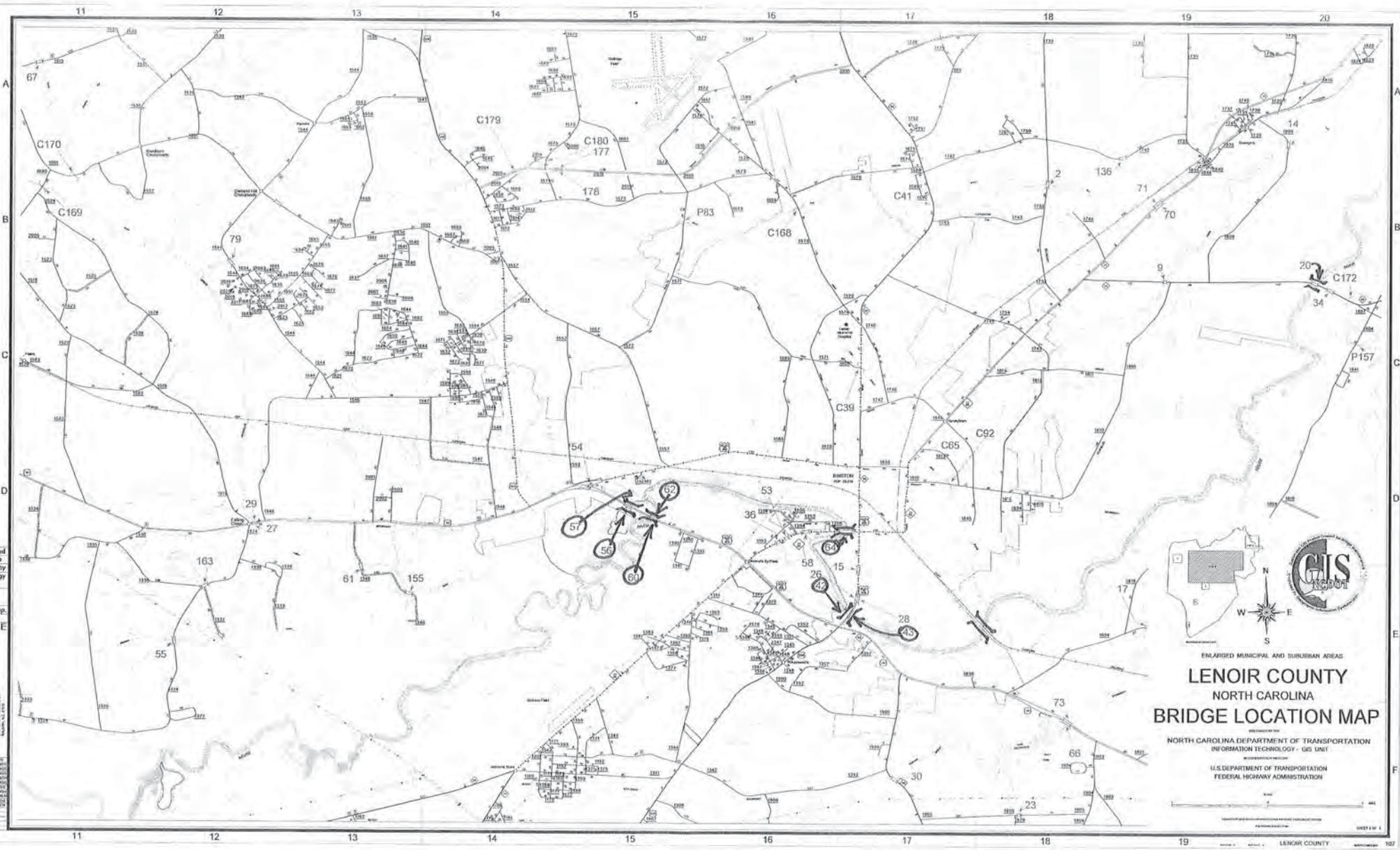
Mark Pierce, P.E.
Project Planning Engineer
NCDOT - Eastern Project Development Unit
1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 733-7844 x214

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Disclaimer: The GIS data used in this map was provided by the participating agencies. The map is for informational purposes only and does not constitute a contract. The user assumes all liability for any use of the map.

Customized GIS map checked by Technology
PD&D
Data Comp.

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ENLARGED MUNICIPAL AND SUBURBAN AREAS

LENOIR COUNTY NORTH CAROLINA BRIDGE LOCATION MAP

DEVELOPED BY
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
INFORMATION TECHNOLOGY - GIS UNIT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION



1000 FEET
1 MILE

North Carolina Bridge Information
Updated 4/21/09

County	Number	Bridge Number	Route	Across	Division	YearBuilt	Structurally Deficient	Functionally Obsolete	SR	SV	TTST
LEE	47	520047	SR1303	POCKET CREEK	08	1950	No	FO	77.1	Not Posted	Not Posted
LEE	50	520050	SR1305	POCKET CREEK	08	1950	SD	No	29.8	17	23
LEE	52	520052	SR1318	POCKET CREEK	08	1963	No	No	80.3	34	39
LEE	55	520055	SR1318	LITTLE GOVERNOR'S CREEK	08	2004	No	No	96.9	Not Posted	Not Posted
LEE	56	520056	SR1318	POCKET CREEK	08	2008	No	No	95.9	Not Posted	Not Posted
LEE	59	520059	SR1332	RACCOON CREEK	08	1962	No	No	75.5	Not Posted	Not Posted
LEE	62	520062	SR1405	RACCOON CREEK	08	1982	No	No	86.2	Not Posted	Not Posted
LEE	69	520069	SR1400	BIG BUFFALO CREEK	08	1951	No	No	88.9	33	37
LEE	70	520070	SR1400	NORFOLK SOUTHERN RR	08	1951	No	FO	66.9	27	40
LEE	84	520084	SR1500	SOUTHERN RR	08	1993	No	No	88.5	Not Posted	Not Posted
LEE	87	520087	SR1133	LICK CREEK	08	1953	No	FO	62.4	Not Posted	Not Posted
LEE	94	520094	SR1329	GASTERS CREEK	08	1968	No	No	58.5	24	30
LEE	97	520097	SR1403	BUFFALO CREEK	08	1963	No	No	75.8	33	36
LEE	98	520098	SR1500	BIG BUFFALO CREEK	08	1967	No	No	59.1	21	27
LEE	99	520099	SR1560	WOMBLES CREEK	08	1966	No	FO	92.3	Not Posted	Not Posted
LEE	113	520113	US1 NBL	SEABOARD COASTLIN	08	1999	No	No	99.0	Not Posted	Not Posted
LEE	115	520115	US42 NBL (FUT)	SR1415	08	2007	No	FO	89.0	Not Posted	Not Posted
LEE	116	520116	US421 (FUTURE) SBL	US1	08	2007	No	FO	94.0	Not Posted	Not Posted
LEE	117	520117	US421(FUT) NBL COL	US1	08	2007	No	FO	95.0	Not Posted	Not Posted
LEE	118	520118	US421(FUT) SBL COL	US1	08	2007	No	FO	96.0	Not Posted	Not Posted
LEE	119	520119	US1 BUS.	US1	08	2004	No	No	93.6	Not Posted	Not Posted
LEE	122	520122	US421.NC87SBL	US421.NC87 (FUTURE)	08	2005	No	No	97.5	Not Posted	Not Posted
LEE	123	520123	US421.NC87NBL(FUT)	CSXRR.LITTLE BUFFALO CRK	08	2005	No	No	94.4	Not Posted	Not Posted
LEE	124	520124	SR1415	CSXRR.LITTLE BUFFALO CRK	08	2004	No	No	100.0	Not Posted	Not Posted
LEE	125	520125	SR1002	US421.NC87 (FUTURE)	08	2003	No	No	94.2	Not Posted	Not Posted
LEE	126	520126	SR1509	US421.NC87 (FUTURE)	08	2003	No	No	92.8	Not Posted	Not Posted
LEE	127	520127	SR1521	US421.NC87 (FUTURE)	08	2003	No	No	100.0	Not Posted	Not Posted
LEE	128	520128	SR1524	US421.NC87 (FUTURE)	08	2008	No	No	94.6	Not Posted	Not Posted
LENOIR	2	530002	SR1732	BRIERY RUN	02	1962	No	No	53.3	22	29
LENOIR	4	530004	SR1732	STONYTON CREEK	02	1980	No	No	90.6	Not Posted	Not Posted
LENOIR	5	530005	SR1729	STONYTON CREEK	02	1997	No	No	97.0	Not Posted	Not Posted
LENOIR	6	530006	SR1004	STONYTON CREEK	02	2007	No	No	98.5	Not Posted	Not Posted
LENOIR	9	530009	NC55	JERICHO RUN	02	1938	SD	No	42.5	24	32
LENOIR	11	530011	US70	BEAR CREEK	02	2003	No	No	96.2	Not Posted	Not Posted
LENOIR	12	530012	SR1800	EAGLE SWAMP	02	2006	No	No	99.8	Not Posted	Not Posted
LENOIR	13	530013	US70	BEAR CREEK	02	2003	No	No	97.4	Not Posted	Not Posted
LENOIR	14	530014	SR1809	JERICHO RUN CREEK	02	1980	No	No	94.4	Not Posted	Not Posted
LENOIR	15	530015	US70 & US2	NEUSE RIVER OVEF	02	1930	No	No	61.4	24	32
LENOIR	16	530016	US258	NEUSE RIVER OVEF	02	1951	No	FO	65.6	Not Posted	Not Posted
LENOIR	17	530017	SR1804	SOUTHWEST CREEK	02	1974	SD	No	31.2	Not Posted	Not Posted
LENOIR	18	530018	NC118	SOUTHWEST CREEK	02	1975	No	No	98.2	Not Posted	Not Posted
LENOIR	20	530020	NC55	CONTENTNEA CREEK	02	1937	No	FO	46.3	22	25
LENOIR	22	530022	NC903	NEUSE RIVER	02	1970	No	No	88.0	Not Posted	Not Posted
LENOIR	23	530023	SR1905	KELLY POND CREEK	02	1957	SD	No	59.6	23	36
LENOIR	24	530024	SR1920	VINE SWAMP CREEK	02	1998	No	No	93.9	Not Posted	Not Posted
LENOIR	25	530025	SR1921	JOSHUA CREEK	02	1983	No	No	94.9	Not Posted	Not Posted
LENOIR	26	530026	US70/258 B	NEUSE RIVER OVEF	02	1930	No	No	65.8	Not Posted	Not Posted
LENOIR	27	530027	US70	FALLING CREEK	02	1968	No	No	98.3	42	45
LENOIR	28	530028	US70/256 B	NEUSE RIVER OVEF	02	1954	No	No	63.5	Not Posted	Not Posted
LENOIR	29	530029	US70	FALLING CREEK	02	1956	No	FO	79.3	42	45
LENOIR	30	530030	NC58	SOUTHWEST CREEK	02	1981	No	No	95.8	Not Posted	Not Posted

N-1000 DRAINAGE + N-10
APRIL 21, 2009

North Carolina Bridge Information
Updated 4/21/09

County	Number	Bridge Number	Route	Across	Division	YearBuilt	Structurally Deficient	Functionally Obsolete	SR	SV	TTST
LENOIR	32	530032	SR1141	FORK OF SW CREEK	02	1966	No	No	71.3	19	27
LENOIR	33	530033	SR1130	TRENT RIVER	02	1979	No	No	91.7	Not Posted	Not Posted
LENOIR	34	530034	NC55	NEUSE RIVER OVERF	02	1937	No	FO	47.4	Not Posted	Not Posted
LENOIR	35	530035	SR1131	TRENT RIVER	02	1978	No	No	83.8	Not Posted	Not Posted
LENOIR	36	530036	NC11	NEUSE RIVER OVERFLOW	02	1985	No	No	82.8	Not Posted	Not Posted
LENOIR	38	530038	SR1113	TUCAHOE SWAMP	02	1965	No	No	70.3	26	39
LENOIR	40	530040	SR1111	SOUTHWEST CREEK	02	1969	SD	No	47.5	23	36
LENOIR	42	530042	US70/258 B	NEUSE RIVER	02	1930	No	No	48.9	23	29
LENOIR	43	530043	US70/258 B	NEUSE RIVER	02	1954	SD	No	48.2	Not Posted	Not Posted
LENOIR	44	530044	SR1300	DAILY'S CREEK	02	1990	No	No	88.8	Not Posted	Not Posted
LENOIR	45	530045	NC903	NEUSE RIVER	02	1977	No	No	47.7	26	30
LENOIR	47	530047	NC903	BEAR CREEK	02	2000	No	No	93.2	Not Posted	Not Posted
LENOIR	48	530048	SR1326	BEAR CREEK	02	1968	SD	No	41.6	20	23
LENOIR	49	530049	SR1311	BEAR CREEK	02	1982	No	FO	53.9	20	29
LENOIR	50	530050	NC58	STONYTON CREEK	02	1938	No	FO	66.9	32	40
LENOIR	51	530051	NC55	MOSELY CREEK	02	1966	No	No	88.1	Not Posted	Not Posted
LENOIR	52	530052	SR1389	NEUSE RIVER	02	1954	No	No	51.3	30	30
LENOIR	53	530053	NC11	NEUSE RIVER OVERF	02	1985	SD	No	55.0	Not Posted	Not Posted
LENOIR	54	530054	US70BYP.	NEUSE RIVER OVERF	02	1967	No	No	84.0	Not Posted	Not Posted
LENOIR	55	530055	SR1324	WHITELACE CREEK	02	1967	No	No	71.1	34	43
LENOIR	56	530056	US70 EBL	NEUSE RIVER OVERF	02	1967	No	No	84.1	42	45
LENOIR	57	530057	US70WBL	NEUSE RIVER OVERF	02	1955	No	No	91.5	42	45
LENOIR	58	530058	NC11	NEUSE RIVER O'FLOW	02	1985	No	No	83.1	Not Posted	Not Posted
LENOIR	59	530059	NC58	WHEAT SWAMP CREEK	02	2006	No	No	98.3	42	45
LENOIR	60	530060	US70	NEUSE RIVER	02	1967	SD	No	69.3	Not Posted	Not Posted
LENOIR	61	530061	SR1340	FALLING CREEK	02	1983	No	No	92.6	Not Posted	Not Posted
LENOIR	62	530062	US70 WBL	NEUSE RIVER	02	1956	No	No	69.1	Not Posted	Not Posted
LENOIR	64	530064	NC11	NEUSE RIVER	02	1985	No	No	79.2	Not Posted	Not Posted
LENOIR	66	530066	US70 EBL	SOUTHWEST CREEK	02	2002	No	No	98.4	Not Posted	Not Posted
LENOIR	67	530067	SR1515	FALLING CREEK	02	1967	SD	No	29.3	16	16
LENOIR	68	530068	SR1515	GROUNDNUT CREEK	02	1966	SD	No	22.1	17	20
LENOIR	69	530069	SR1501	FORK OF BEAR CREEK	02	1971	SD	No	48.8	20	23
LENOIR	70	530070	NC11 NBL	STONYTON CREEK	02	1965	No	FO	65.7	Not Posted	Not Posted
LENOIR	71	530071	NC11	STONYTON CREEK	02	1965	No	FO	65.7	Not Posted	Not Posted
LENOIR	72	530072	SR1502	BEAR CREEK	02	1950	No	No	47.5	16	24
LENOIR	73	530073	US70 WBL	SOUTHWEST CREEK	02	1968	No	No	86.3	Not Posted	Not Posted
LENOIR	74	530074	SR1535	FALLING CREEK	02	1979	No	No	97.9	Not Posted	Not Posted
LENOIR	76	530076	NC11 NBL	CONTENTNEA CREEK	02	1969	No	No	86.5	42	Not Posted
LENOIR	77	530077	NC11 SBL	CONTENTNEA CREEK	02	1969	No	No	85.5	Not Posted	Not Posted
LENOIR	79	530079	SR1544	GUM SWAMP CREEK	02	1967	SD	No	29.1	20	20
LENOIR	105	530105	SR1105	TUCAHOE CREEK	02	1971	No	No	59.3	18	27
LENOIR	110	530110	SR1501	BEAR CREEK	02	1990	No	No	89.8	Not Posted	Not Posted
LENOIR	124	530124	SR1119	BEAVERDAM SWAMP	02	1974	No	No	83.9	27	39
LENOIR	128	530128	SR1515	MOSELY CREEK	02	2007	No	No	99.7	Not Posted	Not Posted
LENOIR	136	530136	SR1742	STONEYTON CREEK	02	1968	No	No	80.9	32	38
LENOIR	139	530139	NC903	NEUSE RIVER OVERF	02	1984	No	No	81.1	Not Posted	Not Posted
LENOIR	142	530142	SR1922	JOSHUA CREEK	02	1969	No	No	80.1	22	30
LENOIR	143	530143	SR1922	JOSHUA CREEK	02	1955	No	No	66.8	20	26
LENOIR	152	530152	SR1389	NEUSE RIVER OVERF	02	1954	No	No	67.9	26	41
LENOIR	153	530153	SR1389	NEUSE RIVER OVERF	02	2001	No	No	96.3	Not Posted	Not Posted
LENOIR	155	530155	SR1340	FALLING CREEK OVE	02	1996	No	No	92.6	Not Posted	Not Posted

North Carolina Bridge Information
Updated 4/21/09

County	Number	Bridge Number	Route	Across	Division	YearBuilt	Structurally Deficient	Functionally Obsolete	SR	SV	TTST
LENOIR	161	530181	SR1913	FORK SOUTHWEST CREEK	02	1963	No	No	68.1	21	28
LENOIR	162	530182	SR1913	CREEK	02	1965	No	No	57.0	17	25
LENOIR	163	530183	SR1324	CANAL	02	1967	No	No	60.1	24	32
LENOIR	164	530164	SR1603	BEAR CREEK	02	2000	No	FO	73.6	Not Posted	Not Posted
LENOIR	175	530175	NC11 BYP	SOUTH WEST CREEK	02	2003	No	No	83.6	Not Posted	Not Posted
LENOIR	176	530176	NC11 BYP	SOUTH WEST CREEK	02	2003	No	No	84.6	Not Posted	Not Posted
LENOIR	177	530177	SR2010 EBL	BRIERY RUN	02	2003	No	No	98.7	Not Posted	Not Posted
LENOIR	178	530178	SR2010 WBL	BRIERY RUN	02	2003	No	No	98.7	Not Posted	Not Posted
LINCOLN	1	540001	SR1397	FORK JOHNSON'S CREEK	12	1964	No	No	91.0	Not Posted	Not Posted
LINCOLN	3	540003	NC73	LICK RUN CREEK	12	1968	No	No	94.9	Not Posted	Not Posted
LINCOLN	4	540004	NC27	INDIAN CREEK	12	1968	No	No	95.6	Not Posted	Not Posted
LINCOLN	6	540006	NC150	INDIAN CREEK	12	1928	No	FO	77.2	Not Posted	Not Posted
LINCOLN	7	540007	NC182	INDIAN CREEK	12	1951	SD	No	21.6	34	40
LINCOLN	8	540008	SR1373	KILLIAN CREEK	12	1967	No	FO	65.2	32	35
LINCOLN	9	540009	SR1373	SNYDER CREEK	12	1988	No	No	82.5	Not Posted	Not Posted
LINCOLN	10	540010	SR1373	BALLARD CREEK	12	1990	No	FO	80.3	Not Posted	Not Posted
LINCOLN	11	540011	NC16	P&N ACCESS RAILROAD	12	1963	No	FO	70.3	Not Posted	Not Posted
LINCOLN	14	540014	SR1360	ANDERSON'S CREEK	12	1950	No	FO	48.3	24	29
LINCOLN	15	540015	SR1360	LEEPERS CREEK	12	1997	No	No	91.7	Not Posted	Not Posted
LINCOLN	16	540016	SR1404	LEEPERS CREEK	12	1966	No	No	75.7	34	40
LINCOLN	17	540017	SR1385	ANDERSON CREEK	12	1989	No	No	100.0	Not Posted	Not Posted
LINCOLN	18	540018	SR1383	ANDERSON CREEK	12	2003	No	No	88.4	Not Posted	Not Posted
LINCOLN	19	540019	SR1349	BALLARD CREEK	12	1950	No	No	61.6	19	26
LINCOLN	21	540021	NC16	P&N RAILROAD	12	1963	No	FO	76.6	Not Posted	Not Posted
LINCOLN	23	540023	NC27	SOUTH FORK RIVER	12	1926	No	No	57.5	Not Posted	Not Posted
LINCOLN	24	540024	NC73	ANDERSON CREEK	12	1968	No	No	95.3	Not Posted	Not Posted
LINCOLN	25	540025	SR1354	LICK RUN CREEK	12	2004	No	No	86.8	Not Posted	Not Posted
LINCOLN	26	540026	NC150	S.A.L. RAILROAD	12	1955	No	FO	77.0	Not Posted	Not Posted
LINCOLN	27	540027	SR1354	FORK OF LICK RUN	12	1997	No	No	94.3	Not Posted	Not Posted
LINCOLN	28	540028	SR1356	LICK RUN CREEK	12	2002	No	No	96.2	Not Posted	Not Posted
LINCOLN	29	540029	NC182	LEONARD FORK CREEK	12	1949	SD	No	14.8	Not Posted	Not Posted
LINCOLN	30	540030	US321 BUS	NC150	12	1955	No	FO	71.9	Not Posted	Not Posted
LINCOLN	31	540031	SR1001	SCL RR	12	1968	No	FO	63.0	Not Posted	Not Posted
LINCOLN	32	540032	SR1313	HOYLE'S CREEK	12	1986	No	No	81.7	Not Posted	Not Posted
LINCOLN	34	540034	SR1314	DELLINGER CREEK	12	1961	No	FO	77.9	Not Posted	Not Posted
LINCOLN	35	540035	NC150	S.FORK CATAWBA RIVER	12	1955	No	No	67.9	Not Posted	Not Posted
LINCOLN	37	540037	SR1314	HOYLE CREEK	12	1962	SD	No	20.4	14	18
LINCOLN	39	540039	SR1383	NC73	12	1968	No	No	79.4	33	37
LINCOLN	42	540042	US321 BUS	SEABOARD COASTLINE RR	12	1955	No	FO	73.1	Not Posted	Not Posted
LINCOLN	43	540043	NC73	P&N RAILROAD	12	2005	No	FO	78.2	Not Posted	Not Posted
LINCOLN	44	540044	NC150	RELIEF	12	1955	SD	No	12.0	Not Posted	Not Posted
LINCOLN	46	540046	SR1345	FORK OF LICK RUN	12	1959	No	No	98.0	Not Posted	Not Posted
LINCOLN	47	540047	SR1276	FORK OF CLARKS CREEK	12	1969	No	FO	77.4	Not Posted	Not Posted
LINCOLN	48	540048	US321 BUS	CARPENTERS CREEK	12	1922	No	FO	58.5	38	43
LINCOLN	50	540050	NC73	CATAWBA RIVER	12	1961	No	No	67.7	Not Posted	Not Posted
LINCOLN	51	540051	US321 BUS	LOCKARDS CREEK	12	1922	No	FO	72.2	Not Posted	Not Posted
LINCOLN	53	540053	SR1242	S.FORK CATAWBA RIVER	12	1977	No	No	99.6	Not Posted	Not Posted
LINCOLN	54	540054	SR1252	INDIAN CREEK	12	1955	No	No	63.3	26	32
LINCOLN	55	540055	SR1252	S.FORK CATAWBA RIVER	12	1977	No	No	100.0	Not Posted	Not Posted
LINCOLN	57	540057	SR1248	SOUTH FORK CATAWBA RIVER	12	1958	No	No	70.9	34	38
LINCOLN	61	540061	SR1222	S.FORK CATAWBA RIVER	12	1962	No	No	80.0	Not Posted	Not Posted

Pierce, Mark S

From: Terrance.A.Knowles@uscg.mil on behalf of Knowles, Terrance [Terrance.A.Knowles@uscg.mil]
Sent: Monday, June 22, 2009 4:50 PM
To: Pierce, Mark S
Subject: RE: R-2553: USCG Contact on Merger Process Team

Mark, Actually it is the RR Bridge just southeast of town. Just down-stream of Bridge 42 and 43. I didn't know if you had access to RR data or not.

Thanks Terry

-----Original Message-----

From: mspierce@ncdot.gov [mailto:mspierce@ncdot.gov]
Sent: Monday, June 22, 2009 4:25 PM
To: Knowles, Terrance
Subject: RE: R-2553: USCG Contact on Merger Process Team

Terry,

In response to your 6/18/09 e-mail and your 6/22/09 voice mail, attached is our Bridge Location Map for the vicinity. Please review and let me know which bridge(s) for which you want information. I didn't know if you had access to

Thanks,

Mark

Mark Pierce, P.E.
Project Planning Engineer
NCDOT - Eastern Project Development Unit
1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 733-7844 x214

-----Original Message-----

From: Terrance.A.Knowles@uscg.mil [mailto:Terrance.A.Knowles@uscg.mil]
Sent: Thursday, June 18, 2009 4:36 PM
To: Pierce, Mark S
Subject: RE: R-2553: USCG Contact on Merger Process Team

Mark,

Thanks.

It appears the Neuse River RR Bridge at Kinston was replaced in 2003. I can not find a file on the replacement, so my question would be is the new one a fixed bridge or draw. I would suspect it is fixed since earlier letters had suggested such a replacement. Also what is the vertical and horizontal clearances for the new bridge?

Talk with you later.

Terry

-----Original Message-----

From: mspierce@ncdot.gov [mailto:mspierce@ncdot.gov]
Sent: Thursday, June 18, 2009 4:30 PM
To: Gledhill-Earley, Renee; Jordan, Gary; sean.mckenna@ncmail.net; Militsher, Christopher; Rickard, Alex; smtp-Sechler, Ron; Wainwright, David; Wescott, William G SAW; Thomas A. Steffens (thomas.a.steffens@saw02.usace.army.mil); Wilson, Travis W.
Cc: Knowles, Terrance; Heyer, Gary S; Hanson, Robert P; Yamamoto, Brian F; Christopher_Werner@URSCorp.com
Subject: R-2553: USCG Contact on Merger Process Team

Dear Merger Process Team,

I am writing to notify you that Mr. Terry Knowles will be representing the U.S. Coast Guard on the Merger Process Team for R-2553 (US 70 - Kinston Bypass - Lenoir County).

Terry has provided the following contact information for our reference:

Terry Knowles
U.S. Coast Guard
5th District - Bridge Branch
431 Crawford Street
Portsmouth, VA 23704-5004
(757) 398-6587

Thanks,
Mark

Mark Pierce, P.E.
Project Planning Engineer
NCDOT - Eastern Project Development Unit
1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 733-7844 x214

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Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.

Pierce, Mark S

From: Pierce, Mark S
Sent: Monday, June 22, 2009 5:08 PM
To: 'Terrance.A.Knowles@uscg.mil'
Subject: RE: R-2553: USCG Contact on Merger Process Team

Terry,

I suspect that the bridge immediately downstream from Bridges 42 and 43 is owned and maintained by the railroad rather than NCDOT. Do you need information on that bridge ?

We have bridge summaries for the other Neuse River bridges such as 20, 42, 43, 56, 57, 60, 62, and 64 on our website. In addition, detailed bridge inspection reports are available upon request. Please let me know what you need.

Mark

Mark Pierce, P.E.
Project Planning Engineer
NCDOT - Eastern Project Development Unit
1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 733-7844 x214

-----Original Message-----

From: Terrance.A.Knowles@uscg.mil [mailto:Terrance.A.Knowles@uscg.mil]
Sent: Monday, June 22, 2009 4:50 PM
To: Pierce, Mark S
Subject: RE: R-2553: USCG Contact on Merger Process Team

Mark, Actually it is the RR Bridge just southeast of town. Just down-stream of Bridge 42 and 43. I didn't know if you had access to RR data or not.

Thanks Terry

-----Original Message-----

From: mspierce@ncdot.gov [mailto:mspierce@ncdot.gov]
Sent: Monday, June 22, 2009 4:25 PM
To: Knowles, Terrance
Subject: RE: R-2553: USCG Contact on Merger Process Team

Terry,

In response to your 6/18/09 e-mail and your 6/22/09 voice mail, attached is our Bridge Location Map for the vicinity. Please review and let me know which bridge(s) for which you want information. I didn't know if you had access to

Thanks,

Mark

Mark Pierce, P.E.
Project Planning Engineer
NCDOT - Eastern Project Development Unit
1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 733-7844 x214

-----Original Message-----

From: Terrance.A.Knowles@uscg.mil [mailto:Terrance.A.Knowles@uscg.mil]
Sent: Thursday, June 18, 2009 4:36 PM
To: Pierce, Mark S
Subject: RE: R-2553: USCG Contact on Merger Process Team

Mark,

Thanks.

It appears the Neuse River RR Bridge at Kinston was replaced in 2003. I can not find a file on the replacement, so my question would be is the new one a fixed bridge or draw. I would suspect it is fixed since earlier letters had suggested such a replacement. Also what is the vertical and horizontal clearances for the new bridge?

Talk with you later.
Terry

-----Original Message-----

From: mspierce@ncdot.gov [mailto:mspierce@ncdot.gov]
Sent: Thursday, June 18, 2009 4:30 PM
To: Gledhill-Earley, Renee; Jordan, Gary; sean.mckenna@ncmail.net; Militischer, Christopher; Rickard, Alex; smtp-Sechler, Ron; Wainwright, David; Wescott, William G SAW; Thomas A. Steffens (thomas.a.steffens@saw02.usace.army.mil); Wilson, Travis W.
Cc: Knowles, Terrance; Heyer, Gary S; Hanson, Robert P; Yamamoto, Brian F; Christopher_Werner@URSCorp.com
Subject: R-2553: USCG Contact on Merger Process Team

Dear Merger Process Team,

I am writing to notify you that Mr. Terry Knowles will be representing the U.S. Coast Guard on the Merger Process Team for R-2553 (US 70 - Kinston Bypass - Lenoir County).

Terry has provided the following contact information for our reference:

Terry Knowles
U.S. Coast Guard
5th District - Bridge Branch
431 Crawford Street
Portsmouth, VA 23704-5004
(757) 398-6587

Thanks,
Mark

Mark Pierce, P.E.
Project Planning Engineer
NCDOT - Eastern Project Development Unit
1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 733-7844 x214

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Pierce, Mark S

From: Terrance.A.Knowles@uscg.mil on behalf of Knowles, Terrance
[Terrance.A.Knowles@uscg.mil]
Sent: Monday, June 22, 2009 5:24 PM
To: Pierce, Mark S
Subject: RE: R-2553: USCG Contact on Merger Process Team

Mark,

Yes it would help to have info on this one, the RR Bridge was the only one that was a drawbridge, meaning at one time they probably had interstate commerce in Kinston. But I found a 30 year old note stating they didn't think the bridge had been opened in 50 years (1930s). A web site stated the bridge was replaced in 2003. So I think it is a fixed bridge now meaning there was no more interstate commerce. If there is no Interstate Commerce and no Lunar Tide (not flood tide), then the new Bypass Bridge may not need a Bridge Permit. We are sending a reply to your letter, requesting for tide data, waterway depths, and navigation/interstate commerce questions.

Thanks,
Terry

-----Original Message-----

From: mspierce@ncdot.gov [mailto:mspierce@ncdot.gov]
Sent: Monday, June 22, 2009 5:08 PM
To: Knowles, Terrance
Subject: RE: R-2553: USCG Contact on Merger Process Team

Terry,

I suspect that the bridge immediately downstream from Bridges 42 and 43 is owned and maintained by the railroad rather than NCDOT. Do you need information on that bridge ?

We have bridge summaries for the other Neuse River bridges such as 20, 42, 43, 56, 57, 60, 62, and 64 on our website. In addition, detailed bridge inspection reports are available upon request. Please let me know what you need.

Mark

Mark Pierce, P.E.
Project Planning Engineer
NCDOT - Eastern Project Development Unit
1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 733-7844 x214

-----Original Message-----

From: Terrance.A.Knowles@uscg.mil [mailto:Terrance.A.Knowles@uscg.mil]
Sent: Monday, June 22, 2009 4:50 PM
To: Pierce, Mark S
Subject: RE: R-2553: USCG Contact on Merger Process Team

Mark, Actually it is the RR Bridge just southeast of town. Just down-stream of Bridge 42 and 43. I didn't know if you had access to RR data or not.

Thanks Terry

-----Original Message-----

From: mspierce@ncdot.gov [mailto:mspierce@ncdot.gov]
Sent: Monday, June 22, 2009 4:25 PM
To: Knowles, Terrance
Subject: RE: R-2553: USCG Contact on Merger Process Team

Terry,

In response to your 6/18/09 e-mail and your 6/22/09 voice mail, attached is our Bridge Location Map for the vicinity. Please review and let me know which bridge(s) for which you want information. I didn't know if you had access to

Thanks,
Mark

Mark Pierce, P.E.
Project Planning Engineer
NCDOT - Eastern Project Development Unit
1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 733-7844 x214
-----Original Message-----

From: Terrance.A.Knowles@uscg.mil [mailto:Terrance.A.Knowles@uscg.mil]
Sent: Thursday, June 18, 2009 4:36 PM
To: Pierce, Mark S
Subject: RE: R-2553: USCG Contact on Merger Process Team

Mark,

Thanks.

It appears the Neuse River RR Bridge at Kinston was replaced in 2003. I can not find a file on the replacement, so my question would be is the new one a fixed bridge or draw. I would suspect it is fixed since earlier letters had suggested such a replacement. Also what is the vertical and horizontal clearances for the new bridge?

Talk with you later.
Terry

-----Original Message-----

From: mspierce@ncdot.gov [mailto:mspierce@ncdot.gov]
Sent: Thursday, June 18, 2009 4:30 PM
To: Gledhill-Earley, Renee; Jordan, Gary; sean.mckenna@ncmail.net; Militscher, Christopher; Rickard, Alex; smtp-Sechler, Ron; Wainwright, David; Wescott, William G SAW; Thomas A. Steffens (thomas.a.steffens@saw02.usace.army.mil); Wilson, Travis W.
Cc: Knowles, Terrance; Heyer, Gary S; Hanson, Robert P; Yamamoto, Brian F; Christopher_Werner@URSCorp.com
Subject: R-2553: USCG Contact on Merger Process Team

Dear Merger Process Team,

I am writing to notify you that Mr. Terry Knowles will be representing the U.S. Coast Guard on the Merger Process Team for R-2553 (US 70 - Kinston Bypass - Lenoir County).

Terry has provided the following contact information for our reference:

Terry Knowles
U.S. Coast Guard
5th District - Bridge Branch
431 Crawford Street
Portsmouth, VA 23704-5004
(757) 398-6587

Thanks,
Mark

Mark Pierce, P.E.
Project Planning Engineer
NCDOT - Eastern Project Development Unit
1548 Mail Service Center

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Pierce, Mark S

From: Holderman, Daniel D
Sent: Wednesday, August 19, 2009 1:05 PM
To: Pierce, Mark S
Subject: FW: R-2553: SOS Letter & Bridge Reports

Mark - the only comment I had was that no one will use the new by-pass, as they will use the old route so they can stop at the Neuse Sports Shop and Kings Restaurant!!! You'll need to request the bridge reports you will need.

Thanks, Dan H.

-----Original Message-----

From: Idol, Don R
Sent: Wednesday, August 19, 2009 11:13 AM
To: Holderman, Daniel D; Clemmons, Cary W
Subject: RE: R-2553: SOS Letter & Bridge Reports

Dan;

I do not remember having enough information to comment on.

He needs to ask for the specific Bridge Reports that he wants.

Don

Don Idol
Assistant State Bridge Inspection Engineer Bridge Management Unit
1565 Mail Service Center
Raleigh, NC 27699

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-----Original Message-----

From: Holderman, Daniel D
Sent: Wednesday, August 19, 2009 10:55 AM
To: Idol, Don R; Clemmons, Cary W
Subject: FW: R-2553: SOS Letter & Bridge Reports

Don/Cary - I likely distributed this for review. Have you seen it and if so, do you have any comments?

Thanks, Dan H.

-----Original Message-----

From: Pierce, Mark S
Sent: Wednesday, August 19, 2009 9:01 AM
To: Holderman, Daniel D
Subject: R-2553: SOS Letter & Bridge Reports

Dan,

We distributed the Start of Study Packet for the R-2553 (US 70 - Kinston Bypass - Lenoir County) on 5/28/09. Has your team completed their review of the SOS Packet? Will you be providing Bridge Reports for the structures in the vicinity along with your comments on the SOS Packet or should I make a formal request for Bridge Reports? I appreciate your time and look forward to your response.

Thanks,
Mark

Mark Pierce, P.E.
Project Planning Engineer
NCDOT - Eastern Project Development Unit
1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 733-7844 x214

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Pierce, Mark S

From: Hamilton, Steven J
Sent: Tuesday, August 25, 2009 8:49 AM
To: Lassiter, Neil E; Lewis, Brenda R
Cc: Alligood, Dwayne H; Caldwell, Betty A; Pierce, Mark S
Subject: RE: R-2553: SOS Letter

Follow Up Flag: Follow up
Flag Status: Red

I have the following comments.

On page 2, the planned posted speed limit for this roadway is 70 mph. In railroad involvement there is a CSX track which runs northward out of Kinston (somewhat Parallel to NC11.

On page 7, Project R-2719 Crescent Road, R/W acquisition is complete and construction is in progress.

Is a northside alternative being reviewed? Based on listed interchanges and overpasses the route would be on southside of Kinston.

-----Original Message-----

From: Lewis, Brenda R
Sent: Monday, August 24, 2009 10:30 AM
To: Eatmon, Bryce E; Hamilton, Steven J; Rouse, John W; Alligood, Dwayne H; Hunter, Robert P
Subject: FW: R-2553: SOS Letter

NEIL IS REQUESTING COMMENTS ON THIS AS SOON AS YOU CAN RESPOND.....thank you.

-----Original Message-----

From: Pierce, Mark S
Sent: Thursday, August 20, 2009 4:48 PM
To: Caldwell, Betty A; Lewis, Brenda R
Subject: FW: R-2553: SOS Letter

Betty Ann and Brenda,

In accordance with your request a few moments ago, attached is the Start-of-Study Packet for your review and comments in preparation for the Scoping Meeting that is tentatively scheduled for October 2009. Please let me know if you need additional information during your review.

Thanks,
Mark

Mark Pierce, P.E.
Project Planning Engineer
NCDOT - Eastern Project Development Unit
1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 733-7844 x214

-----Original Message-----

From: Pierce, Mark S
Sent: Wednesday, August 19, 2009 9:16 AM
To: Lassiter, Neil E
Subject: R-2553: SOS Letter

Neil,

We distributed the Start of Study Packet for the R-2553 (US 70 - Kinston Bypass - Lenoir County) on 5/28/09. Has your team completed their review of the SOS Packet? Do you have other input for our upcoming Scoping Meeting? I appreciate your time and look forward to your response.

Thanks,
Mark

Mark Pierce, P.E.
Project Planning Engineer
NCDOT - Eastern Project Development Unit
1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 733-7844 x214

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Pierce, Mark S

From: Lassiter, Neil E
Sent: Tuesday, August 25, 2009 2:39 PM
To: Pierce, Mark S
Cc: Hamilton, Steven J; Caldwell, Betty A; Eatmon, Bryce E; Lewis, Brenda R
Subject: FW: R-2553: SOS Letter

Follow Up Flag: Follow up
Flag Status: Red

Attachments: R-2553-FinalScopingSheets-5-20-2009.pdf



R-2553-FinalScopin
gSheets-5-20...

Mark,

Upon review of this document, staff did have additional thoughts wrt this scoping sheet.

On page 2 under railroad involvement, and on page 6 under general information - there is also a CSX track which runs northward out of Kinston (somewhat Parallel to NC11 that may be in conflict should a northern route be reviewed.

On page 7, in reference to Project R-2719 Cresent Road, R/W acquisition is complete and construction is in progress.

Another general thought, based upon this data, it would appear that a northern route is not being considered given the identification of interchanges and grade separations that have been listed which are located on the southern side of Kinston.

Thanks for opportunity to comment.

Neil

-----Original Message-----

From: Caldwell, Betty A
Sent: Monday, August 24, 2009 1:43 PM
To: Rouse, John W; Eatmon, Bryce E; Hunter, Robert P; Alligood, Dwayne H; Hamilton, Steven J
Cc: Lassiter, Neil E; Lewis, Brenda R
Subject: FW: R-2553: SOS Letter

Attached is an electronic copy of Brenda's hard copy distributed previously. Comments are due to Neil today per Brenda.
Betty Ann

-----Original Message-----

From: Pierce, Mark S
Sent: Thursday, August 20, 2009 4:48 PM
To: Caldwell, Betty A; Lewis, Brenda R
Subject: FW: R-2553: SOS Letter

Betty Ann and Brenda,

In accordance with your request a few moments ago, attached is the Start-of-Study Packet for your review and comments in preparation for the Scoping Meeting that is tentatively scheduled for October 2009. Please let me know if you need additional information during your review.

Thanks,

Mark

Mark Pierce, P.E.
Project Planning Engineer
NCDOT - Eastern Project Development Unit
1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 733-7844 x214

-----Original Message-----

From: Pierce, Mark S
Sent: Wednesday, August 19, 2009 9:16 AM
To: Lassiter, Neil E
Subject: R-2553: SOS Letter

Neil,

We distributed the Start of Study Packet for the R-2553 (US 70 - Kinston Bypass - Lenoir County) on 5/28/09. Has your team completed their review of the SOS Packet ? Do you have other input for our upcoming Scoping Meeting ? I appreciate your time and look forward to your response.

Thanks,

Mark

Mark Pierce, P.E.
Project Planning Engineer
NCDOT - Eastern Project Development Unit
1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 733-7844 x214

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Pierce, Mark S

From: Snead, Jerry M
Sent: Thursday, August 20, 2009 8:32 AM
To: Pierce, Mark S; Henderson, David R
Cc: Cail, William G
Subject: RE: R-2553: SOS Letter

Follow Up Flag: Follow up
Flag Status: Completed

Mark:

One thing I would recommend is that the consultant include current floodplain mapping on the environmental features mapping for the scoping meeting (and subsequent Merger meetings).

Also, as you are aware, the earlier it can be determined whether there are any FEMA buyout properties that may be affected, the better, as any impacts to such properties should be avoided.

Someone from Hydraulics (probably me) will attend the scoping meeting. Please keep us posted on this.

Thanks,

Jerry M. Snead, P.E.
Transportation Engineer III
Hydraulics Unit, Highway Design Branch Preconstruction, Division of Highways

Mailing address:
NCDOT Hydraulics Unit
1590 Mail Service Center
Raleigh, 27699-1590

Phone: (919)-250-4100
-----Original Message-----
From: Pierce, Mark S
Sent: Wednesday, August 19, 2009 5:15 PM
To: Henderson, David R
Cc: Snead, Jerry M; Cail, William G
Subject: RE: R-2553: SOS Letter

Dave,

Thanks for the follow-up and help from you, Jerry, and Galen !

Jerry and Galen have already responded by saying that Hydraulics does not generally submit any comments if it is a consultant project, which the Kinston Bypass is. I wanted your team to be aware of the project and, if available, to offer any applicable input or direction based upon project-specific or regional knowledge for the Scoping Meeting.

Thanks again,

Mark

Mark Pierce, P.E.
Project Planning Engineer
NCDOT - Eastern Project Development Unit
1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 733-7844 x214
-----Original Message-----
From: Henderson, David R
Sent: Wednesday, August 19, 2009 4:50 PM

To: Pierce, Mark S
Subject: RE: R-2553: SOS Letter

Mark,
Galen & Jerry Snead are looking into this. Something about consultant doing work.
Thanks,
Brother Dave

-----Original Message-----

From: Pierce, Mark S
Sent: Wednesday, August 19, 2009 9:21 AM
To: Henderson, David R
Subject: R-2553: SOS Letter

Dave,

We distributed the Start of Study Packet for the R-2553 (US 70 - Kinston Bypass - Lenoir County) on 5/28/09. Has your team completed their review of the SOS Packet ? Do you have any hydrologic or hydraulic reports already prepared for this project or any others in the vicinity that would be useful for our upcoming Scoping Meeting ? I appreciate your time and look forward to your response.

Thanks,
Mark

Mark Pierce, P.E.
Project Planning Engineer
NCDOT - Eastern Project Development Unit
1548 Mail Service Center
Raleigh, NC 27699-1548
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Pierce, Mark S

From: Pearsall, Linda
Sent: Wednesday, August 19, 2009 2:24 PM
To: Pierce, Mark S
Subject: RE: R-2553: SOS Comments ?

Follow Up Flag: Follow up
Flag Status: Completed

I will check with staff and get back to you.
Thanks for checking.
Linda

-----Original Message-----

From: Pierce, Mark S [mailto:mspierce@ncdot.gov]
Sent: Wednesday, August 19, 2009 2:17 PM
To: Pearsall, Linda (linda.pearsall@ncmail.net)
Subject: R-2553: SOS Comments ?

Linda,

NCDOT distributed the Start of Study Packet for R-2553 (US 70 - Kinston Bypass - Lenoir County) on 5/28/09. Have you received your packet ? If not, please let me know and I will retransmit a copy to you. I value your input on our projects and look forward to your response.

Thanks,
Mark

Mark Pierce, P.E.
Project Planning Engineer
NCDOT - Eastern Project Development Unit
1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 733-7844 x214

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Pierce, Mark S

From: Pearsall, Linda
Sent: Wednesday, August 19, 2009 5:17 PM
To: Pierce, Mark S
Subject: RE: R-2553: SOS Comments ?

Mark,
Staff informs me that we submitted information through URS who contacted us in the scoping phase of the project. When the document came from DOT we did not have additional information.
Linda

-----Original Message-----
From: Pierce, Mark S [mailto:mspierce@ncdot.gov]
Sent: Wednesday, August 19, 2009 2:17 PM
To: Pearsall, Linda (linda.pearsall@ncmail.net)
Subject: R-2553: SOS Comments ?

Linda,

NCDOT distributed the Start of Study Packet for R-2553 (US 70 - Kinston Bypass - Lenoir County) on 5/28/09. Have you received your packet ? If not, please let me know and I will retransmit a copy to you. I value your input on our projects and look forward to your response.

Thanks,
Mark

Mark Pierce, P.E.
Project Planning Engineer
NCDOT - Eastern Project Development Unit
1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 733-7844 x214

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Pierce, Mark S

From: Davis, Amin
Sent: Wednesday, August 19, 2009 2:41 PM
To: Pearsall, Linda
Cc: Pierce, Mark S; Strong, Brian
Subject: RE: R-2553: SOS Comments ?

LINDA,

Per the emails below, I reviewed this project on 7/20/09 and forwarded to NHP that day for further review b/c of potential rare species impacts. DPR did not have concerns relative to its current holdings/interests. Please respond to Mr. Pierce directly if you have any further information.

Thank You,

Amin

Amin Davis
Environmental Review Coordinator
NC DENR, Division of Parks & Recreation, Natural Resources Program Archdale Building
512 North Salisbury Street
Raleigh, NC 27604

Office: 919-715-7584
Cell: 919-239-3971

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☞ Please consider the environment before printing this e-mail

-----Original Message-----

From: Strong, Brian
Sent: Wednesday, August 19, 2009 2:24 PM
To: Davis, Amin
Cc: Pierce, Mark S
Subject: RE: R-2553: SOS Comments ?

Amin,

Did you receive this review.
Brian

Please note that my email address has changed to Brian.Strong@ncdenr.gov . Please make this change in your address book.

Brian L. Strong
Head, Natural Resources Program
NC Division of Parks and Recreation
1615 MSC Raleigh, NC 27699-1615
Phone (919) 715-8711
Fax (919) 715-3085

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-----Original Message-----

From: Pierce, Mark S [mailto:mspierce@ncdot.gov]
Sent: Wednesday, August 19, 2009 2:25 PM
To: brian.strong@ncmail.net
Subject: R-2553: SOS Comments ?

Brian,

NCDOT distributed the Start of Study Packet for R-2553 (US 70 - Kinston Bypass - Lenoir County) on 5/28/09. Have you received your packet ? If not, please let me know and I will retransmit a copy to you. I value your input on our projects and look forward to your response.

Thanks,

Mark

Mark Pierce, P.E.
Project Planning Engineer
NCDOT - Eastern Project Development Unit
1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 733-7844 x214

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Pierce, Mark S

From: Militscher.Chris@epamail.epa.gov
Sent: Wednesday, August 19, 2009 2:56 PM
To: Pierce, Mark S
Cc: Gledhill-Earley, Renee; Jordan, Gary; Terry Knowles (terrance.a.knowles@uscg.mil); Sean McKenna (sean.mckenna@ncmail.net); Rickard, Alex; Ron Sechler; Sollod, Steve; Thomas A. Steffens (thomas.a.steffens@saw02.usace.army.mil); Wainwright, David; Wescott, William G SAW; Wilson, Travis W.
Subject: Re: R-2553: SOS Comments ?

Mark: I completed the review of the SOS package and offer the following comments:

1. Page 2 of 10: 2035 AADT design year traffic is not yet determined. Needs to be identified for the Purpose & Need meeting.
2. NCDOT needs to identify the logical termini along existing US 70 and provide documentation to USACE (Lead Federal Agency) for the 'pre-concurrence'. This needs to be concluded prior to the Purpose & Need meeting.
3. To the extent practicable, all corridor/preliminary study alternatives (PSAs) at stream crossings need to be perpendicular.
4. "Shallow bypasses" (as well as logical termini) need to be part of the PSAs. How shallow? The team will need specific traffic data along US 70 as well as future land use information.
5. In order of 'general' priority at this level of planning (previously provided to NCDOT), EPA's environmental concerns include potential wetlands and stream impacts, environmental justice (EJ) impacts, and prime and unique farmland impacts.
6. Please be prepared [at a much later date] to discuss control of access issues and the potential location/design of interchanges. Aside from the termini interchanges along US 70, EPA does not anticipate any 'obvious' need for high-speed to high speed interchanges at all but US 258 (for both northern and southern bypass options). At the other crossroads, NCDOT should fully explore compressed designs, SPUIs and other types of reduced footprint designs (e.g., at NC 55, NC 11, and NC 58).

I may have future questions as the project proceeds thru the Merger 01 process. Thank you.

Christopher A. Militscher, REM, CHMM
USEPA Raleigh Office
919-856-4206

-----"Pierce, Mark S" <mspierce@ncdot.gov> wrote: -----

To: "Gledhill-Earley, Renee" <renee.gledhill-earley@ncmail.net>, "Jordan, Gary" <gary_jordan@fws.gov>, "Terry Knowles (terrance.a.knowles@uscg.mil)" <terrance.a.knowles@uscg.mil>, "Sean McKenna (sean.mckenna@ncmail.net)" <sean.mckenna@ncmail.net>, Chris Militscher/R4/USEPA/US@EPA, "Rickard, Alex" <arickard@eccog.org>, Ron Sechler <ron.sechler@noaa.gov>, "Sollod, Steve" <steve.sollod@ncmail.net>, "Thomas A. Steffens (thomas.a.steffens@saw02.usace.army.mil)" <thomas.a.steffens@saw02.usace.army.mil>, "Wainwright, David" <david.wainwright@ncmail.net>, "Wescott, William G SAW" <William.G.Wescott@saw02.usace.army.mil>, "Wilson, Travis W." <travis.wilson@ncwildlife.org>
From: "Pierce, Mark S" <mspierce@ncdot.gov>
Date: 08/19/2009 02:06PM
Subject: R-2553: SOS Comments ?

Dear Merger Process Team,

8/31/2009

NCDOT distributed the Start of Study Packet for R-2553 (US 70 - Kinston Bypass - Lenoir County) on 5/28/09. I have had telephone conversations with and/or received correspondence from Renee Gledhill-Earley (NCDCR), Terry Knowles (USCG), David Wainwright (NCDENR-DWQ), and Travis Wilson (NCDENR-WRC) including their comments on the SOS Packet and the project in general.

For other members of the team, please let me know if you did not receive your packet and I will retransmit a copy to you. In any event, please provide project-specific or regional input that you might have for discussion during our upcoming Scoping Meeting that is tentatively scheduled for October 2009. I appreciate your time and look forward to your response.

Thanks,

Mark

Mark Pierce, P.E.
Project Planning Engineer
NCDOT - Eastern Project Development Unit
1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 733-7844 x214

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Pierce, Mark S

From: Gary_Jordan@fws.gov
Sent: Wednesday, August 19, 2009 2:26 PM
To: Pierce, Mark S
Subject: Re: R-2553: SOS Comments ?

Mark,

I have no comments on the SOS.

Gary Jordan
US Fish and Wildlife Service
PO Box 33726
Raleigh, NC 27636-3726

Phone (919) 856-4520 ext. 32
Fax (919) 856-4556
gary_jordan@fws.gov
"Pierce, Mark S" <mspierce@ncdot.gov>

"Pierce, Mark S"
<mspierce@ncdot.gov>

08/19/2009 02:06 PM

To "Gledhill-Earley, Renee" <renee.gledhill-earley@ncmail.net>, "Jordan, Gary" <gary_jordan@fws.gov>, "Terry Knowles (terrance.a.knowles@uscg.mil)" <terrance.a.knowles@uscg.mil>, "Sean McKenna (sean.mckenna@ncmail.net)" <sean.mckenna@ncmail.net>, "Militscher, Christopher" <militscher.chris@epa.gov>, "Rickard, Alex" <arickard@eccog.org>, Ron Sechler <ron.sechler@noaa.gov>, "Sollod, Steve" <steve.sollod@ncmail.net>, "Thomas A. Steffens (thomas.a.steffens@saw02.usace.army.mil)" <thomas.a.steffens@saw02.usace.army.mil>, "Wainwright, David" <david.wainwright@ncmail.net>, "Wescott, William G SAW" <William.G.Wescott@saw02.usace.army.mil>, "Wilson, Travis W." <travis.wilson@ncwildlife.org>

cc

Subject: R-2553: SOS Comments ?

Dear Merger Process Team,

NCDOT distributed the Start of Study Packet for R-2553 (US 70 - Kinston Bypass - Lenoir County) on 5/28/09. I have had telephone conversations with and/or received correspondence from Renee Gledhill-Earley (NCDOT), Terry Knowles (USCG), David Wainwright (NCDENR-DWQ), and Travis Wilson (NCDENR-WRC) including their comments on the SOS Packet and the project in general.

For other members of the team, please let me know if you did not receive your packet and I will retransmit a copy to you. In any event, please provide project-specific or regional input that you might have for discussion during our upcoming Scoping Meeting that is tentatively scheduled for October 2009. I appreciate your

8/31/2009

time and look forward to your response.

Thanks,
Mark

Mark Pierce, P.E.
Project Planning Engineer
NCDOT - Eastern Project Development Unit
1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 733-7844 x214

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8/31/2009

RECEIVED
BY MSP | DATE 8/4/2009

R-2553

**Lenoir County Public Schools
Transportation Department**

Anthony Mitchell Director
1624 HWY 11/55
Kinston, NC 28504
(252) 527-7092
Fax (252) 527-1483

July 28, 2009

TO: Gregory J. Thorpe, Ph.D., Manager
Project Development & Environmental Analysis Branch

FROM: Anthony Mitchell
Transportation Director

SUBJECT: Start of Study for US 70 Kinston Bypass, four-lane divided freeway on
new location, Lenoir County, WBS 34460, STIP No. R-2553

Lenoir County Public Schools will be impacted greatly by the construction of the US 70 freeway. The following is a breakdown of the Lenoir County Public Schools buses that will be interrupted or delayed:

SR - 1324	5 Buses
NC 11-55	13 Buses
US 258 S	12 Buses
NC 58 S	9 Buses
SR - 1904	5 Buses

CSB

RECEIVED
Division of Highways

JUL 31 2009

Preconstruction
Project Development and
Environmental Analysis Branch



RECEIVED
MSP DATE 7/30/2009
R-2553

North Carolina Department of Environment and Natural Resources
Division of Natural Resources Planning and Conservation

Beverly Eaves Perdue
Governor

Linda Pearsall
Director

Dee Freeman
Secretary

July 27, 2009

Memorandum

To: Melba McGee
From: Eric Galamb, PWS *Eric Galamb*
Subject: Scoping Comments for R-2553, Lenoir County

The NCDOT is proposing to construct a four-lane divided highway on new location near Kinston, NC. The Ecosystem Enhancement Program (EEP) has a conservation easement on 35.81 acres within the study area. The first two pages of the deed and a map of the location of the easement are attached. I highly recommend that NCDOT avoid this site.

If you have any questions or concerns, please contact me at (919) 715-8696.

BK 1427PG0281

MARGARET SEYMOUR
REGISTER OF DEEDS
LENOIR COUNTY

05 MAY 31 PM 3:19

INDEXED

STATE OF NORTH CAROLINA

CONSERVATION EASEMENT

LENOIR COUNTY

SPO File Number 54-k

Prepared by: Office of the Attorney General

Property Control Section

Return to: Blane Rice, State Property Office

1321 Mail Service Center

Raleigh, NC 27699-1321

THIS CONSERVATION EASEMENT DEED, made this 13th day of April, 2005, by Baptist Children's Homes of North Carolina, a North Carolina corporation, ("Grantor"), to the State of North Carolina, ("Grantee"), whose mailing address is State of North Carolina, Department of Administration, State Property Office, 1321 Mail Service Center, Raleigh, NC 27699-1321. The designations Grantor and Grantee as used herein shall include said parties, their heirs, successors, and assigns, and shall include singular, plural, masculine, feminine, or neuter as required by context.

WITNESSETH:

WHEREAS, pursuant to the provisions of N.C. Gen. Stat. § 143-214.8 et seq., the State of North Carolina has established the Ecosystem Enhancement Program (formerly known as the Wetlands Restoration Program) within the Department of Environment and Natural Resources for the purposes of acquiring, maintaining, restoring, enhancing, creating and preserving wetland and riparian resources that contribute to the protection and improvement of water quality, flood prevention, fisheries, aquatic habitat, wildlife habitat, and recreational opportunities; and

WHEREAS, The State of North Carolina is qualified to be the Grantee of a Conservation Easement pursuant to N.C. Gen. Stat. § 121-35; and

WHEREAS, the Ecosystem Enhancement Program in the Department of Environment and Natural Resources has approved acceptance of this instrument; and

WHEREAS, the Department of Environment and Natural Resources, the North Carolina Department of Transportation and the United States Army Corps of Engineers,

544-
✓

BK 1427PG0 ~ 2

Wilmington District entered into a Memorandum of Agreement, (MOA) duly executed by all parties in Greensboro, NC on July 22, 2003. This MOA recognizes that the Ecosystem Enhancement Program is to provide for compensatory mitigation by effective protection of the land, water and natural resources of the State by restoring, enhancing and preserving ecosystem functions; and

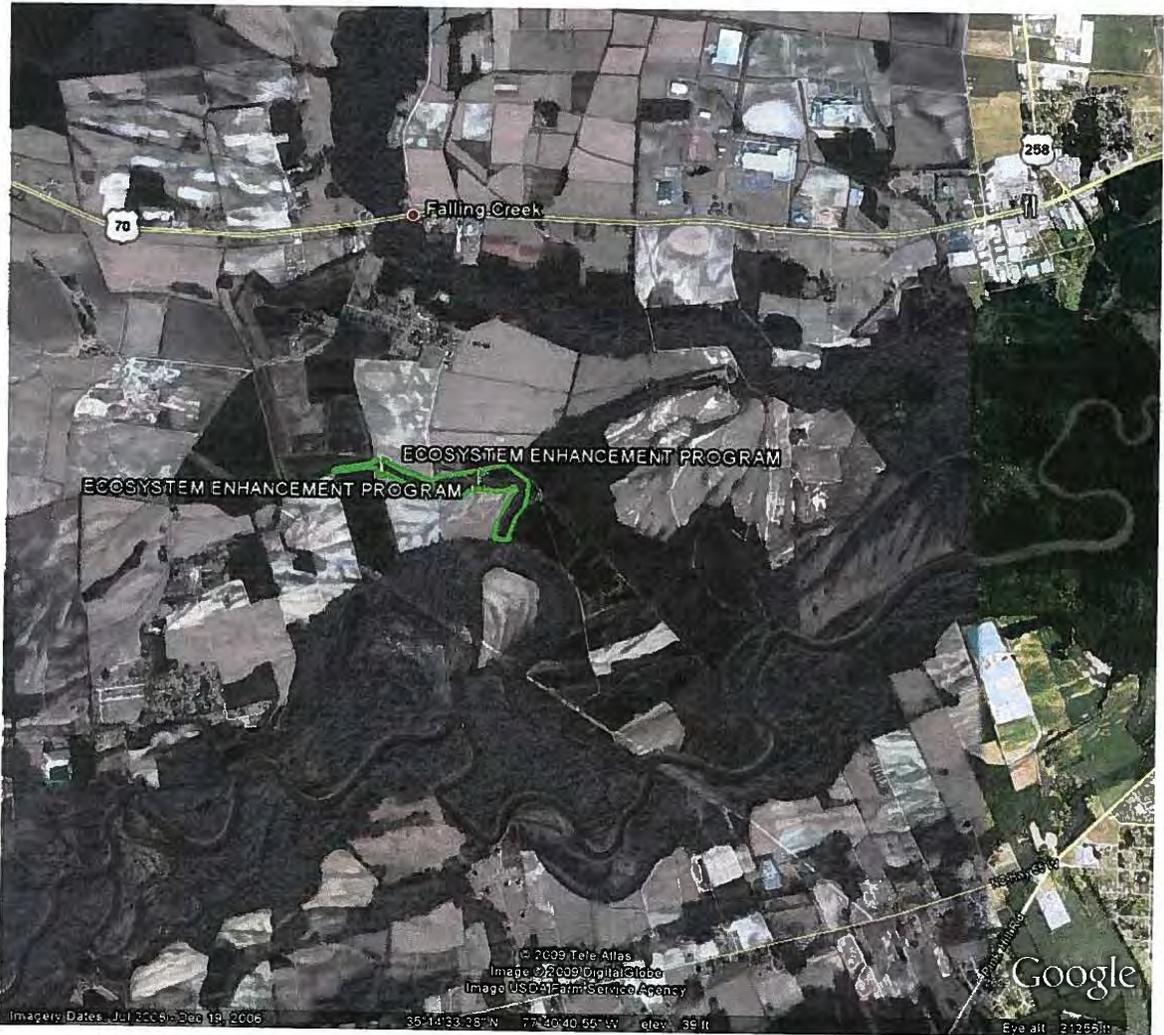
WHEREAS, the acceptance of this instrument for and on behalf of the State of North Carolina was granted to the Department of Administration by resolution as approved by the Governor and Council of State adopted at a meeting held in the City of Raleigh, North Carolina, on the 8th day of February 2000; and

WHEREAS, Grantor owns in fee simple certain real property situated, lying, and being in Falling Creek Township, Lenoir County, North Carolina (the "**Property**"), and being more particularly described as that certain parcel of land containing approximately 1366.59 acres and being conveyed to the Grantor by deed as recorded in **Deed Book 740 at Page 163 and Deed Book 44 at Page 277** of the Lenoir County Registry, North Carolina; and

WHEREAS, Grantor is willing to grant a Conservation Easement over the herein described areas of the Property, thereby restricting and limiting the use of the included areas of the Property to the terms and conditions and purposes hereinafter set forth, and Grantee is willing to accept such Conservation Easement. This Conservation Easement shall be for the protection and benefit of the waters of Whitelace Creek.

NOW, THEREFORE, in consideration of the mutual covenants, terms, conditions, and restrictions hereinafter set forth, Grantor unconditionally and irrevocably hereby grants and conveys unto Grantee, its successors and assigns, forever and in perpetuity, a Conservation Easement of the nature and character and to the extent hereinafter set forth, over a described area of the Property, referred to hereafter as the "**Easement Area**", for the benefit of the people of North Carolina, and being all of the tract of land as identified as 7.97 acres and 27.84 acres as shown on a plat of survey entitled "Conservation Easement along Whitelace Creek for the N.C. Ecosystem Enhancement Program on the Property of the Baptist Children's Home" dated February 22, 2005, certified by Patrick W. Hartman, PLS, L-4262, and **recorded in Map Book 10, Pages 9 and 10**, Lenoir County Registry. The tract being more particularly described in Exhibit A.

The purposes of this Conservation Easement are to maintain, restore, enhance, create and preserve wetland and/or riparian resources in the Easement Area that contribute to the protection and improvement of water quality, flood prevention, fisheries, aquatic habitat, wildlife habitat, and recreational opportunities; to maintain permanently the Easement Area in its natural condition, consistent with these purposes; and to prevent any use of the Easement Area that will significantly impair or interfere with these purposes. To achieve these purposes, the following conditions and restrictions are set forth:





STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

Beverly Eaves Perdue
GOVERNOR

RECEIVED
Division of Highways

JUL 16 2009

Project Development and
Environmental Analysis Branch

Eugene A. Conti
SECRETARY

MEMO TO: Gregory J. Thorpe
Project Development and Environmental Analysis Branch

FROM: John Vine-Hodge *JVH*
Division of Bicycle and Pedestrian Transportation

DATE: July 15, 2009

SUBJECT: Scoping Review for Rural Project – Lenoir Co., **R-2553**

RECEIVED
MSP 7/24/09
R-2553

In response to your request for information on **R-2553**, Kinston Bypass, from US 70 near LaGrange in Lenoir County to US 70 near Dover, the Division of Bicycle and Pedestrian Transportation has the following comments:

The study area for this project includes a state bike route, Ocracoke Option, and several county bike routes identified in the Bicycling Lenoir County bike map. Please see the attached map depicting these routes (since the alignment of the bypass was not provided, the specific intersecting roads are unknown). All interchanges with these roadways should be designed with consideration for bicyclists and ensure the safe passage of cyclists through the intersections. If a bridge is to be constructed as part of the bypass, then the bridge (overpasses/underpasses) should be constructed to provide sufficient space (4 ft. minimum on each side) for bicyclists (under/over the bridge) at the intersecting streets with bike routes. Where the bypass intersects at grade with the bike routes, then depending on the design of the intersections and scope of the project, 4 ft. paved shoulders are desirable on the intersecting streets, and also crossing times should be designed with the consideration of bicyclists.

The City of Kinston Comprehensive Pedestrian Plan (adopted February 2008) includes a recommended priority project calling for a multi-use trail connection from Kinston to the ~~Mountains-to-Sea trail~~. The rough alignment of this trail is along NC 58 to Elijah Lofton Road (SR 1913), which is also a local bike route in the county. Where the bypass crosses NC 58, sufficient space should be provided on NC 58 for pedestrian and bicycle traffic.

The Division of Bicycle and Pedestrian Transportation appreciates this opportunity to comment. Please contact us if there is a need for additional information.

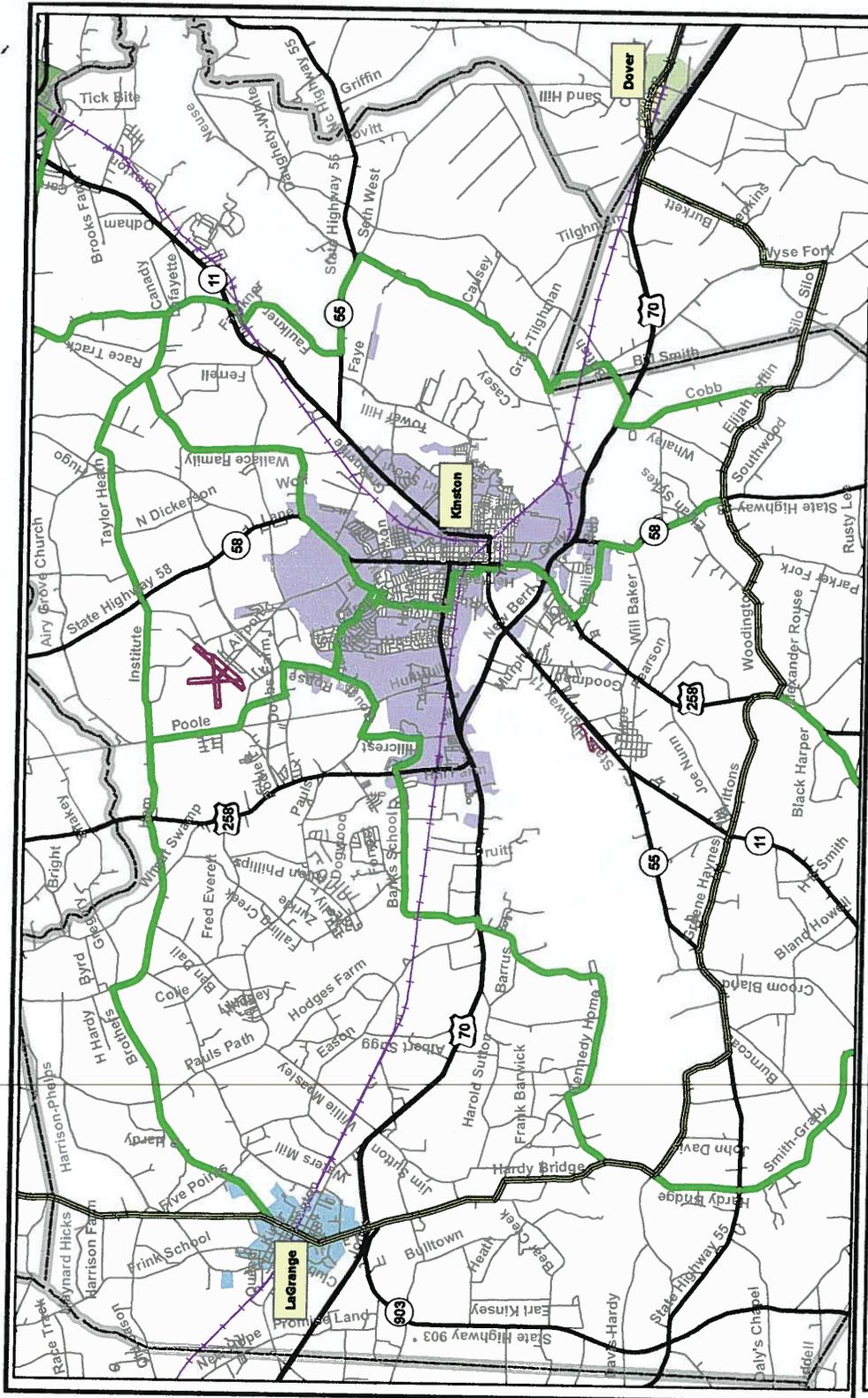
cc: Tom Norman, Director, Division of Bicycle and Pedestrian Transportation
Mark Pierce, Project Development Engineer, PDEA

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
DIVISION OF BICYCLE & PEDESTRIAN TRANSPORTATION
1552 MAIL SERVICE CENTER
RALEIGH NC 27699-1552

TELEPHONE: 919-807-0772
FAX: 919-807-0773

WEBSITE: WWW.NCDOT.ORG/TRANSIT/BICYCLE/
EMAIL: RMOSHER@DOT.STATE.NC.US

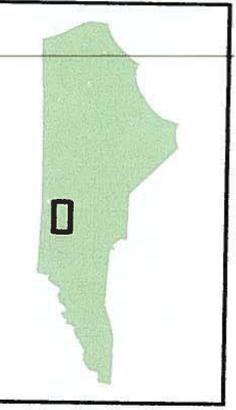
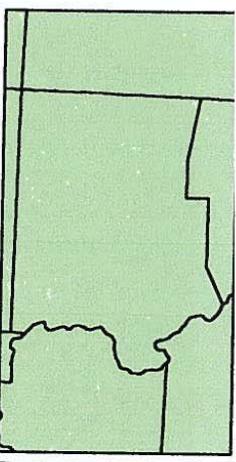
LOCATION:
Cameron Village
401 OBERLIN ROAD
SUITE 250
RALEIGH NC 27601



TIP project no. R-2583
 Kinston Bypass
 in Lenoir County



State Bike Route - Coracoake Option
 Lenoir County Bike Routes



<http://dnrmaps.ncdenr.org/EP/maps/> - Microsoft Internet Explorer

File Edit View Favorites Tools Help

Address: <http://dnrmaps.ncdenr.org/EP/maps/>

NC Ecosystem Enhancement Program - Mitigation Sites and Planning Areas

Project Documents | Website Help | EEP Homepage | EEP - Planning & Projects | NC DOT Homepage | USACE - Wilmington District

Find EEP Sites | Find LWPs | Find by Geography

Results

Map Contents

- EEP_Mitigation_Planning
- Transportation
 - Interstates
 - US Highways
 - Local Roads
- Hydrology
- EEP Projects
- Cities
- Counties
- Watersheds
- 2008 NALP Outpost for NC (EP)

03020203

03020202
 03020204

0.7 0.35 0 0.7 Miles

http://www.ncseep.net/about/watershed_planning_project_control.htm

Internet



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

October 23, 2009

Memorandum

To: Gregory J. Thorpe, PhD
Director
Project Development & Environmental Analysis Branch
ATTN: Mark Pierce, PE, Project Development Engineer

From: James B. Harris, PE
State Railroad Coordination Engineer
NCDOT Rail Division

State Project: R-2553 (WBS 34460)
F/A Project: N/A
County: Lenoir
Description: US 70 Kinston Bypass, four-lane divided freeway on new location.

Subject: Start of Study Scoping Request

The NCDOT Rail Division is in receipt of your scoping letter on the above subject, new location freeway project.

After review of the project scoping letter and location of the project in relation to nearby railroad tracks, it has been determined that rail interaction could be involved on this project if the new bypass is built north of existing US 70.

The limits of the study area encompass a portion of the North Carolina Railroad (NCR) known as the EC-line that runs from Goldsboro to Morehead City with mileposts increasing towards the east. While owned by NCR, the EC-line is leased to Norfolk Southern Railway (NS). The study area covers the EC-line from approximately Milepost EC 13.0 in LaGrange (Forbes Street at-grade crossing is at Milepost EC 13.1) to Milepost EC 42.5 (SR 1239 at-grade crossing to the west of the study limits is at Milepost EC 41.75). NCR/NS track charts indicate this is a single track mainline in non-signalized territory with 4 freight

MAILING ADDRESS:
RAIL DIVISION
ENGINEERING & SAFETY BRANCH
1556 MSC
RALEIGH NC 27699-1556

TELEPHONE: 919-715-8803
FAX: 919-715-8804

WEBSITE: www.bytrain.org

LOCATION:
CAPITAL YARD
862 CAPITAL BOULEVARD
RALEIGH, NC 27603

trains per day at a maximum speed of 30 mph. Right-of-way width is 200 feet wide (100 feet each side the centerline of track).

Also within the indicated study area, CSX owns a rail line known as the AA-line on the north side of Kinston. The AA-line runs from Greenville at Milepost AA 150 to Elmer (just north of Kinston) at Milepost AA 174.0+/- which is just north of SR 1744 (the NC11 at-grade crossing is at Milepost AA 172.5). Unlike shown on the map attached to the scoping materials, the AA-line no longer connects with the NCR/NS line in Kinston at Milepost AA 178 as CSX abandoned/removed the portion from Milepost AA 174.0+/- to Milepost AA 178 some years ago. The study area encompasses the AA-line between approximately Milepost AA171.0 to Milepost AA174.0+/- . CSX operates approximately 1 freight train per day at a maximum speed of 30 mph. Right-of-way width on the AA-line is unknown.

No passenger trains currently operate over the NCR/NS EC-line or the CSX AA-line or are planned to do so in the near future.

A future north/south rail line approximately 5 miles long running from the NCR/NS EC-line northward into the Global TransPark is under design. This rail line will connect with the NCR/NS EC-line in the vicinity of the Hillcrest Road (SR 1552) at-grade crossing at Milepost EC 22.9 and run northward into GTP.

Should the new bypass cross any of the existing or future rail lines in the study area, grade separations should be planned instead of at-grade crossings. Attached is a copy of the **Rail Grade Separation Guidelines** that specifies when grade separations need to be considered. In addition, should the new bypass be located adjacent/parallel to any railroad right-of-way, all roadways should be planned entirely off of the railroad's property.

Should it be determined that rail interaction will be involved on this project, please contact this office for additional information.

The data provided by our office should be used as information only. All information relating to the railroad such as track alignment, horizontal and vertical clearances related to any proposed overhead bridges, additional and future track layout requirements, location of maintenance roads and flagging protection requirements should be verified by the NCR, NS, and CSX prior to any preliminary design work.

Thank you for keeping the Rail Division involved in the early project planning stages. Please call me at (919) 715-8744 if you have any additional questions or need any additional information.

Cc: file
Mr. Greg Perfetti, PE
Mr. A. R. (Drew) Thomas, PE
Mr. Paul Worley, CPM

Mr. David Hinnant

RAIL GRADE SEPARATION GUIDELINES

Any project programmed in the Transportation Improvement Program (TIP) which may result in creating a new highway-railroad crossing shall be discussed with the railroad in the early planning (scoping) process. The Rail Division will be notified of all scoping meetings held by the Planning and Environmental Branch. Any Secondary Road, Industrial Access, Small Urban or High Hazard-Safety projects that may result in the creation of a new crossing will also be coordinated with the Rail Division early in the planning process. The Rail Division will be informed of these projects by the Assistant Secretary for Secondary Roads and Economic Development or the appropriate Division Engineer for informational purposes only.

When new highway-railroad crossings are proposed by the Department, the State Highway Administrator will coordinate proposal reviews with the Rail Division and appropriate railroad. It will be the responsibility of the Rail Division to gather data on the number of trains per day and to make recommendations to the State Highway Administrator relative to the potential crossing.

The Board of Transportation (BOT) sets forth the following criteria to serve as guidelines, within the limits outlined below, in the treatment of highway-railroad intersections on new construction projects. These are general guides to establish the desirable conditions for highway-railroad grade separations, but must be implemented with sound engineering judgement, reasonableness, and attention to costs.

The grade separation guidelines are based on use of an exposure index which is the product of the number of trains per day and the projected average daily highway traffic at the end of the design period. Unless information to the contrary is available, such as a pending abandonment of the railroad, the number of trains at the end of the design period should be assumed to be the same as at present.

Separations should be constructed in RURAL areas when the exposure index is 15,000 or more.

Separations should be constructed in URBAN areas when the exposure index is 30,000 or more.

Where two alignments are under consideration and one would make separation feasible, the separation should be considered as one factor favoring adoption of such alignment. It is realized that topography, right-of-way costs, construction costs or other features of the physical situation may make separation impractical even though the index is above the figure set. In this case, the Secretary of the Department of Transportation shall have final authority in decisions to create new at-grade crossings.

It is the policy of the Department of Transportation to permit no net increase in the number of at-grade crossings on the railroad segments having a high volume of train traffic. CSX Transportation's route from Pleasant Hill to Rowland and Norfolk Southern Railway's routes from Pelham to Grover and Pineville are high volume segments.

The railroad will be notified of all final decisions regarding the locations of new at-grade crossings or grade separations. In addition, a coordinating committee consisting of representatives of the Department and the railroads will meet periodically to discuss upcoming projects that involve both the railroad and highway systems.

DDK
December 5, 1994



"Pierce , Mark S " <mspierce @ncdot .gov>

10/29/2009 02:40 PM

To "Christopher_Werner@URSCorp.com"

<Christopher_Werner@URSCorp.com>

cc

bcc

Subject FW: R-2553: Scoping Comments

Mark Pierce, P.E.
Project Planning Engineer
NCDOT - Eastern Project Development Unit
1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 733-7844 x214

From: Johnson, Benjetta L
Sent: Thursday, October 29, 2009 9:57 AM
To: Pierce, Mark S
Cc: Neal, Lee E; Evans, Cheryl L
Subject: R-2553: Scoping Comments

Mark,

As requested, the Congestion Management Section of the Transportation Mobility and Safety Division has completed a review of the scoping information sheets for this project. The traffic-related information listed below is provided to develop the scope of work for the project development, environmental and engineering studies. Based on our review, we have the following comments:

- The ITS Section has provided a request for the inclusion of Intelligent Transportation System(ITS) Devices on TIP Project R-2553. Attached are the ITS request letter and estimate for your inclusion in the cost and scope of work.

We request that the above-mentioned cost estimate information be included in the project construction cost. This information is only being submitted electronically and should be considered the official documentation. If additional information is required please feel free to contact Lee Neal, ITS Project Design Engineer, or me at (919) 773-2800.

Benjetta L. Johnson, P.E.
Congestion Mgmt Regional Engineer(Div. 1-4, 6)
NCDOT, Transportation Mobility& Safety Division
1561 Mail Service Center
Raleigh, NC 27699-1561
Direct: 919-773-2992 | Branch: 919-773-2800

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R-2553 ITS Estimate.doc R-2553 ITS Request Letter.pdf



APPENDIX B: SCOPING MEETINGS

Date	Name
3/27/2009	NCDENR Pre GIS Meeting
4/15/2009	NCDCCR Pre GIS Meeting
4/23/2009	USACE Pre GIS Meeting
4/23/2009	USEPA Pre GIS Meeting
4/28/2009	NOAA Fisheries Pre GIS Meeting
6/10/2009	NCDOC and RPO Pre GIS Meeting
7/16/2009	GIS Scoping Meeting
10/28/2009	Scoping Meeting

MEETING MINUTES



To: Project File (STIP R-2553)
URS File 31826743

From: Jeffrey Weisner, AICP

Date: June 15, 2009

RE: STIP Number R-2553, Kinston Bypass, Lenoir County, North Carolina
US 70 Kinston Bypass
WBS Number 34460
NC Division of Environment and Natural Resources (NCDENR) Pre-GIS Scoping Meeting, March 27, 2009, NCDOT Transportation Bldg., Room 470

Attendees

Donna Dancausse	Federal Highway Administration (FHWA)
Rob Ayers	FHWA
Amy Simes	NCDENR
Brian Wrenn	NCDENR, Division of Water Quality (DWQ)
David Wainwright	NCDENR, DWQ
Sean McKenna (via telephone)	NCDENR, Division of Marine Fisheries (DMF)
Travis Wilson	NCDENR, Wildlife Resources Commission (WRC)
Tim Johnson	Center for Geographic Information and Analysis (CGIA)
David Giordano	CGIA
Brian Yamamoto	NCDOT Project Development
Mark Pierce	NCDOT Project Development
James Tortorella Jr.	NCDOT Project Development
Roger Cottrell	URS
Jeff Weisner	URS

Purpose

The purposes of the meeting were to:

- Introduce the Pilot GIS Process related to the normal project development process and identify points of interest/concern.
- Introduce GIS data update schedule and relationship to DENR divisions.
- Identify primary NCDENR GIS data “needs” for project decision making.

Meeting Summary

Items discussed are summarized below:

- Brian Yamamoto began the meeting with introductions of those in attendance (see above list of attendees).
- Brian Y. continued by stating the above purposes of the meeting and providing some background on the Interagency Leadership Team (ILT) and the Kinston Bypass GIS Pilot Project.

MEETING MINUTES

NCDENR Pre-GIS Scoping Meeting (March 27, 2009)

June 15, 2009

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- The Pilot is part of the ILT initiative to streamline the project development process to use GIS early in the alternative development and evaluation process and make decisions on the Least Environmentally Damaging Practicable Alternative (LEDPA) using GIS level data.
- FHWA is partially funding GIS data updates and is interested in the pilot projects and their potential application to federally-funded highway projects.
- The ILT is interested in how other states are using GIS and functional level (rather than preliminary level) designs in the decision-making process.
- GIS was used in the past in North Carolina, but calculating project impacts from that data was often problematic and gave inconsistent results. GIS data and technology have since greatly improved. Additionally, NCDOT's definition of functional level design has been standardized as well as impact calculation methods.
- PDEA sees great potential to use GIS in the NCDOT project development and Merger processes with the benefit of reducing labor and time-intensive field studies and multiple preliminary designs.
- The Carthage Bypass is a GIS pilot project that is already underway. The expanded use of existing GIS data was introduced at Concurrence Point 2, Alternatives Carried Forward for Detailed Studies.
- The Kinston Bypass project provides the opportunity to update and use GIS from the beginning of the project development process.
- While part of a statewide initiative is to update and centralize GIS data across North Carolina, the focus of this pilot will be to develop a consistent set of data for Lenoir County for the Kinston Bypass pilot project. Any other NCDOT projects initiated within Lenoir County will also draw from the GIS data updated as part of this pilot.
- NCDOT and CGIA will be facilitating a series of GIS pre-scoping meetings such as this meeting – these will be accomplished in smaller group meetings with each agency.
- Kinston Bypass Project update.
 - Preparing Start of Study Letter
 - Developing plan to update/obtain GIS data layers – GIS updates should be complete by September 2010 which dovetails with the project timeline to begin functional design.
 - Hope to get through functional design and LEDPA (Merger Concurrence Point 3) using GIS data supplemented by field work.
- Brian Y. asked if there were any questions.
- Rob Ayers commented, wanting to reinforce the idea of agencies realizing the value of using robust GIS data for project development.
 - Funding the effort has been slow.
 - FHWA and NCDOT see the value in saving field work time and design time.
 - ILT needs to have a project to demonstrate a business case to the legislature for funding statewide GIS data updates.
 - Carthage Bypass is one of the other pilot projects, however, it was dropped in at Concurrence Point 2, not the beginning.
 - NCDOT is funding development of the high priority layers needed for Lenoir County.
 - If we can't get to LEDPA using GIS then FHWA will drop out of ILT's bid to the legislature for funding.

MEETING MINUTES

NCDENR Pre-GIS Scoping Meeting (March 27, 2009)

June 15, 2009

Page 3 of 5

- We don't need to be highly accurate in our analysis of impacts but we do need a high level of relative comparison.
 - It is understood that additional data collection, other than GIS, will be used to support GIS data and the decision making process.
- Travis Wilson was involved in the earlier effort to develop a GIS data list.
- Brian Wrenn asked if all of the factors that are currently considered in the Merger decision process will be used.
 - Response by Brian Y. was yes the same information set – wetlands, streams, cultural resources, threatened and endangered species, etc – would be evaluated.
- Tim Johnson provided background and context for the GIS initiative and distributed two handouts: *Interagency Leadership Team, Some DENR GIS Layer Descriptions, March 2009* and *ILT GIS: Cost of High Priority Layers for Lenoir County*. The latter listed 31 data layers. CGIA is preparing specifications for each data layer and is responsible for collecting GIS data and ultimately establishing the Statewide database as part of the NC OneMap program.
- The remainder of the meeting was focused on addressing each of the numbered high priority layers listed on the handout for their relevance to the project development and Merger process, agency responsibilities with respect to providing/updating data, and evaluate if the current timeline and costs for obtaining data could be met.
- Attendees thought that it would be good to consolidate layers and have metadata available to be able to identify overlapping layers (e.g., NWI Mapping vs. Streams & Wetlands);
 - 1. Conservation Easements** – boundaries should be sufficient for LEDPA decision; updated annually and available; would be good to consolidate layers and have metadata available to identify overlapping layers (e.g., mitigation sites vs. land trust).
 - 2. Conservation Tax Credit Properties** – use of boundaries is adequate; updated annually and available.
 - 3. CREP Properties** – available with updating, cost should not be an issue.
 - 5. Gamelands** – data “officially” updated annually; relative value is not captured in data; NCWRC to ensure that gamelands are updated for this project.
 - 6. Headwater Streams** – data indicates origins and not the points between perennial and intermittent streams. EPA is also funding efforts to map streams. Funding sources should be reevaluated with NCDENR. Mapping of streams should be started soon due to volume of data. Ground-truthing and use of aerials (Lenoir County aerials were recently updated) and LIDAR can be used to determine relative quality. CGIA needs to include a specification for stream work and will work with DWQ to define the purpose and scope of the Headwater Streams effort and the Stream Mapping effort to show that the two efforts are complementary and not duplicative.
 - 7. Hydrography, Major** – A combination of #6, Headwater Streams, and #22, Stream Mapping, will supersede this layer.
 - 8. & 9. Land Trust Properties and Lands Managed for Conservation and Open Space** – CGIA will work with Amy Simes to assemble this data.
 - 10. & 11. NPDES Sites, Major and Minor** – data includes discharge points and treatment facilities which show up as points, not polygons. These latitude/longitude points may not

MEETING MINUTES

NCDENR Pre-GIS Scoping Meeting (March 27, 2009)

June 15, 2009

Page 4 of 5

be well defined in terms of accuracy. Spray field locations would be useful but will be hard to determine polygons since these areas could radiate outward variable distance from point locations.

12. Natural Heritage Element Occurrence Sites – updated annually; NHP maintains the public database and WRC maintains the master database.

13. NC-CREWS – program was disbanded, any existing data might be useful.

14. & 15. Off- and On-site Mitigation Sites – CGIA will rely on NCDOT for On-Site Mitigation Sites data, meeting is scheduled with the NCDOT Natural Environment Unit the week of March 30, 2009. The DENR Ecosystem Enhancement Program (EEP) is responsible for Off-Site Mitigation Sites. CGIA will contact them regarding data collection for that layer. Private mitigation sites are not accounted for and data source should be found.

16. Public Water Supply Resources – this information comes from the Division of Environmental Health.

18. Significant Natural Heritage Areas – data updated quarterly but it is very difficult to collect accurate information on these areas. The conclusion was that the data is worth having but effects should be evaluated on a case-by-case basis.

19. Soils, Detailed County Soil Survey – This information will be useful in Lenoir County for comparing blue line streams versus agricultural ditches.

20. State Parks – Consider inclusion of Land and Water Conservation Fund Section 6(f) expenditure locations as an attribute to State Parks or as a separate layer. NCDENR maintains a list of sites.

21. Strategic Conservation Planning – may be able to use “NC ONE” map as data source. CGIA will work with Amy Simes at DENR. Mapping tool will be demonstrated at FHWA on March 30, 2009.

22. Stream Mapping – mapping effort to complete this data set is intensive. A private consultant will be used to collect data in the same manner that the stream mapping data in the 19 western NC counties was collected.

28. Wetland Types – not applicable to this project.

29. Wetlands – discussion of how this relates to National Wetland Inventory (NWI) wetlands. NWI mapping is used for general wetland location approximation information and not relied upon for accuracy. This may replace the NWI layer, but NWI is maintained by USFWS and discussions should be held with that agency to determine how they would like NWI data to be updated in this process.

30. Wetlands, NWI – see above.

31. Wild and Scenic River – there are only a few of these in the state. Information can be obtained from the Nationwide Rivers Inventory

- Tim asked if there were any layers that are not listed that should be included.
 - Land and Water Conservation Fund (LWCF) Section 6(f) as identified above.

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NCDENR Pre-GIS Scoping Meeting (March 27, 2009)

June 15, 2009

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- Anadromous Fish Spawning Areas – Division of Marine Fisheries will provide data; can be coordinated with NCWRC also.
 - Section 4(f) sites
 - Inland Primary Nursery Areas – data exists but not in GIS database; would be good to have. WRC will provide data.
 - Critical Habitat for Endangered Species
 - Consider adding Public Access Boat Ramps
- Brian Y. concluded the meeting stating that small group meetings will continue; pre-scoping meetings with the Army Corps and Historic Preservation will be held in the near future. A large GIS Scoping meeting will be held in July 2009.

cc: Attendees

File

MEETING MINUTES



To: Project File (STIP R-2553)
URS File 31826743

From: Chris Werner, PE

Date: June 15, 2009

RE: STIP Number R-2553, Kinston Bypass, Lenoir County, North Carolina
US 70 Kinston Bypass
WBS Number 34460
NC Division of Cultural Resources (NCDRC) Pre-GIS Scoping Meeting, April 15, 2009,
NCDOT Transportation Bldg., Room 470

Attendees

Amy Simes	NC Department of Environment and Natural Resources (DENR)
Peter Sandbeck	NCDRC-Historic Preservation Office (HPO)
Renee Gledhill-Earley	NCDRC-HPO
Michael Southern	NCDRC-HPO
Heather Mounts	NCDRC-HPO
Steve Claggett	NCDRC-Office of State Archaeology
Susan Myers	NCDRC-Office of State Archaeology
Lawrence Abbott	NCDRC-Office of State Archaeology
Rob Hanson	NCDOT Project Development
Brian Yamamoto	NCDOT Project Development
Mark Pierce	NCDOT Project Development
James Tortorella Jr.	NCDOT Project Development
Mary Pope Furr	NCDOT Human Environment
Matt Wilkerson	NCDOT Human Environment
John Farley	NCDOT Geographic Information Systems
David Giordano	Center for Geographic Information and Analysis (CGIA)
Tim Johnson	CGIA
Chris Werner	URS
Jeff Weisner	URS

Purpose

The purposes of the meeting were to:

- Introduce the Pilot GIS Process related to the normal project development process and identify points of interest/concern.
- Introduce GIS data update schedule and relationship to cultural resources – both architectural and archaeological.
- Identify primary cultural resource GIS data “needs” for project decision making.

MEETING MINUTES

NCDOT Pre-GIS Scoping Meeting (April 15, 2009)

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Meeting Summary

Items discussed are summarized below:

- Brian Yamamoto began the meeting with introductions of those in attendance (see above list of attendees).
- Brian Y. continued by elaborating on the above purposes of the meeting and providing some background on the Interagency Leadership Team (ILT) and the Kinston Bypass GIS Pilot Project.
 - The Pilot is part of the ILT initiative to streamline the project development process to use GIS early in the alternative development and evaluation process and make decisions on the Least Environmentally Damaging Practicable Alternative (LEDPA) using GIS level data.
 - FHWA is partially funding GIS data updates and is interested in the pilot projects and their potential application to federally-funded highway projects.
 - The ILT is interested in how other states are using GIS and functional level (rather than preliminary level) designs in the decision-making process.
 - GIS was used in the past in North Carolina, but calculating project impacts from that data was often problematic and gave inconsistent results. GIS data and technology have since greatly improved. Additionally, NCDOT's definition of functional level design has been standardized as well as impact calculation methods.
 - PDEA sees great potential to use GIS in the NCDOT project development and Merger processes with the benefit of reducing labor and time-intensive field studies and multiple preliminary designs.
 - The Carthage Bypass is a GIS pilot project that is already underway. The expanded use of existing GIS data was introduced at Concurrence Point 2, Alternatives Carried Forward for Detailed Studies.
 - The Kinston Bypass project provides the opportunity to update and use GIS from the beginning of the project development process.
 - While part of a statewide initiative is to update and centralize GIS data across North Carolina, the focus of this pilot will be to develop a consistent set of data for Lenoir County for the Kinston Bypass pilot project. Any other NCDOT projects initiated within Lenoir County will also draw from the GIS data updated as part of this pilot.
 - NCDOT and CGIA will be facilitating a series of GIS pre-scoping meetings such as this meeting – which will be accomplished in smaller group meetings with each agency.
 - Kinston Bypass Project update.
 - Preparing Start of Study Letter
 - Developing plan to update/obtain GIS data layers – GIS updates should be complete by September 2010 which coincides with the project timeline to begin functional design.
 - The intent is to follow the Merger process through LEDPA (Merger CP3) using GIS data supplemented by field work.
 - Meetings have been held with DENR Divisions and the USACE to date.
- Brian Y. asked if there were any questions.
- Tim Johnson commented that CGIA wants to have a better understanding of the cultural resource data to be collected for the project and also wants to get a set of specifications for compiling data layers for all of Lenoir County.

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NCDCR Pre-GIS Scoping Meeting (April 15, 2009)

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HISTORIC ARCHITECTURE

- Mr. Sandbeck noted the HPO currently has mapping available for all Designated Historic Properties and Districts statewide; however, there is a backlog for mapping the Determinations of Eligible Properties for Lenoir County. Coordination will be required with cities throughout Lenoir County regarding the locally designated landmarks.
- Mary Pope Furr stated the information layers needs to include at least National Register listings and locally designated properties.
- The group then discussed attributes to be included for GIS layers. Mr. Sandbeck explained current attributes include name of site, site number, USGS Quad name and a description.
- Mr. Sandbeck noted many sites are depicted on USGS Quad maps which have been scanned in, and will need to be field verified, with site information updated.
- It was noted Downtown Kinston surveys will not be completed as they were recently updated. If the Kinston Bypass project were to impact municipal boundaries; the downtown survey will require updating.
- Mr. Sandbeck stated they are currently working to setup a SQL Server and ArcSDE database, which will include metadata standards, base map data and will be on-line soon with Phase 1 completion targeted for October 2009.
- Tim Johnson then requested what the current HPO needs are in order to update the Historic Architecture data. Mr. Sandbeck noted the following:
 1. There are two possibilities to perform the update: the addition of in-house staff or the preparation of scope and specifications in order to issue an RFP for a Private Engineering Firm (PEF) to perform the work.
 2. Specifications would include the incorporation of Digital photography, database forms, PIN numbers and GIS Layers.
- It was noted the project is scheduled to be flown this fall in order to obtain current orthophotography.
- Mary Pope Furr then questioned whether the update will include LaGrange. Mr. Sandbeck noted they do everything outside of any Registered Districts.
- Discussion then turned towards the current data collection/update schedule. Mr. Sandbeck stated he was concerned with the September 2009 timeframe for either adding staff or the efforts associated with preparing an RFP and making a PEF selection. He was also concerned about the 12 month time-frame for completing the data layer update.
- Mr. Sandbeck noted the data collection/update would result with a datapoint plus polygon for the property. If this work is to be completed by staff, the original cost estimate did not include the cost of GPS equipment. Should a RFP be prepared, it should be noted the use of a GPS will be required as a part of the survey.

HISTORIC ARCHAEOLOGY

- Mr. Claggett noted the statewide archaeology data dates back to the 1930's, was provided piecemeal, and isn't very accurate.
- Their current mapping is on paper with points and polygons, with some boundaries not defined.
- Their data currently includes sites ("Terrestrial Archaeology Sites" data layer) and areas ("Terrestrial Archaeology Surveyed Areas" data layer) that have been surveyed and classifies them as eligible or no specimens found.
- Much of the information has been captured from outside reports and has not been collected using GPS, which is now their preference.

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NCDCR Pre-GIS Scoping Meeting (April 15, 2009)

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- Most sites are not listed in the National Register given the associated effort, and many sites would need to be reevaluated.
- Currently there are 379 sites reported in Lenoir County – mostly from Global Transpark work effort. Five percent or less of the 379 sites were reported as eligible, 50 sites are surveyed areas. All have site info entered into an Access database.
- Wyse Fork 1865 Battlefield is being presented for the National Register later this year.
- Mr. Claggett noted costs would include capture and conversion to digital format, and would not include new surveys or predictive modeling creation. The predictive model would be helpful to NCDOT in Alternative selection.
- Discussion then turned towards the efforts associated with converting existing data to an electronic format. Two possibilities exist: addition of in-house staff or the utilization of a PEF. If a PEF is used, it would be desired for the work to be performed at the DCR Archaeology offices.
- Mr. Claggett noted more recent data is currently available for Jones County.
- Given the potential for site vandals, site information available online would be provided at a certain level of accuracy. More accurate data will be available by contacting Matt Wilkerson.
- It was noted there is interest in using a shared database for architectural and archaeological; however, cost for required equipment has not been finalized and will be revisited in May of this year.
- Mr. Claggett stated he felt the Archaeological work would be completed in the 12 month period shown on the current schedule.

In closing, the group was asked if any other databases should be included on a high priority list. It was suggested municipal boundaries would be beneficial.

Questions – What Happens Next?

Without any further questions, Brian Y. concluded the meeting stating that small group meetings will continue in the future. Within the next three months, the start of study letters will be mailed with the project scoping meeting to be held. It is anticipated the GIS Scoping meeting will then be held in July 2009.

Tim Johnson noted he will be in communication with both groups in order to further detail the specifications to be used during the data collection and will also be contacting them regarding the potential for new staff to perform the work or the use of a PEF.

cc: Attendees

File

MEETING MINUTES



To: Project File (STIP R-2553)
URS File 31826743

From: Chris Werner, PE

Date: June 15, 2009

RE: STIP Number R-2553, Kinston Bypass, Lenoir County, North Carolina
US 70 Kinston Bypass
WBS Number 34460
**US Army Corps of Engineers (USACE) Pre-GIS Scoping Meeting, April 23, 2009,
NCDOT Transportation Bldg., Room 470**

Attendees

Elizabeth Porter	USACE
William Wescott	USACE
Donna Dancausse	Federal Highway Administration (FHWA)
Susan Myers	NCDCR – Office of State Archaeology
Lawrence Abbott	NCDCR – Office of State Archaeology
Rob Hanson	NCDOT Project Development
Brian Yamamoto	NCDOT Project Development
Mark Pierce	NCDOT Project Development
James Tortorella Jr.	NCDOT Project Development
Gary Lovering	NCDOT Roadway Design
Mary Pope Furr	NCDOT Human Environment
Matt Wilkerson	NCDOT Human Environment
LeiLani Paugh	NCDOT Natural Environment
Elizabeth Lusk	NCDOT Natural Environment
Amy James	NCDOT Natural Environment
Morgan Weatherford	NCDOT Natural Environment
David Giordano	Center for Geographic Information and Analysis (CGIA)
Tim Johnson	CGIA
Roger Cottrell	URS
Jeff Weisner	URS

Purpose

The purposes of the meeting were to:

- Introduce the Pilot GIS Process related to the normal project development process and identify points of interest/concern.
- Introduce GIS data update schedule and relationship to USACE
- Identify primary GIS data “needs” for project decision making.

Meeting Summary

Items discussed are summarized below:

MEETING MINUTES

USACE Pre-GIS Scoping Meeting (April 23, 2009)

June 15, 2009

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- Brian Yamamoto began the meeting with introductions of those in attendance (see above list of attendees).
- Brian Y. continued by stating the above purposes of the meeting and providing some background on the Interagency Leadership Team (ILT) and the Kinston Bypass GIS Pilot Project.
 - The Pilot is part of the ILT initiative to streamline the project development process to use GIS early in the alternative development and evaluation process and make decisions on the Least Environmentally Damaging Practicable Alternative (LEDPA) using GIS level data.
 - FHWA is partially funding GIS data updates and is interested in the pilot projects and their potential application to federally-funded highway projects.
 - The ILT is interested in how other states are using GIS and functional level (rather than preliminary level) designs in the decision-making process.
 - GIS was used in the past in North Carolina, but calculating project impacts from that data was often problematic and gave inconsistent results. GIS data and technology have since greatly improved. Additionally, NCDOT's definition of functional level design has been standardized as well as impact calculation methods.
 - PDEA sees great potential to use GIS in the NCDOT project development and Merger processes with the benefit of reducing labor and time-intensive field studies and multiple preliminary designs.
 - The Carthage Bypass is a GIS pilot project that is already underway. The expanded use of existing GIS data was introduced at Concurrence Point 2, Alternatives Carried Forward for Detailed Studies.
 - The Kinston Bypass project provides the opportunity to update and use GIS from the beginning of the project development process.
 - While part of a statewide initiative is to update and centralize GIS data across North Carolina, the focus of this pilot will be to develop a consistent set of data for Lenoir County for the Kinston Bypass pilot project. Any other NCDOT projects initiated within Lenoir County will also draw from the GIS data updated as part of this pilot.
 - NCDOT and CGIA will be facilitating a series of GIS pre-scoping meetings such as this meeting – these will be accomplished in smaller group meetings with each agency.
 - Kinston Bypass Project update.
 - Preparing Start of Study Letter
 - Developing plan to update/obtain GIS data layers – GIS updates should be complete by September 2010 which dovetails with the project timeline to begin functional design.
 - Hope to get through functional design and LEDPA (Merger Concurrence Point 3) using GIS data supplemented by field work.
 - Meetings are being held with other agencies to discuss GIS matters with respect to the agencies' needs in decision making.
- Brian Y. asked if there were any questions.
- The Kinston Bypass is a state-funded project and USACE is the lead federal agency.
- Discussion focused on feedback from USACE and other stakeholders on the GIS data layer requirements, suggestions on additional GIS layers required, etc., with a particular emphasis on the comments of Elizabeth Porter and William Wescott (USACE).
- Brian stated that this is a state-funded project and that this is the beginning of the process.

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USACE Pre-GIS Scoping Meeting (April 23, 2009)

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- Mark Pierce passed out the agenda and DRAFT schedule of the project. Brian discussed that the start of study letter will be issued in the near future.
- There is a GIS Scoping Meeting tentatively scheduled for July of 2009 to include all federal and state agency stakeholders. This meeting will be held to share the comments and recommendations received during the various Pre-GIS Scoping Meetings, update the entire team on progress made since the Pre-GIS Scoping meetings, and receive any additional input on the proposed list of High Priority Layers to be used on the Kinston Bypass Project.
- Tim Johnson (CGIA) is in charge of managing the update of the GIS layers w/ assistance from David Giordano.
- Updated GIS layers will dovetail into the project after the data collection process is complete.
- Tim Johnson stated that this has been a four-year process evolving into higher use of GIS for transportation planning. The ILT originally identified a list of 171 data layers. This list was narrowed down to 90 data layers where data collection was needed. The ILT agencies went through a prioritization process, further narrowing the list into high, medium, and low priorities. The “high priority” data layers will be the focus of the Lenior County pilot project.
- GIS layers will be updated between September 2009 and August 2010.
- Tim is confirming commitments from agencies with funds allocated to them and those that will be updating their layers at no additional cost to this pilot study.
- Brian stated that there does not seem to be much disagreement over the proposed pilot process proposing heavier use of GIS data and functional rather than preliminary design for LEDPA selection.
- William stated that there is risk in getting to the wetland delineation after selection of a LEDPA corridor and having a delineation result that is grossly mismatched to National Wetland Inventory (NWI) Maps, and then having to back up and reevaluate all corridors. This could cause a multi-year delay.
- NCDOT and CGIA have received similar comments from the N.C. Department of Environment and Natural Resources – Division of Water Quality and others and acknowledge this risk. NWI data comparison is inaccurate because the data has not been updated in a long while (15-20 years). There are other wetland data layers that will likely be updated instead of expending the cost to the update the NWI data.
- Tim Johnson stated that headwater streams are being updated by John Dorney of the DWQ.
- LeiLani stated that it might be a good idea to compile the comments received by the ILT stakeholders concerning each high priority layer for distribution to everyone.
- Brian stated that the July 2009 GIS Scoping Meeting would generate this compilation.
- Tim stated that the proposed specification for each layer will be developed and each agency will use this specification to generate their respective GIS layer updates.
- William stated that Environmental Justice (EJ) issues are considered as part of Concurrence Point 3 and asked if that data need is being considered.
- Response was that the EJ issue had been discussed at a previous agency Pre-GIS Scoping Meeting (EPA), and EJ will be considered regardless of the specific applications of GIS to aid in EJ analysis.
- Mark stated that the human environment issues are critical and the public process will be important with close coordination with CGIA. NCDOT’s Community Studies Group will be working to identify social and community issues early in the process.

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USACE Pre-GIS Scoping Meeting (April 23, 2009)

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- Morgan questioned if NCDOT had determined an acceptable level of accuracy for delineations. The risk is on NCDOT – accuracy is important for all data layers. Accuracy of design and calculations are most important.
- Brian indicated that the level of accuracy will be determined during the development of the scope for updating the data layers.
- Elizabeth Porter stated her concern that wetland delineations would be conducted in the out-years of the project and that the relative quality of streams and wetlands would be accounted for before the LEDPA decision is made.
- Brian stated that field verification would take place in the time frame of Concurrence Point 2A, Bridging Decisions.
- Mark stated that we will not be just using GIS screening to determine relative values of the potentially-affected resources. Field reviews and ground-truthing will be necessary as we work through the pilot process. The GIS Forensic Study, which was conducted for the Crescent Road Project in Lenoir County, compared NWI mapping, Division of Coastal Management wetland data, and field delineations, and determined that DCM data was fairly accurate with respect to delineations and NWI mapping was not as accurate.
- Tim stated that it might be wise to invest \$50k in DWQ to update wetlands with Light Detection and Ranging (LIDAR) vs. spending \$28k to update the NWI mapping.
- Someone stated that the DWQ updates could possibly feed the NWI update.
- Tim posed a question to the group to consider the data needs if we look at the state as a whole.
 - Elizabeth Porter would like to see updated stream mapping across the state similar to the 19 mountain counties completed in 2006.
 - Elizabeth also stated that orthophotography and LIDAR are two of the most useful data layers to have statewide.
- Mark P. –SEPA Scoping Meeting
 - Will be inviting the Merger Process Team to the Project Scoping Meeting
 - “roll up the sleeves” scoping meeting (October 2009)
- Elizabeth Porter asked Tim if updating cadastral surveys was necessary
 - Tim stated parcel data is complete and accessible for Lenoir County
- The meeting was concluded at approximately 3:15 PM.

cc: Attendees

File

MEETING MINUTES



To: Project File (STIP R-2553)
URS File 31826743

From: Jeffrey Weisner, AICP

Date: June 15, 2009

RE: STIP Number R-2553, Kinston Bypass, Lenoir County, North Carolina
US 70 Kinston Bypass
WBS Number 34460
**US Environmental Protection Agency (USEPA) Pre-GIS Scoping Meeting,
April 23, 2009, NCDOT Transportation Bldg., Room 350**

Attendees

Donna Dancausse	Federal Highway Administration (FHWA)
Rob Ayers	FHWA
Chris Militscher	USEPA
Donnie Williams (via phone)	USEPA
Tim Johnson	Center for Geographic Information and Analysis (CGIA)
David Giordano	CGIA
Brian Yamamoto	NCDOT Project Development
Mark Pierce	NCDOT Project Development
James Tortorella, Jr.	NCDOT Project Development
John Farley	NCDOT Geographic Information Systems
LeiLani Paugh	NCDOT Natural Environment
Morgan Weatherford	NCDOT Natural Environment
Jeff Weisner	URS

Purpose

The purposes of the meeting were to:

- Introduce the Pilot GIS Process related to the normal project development process and identify points of interest/concern.
- Introduce GIS data update schedule and relationship to USEPA.
- Identify primary USEPA GIS data “needs” for project decision making.

Meeting Summary

Items discussed are summarized below:

- Brian Yamamoto began the meeting with introductions of those in attendance (see above list of attendees). The agenda, list of priority data layers, and Kinston Bypass Project Critical Items and GIS Initiative timeline were handed out.
- Brian continued by stating the above purposes of the meeting and providing some background on the Interagency Leadership Team (ILT) and the Kinston Bypass GIS Pilot Project.
 - The Pilot is part of the ILT initiative to streamline the project development process to use GIS early in the alternative development and evaluation process and make

MEETING MINUTES

USEPA Pre-GIS Scoping Meeting (April 23, 2009)

June 15, 2009

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- decisions on the Least Environmentally Damaging Practicable Alternative (LEDPA) using GIS level data.
- FHWA is partially funding GIS data updates and is interested in the pilot projects and their potential application to federally-funded highway projects.
- The ILT is interested in how other states are using GIS and functional level (rather than preliminary level) designs in the decision-making process.
- GIS was used in the past in North Carolina, but calculating project impacts from that data was often problematic and gave inconsistent results. GIS data and technology have since greatly improved. Additionally, NCDOT's definition of functional level design has been standardized as well as impact calculation methods.
- PDEA sees great potential to use GIS in the NCDOT project development and Merger processes with the benefit of reducing labor and time-intensive field studies and multiple preliminary designs.
- The Carthage Bypass is a GIS pilot project that is already underway. The expanded use of existing GIS data was introduced at Concurrence Point 2, Alternatives Carried Forward for Detailed Studies. Brian noted that Chris Militscher and LeiLani Paugh are both currently working on the Carthage project.
- The Kinston Bypass project provides the opportunity to update and use GIS from the beginning of the project development process.
- While part of a statewide initiative is to update and centralize GIS data across North Carolina, the focus of this pilot will be to develop a consistent set of data for Lenoir County for the Kinston Bypass pilot project. Any other NCDOT projects initiated within Lenoir County will also draw from the GIS data updated as part of this pilot.
- NCDOT and CGIA will be facilitating a series of GIS pre-scoping meetings such as this meeting – these will be accomplished in smaller group meetings with each agency.
- Kinston Bypass Project update.
 - Preparing Start of Study Letter
 - Developing plan to update/obtain GIS data layers – GIS updates should be complete by September 2010 which dovetails with the project timeline to begin functional design.
 - Hope to get through functional design and LEDPA (Merger Concurrence Point 3) using GIS data supplemented by field work.
- Brian asked if anyone had questions or comments on the list.
- Chris commented that:
 - In general, he did not have any issues with the list of data layers or the general approach to the project. However, he did want to caution the team that he learned from his experience on a project in South Carolina, which used a GIS-based alternative screening tool, that applying relative quality criteria (high, medium, low) can be problematic.
 - The process seemed to skew that analysis in the favor of addressing Clean Water Act requirements and did not account for balancing of impacts among other environmental categories. For example, Prime and Unique Farmlands and Environmental Justice (EJ) are not “red-flag” issues, yet they can affect the location decision of an alignment.
 - Often, EJ and farmland issues do not arise until late in the project development process when changing the location of an alignment is most problematic.

MEETING MINUTES

USEPA Pre-GIS Scoping Meeting (April 23, 2009)

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- To avoid this, Chris recommended that these issues be included in GIS layers and considered in conjunction with “red-flag” issues.
 - GIS layers do not provide contextual characteristics of the resources, which may require some level of field review.
- Chris identified other issues that should also be considered early in the process such as:
 - Loss and development of farmland
 - Volunteer Farm Districts -
 - Protection of Century Farms although this may intersect with historic property data.
- Data availability:
 - Century Farms – US Department of Agriculture (specifically the Natural Resources Conservation Service (NRCS)) county offices
 - Prime soils - NRCS county offices
 - Volunteer Agricultural Districts – Cooperative Extension Service
- Information on Century Farms and Volunteer Agricultural Districts can be found on the US Department of Agriculture website.
- Chris expressed concern about using a GIS analysis method to screen alternatives to get down to one build alternative and a no-build alternative for consideration at Concurrence Point 3 and leave the public with only one choice among alternatives.
- Brian indicated that on a pilot project, especially of this magnitude, getting down to one alternative is not likely to happen. The idea is to get to a reasonable set of alternatives that can be studied/presented in the environmental document.
- Chris indicated that he was comfortable using Light Detection and Ranging (LIDAR) data to help determine the relative quality of streams and wetlands, but would like to see some field review included to identify EJ and farmland resources early in the process so the development of preliminary alternatives can include consideration of the EJ and farmland resources. Often in projects like this, unidentified resources (not included in existing GIS data) are identified through project-related studies.
- Brian agreed and stated that NCDOT understands that some degree of ground-truthing and field work will be needed. NCDOT will also be using other data layers and CGIA is looking for input on any other layers not listed that might be helpful to agencies in their decision-making process.
- Donnie Williams asked if the data layers existed or if they were yet to be developed.
- Tim explained that some data is complete and up to date and some has to be completely developed. The ILT initially identified 171 data layers which have subsequently been trimmed to 90. These have been categorized and prioritized as either high, medium, or low priority. Other agencies have already provided input on additional layers to be added.
- Donnie asked for clarification regarding his role in the process. USEPA has extensive GIS data that might be useful.
- The response was that USEPA is being asked to help identify data and specifications that USEPA needs for decision making and to identify data that USEPA might have that would be useful to the process. Chris asked Donnie to forward the list of USEPA data to Tim.
- Chris explained that USEPA is now circulating hydric soils data and updates to this layer are about 90% complete. Data comes from the NRCS.
- Tim asked if USEPA simply acquired data or if they altered the data in any way.
- USEPA does some manipulation by adding updates and attributes.

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USEPA Pre-GIS Scoping Meeting (April 23, 2009)

June 15, 2009

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- USEPA has Superfund Sites data and a tool called NEPA Assist – at one time NCDOT was moving ahead with gaining access and using the tool but, no one in attendance of this meeting was sure what happened with the effort. Chris will look into this.
- Bill Laxton (NC Department of Environment and Natural Resources Interagency Leadership Team) was trying to obtain access to NEPA Assist for N.C. Department of Environment and Natural Resources staff.
- Donnie and Chris explained that NEPA Assist is an ArcGIS or Oracle platform analysis tool that has default data layers that can be customized.
- Tim discussed the Pilot Project time line for data acquisition and updates.
- Tim asked if USEPA could define farmlands with respect to GIS layers.
- Chris responded that they could be defined, but are subject to change. He explained that farmland analysis looks at physical parameters:
 - Presence of soils
 - Parameters of prime or uniqueness are investigated – includes analysis of what is grown
 - AD 1006 Form is completed - Part 1 is completed by consultant or agency proposing the action, Part 2 is completed by NRCS and is usually only completed for new location projects. The form determines threshold of impact to prime and unique farmland. A score of less than 200 indicates no prime and unique farmland, and greater than 200 is a positive indication of prime and unique farmland, but no special protection exists for farmlands.
 - Field visit (usually at Concurrence 2A, Bridging Decisions) is used to verify farmlands.
- Tim suggested that a Department of Commerce layer might be helpful in looking at farmlands.
- Rob Ayers suggested that it might be easier to determine where farmlands are not present. For example, by definition Metropolitan Planning Organization districts do not contain prime and unique farmlands. Land use data might be useful.
- Chris cautioned that it is not accurate to depend on future land use data since land use plans often indicate desires and not necessarily the reality.
- Chris stated that knowledge about “Environmental Justice Communities” would be useful. [Reference: Title VI of Civil Rights Act and Executive Order 12898 “Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations, February 11, 1994.]
- Tim asked if USEPA could define Environmental Justice with respect to GIS layers.
- Chris indicated that this is difficult since so much depends on context.
- Mark stated that this process will include ground-truthing and early data collection on potential EJ communities that will be included on the project constraints map.
- Chris identified that Census block and block group data can be used to identify special populations and potential Title VI issues – EJ involves study of the potential for disproportionately high and adverse impacts to low-income and minority populations. The overall effect on the identification and screening of alternatives is not necessarily avoidance of resources, but steering the location of alternatives to balance impacts.
- Mark stated NCDOT has a multipronged approach to the identification of community and social resources that includes preparation of a Community Characteristics Report. The report will be completed prior to scoping and will help to identify potential community issues early in the project development process and before alternative corridors are developed.
- Chris cautioned against letting communities define their neighborhood boundaries as they often include vacant/unoccupied land that does not qualify in the assessment of impacts.

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USEPA Pre-GIS Scoping Meeting (April 23, 2009)

June 15, 2009

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- General discussion ensued regarding spatial analysis models, including ART and CAT, used to analyze transportation corridor alternatives.
- Regarding the CGIA data collection time line, Tim stated that the objective was to have finalized data specifications from the agencies before September 2009, and that the Lenoir County data collection effort would be completed by September 2010.
- LeiLani asked if the data priority list is still being modified.
- The reply was yes, but “tweaked” is perhaps a better term as “modified” implies wholesale changes.
- Brian reviewed the next steps in the process:
 - Remaining Pre-GIS scoping meetings to be held
 - The Kinston Bypass Project Start of Study letter will be issued in the coming weeks
 - GIS Scoping Meeting will be held in July 2009
 - Scoping packages for the Kinston Bypass Project will be sent out and a project scoping meeting will be held in October of this year.
- LeiLani asked at what point in the project development process will the stream and wetland data be verified.
- Brian indicated that this would occur in the Concurrence Point 2A time frame, similar to the Carthage Bypass project.
- Chris suggested that the agencies be notified that wetlands and streams, in addition to hydrologic crossings, will be looked at during the field review. He also suggested that plenty of time be scheduled for the field review similar to the US 64 project in Tyrrell and Dare Counties.
- Mark indicated that, through the Kinston Bypass GIS Scoping Process, a list of GIS layers to be ground-truthed will be identified.
- The meeting was concluded at approximately 10:20 AM.

cc: Attendees

File

MEETING MINUTES



To: Project File (STIP R-2553)
URS File 31826743

From: Chris Werner, PE

Date: June 15, 2009

RE: STIP Number R-2553, Kinston Bypass, Lenoir County, North Carolina
US 70 Kinston Bypass
WBS Number 34460
**National Oceanic and Atmospheric Administration - Fisheries
(NOAA-Fisheries) Pre-GIS Scoping Meeting, April 28, 2009,
NCDOT Transportation Bldg., Room 470**

Attendees

Ron Sechler (via phone)	NOAA-Fisheries - Beaufort
Fritz Rohde (via phone)	NOAA-Fisheries - Beaufort
Robert Newton (via phone)	NOAA-Fisheries - Charleston
Brian Yamamoto	NCDOT Project Development
Mark Pierce	NCDOT Project Development
James Tortorella Jr.	NCDOT Project Development
Colin Mellor	NCDOT Natural Environment
Morgan Weatherford	NCDOT Natural Environment
Tim Johnson	Center for Geographic Information and Analysis (CGIA)
David Giordano	CGIA
Chris Werner	URS
Jeff Weisner	URS

Purpose

The purposes of the meeting were to:

- Introduce the Pilot GIS Process related to the normal project development process and identify points of interest/concern.
- Introduce GIS data update schedule and relationship to the National Oceanic and Atmospheric Administration Marine Fisheries Services (NOAA-Fisheries).
- Identify primary NOAA-Fisheries GIS data “needs” for project decision making.

Meeting Summary

Items discussed are summarized below:

- Brian Yamamoto began the meeting with introductions of those in attendance (see above list of attendees).
- Brian Y. continued by elaborating on the above purposes of the meeting and providing some background on the Interagency Leadership Team (ILT) and the Kinston Bypass GIS Pilot Project.
 - The Pilot is part of the ILT initiative to streamline the project development process to use GIS early in the alternative development and evaluation process and make

MEETING MINUTES

NOAA-Fisheries Pre-GIS Scoping Meeting (April 28, 2009)

June 15, 2009

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- decisions on the Least Environmentally Damaging Practicable Alternative (LEDPA) using GIS level data.
- FHWA is partially funding GIS data updates and is interested in the pilot projects and their potential application to federally-funded highway projects.
- The ILT is interested in how other states are using GIS and functional level (rather than preliminary level) designs in the decision-making process.
- GIS was used in the past in North Carolina; however, calculating project impacts from that data was often problematic and gave inconsistent results. GIS data and technology have since greatly improved. Additionally, NCDOT's definition of functional level design has been standardized as well as impact calculation methods.
- PDEA sees great potential to use GIS in the NCDOT project development and Merger processes with the benefit of reducing labor and time-intensive field studies and multiple preliminary designs.
- The Carthage Bypass is a GIS pilot project that is already underway. The expanded use of existing GIS data was introduced at Concurrence Point (CP) 2, Alternatives Carried Forward for Detailed Studies.
- The Kinston Bypass Project provides the opportunity to update and use GIS from the beginning of the project development process.
- While part of a statewide initiative is to update and centralize GIS data across North Carolina, the focus of this pilot will be to develop a consistent set of data for Lenoir County for the Kinston Bypass pilot project. Any other NCDOT projects initiated within Lenoir County will also draw from the GIS data updated as part of this pilot.
- NCDOT and CGIA will be facilitating a series of GIS pre-scoping meetings such as this meeting – which will be accomplished in smaller group meetings with each agency.
- Kinston Bypass Project update.
 - Preparing Start of Study Letter
 - Developing plan to update/obtain GIS data layers – GIS updates should be complete by September 2010 which coincides with the project timeline to begin functional design.
 - The intent is to follow the Merger process through LEDPA (Merger CP3) using GIS data supplemented by field work.
 - Meetings have been held with divisions of the N.C. Department of Environment and Natural Resources, the U.S. Army Corps of Engineers, the U.S. Environmental Protection Agency, and the N.C. Department of Cultural Resources.
- Brian Y. asked if there were any questions.
- Ron Sechler inquired whether wetlands will be field-verified and modeled as part of the GIS pilot.
- Colin Mellor responded noting the Carthage Bypass Pilot Project identified the GIS stream and NWI layers were inadequate. Current mapping includes analysis of Light Detection and Ranging (LIDAR), slopes and depressions, etc. in order to identify potential wetland areas, which has proven to be better than using the U.S. Geological Survey 24,000 series topographic quadrangles for streams and wetlands.
- Colin noted the Kinston Bypass project will be more difficult than the Carthage Bypass project, which is in the Piedmont region. He also noted that lessons learned from this project will be available in January 2010.

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NOAA-Fisheries Pre-GIS Scoping Meeting (April 28, 2009)

June 15, 2009

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- o Mark Pierce described a study of the Crescent Road project impacts for N.C. Division of Coastal Management (DCM) wetlands versus delineated wetlands, which yielded similar accuracy. Mark will provide Robert and Ron a copy of the PowerPoint Presentation, which summarizes the findings.
- Tim Johnson noted originally there were 171 data layer updates requested, which was then narrowed to 90. The 90 data layers were prioritized by the ILT agencies as either high, medium, or low priority. The “high priority” layers will be the focus of the Lenoir County pilot project. Data layer specifications will be prepared for each data layer. That information, along with a data collection timeline, will be the basis for a Memorandum of Agreement for each agency responsible for data collection. CGIA is also hoping to finalize the Memorandums of Agreement by September 2009.
- Tim then requested comments on the High Priority List or if the group felt anything was missing.
 - o It was noted that there should be a focus on Stream Mapping; however, the MFS Stream mapping is incomplete with no identified near-term completion date.
 - o It was noted Anadromous Fish Spawning Areas should be added to the High-Priority List.
 - o It was noted orthophotography is available as of 2008 for Lenoir County and more localized photography for Kinston will be flown by NCDOT later this year.
 - o Submerged Aquatic Vegetation (SAV) habitat mapping is available from Albemarle / Pamlico Estuarine Program for north and south of Cape Lookout. It was noted this information is new and is currently being verified. Ron Sechler will provide James Tortorella with contact information in order to obtain this data. It was also noted there are plans to continually update this mapping given the dynamic nature of SAV.
 - o It was recommended that Land Cover should also be added to the High-Priority List.
- The question was then raised how GIS can be used. It was explained this will be a work in progress as it is difficult to anticipate all problems at this early stage of scoping. Informational meetings will be held as part of the Merger process during development of the Draft Environmental Impact Statement.
- It was also questioned whether there will be a statewide database from a NCDOT or CGIA standpoint. The response was “hopefully and eventually.” It is the ILT’s desire that access to up-to-date statewide GIS data be readily available to ILT agencies and others. FHWA is also interested in the potential for using GIS for federally-funded projects to help streamline processes for environmental impact statements and environmental assessments. It was noted that Pilot Projects are a part of the TIP.

Without any other questions, Brian Y. concluded the meeting stating that small group meetings will continue in the future. It is anticipated the GIS Scoping meeting will then be held in July 2009. The Start of Study Letter will be mailed in May 2009 with anticipation that the Project Scoping Meeting will be held in October 2009.

cc: Attendees

File

DRAFT MEETING MINUTES



To: Project File (STIP R-2553)
URS File 31826743

From: Chris Werner, PE

Date: July 15, 2009

RE: STIP Number R-2553, Kinston Bypass, Lenoir County, North Carolina
US 70 Kinston Bypass
WBS Number 34460
NC Department of Commerce and Rural Planning Organization Pre-GIS Scoping Meeting, June 10, 2009, NCDOT Transportation Bldg., Room 470

Attendees

Allan Sandoval	NC Department of Commerce
John Correllus	NC Department of Commerce
Alex Rickard	Eastern Carolina Rural Planning Organization
Tim Johnson	Center for Geographic Information and Analysis (CGIA)
David Giordano	CGIA
Donna Dancausse	Federal Highway Administration (FHWA)
Brian Yamamoto	NCDOT Project Development
Mark Pierce	NCDOT Project Development
John Farley	NCDOT GIS
Herman Huang	NCDOT HEU
Steve Gurganus	NCDOT HEU
Jeff Weisner	URS
Chris Werner	URS

Purpose

The purposes of the meeting were to:

- Introduce the Pilot GIS Process related to the normal project development process and identify points of interest/concern.
- Introduce GIS data update schedule and relationship to the NC Department of Commerce (NCDOC) and the Rural Planning Organization (RPO).
- Identify primary NCDOC and RPO GIS data “needs” for project decision making.

Meeting Summary

Items discussed are summarized below:

- Brian Yamamoto began the meeting with introductions of those in attendance (see above list of attendees).
- Brian Y. continued by stating the above purposes of the meeting and providing some background on the Interagency Leadership Team (ILT) and the Kinston Bypass GIS Pilot Project.

MEETING MINUTES

Department of Commerce and RPO Pre-GIS Scoping Meeting (June 10, 2009)

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- The Pilot is part of the ILT initiative to streamline the project development process using GIS early in the alternative development and evaluation process and making decisions on the Least Environmentally Damaging Practicable Alternative (LEDPA) using GIS level data.
- FHWA is partially funding GIS data updates and is interested in the pilot projects and their potential application to federally-funded highway projects.
- The ILT is interested in how other states are using GIS and functional level (rather than preliminary level) designs in the decision-making process.
- GIS was used in the past in North Carolina, but calculating project impacts from that data was often problematic and gave inconsistent results. GIS data and technology have since greatly improved. Additionally, NCDOT's definition of functional level design has been standardized as well as impact calculation methods.
- PDEA sees great potential to use GIS in the NCDOT project development and Merger processes with the benefit of reducing labor and time-intensive field studies and multiple preliminary designs.
- The Kinston Bypass project provides the opportunity to update and use GIS from the beginning of the project development process.
- While part of a statewide initiative is to update and centralize GIS data across North Carolina, the focus of this pilot will be to develop a consistent set of data for Lenoir County for the Kinston Bypass pilot project. Any other NCDOT projects initiated within Lenoir County will also draw from the GIS data updated as part of this pilot.
- NCDOT and CGIA have been facilitating a series of GIS pre-scoping meetings with each agency, with this being the last of the scheduled meetings.
- Kinston Bypass Project update.
 - Start of Study Letter mailed end of May 2009.
 - Developing plan to update/obtain GIS data layers – GIS updates should be complete by September 2010 which dovetails with the project timeline to begin functional design.
 - Hope to get through functional design and LEDPA (Merger Concurrence Point 3) using GIS data supplemented by field work.
- Brian Y. asked if there were any questions.
- Tim Johnson provided background and context for the GIS initiative. Handouts provided to the group included an agenda for today's meeting, the draft project schedule and *ILT GIS: Cost of High Priority Layers for Lenoir County*. The latter listed 31 data layers. CGIA is preparing specifications for each data layer and is responsible for managing the collection of GIS data by the various agencies and ultimately establishing the Statewide database as part of the NC OneMap program.
- Brian Y. asked if there were any expanded uses of GIS that would assist in the project decisions, with the following data layers recommended:
 - Wetlands
 - Cultural Resource layers
 - Water and sewer districts
 - It was suggested Wayland Humphrey, the Lenoir County GIS Coordinator would be a good resource for local data regarding Historic Resources.

MEETING MINUTES

Department of Commerce and RPO Pre-GIS Scoping Meeting (June 10, 2009)

June 24, 2009

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- NCDOC noted they are currently preparing a proposal for stimulus funds for the I-85 Yadkin River Bridge replacement, citing the effects of the existing facility on statewide and regional economic development.
- NCDOC noted they typically look at the following:
 - Identification of businesses within the region surrounding transportation facilities.
 - International trade and interconnectivity with other states.
 - Business industry, travel, and tourism impacts.
 - Community pattern changes and projections.
 - Service area for any particular road which may help local business.
 - Understanding human and business aspect.
- NCDOC is typically engaged by direction of the Governor.
- Most information as outcome of NCDOC studies is quantitative with a qualitative opinion placed on the data.
- NCDOC has not been asked to evaluate the potential effects of the Kinston Bypass project.
- Donna Dancausse questioned what the identified need for the project is. It was noted that the US 70 Corridor Commission expressed that mobility was the highest priority and included concerns for safety along US 70.
- Donna Dancausse asked about effects on economic development and what indirect effects there would be to local businesses.
- NCDOC suggested if directed by the Governor to do so, they could prepare an economic impact analysis for the project.
- Donna Dancausse asked NCDOC to speak about the Economic Development Intelligence System (EDIS) and EDIS layers not shown on ILT list.
- NCDOC stated the following:
 - EDIS currently is a small system which will become a large system that includes:
 - Demographics
 - Labor statistics
 - County and local data
 - Education attainments
 - Workforce elements
 - Crime data
 - National disaster potential
 - Income level
 - Housing elements
 - Business Directories and number of employees
 - Occupational analysis for specific type of employee
 - Real estate component (search available buildings/sites)
 - Basic search and advanced search available
- Brian Y. asked if information could be provided for areas within Census blocks. NCDOC explained the system builds based upon census blocks; however components of the database could be used by NCDOT. NCDOC noted the information is mostly based on socioeconomic (SE) data.
- Tim Johnson asked how much the Merger process currently uses SE data; Brian Y. responded this has always been a challenge that is currently evaluated within the Indirect and Cumulative Effects analysis.
- NCDOC commented it is easy to show “before” and “after” graphics with EDIS.

MEETING MINUTES

Department of Commerce and RPO Pre-GIS Scoping Meeting (June 10, 2009)

June 24, 2009

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- Tim Johnson noted the potential for better Environmental Justice identification through consolidation of information. NCDOC noted their information is available online at www.NCEDIS.com.
- Donna Dancausse asked for details regarding the source of data which was being used by EDIS. NCDOC stated the data comes from NC One Map, which was designed for data analysis.
- Tim Johnson asked Alex R. if water/sewer data is available locally. Alex stated the data was being converted from CAD to GIS and suggested contacting the Kinston Engineering Department.
- Mark Pierce noted it would be good to have utilities information early in the study, in order to better understand the utility impacts/costs.
- Alex R. stated the previously acquired water/sewer data is now considered outdated and that updating this information would be high on his list.
- Donna Dancausse asked where updating the water/sewer layer ranked on the ILT list. Tim commented the water/sewer was changed to a lower priority due to the cost associated with updating it. Alex R. agreed to look at what is available locally regarding water and sewer data.
- Alex R. suggested consideration be given to partnering with counties and cities in order to share the expense of updating GIS data layers. Tim commented that a full plan for how data will be updated hasn't been developed. He also noted that data layers with a cost \$0 means that agency will fund the cost associated with updating the data.
- Steve G. stated Community Studies has created a Statewide GIS data layer for prime soils for 78 counties, which may be redundant with data layer #19 on the list "Soil Surveys".
- Steve G. noted from a Community Impact Assessment/Indirect and Cumulative Effects (CIA/ICE) standpoint, data layers not shown on the list for updating, which would be helpful include:
 - Rivers with Protection in NC (with buffers)
 - Voluntary Agriculture Districts (VAD) and Enhanced Voluntary Agriculture Districts (EVAD)
 - Century Farms
 - FEMA buyouts sites-should be a high priority
 - Local Parks (Section 4(f) issues)
 - Local bike routes (existing/proposed)
 - Greenways and multi-use trails
- Alex R. indicated that Tommy Lee with the City of Kinston would be a good source of information regarding the FEMA Buyout properties.
- Brian Y. suggested adding a layer for land and water conservation fund properties.
- NCDOC questioned the need for adding conservation easements to the list. It was suggested NCDENR should be contacted regarding this information. The project team also needs to determine if farmland preservation land is part of the Conservation Easements data layer.
- Brian Y. concluded the meeting stating that a large GIS Scoping meeting will be held in July 2009.

cc: Attendees

File

MEETING MINUTES



To: Meeting Attendees
Project File (STIP R-2553)
URS File 31826743

From: Chris Werner, PE

Date: September 15, 2009

RE: STIP Number R-2553, Kinston Bypass, Lenoir County, North Carolina
US 70 Kinston Bypass
WBS Number 34460
GIS Scoping Meeting, 10:30 AM, July 16, 2009
NCDOT Transportation Bldg., Board Room

Attendees

Please see attached sign-in sheet for list of attendees.

Purpose

The purposes of the meeting were to:

- Review the GIS Pilot Project Process
- Relay results and decisions from Pre-GIS Scoping Meetings
- Identify roles and responsibilities for GIS data layer updates

Meeting Summary

The meeting began with Brian Yamamoto reviewing the purposes of the meeting, the meeting agenda, and the status of the project. Introductions of those in attendance followed. Items discussed are summarized below:

- Brian Yamamoto explained the Pre-GIS Scoping meetings were held to identify data that is currently available and data that is needed.
- Brian Yamamoto explained this project is state funded and therefore will be developed in accordance with the State Environmental Policy Act (SEPA).
- Brian Yamamoto noted the North Carolina Department of Transportation (NCDOT) has recently mailed Start of Study letters soliciting input prior to the upcoming Project Scoping Meeting and those invited to attend today's meeting are expected to also attend the Project Scoping Meeting. He also noted Tim Johnson will provide an update on the GIS data layer update progress (Project Acceptance – Data Integration) at the Project Scoping Meeting.
- Debbie Barbour stated that the Project Scoping Meeting is the initial opportunity for agencies to bring up concerns/issues.
- Brian Yamamoto stated that if merger team input is needed for the GIS update process, then NCDOT will attempt to utilize the Merger Team calendar to allow agencies to attend the GIS coordination meetings.
- John Sullivan then discussed how important the use of GIS data is to the Interagency Leadership Team (ILT) and what goals the ILT has.

MEETING MINUTES

GIS Scoping Meeting (July 16, 2009)

September 15, 2009

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- The use of GIS data will improve the transportation decision making process and help protect resources.
 - The ILT would like GIS data to be utilized from project conception throughout the project development. The ILT also hopes to incorporate better management practices in order to identify assets and their quality.
 - The ILT has 3 goals:
 - Implement a comprehensive GIS statewide system
 - Streamline project delivery process
 - Have land use, environmental resource, economic development, and transportation plans developed together.
 - This pilot will hopefully demonstrate the efficiency of utilizing GIS.
 - During the environmental documentation process, the National Environmental Policy Act (NEPA) and the Council on Environmental Quality (CEQ) recommends the majority of time be spent on issues of significance. The update of GIS data will help NCDOT be more efficient by allowing the use of GIS data as a tool to identify issues of significance and to assist in screening out alternatives early on in the study process.
 - For the Kinston Bypass project, the ILT has agreed to fund the majority of the GIS data layer updates.
 - The use of GIS data will not eliminate the need for field work as field verification of GIS data will be required. The use of GIS data will however, allow funds to be spent more effectively.
 - Brian Yamamoto then reviewed the project draft schedule (see attached) for the Kinston Bypass GIS Pilot project and discussed milestones and how they will differ from a standard project development process.
 - Wetland/stream field work (delineation) will only be performed on the Least Environmentally Damaging Practicable Alternative (LEDPA).
 - Functional Designs rather than Preliminary Designs will be used to make the decision on LEDPA.
 - Preliminary level designs will be prepared for the Final Environmental Impact Statement (FEIS).
- Comments regarding the schedule and process included the following:
- Scott Walston questioned if the development of new alternatives would be from scratch. Brian Yamamoto stated yes.
 - Chris Militscher would like to have a field meeting possibly after Concurrence Point 1 (CP1) to look at potential corridor locations, stream crossings, and resources.
- John Farley questioned if GIS data currency is an issue. Renee Gledhill-Earley also asked whether the data layers will be maintained for the Lenoir County pilot project area. Brian Yamamoto explained that this has been previously discussed and efforts associated with this project will consist of an initial update to Lenoir County data layers. Maintenance of the data will likely bear discussion at future ILT meeting.
 - Renee Gledhill-Earley asked if the City of Kinston has been requested to participate. Brian Yamamoto explained the City has already started to provide their data and will be involved.
 - Scott Walston questioned whether two project scoping meetings should be held: one for the agencies and one for the public. Debbie Barbour explained a formal technical scoping meeting will be held and then input from the public will be requested either via a newsletter or by holding a Citizens Informational Workshop (CIW). John Sullivan suggested that by having the Project

MEETING MINUTES

GIS Scoping Meeting (July 16, 2009)

September 15, 2009

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Scoping Meeting first, more detailed resource information will be identified to present to the public at the CIW.

- Tim Johnson presented a GIS Data Layers Update presentation (see attached) which summarized the purpose of the GIS pilot, the Center for Geographic Information and Analysis (CGIA) role, the GIS data layer update priorities, review of Pre-GIS Scoping meetings, recently added data layers to be updated, cost savings and the “Next Steps.” These steps include the following:
 - Finalize MOA’s and specifications for each data layer.
 - Issue a Request For Proposals regarding the Department of Cultural Resources (DCR) - State Historic Preservation Office data layers.
 - Initiate Qualifications-Based selection process for stream mapping.
 - Identify staffing resources for DCR - Office of State Archaeology and The North Carolina Department of Environment and Natural Resources – Division of Water Quality.
 - Finalize scope of work for umbrella agreement by September 1, 2009.
 - Prepare master data layer delivery schedule.
- Additional Questions/Comments
 - Gary Jordan requested that the US Fish and Wildlife Service (USFWS) be provided a copy of the wetland file once updated as the USFWS has their own wetland data initiative. Tim Johnson stated that the data will be made available through NC OneMap with full metadata that will explain accuracy and methods for preparing each data layer. Also, it was agreed at a previous ILT meeting to share the methodology that is used in the pilot project with USFWS so that they have an understanding of how the data was created. At the end of the pilot, ILT will need to look at what USFWS did in their initiative, the product that they created, and assess how it compares to what was done in Lenoir County and hopefully develop an approach for the remaining 99 counties.
 - Scott Walston questioned if there would be a layer of Designated Critical Habitat. It was noted there were none in Lenoir County.
 - Chris Militscher questioned why the census block data was not included on the list for updating. Tim Johnson noted this information will be updated as a part of the 2010 Census and they will use the data which is available at that time.
 - Brian Yamamoto noted census data is currently being compiled by the North Carolina Department of Commerce and they have a significant amount of data available that NCDOT could use.
 - Debbie Barbour noted the Lenoir County GIS data layer update schedule has been coordinated with the R-2553 (Kinston Bypass) project schedule.
 - Brian Yamamoto introduced Mark Pierce, who will be the NCDOT Project Development and Environmental Analysis Project Manager. Brian Yamamoto also explained the Project Scoping Meeting will be the next time the agencies will be contacted directly regarding the Lenoir County data layer updates for the project.
 - Chris Militscher suggested prioritizing issues of significance and noted that there are many cross-cutting data layers. Brian Yamamoto suggested he could look into setting something up to address priority.
 - Scott McLendon suggested more agency participation may be needed regarding the incorporation of NEPA and SEPA requirements for issues such as Endangered Species and Section 106.

MEETING MINUTES

GIS Scoping Meeting (July 16, 2009)

September 15, 2009

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- David Brook questioned if the GIS data would be updated for the portions of Craven and Jones Counties as well. Debbie Barbour stated resources that blend into other counties will be picked up in their entirety.
- Without any further questions, Brian Yamamoto thanked those in attendance and closed the meeting.

cc: Attendees

File

Attendance Record
GIS Scoping Meeting
R-2553: US 70 – Kinston Bypass – Lenoir County
Transportation Building – Raleigh, NC - July 16, 2009

#	Printed Name	Agency / Department	Telephone Number
1	Gary Lovering	NCDOT - Policy Des	250-4016
2	James Tortorolla Jr.	NCDOT- PDEA	(919) 733-7844 ext. 357
3	Chris Werner	URS	919-461-1470
4	Tim Johns	CGIA	919-715-0711
5	David Giordano	CGIA	919-733-2090
6	Joe Sewash	CGIA	919-715-0710
7	Scott McLendon	USACE	910-251-4952
8	David Brooks	NCK	919 807-7283
9	HERMAN HIJANG	NCDOT-HEU	919 431-6519
10	Gary Jordan	USFWS	919-856-4520 X.32
11	LAWRENCE ABBOTT	OSA	919-807-6554
12	Susan Myers	OSA	919-807-6556
13	Renee Gledhill-Eavley	SHPO/DCR	919-807-6579
14	Michael T. Southern	SHPO/DCR	919-807-6586
15	Peter Sandbeck	SHPO/DCR	919 807 6583
16	Scott Anderson	NC WRC	919 707 0054
17	John Feeley	DOT GIS	919 707 2151
18	Travis Wilson	NCWRC	919-548-9886
19	Mallory Martin	NCWRC	919 707 0016
20	David Wainwright	NC DWG	919 715-3415
21	Debbie Barbour	NCDOT	919-733-9425
22	Carlo Moya-Astud.	NCDOT /TPB	919-733-4705
23	Rob Hanson	" / PDEA Branch	" " " -7844 7226

**Attendance Record
GIS Scoping Meeting
R-2553: US 70 – Kinston Bypass – Lenoir County
Transportation Building – Raleigh, NC - July 16, 2009**

#	Printed Name	Agency / Department	Telephone Number
24	CHRIS MILITSCHER	USEPA	856-4206
25	Draw Joyner	NCDOT-HEU	931-6700
26	Morgan Weatherford	NCDOT-NEU	431-6552
27	LeLani Pough	NCDOT-NEU	
28	Colin Mellor	NCDOT-NEU	
29	John Corrello	NC Dept. of Commerce	919-715-2358
30	James Upchurch	TPB-NCDOT	919 733-4905
31	Jeff Wagner	URS	919 461 1446
32	Missy Pair	NCDOT-PDEA	733-7844 x293
33	Cathy Brittingham	DCM	733-2293 x238
34	Donna Dancausse	FWHA	⁹¹⁹ 747-7016
35	Amy Sims	DenR	715-4151
36	John Sullivan	FWHA	965-4346
37	Brian Yamamoto	NCDOT-PDEA	
38	Scott Walston	NCDOT-TPB	
39	Robert Newton	NOAA	} The following people attended via teleconference
40	Fritz Rohde	NOAA	
41	Sean McKenna	NCDENR	
42	Terry Knowles	USCG	
43	Elizabeth Porter	USACE	
44	Mark Pierce	NCDOT-PDEA	
45			
46			

“GIS Scoping” Meeting
R-2553 US 70 Kinston Bypass in Lenoir County
Interagency Project Team
July 16, 2009
10:30 am-12:00 pm
Board Room - Transportation Building

Meeting Purposes

- Review Conceptual GIS Project Process
- Relay results/decisions from GIS Pre-scoping Meetings
- Identify roles and responsibilities for GIS data layer updates

Agenda

GIS Pilot Introduction – “Where have we been?” *Yamamoto* (5 minutes)

- Pre-scoping process
- SEPA Process

Team Member Introductions *Self Intros* (5 minutes)

ILT Goals for GIS pilot *John Sullivan* (10 minutes)

Kinston Bypass relationship to ILT goals *Yamamoto* (15 minutes)

- Project Process
- Merger Team involvement and expectations
- Merger team relation to GIS team

GIS Data Layer Updates *Johnson* (45 minutes)

- MOU and MOA
- Pre-Scoping meeting results/decisions
- Further GIS Layer issues

Next Steps (10 minutes) *Johnson/Yamamoto*

- Action items for SEPA process
- Action items for GIS data updates

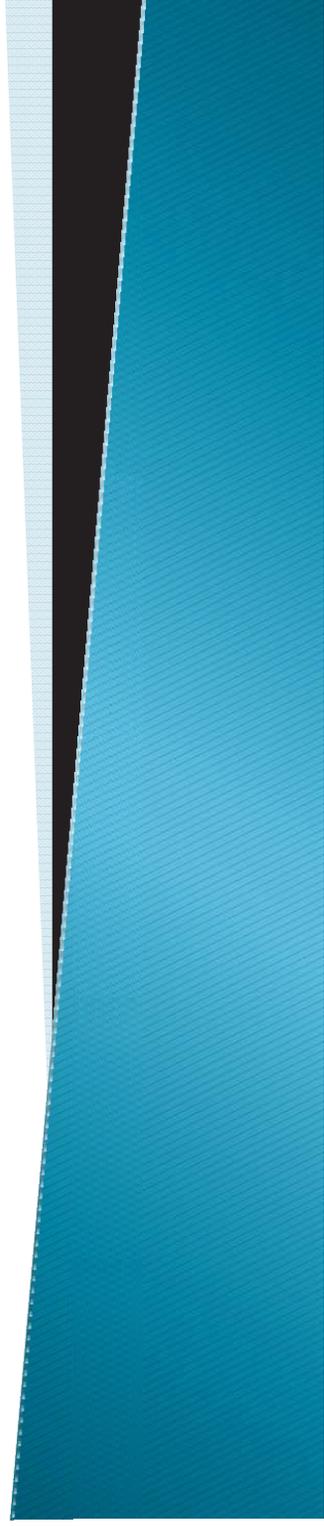
Kinston Bypass Project
Critical Items and GIS Initiative

Start of Study Letter	March 2009
GIS Approach Scoping	
• Draft MOA's with partner agencies	May 2009
• Agency Pre-Scoping Meetings	May 2009
• GIS Scoping Meeting	July 2009
Project Scoping Meeting (NEPA)	October 2009
GIS Data Compilation	
• RFPs for GIS Updates	September 2009
• Kickoff Meeting	September 2009
• 1 st Quarter Review	December 2009
• 2 nd Quarter Review	March 2010
• 3 rd Quarter Review	June 2010
• Completion of Data Updates	September 2010
CP 1 (Purpose & Need)	April 2010
Merger Info Meeting (Prel. Corridors)	July 2010
Develop Functional Designs	April 2011
CP 2 (Detailed Study Alternatives)	October 2011
GIS Verification/Field Work Capacity and Design Revisions	January 2013
CP 2A (Bridge Length Decisions)	April 2013
Draft EIS	August 2013
CP 3 (LEDPA)	April 2014
Wetland Delineations (Preferred)	September 2014
Final EIS	January 2015
Record of Decision	May 2015
Right of Way Authorization	December 2016

GIS Data Layer Updates

Tim Johnson, Center for Geographic
Information and Analysis

July 16, 2009



Purpose of GIS Pilot

- ▶ Perform data collection for high priority data layers for Lenoir County
- ▶ Use GIS data for evaluating alternatives for Kinston Bypass
- ▶ Document degree of success, time and cost savings, and confirm business case for statewide effort



CGIA Role

- ▶ Project management for data collection and delivery to DOT
- ▶ Establish specifications for data collection
- ▶ Develop MOAs with provider agencies to deliver product based on specifications, schedule, and cost
- ▶ Report progress to DOT and Interagency Leadership Team (ILT)
- ▶ Ensure completion by Sep 30, 2010
- ▶ Agreement signed between DOT and DENR–CGIA on Jul 2, 2009



GIS Data Layer Priorities:

Background

- ▶ ILT agencies created list of high priority data layers for statewide data acquisition
- ▶ Pre-GIS Scoping meetings from Mar-Jun
- ▶ Confirm the data layers listed
- ▶ Identify potential layers to add or remove
- ▶ Refine cost estimate for each layer as needed



Pre-GIS Scoping Meetings

- ▶ DENR
- ▶ DCR
- ▶ DOT
- ▶ USEPA
- ▶ USACE
- ▶ NOAA-NMFS
- ▶ Commerce and RPO



Data Layer	Agency	Statewide Cost to Update/Complete	Cost for Pilot
Conservation Easements	multiple state, federal, non-profit	\$ 247,500	\$ 2,500
Conservation Tax Credit Properties	DENR-Conservation Tax Credit Program	\$ -	\$ -
CREP Properties	DENR-Soil and Water Conservation	\$ 4,900	\$ 40
Designated Historic Properties and Districts	DCR-State Historic Preservation Office	\$ 755,000	\$ 4,000
Game Lands	WRC	\$ 680	\$ -
Headwater Streams	DENR-Water Quality	\$ 1,000,000	\$ 50,000
Hydrography, Major	DENR-CGIA	\$ 11,362	\$ 93
Land Trust Conservation Properties	DENR-CGIA, Conservation Trust for NC	\$ 3,995	\$ -
Lands Managed for Conservation and Open Space	DENR-CGIA, Conservation Trust for NC	\$ -	\$ -
National Pollutant Discharge Elimination System Sites-Major	DENR-Water Quality	\$ 680	\$ 6
National Pollutant Discharge Elimination System Sites-Minor	DENR-Water Quality	\$ 680	\$ 6
Natural Heritage Element Occurrence Sites	DENR-Natural Heritage Program	\$ -	\$ 500
NC-CREWS: NC Coastal Regional Eval. Of Wetland Significance	DENR-Coastal Management	\$ -	\$ -
Off-Site Mitigation Sites	DENR-Ecosystem Enhancement	\$ -	\$ -
On-Site Mitigation Sites	DOT	\$ 5,200	\$ 1,733
Public Water Supply Water Sources	DENR-Environmental Health	\$ 680	\$ -
Shellfish Sanitation Shoreline Survey Pollution Sources	DENR-Environmental Health	\$ 150,000	not applicable
Significant Natural Heritage Areas	DENR-Natural Heritage Program	\$ 97,280	\$ 500
Soils, Detailed County Soil Surveys	USDA-NRCS, DENR-CGIA	\$ 6,210	\$ 51
State Parks	DENR-Parks and Recreation	\$ 680	\$ -
Strategic Conservation Planning	DENR-OCCA, DENR-Parks and Rec.	\$ -	\$ -
Stream Mapping	DENR-CGIA	\$ 10,903,000	\$ 182,250
Surveyed Historic Properties	DCR-State Historic Preservation Office	\$ 6,140,000	\$ 50,000
Terrestrial Archaeology Sites (points)	DCR-Office of State Archaeology	\$ 2,000,000	\$ 30,833
Terrestrial Archaeology Sites (polygons)	DCR-Office of State Archaeology	\$ 2,500,000	\$ 38,333
Terrestrial Archaeology Surveyed Areas (polygons)	DCR-Office of State Archaeology	\$ 500,000	\$ 14,167
Transportation - System and Non-System Road Linework	DOT	\$ 328,475	\$ 11,400
Wetland Types	DENR-Coastal Management	\$ -	not applicable
Wetlands	DENR-Water Quality	\$ 3,000,000	\$ 50,000
Wetlands, NWI	USFWS	\$ 2,000,000	\$ 28,000
Wild and Scenic Rivers	DENR-CGIA	\$ -	\$ -
CGIA Project Management		\$ 29,656,322	\$ 40,000
TOTAL		\$ 29,656,322	\$ 504,412

Potential Additional Layers

- ▶ Anadromous Fish Spawning Areas
- ▶ Century Farms
- ▶ Critical Habitat for Endangered Species
- ▶ FEMA Buy-Outs
- ▶ Greenways/Multi-Use Trails
- ▶ Inland Primary Nursery Areas
- ▶ Landcover
- ▶ Land and Water Conservation Fund Properties
- ▶ Local Bike Routes
- ▶ Local Parks
- ▶ Prime Farmland and Prime Soils
- ▶ Public Access Points (Boat Ramps)
- ▶ Quality Wetlands
- ▶ Riparian Buffers
- ▶ Submerged Aquatic Vegetation
- ▶ Voluntary Agriculture Districts

**Attachment A:
Preliminary Scope of Work for High-Priority GIS Layers**

Data Layer	Agency	Cost for Pilot
Anadromous Fish Spawning Areas (AFSA)	DENR-Marine Fisheries	\$0
Conservation Easements	Multiple State, Federal, non-profit	\$2,500
Conservation Tax Credit Properties	DENR-Conservation Tax Credit Program	\$0
CREP Properties	DENR-Soil and Water Conservation	\$40
Designated Historic Properties and Districts	DCR-State Historic Preservation Office	\$4,000
FEIWA Buy-outs	County revenue department	\$0
Game Lands	Wildlife Resources Commission	\$0
Inland Primary Nursery Areas	Wildlife Resources Commission	\$0
Land and Water Conservation Fund (LWCF) Landcover	DENR-Parks and Recreation and local government DENR-CGIA	\$0 \$8,000
Land Trust Conservation Properties	DENR-CGIA, Conservation Trust for NC	\$0
Lands Managed for Conservation and Open Space	DENR-CGIA, Conservation Trust for NC	\$0
National Pollutant Discharge Elimination System-Major	DENR-Water Quality	\$0
National Pollutant Discharge Elimination System-Minor	DENR-Water Quality	\$0
Natural Heritage Element Occurrence Sites	DENR-Natural Heritage Program	\$500
NC-CREWS: NC Coastal Regional Eval. Of Wetland Significance	DENR-Coastal Management	\$0
Off-Site Mitigation Sites	DENR-Ecosystem Enhancement Program	\$0
On-Site Mitigation Sites	DOT	\$0
Public Water Supply Water Sources	DENR-Environmental Health	\$0
Shellfish Sanitation Shoreline Survey Pollution Sources	DENR-Environmental Health	not applicable
Significant Natural Heritage Areas	DENR-Natural Heritage Program	\$500
Soils, Detailed County Soil Surveys	USDA-NRCS, DENR-CGIA	\$51
State Parks	DENR-Parks and Recreation	\$0
Strategic Conservation Planning	DENR-OCCA, DENR-Parks and Rec.	\$0
Stream Mapping	DENR-CGIA	\$182,250
Surveyed Historic Properties	DCR-State Historic Preservation Office	\$50,000
Terrestrial Archaeology Sites (points)	DCR-Office of State Archaeology	\$30,833
Terrestrial Archaeology Sites (polygons)	DCR-Office of State Archaeology	\$38,333
Terrestrial Archaeology Surveyed Areas (polygons)	DCR-Office of State Archaeology	\$14,167
Transportation - System and Non-System Road Unenwork	DOT	\$0
Wetland Types	DENR-Coastal Management	\$0
Wetlands and Headwater Streams	DENR-Water Quality	\$85,000
Wild and Scenic Rivers	DENR-CGIA	\$0
CGIA Project Management		\$40,000
TOTAL		\$456,174

Other Adjustments to List

- ▶ NWI wetlands removed for \$28,000 savings
- ▶ Reduced cost for:
 - NPDES (DWQ)
 - On-Site Mitigation Sites (DOT)
 - Wetlands (DWQ) and Headwater Streams (DWQ)
 - Transportation: System and Non-System Road Linework (DOT)
- ▶ Total Cost Savings = \$56,145



Next Steps

- ▶ Finalize MOAs and specifications for each data layer
- ▶ Continue Stream Mapping discussions to achieve most efficient process and reduced cost
- ▶ Issue RFP for DCR–State Historic Preservation Office data layers
- ▶ Initiate Qualifications–Based Selection (QBS) process for Stream Mapping
- ▶ Identify external staffing resources for:
 - DCR–Office of State Archaeology
 - DENR–DWQ
- ▶ Finalize scope of work for umbrella agreement by Sep 1, 2009
- ▶ Prepare master data layer delivery schedule

CGIA Contacts

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SCOPING MEETING MINUTES



Date: January 6, 2010
To: Meeting Attendees
Attendees: See Attached
From: Chris Werner, PE
SUBJECT: Kinston Bypass Project from US 70 near LaGrange in Lenoir County to US 70 near Dover in Craven County, North Carolina
STIP Number R-2553, WBS Number 34460

A Scoping Meeting was held at 1:30 PM, Wednesday, October 28, 2009 in the Chief Engineer's Conference Room at 4809 Beryl Road in Raleigh. Mark Pierce of NCDOT Project Development and Chris Werner with URS facilitated the meeting.

Meeting Purpose

- Present background information and available data acquired thus far for the Kinston Bypass Project
- Obtain comments and additional information from meeting attendees

Meeting Summary

Mark Pierce opened the meeting and thanked everyone for attending. He explained that this is a "roll up the sleeves" kind of meeting and encouraged everyone to actively participate and to feel free to ask questions and/or make any comments during the presentation. Introductions of those in attendance followed. Mark Pierce then turned the meeting over to Chris Werner who gave a presentation on the project background and data collected thus far. Questions and comments made during and after the presentation are summarized below by topic:

Lead Federal Agency

- The project is currently state funded; therefore, the US Army Corps of Engineers will be the Lead Federal Agency for the project with Tom Steffens as the contact person.

Accident Data

- A question was asked concerning the accident data that was presented and if certain factors are taken into consideration such as alcohol involvement, struck animals, etc. Chris W. responded that yes, once a specific area has been identified as having a high accident occurrence, then the cause of each accident is looked at to see what type of safety spot improvements could be made.
- Gary Jordan asked why NCDOT is concerned with sections of the highway where the accident rate exceeds the statewide average rate when more than 50% of the roads in North Carolina have accident rates exceeding the statewide average. Peter Trencansky explained that more attention is paid to sections that exceed the Calculated Critical Crash Rate, which typically represent segments exceeding the statewide average rate by more than 90%.

MEETING MINUTES

Project Scoping Meeting (October 28, 2009)

January 6, 2010

Page 2 of 4

Natural Systems

- Chris Militscher asked what the green shaded areas represented on EEP's map slide showing the ecosystem enhancement properties. LeiLani Paugh thought they were watershed plans.
- Ron Sechler wanted to clarify that Craven County is one of the 20 counties covered by CAMA and since part of the project is located in Craven County, a CAMA permit may be required.
- Ron Sechler commented that his agency (National Ocean Atmospheric Administration - Fisheries) will be concerned with potential impacts to the Neuse River and anadromous fish spawning areas.
- Sean McKenna stated his agency (NCDENR – Division of Marine Fisheries) will have the same concerns as NOAA-Fisheries and that they will provide more input as the GIS data layers get developed. Sean M. mentioned that he will be phasing off of this project and that Kevin Hart will be the new NCDMF representative for the project.
- Scott McLendon said it would be helpful to see comments provided by other resource agencies during the scoping/start of study process and asked if everyone will have access to such project information as it becomes available. Mark Pierce said there will be a project website and call in number. Chris W. suggested using the project sharepoint site for information sharing purposes. Mark Pierce commented that more dialogue is needed to determine the best way of sharing information.
- Travis Wilson stated that the Neuse River in the project area is designated as an inland primary nursery area as well as a spawning area for anadromous fish.

Transportation Plans

- Chris Militscher directed a question to the local officials about why the project is located to the south of Kinston as shown in the TIP as opposed to the north. Scott Walston stated that he worked on the Comprehensive Transportation Plan for Kinston and that from a travel time perspective a northern route around Kinston was found to be much longer than a southern route. Alex Rickard, representative of the Eastern Carolina RPO, stated that the Transportation Plan shows a proposed northern loop road around Kinston, in addition to the Kinston Bypass to the south. However, the type of facility proposed for the northern loop road is a boulevard, whereas the Kinston Bypass to the south is a proposed freeway.

FEMA Buy-out Properties

- Jay Twisdale stated the importance of avoiding FEMA buy-out properties, also known as FEMA-HMGP (Hazard Mitigation Grant Program) properties. Renee Gledhill-Earley asked why the FEMA buy-out properties cannot be "touched." From a right of way standpoint, FEMA has to sign off on any properties to be purchased for right of way purposes and that there are a lot of restrictions on what can be done on or to these properties.
Follow-up: (According to FEMA's website at <http://www.fema.gov/government/grant/hmgp>, "Under the Stafford Act, any land purchased with HMGP funds must be restricted to open space, recreational, and wetlands management uses in perpetuity. Most often, a local government takes responsibility, but even if a State or Federal Agency takes ownership of the land, the deed restrictions still apply.")
- Mark Pierce asked Scott Stevens if the City can provide NCDOT with a map or GIS data layer with the locations of the FEMA buy-out properties in and around Kinston. Scott S. said he will look into it.

MEETING MINUTES

Project Scoping Meeting (October 28, 2009)

January 6, 2010

Page 3 of 4

Project Schedule

- A question was asked about the GIS verification of wetlands and when it will take place. Leilani P. stated that wetland verification should be done prior to Concurrence Point (CP) 2.
- Chris Militscher asked why there is such a huge time gap between CP 2 and CP 2A. Brian Yamamoto explained that a lot of “big ticket” time consuming items take place in the time period between CP 2 and CP 2A such as the following:
 - Citizens Informational Workshop
 - Traffic Forecast/Capacity analyses update
 - Detailed functional design work
 - Determination of historic effects
 - Protected species
- Rob Ayers asked if the project schedule will move up if the time to obtain CP 1 was reduced. Mark Pierce responded not necessarily due to the work and time involved in obtaining and updating the GIS data layers.

Project Cost

- BenJetta Johnson commented there is no line item for intelligent transportation systems (ITS) in the updated construction cost estimate provided in the scoping package and that additional costs associated with ITS will need to be included in the cost estimate for the project. She will provide this information to Mark Pierce.

Railroad Information

- A question was raised regarding the railroad information presented and where it was obtained. Chris W. stated that NCDOT Rail Division supplied the information through the start of study process. Mark Pierce asked Jim Harris about the portion of CSX rail that had been removed. Mr. Harris explained the CSX rail line, known as the AA-line, no longer connects with the North Carolina Railroad in Kinston as CSX abandoned/removed a portion some years ago.

Logical Termini

- Chris Militscher asked when logical termini will be determined. Mark Pierce responded that it will be evaluated as part of the Purpose and Need Report, which will be prepared prior to CP 1.

Local/Agency Input

- Rob Hanson asked Scott Stevens, City Manager of Kinston, if the City has any questions or concerns regarding the project. Scott S. replied not at this time.
- Mark Pierce asked Neil Lassiter, NCDOT Division 2 Engineer, if the Division had any local input about the project. Neil L. responded he doesn't have any additional input at this time.
- Rob Ayers asked Mark Pierce how NCDOT prioritizes resources and if a weighting system should be developed with input from the resource agencies for use in developing/evaluating future alternatives.

Action Items

- A request was made for agencies to see all comments submitted in response to the start of study letter, and distribution of the PowerPoint Presentation for this meeting. Mark Pierce will decide how this information as well as future project information will be shared, i.e. through the project web site or share point server.

MEETING MINUTES

Project Scoping Meeting (October 28, 2009)

January 6, 2010

Page 4 of 4

- Mark Pierce will follow up with Scott Stevens to obtain FEMA buyout property locations.
- Mark Pierce will get ITS costs associated with the project and request an updated construction cost estimate that includes a line item for ITS.

cc: Attendees

File



US-70 Kinston Bypass
 STIP R-2553
 Lenoir County, North Carolina
 October 28, 2009
 Scoping Meeting/GIS Data Layer Meeting

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LISE NEAL	NCDOT	leneal@ncdot.gov
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GARY LOVERING	NCDOT	glovering@ncdot.gov
JIM HARRIS	NCDOT RAIL	jbharris@ncdot.gov
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Scott Stevens	City of Kinston	
JAY TWISDALE	NCDOT Hydraulics	jtwise@ncdot.gov



US-70 Kinston Bypass
 STIP R-2553
 Lenoir County, North Carolina
 October 28, 2009
 Scoping Meeting/GIS Data Layer Meeting

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Debbie Barbour	NC DOT - Precn.	dbarbour@ncdot.gov



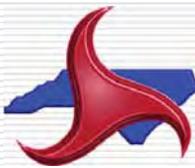
US-70 Kinston Bypass
 STIP R-2553
 Lenoir County, North Carolina
 October 28, 2009
 Scoping Meeting/GIS Data Layer Meeting

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Cathy Brittingham	DCM	cathy.brittingham@ncdenr.gov
(VIA TELECONFERENCE CALL)		
Neil Lassiter	NCDOT DIV 2	
Betty Ann Caldwell	"	

KINSTON BYPASS PROJECT
STIP No. R-2553 WBS No. 34460

From US 70 near LaGrange in Lenoir County to
 US 70 near Dover in Craven County

Scoping Meeting
 Wednesday, October 28, 2009




 **Overview of Presentation**

- Project History
- Project Description/Vicinity
- Study Area
- General Project Need
- Transportation Plans
- Existing Conditions
- Design Criteria
- Project Constraints
- Special Considerations
- Cost
- Proposed Schedule

Note-Please feel free to speak up **during** the presentation if you have questions or comments.

KINSTON BYPASS PROJECT
 STIP Project No. R-2553



 **Project History**

- **Late 1990's**
 NCDOT initiated environmental and engineering studies for Kinston Bypass Project.

 Kinston Bypass placed on hold as STIP Project R-2719 (Crescent Road) became higher priority due to Global TransPark.
- **2008**
 Interagency Leadership Team established Kinston Bypass Project as a GIS Pilot Project to streamline project development.

 As a GIS Pilot Project, GIS data will be used for:
 - alternative development
 - alternative evaluation (based on functional designs)
 - Selection the Least Environmentally Damaging Practicable Alternative (LEDPA)

KINSTON BYPASS PROJECT
 STIP Project No. R-2553



 **Project History (cont.)**

- **Spring 2009**
 NCDOT and the Center for Geographic Information and Analysis (CGIA) initiated a series of Pre-GIS Scoping meetings to identify critical data layers to be updated by (CGIA).
- **May 2009**
 NCDOT distributes Project Start of Study Letter.
- **July 2009**
 NCDOT and CGIA held GIS Scoping meeting to:
 - Summarize Pre-GIS meetings
 - Present final list of priority data layers to be updated
 - Present approach and schedule for updating data layers

KINSTON BYPASS PROJECT
 STIP Project No. R-2553



 **Project History (cont.)**

- **September 2009**
 The Draft Community Characteristics Report (CCR) was prepared and submitted for NCDOT review.

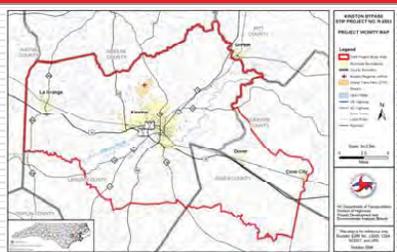
Note:

- Project is State funded - a State Draft Environmental Impact Statement (State DEIS) will be prepared.
- Project will follow NCDOT Merger Process.

KINSTON BYPASS PROJECT
 STIP Project No. R-2553



 **Project Vicinity**



KINSTON BYPASS PROJECT
 STIP Project No. R-2553



Project Description
(NCDOT STIP)

□ Kinston Bypass STIP description:

- Programmed as a four-lane, median divided freeway on new location
- approximately 12.4 miles long

KINSTON BYPASS PROJECT
STIP Project No. R-2553

URS

Project Description
(NCDOT STIP)

R-2553

KINSTON BYPASS PROJECT
STIP Project No. R-2553

URS

Project Description
(NCDOT Strategic Highway Corridor Number 46)

KINSTON BYPASS PROJECT
STIP Project No. R-2553

URS

Comprehensive Transportation Plan
(City of Kinston)

KINSTON BYPASS PROJECT
STIP Project No. R-2553

URS

Study Area Demographics
(Population)

Population in North Carolina	1990	2000
Demographic Study Area	~45,000	~55,000
Kinston	~25,000	~25,000
Lenoir Co.	~20,000	~30,000

KINSTON BYPASS PROJECT
STIP Project No. R-2553

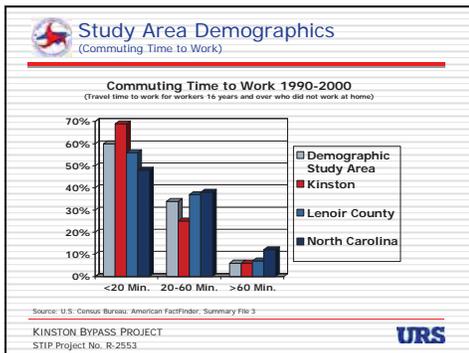
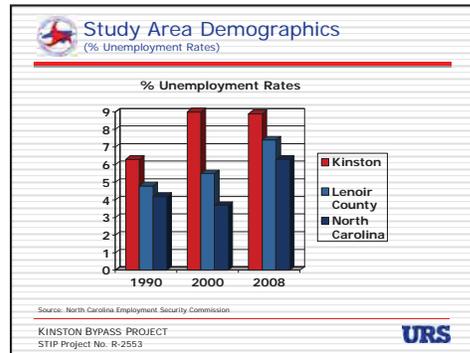
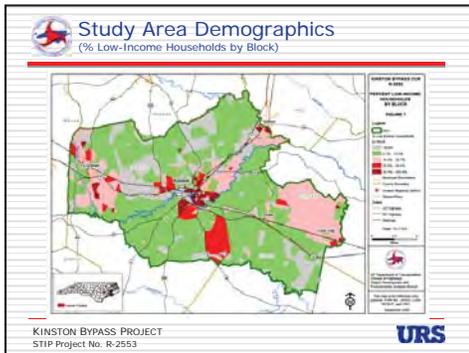
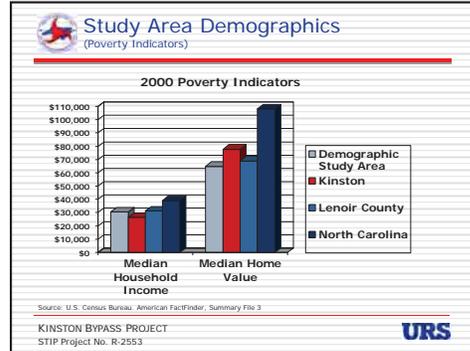
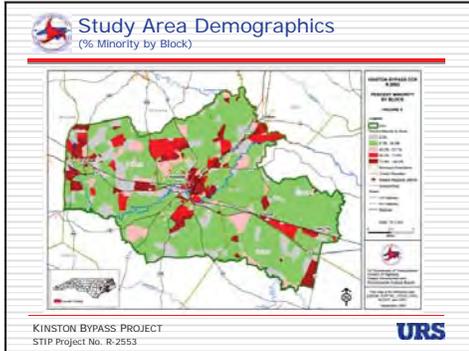
URS

Study Area Demographics
(% Distribution of Race)

Race	Demographic Study Area	Kinston	Lenoir County	North Carolina
White Alone	~55%	~35%	~50%	~65%
African American Alone	~35%	~65%	~45%	~25%
Hispanic/Latino	~5%	~5%	~5%	~10%
Other	~5%	~5%	~5%	~5%

KINSTON BYPASS PROJECT
STIP Project No. R-2553

URS



General Project Need

- Capacity deficiencies exist along US 70 and US 70 Bypass.
- US 70 from Raleigh to Morehead City is designated as a Strategic Highway Corridor.

KINSTON BYPASS PROJECT
STIP Project No. R-2553

URS

2009-2015 STIP Projects in Vicinity

Project Number	Proposed Improvement	Projected Schedule
R-2719A	C.F. Harvey Parkway in Kinston from US 70 to US 258, construct multilane facility on new location (8.4 mi)	R: complete C: underway
U-2928	New railroad line from NC Railroad to Global TransPark	R: underway C: FY 10
R-3308	US 258 from Crescent Road to US 64 in Tarboro	R & C unfunded
R-3102	NC 58 from Kinston to Wilson	R & C unfunded
R-4423	US 58-NC 191 from Dobbs Farm Road in Kinston to US 264, Alt. with bypass of Snow Hill	R & C unfunded
U-3618	Carey Road Extension from Rouse Road to US 258	R & C unfunded
U-4018	Plaza Boulevard Extension from NC 58 to NC 11	R & C unfunded
U-3341	Global TransPark Spine Road	R & C unfunded
FS-0802A	New route proposed US 70 Bypass to NC 11/NC 58	R & C unfunded

KINSTON BYPASS PROJECT
STIP Project No. R-2553



2009-2015 STIP Projects in Vicinity

Project Number	Proposed Improvement	Projected Schedule
B-4172	Replace Bridge No. 9 on NC 55 over Jericho Run	Under construction
B-4173	Replace Bridge No. 6 on SR 1004 over Storyton Creek	Under construction
B-4174	Replace Bridge No. 128 on SR 1515 over Moseley Creek	Under construction
B-4565	Bridge Nos. 42 and 43 on US 70 Business over Neuse River	R: FY 10 C: FY 11
B-4566	Replace Bridge No. 45 on NC 903 over Neuse River	R & C: unfunded
B-4568	Replace Bridge No. 67 on SR 1515 over Falling Creek	R: FY 10 C: FY 11
B-4569	Replace Bridge No. 68 on SR 1515 over Groundnut Creek	R & C: unfunded
B-4570	Replace Bridge No. 79 on SR 1544 over Gum Swamp	R: FY 10 C: FY 11
B-4925	Replace Bridge No. 2 on SR 1732 over Briery Run	R & C: unfunded
B-4926	Replace Bridge No. 20 on NC 55 over Neuse River	R: FY 14 C: FY 15

KINSTON BYPASS PROJECT
STIP Project No. R-2553



Existing Roadway Characteristics

Existing US 70 and US 70 Bypass



KINSTON BYPASS PROJECT
STIP Project No. R-2553



Existing Roadway Characteristics

Existing US 70



KINSTON BYPASS PROJECT
STIP Project No. R-2553



Major Existing Structure Inventory

Structures along Existing US 70			
Structure No.	County	Location	Comment
22	Lenoir	NC 903 over US 70	
27, 29	Lenoir	EBL and WBL US 70 over Falling Creek	#29 - Functionally obsolete
54	Lenoir	US 70 Bypass West over US 70/US 258 Business East	
56, 57	Lenoir	EBL and WBL US 70 over Neuse River overflow	
60, 62	Lenoir	EBL and WBL US 70 over Neuse River	#60 - Structurally Deficient
66, 73	Lenoir	EBL and WBL US 70 over Southwest Creek	
C5	Jones	US 70 over Swamp Creek	

KINSTON BYPASS PROJECT
STIP Project No. R-2553

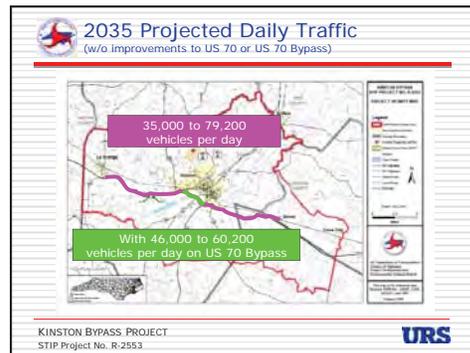
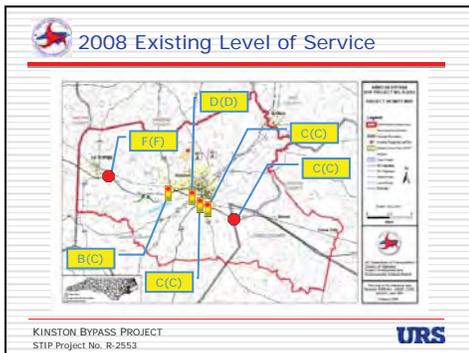
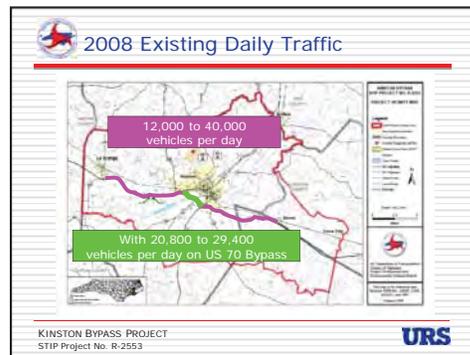
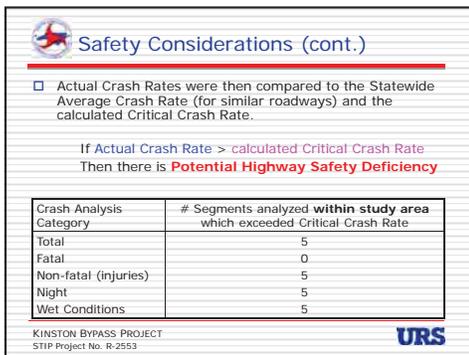
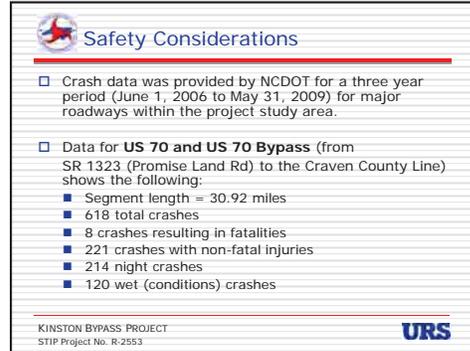
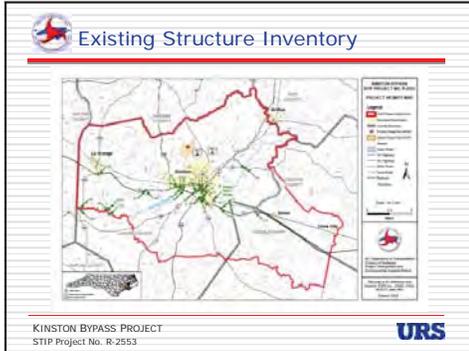


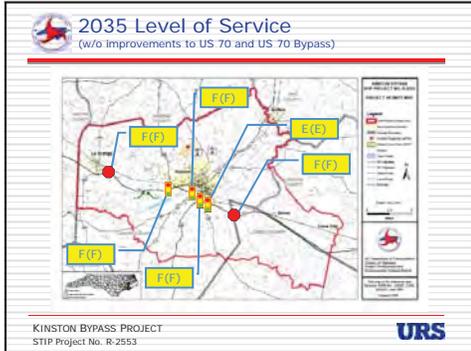
Major Existing Structure Inventory

Structures along the Neuse River			
Structure No.	County	Location	Comment
45	Lenoir	NC 903	Bridge Replacement Project B-4566
52	Lenoir	SR 1389 (Hardy Bridge Rd)	
152	Lenoir	SR 1389 (Hardy Bridge Rd)	Located over Neuse River overflow immediately south of #12
153	Lenoir	SR 1389 (Hardy Bridge Rd)	Located over Neuse River overflow immediately north of #52
64	Lenoir	NC 11/NC 55 (King St)	
42, 43	Lenoir	SBL and NBL US 70 Bus/US 258 Bus	#43 - Structurally Deficient Bridge Replacement Project B-4565
26, 28	Lenoir	SBL and NBL US 70 Bus/US 258 Bus	Located over Neuse River overflow immediately north of #42 and #43
Swing span bridge	Lenoir	NC Railroad Co./Norfolk Southern RR	Not reported on NCDOT bridge maps
20	Lenoir	NC 55	#20 - Functionally Obsolete Bridge Replacement Project B-4926
14	Lenoir	NC 55	Does not span Neuse River but is located immediately east of #20

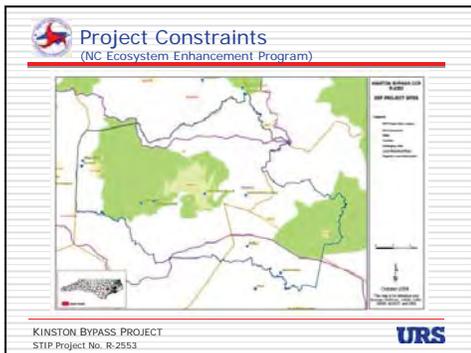
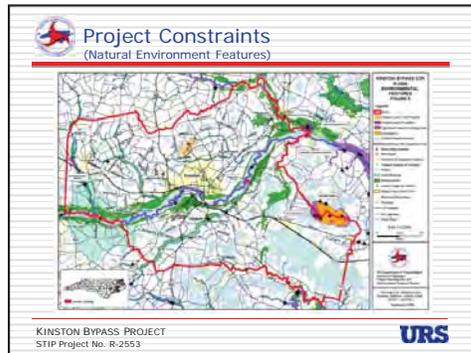
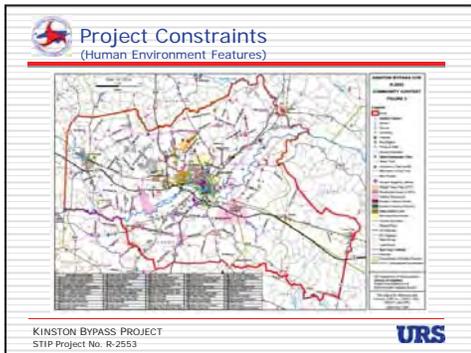
KINSTON BYPASS PROJECT
STIP Project No. R-2553







- ### Design Criteria for Proposed Facility
- Functional Classification: freeway
 - Type of Access Control: full control
 - Typical Section: 4-lane divided; 12 ft lanes
 - Right of Way: 250 feet (minimum)
 - Design Speed: 70 mph
- KINSTON BYPASS PROJECT
STIP Project No. R-2553
- URS



- ### Railroad Involvement
- NC Railroad Company
 - runs from Goldsboro to Morehead City
 - Leased to Norfolk Southern Railway
 - 4 freight trains per day
 - CSX Railroad
 - runs somewhat parallel with NC 11 from Elmer (northeast of Kinston) to Greenville
 - 1 freight train per day.
 - STIP Project U-2928
 - proposed Global TransPark Freight Rail System improvements
 - Right of way purchase is currently underway
 - Construction 2010
-
- KINSTON BYPASS PROJECT
STIP Project No. R-2553
- URS

Special Considerations

- NCDOT Strategic Highway Corridor and NC Intrastate System
- NC Global TransPark – Kinston Regional Jetport
- US Coast Guard - determine if USCG permit will be required
- NCDENR-DCM - determine if Coastal Area Management Act (CAMA) permit will be required
- Neuse River Basin – riparian buffer rules apply
- Water Supply Critical Area




KINSTON BYPASS PROJECT
STIP Project No. R-2553



Special Considerations (cont.)




- FEMA Property Acquisition Projects (Buyouts)
- Ecosystem Enhancement Program conservation easements
- Dover Bay Preserve/Gameland – state-listed Significant Natural Heritage Area (SNHA)
- Five designated bicycle routes – Mountains-to-Sea Trail
- Jurisdictional Resources

KINSTON BYPASS PROJECT
STIP Project No. R-2553



Special Considerations (cont.)

- Blue-Gray Scenic Byway
- First Battle of Kinston, Battle of Wyse Fork and associated driving tours
- Naval Engagement location at Camp Pool
- Numerous Historic Resources previously identified (R-2719A)
 - Fields-Sugg House
 - James Alexander and Laura McDaniel House
 - Kennedy Memorial Home
 - James M. Parrott House
 - Henry L. Herring House
 - Sutton Farmhouse




KINSTON BYPASS PROJECT
STIP Project No. R-2553



Special Considerations (cont.)




- Voluntary Agricultural Districts (VADs)
 - Enhanced Voluntary Agricultural Districts (EVADs)
 - (currently only includes Jones County)*
- Prime Farmlands and Prime Soils
- T&E Species
 - Lenoir Co: Red-cockaded woodpecker (E), Sensitive joint-velch (T)
 - Jones Co: American Alligator (TSA), Red-cockaded woodpecker (E)
 - Craven Co: American Alligator (TSA), Leatherback sea turtle (E), Red-cockaded woodpecker (E), Rough-leaved loachstrife (E), Sensitive joint-velch (T), West Indian manatee (E)

KINSTON BYPASS PROJECT
STIP Project No. R-2553



Cost

	2009-2015 STIP Estimate	Updated Estimate
Construction	\$118,000,000	\$169,800,000*
Right of Way	\$9,800,000	\$9,800,000
Prior Years		\$1,078,000
Total	\$127,800,000	\$180,678,000

* Updated March 2009

KINSTON BYPASS PROJECT
STIP Project No. R-2553



Draft Schedule

□ Project Scoping (NEPA)	Oct. 2009	□ CP 2A (Bridge Length Decisions)	April 2013
□ GIS Data Compilation	Sept. 2010	□ Draft EIS	Aug. 2013
□ CP 1 (Purpose & Need)	April 2010	□ CP 3 (LEDPA)	April 2014
□ Merger Info Meeting (Preliminary Corridors)	July 2010	□ Wetland Delineations (Preferred)	Sept. 2014
□ Functional Designs	April 2011	□ Final EIS	Jan. 2015
□ CP 2 (Detailed Study Alternatives)	Oct. 2011	□ Record of Decision	May 2015
□ GIS Verification Capacity & Design Revisions	Jan 2013	□ Right of Way	Dec. 2016
		□ Construction	Post Year

KINSTON BYPASS PROJECT
STIP Project No. R-2553



INTERAGENCY LEADERSHIP TEAM (ILT) GIS DATA LAYERS UPDATE

- ### OUTLINE
- ✘ Data Acceptance Plan
 - ✘ Activities to Date
 - ✘ Technical Issues Identified
 - ✘ Path Forward / Milestones

- ### DATA ACCEPTANCE PLAN
- ✘ Defines the path forward and finish line for data development
 - ✘ Provides structure for interfacing with the MERGER process
 - ✘ Identify data issues at the earliest phase of the timeline

- ### DATA ACCEPTANCE PLAN: PHASES
- ✘ Data Definition Review
 - ✘ Preliminary Data Review
 - ✘ Final Data Review

- ### DATA DEFINITION REVIEW
- ✘ CGIA is working with each data steward to develop a data definition sheet
 - Collection of metadata elements for currency and content
 - ✘ Extension of GIS pre-scoping exercise
 - ✘ ILT / MERGER team will receive package of data definition sheets in mid-November with three week review window
 - ✘ Issues and comments to be resolved

Abbreviation/Source/Creation Date	Dataset created by statistical modeling of previous phases. Large and fine division of boundary areas. Model development involves using parameters from data collected in the ground in conjunction with spatial data. Spatial data extracted from GIS digital datasets. Models created by 1990s-era spatial analysis tools. Derived from land use maps data. Source: North Carolina Floodplain Mapping Program. Additional spatial data used in model includes soil property data extracted from MDN soil data layers. Model is then applied to area of interest using raster calculation.
Abbreviation and Date/Creation	<ul style="list-style-type: none"> • ID - Unique identifier for each model • Label - The label is first of two stream names • Form - Identifies stream as intermittent or perennial, 1 = intermittent, 2 = perennial • Source - Identifies source of data, F = field collected, B = model • RA_acc - Estimates statistical accuracy and compares accuracy of stream network/segment • RA_map - Estimates accuracy of length of stream segment as percentage • RA_acc - Estimates statistical accuracy (classification/combination) accuracy of identification and statistical stream as percentage

DATA DEFINITION REVIEW

- ✦ Data Layer Name
- ✦ Description
- ✦ Time Period of Content
- ✦ Update Frequency
- ✦ Data compilation description
- ✦ Feature Types
- ✦ Attributes and attribute descriptions
- ✦ Spatial Reference Information
- ✦ Data Sources
- ✦ File Format
- ✦ File Transfer Mechanism

PRELIMINARY DATA REVIEW

- ✦ Goal: Provide ILT / MERGER team members sample datasets of working data
 - + Partially complete data in process / "new" data
 - + Outdated dataset that is already existing with consistent data structure
- ✦ Identify data content issues related to analytical requirements
- ✦ Targeted for late January with three week review window

FINAL DATA REVIEW

- ✦ Data completion scheduled for mid-July through mid-August
- ✦ Review period will run through end of August
- ✦ CGIA and data stewards will evaluate Lenoir County data creation in context of statewide production

ACTIVITIES TO DATE

- ✦ CGIA relocation from DENR to Office of State CIO
- ✦ Engagement of on-call contractors through DOT
- ✦ Wetlands data development split out as separate identified high-priority layer
- ✦ Engagement with Lenoir County and City of Kinston

TECHNICAL ISSUES IDENTIFIED

- ✦ Federal Geographic Data Committee Wetlands Mapping Standard
 - + Statewide Mapping Advisory Committee engagement

PATH FORWARD / MILESTONES

- ✦ Data Definition Review
 - + Mid-November through Mid-December
- ✦ Preliminary Data Review
 - + Early February
- ✦ Final Data Review
 - + Mid-July through August
- ✦ Final Report Generation
 - + September 2010



APPENDIX C: INTERAGENCY MERGER TEAM MEETINGS

Date	Name
6/22/2010	CP 1 – Initial Meeting
9/14/2010	CP 1 – Follow up Meeting
10/13/2010	Merger Management Team Meeting
2/17/2011	Merger Team Informational Meeting - 1
7/21/2011	Merger Team Informational Meeting - 2
11/17/2011	CP 2
3/14/2012	Merger Team Informational Meeting – 3
11/7/2012	Interagency Coordination Meeting
6/13/2013	Merger Team Informational Meeting – 4
11/21/2013	Merger Team Informational Meeting – 5
1/16/2014	CP 2 Revisited
2/20/2014	CP2A Office Meeting (before field work)
3/12/2014	CP2A Field Meeting
4/17/2014	CP2A Office Meeting (post field work)
2/16/2017	Merger Team Informational Meeting – 6
8/17/2017	Merger Team Informational Meeting – 7

INTERAGENCY MERGER PROCESS MEETING PACKET FOR CONCURRENCE POINT 1:

Purpose and Need and Study Area Defined

**Kinston Bypass Project
Lenoir, Jones and Craven Counties, North Carolina**

STIP Project No. R-2553

Prepared For:

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

Prepared By:

URS CORPORATION – NORTH CAROLINA



June 22, 2010

**Interagency Merger Process Team Meeting
Concurrence Point 1:
Purpose and Need and Study Area Defined
June 22, 2010**

**Kinston Bypass Project
Lenoir, Craven and Jones Counties, North Carolina
STIP Project No. R-2553
WBS Element No. 34460**

PURPOSE OF THE MEETING

The primary purpose of this meeting is to present information to the Interagency Merger Process Team (Merger Team) for review and comment, and to obtain concurrence on the project's Purpose and Need and the Draft Project Study Area.

PROPOSED ACTION

The North Carolina Department of Transportation (NCDOT) is proposing a four-lane, median-divided freeway with full control of access in Lenoir, Jones and Craven Counties in North Carolina. Figure 1 shows the project vicinity area, which extends from US 70 near LaGrange (in Lenoir County) to US 70 near Dover (on the Jones and Craven County line) around the City of Kinston. The proposed action is listed in the NCDOT Draft 10-year Program and Resource Plan as Project Number R-2553.

PROJECT HISTORY

The Kinston Bypass was listed as a proposed freeway in the *Kinston Urban Area Thoroughfare Plan* adopted in October 1993. NCDOT initiated environmental and engineering studies for the Kinston Bypass project in the late 1990's; however, the project was placed on hold due to other local and NCDOT Division 2 priorities. NCDOT then reinitiated the environmental and engineering studies for the Kinston Bypass project in 2009.

The Kinston Bypass is currently identified in the *City of Kinston Comprehensive Transportation Plan* (CTP) adopted by the City of Kinston on August 20, 2007, endorsed by the Eastern Carolina Rural Planning Organization (RPO) on August 27, 2007, and adopted by the NCDOT on February 6, 2008.

In 2008, the North Carolina Interagency Leadership Team (ILT) established the Kinston Bypass project as a Geographic Information System (GIS) pilot project as a means to streamline the project development process by utilizing GIS data for alternative development, alternative evaluation, and selection of the Least Environmentally Damaging Practicable Alternative (LEDPA). NCDOT and the Center for Geographic Information and Analysis (CGIA) initiated a series of pre-GIS scoping meetings with federal and state resource and permitting agencies in early 2009 to identify critical data layers to be updated by CGIA. These meetings were followed by a GIS scoping meeting held on July 16, 2009 to present a final list of priority data layers to be updated and the approach and schedule for updating the data layers.

NCDOT distributed a project Start of Study Letter on May 29, 2009 and held a Scoping Meeting for the project on October 28, 2009. A Local Officials Meeting and two Citizens Informational Workshops were held in February 2010 to introduce the project, the project team, and obtain input from the public on the need for the project.

PURPOSE OF AND NEED FOR THE PROPOSED ACTION

Need for Proposed Action

- **Inability to Serve High-Speed Regional Travel Consistent with the Strategic Highway Corridors Plan**

The Strategic Highway Corridors (SHC) Plan identifies corridors that are critical to statewide mobility and connectivity and promote a vision of modern transportation supportive of economic opportunities and environmental excellence. The purpose of the SHC Plan is to provide a network of safe, reliable, and high-speed highways that connect to travel destinations throughout and just outside North Carolina for the efficient movement of people and goods. Corridors are chosen based on traffic demand, importance to the state and/or region, whether they provide a connection between major activity centers or between existing and/or planned interstates, and if they serve as reliever routes to an existing interstate facility.

Improvements to US 70, from near LaGrange to US 70 near Dover around the City of Kinston, are included in the SHC Plan for North Carolina as part of Strategic Highway Corridor 46, which is one of 55 corridors included in the SHC Plan. Corridor 46, approximately 148 miles long, stretches from Raleigh to Morehead City, and is recommended as a freeway, with full control of access from I-40 east of Raleigh to the end of the proposed Havelock Bypass, and as a boulevard from the end of the proposed Havelock Bypass to the State Port at Morehead City.

Currently there is no control of access along US 70 between LaGrange and Dover. The lack of access control, with numerous streets and driveway connections to adjacent development, substantially reduces the mobility of this corridor where mobility is considered as the ability to move unimpeded, safely, and efficiently using a reliable transportation system. Currently along US 70 between LaGrange and Dover, there are approximately 40 unsignalized intersections and seven intersections controlled by traffic signals prohibiting uninterrupted service along the existing corridor.

Activity Centers

Some activity centers identified which US 70 currently serves include:

- museums,
- public and private colleges and universities,
- the Raleigh-Durham International Airport,
- the Triangle Region (a foreign trade zone which includes the Town of Chapel Hill, the City of Durham, and the City of Raleigh region),
- the North Carolina Capital,
- Interstate 40,
- the Town of Smithfield,
- Interstate 95,
- Interstate 795,
- the City of Goldsboro,
- Seymour Johnson Air Force Base,
- the City of Kinston,
- Global TransPark (a foreign trade zone and a potential major air-truck-rail freight transfer facility),
- the City of New Bern,
- Tryon Palace (a tourist destination),
- the City of Havelock,
- Cherry Point Marine Corps Air Station,
- the City of Morehead City,
- the State Port at Morehead City (a foreign trade zone),
- and tourist destinations such as Atlantic Beach and Emerald Isle.

A travel time study was completed in March 2010 in order to assess the ability of US 70 to operate at high-speeds between LaGrange and Dover, along US 70 and US 70 Bypass. The study was broken down into ten segments, from NC 903 to SR 1313 (Tucker Town Road) a distance of 20.16 miles.

A summary of the travel time study for 2010 existing conditions show that currently four of ten segments in the eastbound direction are operating at speeds worse than the recommended minimum 45 miles per hour in the AM and/or PM Peak Periods. In addition, five of ten segments in the westbound direction are operating at speeds worse than the recommended minimum 45 miles per hour in the AM and/or PM Peak Periods.

Recommendation on Freeway Operating Speeds

Based on the *NCDOT Policy on Desirable Levels of Service for State Highway System Streets and Highways in Urban Areas (October 29, 1997)*, "a freeway is a divided multilane roadway providing for continuous flow of vehicles with no direct access to abutting property. Access to selected crossroads is only by way of interchanges. A primary freeway is designed to carry large volumes of longer distance or through traffic at higher operating speeds (45-55 miles per hour in urban areas). The design speed for a primary freeway is 60-70 miles per hour and the minimum desirable interchange spacing in urban areas is one mile."

Increased traffic demand and the lack of access control have diminished the ability of US 70 between Raleigh and Morehead City to function as a Strategic Highway Corridor.

- **Existing and Future Roadway Capacity Deficiencies**

Existing US 70 and US 70 Bypass within the project study area are classified as principal arterials consisting of four- to seven-lane roadways. US 70 and US 70 Bypass include signalized intersections, unsignalized intersections, and numerous commercial and residential driveway connections. Of the approximately 40 unsignalized intersections and seven intersections controlled by traffic signals, capacity analyses were performed on four major unsignalized intersections, six major signalized intersections, and the expressway/freeway components along US 70 and US 70 Bypass within the project study area. Capacity analysis determines operating conditions at intersections and expressway/freeway components and assigns a Level of Service (LOS) with letter designations from A to F. LOS A represents the best operating conditions, while LOS F is the worst. LOS E and F conditions are characterized by substantial travel delay with increased potential for accidents and inefficient operation of motor vehicles. Figures 2a through 2d shows the LOS summary for the various scenarios analyzed. Of the intersections analyzed for the year 2008 existing conditions, one out of four major unsignalized intersections and four out of six signalized intersections will include movements operating at LOS E or worse. By the year 2035, without capacity improvements in the study area beyond the currently planned and programmed improvements, two out of fourteen Basic Freeway Segments will operate at LOS E or worse. Additionally, two out of four major unsignalized intersections and all six signalized intersections will include movements operating at LOS E or worse, with four of the six signalized intersections operating at an overall LOS E or worse. Without any changes to US 70 within the study area, it can be expected that additional intersections will require the use of traffic signals in the design year to control the right of way through the estimated 40 unsignalized intersections along US 70 and US 70 Bypass.

Purpose of Proposed Action

- **Improve regional mobility and capacity for the US 70 Corridor from LaGrange to near Dover by providing a facility that allows for high-speed travel consistent with the North Carolina Strategic Highway Corridors Plan.**

Performance Measure: The proposed action will improve regional mobility and capacity by providing a facility that allows for high-speed travel (minimum operating speed of 45 miles per hour), consists of a median-divided multilane roadway, limits access to major crossroads by way of interchanges, and connects to the existing sections of US 70 that have full control of access near LaGrange and Dover.

Potential Secondary Benefits

In addition to addressing the primary need, the potential exists for additional benefits as a result of the proposed action that are discussed in further detail below:

- **Emergency Evacuation**

The North Carolina Division of Emergency Management has identified the US 70 Corridor as a major hurricane evacuation route. The proposed action has the potential to reduce hurricane evacuation clearance time for residents and visitors who use the US 70 Corridor during evacuation.

- **National Highway System's Strategic Highway Network**

The National Highway System's Strategic Highway Network (STRAHNET) has identified the US 70 Corridor as a non-Interstate STRAHNET Route. STRAHNET includes a network of highways that are important to the United States' strategic defense policy and provide defense access, continuity, and emergency capabilities for defense purposes. The proposed action has the potential to improve the mobility of armed forces located at Seymour Johnson Air Force Base and Cherry Point Marine Corps Air Station.

DRAFT PROJECT STUDY AREA

Figure 1 shows the Draft Project Study Area, which was based on the Direct Community Impact Area (DCIA) developed for the Community Characteristics Report. The Draft Study Area is located mostly in Lenoir County in eastern North Carolina, with the eastern part of the Draft Study Area in Craven and Jones Counties. Lenoir County borders Greene County to the north, Pitt County to the northeast, Craven County to the east, Jones County to the southeast, Duplin County to the southwest, and Wayne County to the west.

The western boundary of the Draft Project Study Area follows the Lenoir/Wayne county boundary, where US 70 includes full control of access. The northern boundary is common with the county boundary between Greene and Lenoir Counties. The eastern edge of the Draft Project Study Area is about sixteen miles east of Kinston near the Town of Cove City in Craven County, where US 70 includes full control of access. The southern boundary cuts through Lenoir County south of Kinston following the Neuse River for approximately 5 miles, then continuing southeast crossing NC 55, NC 11 (south of Deep Run), US 258, and US 58 in southern Lenoir County. The boundary follows Beaver Creek as it crosses into Jones County all the way to NC 41 (north of Trenton).

Figures 3a and 3b show the Human and Natural Environmental Features identified within the Draft Project Study Area.

NO-BUILD TRAFFIC FORECAST

Figures 4a through 4d show Existing and Future No-Build traffic volumes, which were obtained from forecasts in a technical memorandum prepared for NCDOT, entitled *Traffic Forecast Technical Memorandum Kinston Bypass Alternatives Study (July 2009)*. Base Year 2008 Average Annual Daily Traffic (AADT) along existing US 70 and US 70 Bypass ranges from 12,000 to 40,000 vehicles per day (vpd), with AADT ranging from 24,800 to 55,600 vpd for 2020 No-Build Conditions, and from 35,000 to 79,200 vpd for 2035 No-Build Conditions.

PUBLIC INVOLVEMENT

NCDOT hosted two citizen's informational workshops on February 23 and 25, 2010 to provide information to the public and obtain input on the need for the project. NCDOT mailed out 7,185 postcards informing the public of the upcoming workshops. In addition to mailing postcards, NCDOT also ran advertisements in local newspapers and radio stations informing the public of the workshops and distributed a total of 242 flyers to business and churches along US 70 and US 70 Bypass advertising the upcoming workshops. The workshops were added to the Kinston-Lenoir County Chamber of Commerce's events calendar and the flyer was distributed to the Kinston-Chamber of Commerce's listserv of businesses via email. Workshop attendees were able to review study area maps and displays, obtain information about the project as well as the study process, talk with project team members, and provide comments.

A handout with general project information was provided to the public at both workshops. The handout also contained a comment form/questionnaire asking general questions about the need for the project. The round of workshops included a total of 291 attendees, with 67 written comments submitted at the workshops or mailed to the project team shortly thereafter. Comments received were varied, with some against the project, some in favor of the project, some whom felt the existing corridor should be improved, while others felt either a northern bypass or southern bypass should be constructed. The workshop handout and a summary of the comments provided by the public are attached.

The week prior to the workshops, NCDOT met with local officials including officials from the City of Kinston, Lenoir County, the Eastern Carolina Rural Planning Organization (RPO), and the Down East RPO. The purpose of the meeting was to inform the local officials of the upcoming Citizens Informational Workshops, the purpose of the workshops, to review the Project Development and Merger Process, and to exchange information with the local officials. A copy of the local officials meeting minutes is included in this packet.

INITIAL PROJECT COST ESTIMATES

Table 2: Estimated Project Cost

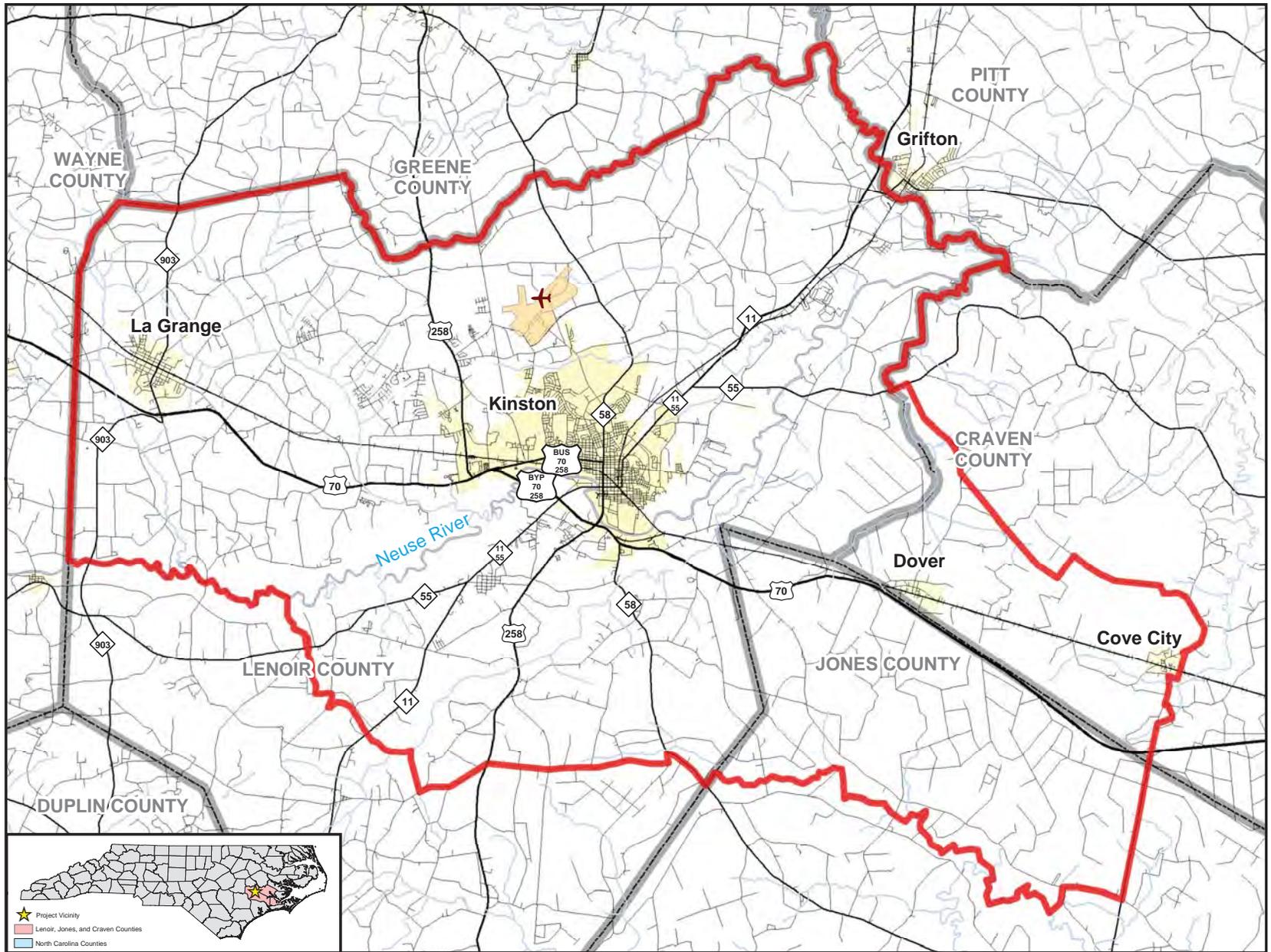
	2009-2015 STIP Estimate	Updated Estimate
Right of Way Cost	\$9,800,000	\$9,800,000
Construction Cost	\$118,000,000	\$170,000,000*
Prior Years		\$1,078,000
Total	\$127,800,000	\$180,878,000

* Updated October 2009.

PROJECT SCHEDULE

Citizens Informational Workshop #1 - Purpose and Need	February 2010
Concurrence Point #1 – Purpose and Need/Defined Study Area	June 2010
Merger Informational Meeting (Preliminary Corridors)	September 2010
Citizens Informational Workshop #2 (Preliminary Corridors)	December 2010
Functional Designs	April 2011
Concurrence Point #2 – Detailed Study Alternatives	October 2011
Citizens Informational Workshop #3 (Detailed Study Alternatives)	December 2011
GIS Verification, Capacity & Design Revisions	January 2013
Concurrence Point #2A – Bridging Decisions	April 2013
Distribute State Draft EIS	August 2013
Concurrence Point #3 (LEDPA)	April 2014
Wetland Delineations (Preferred Alternative)	September 2014
Distribute State Final EIS	January 2015
State Record of Decision	May 2015
Right of Way Acquisition	Post Year
Construction	Post Year

FIGURES

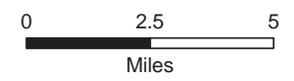


**KINSTON BYPASS
STIP PROJECT NO. R-2553**

PROJECT VICINITY MAP

FIGURE 1

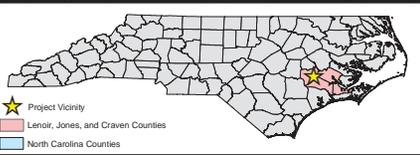
- Legend**
- Draft Project Study Area
 - Municipal Boundaries
 - County Boundary
 - Kinston Regional JetPort
 - Global Trans Park (GTP)
 - Stream
 - Open Water
 - US Highway
 - NC Highway
 - State Route
 - Local Road
 - Railroad



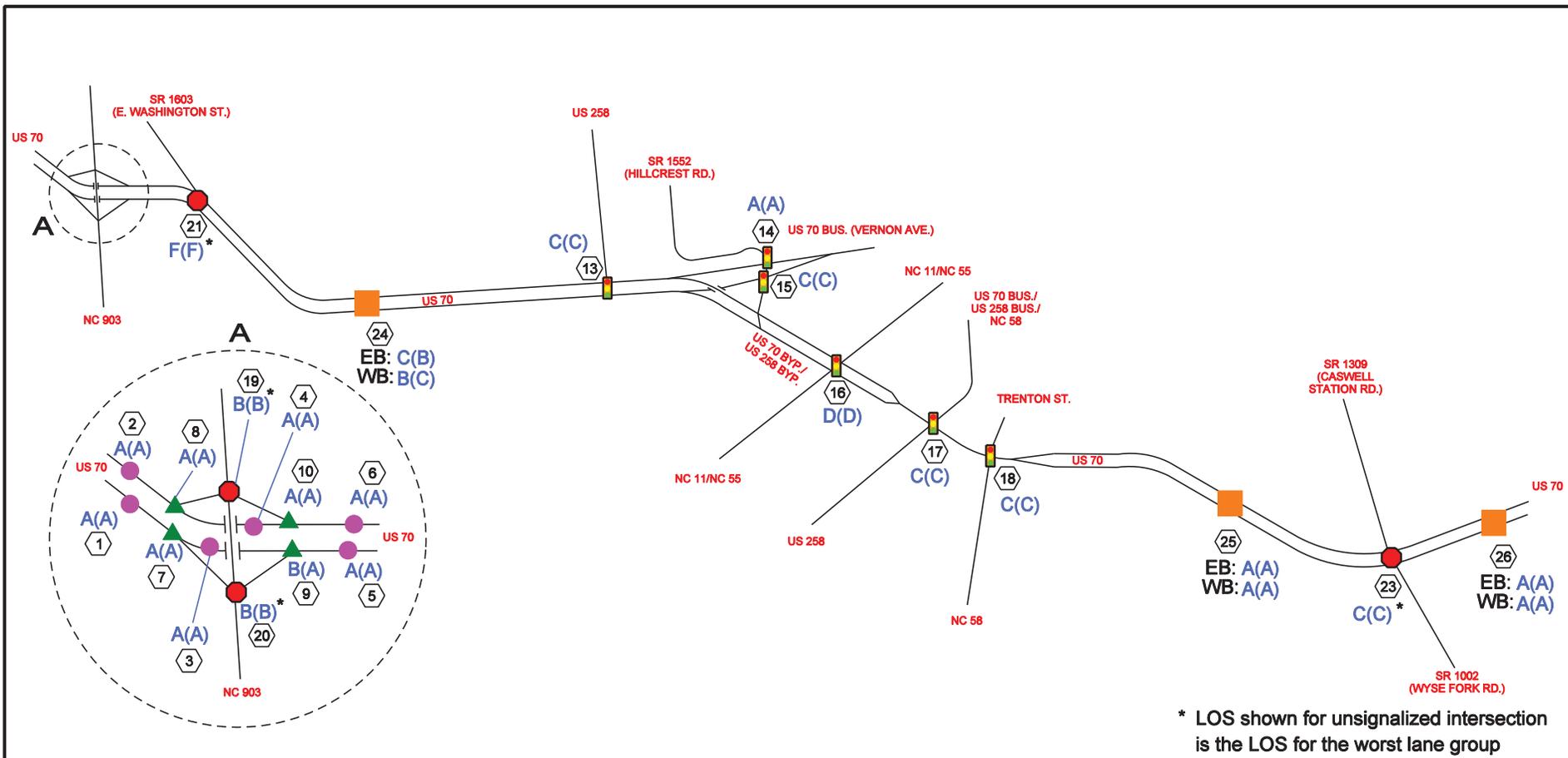
NC Department of Transportation
Division of Highways
Project Development and
Environmental Analysis Branch

This map is for reference only.
Sources: ESRI Inc., USGS, CGIA,
NCDOT, and URS.

October 2009



- Project Vicinity
- Lenoir, Jones, and Craven Counties
- North Carolina Counties



North Carolina
Department of Transportation



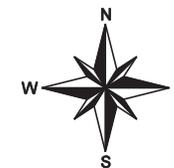
Craven County
Jones County
Lenoir County

TIP Project No. R-2553

Legend

- Basic Freeway Segments
- Multilane Segments
- ▲ Freeway Ramp Junctions
- ◆ Freeway Weaving Segments
- Signalized Intersection
- Unsignalized Intersection
- A(A) Level of Service - AM(PM)
- 1 Analysis Reference Number

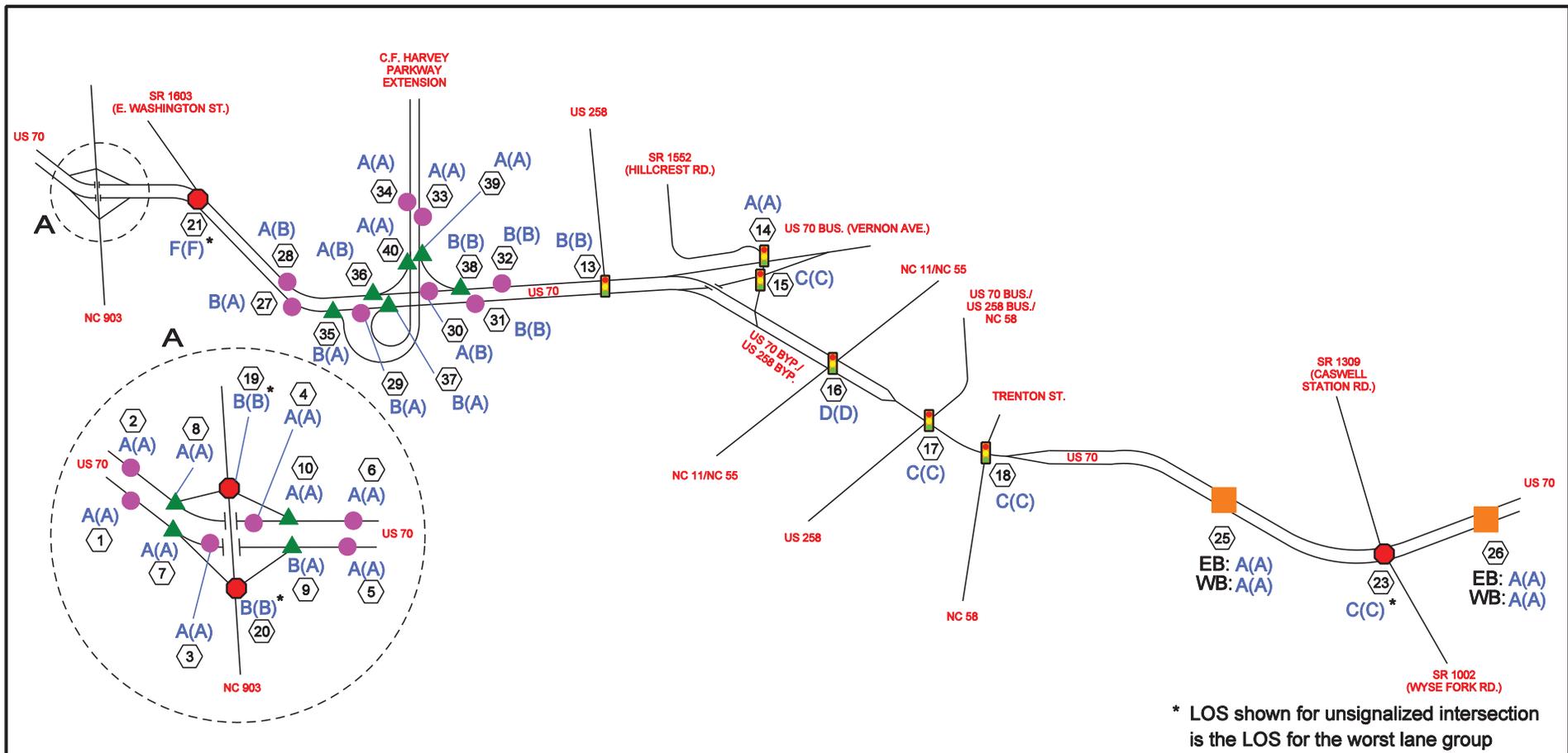
Date: May 2010



Not to Scale

Figure 2a

2008 No-Build LOS
Without Addition of C.F. Harvey
Parkway Extension



North Carolina
Department of Transportation



Craven County
Jones County
Lenoir County

TIP Project No. R-2553

Legend

-  Basic Freeway Segments
-  Multilane Segments
-  Freeway Ramp Junctions
-  Freeway Weaving Segments
-  Signalized Intersection
-  Unsignalized Intersection
-  Level of Service - AM(PM)
-  Analysis Reference Number

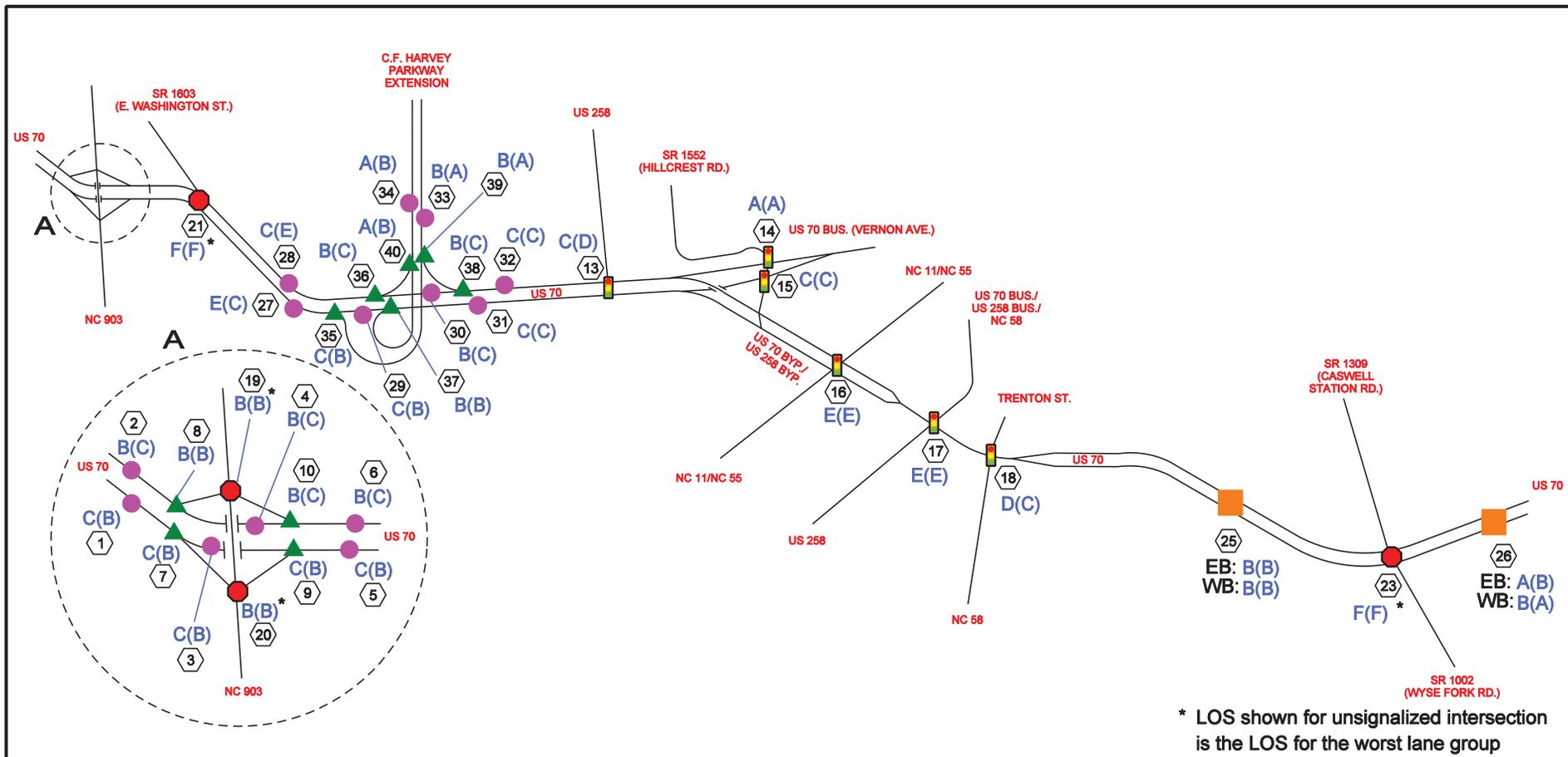
Date: May 2010



Not to Scale

Figure 2b

2008 No-Build LOS
With Addition of C.F. Harvey
Parkway Extension



North Carolina
Department of Transportation



Craven County
Jones County
Lenoir County

TIP Project No. R-2553

Legend

-  Basic Freeway Segments
-  Multilane Segments
-  Freeway Ramp Junctions
-  Freeway Weaving Segments
-  Signalized Intersection
-  Unsignalized Intersection
-  A(A) Level of Service - AM(PM)
-  1 Analysis Reference Number

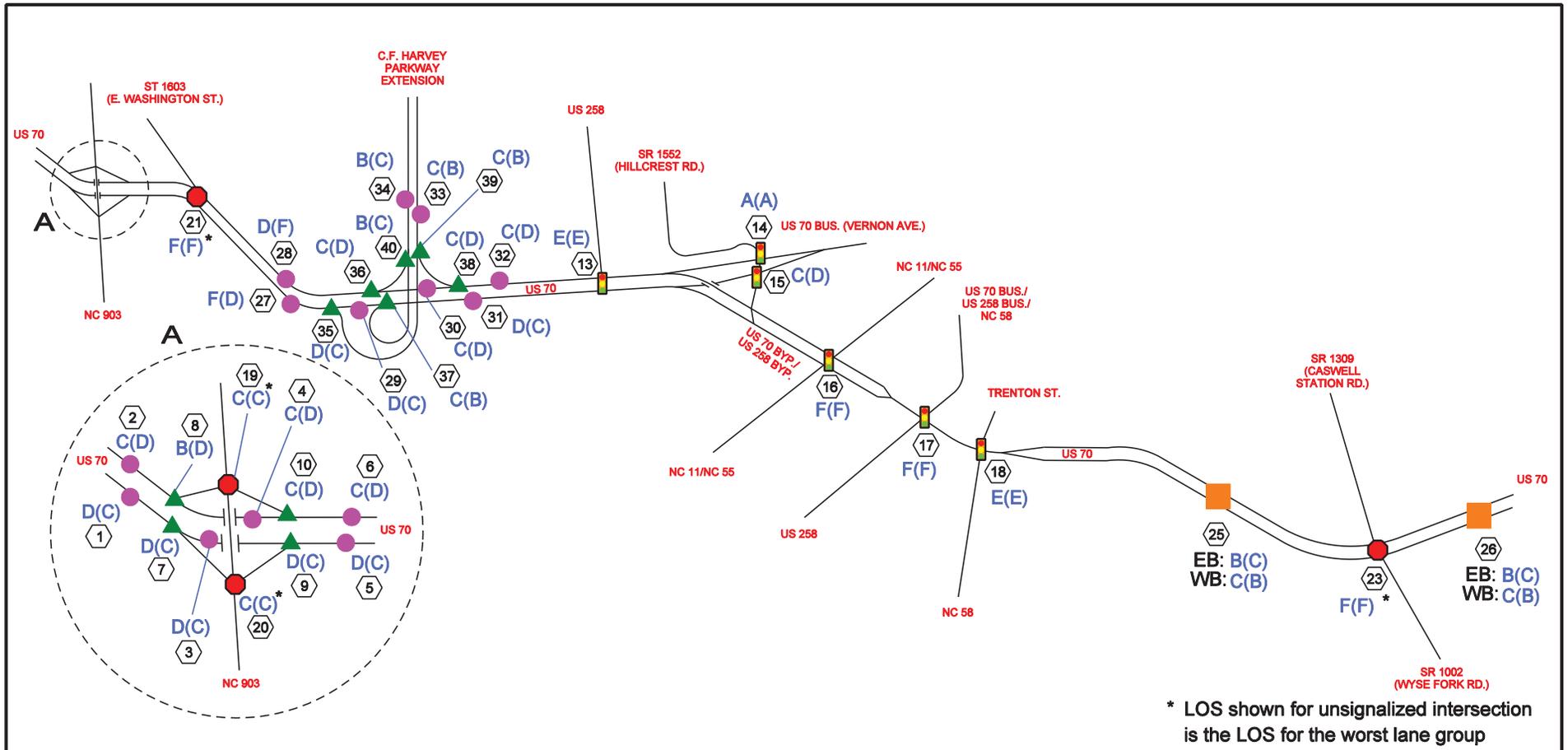
Date: May 2010



Not to Scale

Figure 2c

2020 No-Build LOS



North Carolina
Department of Transportation



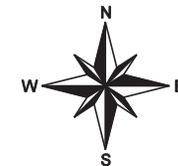
Craven County
Jones County
Lenoir County

TIP Project No. R-2553

Legend

- Basic Freeway Segments
- Multilane Segments
- ▲ Freeway Ramp Junctions
- ◆ Freeway Weaving Segments
- Signalized Intersection
- Unsignalized Intersection
- A(A) Level of Service - AM(PM)
- 1 Analysis Reference Number

Date: May 2010



Not to Scale

Figure 2d

2035 No-Build LOS

FIGURE 3a

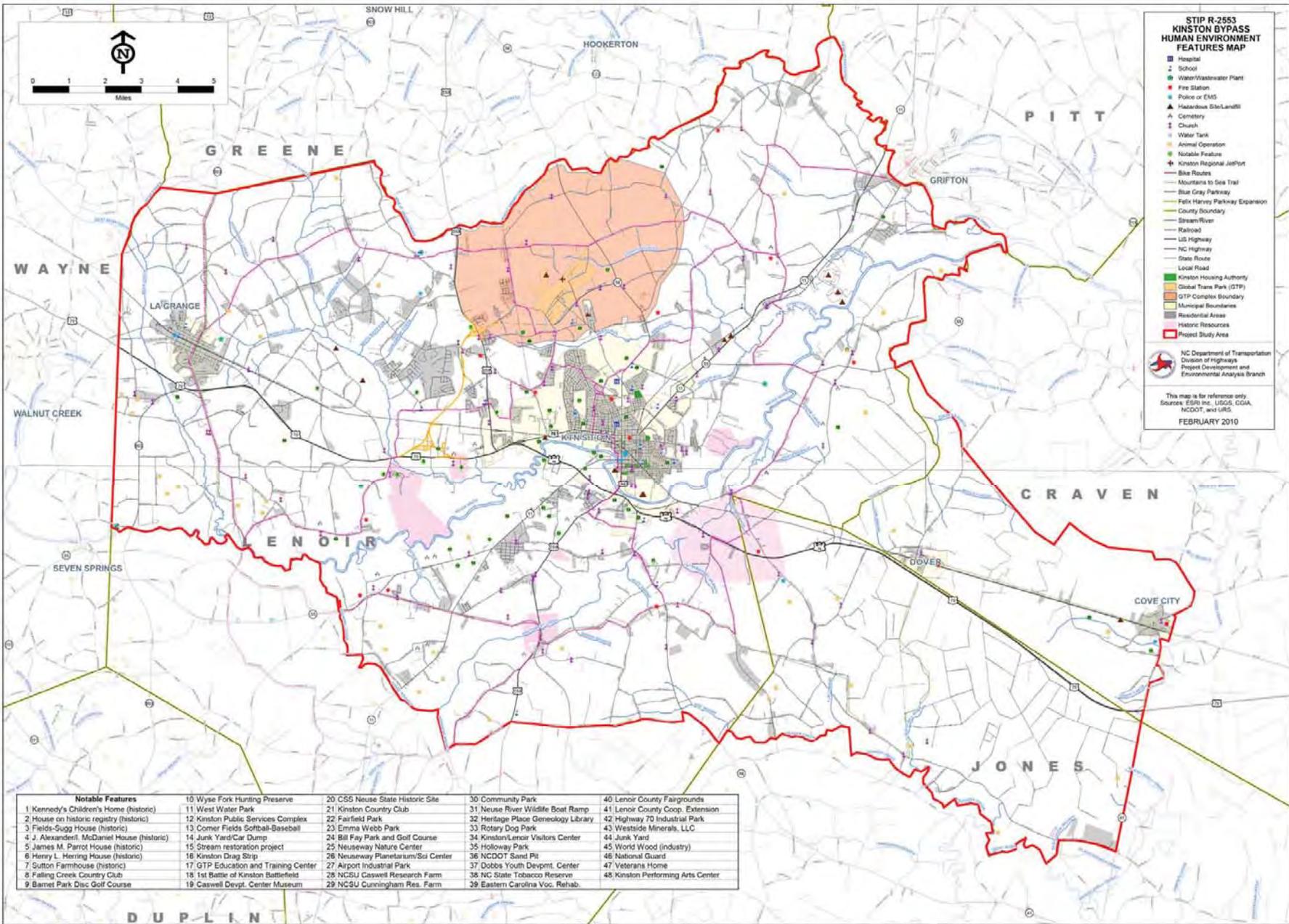
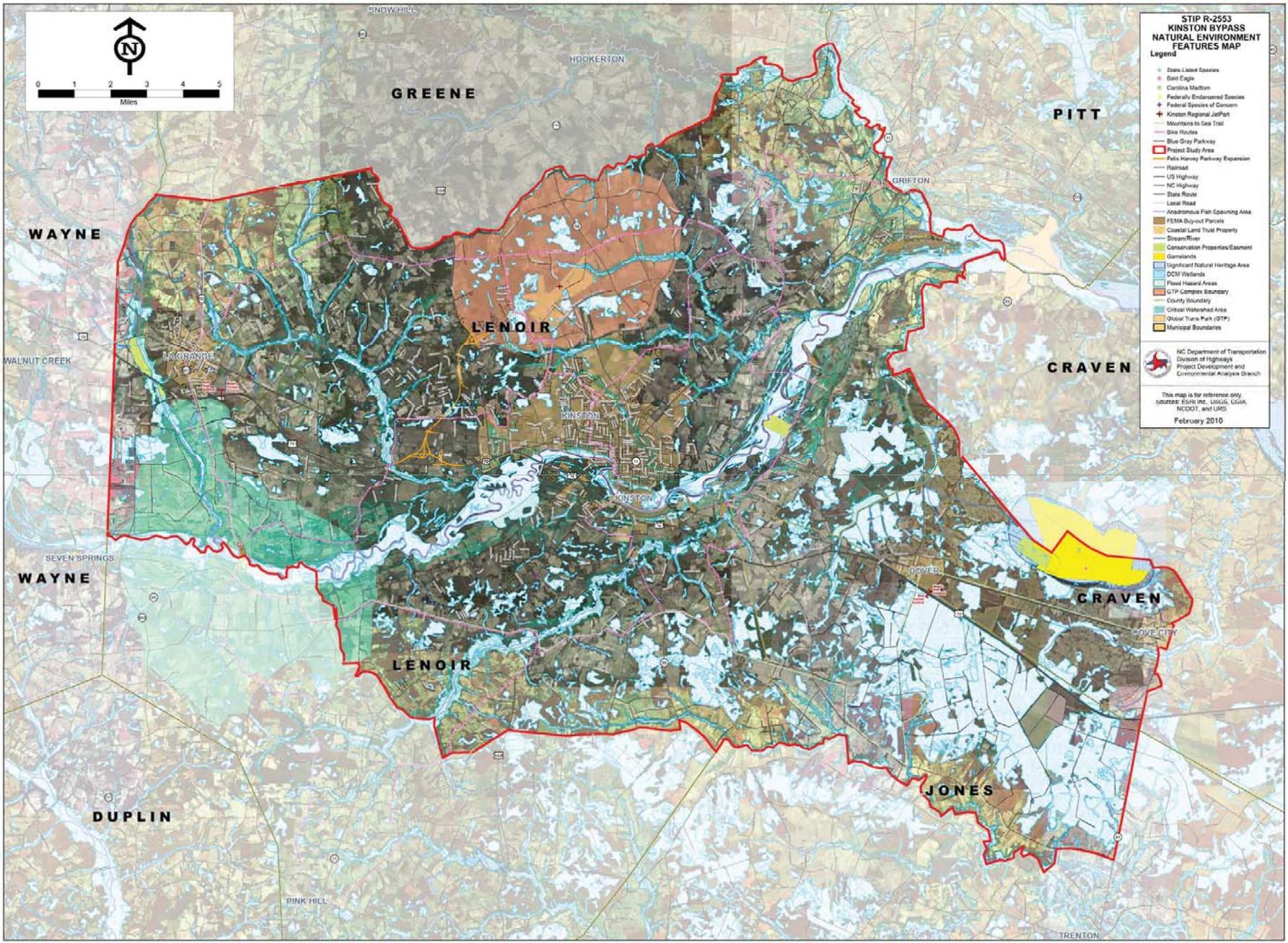
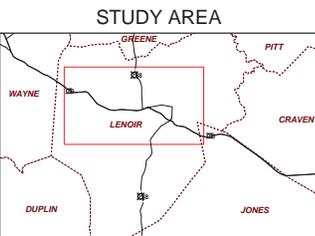
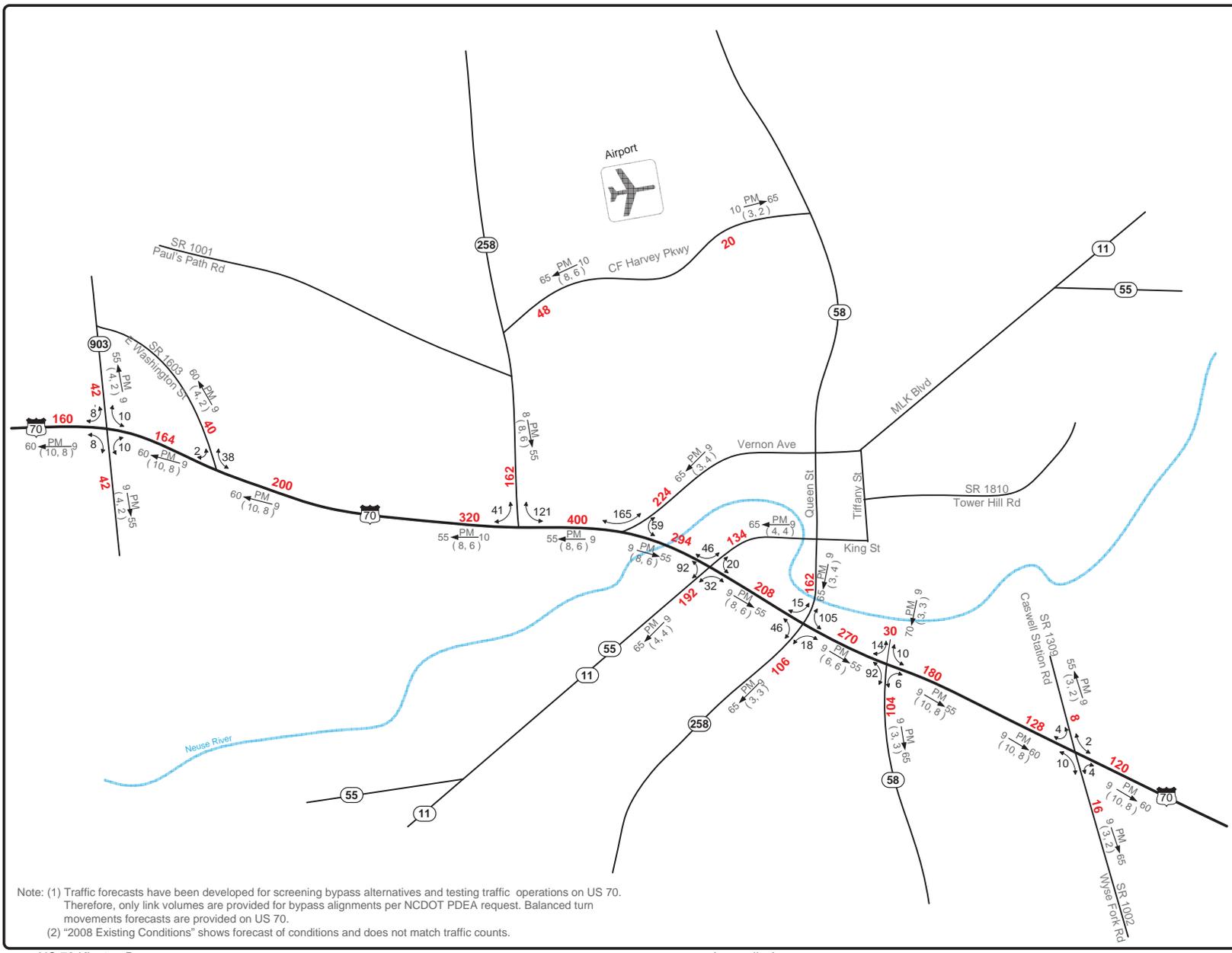


FIGURE 3b





2008

AVERAGE ANNUAL DAILY TRAFFIC

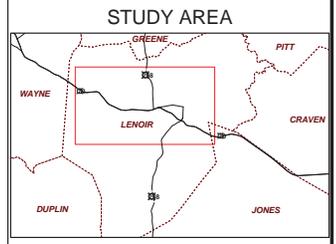
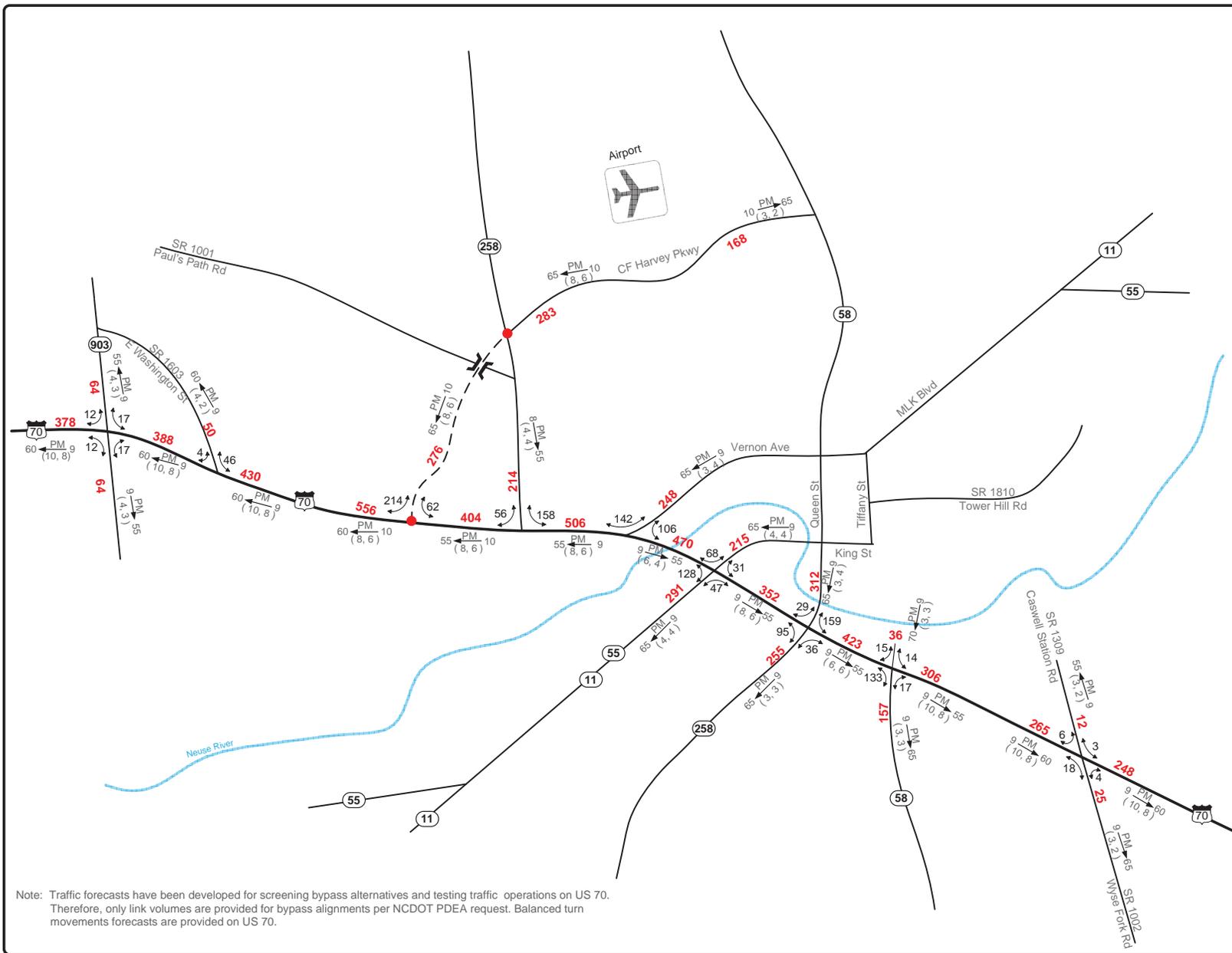
Existing Conditions

LEGEND

- DHV \xrightarrow{PM} \rightarrow D
- ### No. of Vehicles Per Day (VPD) in 100s
- 1- Less than 50 VPD
- X Movement Prohibited
- Roadway
- DHV Design Hourly Volume
- PM PM Peak Period
- D Peak Hour Directional Split
- \rightarrow Indicates Direction of D
- (d,t) Duals, TT-STs (%)

TIP: R-2553		WBS: 35629	
COUNTY: Lenoir		DIVISION: 2	
DATE: May, 2009			
PREPARED BY: Parsons Brinckerhoff			
LOCATION: Kinston FIGURE 4a			
PROJECT: US 70 Kinston Bypass			

Note: (1) Traffic forecasts have been developed for screening bypass alternatives and testing traffic operations on US 70. Therefore, only link volumes are provided for bypass alignments per NCDOT PDEA request. Balanced turn movements forecasts are provided on US 70.
 (2) "2008 Existing Conditions" shows forecast of conditions and does not match traffic counts.



2020

AVERAGE ANNUAL DAILY TRAFFIC

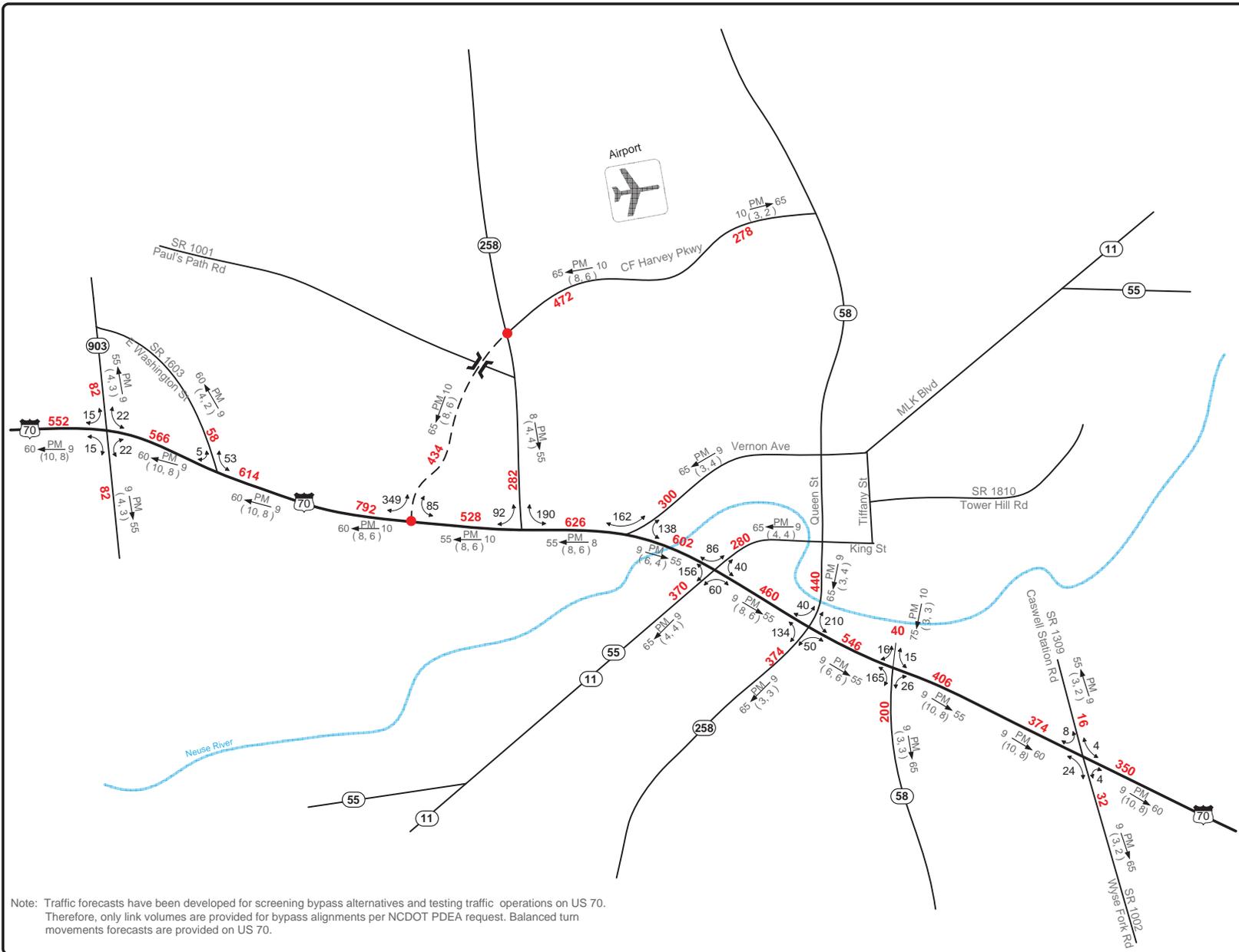
No Build

LEGEND

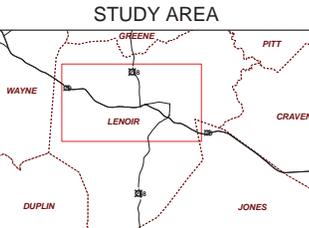
- DHV $\frac{PM}{(d,t)} \rightarrow D$
- ### No. of Vehicles Per Day (VPD) in 100s
- 1- Less than 50 VPD
- X Movement Prohibited
- Roadway
- DHV Design Hourly Volume
- PM PM Peak Period
- D Peak Hour Directional Split
- \rightarrow Indicates Direction of D
- \rightarrow Duals, TT-STs (%)
- Assumed access/interchange to bypass

TIP: R-2553	WBS: 35629
COUNTY: Lenoir	DIVISION: 2
DATE: May, 2009	
PREPARED BY: Parsons Brinckerhoff	
LOCATION: Kinston FIGURE 4c	
PROJECT: US 70 Kinston Bypass	

Note: Traffic forecasts have been developed for screening bypass alternatives and testing traffic operations on US 70. Therefore, only link volumes are provided for bypass alignments per NCDOT PDEA request. Balanced turn movements forecasts are provided on US 70.



Note: Traffic forecasts have been developed for screening bypass alternatives and testing traffic operations on US 70. Therefore, only link volumes are provided for bypass alignments per NCDOT PDEA request. Balanced turn movements forecasts are provided on US 70.



2035

AVERAGE ANNUAL DAILY TRAFFIC

No Build

LEGEND

- DHV \xrightarrow{PM} \rightarrow D
- ### No. of Vehicles Per Day (VPD) in 100s
- 1- Less than 50 VPD
- X Movement Prohibited
- Roadway
- DHV Design Hourly Volume
- PM PM Peak Period
- D Peak Hour Directional Split
- \rightarrow Indicates Direction of D
- (d,t) Duals, TT-STs (%)
- Assumed access/interchange to bypass

TIP: R-2553	WBS: 35629
COUNTY: Lenoir	DIVISION: 2
DATE: May, 2009	
PREPARED BY: Parsons Brinckerhoff	
LOCATION: Kinston FIGURE 4d	
PROJECT: US 70 Kinston Bypass	



PURPOSE & NEED (CP1) CONCURRENCE MEETING MINUTES

To: Project File

From: Chris Werner, PE

Date: August 12, 2010

Subject: STIP Number R-2553, Kinston Bypass, Lenoir County, North Carolina

A Section 404/NEPA Interagency Merger Process Team (Merger Team) Meeting was held at 9:00 AM, Tuesday, June 22, 2010 in the NCDOT Transportation Building Board Room. Those in attendance are shown on the attached sign-in sheet.

Purposes of meeting

- Provide the Merger Team with status on the GIS data layers update.
- Present information to the Merger Team regarding Need for the Proposed Action, Purpose of the Proposed Action, and the Defined Study Area.
- Obtain Merger Team Concurrence on the Purpose and Need and the Defined Study Area.

Status update on GIS data

Prior to the Merger Team Meeting, Joe Sewash with the Center for Geographic Information and Analysis (CGIA) reviewed the GIS data layers update status. Mr. Sewash reviewed the status of all zero-cost and contracted data layers. While the updates of the archaeology, wetland and stream mapping data layers have not been completed, the CGIA anticipates all data layer updates will be completed by the September 2010 deadline. Mr. Sewash also noted that upon completion of the data layers update, a Multiagency Return on Investment Study will be completed.

Merger Meeting Summary

Mark Pierce informed the attendees that a Merger Team Informational Meeting is anticipated for this fall. The purpose of the informational meeting is to allow the Merger Team an opportunity to review the new data layers updated by the CGIA and to include the Merger Team in project development stages, given the Kinston Bypass is a pilot project. As the Lead Federal Agency representative, Tom Steffens with the U.S. Army Corps of Engineers (USACE) reminded everyone that the purpose of this meeting is to discuss the Purpose and Need and to review the Draft Project Study Area for the project. Mark Pierce then turned the meeting over to Chris Werner who proceeded with a presentation reviewing project background information, existing and future No Build Conditions, as well as the Draft Purpose and Need and Recommended Study Area. Questions and comments made during and after the presentation are summarized below by topic:

Speed Limit/Accident Data/Level of Service (LOS) Capacity Analysis

- A question was asked concerning the accident data and how it was analyzed. Chris Werner explained that NCDOT provided crash data for a three-year period on major roadway segments

R-2553: CPI CONCURRENCE MEETING MINUTES
 June 22, 2010
 Page 2 of 3

within the Draft Project Study Area. Five categories of crashes were analyzed including Total Crashes, Fatal Crashes, Non-Fatal Crashes, crashes occurring at night, and crashes occurring during wet conditions. Crash rates for these categories were compared to the Statewide Average Crash Rates for similar routes to determine if the roadway segment exceeded the statewide average. Crash rates were also compared to the Critical Crash Rate, which is a statistically-derived number that can be used to identify locations where crash occurrence is higher than expected for a given facility type. The graphic presented showed a summary of the Total Crash Rates compared to the Statewide Average and Critical Crash Rates.

- A question was asked if freeway segments were looked at when traffic operations were analyzed. Chris responded by explaining that several freeway components were analyzed including the area near the NC 903 interchange as well as the proposed C.F. Harvey Parkway portion which is currently under construction.
- A question was asked if the signalized intersections are close enough to control the Level of Service (LOS). Chris Werner responded that signalized intersections control traffic operations of multilane segments along US 70 and US 70 Bypass where the signals are spaced within two miles of one another. Chris Werner presented a graphic to the team that was shown at the February 2010 Citizens Informational Workshops which depicted the LOS operations for segments along US 70 and US 70 Bypass for 2008 and 2035 No Build Scenarios.

Purpose and Need Statement

- A question was asked if the Performance Measure statement, as shown in the Merger Packet, is something new and questioned the purpose of it. Chris Werner explained that it is a tool that will be used to screen preliminary alternatives. Mark Pierce stated that a performance measure has always been implied on other projects, but have not previously been a part of the purpose and need.
- Regarding the Concurrence Form (see attached), Chris Militscher agreed that “existing and future roadway capacity deficiencies” constitute a need for the project; however, he did not believe the “inability to serve high speed regional travel consistent with the Strategic Highway Corridors (SHC) Plan” should be included as a need for the project. Additionally, Chris Militscher requested any reference to “high-speed” and “SHC” be removed from the Purpose and Need Statement.
- Several merger team members (USACE, NCWRC, UWFWS, and NCDWQ) agreed with removing the “SHC” language from the Purpose and Need.
- Mark Pierce suggested taking a short break to have side bar discussions amongst the project team regarding modifying the Purpose and Need statement. After the break, a revised Purpose and Need statement was presented to the Merger Team and is as follows:

Project Need:

- (1) Inability to Serve Regional Mobility, and
- (2) Existing and Future Roadway Capacity Deficiencies and Travel Delays.

R-2553: CPI CONCURRENCE MEETING MINUTES
June 22, 2010
Page 3 of 3

Project Purpose:

Improve regional mobility, capacity, and travel times for the US 70 Corridor from LaGrange to near Dover with a full-control access facility.

- Scott McLendon and Tom Steffens expressed concern that having “full control of access” as part of the Project Purpose would limit potential study alternatives because it would essentially eliminate the improve existing facility as a potential alternative due to extensive right of way impacts. Tom Steffens suggested removing “full control of access” from the Purpose and Need statement, but to document in the meeting minutes that any new location alternatives to be developed will include full control of access.
- Mark Pierce suggested taking a second break to have side bar discussions amongst the project team regarding modifying the Purpose and Need, without “full control of access.” After the break, Mark Pierce informed the Merger Team that NCDOT is not willing to remove “full control of access” from the project purpose as this would result with NCDOT evaluating non-full-control-of-access alternatives, which would not be consistent with the SHC Plan for US 70. With that said, and with the USACE representatives not comfortable signing the concurrence form if “full control of access” is kept in the Purpose and Need statement, Mark Pierce recommended elevating the project.

Defined Study Area

- Discussion was then held regarding the Draft Project Study Area (see attached). It was suggested that the study area be expanded to the north into Greene County to allow some space between the Global TransPark (GTP) boundary and the Draft Project Study Area boundary. It was also suggested expanding the study area to the northeast to allow for additional alternatives to be developed north of Dover and Cove City. Chris Werner explained the Draft Study Area was developed to allow for a full range of alternatives to be considered. Additionally, Chris Werner explained the Dover Bay game lands are located to the northeast, which includes a Significant Natural Heritage Area, a conservation easement/property, as well as State-Listed Species. Additionally, as mitigation for unavoidable impacts, the Global TransPark purchased and restored 3,100 acres of Dover Bay, which included ten miles of ditch and road removal, planting of more than 150,000 trees, and construction of control weirs to regulate water entering and leaving the site. With no further comments, it was agreed no changes will be made to the boundary for the Draft Project Study Area.

Action Items

The Merger Team was unable to reach concurrence on the Purpose and Need statement, and recommended elevation to the Merger Management Team.

Attendance Record

**Lenoir County GIS Initiative Update Meeting
and
Kinston Bypass Purpose & Need (CP1) Meeting
R-2553: US 70 – Kinston Bypass – Lenoir County**

Transportation Building – Raleigh, NC – June 22, 2010

#	Printed Name	Agency / Department	Telephone Number
1	Tim Johnson	CGIA	919-754-6588
2	Karen Taylor	URS	919-461-1353
3	Joe Sewash	CGIA	719.616.5621
4	Gary Jordan	USFWS	919-856-4520 x.32
5	GARY LOVERING	NCDOT Rdwy Des	919 250-4016
6	Karen Capps	NCDOT - PDEA	919-733-7844 x237
7	THOMAS STODDARD	NCDOT - TIP	919-733-2039
8	Susan Gale	NCDENR DWQ	919 715 3477
9	Perigan Russell	NCDENR DWQ	919 715 6835
10	MAUR PIERCE	NCDOT PROJECT DEVELOPMENT	(919) 733-7844 x 214
11	TOM STEFFENS	USACE	910-251-4615
12	CHRIS MILITSCHER	USEPA	919-856-4266
13	Brian Wenn	DWQ	919-733-5715 ³³⁶⁻⁷⁷¹⁻⁴⁸⁵²
14	Stephen Lane	PCM	(252) 808-2408
15	STEVE SOLOD	DCM	⁷³³⁻²²⁹³ 919- 233-15 x 230
16	Mary Pope Furr	NCDOT - PDEA	919-431 1141
17	Teresa Wilton	USACE	919-528-9886
18	Rob Will	DERPO	252-638-3185
19	Carlos Moygast	NCDOT - TPB	919-733-4705
20	Alex Rickard	ECRPO	252-229-7086
21	Ed Lewis	NCDOT - PDEA	919 431 6585

Attendance Record

**Lenoir County GIS Initiative Update Meeting
and
Kinston Bypass Purpose & Need (CP1) Meeting
R-2553: US 70 – Kinston Bypass – Lenoir County**

Transportation Building – Raleigh, NC – June 22, 2010

#	Printed Name	Agency / Department	Telephone Number
22	JAMES TORTORELLA JR.	NCDOT PDEA	919-733-7844 ^{Ext. 357}
23	TRIS FORD	NCDOT-HEU	719-481-1667
24	Ron Lucas	FHWA	919-747-7019
25	Amy James	NCDOT-NEU	919-431-6756
26	Neil Cassler	NCDOT -DR	252-830-3900
27	SWITT WALSTON	NCDOT TPB	919 733 4705
28	Ed Eafmoh	NCDOT	252-876-3490
29	Morgan Weatherford	NCDOT	919 431 6552
30	Brian Yamamoto	NCDOT-PDEA	919-733-7842
31	Gary Lovering	NCDOT- Rdwy Des	919-250-4016
32	PAUL J. MOHLER	NCDOT- Archaeology	919-481-1588
33	AMY SIMES	NCDENR	919. 715 -4151
34	GLENN MUMFORD	NCDOT ROADWAY DESIGN	919 - 250 -- 4016
35	Mark Staley	NCDOT-REU	919 733-2920
36	Renee Gladhill-Earley	ICR-SHPO	919-807-6579
37	KEVIN HART	NCDENR- DMF	
38	RON SECHLER	NOAA-FISHERIES	
39	ROB HANSON	NCDOT- PROJECT DEVELOPMENT	
40	CHRIS RIVENBARK	NCDOT- NATURAL ENVIRONMENT UNIT	
41	GREG THARPE	NCDOT- PROJECT DEVL & ENVIRON. ANALYSIS	
42	JEFF WEISNER	URS CORPORATION	

Attendance Record

**Lenoir County GIS Initiative Update Meeting
and
Kinston Bypass Purpose & Need (CP1) Meeting
R-2553: US 70 – Kinston Bypass – Lenoir County**

Transportation Building – Raleigh, NC – June 22, 2010

#	Printed Name	Agency / Department	Telephone Number
43	CHRIS WERNER	URS CORPORATION	
44	SCOTT MCLENDON	USACE	
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KINSTON BYPASS
STIP Project No. R-2553

Section 404/NEPA Interagency Merger Meeting
for
Concurrence Point 1:
Purpose and Need and Study Area Defined

Transportation Building, Raleigh, North Carolina
June 22, 2010

Kinston Bypass STIP Project No. R-2553



Purpose of meeting

- Present information regarding:
 - Need for the Proposed Action
 - Purpose of the Proposed Action
- Obtain Concurrence on Purpose and Need and Defined Study Area

Kinston Bypass STIP # R-2553



Project Vicinity



Kinston Bypass STIP # R-2553



Project History

- In October 1993, the Kinston Bypass project was listed in the *Kinston Urban Area Thoroughfare Plan*.
- In the 1990's, NCDOT initiated environmental and engineering studies for the Kinston Bypass Project
 - project later placed on hold due to other local and NCDOT Division 2 priorities.
- In October 2007, the Kinston Bypass project was listed in the *City of Kinston Comprehensive Transportation Plan*.

Kinston Bypass STIP # R-2553



Project History (cont.)

- In 2008, the North Carolina Interagency Leadership Team (ILT) established Kinston Bypass project as a pilot project.
 - GIS Data will be utilized as basis for alternative development, evaluation and selection of the LEDPA
- In early 2009, NCDOT and the Center for Geographic Information and Analysis (CGIA) held Pre-GIS Scoping Meetings with federal and state resource and permitting agencies to identify critical data layers to be updated by CGIA.

Kinston Bypass STIP # R-2553



Project History (cont.)

- In May 2009, NCDOT restarted the project by requesting input from city, town, and county officials, as well as state and federal resource agencies by distributing the project Start of Study Letter.
- In July 2009, NCDOT and CGIA held a GIS Scoping Meeting to finalize the list of priority data layers to be updated, the approach, and the data layer update schedule.
- In September 2009, the Community Characteristics Report was prepared documenting existing conditions within the vicinity of the project.

Kinston Bypass STIP # R-2553

Project History (cont.)

- February 19, 2010 NCDOT held a Local Officials Meeting informing local officials of upcoming Citizens Informational Workshops.
- February 23rd and 25th 2010 NCDOT held the first round of Citizens Informational Workshops.

Kinston Bypass STIP # R-2553

2007 City of Kinston Comprehensive Transportation Plan

Kinston Bypass STIP # R-2553

NCDOT Draft 10 Year Program and Resource Plan (location used for funding purposes only)

Kinston Bypass STIP # R-2553

Cost (based upon NCDOT STIP location)

	2009-2015 STIP Estimate	Updated Estimate
Construction	\$118,000,000	\$170,000,000*
Right of Way	\$9,800,000	\$9,800,000
Prior Years		\$1,078,000
Total	\$127,800,000	\$180,878,000

* Updated October 2009

Kinston Bypass STIP # R-2553

NCDOT Strategic Highway Corridor Plan

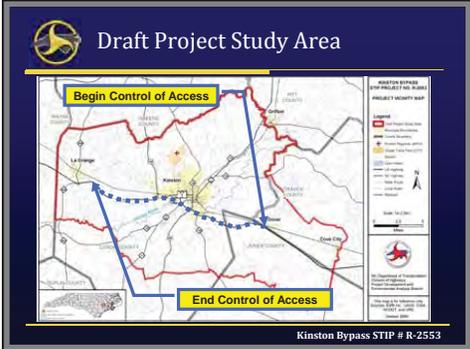
- Collaboration between NCDOT, NCDENR, and NCDOC.
- SHC Purpose:
 - To provide safe, reliable, and high-speed highways that connect to travel destinations throughout and just outside of NC, for the efficient movement of people and goods.
- Result:
 - Long-range plan created to protect and maximize mobility and connectivity on a core set of highway corridors throughout the state.

Kinston Bypass STIP # R-2553

NCDOT Strategic Highway Corridor Plan (cont.)

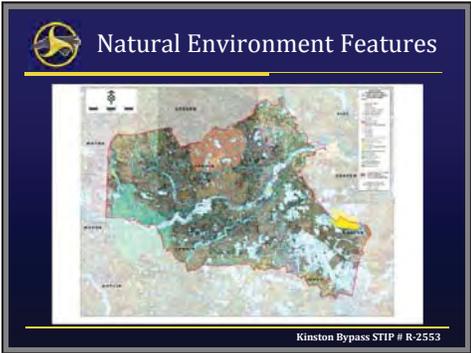
- Corridors are chosen based on:
 - traffic demand,
 - important to the state/region,
 - connectivity to activity centers or interstates, or
 - to serve as a reliever to an existing interstate.
- Includes 55 corridors throughout the state.
- Corridor # 46:
 - US 70 from I-40 (east of Raleigh) to Morehead City.

Kinston Bypass STIP # R-2553

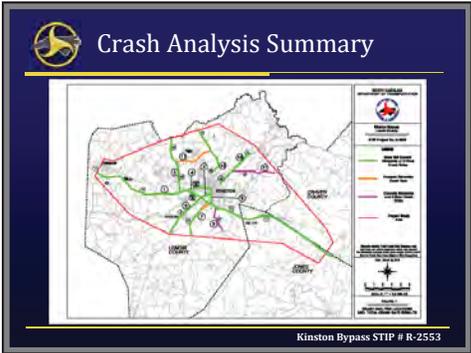




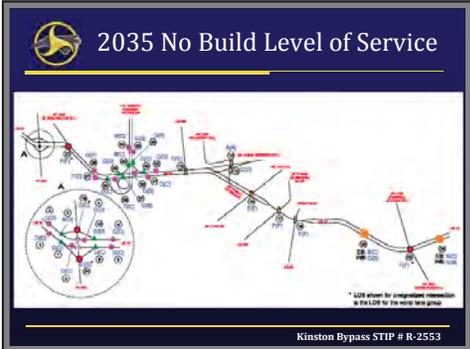
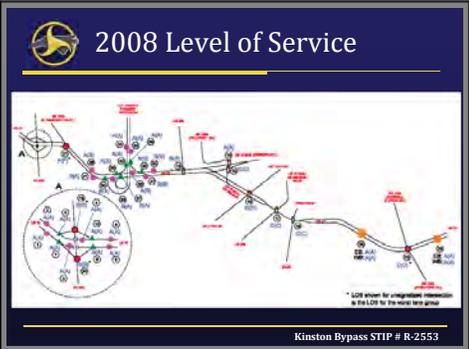
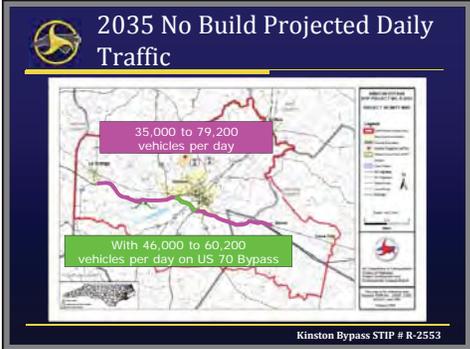
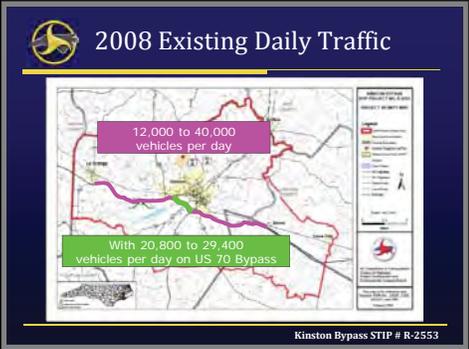
Kinston Bypass STIP # R-2553



Kinston Bypass STIP # R-2553



Kinston Bypass STIP # R-2553



NCDOT Recommended Freeway Speeds

- NCDOT's *Policy on Desirable Levels of Service for State Highway System Streets and Highways in Urban Areas (October 29, 1997)* recommends:
 - Higher operating speeds of 45-55 mph for primary freeways in urban areas.
 - Design Speeds of 60-70 mph for primary freeways with a minimum interchange spacing in urban areas of 1 mile.

Kinston Bypass STIP # R-2553

Travel Time Study

- Travel Time Study initiated in March 2010. (10 segments along existing US 70 from NC 903 to Tucker Town Road ≈ 20.16 miles)
 - 4 of 10 segments in the EB direction with operating speeds lower than 45 mph
 - 5 of 10 segments in the WB direction with operating speeds lower than 45 mph
- Travel Time Study to be finalized as a part of alternative screening process, which will evaluate future No-Build and Build scenarios.

Kinston Bypass STIP # R-2553



Need for the Proposed Action

- Inability to Serve High-Speed Regional Travel Consistent with the Strategic Highway Corridors Plan.
 - Driveways, unsignalized and signalized intersections are not consistent with SHC Plan for Corridor # 46 which recommends access via interchanges only
 - At-grade intersections and driveways result with low operating speeds
- Existing and Future Roadway Capacity Deficiencies.

Kinston Bypass STIP # R-2553



Purpose of the Proposed Action

- Improve regional mobility for the US 70 Corridor from LaGrange to near Dover by providing a facility that allows for high-speed travel consistent with the North Carolina Strategic Highway Corridor Plan.

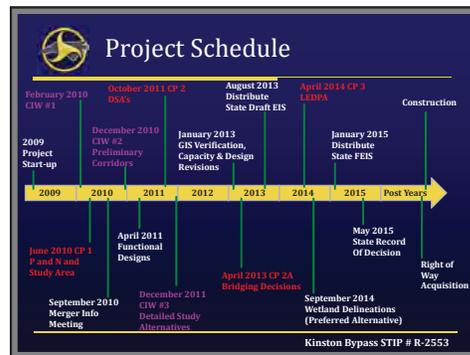
Kinston Bypass STIP # R-2553



Discussion

- Need for Proposed Action
- Purpose of Proposed Action
- Recommended Study Area

Kinston Bypass STIP # R-2553





STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

AGENDA

**Eastern Concurrence Meeting
Tuesday, September 14, 2010
Board Room Highway Building
Raleigh, North Carolina**

10:30 AM to 12:00 PM – Mark Pierce, Project Planning Engineer, NCDOT-Project Development
TIP No. R-2553 – US 70 – Kinston Bypass
Lenoir, Jones, & Craven Counties, Division 2

TEAM MEMBERS:

Renee Gledhill- Earley, NCDCCR - HPO	Ron Sechler, NOAA - Fisheries
Kevin Hart, NCDENR - DMF	Steve Sollod, NCDENR - DCM
Gary Jordan, USFWS	Tom Steffens, USACE
Terry Knowles, USCG	David Wainwright, NCDENR - DWQ
Chris Militscher, USEPA	Robert Will, Down East RPO (non-signatory)
Mark Pierce, NCDOT	Travis Wilson, NCDENR - WRC
Alex Rickard, Eastern Carolina RPO (non-signatory)	

NCDOT TECHNICAL SUPPORT STAFF AND OTHER AGENCY STAFF:

Ed Eatmon, Division 2	Ron Lucas, FHWA	Greg Thorpe, PDEA
Mary Pope Furr, Human Environ.	Elizabeth Lusk, Natural Environ.	James Upchurch, Trans. Planning
Steve Gurganus, Human Environ.	Travis Marshall, Trans. Planning	Scott Walston, Trans. Planning
Rob Hanson, Project Development	Ron McCollum, Roadway Design	Jeff Weisner, URS Corporation
Herman Huang, Human Environ.	Ray McIntyre, Program Devel.	Chris Werner, URS Corporation
Jay Johnson, Division 2	Carlos Moya, Trans. Planning	Matt Wilkerson, Human Environ.
Stephen Lane, NCDENR-DCM	Missy Pair, PDEA	Brian Yamamoto, Project Devel.
Neil Lassiter, Division 2	Chris Rivenbark, Natural Environ.	
Ed Lewis, Human Environment	Tom Stoddard, Program Devel.	
Gary Lovering, Roadway Design	Dewayne Sykes, Roadway Design	

The Merger Process Team was unable to reach concurrence on the wording of the Purpose & Need (CP1) Agreement during the June 22nd meeting. This CP1 Revisited Meeting will be held to recraft the wording of the agreement. No materials need to be mailed out for this meeting.

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
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RALEIGH NC 27699-1548

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TRANSPORTATION BUILDING
1 SOUTH WILMINGTON STREET
RALEIGH NC



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

AGENDA
Concurrence Meeting
Tuesday September 14, 2010
Board Room, Transportation Building
Raleigh, North Carolina

1:00 PM to 3:00 PM – Elmo Vance, Project Planning Engineer, NCDOT-PDEA Branch,
TIP No. R-2812, Re-alignment review for NC 211 Improvements from NC 73 in West End
to the traffic circle in Pinehurst, Division 8, Moore County

Team Members:

Ronnie Smith, USACE
Elmo Vance, PDEA
Felix Davila, FHWA
Chris Militscher, USEPA
Gary Jordan, USFWS

Travis Wilson, WRC
Polly Lespinasse, DWQ
Renee Gledhill-Early, SHPO
Paul Black, Triangle Area RPO (non-
signatory)

NCDOT Technical Support Staff and Other Agency Staff:

Tim Johnson, Division 8
Jay Twisdale, Hydraulics
William Zerman, Hydraulics
James Goodnight, Roadway Design

Tim Goins, Roadway Design
Jamille Robbins, HEU
John Conforti, PDEA
Teresa Hart, PDEA

**** The purpose of this meeting is to revisit alignment / CP3.***

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PURPOSE & NEED (CP1) CONCURRENCE MEETING MINUTES

To: Project File
From: Chris Werner, PE
Date: February 16, 2011
Subject: STIP Number R-2553, Kinston Bypass, Lenoir County, North Carolina

A Section 404/NEPA Interagency Merger Team (Merger Team) Meeting was held at 10:30 AM, on Tuesday, September 14, 2010 in the NCDOT Transportation Building Board Room. Those in attendance are shown on the attached sign-in sheet.

Purpose of Meeting

The Merger Team was unable to reach concurrence on the wording of the Purpose and Need agreement during the June 22, 2010 meeting; therefore, the purpose of this meeting is to revise the wording of the agreement.

Purpose and Need Discussion

Mark Pierce informed the attendees that since the June 22 meeting, the Lead Federal Agency representative, Tom Steffens with the U.S. Army Corps of Engineers, initiated coordination with NCDOT in order to discuss revising the Purpose and Need statement. This coordination was an effort to develop a Purpose and Need statement that would be acceptable to the Merger Team.

Mark Pierce then reviewed the various versions of the Purpose and Need agreement so that all Merger Team members were aware of the coordination that had occurred since the June 22 meeting. Upon reviewing the various versions, Mark Pierce opened the meeting for discussion to see if the Merger Team could agree on one of the versions.

Several Merger Team members disagreed with any reference to the North Carolina Strategic Highway Corridors Plan being included in the primary purpose of the project. The Merger Team was unable to reach concurrence on the Purpose and Need Statement, and again recommended elevation to the Merger Management Team.

Action Items

Non-concurring agencies will prepare and submit the appropriate elevation briefs within 5 days in accordance with the elevation process.



Kinston Bypass
 STIP R-2553
 Lenoir, Craven and Jones Counties, North Carolina
 September 14, 2010
 CP1 Merger Team Meeting

Name	Agency	Email Address
Chris Militscher	US EPA	
Travis Wilson	Wildlife Resources Commission	
Gary Jordan	US Fish and Wildlife Services	
Steve Sollid	Division of Coastal Management	
Brian Yamamoto	NCDOT PDEA	
Tom Steffans	USACE	
Renee Gledhill-Early	SHPO	
David Wainwright	DWQ	
Ed Eatmon	NCDOT Division 2	
Neil Lassiter	NCDOT Division 2	
Patrick Flanigan	Eastern Carolina RPO	
Gary Lovering	NCDOT Roadway Design Unit	
Mark Pierce	NCDOT PDEA	
Debbie Barbour	NCDOT Preconstruction	
Susan Meyer	Office of State Archaeology	



Kinston Bypass
 STIP R-2553
 Lenoir, Craven and Jones Counties, North Carolina
 September 14, 2010
 CP1 Merger Team Meeting

Name	Agency	Email Address
Lee Abbott	Office of State Archaeology	
James Doddard	NCDOT Locations and Surveys	
Rob Hanson	NCDOT PDEA	
Chris Rivenbark	NCDOT Natural Environment Unit	
Amy James	NCDOT Natural Environment Unit	
Phil Harris	NCDOT Natural Environment Unit	
Glen Mumford	NCDOT Roadway Design Unit	
Morgan Weatherford	NCDOT Natural Environment Unit	
Leilani Paugh	NCDOT Natural Environment Unit	
Ed Lewis	NCDOT Public Involvement	
Jamille Robbins	NCDOT Public Involvement	



Kinston Bypass
 STIP R-2553
 Lenoir, Craven and Jones Counties, North Carolina
 September 14, 2010
 CP1 Merger Team Meeting

Name	Agency	Email Address
Drew Joyner	NCDOT Human Environment Unit	
Mark Staley	NCDOT Roadside Environmental Unit	
Herman Huang	NCDOT Public Involvement and Community Studies	
Martha Hodge	NCDOT Public Involvement and Community Studies	
Jim Bolden	NCDOT Structure Design Unit	
James Upchurch	NCDOT Transportation Planning Branch	
Scott Walston	NCDOT Transportation Planning Branch	
Chris Werner	URS	
Joe Sewash	NC CGIA	
Ron Lucas	FHWA	



"Pierce, Mark S"
<mspierce@ncdot.gov>
10/28/2010 02:55 PM

To "McLendon, Scott"
<scott.c.mclendon@saw02.usace.army.mil>, "Coleman,
Clarence" <clarence.coleman@fhwa.dot.gov>, "Karoly,
cc "Lucas, Ron" <ron.lucas@fhwa.dot.gov>, "Barbour, Deborah
M" <dbarbour@ncdot.gov>, "Lassiter, Neil E"
<nlassiter@ncdot.gov>, "Mumford, Glenn W"
bcc
Subject R-2553: CP1 Elevation Mtg (10/13/2010)

Dear Merger Management Team & Merger Process Team,

The Merger Management Team met on 10/13/2010 to discuss the Purpose & Need Statement for the Kinston Bypass Project. The MMT reached concurrence on a revised statement. The meeting minutes and agreement are attached for your reference.

We thank both teams for their efforts to reach concurrence on Purpose & Need for this project.

Thanks,
Mark

Mark Pierce, P.E.
Project Planning Engineer
NCDOT - Eastern Project Development Unit
1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 733-7844 x214

Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.



R-2553-CP1R-MMT-MtgMinutes&Agreement-10-13-2010.pdf



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

October 22, 2010

EUGENE A. CONTI, JR.
SECRETARY

Memorandum To: Merger Management Team

From: Debbie Barbour, PE *Debbie Barbour*
Merger Management Team Chair

Subject: Transmittal of approved US 70 Kinston Bypass
Concurrence Point 1 (Purpose and Need and Study Area Defined)
Form

The Merger Management Team (MMT) met on October 13, 2010 at the request of the US 70 Kinston Bypass Merger Process Team to provide guidance to resolve the statement of the project's purpose and need. The Merger Management Team concurred on the project's statement of purpose and need as shown on the attached form. No further elevation is needed and the Merger Process Team will continue forward to Concurrence Point 2 (Detailed Study Alternatives).

The MMT representatives present from each agency at the October 13, 2010 meeting are listed as follows:

US Army Corps of Engineers – Mr. Scott McClendon
Federal Highway Administration – Mr. Clarence Coleman
NC Department of Environment and Natural Resources – Ms. Cyndi Karoly, NCDWQ
Mr. Jim Gregson, NCDOT
NC Department of Transportation – Mr. Greg Thorpe

Representatives from the Merger Process Team present at the meeting included Mr. Tom Steffens (USACE), Mr. Chris Militscher (USEPA), Mr. David Wainwright (NCDWQ), Mr. Steve Sollod (NCDOT), and Mr. Brian Yamamoto (representing Mr. Mark Pierce from NCDOT).

The meeting was also attended by managerial staff from several of the previously named agencies.

More detailed documentation of the meeting is available in the NCDOT project file and can be supplied by the NCDOT Project Manager, Mr. Mark Pierce, P. E. upon request.

DMB/by
Attachment

MAILING ADDRESS:
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Section 404 / NEPA Interagency Merger Process Concurrence Agreement
Concurrence Point 1: Purpose & Need and Study Area Defined
Merger Management Team Elevation
October 13, 2010

US 70 Kinston Bypass
Lenoir, Jones, and Craven Counties, North Carolina
STIP Project No. R-2553

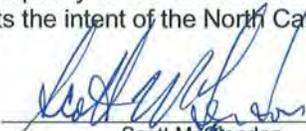
Project Need

- Address traffic congestion, capacity deficiencies, and through-traffic delays on US 70 between LaGrange and Dover.

Project Purpose

- The purpose of the project is to improve regional mobility, connectivity, and capacity for US 70 between LaGrange and Dover in a manner that meets the intent of the North Carolina Strategic Highway Corridors Plan.

USACE


Scott McCreendon
10/13/2010

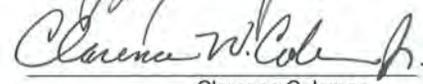
NCDOT


Greg Thorpe
13 Oct 10

NCDENR


Cyndi Karoly

FHWA


Clarence Coleman
10/13/10



INTERAGENCY MERGER TEAM INFORMATIONAL MEETING MINUTES

To: Project File
From: Chris Werner, PE
Date: February 18, 2011
Subject: STIP Number R-2553, Kinston Bypass, Lenoir County, North Carolina

A Section 404/NEPA Interagency Merger Process Team (Merger Team) Informational Meeting was held at 10:00 AM, Thursday, February 17, 2011 in the NCDOT Transportation Building Board Room. Those in attendance are shown on the attached sign-in sheet.

Purposes of meeting

- Present the status of the Lenoir County GIS Initiative and the Wetland Data Layer process.
- Present the status of the GIS data assimilation and integration for the environmental constraints mapping.

Lenoir County GIS Initiative Status Update

Joe Sewash with the Center for Geographic Information and Analysis (CGIA) reviewed the Lenoir County GIS priority data layer update status which includes 31 High Priority Layers (zero-cost layers and contracted data layers). Mr. Sewash also reviewed "lessons learned" that have been identified thus far in the data layers update process. A copy of Mr. Sewash's presentation is attached for reference.

Wetland Data Layer Update

LeiLani Paugh with the NCDOT Natural Environment Unit reviewed the status of the Wetland Predictive Model being used to create the wetland data layer for the project study area. Ms. Paugh reviewed methodology, types of data inputs/analysis, issues encountered, and field verification efforts which included the USACE. A copy of Ms. Paugh's presentation is attached for reference.

GIS Data Assimilation and Integration

Chris Werner with URS Corporation reviewed the on-going GIS Data Assimilation and Integration efforts required to compile an up-to-date GIS database for use in evaluating potential route options for the Kinston Bypass Project. Mr. Werner explained that in addition to receiving the Lenoir County GIS priority data layers, this data also needed to be collected for Craven and Jones Counties. URS has also been coordinating with various agencies to obtain updated non-priority data layers for the entire project study area. Once all data has been provided, URS will consolidate the various data layers for inclusion in a GIS database, which will assist in providing version control of data received.

R-2553: INTERAGENCY MERGER TEAM INFORMATIONAL MEETING MINUTES
February 17, 2011
Page 2 of 2

Next Steps

Brian Yamamoto explained that upon completion of the priority data layer updates the data will be assimilated, alternatives will be developed and initially screened in order to hold Citizens Informational Workshop #2, with Interagency Merger Team Meeting Concurrence Point 2 expected to be held in the fall of 2011.

Agenda
Merger Process Team Informational Meeting
Lenoir County GIS Initiative &
R-2553: US 70 – Kinston Bypass – Lenoir County
Transportation Building – Raleigh, NC – February 17, 2011

Introductions & Approach to this Meeting

- Purposes of this Meeting:
 - This is an Informational Meeting for the benefit of the Merger Process Team.
 - The primary purpose of this meeting is to present the status of the Lenoir County GIS Initiative and the status of the Wetland Data Layer. Joe Sewash and LeiLani Paugh will be presenters for this portion of the meeting.
 - The secondary purpose will be to present the status of data assimilation and integration for the environmental constraints map for the Kinston Bypass Project. Chris Werner will be the presenter for this portion of the meeting.
- Introductions of those in attendance
- will not be in attendance.

Lenoir County GIS Initiative

(Joe Sewash, NC Office of Information Technology Services - Center for Geographic Information and Analysis)

Wetland GIS Data Layer (LeiLani Paugh, NCDOT Natural Environment)

Segway between Lenoir County GIS Initiative & Kinston Bypass Project

(Mark Pierce, NCDOT Project Development)

Data Assimilation and Integration for the Kinston Bypass Project (Chris Werner, URS Corporation)



Kinston Bypass
 STIP R-2553
 Lenoir, Craven and Jones Counties, North Carolina
 February 17, 2011
 Merger Informational Meeting

Name	Organization	Email Address
Mark Pierce	NCDOT PDEA	
Chris Werner	URS	
Joe Sewash	CGIA	
Ron Lucas	FHWA	
Chris Millitsher	USEPA	
Travis Wilson	NCDENR-WRC	
Gary Jordan	USFWS	
Steve Sollod	NCDENR-DCM	
Brian Yamamoto	NCDOT PDEA	
Tom Steffans	USACE	
Rene Gledhill-Earley	NCDCCR-HPO	
David Wainwright	NCDENR-DWQ	
Ed Eatmon	NCDOT Div. 2	
Neil Lassiter	NCDOT Div. 2	
Patrick Flanigan	ECRPO	
Gary Lovering	NCDOT RDU	
Debbie Barbour	NCDOT Preconstruction	
Susan Meyers	OSA	
Lee Abbott	OSA	



Kinston Bypass
 STIP R-2553
 Lenoir, Craven and Jones Counties, North Carolina
 February 17, 2011
 Merger Informational Meeting

Name	Organization	Email Address
Tom Stoddard	NCDOT TIP UNIT	
Rob Hanson	NCDOT PDEA	
Chris Rivenbark	NCDOT NEU	
Amy James	NCDOT NEU	
Phil Harris	NCDOT NEU	
Glenn Mumford	NCDOT RDU	
Morgan Weatherford	NCDOT NEU	
LeiLani Paugh	NCDOT NEU	
Ed Lewis	NCDOT Pub. Inv.	
Jamille Robbins	NCDOT Pub. Inv.	
Drew Joyner	NCDOT HEU	
Mark Staley	NCDOT Roadside Env.	
Herman Huang	NCDOT Comm. Studies	
Martha Hodge	NCDOT Comm. Studies	
Neb Bullock	NCDOT SDU	
James Upchurch	NCDOT TPB	
Scott Walston	NCDOT TPB	

12/6/2011

**MERGER PROCESS TEAM
INFORMATIONAL MEETING**

- OUTLINE**
- ✘ Data Layers
 - + Contracted Layers
 - + Zero Cost Layers
 - ✘ Data Access
 - ✘ Pending Layers / Status
 - ✘ Lessons Learned

- DATA LAYERS**
- ✘ 31 High Priority Layers
 - ✘ Contracted Layers
 - + Layers funded through FHWA / DOT funds
 - + Layers funded through Kinston Bypass Project
 - ✘ Zero Cost Layers
 - + Layers created / updated by data stewards
 - + Updates provided based on existing update cycles and availability
 - + Empty datasets provided where high priority data does not exist for Lenoir County

- CONTRACTED LAYERS**
- ✘ Surveyed Historic Properties
 - ✘ Designated Historic Properties and Districts
 - + Survey completed by URS with support from DOT
 - + Data reviewed and integrated by SHPO
 - + Data distribution via web mapping services (WMS)

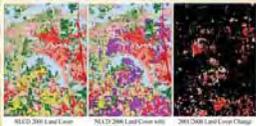
- CONTRACTED LAYERS**
- ✘ Local resolution National Hydrography Dataset (NHD)
 - + Qualification Based Selection procurement
 - + Limited number of local resolution NHD firms

- CONTRACTED LAYERS**
- ✘ Terrestrial Archaeology Sites
 - ✘ Terrestrial Archaeology Surveyed Areas
 - + ~500 features
 - + Scans complete
 - + Production pending

12/6/2011

CONTRACTED LAYERS

- ✘ Landcover
 - + 2006 NLCD extract for Lenoir County
 - + Implemented as contingency for 2006 NLCD availability
 - + Feb 16 release



CONTRACTED LAYERS

- ✘ Headwater Streams
- ✘ Wetlands
- ✘ On-site Mitigation Sites

ZERO COST LAYERS

- ✘ Natural Heritage Element Occurrence Sites
- ✘ Significant Natural Heritage Areas
- ✘ Detailed County Soil Surveys
- ✘ CREP Properties
- ✘ FEMA Buy-outs
- ✘ Wild and Scenic Rivers
- ✘ Land Trust Conservation Properties
- ✘ Lands Managed for Conservation and Open Space
 - + Land and Water Conservation Fund (LWCF)
- ✘ NC-CREWS: NC Coastal Regional Evaluation Of Wetland Significance
- ✘ Wetland Types
- ✘ Conservation Tax Credit Properties *

* No data in this layer for Lenoir County

ZERO COST LAYERS

- ✘ Anadromous Fish Spawning Areas (AFSA)
- ✘ Strategic Conservation Planning
- ✘ State Parks
- ✘ National Pollutant Discharge Elimination System Sites-Major / Minor
- ✘ Off-Site Mitigation Sites
- ✘ Public Water Supply Water Sources
- ✘ Transportation - System and Non-System Road Linework
- ✘ Game Lands*
- ✘ Inland Primary Nursery Areas
- ✘ Conservation Easements
- ✘ Shellfish Sanitation*
 - + Pollution Sources

* No data in this layer for Lenoir County

DATA ACCESS

- ✘ <http://www.cgia.state.nc.us/ILTLenoirCountyGISDataAccess/tabid/670/Default.aspx>
 - + Limited access pending ILT / Merger Team acknowledgement before public release
 - + Essential metadata provided for each layer



12/6/2011

Attachment A
 Interagency Leadership Team
 GIS Data Layer Specification Sheet
 National Pollutant Discharge Elimination System Data
 28 September 2010

Data Layer Specifics	
Data Layer Name	NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM DATA
Short Description	IDENTIFY THE LOCATION OF THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM POINT SOURCE WATER TREATMENT PLANTS AND FACILITIES AT EACH AND EVERY
Time Period of Content	1990 to 2000
Current Date of Data	
Update Frequency	As Needed
Abstract, Summary, History, or History	
Methodology Used to Create Data	THE NORTH CAROLINA DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCES, DIVISION OF WATER QUALITY, JOINTLY WITH COOPERATION WITH THE NC DEPT. OF TRANSPORTATION AND INFRASTRUCTURE DEVELOPED THE GIS DATA SET, NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM DATA (NPDES) DATA WITH MULTIPLE SYSTEMS ON "A" REPORTS WITH POINT SOURCE DATA.
Attributes and Attribute Descriptions	FIELD: POINT SOURCE ID NUMBER PROJECTION: STATE PLANNING IN SERVICE SOURCE: STATE PLANNING IN SERVICE

LESSONS LEARNED

- Estimates for specific layers will need to be re-evaluated based on the workflows developed as part of the Lenoir County pilot. Additional workflow steps or efficiencies that have been developed as part of the pilot need to be reflected in each layer by layer estimate.

LESSONS LEARNED

- Cost estimates for the business plan were developed for individual layers. When a single agency is responsible for the development or update of several layers, internal staff capacity needs to be evaluated to ensure there is sufficient capacity to have all layers in production simultaneously. If supplemental staffing is necessary, this cost needs to be captured in the layer by layer estimates.

LESSONS LEARNED

- The original GIS business plan advocates a five year production cycle for completing the first round of updates for all identified GIS layers. Experiences from the pilot indicate this five year, across-the-board assumption needs to be evaluated on a layer by layer basis.

LESSONS LEARNED

- The original GIS business plan does not account for secondary uses and associated benefits of the GIS layers beyond efficiencies directly attributed to the MERGER process. Documenting these benefits will further enhance the payback period and return on investment metrics.

12/6/2011

WETLAND PREDICTIVE MODEL STATUS

Lenoir County GIS Layer Pilot Project

Purpose of Model Development

- ▣ Streamlining Goal
 - use GIS data for wetland and stream locations for LEDPA selection
 - reduce man hours in the field, costs, and project delivery time
- ▣ Problem
 - No method for accurately predicting stream and wetland impacts
 - National Wetland Inventory (NWI) or USGS datasets not acceptable

Future Work

- ▣ Explore the use of images as a variable
 - Photogrammetry Unit providing 2009 aerial photography as available
 - CGIA providing update land use data layer
 - Incorporate wetland types and general quality into model
 - Develop a GIS-based functional assessment model

Basic Inputs for Predictive Wetland Model

- ▣ Bare Earth LiDAR and associated terrain derivatives
 - NC Floodplain Mapping Program
- ▣ Soils data
 - Natural Resources Conservation Service (SSURGO)
- ▣ GAP data
 - SE Gap Analysis Project
- ▣ NC CREWS data
 - NC Division of Coastal Management

Basic Data Analysis

- ▣ Using ArcMap Spatial Analyst Tools
- ▣ Hillshade Topography (integer data)
- ▣ Slope calculation
- ▣ Curvature calculation
- ▣ Drainage Analysis

Basic Method

- ▣ Obtain past project delineations for input
- ▣ Explore variables to use
- ▣ Delineate wetlands for accuracy assessment
- ▣ Statistical analysis
- ▣ Develop GIS overlay model
- ▣ Develop logistic regression equation
- ▣ Assess Accuracy of models and compare to NWI

12/6/2011

Lenoir County Pilot Project

- Primary Issues
 - Large Study Area
 - Ecoregion Boundaries
 - Floodplain Boundaries
 - Floodplain Map
 - Coastal Plain wetlands - CP supplement, nonriparian wetlands, ditching, general manipulation

Lenoir County on 20 foot DEM

Refined Ecoregion Boundaries

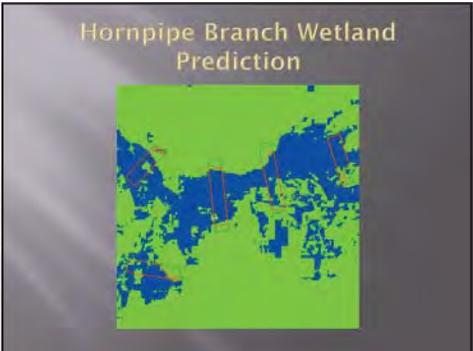
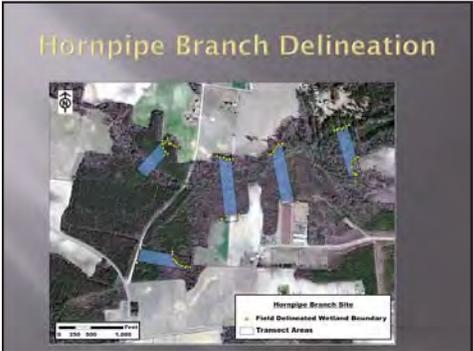
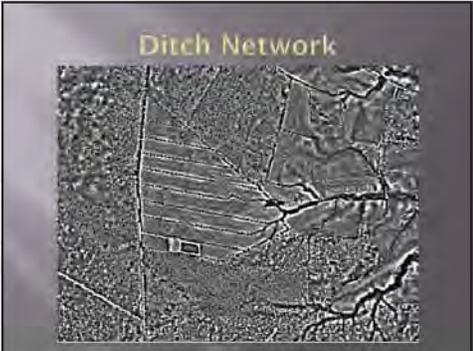
Floodplain Determination

Floodplain Map

Coastal Plain wetlands

- Coastal Plain supplement
 - Abnormal weather or drought conditions
 - Hydrology indicators not required
- Nonriparian wetlands
 - Gradual change in slope
 - Wide transition zone
 - Confidence levels may be different
- Ditching and general manipulation

12/6/2011





INTERAGENCY MERGER TEAM INFORMATIONAL MEETING MINUTES

To: Project File
From: Chris Werner, PE
Date: July 25, 2011
Subject: STIP Number R-2553, Kinston Bypass, Lenoir County, North Carolina

A Section 404/NEPA Interagency Merger Process Team (Merger Team) Informational Meeting was held at 10:00 AM, Thursday, July 21, 2011 in the NCDOT Century Center Complex Structure Design Conference Room. Those in attendance are shown on the attached sign-in sheet.

Purposes of Meeting

The purpose of the meeting is to provide an update on the status of the Lenoir County GIS Initiative and to begin discussions on use of those data layers in the evaluation of initial preliminary corridors.

Merger Meeting Summary

Mark Pierce initiated the meeting by reviewing the purpose of today's meeting, holding introductions, and providing a brief review of the project history. Mark Pierce then turned the meeting over to Chris Werner, who reviewed the objectives of the Kinston Bypass as a GIS Pilot Project, the GIS data collection and assimilation process, and the initial preliminary corridor development and screening methodology. Questions and comments made during and after the presentation are summarized below by topic.

Wetland Model Data Layer

- A review of the Wetland Model Data Layer preparation was provided by Morgan Weatherford of the NCDOT Natural Environment Unit. The review included discussion of issues encountered during the process and U.S. Army Corps of Engineers (USACE) coordination during the model development. Tom Steffens with the USACE noted while he is pleased with the model results, field work verification will always be needed when using wetland model data.

Stream Model Data Layer

- Gary Jordan with the U. S. Fish and Wildlife Service requested clarification on the types of streams represented in the Stream Model Data Layer, as the number of streams being impacted is not as important as the types of streams being impacted. For example, Mr. Jordan noted if ditches were included in the Stream Model Data Layer, the number of streams being impacted should not be used to screen alternatives. Periann Russell with the N.C. Division of Water Quality (DWQ) provided a review of the Stream Model Data Layer preparation and issues encountered. Periann Russell also explained that while the ditches have presented an

R-2553: INTERAGENCY MERGER TEAM INFORMATIONAL MEETING MINUTES
July 21, 2011
Page 2 of 2

issue in the modeling, the model data does not include ditches and is achieving about a 95 percent capture of jurisdictional streams. Periann Russell continued by explaining that additional data is still desired for various watersheds within the ecoregions.

FEMA Buyout Properties

- Minimization of impacts to FEMA Buyout Properties was performed during the screening process, as was completed for all screening criteria. Multiple Merger Team Members requested NCDOT provide additional clarification on issues associated with impacting FEMA Buyout Properties. NCDOT will coordinate with the NC Division of Emergency Management in order to provide the Merger Team with additional information regarding the issues associated with impacting FEMA Buyout Properties.

Citizens Informational Workshop #2

- Given there were no major concerns with the initial preliminary corridor development and screening methodology, discussion continued on specific information to be presented at the upcoming Citizens Informational Workshop #2. Suggestions were provided by the Merger Team and attendees on methodologies for soliciting public input on Draft Preliminary Corridors that should be selected as Detail Study Alternatives Carried Forward. In order to hold Citizens Informational Workshop #2 in late August 2011, NCDOT requested that any additional Merger Team and/or attendee input on the initial preliminary corridors be provided by mid-August such that the workshop information may be revised in a timely fashion.

Next Steps

As described above, NCDOT intends to hold Citizens Informational Workshop #2 in late August 2011. NCDOT will revise the Draft Preliminary Corridors upon receiving the Merger Team and public comments, after which, an Interagency Merger Team meeting will be scheduled (tentatively for November) in order to present information with the intention to select Detailed Study Alternatives Carried Forward.

EASTERN MERGER/TEAC AGENDA
Structures Conference Room, Century Center Complex
July 21, 2011

10:00 – 12:00 pm Mark Pierce **R-2553**, Kinston Bypass
Lenoir County, Division 2

Informational Meeting to provide update on the status of the Lenoir County GIS Initiative and to begin discussions on use of those data layers in the evaluation of preliminary corridors. Materials will not be mailed out for this meeting.

TEAM MEMBERS:

Renee Gledhill-Earley, NCDCCR - HPO	Steve Sollod, NCDENR - DCM
Kevin Hart, NCDENR - DMF	Tom Steffens, USACE
Gary Jordan, USFWS	David Wainwright, NCDENR - DWQ
Terry Knowles, USCG	Travis Wilson, NCDENR - WRC
Chris Militscher, USEPA	Robert Will, Down East RPO (non-signatory)
Ron Sechler, NOAA - Fisheries	Alex Rickard, Eastern Carolina RPO (non-signatory)

NCDOT TECHNICAL SUPPORT STAFF AND OTHER AGENCY STAFF:

Deborah Barbour, Preconstruction	Travis Marshall, TPB
Donna Dancausse, FHWA	Ray McIntyre, Prog. Development
Rick DeCola, Roadway Design	Carlos Moya, TPB
Ed Eatmon, Division 2	Glenn Mumford, Roadway Design
Mary Pope Furr, HEU	Missy Pair, PDEA
Steve Gurganus, HEU	Chris Rivenbark, NEU
Rob Hanson, PDEA	Greg Thorpe, PDEA
Herman Huang, HEU	James Tortorella, PDEA
Jay Johnson, Division 2	James Upchurch, TPB
Stephen Lane, NCDENR-DCM	Scott Walston, TPB
Neil Lassiter, Division 2	Jeff Weisner, URS Corporation
Ed Lewis, HEU	Chris Werner, URS Corporation
Gary Lovering, Roadway Design	Matt Wilkerson, HEU
Ron Lucas, FHWA	Brian Yamamoto, PDE
Elizabeth Lusk, NEU	

1:30 – 3:00 PM Randy Henegar **R-2554A**
Wayne County, Division 4
CP 4C

TEAM MEMBERS:

Tom Steffans, USACE	Rob Ridings, DWQ
Ron Lucas, FHWA	Chris Militscher, USEPA
Gary Jordan, USFWS	David Harris, REU
Travis Wilson, WRC	Ron McCollum, Roadway
Betsy Cox, Structures	Jay McInnis, PDEA
Chris Rivenbark, NEU	Wendi O. Johnson, Division 4



Kinston Bypass
 STIP R-2553
 Lenoir, Craven and Jones Counties, North Carolina
 July 21, 2011
 Merger Informational Meeting

Name	Organization	Email Address
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KINSTON BYPASS
STIP Project No. R-2553

Section 404/NEPA Interagency
Merger Informational Meeting
for
*GIS Data Assimilation and
Phase I Preliminary Corridor Evaluation*

July 21, 2011

STIP Project No. R-2553



Overview

This presentation will cover:

- Project History
- GIS Pilot Process
- Data Collection Process
- Phase I Preliminary Corridor Evaluation
- Next Steps

STIP Project No. R-2553



Project Study Area



Kinston Bypass STIP # R-2553



Project History

- October 1993, the Kinston Bypass project was listed in the *Kinston Urban Area Thoroughfare Plan*.
- 1990's, project initiated and later placed on hold due to other local and NCDOT Division 2 priorities.
- October 2007, the Kinston Bypass project was listed in the *City of Kinston Comprehensive Transportation Plan* (updated in 2011).

STIP Project No. R-2553



Project History (cont.)

- 2008, the North Carolina Interagency Leadership Team (ILT) established Kinston Bypass project as a pilot project.
- Early 2009, NCDOT and the Center for Geographic Information and Analysis (CGIA) held Pre-GIS Scoping Meetings with federal and state resource and permitting agencies to identify priority data layers to be updated by CGIA.

STIP Project No. R-2553



Project History (cont.)

- May 2009, NCDOT reinitiated project by distributing the project Start of Study Letter.
- July 2009, NCDOT and CGIA held a GIS Scoping Meeting finalizing the priority data layers to be updated.
- October 2009, NCDOT held a project Scoping Meeting presenting background data and information and also to obtain comments and additional information from meeting attendees.

STIP Project No. R-2553



Project History (cont.)

- February 2010, NCDOT held a Local Officials Meeting and the first round of Citizens Informational Workshops.
- June 2010, a Section 404/NEPA Interagency Merger Meeting for Concurrence Point 1 was held.

STIP Project No. R-2553



Project History (cont.)

- September 2010, a second Merger Meeting for Concurrence Point 1 was held (resulted in project being elevated).
- October 2010, Merger Management Team achieved concurrence on the Purpose and Need for project.

Project Need
Address traffic congestion, capacity deficiencies, and through-traffic delays on US 70 between LaGrange and Dover.

Project Purpose
The purpose of the project is to improve regional mobility, connectivity, and capacity for US 70 between LaGrange and Dover in a manner that meets the intent of the North Carolina Strategic Highway Corridors Plan.

STIP Project No. R-2553



Project History (cont.)

- February and March 2011, NCDOT met with Local Officials in order to obtain input on potential project alternatives.
- May 2011, priority data layer update completed by NCDOT and CGIA.

STIP Project No. R-2553



GIS Pilot Process

Is a part of the Interagency Leadership Team initiative to streamline the project development process by using GIS data as the basis for:

- alternative development,
- alternative evaluation, and
- selection of the LEDPA.

STIP Project No. R-2553



Data Collection

- URS initially obtained GIS data for the project Scoping Meeting.
- CGIA updated priority data layers for Lenoir County.
- URS obtained data layers for the study area portions in Craven and Jones Counties.
- All other data layers were checked for updates, and incorporated accordingly.

STIP Project No. R-2553



Data Collection (cont.)

- NCDOT provided study area wetland model data (this stage included significant coordination between NCDOT and the USACE).
- NCDENR DWQ provided stream model data for the study area.
- Historic Architecture data was collected by URS for the NCDOT Human Environment Unit in coordination with the State Historic Preservation Office.

STIP Project No. R-2553



Data Received from CGIA

- Anadromous Fish Spawning Areas
- Conservation Easements (State Property Office)
- Conservation Reserve Enhancement Program
- Conservation Tax Credit Properties (DENR)
- FEMA Buyouts
- Inland Primary Nurseries
- ISRN Roads
- Lands Managed for Conservation Open Space
- Land Trust Conservation Properties
- National Land Cover
- National Pollutant Discharge Elimination System Sites
- Natural Heritage Elements of Occurrence
- Natural Heritage Managed Areas
- NC Wildlife Resource Commission Game Lands
- Off-Site Mitigation Sites
- Public Water Supply Water Sources
- Shellfish Sanitation Shoreline Survey Pollution Sources
- Significant Natural Heritage Areas
- Strategic Conservation Planning
- State Parks
- Terrestrial Archaeology Sites and Surveyed Areas
- Wild and Scenic Rivers

STIP Project No. R-2553



Data Preparation

- For analysis purposes, priority data layers provided by CGIA for Lenoir County were consolidated with Craven County, Jones County and statewide data layers, resulting with one set of data layers for the entire study area.
- Metadata was created by URS documenting all data layer consolidations.

STIP Project No. R-2553



Preliminary Corridor Analysis Methodology

- Developed GIS mapping of Environmental Features.
- Developed Preliminary Corridor Segments using the Environmental Features Maps.
- Revised Preliminary Corridor Segments to minimize impacts based upon receipt of updated GIS data layers.
- Evaluated Preliminary Corridor Segments based on environmental screening criteria to identify potential Preliminary Corridors.

STIP Project No. R-2553



Screening Criteria

- Corridor Length
- Archaeological Sites
- Historic Sites
- Parks
- Section 6(f) Lands
- Significant Natural Heritage Area
- Buildings
- Airports
- Cemeteries
- Churches
- Schools
- Easements
- Federal Land Ownership
- FEMA Buyout Properties
- Gamelands
- Hazardous Materials Properties
- Housing Authority
- Mountains to Sea Trail
- Mitigation Sites
- Other State Owned Lands
- Voluntary Agricultural District
- Anadromous Spawning Areas
- Floodplains (zones A and AE)
- Streams (# of crossings)
- Swine Lagoons
- Threatened & Endangered Species
- Wetlands
- Major Gas Lines
- Major Transmission Lines
- Waste Water Treatment Plants
- Water Treatment Plants
- Water Tanks

STIP Project No. R-2553



Screening Criteria (cont.)

- Updated demographic data not available for initial evaluation.
 - Data expected to be available September 2011.
- CIW #1 included Limited English Proficiency outreach, which will be continued in future public involvement efforts.

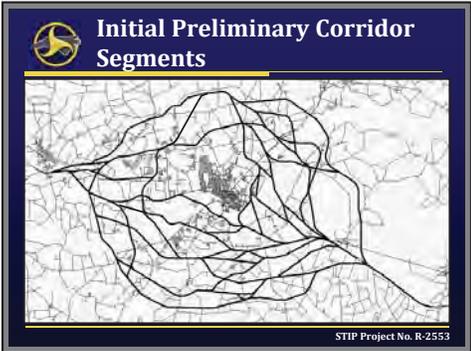
Kinston Bypass STIP # R-2553



Screening Criteria (cont.)

- Additional screening criteria for future stages of the project may include:
 - # of interchanges
 - # bridge crossings
 - # of railroad crossings
 - residential/business displacements
 - cost estimates
 - others?

Kinston Bypass STIP # R-2553



Refinement of Preliminary Corridor Segments

- Upon executing a GIS script developed by URS, over 3,000 corridor segment combinations were possible.
- 95 corridor segment combinations from 89 segments were created as a result of the following refinements.
 - Preliminary Corridor Segments were then modified to remove non-allowable combinations.
 - Similar adjacent segments were consolidated resulting with a best fit segment.

STIP Project No. R-2553

Evaluation of Preliminary Corridor Segments

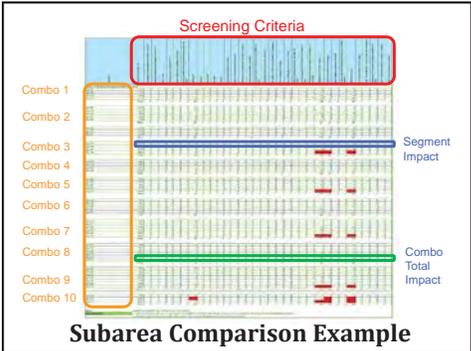
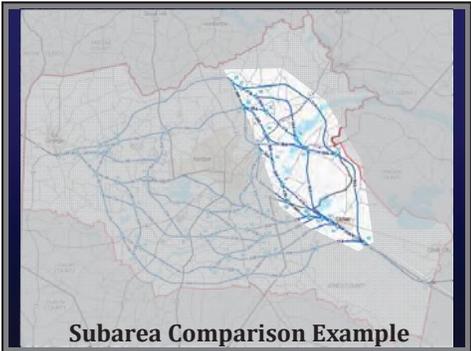
- An additional GIS script developed by URS was then used to calculate impacts for 1000 ft corridor segments for each category included in the screening criteria.
- Preliminary Corridor Segments with similar beginning and endpoints were then compared to one another to identify segments with the least amount of impacts.

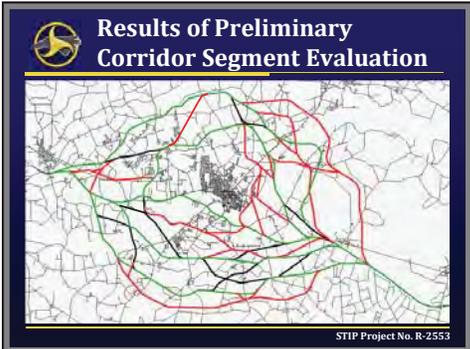
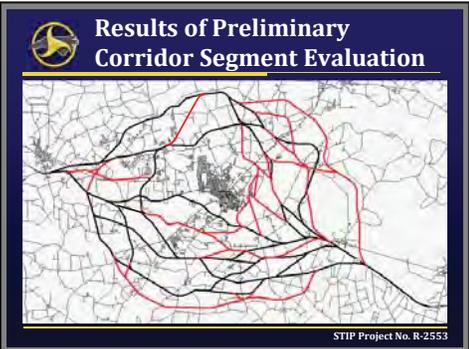
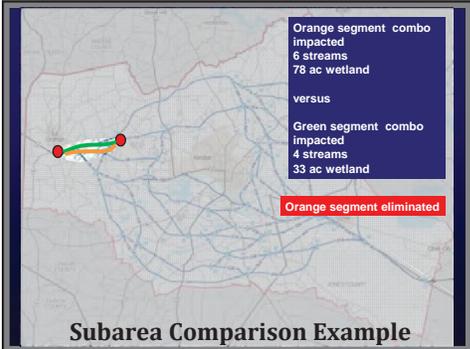
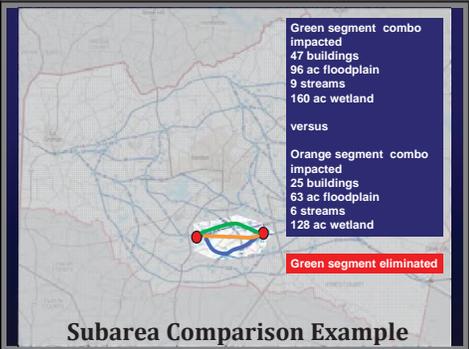
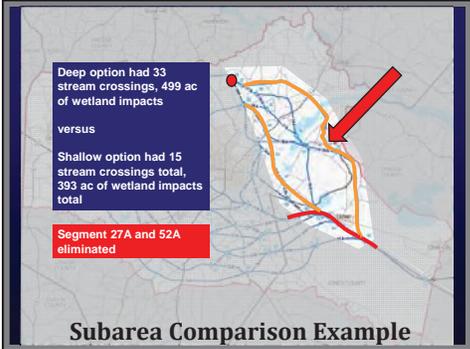
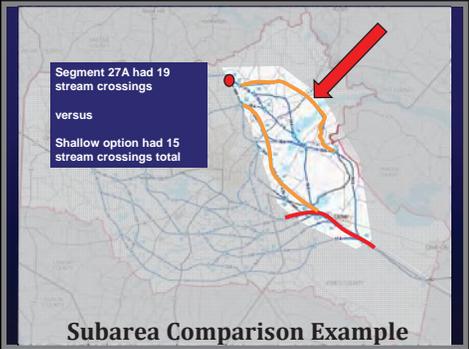
STIP Project No. R-2553

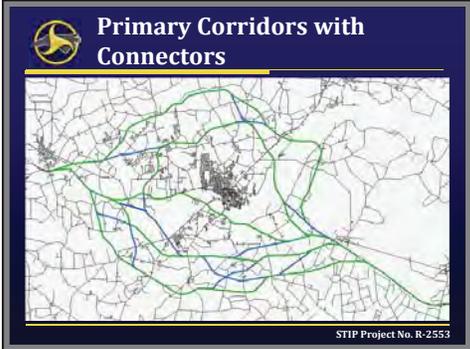
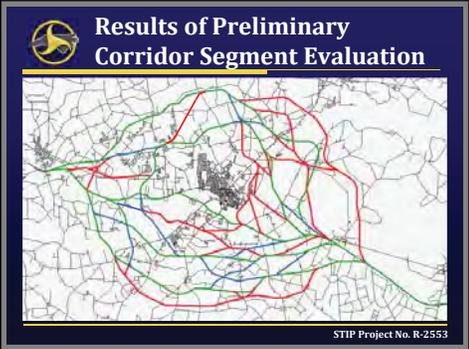
Evaluation of Preliminary Corridor Segments (cont.)

- As a result of revising the Preliminary Corridor Segments upon receiving the updated GIS data layers, many screening criteria categories resulted with zero impacts.
- This resulted in major categories often being used for segment comparisons.
 - Building impacts
 - FEMA Buyout Properties
 - Floodplains
 - Number of stream crossings
 - Wetland impacts

STIP Project No. R-2553







- Next Steps**
- Present Preliminary Corridors to Local Officials on July 28, 2011.
 - Present Preliminary Corridors at CIW #2 to be held on August 29th and 30th.
 - Revise Preliminary Corridors per public comment.
 - Reevaluate Revised Preliminary Corridors.
- STIP Project No. R-2553

- Next Steps (cont.)**
- If members of the Merger Team feel specific corridor segments should either be included or eliminated, NCDOT would prefer receiving this input today or by early August, such that the CIW information may be finalized.
- STIP Project No. R-2553

**INTERAGENCY MERGER PROCESS
MEETING PACKET FOR
CONCURRENCE POINT 2:**

***Detailed Study Alternatives Carried
Forward***

**Kinston Bypass Project
Lenoir, Jones and Craven Counties, North Carolina**

STIP Project No. R-2553

Prepared For:

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

Prepared By:

URS CORPORATION – NORTH CAROLINA



Interagency Merger Process Team Meeting Concurrence Point 2: Detailed Study Alternatives Carried Forward

**Kinston Bypass Project
Lenoir, Craven and Jones Counties, North Carolina
STIP Project No. R-2553
WBS Element No. 34460**

PURPOSE OF THE MEETING

The primary purpose of this meeting is to present information to the Interagency Merger Process Team (Merger Team) for review and comment, and to obtain concurrence on Concurrence Point 2: Detailed Study Alternatives Carried Forward for the project.

PROPOSED ACTION

The proposed action (proposed project) is designated in the North Carolina Department of Transportation (NCDOT) 2012-2020 State Transportation Improvement Program (STIP) as project number R-2553 and is proposed as a four-lane, median-divided freeway with full control of access. The proposed project extends from US 70 near LaGrange (in Lenoir County) to US 70 near Dover (on the Jones and Craven County line). The project vicinity is shown in Figure 1.

PROJECT HISTORY

In addition to the STIP, the Kinston Bypass is also identified in the *City of Kinston Comprehensive Transportation Plan* (CTP) adopted by the City of Kinston on August 20, 2007, endorsed by the Eastern Carolina Rural Planning Organization (RPO) on August 27, 2007, and adopted by the NCDOT on February 6, 2008. The CTP was recently updated in early 2011.

In 2008, the North Carolina Interagency Leadership Team (ILT) established the Kinston Bypass project as a Geographic Information System (GIS) pilot project as a means to test and evaluate streamlining the project development process by utilizing GIS data for alternative development, alternative analysis, and selection of the Least Environmentally Damaging Practicable Alternative (LEDPA).

NEED FOR AND PURPOSE OF THE PROPOSED ACTION

In October 2010, concurrence was achieved on the need for and purpose of the project which is shown below.

Project Need

- Address traffic congestion, capacity deficiencies, and through-traffic delays on US 70 between LaGrange and Dover.

Project Purpose

- The purpose of the project is to improve regional mobility, connectivity, and capacity for US 70 between LaGrange and Dover in a manner that meets the intent of the North Carolina Strategic Highway Corridors Plan.

PHASE I PRELIMINARY CORRIDOR EVALUATION

Potential Route Options were developed to meet the Purpose of the project using professional planning and engineering criteria and judgment and screened against Human and Natural Environmental Features Mapping. The Environmental Features Mapping was created using GIS data assimilated from updated priority data layers provided by the Center for Geographic Information and Analysis (CGIA) and other non-priority data layers for Craven, Jones, and Lenoir Counties. A copy of the Data Dictionary is attached, which summarizes how the priority and non-priority data layers were assimilated resulting with one data layer for each of the screening criteria. Initially, by combining individual route option segments, over 3,000 potential corridors resulted. In order to reduce the number of possible corridors to a more manageable number, similar adjacent segments were consolidated resulting with a best fit segment. Route option segments were reviewed and modified to prohibit any non-allowable combinations (i.e. segments were not allowed to double back or go backwards).

Impacts for the remaining Route Option Segments (1,000 feet wide) were then evaluated based on screening criteria in order to identify potential Preliminary Corridors. Route Option Segments with similar beginning and endpoints were then compared to one another to identify segments with the least impacts. Given the Route Option Segments were developed using the Environmental Features Mapping, many screening criteria categories resulted with zero impacts, leaving major screening categories such as building impacts, floodplains, number of stream crossings, wetland impacts, and Hazard Mitigation Grant Program Properties often being used for comparison. Upon completion of this comparison, the segments which remained resulted in a total of 41 Draft Preliminary Corridors which are shown in Figure 2. Graphics displaying the Potential Route Option Segments and corresponding Draft Preliminary Corridors were presented to the local officials in July 2011 and at Citizens Informational Workshop Number 2 in September 2011 for public comment.

PUBLIC INVOLVEMENT

In order to obtain public input on Potential Route Option Segments, NCDOT advertised Citizens Informational Workshop Number 2 for August 29 and 30, 2011; however due to the effects of Hurricane Irene the workshop was rescheduled for September 20 and 22, 2011.

Prior to holding Citizens Informational Workshop Number 2, NCDOT mailed out 6,800 postcards informing the public of the upcoming rescheduled workshop. Additionally, NCDOT ran advertisements in local newspapers and radio stations and distributed a total of 250 flyers to businesses and churches along US 70 and US 70 Bypass advertising the upcoming workshop. The workshop was added to the Kinston-Lenoir County Chamber of Commerce's events calendar with the flyer distributed to the Kinston-Lenoir County Chamber of Commerce's listserv of businesses via email. Copies of the distributed postcard and flyer are attached. In addition to reviewing project background information, the route option development process, the Potential Route Options, and the study process, workshop attendees were also able to talk with project team members and provide comments on the potential route options.

A handout with general project information and a comprehensive comment sheet/questionnaire were also provided to the workshop attendees (copies of both are attached). The front page of the comment sheet allowed attendees to comment on the general location of Potential Route Options north and south of Kinston in addition to upgrade existing and the no-build option. The interior portion of the comment sheet allowed attendees to comment on specific Potential Route Option Segments, rather than overall corridors, while the back page allowed for attendees to provide general comments, questions or concerns.

Citizens Informational Workshop Number 2 included a total of 172 attendees (74 from day 1 and 98 from day 2), with a total of 48 written comment sheets submitted at the workshops or mailed/emailed to the project team shortly thereafter (21 from day 1, 17 from day 2, 9 via mail, and 1 via the project website). While public comments are not a popular referendum, a summary of comments received is attached for consideration in the selection of Detailed Study Alternatives Carried Forward. Comments received regarding the Potential Route Options for the project showed that of those responding 25 preferred a Northern Bypass Option, 8 preferred an Upgrade Existing Road Option, 8 preferred a Southern Bypass Option, and 2 preferred the Do-Nothing Option. Summarization of the comments received show that a large portion of those responding are concerned with the impact the project will have on local businesses, residents, the natural environment, and the historic properties and battlefields within the project study area.

Prior to Citizens Informational Workshop Number 2, NCDOT met with local officials including officials from the City of Kinston, Lenoir County, Wayne County, the Eastern Carolina Rural Planning Organization (RPO), and the Global TransPark. The purpose of the meeting was to review the GIS Data Assimilation and Phase I Preliminary Corridor Evaluation, to inform the local officials of the upcoming Citizens Informational Workshops, to review the purpose of the workshops, to review the Project Development and Merger Process, and to exchange information with the local officials. A copy of the local officials meeting minutes is attached.

PHASE II PRELIMINARY CORRIDOR EVALUATION

Upon receiving public input, minor modifications were made to further minimize impacts. Several new Route Option Segments were also added for consideration. Figure 3 shows the current Route Option Segments and corresponding Draft Preliminary Corridors. For reference, Figure 4 shows the individual Draft Preliminary Corridors. A result of adding new Route Option Segments yielded a total of 62 Draft Preliminary Corridors. As part of the pilot process, impacts were calculated for the revised Route Option Segments and Draft Preliminary Corridors based upon a 500-foot impact swath (see Table 1 and 2, respectively). For comparison purposes, impacts were calculated based upon 500-foot corridors, even though all corridors include portions of upgrade existing US 70 and possibly portions of Felix Harvey Parkway which is currently under construction. More refined impacts will be prepared for all Detailed Study Alternatives in future stages of the project.

COST ESTIMATES

Table 3: Estimated Project Cost

TYPE	2012-2020 STIP Programmed Cost
Right of Way	\$9,800,000
Utilities	(not listed)
Construction	\$169,800,000
Prior Years Cost	\$2,100,000
Total Cost	\$181,700,000

Note: Cost estimates to be updated in winter of 2011.

PROJECT SCHEDULE

Citizens Informational Workshop #3 (Detailed Study Alternatives)	Early 2012
Concurrence Point #2A – Bridging Decisions	Mid 2013
Distribute State Draft EIS	Late 2013
Corridor Design Public Hearing	Early 2014
Concurrence Point #3 (LEDPA)	Mid 2014
Wetland Delineations (Preferred Alternative)	Late 2014
Distribute State Final EIS	2015
State Record of Decision	2015
Right of Way Acquisition	2020
Construction	Post Year

FIGURES

Table 1: Route Option Segments Summary of Impacts (500-foot corridor width)

Segment	Length	Alternative Length (ft)	Alternative Length (mi)	Archaeological Sites (# of sites)	Historic Properties (# of sites)	Parks (# of sites)	Section 6(f) Lands (# of sites)	Significant Natural Heritage Area (# of sites)	Buildings (EA)	Pipelines (EA)	Characterized (EA)	Churches (EA)	School Properties (EA)	Estuaries (# of sites)	Federal Land Ownership (EA)	Hazard Mitigation Grant Properties (# of sites)	Game Lands (EA)	Natradous Material Properties (# of sites)	Housing Authority (# of sites)	Mountain to Sea Trail (# of crossings)	Ordnance Mitigation (# of sites)	Other State Owned Lands (# of sites)	Voluntary Agricultural Districts (# of sites)	Antiquarian Districts (# of sites)	Floodplains-A and AE (EA)	Streams (# of crossings)	Swamp Areas (# of sites)	Threatened and Endangered Species Elements of Wetlands (EA)	Ge Line (# of crossings)	Major Transmission Line (# of crossings)	Wetwater Treatment Plants (# of sites)	Water Treatment Plants (# of sites)	Water Tanks (# of sites)	Low Income Great Than Study Area Threshold (Block-AE)	Percent Minority Greater Than Study Area Threshold (Block-AE)			
1A*	4958	0.9							1															2														
2A	13304	2.5							8																4										67	15		
2B*	11347	2.1							59																2													
3A*	8472	1.6							40																3													
3B	7462	1.4							1																0													
4A	56638	10.7							39																19													
4B	21781	4.1	8						30				1												25													
5A	15324	2.9							6																159													
5B	25803	4.9							13																1													
5C	38,432	7.3							79																1													
6A*	11669	2.2							9																1													
6B	3597	0.7																																				
7A	10175	1.9							7				1	3											31													
7B	6080	1.2											1	2											28													
8A	3587	0.7																																				
8B	17869	3.4							26																1													
9A	21499	4.1							17																1													
10A	28652	5.4							20																													
11A	20211	3.8							27																1													
12A*	19095	3.6							6																1													
12B*	56592	10.7							190																	1												
12C	7582	1.4							3																													
13A*	28757	5.4							16																	1												
14A	7955	1.5							6																													
14B	7227	1.4							7																													
15A	5542	1.0							1																													
15B	3895	0.7							4																													
16A	5946	1.1							5																													
16B	3742	0.7							7																													
17A	31649	6.0							17																													
18A	5110	1.0																																				
18B	13434	2.5							15																													
19A	18574	3.5							10																													
20A	10475	2.0							7																													
20B	16231	3.1							18																													
21A	11698	2.2							18																													
22A	4942	0.9							7																													
23A	9917	1.9																																				
23B	12438	2.4							11																													
24A	7536	1.4							2																													
24B	23697	4.5							2																													
25A	13852	2.6							11																													
25B	15854	3.0							3																													
26A	22842	4.3							20																													
26B	11799	2.2							8																													
27A	18,582	3.5							6																													
27B	12077	2.3							6																													
28A	2364	0.4							6																													
29A	15126	2.9							9																													
29B	33284	6.3							4																													
30A*	7900	1.5							25																													
31A	10948	2.1							5																													
32A*	8097	1.5							11																													
33A*	3423	0.6																																				
34A*	11672	2.2																																				
35A*	6135	1.2																																				
39A	14911	2.8							24																													
39B	8081	1.5							3																													
40A	10183	1.9							6																													
41A	29960	5.7							39																													

Notes: 1.) For comparison purposes, impacts were calculated based upon 500-foot corridors, even though all corridors include portions of upgrade existing US 70 and possibly portions of Felix Harvey Parkway which is currently under construction. More realistic impacts will be prepared for all Detailed Study Alternatives in future stages of the project.
 2.) For table clarity, Screening Criteria which resulted with zero impacts are shown as blank.
 3.) * Indicates Upgrade Existing Roadway Route Option Segment
 4.) A copy of the Data Dictionary is attached, which summarizes how the priority and non-priority data layers were assimilated resulting with one data layer for each of the screening criteria.

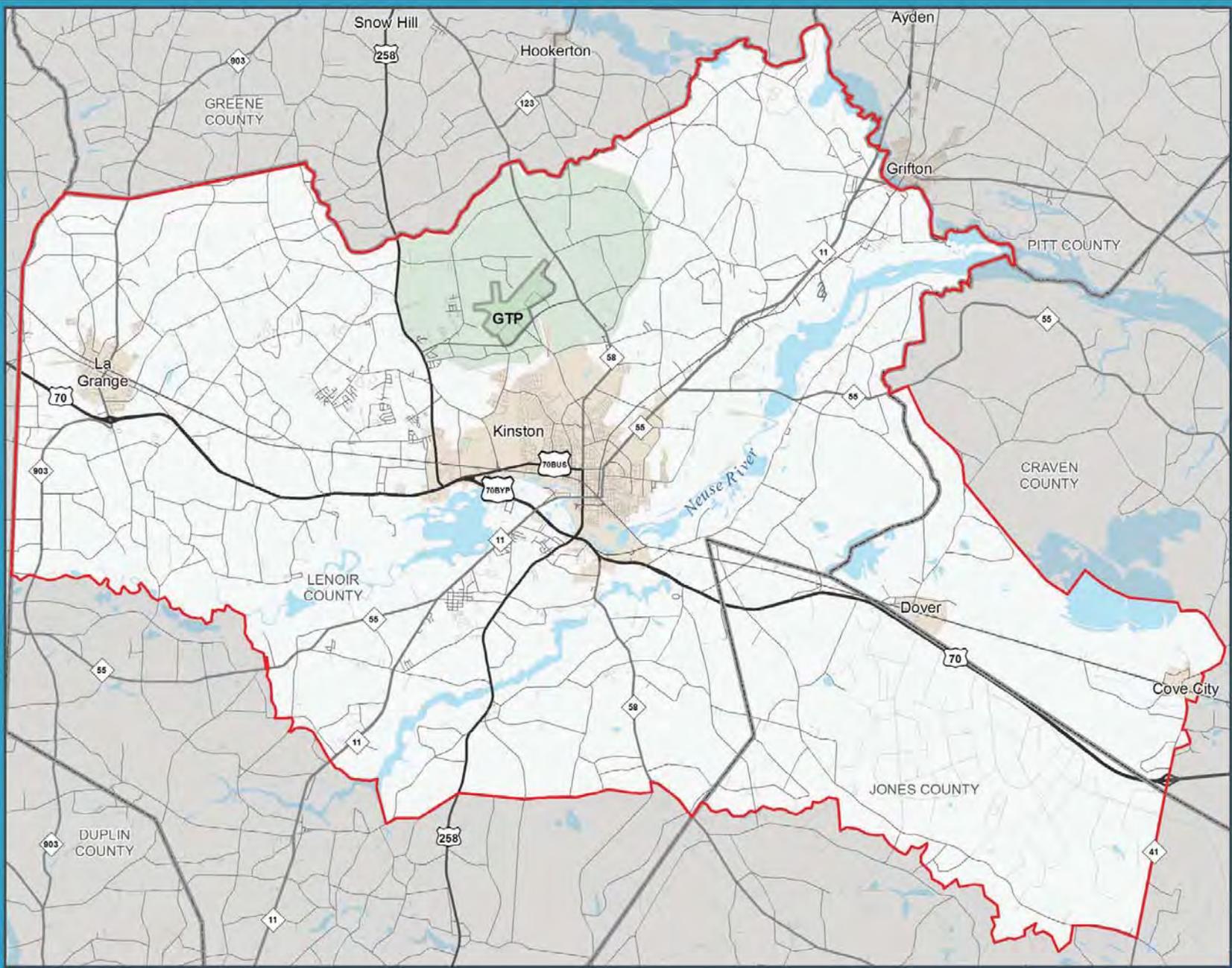
Table 2: Draft Preliminary Corridors Summary of Impacts (500-foot corridor width)

Corridor (N=Northern Bypass, S=Southern Bypass)	Segment Combinations	Length	Alternative Length (ft)	Archaeological Properties (# of sites)	Historic Properties (# of sites)	Parks (# of sites)	Sections of Wetlands (# of sites)	Significant Natural Heritage Areas (# of sites)	Buildings (#)	Utilities (#)	Federal or Land Ownership (#)	Wetlands (# of sites)	Hazardous Materials Properties (# of sites)	Commander's Office (# of sites)	Hazardous Waste Sites (# of sites)	Municipal Landmarks (# of sites)	Other State Owned Lands (# of sites)	Voluntary Agricultural Conservation (# of sites)	Aesthetic Properties (# of sites)	Biological Resources (# of sites)	Special Use Areas (# of sites)	Swamp (# of sites)	Wetlands (# of sites)	Other Wetlands (# of sites)	Gas Line (# of sites)	Major Transmission Line (# of sites)	Wastewater Treatment Plant (# of sites)	Water Treatment Plant (# of sites)	Low Income/Growth Potential Areas (# of sites)	Cultural Resources (# of sites)	Cost per mile (\$5 million/mile assumed for Upper and Middle Segments \$8 million/mile assumed for New Location Segments)																														
																																1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
1	Upgrade Existing	1A-2B-3A-6A-12B-30A-32A-33A-34A-35A	130,265	24.7	4	3	1		332		1	1	1	1	1	1	1	1	2	383	27	118	6	2					215	290	\$ 123,357,061																														
2(N)	Upgrade FHP	1A-2B-3A-6A-12A-13A-16B-17A-20B-32A-33A-34A-35A	165,246	31.3	11	1			181	3	1	2	2	2	2	2	2	2	2	168	48	315	12	1	1	1	1	335	506	\$ 185,813,508																															
3(N)	Upgrade FHP	1A-2B-3A-6A-12A-13A-16B-17A-20A-21A-33A-34A-35A	163,091	30.9	11	1			179	3	1	2	2	2	2	2	2	2	2	174	42	340	12	1	1	1	337	507	\$ 187,149,199																																
4(N)	Upgrade FHP	1A-2B-3A-6A-12A-13A-16A-18A-19A-41A-21A-33A-34A-35A	176,816	33.5	11				202	4	2	3	3	3	3	3	3	3	3	196	48	363	12	1	1	1	213	549	\$ 207,943,762																																
5(N)	Upgrade FHP	1A-2B-3A-6A-12A-13A-16A-18B-40A-41A-21A-33A-34A-35A	176,749	33.5	11				213	4	2	3	3	3	3	3	3	3	3	169	40	388	12	1	1	1	183	617	\$ 207,842,338																																
6(S)	1A-2B-3A-6A-12C-11A-22A-23B-25B-28A-29B-35A	139,255	26.4						169		3			3					2	198	36	569	1				233	192	\$ 186,799,399																																
7(S)	1A-2B-3A-6A-12C-11A-22A-23B-25B-28A-29A-31A-34A-35A	143,719	27.2						179		3			3					2	221	36	445	1	2			234	192	\$ 186,930,328																																
8(S)	1A-2B-3A-6A-12C-11A-22A-23B-25A-27B-30A-32A-33A-34A-35A	144,775	27.4						207		3			3					2	212	35	267	1	2			241	219	\$ 177,496,097																																
9(S)	1A-2B-3A-6A-12C-11A-22A-23B-25A-27A-31A-34A-35A	142,808	27.0						178		3			3					2	221	34	304	1	2			241	192	\$ 185,550,529																																
10(S)	1A-2B-3A-6A-12C-11A-22A-23A-26B-27B-30A-32A-33A-34A-35A	140,200	26.6						193		2	1		2					2	216	37	219	1	2			196	243	\$ 170,565,060																																
11(S)	1A-2B-3A-6A-12C-11A-22A-23A-26B-27A-31A-34A-35A	138,234	26.2						164		2	1		2					2	226	36	256	1	2			196	216	\$ 178,619,492																																
12(S)	1A-2B-3A-6A-12C-11A-22A-23A-26A-30A-32A-33A-34A-35A	139,167	26.4						199		1	1		1					2	216	36	225	1	2			154	243	\$ 173,487,390																																
13(S)	1A-2B-3A-6B-7B-8B-10A-24A-25B-28A-29B-35A	146,148	27.7	1	1				158					1	2				1	188	36	603					162	93	\$ 203,872,095																																
14(S)	1A-2B-3A-6B-7B-8B-10A-24A-25B-28A-29A-31A-34A-35A	150,611	28.5	1	1				168					1	2				1	179	36	480					162	93	\$ 204,003,024																																
15(S)	1A-2B-3A-6B-7B-8B-10A-24A-25A-27B-30A-32A-33A-34A-35A	151,667	28.7	1	2				196					1	2				1	170	35	302					169	120	\$ 194,568,793																																
16(S)	1A-2B-3A-6B-7B-8B-10A-24A-25A-27A-31A-34A-35A	149,700	28.4	1	1				167					1	2				1	179	34	339					169	93	\$ 202,623,225																																
17(S)	1A-2B-3A-6B-7B-8B-10A-24B-28A-29B-35A	146,455	27.7	1	1				155		1	2		3					1	156	36	619	1				178	93	\$ 204,338,218																																
18(S)	1A-2B-3A-6B-7B-8B-10A-24B-28A-29A-31A-34A-35A	150,919	28.6	1	1				165		1	2		3					1	179	36	496	3				180	93	\$ 204,469,146																																
19(S)	1A-2B-3A-6B-7B-8A-9A-22A-23B-25B-28A-29B-35A	134,556	25.5	1	1				147			1	2	3					1	169	30	643					162	138	\$ 186,309,077																																
20(S)	1A-2B-3A-6B-7B-8A-9A-22A-23B-25B-28A-29A-31A-34A-35A	139,019	26.3	1	1				157		1	2		3					1	192	30	520					163	138	\$ 186,440,005																																
21(S)	1A-2B-3A-6B-7B-8A-9A-22A-23B-25A-27B-30A-32A-33A-34A-35A	140,075	26.5	1	2				156		1	2		3					1	183	29	341	2				169	165	\$ 177,005,775																																
22(S)	1A-2B-3A-6B-7B-8A-9A-22A-23B-25A-27A-31A-34A-35A	138,109	26.2	1	1				158		1	2		3					1	182	28	378	2				169	138	\$ 185,060,206																																
23(S)	1A-2B-3A-6B-7B-8A-9A-22A-23A-26B-27B-30A-32A-33A-34A-35A	135,501	25.7	1	2				171			2		2					1	188	31	293	2				124	189	\$ 170,074,738																																
24(S)	1A-2B-3A-6B-7B-8A-9A-22A-23A-26B-27A-31A-34A-35A	133,534	25.3	1	1				142			1	2	2					1	197	30	330	2				124	162	\$ 178,129,169																																
25(S)	1A-2B-3A-6B-7B-8A-9A-22A-23A-26A-30A-32A-33A-34A-35A	134,467	25.5	1	2				177			1	2	2					1	188	30	299	2				88	189	\$ 168,508,624																																
26(S)	1A-2B-3A-6B-7A-11A-22A-23B-25B-28A-29B-35A	133,776	25.3	2					164		1	3		3					1	169	32	566					162	144	\$ 185,128,138																																
27(S)	1A-2B-3A-6B-7A-11A-22A-23B-25B-28A-29A-31A-34A-35A	138,240	26.2	2					174		1	3		3					1	192	32	442	2				162	144	\$ 185,252,056																																
28(S)	1A-2B-3A-6B-7A-11A-22A-23B-25A-27B-30A-32A-33A-34A-35A	139,396	26.4	2					202			3		3					1	183	31	261					169	171	\$ 175,824,836																																
29(S)	1A-2B-3A-6B-7A-11A-22A-23B-25A-27A-31A-34A-35A	137,329	26.0	2					173		3			3					1	192	30	301					169	144	\$ 183,879,267																																
30(S)	1A-2B-3A-6B-7A-11A-22A-23A-26B-27B-30A-32A-33A-34A-35A	134,722	25.5	2					188		1	3		3					1	188	33	216	2				124	195	\$ 168,893,799																																
31(S)	1A-2B-3A-6B-7A-11A-22A-23A-26B-27A-31A-34A-35A	132,755	25.1	2					159		1	3		3					1	197	32	253	2				124	168	\$ 176,948,230																																
32(S)	1A-2B-3A-6B-7A-11A-22A-23A-26A-30A-32A-33A-34A-35A	133,688	25.3	2					194		1	3		3					1	188	32	222	2				88	195	\$ 167,327,685																																
33(S)	1A-2B-3B-5B-10A-24A-25B-28A-29B-35A	143,495	27.2						106					3					1	197	40	648	2				162	1	\$ 204,665,972																																
34(S)	1A-2B-3B-5B-10A-24A-25B-28A-29A-31A-34A-35A	147,958	28.0						116					3					1	220	40	525					163	1	\$ 204,796,900																																
35(S)	1A-2B-3B-5B-10A-24A-25A-27B-30A-32A-33A-34A-35A	149,014	28.2	1					144					3					1	211	39	346					169	28	\$ 195,362,670																																
36(S)	1A-2B-3B-5B-10A-24A-25A-27A-31A-34A-35A	147,047	27.8						115					3					1	220	38	383					169	1	\$ 203,417,101																																
37(S)	1A-2B-3B-5B-10A-24B-28A-29B-35A	143,802	27.2						103					3					1	197	40	664	2				178	1	\$ 205,132,094																																
38(S)	1A-2B-3B-5B-10A-24B-28A-29A-31A-34A-35A	148,266	28.1						113					3					1	220	40	541					180	1	\$ 205,263,023																																
39(S)	1A-2B-3B-5A-9A-22A-23B-25B-28A-29B-35A	135,607	25.7	1					114		1			3					1	259	35	678					162	104	\$ 192,715,109																																
40(S)	1A-2B-3B-5A-9A-22A-23B-25B-28A-29A-31A-34A-35A	140,070	26.5	1					124		1			3					1	282	35	547	3				163	104	\$ 192,846,037																																
41(S)	1A-2B-3B-5A-9A-22A-23B-25A-27B-30A-32A-33A-34A-35A	141,126	26.7	2					152		1			3					1	273	34	368	3				169	131	\$ 183,411,807																																
42(S)	1A-2B-3B-5A-9A-22A-23B-25A-27A-31A-34A-35A	139,160	26.4	1					123					3					1																																										

FIGURES

**Kinston Bypass
STIP Project No. R-2553**

**Figure 1
Project Vicinity**



Legend

- ▭ Study Area
- Railroad
- ▭ Global TransPark (GTP)
- ▭ GTP Complex Boundary
- ▭ County
- US Highway
- NC Highway
- State Road
- Local Road
- ▭ Waterbody
- ▭ Municipal Area

0 12,000 Feet



This map is for reference only.
Sources: CGIA, NCDOT, NCDENR, Craven County, NCCDM, NCEM, Lenoir County, Pitt County, Kinston Planning Department, NCOneMap, NCWRC, NCSHPO, EPA, USFWS, USDA, NRCS, DWQ, ESRI and URS.



ATTACHMENTS

R-2553 Kinston Bypass - Summary of Citizens Informational Workshops #2 held September 20 and 22, 2011

The North Carolina Department of Transportation (NCDOT) is considering construction of a four-lane, median divided freeway with full control of access in Lenoir, Jones and Craven counties in North Carolina. The proposed action is listed in the NCDOT 2012-2020 State Transportation Improvement Program as Project Number R-2553. The project extends from US 70 near LaGrange (in Lenoir County) to US 70 near Dover (on the Jones and Craven County line) around the City of Kinston.

NCDOT mailed 6,800 postcards informing the public of Citizen Informational Workshop #2 in order to show potential route options to the public, answer questions, and to gather the public's feedback on alternatives for the project. In addition to mailing postcards, NCDOT also ran advertisements in local newspapers and radio stations about the workshops and distributed a total of 250 flyers to business and churches along US 70 and US 70 Bypass promoting the workshops. The workshops were added to the Kinston-Lenoir County Chamber of Commerce's events calendar and a digital copy of the flyer was distributed to the Kinston-Chamber of Commerce's listserv of businesses via email.

NCDOT maintains a project website which provides materials to be presented at public workshops as well as other additional project updates to the public. NCDOT activated a toll-free project information hotline to allow the public to call for project information or project updates. NCDOT also provided information for the public with Limited English Proficiency (LEP), which included translation into Spanish of the postcard, flyer, handout, comment sheet, and vital workshop display boards. The project hotline allowed for the Spanish-speaking public to contact the project team. NCDOT also provided a Spanish translator at all workshops.

When Hurricane Irene interrupted power to the Kinston community, the workshops originally scheduled for August 29 and 31, 2011 were postponed until September 20 and 22, 2011. Another round of news releases, postcards and flyers were distributed to promote the new dates. The workshops were held at the Kinston High School and Kinston Public Services Complex, respectively. Public comments were collected in writing at the workshops and were accepted by Email and postal mail until October 22, 2011.

The following sections represent a summary of the responses received:

Means by which the public found out about the workshop:	
23	Postcard
5	Flyer
20	Newspaper
0	Radio
1	Friend/Family
5	Other (listed via email)
Number of workshop attendees who signed in at the registration table:	
Day #1 (Sep 20 2011)	74
Day #2 (Sep 22 2011)	98
Comments received as a result of workshops:	
Day #1 (Sep 20 2011)	21
Day #2 (Sep 22 2011)	17
via Mail	9
via Website	1
Total	48
-Summary of Comments Received Categorized by Question Number (attached).	
-Summary of Comments Received Categorized by Type of Comment (attached).	

Note: Segment and overall corridor graphics are attached for reference .

R-2553 Kinston Bypass - Summary of Comments Received Categorized by Question Number		
	Number of Responses	
Question #1	Using input received from the public, individual route option segments will be revised and/or eliminated to create draft preliminary corridors. The figure below shows what it would look like if all potential route options presented at this workshop were converted to preliminary corridors. Of the options shown on the figure below, please indicate whether you prefer a Northern Bypass Option, a Southern Bypass Option, an Upgrade Existing Road Option, or a Do Nothing Option.	
	25	Northern Bypass Options
	8	Upgrade Existing Road Option
	8	Southern Bypass Options
	2	Do Nothing Option
In the space provided beside the graphic , please explain why you prefer that option.		
	1	1st preference - Do Nothing, 2nd preference - Upgrade existing, 3rd preference - Southern, 4th preference - Northern
	1	Lots of environmental issues with a southern route
	1	1st preference - Upgrade Existing, 2nd preference - Northern, 3rd preference - Do nothing
	1	Existing is too congested. Southern route infringes on battleground area. Northern route aids Global TransPark
	1	The northern bypass would maximize the Global TransPark and avoid river flood issues - avoiding the marshes in the south - also northern has more electric/sewage abilities
	1	N1 and N2 start with N3 and N4 later if needed
	1	Northern Bypass Option, but not if the bypass route would include existing section of Crescent Rd/Felix Harvey Pkwy.
	1	Either [alternative], as long as it does not pass through the core area of the Wyse Fork Civil War Battlefield. Northern bypass that includes Harvey Pkwy as an interstate, limited access freeway.
	1	N1 or N2 would be a quick option with later change to N4 or N5. The northern routes would encourage growth and enhance Global TransPark growth. The south route has environmental and historic problems.
	1	The southern routes have no infrastructure, no EPA studies done, wetlands and no one wants it. The northern routes are an economic answer in themselves. They are practical and make common [sense].
	1	4A or 10A
	1	The northern bypass option provides the most benefit for the community. It provides better routes for local traffic as well as a upgraded route for through traffic.
	1	It [Northern Bypass]seems like a good route since the area is always develop and less country roads
	1	Opens the northern area for the Global TransPark which would maintain Felix Harvey Pkwy as an internal Global TransPark road for tenants
	1	Shortest, less of an environmental impact, better traffic flow for roads southeast of Kinston, less congestion on 70 at Wal-Mart, Kings, Skinner's bypass and LCC.
	1	Northern Bypass is only reasonable option. Southern would create a ghost-town and kill our local businesses. Upgrade to freeway status would lose access for our businesses and the northern bypass is already 2/3 complete. Why waste additional land and tax payer monies for a southern?
	1	The only bypass that makes any sense is a Northern Bypass. You can use the Felix Harvey Pkwy (with a couple of interchanges) and continue on to Hwy 11 and onto Hwy 70. This will take care of the transportation needs of the Global TransPark and future development in that area. It will also make it more accessible for Greenville and surrounding areas to reach the Kinston Jetport, making its success more of a reality. I would like some information as to any benefits of a Southern route and why it was ever considered. Please include a map.

R-2553 Kinston Bypass - Summary of Comments Received Categorized by Question Number		
Question #2a	In the boxes below, please list the numbers corresponding to the route option segments you SUPPORT. Place an "x" in the categories you feel these segments will benefit.	
	16	1A
	13	2A
	11	2B
	9	3A
	2	3B
	2	4A
	13	4B
	1	5A
	1	5B
	7	6A
	5	6B
	5	7A
	1	9A
	1	10A
	7	11A
	8	12A
	3	12B
	2	12C
	21	13A
	1	14A
	19	17A
	5	18A
	3	19A
	17	20A
	1	20B
	11	21A
	7	22A
	6	23A
	1	23B
	1	24B
	1	25B
	4	26A
	2	26B
	2	27A
	2	28A
	2	29B
	5	30A
	2	31A
	6	32A
	12	33A
	12	34A
	13	35A
	1	Northern Bypass

R-2553 Kinston Bypass - Summary of Comments Received Categorized by Question Number		
Question #2b.	In the boxes below, please list the numbers corresponding to the route option segments you DO NOT SUPPORT. Place an "x" in the categories you feel these segments will harm.	
	2	2A
	1	2B
	5	3B
	2	4A
	2	4B
	2	5A
	3	5B
	1	6A
	2	9A
	4	10A
	3	12B
	1	13A
	1	19A
	4	22A
	6	23A
	1	23B
	1	24B
	6	26A
	3	26B
	1	27A
	1	30A
	1	31A
	1	32A
	1	33A
	2	Northern Bypass
	3	Southern Bypass
Question #3	On the inside of this form you are given an opportunity to comment on specific impacts of individual route option segments. These segments will be combined to create several corridor options that will be studied in detail. In general, based on the potential route options presented tonight, please tell us how concerned you are with each of the following:	
	13	Very much concerned with traffic congestion
	9	Somewhat concerned with traffic congestion
	12	Not concerned with traffic congestion
	26	Very much concerned with impacts to local resident and/or business
	5	Somewhat concerned with impacts to local resident and/or business
	2	Not concerned with impacts to local resident and/or business
	20	Very much concerned with impacts to the environment
	12	Somewhat concerned with impacts to the environment
	3	Not concerned with impacts to the environment
Question #3 (continued)	Please explain your concerns above and/or other concerns you feel will be a result of the potential route options presented tonight.	
	1	It will hurt a lot of businesses by bypassing Hwy 70.
	1	Upgrade of existing Hwy 70 will have less impact on existing businesses. If cost prohibited then northern bypass using existing Harvey Pkwy.
	1	Sandy Bottom just built a new multi-million dollar fire station, and there are churches and historic sites in the area of segment 5B, and lots of low ground and wildlife that would be impacted.
	1	Try to stay away from old farm land.
	1	Lack of sufficient opportunity to be heard regarding suggested route (as now selected). Why not look at areas that have less housing affecting individuals. The "politically correct" talking points by DOT presenter's (individuals) at tonight's meeting were offensive - to think [individual] input will change this process is a joke!

R-2553 Kinston Bypass - Summary of Comments Received Categorized by Question Number		
Question #3 (continued)	Please explain your concerns above and/or other concerns you feel will be a result of the potential route options presented tonight.	
1	Upgrade existing will use less money - less money to be expended buying property from private home/property owners. Global TransPark is so important and already have spent millions connecting Global TransPark to Hwy 70, why scrap that effort?	
1	Will have more congestion and need more lights Will take away from downtown businesses. Kinston cannot take care of its own problems	
1	Effect on businesses on existing 70, farm land, and historic sites	
1	Concern about making sure the Wyse Fork Battlefields are preserved.	
1	4B and 13A would be highly detrimental to the economic development of Global TransPark. Felix Harvey Pkwy is a crucial "working" road for Spirit AeroSystems, other current tenants, and future businesses that will locate at Global TransPark. They all need that road for access across and within Global TransPark. Making Felix Harvey Pkwy part of the to 70 bypass would ruin these functional features and damage the eastern region vital economic development project	
1	Only time traffic backs up is in the summer on Holidays and Sundays and occasionally on the summer weekends.	
1	Should avoid Kinston Civil War Battlefields. Support Global TransPark.	
1	Quit putting stop lights at every at grade intersection with a convenience store between Goldsboro and Raleigh.	
1	Concern about state meeting the objective of bypassing Kinston by spending as little money as possible, since it will all be borrowed. The route needs to be functional. Assumed Harvey Pkwy will be extended to NC 11 anyway	
1	If a bypass is required the freeway should be as close to the city as possible.	
1	Better traffic flow	
1	Don't need to get too far from existing Hwy 70. Businesses depend on the flow of traffic on 70.	
1	I want to see an option built that will make a road that will be well used and liked. The northern option I have selected (33A,21A,20A,17A,13A,12A) can provide alternate routes within Kinston and will fulfill the desire to provide a free flowing route for through traffic.	
1	Northern options are favored 1) to better facilitate the movement of vehicles and 2) to minimize riverine environmental impacts. Also northern route provides much enhanced access to the Global TransPark from Wayne and western counties, as well as Pitt and northern /eastern counties.	
1	The highway should have exits that connect to other highways like NC 11 toward Greenville. It can be more convenient to get to other highways.	
1	26A crosses wetlands, historical homes, cemeteries that are of interest beyond the immediate area	
1	Traffic congestion only becomes a concern during vacation weekends and during hurricane emergencies; however, it flows continuously and I have never personally seen a delay of more than a few minutes.	
1	26A will go through battleground and confederate cemetery. It will also affect Southwood School and wetlands. Ultimate concern is my own home, in 2020 my house will be paid off and I will be able to retire and do not want to move when I'm ready to retire.	
1	Traffic congestion - very much after bypass, no concern now. Right now I don't see all that much problem with traffic congestion. It's much worse in Havelock and New Bern areas than in Kinston. Wetlands of creeks/Neuse need to be preserved. I strongly oppose any new bypass, north or south and I think minimal upgrade of sections of present bypass would be sufficient.	
1	We feel that a southern route will provide the intended purpose of providing the fastest - [shortest] bypass for the majority of the beach traffic through Kinston. A southern route will provide more economic impact to an existing low economic section of the county.	
1	We need route to relieve traffic congestion, also need route to lessen the impact that hurt businesses and residents.	
1	When bypassing Kinston, the concerns should be on moving traffic, not on local restaurants or businesses. Go as straight as possible from La Grange to Dover with a closed access. This has less impact on environment.	

R-2553 Kinston Bypass - Summary of Comments Received Categorized by Question Number		
Question #4	Are there additional route options that you feel should be considered? If so, please draw your idea on the map provided on the inside of this comment sheet and explain below why you feel your route option should be considered.	
	1	Start Bypass at segment 3
	1	Any option that will not affect my home on Harold Sutton Rd. Why not look at other less populated options for the selected areas - for example, by the option affecting my residence 2 miles to east are large parcels owned by one corp. that will not be affected - but such is politics.
	1	Don't call the project a bypass unless it is. No route north of Hwy 70 is a bypass. This project should be inclusive of two elements: 1) an effective bypass to route Hwy 70 traffic through Kinston effectively and 2) an effective Global TransPark connection.
	1	Build the least expensive functional route
	1	Build feeder roads on the current US 70 similar to Houston, TX freeway system. Many businesses depend on Hwy 70
	1	Route 1A 2A 4B 13A 17A 20A 33A 34A 35A is most efficient since it uses existing Felix Harvey Pkwy and can be transformed to access controlled highway
	1	Connector routes to bypass these areas of interest
	1	Use Felix Harvey Pkwy and large portion will already be built and will save the state money.
	1	Segment 1A,2B,3A,30A,32A,33A, should be closed with only interchange access. (no red lights)
Question #5	Other comments, questions, or concerns.	
	1	Do not support any changes because it will affect my business either way.
	1	Connect it to the Felix Harvey Pkwy and all the new roads they are building on the north side. Likes upgrade existing, suggests building a raised road above the existing road. Perhaps all the folks in Raleigh that want to get to the beach faster could just move there.
	1	Do we in Lenoir Co. really need this route - permanent jobs would be more appropriate for the future - don't care about a route to get to the beach faster - I am a concerned retired person
	1	This is another government "boondoggle" of government money - there are (sic) existing Hwy 70 that could have limited access (and avoidance of city limit traffic) there should be more citizen input as to the designated areas selected as now exists - the maps and data presented were not user friendly to the individuals who will be affected
	1	With the development of historic tourism (battlefields, movement of the CSS Neuse to a climate controlled atmosphere on Queen Street) the preservation of the Wyse Fork Battlefield area is of paramount importance to the further development of tourism for Lenoir (and surrounding counties) and Kinston.
	1	Businesses are missing trade because Raleigh west traffic uses I-40, NC 24 to go to Emerald Isle and Atlantic Beach
	1	Suggests Felix Harvey Pkwy be extended to NC 11 as limited access, interstate quality, freeway bypass. Then further extended back to US 70 at the Dover cut off
	1	Only one map at the meeting gave enough detail to find my street address. Would have liked to have known about the website prior to the meeting so as to be more aware of demographics, wetlands, etc. Details are important to me.
	1	Would like the opportunity to review the initial EIS
	1	Following a northern route would be a big aid to this community as well as beach travelers. It would be a win-win solution
	1	Please consider the Southern Route. All economic development seems to go N-NW. The south side of Lenoir Co. needs an economical boost to level the playing field with the north side. Industries and businesses seem to follow the best traffic routes - I support the southern routes Help us!
	1	Concerned that the southern route will be a "road to nowhere." Feel that the use of Felix Harvey Pkwy will be an economical upgrade.
	1	Thank you for the opportunity to contribute these thoughts
	1	Provide more detail of which roads are going to be considered in construction so the public have enough time to embrace the new change

R-2553 Kinston Bypass - Summary of Comments Received Categorized by Question Number		
Question #5 (continued)	Other comments, questions, or concerns.	
1		Using the existing section of route 12A and implementing the remainder of a northern route as highlighted on the map (Corridor N2), would be a more valuable option not only to Lenoir County, but also to the Global TransPark project as a whole.
1		4B/13A, Felix Harvey Pkwy, was designed and used as an internal working road for the Global TransPark. It was not planned as a bypass; if used as such, there would be entirely too much traffic/congestion around the Global TransPark. This could hamper economic development of the Global TransPark. Using 1A/2A/4A as a northern bypass would help the Global TransPark and economic development as the Global TransPark's master plan calls for a "Loop" Road, and this road would help open up the northern section of the Global TransPark.
1		Project R-2553 has the potential of seriously destroying a historical asset and attempts should be made to insure such destruction does not occur. A significant portion of the Wyse Fork Battlefield would be lost in the path if the bypass were to be over that portion of land which must be considered Hallowed Ground. The departure from Rt 70 should be well east of the indicated site in order not to destroy this historical site. Even a slight overrun of the battlefield would be wrong. NC needs to maintain all historical lands once they are forever lost to future generations to learn of our nation's past. I realize this comment may have been submitted late only because I was not aware of the project yet I could not in good conscience allow this to proceed without voicing my concern. My appreciation of the NCDOT problems and my hope that some reasonable alternative can be found without significant additional cost to we tax payers is high.
1		Bottom line - our country & our state are BROKE!! We cannot afford to spend hundreds of millions of dollars on this project when the problem is not great enough to warrant it. Spending must be decreased/stopped until economic problems are under some kind of control.
1		We are very concerned that political influence will dictate the northern route and not provide the shortest route for beach traffic, the intended purpose. Look at traffic studies and that will dictate the best option. If needed the Global TransPark development will fund the northern route. Look at traffic study for Hwy 58 South Beach traffic.
1		I'm in favor of a bypass around Kinston, NC. Traffic at times is a problem now on the current Hwy 70. Kinston at present is growing and if it continues traffic will get worse and something will need to be done.
1		The need for an interstate type road around Kinston is long past due. People traveling will appreciate Kinston and Lenoir county better if they don't have 8 red lights and off and on traffic. They don't want "to tour" Lenoir County so stay straight from La Grange to Dover with an interstate type road. It would also improve traffic flow on 58 south, 11 south, and 55 west and 258 south. "Don't Delay, Build Today!"

R-2553 Kinston Bypass - Summary of Comments Received Categorized by Issue	
Number of Responses	Corridors Supported (based on segments supported)
3	Upgrade Existing
1	N1
6	N2
1	N4
10	N5
2	N6
1	S1
1	S10
1	S21
1	S24
3	S25
1	S26
1	S29
Number of Responses	Corridors Not Supported (based on segments not supported)
1	S9
Number of Responses	Traffic Comments
7	Existing route is congested, need better traffic flow
1	Concerned the bypass will create more traffic
2	Do not add any more traffic lights
2	Provide connections to other existing highways
1	Sections could be controlled or limited access along US 70
1	Would like to see new road elevated above old road for through traffic
2	General animosity toward Raleigh and tourist traffic
3	Provide better route for through traffic
2	Suggests Felix Harvey Pkwy be extended to NC 11
1	Suggest building feeder roads similar to Houston, TX
Number of Responses	Comments against any Bypass
2	Do-Nothing option preferred
8	Upgrade Existing preferred
3	Traffic is not a problem on a daily basis. Traffic is created mostly by tourists in the summer and on holiday weekends, no long delays on daily basis
9	Concern that bypass would damage existing businesses and local economy that depend on travelers dollars
1	Already spent millions to connect 70 to GTP

R-2553 Kinston Bypass - Summary of Comments Received Categorized by Issue	
Number of Responses	Comments in favor of any Bypass
8	Southern route preferred
25	Northern route preferred
8	Use existing Felix Harvey Pkwy
4	Don't use existing Felix Harvey Pkwy
8	Proposed bypass would aid economic development and provide improved access to new industry in GTP
Number of Responses	Concerns about Impacts to Resources
6	Historic sites, cemeteries, etc.
9	Natural environment
7	Protect and provide access to Wyse Fork Civil War Battleground
2	Protect farmland
Number of Responses	Miscellaneous comments/suggestions
4	Concern about impacts to personal property and businesses
5	Concerns about overall cost of bypass
1	Appreciation for inviting the public to comment
2	Better access to south side of Kinston would be an economic boost for the area
2	Bypass should stay close to the city
2	Provide more detailed, user friendly maps
2	Think there was not enough opportunity for public comment
2	Concerned politics are playing too large a role in corridor selection
1	Would like more detail on which roads will be affected by construction
1	Would like an opportunity to review the EIS
1	Start the bypass at segment 3

Section 404 / NEPA Interagency Merger Process Concurrence Agreement
Concurrence Point No. 2 – Detailed Study Alternatives Carried Forward

US 70 Kinston Bypass
Lenoir, Craven and Jones Counties, North Carolina
WBS Element No. 34460
STIP Project R-2553

Agenda

- Introductions
- Purpose of Meeting
- 7/21/11 Merger Informational Meeting Review
 - Reviewed GIS Data Assimilation, Phase I Preliminary Corridor Evaluation and information to be presented to Local Officials and public at CIW #2.
 - Reviewed how segments were developed, revised to minimize impacts to all resources within study area, which led to conversation on the HMGP properties.
 - In response to conversation over HMGP properties Mr. John Mello representing Mr. Chris Crew, the State Hazard Mitigation Section Chief from the NC Division of Emergency Management to answer any questions.
- CP 2: *Detailed Study Alternatives Carried Forward* Presentation
 - Brief review of project background/history
 - GIS Pilot Process
 - Brief review of data collection and assimilation process
 - Information Presented at CIW #2
 - Comments received from CIW #2
- CP 2: *Detailed Study Alternatives Carried Forward* Discussion
- Next Steps
- Action Items



**MINUTES FROM THE DETAILED STUDY ALTERNATIVES (CP2)
CONCURRENCE MEETING ON NOVEMBER 17, 2011**

To: Interagency Merger Process Team & Other Meeting Attendees
 From: Chris Werner, PE
 Date: February 16, 2012
 Subject: STIP Number R-2553, Kinston Bypass, Lenoir County, North Carolina

A Section 404/NEPA Interagency Merger Process Team (Merger Team) Meeting was held at 8:00 AM, on Thursday, November 17, 2011, in the NCDOT Century Center Complex Structure Design Conference Room. Those in attendance are shown on the attached sign-in sheet.

Purpose of Meeting

The purpose of the meeting was to review information presented to the public at Citizens Informational Workshop #2, review public comments received, review Draft Preliminary Corridors information, and obtain Merger Team Concurrence on selection of Detailed Study Alternatives Carried Forward (DSAs).

Merger Meeting Summary

Tom Steffens (USACE) initiated the meeting by reviewing the purpose of today's meeting and holding introductions. As a follow-up to FEMA Buyout Property questions identified at the July 21, 2011 Interagency Merger Team Informational Meeting, Mark Pierce (NCDOT) introduced John Mello of the NC Division of Emergency Management.

Hazard Mitigation Grant Program

John Mello provided the Merger Team with a review of FEMA's Hazard Mitigation Grant Program (HMGP); formerly referred to as FEMA Buyout Properties. Key points of Mr. Mello's discussion included the following:

- Variances may be issued for projects resulting in impacts to HMGP properties; time frame for variances to be approved is between 18 and 24 months.
- It was questioned whether a preliminary determination of variance could be issued prior to preparing the State Draft Environmental Impact Statement. John Mello explained typically a project packet is prepared as a part of the request for a variance. The packet typically reviews the alternative development process, the types of impedances/impacts to the HMGP properties, and potential for mitigation.
- It was noted, for documentation within the State Draft Environmental Impact Statement, the HMGP properties will be treated the same as other resources within the project study area, with similar avoidance and minimization efforts.
- John Mello will coordinate with FEMA National to determine if a preliminary determination of variance can be obtained.

R-2553: CP2 CONCURRENCE MEETING MINUTES
 February 16, 2012
 Page 2 of 4

Presentation on CP2: *Detailed Study Alternatives Carried Forward*

Chris Werner (URS Corporation) then reviewed the project background/history, the GIS Pilot Process, information presented at Local Officials Meeting #4, information presented at Citizens Informational Workshop #2, comments received, revisions to the Draft Preliminary Corridors, and recommendations for Draft Preliminary Corridors to be eliminated from consideration as Detailed Study Alternatives Carried Forward. Figures 2 and 4 from the *Interagency Merger Process Meeting Packet for Concurrence Point 2: Detailed Study Alternatives Carried Forward* (Merger Packet) are attached for reference. Key discussion points regarding the recommendations included the following:

- Scott McLendon (USACE) expressed concern over the use of wetland impacts as means for eliminating Draft Preliminary Corridors. The USACE felt confident in the riparian wetland data that the wetland model produced given field verification meetings were held with USACE in attendance; however, there was concern over the upland wetland data as no field verification meetings have been held to date. It was noted that while the impacts presented today are based on the wetland model data, this data is more reliable than the National Wetland Inventory (NWI) data which is typically used at this stage in the decision-making process. It was agreed that future field verification meetings will be held in order for all to be comfortable with the wetland model data, which will continue to be used in future stages of the project.
- The Merger Team agreed to eliminate corridors with the follow segments or segment combinations from further consideration:
 - Segment 29B due to high wetland impacts.
 - Segment Combination 25B-28A-29A due to higher wetland impacts than Segment Combination 25A-27A. This also resulted with the elimination of Segment 24B.
 - Segment Combination 23B-25A due to higher wetland impacts than 23A-26B Segment Combination.
 - Segment 9A due to high wetland impacts. This also resulted with the elimination of Segment 5A and 8A.
 - Segment 8B due to other similar options having less impacts to the Neuse River crossing and corresponding floodplains. This also resulted with the elimination of Segment 7B; however, the Merger Team requested a new segment be added named Segment 7C to be located south and parallel to Segment 7A. The intent of adding Segment 7C was to provide a segment further away from the Kennedy Memorial Home Historic District campus core while trying to minimize the impacts to the multiple conservation easements south and east of Segment 7A.
 - Segment 19A due to other similar options that have a more narrow and perpendicular crossing of the Neuse River crossing and corresponding floodplains. This also resulted with the elimination of Segments 18A and 39B.
 - Segment 15A due to other more direct options which have fewer impacts to the Stonyton creek natural system.
- The following segments were discussed as possibilities for elimination and/or consolidation; however, it was decided by the Merger Team that corridors with these segments should be kept until additional information is provided in upcoming stages of the project:

R-2553: CP2 CONCURRENCE MEETING MINUTES
 February 16, 2012
 Page 3 of 4

- While Segment 7A is close to the Kennedy Memorial Home Historic District campus core and impacts multiple conservation easements, it was decided this segment should be kept due to its connection/link to the Felix Harvey Parkway.
 - It was recommended that segment 26A and segment combination 26B-27B be combined into one best fit location due to proximity with one another; however, given both options impact the Wyse Fork Battlefield which is currently being studied for nomination for inclusion in the National Register of Historic Places as a Historic District, the Merger Team preferred both options be carried forward until contributing elements can be identified.
 - It was recommended Segment 4B be eliminated due to engineering constraints with the connection to US 258/ Felix Harvey Parkway, multiple crossings of the Falling Creek natural system and impacts to neighborhoods; however, it was decided this segment should be kept until additional engineering investigation is performed.
- It was agreed to by the Merger Team that Segment Combinations 20A-21A and Segment 20B should be combined to allow for the best interchange connection to existing US 70.
 - The USACE asked what types of facilities will be considered for the Upgrade Existing US 70 Corridor. NCDOT stated that Upgrade Existing US 70 Corridor will be developed as a full control of access freeway to fulfill the Purpose and Need of the project.

Upon summarizing the above recommendations, no additional suggestions to add or remove segments were provided by the Merger Team; resulting with the Merger Team achieving Concurrence Point 2: Detailed Study Alternatives Carried Forward as described on the attached Concurrence Form and shown on the corresponding figure. Summary of the attached agreement includes the following Detailed Study Alternatives Carried Forward and recommendations:

- Upgrade Existing US 70 Corridor: 1
- Northern Bypass Corridors: 2, 3, 5, 53, 54, 56, 57, 61, and 62.
- Southern Bypass Corridors: 10, 11, 12, 30, 31, 32, 35, 36, 50, 51, and 52.
- New Corridors as a result of adding Segment 7C.
- Combining Segment Combinations 20A-21A and Segment 20B.

Upon implementing the above recommendations by the Merger Team, the following corridors resulted:

- Upgrade Existing US 70 Corridor: 1
- Northern Bypass Corridors:
 - 5, 56, 57
 - 2 (combined Corridors 2 and 3 as a result of creating bulged area for Segment Combinations 20A-21A and Segment 20B)
 - 53 (combined Corridors 53 and 54 as a result of creating bulged area for Segment Combinations 20A-21A and Segment 20B)
 - 61 (combined Corridors 61 and 62 as a result of creating bulged area for Segment Combinations 20A-21A and Segment 20B)

R-2553: CP2 CONCURRENCE MEETING MINUTES
February 16, 2012
Page 4 of 4

- Southern Bypass Corridors:
 - 10, 11, 12, 30, 31, 32, 35, 36, 50, 51, 52
 - 63, 64, and 65 (new corridors created as a result of adding Segment 7C)

Updates to Merger Packet Figures 2 and 4 are attached, which reflect the above recommendations by the Merger Team.

Next Steps

NCDOT intends to hold Citizens Informational Workshop #3 in the spring of 2012. Prior to doing so, NCDOT will review and smooth the centerlines for corridors identified as Detailed Study Alternatives Carried Forward, resulting with a best fit centerline and corresponding corridor. NCDOT will also review the project schedule to determine if the meeting for Concurrence Point 2A: *Bridging Decisions and Alignment Review* can be held sooner than the current projection of mid-2013. The Merger Team indicated it would be beneficial to the project schedule if the field meeting were held sooner rather than later as additional corridors could be eliminated from further consideration.

Action Items

- NCDOT will follow-up with John Mello who will coordinate with FEMA National to determine if a preliminary determination of variance can be obtained.
- NCDOT will determine if Concurrence Point 2A: *Bridging Decisions and Alignment Review* can be held sooner than the current projection of mid-2013.
- The Interagency Team will conduct additional field meetings and verifications of GIS data for upland wetlands.



US 70 Kinston Bypass
 STIP R-2553
 Lenoir, Craven and Jones Counties, North Carolina
 November 17, 2011
 Interagency Merger Team Meeting (CP2)

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CHARIS MILITSCHER	USEPA - Raleigh	militscher.chris@epa.gov
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Peter Trencansky	URS	peter.trencansky@urs.com
JAY TWISDALE	NC DOT Hydraulics	jtwsdale@ncdot.gov
Chris Rivenbark	NC DOT - NES	crivenbark@ncdot.gov

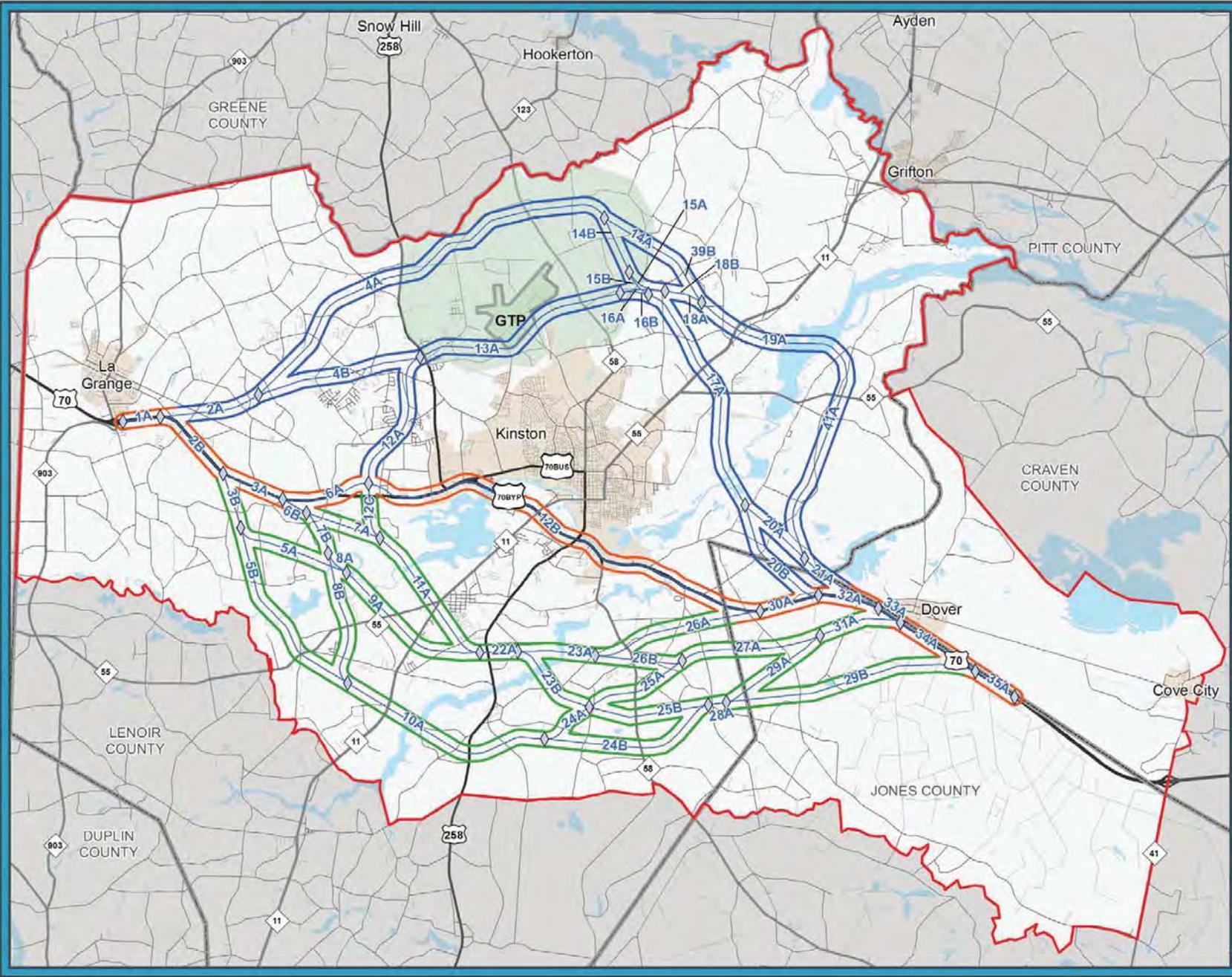


US 70 Kinston Bypass
 STIP R-2553
 Lenoir, Craven and Jones Counties, North Carolina
 November 17, 2011
 Interagency Merger Team Meeting (CP2)

Name	Organization	Email Address
Chris Manley	NCDOT - NES	cdmanley@ncdot.gov
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**Kinston Bypass
STIP Project No. R-2553**

**Figure 2
Draft Preliminary Corridors**
(as presented at Merger Informational Meeting #2, Local Officials Meeting #4 and CIW #2)



Legend

- ◇ Draft Route Option Segment Break Point
- Draft Route Option Segment
- Northern Draft Preliminary Corridors
- Southern Draft Preliminary Corridors
- Upgrade Existing Draft Preliminary Corridor
- ▭ Study Area
- ▭ Global TransPark (GTP)
- ▭ GTP Complex Boundary
- ▭ County
- ▭ US Highway
- ▭ NC Highway
- ▭ State Road
- ▭ Local Road
- ▭ Waterbody
- ▭ Municipal Area

0 12,000 Feet

N



This map is for reference only.
Sources: CGIA, NCDOT, NCDENR, Craven County, NCDOT, NCEM, Lenoir County, Pitt County, Kinston Planning Department, NCOneMap, NCWRC, NCSHPO, EPA, USFWS, USDA, NRCS, DWQ, ESRI and URS.



**Section 404 / NEPA Interagency Merger Process Concurrence Agreement
 Concurrence Point No. 2 – Detailed Study Alternatives Carried Forward**

US 70 Kinston Bypass
 Lenoir, Craven and Jones Counties, North Carolina
 WBS Element No. 34460
 STIP Project R-2553

Detailed Study Alternatives Carried Forward Include:

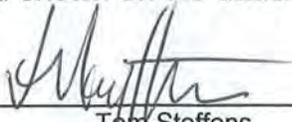
Preliminary Corridor #1	Preliminary Corridor #10
Preliminary Corridor #2	Preliminary Corridor #11
Preliminary Corridor #3	Preliminary Corridor #12
Preliminary Corridor #5	Preliminary Corridor #30
Preliminary Corridor #53	Preliminary Corridor #31
Preliminary Corridor #54	Preliminary Corridor #32
Preliminary Corridor #56	Preliminary Corridor #35
Preliminary Corridor #57	Preliminary Corridor #36
Preliminary Corridor #61	Preliminary Corridor #50
Preliminary Corridor #62	Preliminary Corridor #51
	Preliminary Corridor #52

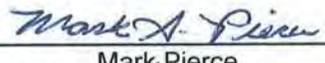
Segment 7C will be added south and parallel to segment 7A.

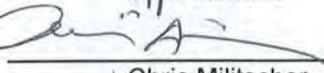
Corridors with segment 20B and segment combination 20A-21A will be combined resulting one overall area.

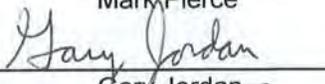
Note: Preliminary Corridors selected as Detailed Study Alternatives Carried Forward will be renumbered for evaluation in the Draft Environmental Impact Statement.

The Project Team has concurred on this date of November 17, 2011 with the Detailed Study Alternatives Carried Forward for the proposed project as stated above and shown on the attached figure.

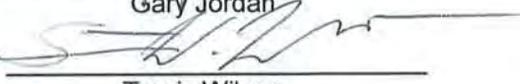
USACE 
 Tom Steffens

NCDOT 
 Mark Pierce

USEPA 
 Chris Militscher

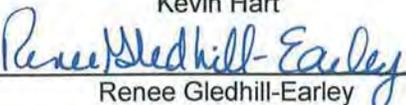
USFWS 
 Gary Jordan

NCDWQ 
 David Wainwright

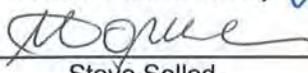
NCWRC 
 Travis Wilson

NCDMF _____
 Kevin Hart

NOAA-Fisheries (BY TELEPHONE - 1/3/2012)
 Ron Sechler

SHPO 
 Renee Gledhill-Earley

USCG _____
 Terry Knowles

NCDCM 
 Steve Sollod

combined

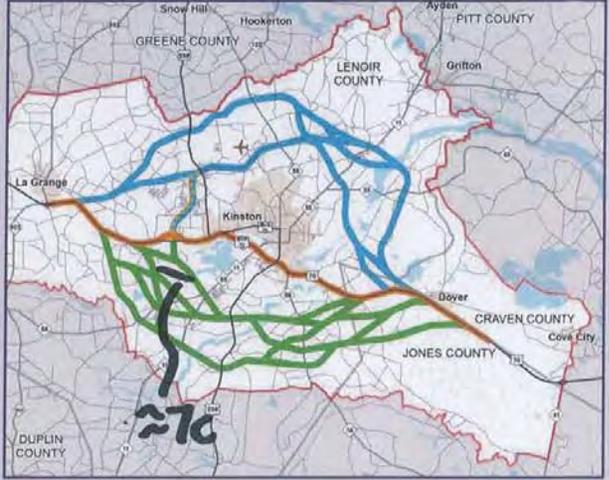
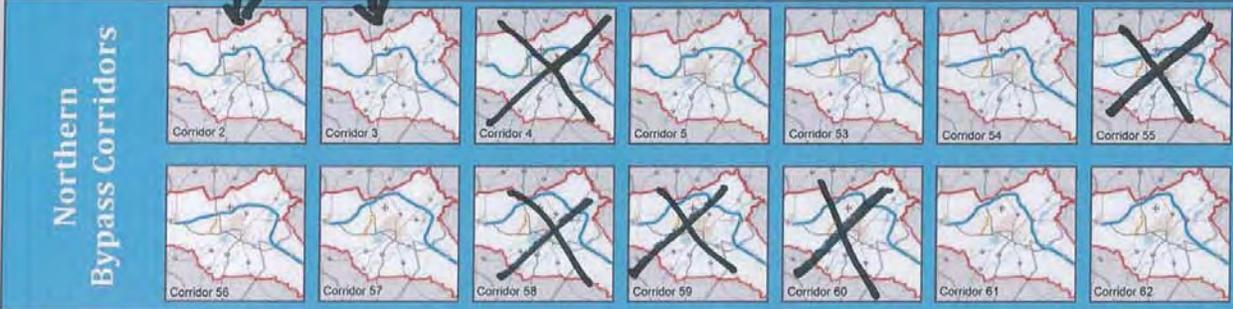
(Reflects decisions per November 17, 2011 Interagency Merger Meeting)

Kinston Bypass
STIP Project No. R-2553

FIGURE 4: INDIVIDUAL DRAFT PRELIMINARY CORRIDORS

November 17, 2011

(BASED ON ALL POTENTIAL ROUTE OPTIONS AS PRESENTED AT CONCURRENCE POINT 2 MEETING)



Kinston Bypass STIP Project No. R-2553

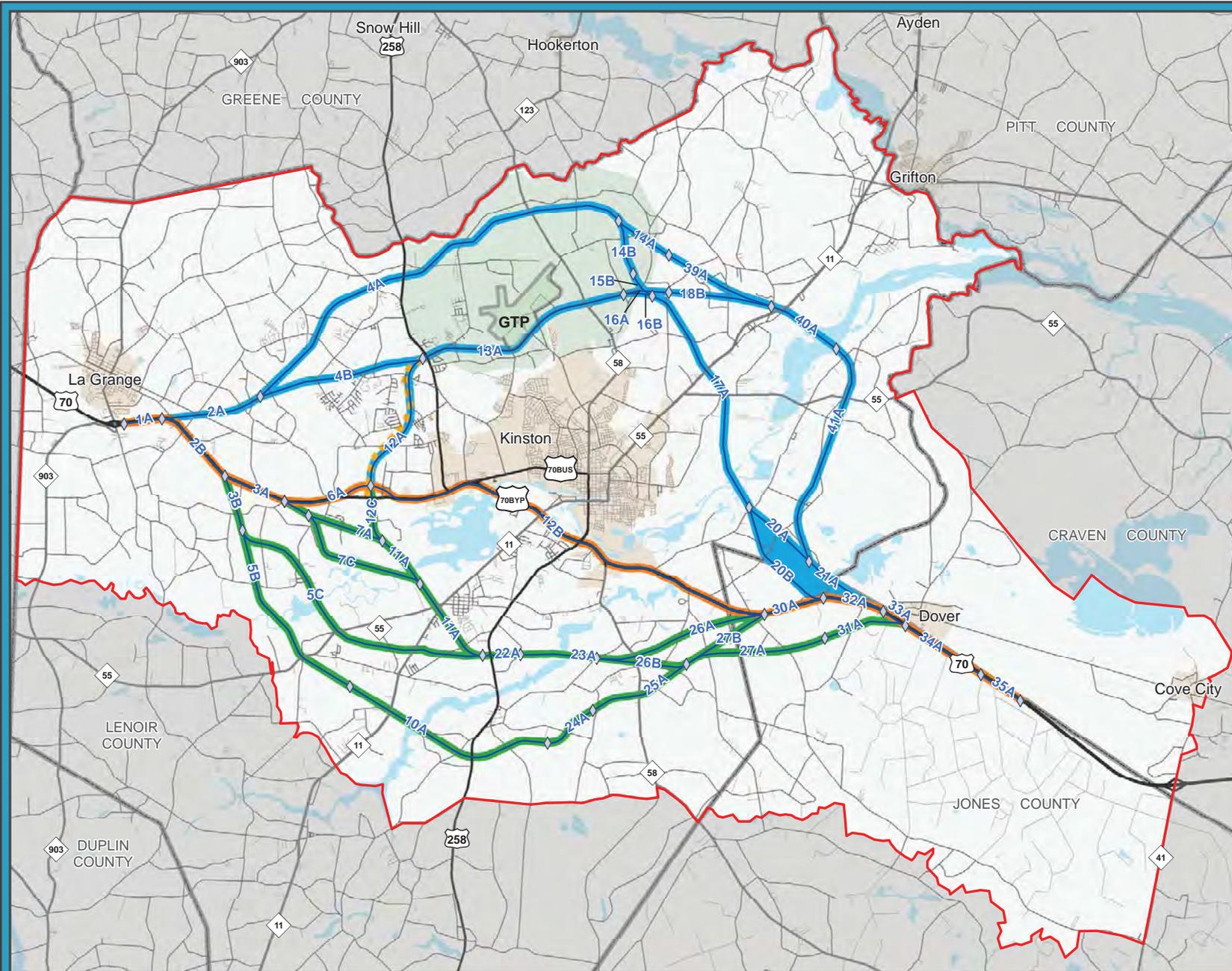
Draft Detail Study Alternatives

(Per November 17, 2011
Interagency Merger Meeting)

Legend

- Draft Route Option Segment Break Point
- Draft Route Option Segment
- Northern Draft Preliminary Corridor
- Southern Draft Preliminary Corridor
- Upgrade Existing Draft Preliminary Corridor
- Study Area
- Project R-2719A (Under Construction)
- US Highway
- NC Highway
- State Road
- Local Road
- County
- Global TransPark (GTP)
- GTP Complex Boundary
- Waterbody
- Municipal Area

Note: For graphical purposes, corridors shown on map represent 500 foot Draft Detailed Study Alternatives.



This map is for reference only.
Sources: CGIA, NCDOT, NCDENR, Craven County, NCDOT, NCEM, Lenoir County, Pitt County, Kinston Planning Department, NCOneMap, NCWRC, NCSHPO, EPA, USFWS, USDA, NRCS, DWQ, ESRI and URS.



DRAFT DETAIL STUDY ALTERNATIVES

(PER NOVEMBER 17, 2011 INTERAGENCY MERGER MEETING)



Northern Bypass Corridors



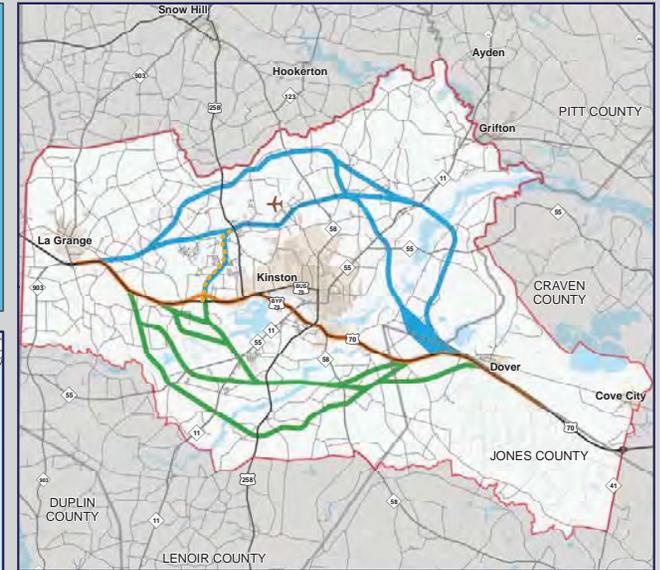
Upgrade Existing US 70 Corridor



Legend

- Study Area
- County
- Waterbody
- Municipal Area
- US Highway
- NC Highway
- Project R2719A (Under Construction)
- Global TransPark
- Northern Corridor
- Upgrade Existing
- Southern Corridor

This map is for reference only. Sources: CGIA, NCDOT, NCDENR, Craven County, NCCDM, NCEM, Lenoir County, Pitt County, Kinston Planning Department, NCOneMap, NCHRC, NC91PO, EPA, USFWS, USDA, NRCS, DWIQ, ESRI, and URS.



Southern Bypass Corridors





KINSTON BYPASS
STIP Project No. R-2553

Section 404/NEPA Interagency Merger Meeting
for
Concurrence Point 2:
Detailed Study Alternatives Carried Forward

NCDOT Century Center, Raleigh, North Carolina
November 17, 2011

STIP Project No. R-2553



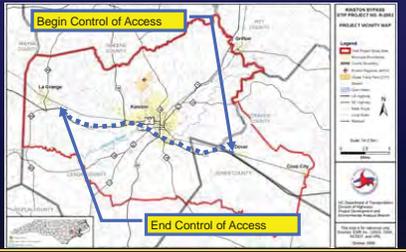
Purpose of meeting

- Present information regarding:
 - GIS Pilot Process and required data collection
 - Review Phase I Corridor Evaluation
 - Review Public Involvement Outreach
 - Present Draft Preliminary Corridor Impacts
- Obtain Concurrence on Detailed Study Alternatives Carried Forward

STIP Project No. R-2553



Project Study Area



STIP Project No. R-2553



Project Background

- Project listed in the *City of Kinston Comprehensive Transportation Plan* (updated in 2011).
- Project listed in the 2012-2020 State Transportation Improvement Program (STIP).
- US 70 Corridor from I-40 to Morehead City is included in the Strategic Highway Corridors Plan.
- NCILT established project as a pilot project.

STIP Project No. R-2553



Recent Project History (cont.)

- February 2010 - CIW #1 held.
- October 2010 - Purpose and Need/Defined Study achieved.

Project Need
Address traffic congestion, capacity deficiencies, and through-traffic delays on US 70 between LaGrange and Dover.

Project Purpose
The purpose of the project is to improve regional mobility, connectivity, and capacity for US 70 between LaGrange and Dover in a manner that meets the intent of the North Carolina Strategic Highway Corridors Plan.

STIP Project No. R-2553



Recent Project History (cont.)

- February/March 2011 - NCDOT met with Local Officials regarding potential project alternatives.
- May 2011 - priority data layer update completed.
- July 2011 - Merger Information Meeting and Local Officials Meeting held reviewing GIS data assimilation, alternative development process, and evaluation.
- August 2011 - NCDOT scheduled second round of Citizens Informational Workshops (postponed).

STIP Project No. R-2553



Recent Project History (cont.)

- September 2011 - NCDOT held second round of Citizens Informational Workshops.

Kinston Bypass STIP # R-2553



GIS Pilot Process

Is a part of the Interagency Leadership Team initiative to evaluate streamlining the project development process by utilizing GIS data for:

- alternative development,
- alternative evaluation, and
- selection of the LEDPA.

STIP Project No. R-2553



Data Collection

- CGIA updated priority data layers for Lenoir County.
- NCDOT provided study area wetland model data (this stage included significant coordination between NCDOT and the USACE).
- NCDENR DWQ provided stream model data for the study area – field verification efforts including USACE.
- URS obtained data layers for the study area portions in Craven and Jones Counties.

STIP Project No. R-2553



Data Preparation

- For analysis purposes, priority data layers provided by CGIA for Lenoir County were consolidated with Craven County, Jones County and statewide data layers, resulting with one set of data layers for the entire study area.
- Metadata was created by URS documenting all data layer consolidations.

STIP Project No. R-2553



Preliminary Corridor Analysis Methodology

- Developed GIS mapping of Environmental Features.
- Developed potential route segments using the Environmental Features Maps.
- Evaluated potential route segments based on environmental screening criteria to identify potential Preliminary Corridors.

STIP Project No. R-2553



Screening Criteria

- Corridor Length and Cost
- Archaeological Sites
- Historic Sites
- Parks
- Section 6(f) Lands
- Significant Natural Heritage Area
- Buildings
- Airports
- Cemeteries
- Churches
- Schools
- Easements
- Federal Land Ownership
- Hazard Mitigation Grant Program
- Gamelands
- Hazardous Materials Properties
- Housing Authority
- Mountains to Sea Trail
- Mitigation Sites
- Other State Owned Lands
- Voluntary Agricultural District
- Anadromous Spawning Areas
- Floodplains (zones A and AE)
- Streams
- Swine Lagoons
- Threatened & Endangered Species
- Wetlands
- Major Gas Lines
- Major Transmission Lines
- Waste Water Treatment Plants
- Water Treatment Plants
- Water Tanks
- Census Data

STIP Project No. R-2553

 **Screening Criteria (cont.)**

- Updated demographic data was expected to be available in September 2011.
 - Data now anticipated to be available December 2011.
 - CIW #1 and #2 included Limited English Proficiency outreach.
 - Low Income and Minority information **not** used as screening tool at this time.
 - Low Income and Minority areas of impacts to be further evaluated in future stages of the project as data becomes available.

Kinston Bypass STIP # R-2553

 **Screening Criteria (cont.)**

- Global TransPark environmental data.
 - Wetland data provided after GIS Data Assimilation
 - GTP wetland data shows restored wetlands southeast of GTP.
 - NCDOT wetland model data includes these wetlands with very similar boundaries; however, they were not classified as mitigation areas.
 - Effects segment 14B.

Kinston Bypass STIP # R-2553

 **Initial Potential Route Option Segments**

- Upon executing a GIS script, over 1000 corridor segment combinations were possible.



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 **Refinement of Route Option Segments**

- 95 corridor segment combinations from 89 segments remained as a result of the following refinements.
 - Route Option Segments were then modified to remove non-allowable combinations.
 - Similar adjacent segments were consolidated resulting with a best fit segment.

STIP Project No. R-2553

 **Evaluation of Route Option Segments**

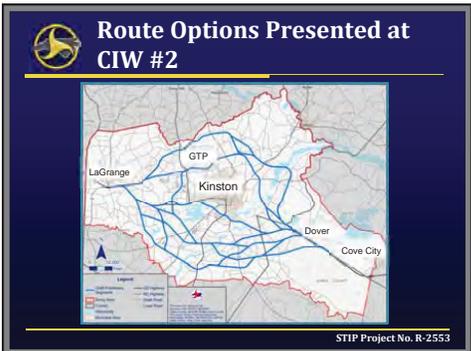
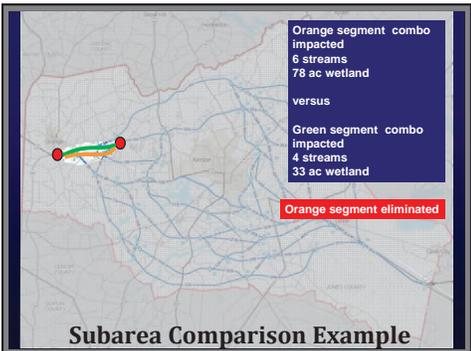
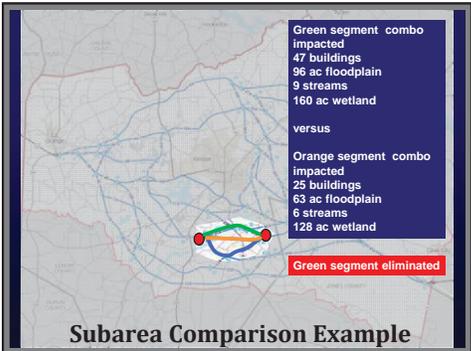
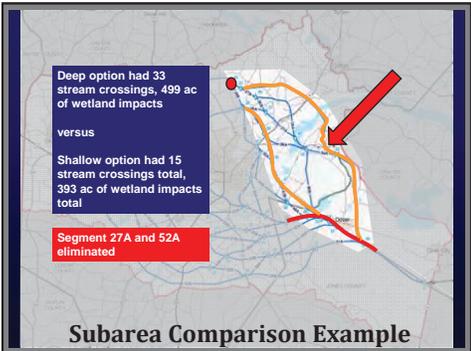
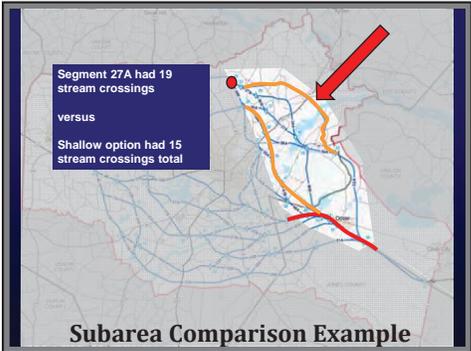
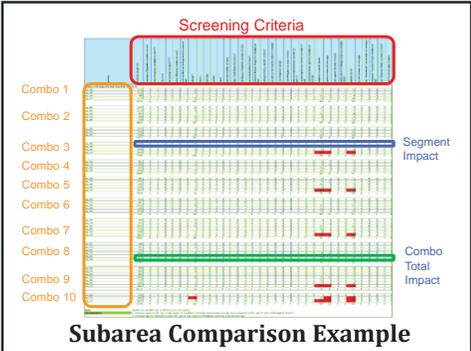
- Using a second GIS script, impacts were then calculated for the Route Option Segments (based on 1000 ft width) for each category included in the screening criteria.
- Route Option Segments with similar beginning and endpoints were then compared to one another to identify segments with the least amount of impacts.

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 **Evaluation of Route Option Segments (cont.)**

- Given the Route Option Segments were developed using the Environmental Features Mapping, many screening criteria categories resulted with zero impacts.
- This resulted in the following categories often being used for segment comparisons.
 - Building impacts
 - Floodplains
 - Number of stream crossings
 - Wetland impacts

STIP Project No. R-2553



Sample Preliminary Corridors Presented at CIW #2

STIP Project No. R-2553

CIW #2 Summary

- No revisions to Potential Route Segments recommended by Interagency Merger Team prior to CIW #2.
- 6,800 postcards bilingual mailed informing the public of CIW#2.
- Advertisements ran in local newspapers and radio stations.
- CIW #2 advertised with the Kinston-Lenoir County Chamber of Commerce.
- 250 bilingual flyers distributed to business and churches along Queen Street, US 70 and US 70 Bypass.

STIP Project No. R-2553

CIW #2 Summary (cont.)

- Lenoir County Hispanic Festival Coordinator also utilized to inform Hispanic Population of CIW#2.
- Total of 172 attendees (74 Day 1, 98 Day 2).
- Total of 48 written comments received thus far.
 - 25 prefer a Northern Bypass Option
 - 8 prefer the Upgrade Existing Road Option
 - 8 prefer a Southern Bypass Option
 - 2 prefer the Do-Nothing Option
- General concerns regarding impacts to residential/business, environment, and cost.

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Revisions to Route Options following CIW #2

STIP Project No. R-2553

Reevaluation of Impacts

- Impacts calculated for individual Route Option Segments and Preliminary Corridors (based on 500 ft width).
- Route Option Segments and Preliminary Corridors impacts reviewed in order to identify Preliminary Corridors to be recommended as Detailed Study Alternatives Carried Forward.

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Proposed Recommendations

- Eliminate segment 29B.
- Eliminate segment combination 25B-28A-29A.
- Eliminate segment combination 23B-25A.
- Eliminate segment 9A.
- Eliminate segment 8B.

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Proposed Recommendations (cont.)

- Eliminate segment 26A.
- Eliminate segment combination 18A-19A.
- Eliminate segment 4B.
- Eliminate segment 15A.

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Additional Discussion

- Review of remaining segments/corridors.

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Next Steps

- Develop best fit centerlines and corridors for DSAs.
- Present DSAs at CIW #3.
- Develop conceptual interchange footprints.
- Develop revised corridors with buffered areas around conceptual interchanges and grade separations for all DSAs.
- Prepare environmental and engineering studies of DSAs.
- CP 2A Interagency Merger Team Meeting

STIP Project No. R-2553

Look for our new logo on future project mailings and materials.





INTERAGENCY MERGER TEAM INFORMATIONAL MEETING MINUTES

To: Project File
From: Chris Werner, PE
Date: June 6, 2012
Subject: STIP Number R-2553, Kinston Bypass, Lenoir County, North Carolina

A Section 404/NEPA Interagency Merger Process Team (Merger Team) Informational Meeting was held at 8:30 AM, Wednesday, March 14, 2012 in the NCDOT Century Center Complex Structure Design Conference Room. Those in attendance are shown on the attached sign-in sheet.

Purposes of Meeting

The purpose of the meeting is to discuss combining or expanding corridors that correspond to the Detailed Study Alternatives (DSAs) as a result of observed field conditions which could result in impacts to various resources being avoided or minimized.

Merger Meeting Summary

Mark Pierce initiated the meeting by reviewing the purpose of today's meeting, holding introductions, and provided a brief review of the project status and major project tasks scheduled for the near future. Mark Pierce then turned the meeting over to Chris Werner, who reviewed the objectives of the Kinston Bypass as a Pilot Project and discussed the process being used to refine the DSAs as the project transitions from Arc Map software to Computer Aided (CAD) design software. This transition is needed at this point of the project so designs can be prepared for the DSAs according to roadway design standards. Major discussion points regarding the DSA alignment refinement are shown below.

- Chris Werner explained while the DSA alignment refinement process is required as the project transitions to the design phase, it is also a continuation in the process of improving the alternatives as they are further narrowed down by looking at the next level of detail. Based on recommendations from URS, the Merger Team agreed to shift of some of the DSAs and the combination of other DSAs, which resulted in a reduction from 21 DSAs to 17 DSAs. Details on the shifting of and modification of the DSAs are provided on the attached information and graphic.
- It was questioned if the changes to the DSA impacts would be quantified. It was noted that upon completing the designs and initial hydraulic recommendations for the DSAs, updated impacts would be prepared and provided for CP 2A.
- It was questioned whether the segment numbers would be changed or updated. Chris Werner explained that the use of segment numbers was to assist in providing information for the selection of DSAs; now that DSAs have been selected the segment numbers will no longer be utilized unless it is warranted in future stages of the project.

R-2553: INTERAGENCY MERGER TEAM INFORMATIONAL MEETING MINUTES
March 14, 2012
Page 2 of 2

Next Steps

- NCDOT intends to hold CIW #3 in May 2012 in order to present the DSAs to the public, review the next steps of the study process with the public, and to inform the public generally when their next opportunity to provide input on the project will be scheduled.
- Current critical path tasks for the project include finalization of the Travel Demand Model update, preparation of the Traffic Forecast, performing the Traffic Capacity Analysis, and preparing designs and preliminary hydraulic recommendations for the DSAs; after which, the CP 2A field meetings may be scheduled.

Miscellaneous Notes

- In efforts to fulfill the goals established by the North Carolina Interagency Leadership Team, who designated the Kinston Bypass Project as a Pilot Project, NCDOT will review the standard procedures followed in preparing all technical studies to determine if there is opportunity to provide less detailed analysis in the technical studies, yet still detailed enough to make project decisions.
- Public comments received from CIW #3 will be summarized and provided to the Merger Team prior to the CP 2A field meeting.
- CP 2A is currently scheduled for spring 2013; however, the project team will make all efforts to hold CP 2A sooner.
- The Merger Team noted additional alternatives may be eliminated depending upon conditions observed during the CP 2A field meeting.
- It is anticipated the CP 2A field meetings will occur over multiple days, scheduled over several weeks. The project team will break the CP 2A field meetings into project study area quadrants. The project team will also coordinate access to properties prior to holding the CP 2A field meetings.
- URS will provide graphics for each crossing that will be visited and will also provide means for collecting individual site data points (via GPS) per the Merger Team's recommendations.

STIP R-2553
Lenoir, Craven and Jones Counties, North Carolina
March 14, 2012
Merger Team Informational Meeting

Name	Organization	Email Address
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Kevin Hart (Tele video conference)	NC DMF	
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NEIL LASSITER	NCDOT - OZ	nlassitere.ncdot.gov
Rob Hanson	" - PDEA Unit	rhanson@ " "



STIP R-2553

Lenoir, Craven and Jones Counties, North Carolina

March 14, 2012

Merger Team Informational Meeting

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Chris Werner	URS Corporation	christopher.werner@urs.com
Via Video conf	Alex Rickard Rob Will Chris Militscher Ron Sechler	EC RPO EC RPO US EPA NOAA-Fisheries



DISCUSSION ON NORTHERN BYPASS DSA ALIGNMENT SHIFTS

1. It is recommended a general area, rather than a specific location be considered to allow for a best fit alignment to connect with US 70 in this area. This approach would be similar to recommendations made by the Merger Team with regard to where northern bypass Detailed Study Alternatives reconnect with US 70 on the east side of Kinston. Alignment shifted to better accommodate proposed interchange with US 70 and existing railroad, while maintaining existing Willie Measley Road/Fields Station Road intersection.
2. Alignment shifted to generally reduce impacts to residents and streams.
3. Alignment shifted to improve spacing between proposed US 258 interchange and existing US 258/Institute Road intersection, improve the proposed crossing of Institute Road, reduce wetland impacts, improve spacing between proposed NC 58 interchange and existing NC 58/Dawson Station Road intersection.
4. Alignment shifted to reduce impacts to multiple farming operations along Airy Grove Church Road.
5. Alignment shifted to improve proposed crossing of Airy Grove Church Road, provide more of a perpendicular crossing of Hugo Road (potential proposed interchange location), reduce residential impacts along Ferrell Road, reduce wetland impacts, and provide more of a perpendicular crossing of NC 11 (for proposed interchange) and existing railroad.
6. Alignment shifted to improve spacing between proposed NC 55 interchange and existing NC 55/British Road intersection, reduce potential impact to historic resource, and to improve proposed grade separated crossings at British Road and Tilghman Road.
7. Merger Team recommendations from CP2 meeting included creating a general area to allow for a best fit alignment for all northern bypass alternatives connecting to US 70 in this area. The northern bypass connection back to US 70 was slightly shifted to the west to increase distance between existing US 70 and the existing railroad to accommodate the proposed northern bypass interchange with US 70. This shift will reduce impacts to streams and wetlands, avoid multiple crossings of Tilghman Road and increase spacing between the proposed northern bypass/US 70 interchange and the potential proposed interchange with US 70 at Dover. Generally, by increasing the interchange spacing, better traffic operations should result, thus maintaining the integrity of the proposed improvements.
8. Relatively minor shifts were made to the alignment to generally improve road geometry while improving stream and wetland crossings.
9. Alignment shifted to reduce stream impacts, wetland impacts, and minimize residential and farming operation impacts along Hugo Road and Wallace Family Road.
10. Alignment shifted to eliminate crossing with N. Dickerson Road, and minimize residential and farming operations impacts along Hugo Road and Wallace Family Road. Generally, the shift should also further minimize impacts to streams and wetlands.
11. Alignment shifted to minimize residential impacts along Tilghman Mill Road, and to minimize stream, wetland and business impacts near NC 11 (proposed interchange location).
12. Alignment shifted to minimize historic resource impacts and residential impacts along Neuse Road.

DISCUSSION ON SOUTHERN BYPASS DSA ALIGNMENT SHIFTS

13. It is recommended a general area, rather than a specific location be considered to allow for a best fit alignment to connect with US 70 in this area. This approach would be similar to recommendations made by the Merger Team with regard to where northern bypass Detailed Study Alternatives reconnect with US 70 on the east side of Kinston. Alignment shifted to better accommodate proposed interchange with US 70, allowing for avoidance of existing salvage yard and wetland system southwest of US 70. Shift will also allow for further minimization of stream, wetland, historic resource, and residential impacts near Bucklesberry and Pot Neck. In addition, the alignment shift will allow for a narrower crossing of the Neuse River natural system.
14. Alignment shifted to provide more desirable crossings of secondary roadways such as NC 55, Jesse T. Bryan Road, NC 11, Joe Nunn Road, US 258, Patterson Road, and Woodington Road. As a result, continued efforts were made to further avoid and minimize impacts to stream, wetland and residential impacts.
15. It is recommended a general area, rather than a specific location be considered to allow for a best fit alignment to connect with US 70 in this area. This approach would be similar to recommendations made by the Merger Team with regard to where northern bypass Detailed Study Alternatives reconnect with US 70 on the east side of Kinston. Alignments shifted to better accommodate proposed interchange with US 70 and existing Wyse Fork Road/US 70 intersection. Shifting the proposed interchange location further to the east along US 70 may allow an opportunity to maintain the existing Wyse Fork Road/US 70 intersection which could avoid impacts and additional cost associated with reconnecting Wyse Fork Road, provide a benefit for emergency responders using Wyse Fork Road, and shift potential impacts to the proposed Wyse Fork Battlefield District more towards the outer boundaries of the district rather than in the middle area of the district. The result of this decision merges alternative 10 with 11, 30 with 31, 50 with 51, and 64 with 63.
16. Relatively minor shifts were made to the alignment to generally improve road geometry while improving stream and wetland crossings. The shifts also provided an opportunity to improve spacing from the proposed NC 55 interchange to the existing NC 55/Albrittons Road intersection and from the proposed NC 11 interchange to the existing NC 11/Leslie Stroud Road intersection (and the associated community).
17. Relatively minor shifts were made to the alignment to generally improve road geometry. The shifts provided an opportunity to further avoid historic resource impacts; improve spacing from the proposed NC 58 interchange to the existing NC 58/Southwood Road intersection; and include continued efforts to avoid/minimize impacts to streams, wetlands, and residential pockets, and farming operations along the secondary roads (including a nursing home along NC 58).
18. Relatively minor shifts were made to the alignment to generally improve road geometry, which provided an opportunity to reduce residential impacts along Burkett Road and to further minimize impacts to streams and wetlands.

**Kinston Bypass
STIP Project No. R-2553**

**Detailed Study Alternative
Alignment Refinements**

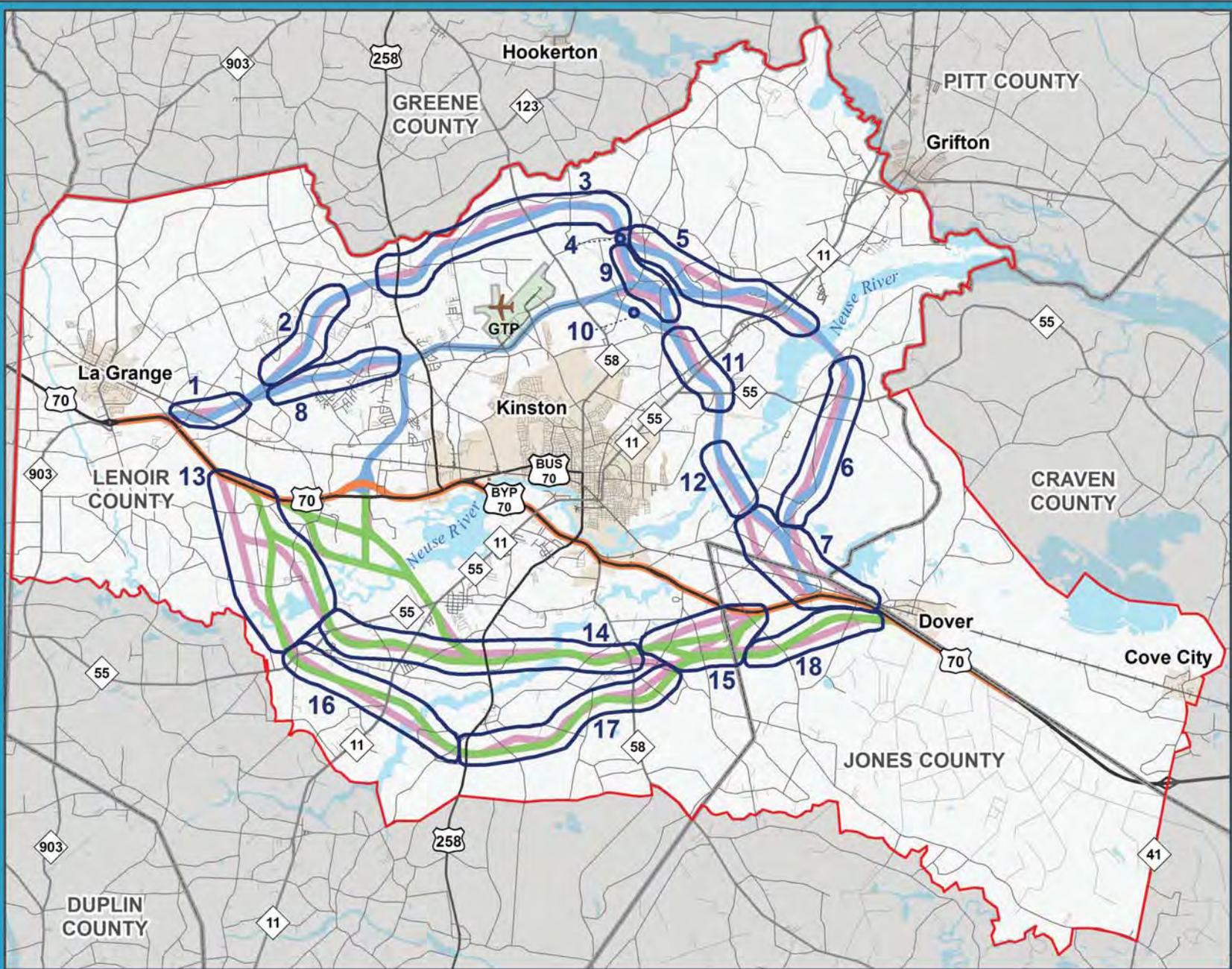
March 14, 2012

Legend

-  Detailed Study Alternative Refinement Area
 -  Southern Detailed Study Alternatives Refinement
 -  Northern Detailed Study Alternatives Refinement
 -  Upgrade Existing Detailed Study Alternative Refinement
 -  Detailed Study Alternatives Per Nov. 17, 2011 CP 2 Meeting
 -  Kinston Regional JetPort
 -  Study Area
 -  County
 -  Railroad
 -  US Highway
 -  NC Highway
 -  State Road
 -  Local Road
 -  Global TransPark (GTP)
 -  Waterbody
 -  Municipal Area
- 0 12,000 Feet
- N



This map is for reference only.
Sources: CGIA, NCDOT, NCDENR, Craven County, NCDCM, NCEM, Lenoir County, Pitt County, Kinston Planning Department, NCOneMap, NCWRC, NCSHPO, EPA, USFWS, USDA, NRCS, DWQ, ESRI and URS.



INTERAGENCY COORDINATION MEETING MINUTES

To: Project File
 From: Susan Westberry
 Date: November 8, 2012
 RE: STIP Number R-2553, Kinston Bypass, Lenoir County, North Carolina

An Interagency Coordination Meeting with the NCDOT PDEA-Natural Environment Section was held November 7, 2012 at 9:30 AM at the NCDOT Century Center Complex Structure Design Room.

Purpose of Meeting

The overall purpose of the meeting was to review multiple natural environment topics as shown on the attached agenda, with the Kinston Bypass Project included on the agenda for two reasons. Reason 1, so NCDOT could present and obtain input on the Sample Natural Resources Technical Report (NRTR) which has been developed for a small portion of the Kinston Bypass Project Study Area. A Sample NRTR was prepared given the Kinston Bypass Project is a GIS pilot project, requiring revised format, content, level of detail and methodology. Once these components are finalized, the NRTR will be prepared for the entire project. Reason 2, so NCDOT could present and obtain input on the revised hydraulic analysis methodology prior to holding the upcoming Concurrence Point 2A Meeting.

General Overview

As noted above, this meeting included multiple natural environment topics; however, these meeting minutes only cover the portions pertaining to the Kinston Bypass Project agenda items. LeiLani Paugh of the NCDOT Natural Environment Section (NES) provided a brief review of the project background and status, followed by a discussion on the model data being used for the project, the NRTR study area established for the project, and the study area established for the Sample NRTR. Major discussion points on the Sample NRTR are shown below.

- Before reviewing the general organization of the Sample NRTR, it was noted that ultimately it is the goal to obtain agency approval of the methodology, the format, the tables and appendices; however, it is not expected this will be accomplished at today's meeting.
- This meeting is the first step required to engage the agencies in reviewing the Sample NRTR, and that additional meetings will be required. Potential dates for continued Sample NRTR coordination meetings were presented to the agencies including November 27, 28, 29 and December 4, 6, 12, and 13. It is anticipated the first meeting will be an office meeting, followed up with a field visit.
- All sections of the document prior to the Jurisdictional Features (Section 5.0) are based on the Sample NRTR 1-mile study area. The Jurisdictional Features section discusses only those features which cross the project corridor and may be directly impacted by project construction.
- C-CAP data were used in place of traditional terrestrial community classifications. The C-CAP classes were grouped into community types more typical of a traditional NRTR. These groupings are presented clearly in the Sample NRTR document. The Comprehensive Transportation Planning Integration (CTPI) is also categorizing classes to be used early-on in project

R-2553: Interagency Coordination Meeting

November 7, 2012

Page 2 of 3

development. Standard classes, colors, labels, etc. are being established. The need to verify the consistency between the classifications was brought into question. NCDOT NES will review specifically how this is being handled with the CTPI. It was explained that the classes and groupings used for this document are project-specific as C-CAP data are not statewide. The C-CAP data were updated as a part of this pilot project, so they are specific to this project.

- Presently, the NRTR discusses the modeled wetlands as riparian and non-riparian only, with no discussion/analysis of wetland quality. For reporting purposes within the Sample NRTR, impact or quantity estimates will be based upon the Detailed Study Alternative Corridors. LeiLani Paugh then reviewed her evaluation assessing the usefulness of NCWAM based solely on GIS data. She was able to determine – by going backwards from the Boolean logic used in the high, medium, low quality designations – which parameters would be attainable using the GIS information on hand without the benefit of any field verifications. It was determined that surface water storage, water quality opportunity, habitat, landscape patch structure, and composition components were all attainable with GIS data. Subsurface storage and water quality were not. It was noted that NC CREWS data could also be used/brought in to verify or determine wetland quality parameters. The use and/or modification of NCWAM for this type of project became a controversial meeting topic. Tom Steffans of the USACE made the suggestion to keep the wetland analysis as-is at this time in order to avoid controversy or any kind of assumptions. The use of a modified version of NCWAM or some other method of assessing wetland quality will be discussed during the future Sample NRTR coordination meetings with the agencies. It was noted, if a modified version of NCWAM is to be used, a nomenclature distinguishing it from NCWAM will need to be established and made clear.
- LeiLani Paugh then discussed the methodology used to complete a desktop analysis of potential Threatened and Endangered (T&E) species habitat areas within the study area. At this time, no field verifications have taken place for T&E species. The field review meeting as discussed above will include time to complete field verifications for T&E species, as needed. Additionally, feedback from the NCWRC and USFWS is needed. Meeting attendees were concerned that a Least Environmentally Damaging Practicable Alternatives (LEDPA)/Preferred Alternative could not be reached without conducting formal T&E surveys. This will be discussed with Gary Jordan and Travis Wilson at the future Sample NRTR coordination meetings.
- It was noted that the project lies within the Neuse River Basin and is subject to Neuse Buffer Rules; therefore, it was requested that stream buffers be discussed and quantified in the document.
- It is understood the assessment of the stream buffers will be based on stream model data. The stream model data and buffers should be verified against United States Geological Survey Quadrangle maps and soils mapping to confirm that buffers are only added to applicable streams.

Meme Diaz with URS Corporation then reviewed the proposed hydraulic analysis methodology, which would be utilized to size major hydraulic structures for discussion during the Concurrence Point (CP) 2A meeting. A plan/profile map of the FEMA crossing included in the Sample NRTR study area was presented, followed by a discussion on how the proposed structures would be sized, how the recommendations would be incorporated into the functional designs, and how the information would be presented at CP 2A. No comments were provided on the proposed hydraulic analysis methodology or mapping.

R-2553: Interagency Coordination Meeting
November 7, 2012
Page 3 of 3

Next Steps

- Feedback on the Sample NRTR is requested by November 30, 2012.
- Project Interagency Merger Team Members should coordinate with LeiLani Paugh with their availability for the Sample NRTR follow-up office and field meetings.

**Inter-Agency Coordination Meeting
PDEA –Natural Environment Section**

Structures Conference Room

**Century Center A
Raleigh, NC**

**November 7, 2012
9:30 AM
Agenda**

9:30 AM OPENING COMMENTS

Greg Thorpe - NCDOT, PDEA
Andrew Williams - USACE, Regulatory

9:40: ENVIRONMENTAL ISSUES

9:45: Tracy Nelson, Ph.D, and Brett Hartis, NCSU, “Satellite Remote Sensing of Submerged Aquatic Vegetation”

10:15: Karthick Narayanaswamy, Ph.D., URS, Corp., “Overview of Hydraulics Unit NPDES Research Program”

10:45 Leilani Paugh, Group Leader, NCDOT, “Kinston Bypass Sample Natural Resource Technical Report”

11:15 URS, Corp., and Mark Pierce, P.E., PDEA NCDOT, “Kinston Bypass Phase I Hydraulic Analysis”

11:45 Staff Comments/Other Business

NCDOT
Federal Agencies – FHWA, USACE, USEPA, USFWS, NMFS
State Agencies – NCDENR, NCDCM, NCDWQ, NCWRC

Adjourn



INTERAGENCY MERGER TEAM INFORMATIONAL MEETING MINUTES

To: Project File
From: Kory Wilmot, AICP
Date: July 10, 2013
Subject: STIP Number R-2553, Kinston Bypass, Lenoir County, North Carolina

A Section 404/NEPA Interagency Merger Process Team (Merger Team) Informational Meeting was held at 2:45 PM, Thursday, June 13, 2013 in the NCDOT Century Center Complex Structure Design Conference Room. Those in attendance are shown on the attached sign-in sheet.

Purposes of Meeting

The purpose of the meeting is to review the Draft Natural Resources Technical Report (NRTR) that was transmitted to the Merger Team on May 15, 2013.

Merger Meeting Summary

Brian Yamamoto initiated the meeting by reviewing the purpose of today's meeting, holding introductions, and reviewing NCDOT personnel changes on the project. Brian Yamamoto then turned the meeting over to LeiLani Paugh, who led the discussion on the Draft NRTR. Major discussion points regarding the Draft NRTR are shown below.

- No electronic comments from the Merger Team had been received by NCDOT prior to the meeting.
- Tom Steffens with the USACE asked about the C-CAP data presented in the Draft NRTR and how roads were accounted for in the data. Morgan Weatherford responded that the C-CAP data is from 2006, so it would not account for roads built since then, but that existing roads are included when they exceed the raster grid threshold. C-CAP data are generated using data blocks 30-meters by 30-meters in size. Anything smaller than 30-meters by 30-meters would be included in the adjacent block. Therefore, some smaller roads may be included in adjacent land use types, but most large road networks would be captured (most likely as 'Highly Developed'). NES has prepared a draft report discussing the use and accuracy of the C-CAP data utilized within the Draft NRTR. The draft report describes in detail how things such as roads are captured. NES will distribute the draft report discussing the use and accuracy of the C-CAP data utilized within the Draft NRTR to the Merger Team.
- NCDOT performed some random sampling during the development of the reports and found that 'Cultivated' areas were the most problematic.
- The term "Primary Inland Nursery Areas" will be revised to "Inland Primary Nursery Areas" within the Draft NRTR.
- Regarding Section 4.1.2, Tom Steffens asked what drives the difference between the reported wetland acreages based on C-CAP classifications and the NCDOT wetland prediction model. LeiLani Paugh responded that the NCDOT wetland prediction model uses additional

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information and data beyond what is captured by C-CAP. The NCDOT wetland prediction model utilized GAP data and also includes variables such as soils, topography, and vegetation type whereas the C-CAP classifications are based on land cover/vegetation type alone. C-CAP classifications were used in the natural communities classifications section of the NRTR, but were not used to define wetland areas. Morgan Weatherford also shared that C-CAP classifications are based upon a 30-meter by 30-meter grid, while the NCDOT wetland prediction model is based on a 20-foot by 20-foot grid. Additional clarification of this discussion will be added to this section of the Draft NRTR.

LeiLani Paugh then provided a summary of the May 22, 2013 field meeting. The purpose of the field meeting was to verify and spot check the accuracy of the protocol being used to assess the presence of habitat for threatened and endangered species in the NRTR study area. Major discussion points regarding the field meeting are shown below.

- Attendees were reminded that detailed field studies will be only be prepared for the Least Environmentally Damaging Practicable Alternative/Preferred Alternative.
- Potential habitat areas for Red Cockaded Woodpecker (RCW) were narrowed down using C-CAP data.
- Based on the field observations, NCDOT had recommended dropping the age of stands from 60 years to 30 to 40 years for identifying potential RCW nesting areas. *Follow-up: In an email dated June 20, 2013, Gary Jordan advised that upon further investigation, RCW will not nest in trees younger than 60 years of age regardless of their diameter. RCW require thick heartwood in which to nest. Heartwood is thin in young trees and increases in width as trees age. In younger trees, the sapwood is too thick for RCW to nest.*
- Can discount the need to search for foraging habitat if we could determine the absence of nesting habitat first.
- It was established that the 30 acre threshold was adequate for RCW nesting habitat only if it is in the context of a larger forested system.
- If not located within the context of a larger pine-dominated landscape of any age, a minimum threshold of 75 acres of combined nesting and foraging habitat would be required to trigger the need for field investigation to determine the presence or absence of cavity trees.
- Gary Jordan noted that reducing the age threshold to 30-40 years may be appropriate in this area. 30-40 year old trees in Lenoir County may be larger than in other areas of the state. The 30-40 year old threshold was also established for longleaf pine. In the NRTR study area, there are no longleaf pine stands – pines stands in question are loblolly pine, which grow faster than longleaf. The previous threshold was based on a previous study prepared in the sand hills of North Carolina for longleaf pine.
- Gary Jordan also noted without detailed data, efforts included visual inspection which provided a good feel on what is in the field allowing for use of best professional judgment.
- Gary Jordan noted that GIS data will vary from project to project and that this process is good for the subject project; however other projects may require additional field work.
- Data for some stands within the NRTR study area were obtained from the NC Forest Service. However, the NC Forest Service does not maintain data for the large timber companies (majority in NRTR study area is Weyerhaeuser).
- Weyerhaeuser will be contacted by URS in an effort to obtain data for the large stands in the eastern portion of the NRTR study area.

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 June 13, 2013
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- Chris Militscher recommended that the RCW figure with stars should be renamed and/or have the labels changed so that it does not look like the potential habitat areas are actual locations of RCWs.

Open Discussion

Given there were no additional comments on the Draft NRTR, open discussion followed with major discussion points shown below.

- Tom Steffens asked the NCDOT about rumors he had heard that the northern Detailed Study Alternatives (DSAs) were going to be removed from further study.
 - Brian Yamamoto responded that those rumors were most likely based on the results of the traffic forecast that suggests some of the northern DSAs may not fulfill the purpose of the project to the same degree as others. It was noted that local officials have raised questions regarding volumes projected in the traffic forecast for the northern DSAs, thus NCDOT and the local officials are still having discussions on the technical aspects of traffic forecast. Given this issue is still being discussed, all DSAs are being evaluated in the various technical studies which will be summarized in the State Draft Environmental Impact Statement.
 - Chris Militscher noted that current practice is to include performance measures associated with the purpose of the project, which will allow evaluation of the degree to which DSAs meet the purpose of the project.
- It was noted that there is potential to further refine the number of DSAs pending the information which will be presented at Concurrence Point (CP) 2A office meeting and observations from CP 2A field meeting. Chris Militscher suggested the Merger Team should provide recommendations at the CP 2A meetings to further narrow down the DSA now that more detailed information will be presented.

Next Steps

- Prior to holding CP 2A, NCDOT plans to conduct a Local Officials Meeting which is tentatively scheduled for late summer. NCDOT intends to present the local officials with information which will be presented at the CP 2A meeting. Prior to preparing the CP 2A information, the Draft Functional Designs, the Draft Hydraulic Analysis, and the Draft NRTR will need to be revised.
- It is anticipated the CP 2A meeting will actually occur with an initial office meeting, followed by multiple field meetings anticipated to occur over several weeks, followed by an office meeting. It is expected October 2013 is the earliest these meetings may be initiated and wrapped up in November 2013. It is also anticipated the initial office meeting will be to review information presented in the Merger Packet and to identify specific site locations to be visited. The field visits will be broken out by project study area quadrants. NCDOT will coordinate access to properties prior to holding the CP 2A field meetings.

Action Items

- NES will distribute the draft report discussing the accuracy of various models utilized within the Draft NRTR to the Merger Team.
- The Draft NRTR will be revised as follows:
 - Areas within the Draft NRTR including "Primary Inland Nursery Areas" will be revised to "Inland Primary Nursery Areas."

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- Include additional clarification regarding the differences of wetland acreage reported C-CAP and the NCDOT wetland prediction model.
- The RCW figure with stars should be renamed and/or have the labels changed so that it does not look like the potential habitat areas are actual locations of RCWs.
- NCDOT will distribute the May 22, 2013 and June 5, 2013 Records of Meeting and corresponding photos taken in the field.



US 70 Kinston Bypass
 STIP R-2553
 Lenoir, Craven and Jones Counties, North Carolina
 June 13, 2013
 Merger Informational Meeting

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US 70 Kinston Bypass
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 Lenoir, Craven and Jones Counties, North Carolina
 June 13, 2013
 Merger Informational Meeting

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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

**MINUTES FROM THE MERGER INFORMATIONAL MEETING ON
NOVEMBER 21, 2013**

To: Project File
From: Ted Devens, PE 
Date: February 5, 2014
Subject: STIP Number R-2553, Kinston Bypass, Lenoir County, North Carolina

A Section 404/NEPA Interagency Merger Process Team (Merger Team) Informational Meeting was held at 10:30 AM, Thursday, November 21, 2013 in the NCDOT Century Center Complex Structure Design Conference Room. Those in attendance are shown on the attached sign-in sheet.

Purposes of Meeting

The purpose of the meeting is to provide a project update to the Merger Team including the identification of a new alternative, review the new 2012 Kinston Travel Demand Model and 2012 Traffic Forecast, and to discuss the next steps in the Merger Process.

Merger Meeting Summary

Tom Steffens initiated the meeting with introductions. Ted Devens then reviewed the agenda and corresponding meeting presentation. Major discussion points are shown below.

- With regard to the new alternative (Upgrade Existing US 70 with Shallow Bypass), it was noted that NCDOT has spoken to the local officials and business community about this new alternative and to date all feedback has been supportive.
- When discussing the new 2012 Kinston Travel Demand Model, it was requested that additional information be provided at the upcoming CP2 Revisited meeting including general breakout of the type of traffic (local, through, freight, etc.). Additionally for this meeting, it was requested that when discussing amount of traffic being “drawn” from existing US 70, clarification be provided to better elaborate on what is “significant” and how it is relevant when discussing meeting the Purpose and Need for the project.
- With regard to potentially eliminating alternatives at the upcoming CP2 Revisited meeting, the following was suggested:

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WEBSITE:
[HTTPS://CONNECT.NCDOT.GOV/RESOURCES/ENVIRONMENTAL/PAGES/DEFAULT.ASPX](https://connect.ncdot.gov/resources/environmental/PAGES/DEFAULT.ASPX)

LOCATION:
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- The same level of information will need to be prepared and presented for existing Detailed Study Alternatives (DSAs) and the new alternative (Upgrade Existing US 70 with Shallow Bypass).
 - Impact information presented at the November 2011 CP2 meeting should be provided for the 17 DSAs and for the new alternative (Upgrade Existing US 70 with Shallow Bypass).
 - Applicability of the travel demand model and traffic forecast to the DSAs should be discussed as well as a review of the model assumptions included in the previous and 2012 travel demand models. This information should also be included in the Merger Packet.
 - Given the recent coordination with FEMA regarding impacting Hazard Mitigation Grant Program (HMGP) properties, if any preliminary corridors were eliminated at CP2 due to impacting a HMGP property, they should be reconsidered as a Detailed Study Alternative.
 - If alternatives were eliminated at CP2 using the results of the 2009 Traffic Forecast they should be reevaluated per the 2012 Traffic Forecast and reconsidered as a Detailed Study Alternative.
- A discussion was then held on CP2A and how the Merger Team wanted to address the fact that since this is a GIS Pilot project, certain information that is typically available at CP2A will not be available.
 - Given bridge lengths are directly related to impacts and overall cost, which will ultimately be used to select the LEDPA/Preferred Alternative, it was suggested the project should have a CP2A meeting rather than having a combined CP2A/4A meeting. This recommendation was based upon the Merger Team suggesting that initial bridge limits could be set now with the data available as long as NCDOT would be open to reevaluating bridge lengths after the LEDPA/Preferred Alternative has been selected and more detailed information will be available. It was noted, given this is a pilot project; NCDOT will be flexible and consider additional stewardship efforts following the selection of the LEDPA/Preferred Alternative.
 - For the purposes of evaluating DSAs within the State Draft Environmental Impact Statement (EIS) NCDOT will continue to work with members of the Merger Team to develop specific methodologies and approach for holding CP2A. This will include a matrix depicting areas where straight-forward decisions can be made now and specific areas where decisions need to be made regarding culvert versus bridge (which may require site visits at CP2A). For CP2A, known areas requiring bridging will have approximate lengths; however, following the selection of the LEDPA/Preferred Alternative, specific bridge lengths will be reevaluated. Notes taken on the screen during the meeting are attached.
 - Given it was determined a CP2A meeting will be held and concurrence will be requested, the Concurrence Form will be prepared to document the methodology used to make the decisions which will be adequate for evaluating the DSAs in the State DEIS.

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Next Steps

- NCDOT will continue to work with members of the Merger Team to develop specific methodologies and approach for holding CP2A.

Action Items

- NCDOT will schedule the CP2 Merger Meeting and prepare/distribute the Merger Packet.
- After CP2, NCDOT intends to move directly to a series of CP2A Merger Meetings.

Minutes Prepared by Kory Wilmot, URS. If there are any questions or edits, please contact Chris Werner, URS Project Manager, at (919) 461-1470 or christopher.werner@urs.com. Participant comments or edits on these draft minutes are welcome until February 20, 2014, at which time final minutes will be prepared and distributed.



US 70 Kinston Bypass
 STIP R-2553
 Lenoir, Craven and Jones Counties, North Carolina
 November 21, 2013
 Merger Informational Meeting

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Morgan Weatherford	NC DOT - NES	mweatherford@ncdot.gov



US 70 Kinston Bypass
 STIP R-2553
 Lenoir, Craven and Jones Counties, North Carolina
 November 21, 2013
 Merger Informational Meeting

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Stephen Lane	DCM	(via phone)
Renee Gledhill-Earley	SHPO	(via phone)
Kevin Hart	DMF	(via phone)

R-2553: INTERAGENCY MERGER TEAM INFORMATIONAL MEETING
November 21, 2013

Conceptual Group Agreement @ 11-21-2013 Merger Informational Meeting

PRE-LEDPA “LOW-LYING FRUIT” DECISIONS

Less than 72” pipe – has pipe at ALL crossings

Single Barrel Recommendation – stays single barrel unless other factors apply

At LOW/LOW locations – go with minimum recommended hydraulic crossing

LESS EASY PRE-LEDPA DECISIONS

Decide on CULVERT vs. BRIDGE

Establish ESTIMATED bridge length at each location of a bridge

- Use for NEPA analysis: impacts and cost estimating
- Opportunity to discuss specific features – floodplain pipes, etc.

GENERATE A SIGNED CP2A FORM (with decisions appropriate for NEPA document)

POST-LEDPA REVISITS (at CP4A – which could include CP2A revisits)

Revisit a specific bridge length if earlier assumptions prove to be changed

CP2 Packet Prep

Apply new traffic model and assumptions to all alts

Explain new travel demand model

Viability to pass through FEMA buy-out properties

Make sure no earlier alts were removed because of FEMA

Any same scrutiny to new/old alts (EJ, etc)

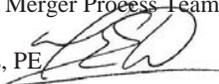


STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
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ANTHONY J. TATA
SECRETARY

**MINUTES FROM THE DETAILED STUDY ALTERNATIVES (CP2
REVISITED) CONCURRENCE MEETING ON JANUARY 16, 2014**

To: Interagency Merger Process Team & Other Meeting Attendees
 From: Ted Devens, PE 
 Date: February 4, 2014
 Subject: STIP Number R-2553, Kinston Bypass, Lenoir County, North Carolina

A Section 404/NEPA Interagency Merger Process Team (Merger Team) Meeting was held at 1:00 PM, on Thursday, January 16, 2014, in the NCDOT Century Center Complex Structure Design Conference Room. Those in attendance are shown on the attached sign-in sheet.

Purpose of Meeting

The purpose of the meeting was to present information on the recently developed Upgrade Existing US 70 with a Shallow Southern Bypass alternative and to review the Travel Demand Model and Traffic Forecast Updates. NCDOT proposes to obtain Merger Team Concurrence on the addition of the Upgrade Existing US 70 with Shallow Southern Bypass as a Detailed Study Alternatives Carried Forward (DSAs), and to remove all northern bypass alternatives from further consideration.

Merger Meeting Summary

Tom Steffens (USACE) called the meeting to order and completed introductions. Ted Devens (NCDOT) then reviewed the purpose of today's meeting and turned it over to Chris Werner (URS Corporation).

Chris Werner reviewed a slideshow presentation (see attached slides) that went over the development of the Upgrade Existing US 70 with Shallow Southern Bypass Alternative and reviewed the results of the Travel Demand Model and Traffic Forecast Updates. The following is a summary of the major discussion points regarding the presentation.

- It was questioned if full control of access would be incorporated into alternatives utilizing portions of existing US 70. The response was all alternatives would include full control of access for new location sections as well as the upgrade existing US 70 sections.

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RALEIGH NC 27610

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- A question was asked about impacts to Hazard Mitigation Grant Program (HMGP) properties that the Upgrade Existing and Upgrade Existing with Shallow Southern Bypass would both have. It was stated that NCDOT has been coordinating with the State Hazard Mitigation Office (SHMO) and with FEMA Region IV about this issue. There is a defined process through a Memorandum of Agreement between FHWA and FEMA regarding the use of HMGP properties for which the impacts are quantified and a case is made as to why it is necessary to impact the properties. Through this process the SHMO makes a recommendation to FEMA who can grant permission for the impact to the HMGP properties. Based on the current information presented, the SHMO has signaled their willingness to support the use/impact to these properties should one of these alternatives be chosen. Mr. Chris Crew, the State Hazard Mitigation Officer was in attendance, and attested to this. It was also noted for the record - that no previous alternative has been eliminated because of HGMP properties.
- Patrick Flanagan with the Eastern Carolina Rural Planning Organization, reported that the Upgrade Existing US 70 with a Shallow Southern Bypass alternative has the support of the local community. He also stated that after seeing the results of the traffic forecast and model that the community leaders understand the need to remove the northern alternatives from further consideration. With regard to the general publics' thoughts on eliminating the northern alternatives, Mr. Flanagan noted the public never really had an overwhelming preference regarding northern alternatives, southern alternatives, or improving existing US 70.

Outcome of the above discussion, resulted with the Merger Team achieving Concurrence Point 2 (Revisited): Detailed Study Alternatives Carried Forward as described on the attached Concurrence Form and shown on the corresponding figure. Summary of the attached agreement includes eliminating the northern alternatives and the addition of the Upgrade Existing with Shallow Southern Bypass alternative.

Next Steps

A discussion was then held on the approach for moving forward with Concurrence Point 2A. As a GIS Pilot project, field studies and detailed design/analysis will only be performed on the Least Environmentally Damaging Practicable Alternative (LEDPA). As a result, data and information currently available is not as detailed as the information provided at CP2A for a typical project. The discussion centered on how the team would be making bridging and alignment review decisions. It was generally agreed to by the Merger Team that an approach allowing for Pre-LEDPA decisions to be made on the more straight-forward sites would suffice. With regard to the more complex sites and those requiring bridges, it was agreed by the Merger Team that preliminary recommendations or decisions for evaluation within the State Draft Environmental Impact Statement would be acceptable. This approach will allow for an opportunity for reevaluation of the more complex sites and those requiring bridges post-LEDPA once field studies and detailed design/analysis data is available.

It was noted that a meeting has been scheduled for later this afternoon to further discuss the details of the above described approach for facilitating the CP2A meeting. A portion of the Merger Team scheduled to attend includes USACE, NC Division of Water Resources, US Fish and Wildlife Service, NC Wildlife Resource Commission, and NCDOT; however, the meeting is open to all Merger Team members.

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February 3, 2014
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Action Items

- URS will provide NC Division of Water Resources a copy of the Screening ICE.
- CP2A information should include a list of proposed major hydraulic structures by alternative.
- CP2A information should include an aerial map of proposed major hydraulic structures.
- NCDOT will inform the public of the CP2 Revisited meeting outcome.
- NCDOT will prepare documentation of the CP2A approach developed for the GIS pilot project. Additionally, the Merger Team suggested project issues encountered as a result of the GIS pilot project should be documented and included in the State Draft Environmental Impact Statement.

Minutes Prepared by Kory Wilmot, URS. If there are any questions or edits, please contact Chris Werner, URS Project Manager, at (919) 461-1470 or christopher.werner@urs.com. Participant comments or edits on these draft minutes are welcome until February 20, 2014, at which time final minutes will be prepared and distributed.



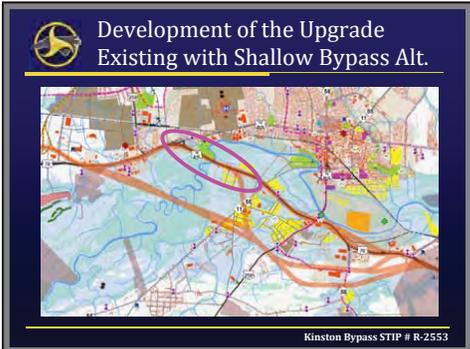
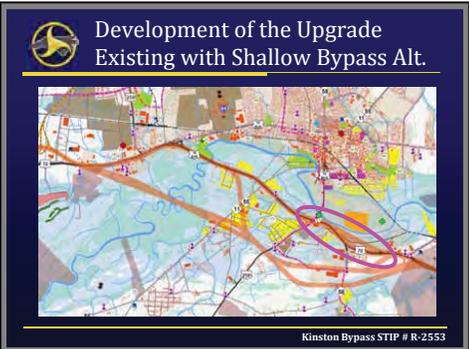
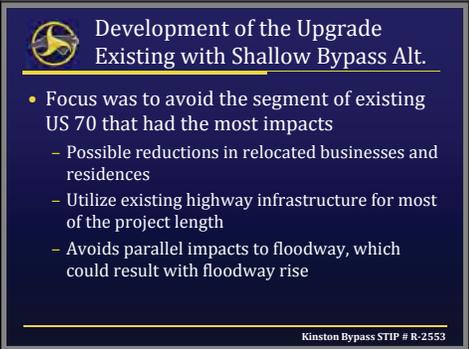
US 70 Kinston Bypass
 STIP R-2553
 Lenoir, Craven and Jones Counties, North Carolina
 January 16, 2014
 Interagency Merger Team Meeting (CP2 Revisited)

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Brian Wert	URS	Brian.Wert@URS.COM
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Ed Eatmon	NCDOT-DIV2	beeatmon@ncdot.gov



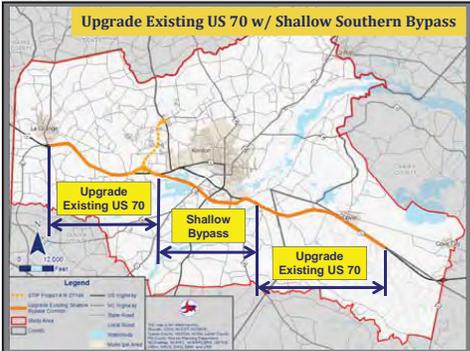
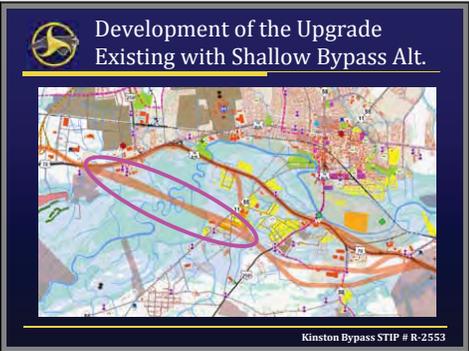
US 70 Kinston Bypass
 STIP R-2553
 Lenoir, Craven and Jones Counties, North Carolina
 January 16, 2014
 Interagency Merger Team Meeting (CP2 Revisited)

Name	Organization	Email Address
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Emily Murray	NCdot/Structures	emurray@ncdot.gov
KEITH PASCHAL	"	kpaschal@ncdot.gov
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TED DEVENS	NC DOT - PPEA	TEDEVENS@NC DOT.GOV
Sonia Carrillo	NC DWR	sonia.g.carrillo@ncdot.gov
Renee Gledhill-Earley	NC SHPO - via telephone	
Chris Militischer	EPA - via telephone	
Stere Lane	NC DENR - via telephone	

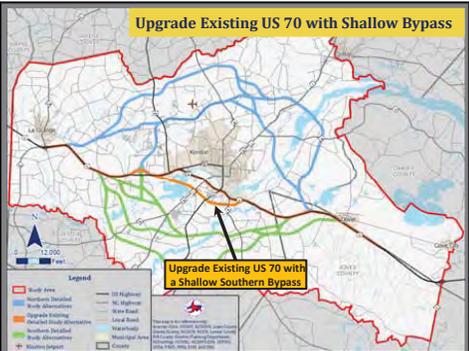
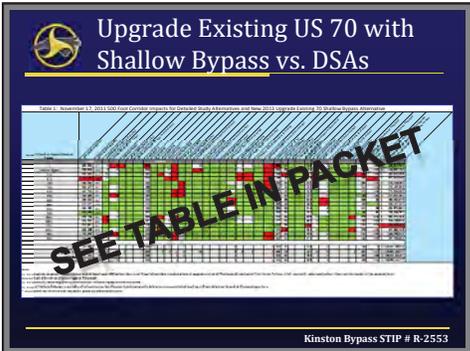


Concurrence Point 2 Revisited

January 16, 2014



- Update on HMGP Properties
- NCDOT met with the State Hazard Mitigation Officer (SHMO)
 - NCDOT met with the SHMO and FEMA Region IV to discuss potential impacts to HMPG properties
 - SHMO and FEMA verified impacting HMPG properties is possible with justification
 - HMPG were not used as a determining factor when selecting DSAs at the initial CP2 meeting
- Kinston Bypass STIP # R-2553



- Traffic Models and Traffic Forecasts
- A *Travel Demand Model* is a computer replication of the existing traffic patterns for a designated area, considering existing development and future growth.
 - A *Traffic Forecast* is a project-specific forecast that utilizes the historic data from a Travel Demand Model to then estimate detailed traffic volumes and turning movements of vehicles that will use the various alternatives under consideration, in a future "design year."
 - Kinston Bypass uses a **2040** design year.
- Kinston Bypass STIP Project # R-2553

Evolution of Kinston Traffic Models and Forecasts

- The "old" Kinston Travel Demand Model was completed in 1995 and periodically updated until 2003.
 - Initial models estimated high employment numbers at GTP.
 - 1995 estimate was 45,000 jobs in year 2020
 - 2003 estimated 25,000 jobs in year 2030
 - All Kinston Bypass forecasts prior to 2012 were developed based on this model.

Kinston Bypass STIP Project # R-2553

Evolution of Kinston Traffic Models and Forecasts

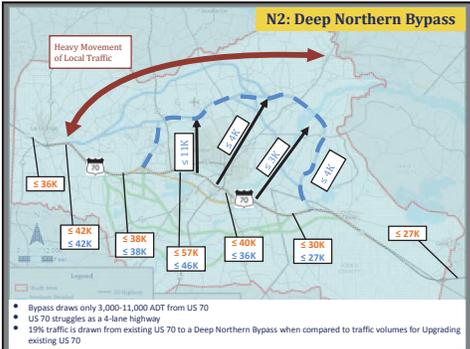
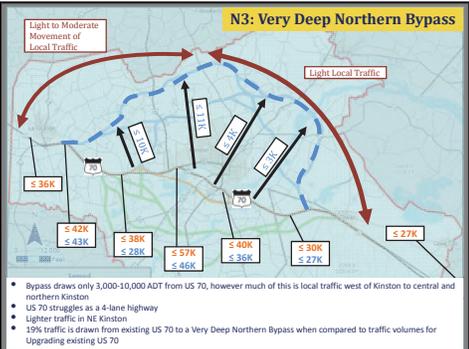
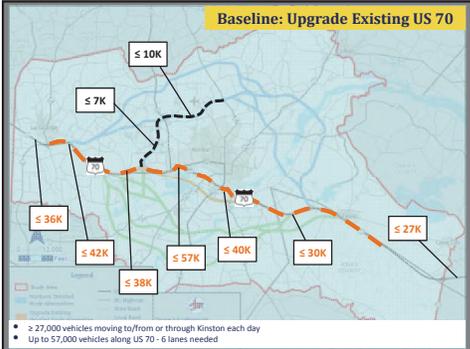
- In 2012, NCDOT generated a completely "new" Kinston Travel Demand Model.
 - The travel demand model was developed by an independent consultant (CDM Smith and Associates)
 - Significant Change: Model is based on 6,200 GTP jobs in year 2040
 - Socioeconomic data was reviewed by the technical group consisting from the ECRPO, City of Kinston, Lenoir County, Global TransPark, Economic Development and NCDOT, and was approved by a Lenoir County Transportation Committee and Lenoir County Commissioners.

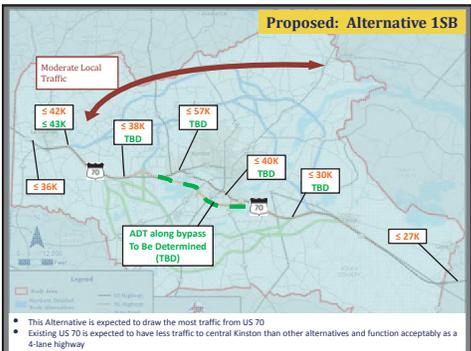
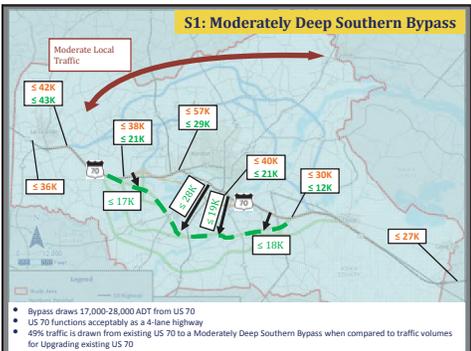
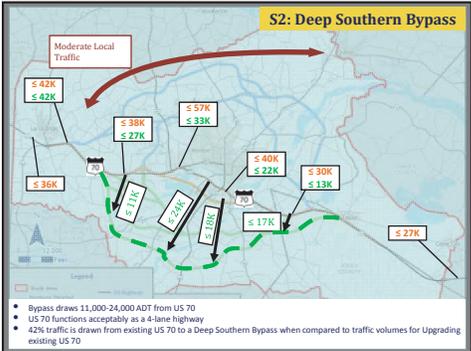
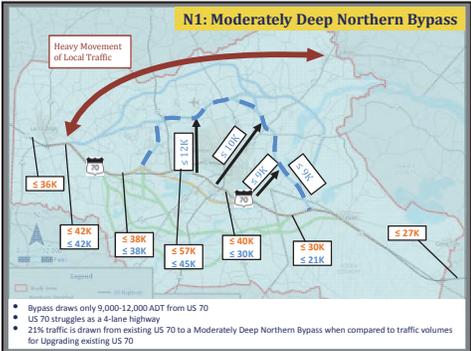
Kinston Bypass STIP Project # R-2553

Results of the NEW Kinston Traffic Forecast

- Traffic forecasts for Kinston area projects were re-run in 2012 and 2013, based on the current model and the latest planning assumptions.
 - Kinston Bypass (R-2553)
 - Carey Road Extension (U-3618)
 - Felix Harvey Parkway Extension (FS-1102A) from NC 58 to NC 11

Kinston Bypass STIP Project # R-2553





Key Observations of updated Traffic Forecast

- Travelers like to minimize their driving distance
- More US 70 Bypass users get "drawn" by shallow bypass locations as opposed to deeper & longer alternatives
- More traffic on the bypass means less traffic on existing US 70
 - Existing US 70 remains sustainable for longer
- Northern Bypass alternatives do not draw as much traffic from existing US 70 as Southern Bypass Alternatives
 - Continued pressure to widen US 70 even after a bypass is built

Kinston Bypass STIP Project # R-2553

Key Observations of updated Traffic Forecast

- Southern Bypass alternatives draw more than twice the bypass traffic of northern ones
 - US 70 remains sustainable as a four-lane highway
- Forecasts show a consistent heavy movement of non-bypass traffic from areas West of Kinston to the Felix Harvey Parkway & GTP, and along US 70 to central Kinston
- A short, Shallow Southern Bypass would be expected to draw the most traffic onto the bypass from existing US 70, while still maintaining sustainable traffic volumes on upgraded sections of US 70

Kinston Bypass STIP Project # R-2553

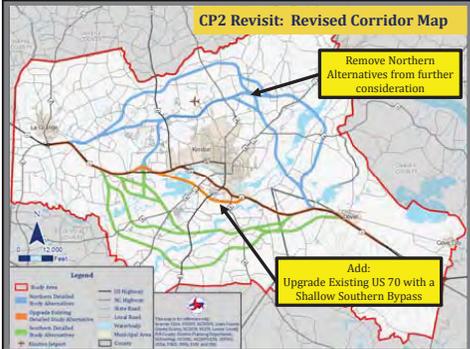
Concurrence Point 2 Revisited

January 16, 2014

Key Observations of updated Traffic Forecast

Alternative	Max. Diversion %	Central ADT Diversion
N1 - Moderately Deep Northern Bypass	21 %	12,000
N2 - Deep Northern Bypass	19 %	11,000
N3 - Very Deep Northern Bypass	19 %	11,000
S1 - Moderately Deep Southern Bypass	49 %	28,000
S2 - Deep Southern Bypass	42 %	24,000

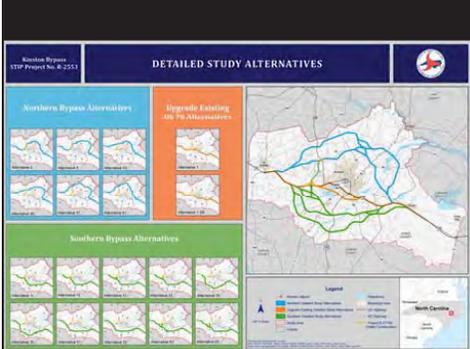
Kinston Bypass STIP # R-2553



CP2 Revisited Concurrence Form

The image shows a screenshot of a concurrence form. It includes a header with the project name and a table with multiple columns and rows, likely containing project details, dates, and signatures. The table content is mostly illegible due to the small size.

Kinston Bypass STIP # R-2553





STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

**MINUTES FROM THE BRIDGING DECISIONS AND ALIGNMENT
REVIEW (CP2A) CONCURRENCE MEETING ON FEBRUARY 20, 2014**

To: Interagency Merger Process Team & Other Meeting Attendees
From: Ted Devens, PE
Date: February 25, 2014
Subject: STIP Number R-2553, Kinston Bypass, Lenoir County, North Carolina

A Section 404/NEPA Interagency Merger Process Team (Merger Team) Meeting was held at 10:00 AM, on Thursday, February 20, 2014, in the NCDOT Century Center Complex Hydraulics Conference Room. Those in attendance are shown on the attached sign-in sheet.

Purpose of Meeting

The purpose of the meeting was to present information to the Merger Team to obtain concurrence on bridging decisions and alignment review. Other goals of the meeting included reviewing preliminary recommendations for natural systems being crossed by Detailed Study Alternatives (DSAs) and identifying which sites need to be reviewed during the field visit portion of the CP2A meeting.

Merger Meeting Summary

Tom Steffens (USACE) called the meeting to order and completed introductions. Ted Devens (NCDOT) then reviewed the purpose of today's meeting and turned it over to Chris Werner (URS Corporation). Chris Werner reviewed a slideshow presentation (see attached slides) that went over the meeting format, the CP2A approach, and a review of applied filters for crossings with hydraulic recommendations. Dave Johnson (NCDOT) then provided a detailed overview of the sites remaining (as listed in Table 4 of the Merger Packet). The following is a summary of the major discussion points regarding the presentation.

- NCDOT evaluated 166 existing or proposed crossings for all remaining DSA's.
- Of these, 119 were pipes less than 72" and so the NCDOT recommendation is to simply use the sized pipe. Then, 32 single and double-barrel box culverts were analyzed, with an NCDOT proposal to construct or lengthen those structures per the hydraulic minimum recommendation.

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1548 MAIL SERVICE CENTER
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FAX: 919-250-4224

WEBSITE:
[HTTPS://CONNECT.NCDOT.GOV/RESOURCES/ENVIRONMENTAL/PAGES/DEFAULT.ASPX](https://connect.ncdot.gov/resources/environmental/pages/default.aspx)

LOCATION:
CENTURY CENTER, BUILDING A
1000 BIRCH RIDGE DRIVE
RALEIGH NC 27610

R-2553: CP2 REVISITED CONCURRENCE MEETING MINUTES

February 20, 2014

Page 2 of 3

- Dave Johnson covered the remaining two triple-barrel culverts and 13 bridges in detail.
- Gary Jordan (USFWS) expressed his concern with regard to the amount of time it took to download meeting information from the NCDOT FTP site. It was recommended for future Merger Team meetings, that this issue needs to be resolved to allow for adequate preparation. It was suggested, to assist in preparing for the March 4, 2014 field visit, the data available on the NCDOT FTP site for this meeting will be copied to DVDs and provided to interested Merger Team members.
- Chris Werner reminded everyone that the project has been designated as a GIS pilot project by the North Carolina Interagency Leadership Team. As a result, GIS data will be used as the basis for developing alternatives, evaluating alternatives, and selecting the LEDPA/Preferred Alternative.
- There were concerns regarding proposed service road bridges not just spanning the width of the FEMA floodway, but rather that the NCDOT proposed bridge length matched adjacent, parallel existing mainline bridge lengths. It was suggested the life span of the existing bridges be reviewed to see if any are due for replacing. If so, coordination amongst the various projects should occur to determine if longer bridges should be implemented for the multiple projects to eventually allow for increasing the bridge lengths to span the floodway plus a narrow wildlife corridor.
- For future Merger Team meetings, it was suggested alternatives with impacts to wetland restoration sites and conservation easements be clearly identified within the Merger Packet in order to draw the Merger Team's attention to this type of impact.
- It was questioned when replacement of existing bridges would be evaluated. It was explained, once the LEDPA/Preferred Alternative has been selected and preliminary design commences, more detailed analysis and field work would be performed which will include the evaluation of existing structures. Given that more design details will be available then, NCDOT is amenable to revisiting CP2A decisions as part of the normal CP4A avoidance and minimization. A similar statement will appear on the CP2A merger concurrence form. It was questioned if it would be less expensive to extend the proposed minimum hydraulically required bridge at Crossing 149 in order to avoid the large amount of fill required due to the existing terrain. It was explained that it would be less expensive to fill; however, this crossing will be visited.
- In summary, the Merger Team has decided to visit bridge crossings 121, 139, 149, 167, and 305. Should time allow, the Merger Team decided to visit box culvert crossings 116, 150, 154, 172, 176, 202, and 339.
- Ted explained in the upcoming weeks, NCDOT will be coordinating with Lenoir Community College in order to tweak the functional designs to better accommodate their current/future plans if possible. As a result, NCDOT is also taking this as an opportunity to review the functional designs for all DSAs to see if additional tweaks can be made to further improve the designs and identify additional avoidance and minimization efforts. He also mentioned that because alignments could be shifted slightly – this is another good reason to re-check of CP2A decisions at CP4A.

Action Items

- NCDOT will provide DVD copies of the data available on the NCDOT FTP site for this meeting to interested Merger Team members. Additionally, NCDOT will review the NCDOT FTP site in order to troubleshoot the slow download speeds as reported.

R-2553: CP2 REVISITED CONCURRENCE MEETING MINUTES

February 20, 2014

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- NCDOT will review bridge replacement projects within the study area and coordinate amongst the various projects to determine if longer bridges should be implemented for the multiple projects to allow for increasing the bridge lengths to span beyond the floodway.
- NCDOT and URS will strategize a field visit itinerary and provide details on the time and location to meet for the field meeting.

Minutes Prepared by Kory Wilmot, URS. If there are any questions or edits, please contact Chris Werner, URS Project Manager, at (919) 461-1470 or christopher.werner@urs.com. Participant comments or edits on these draft minutes are welcome until March 24, 2014, at which time final minutes will be prepared and distributed.



US 70 Kinston Bypass
 STIP R-2553
 Lenoir, Craven and Jones Counties, North Carolina
 February 20, 2014
 Interagency Merger Team Meeting (CP2A)

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Travis Wilson	NCDCM	919-707-0370	Travis.Wilson@ncdot.gov
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KEITH PASCUAL	NC DOT STR MGT	919-707-6481	kpascual@ncdot.gov



US 70 Kinston Bypass
 STIP R-2553
 Lenoir, Craven and Jones Counties, North Carolina
 February 20, 2014
 Interagency Merger Team Meeting (CP2A)

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JAY TWISDALE	NC DOT - Hydraulics	919-707-6754	jtvisdale@ncdot.gov
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US 70 Kinston Bypass
 STIP R-2553
 Lenoir, Craven and Jones Counties, North Carolina
 February 20, 2014
 Interagency Merger Team Meeting (CP2A)



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Chris Werner	WRS	919-461-1470	christopher.werner@ncdot.com
Renee Gledhill-Earley	SPO	via telephone	
Fritz Rohde	DMF	"	
Chris Militischer	EAA	"	



KINSTON BYPASS
STIP Project No. R-2553

Section 404/NEPA Interagency Merger Meeting for
Concurrence Point 2A:
Bridging Decisions and Alignment Review

NCDOT Century Center, Raleigh, North Carolina
February 20, 2014

STIP Project No. R-2553



Meeting Overview

- CP2A meeting format
- CP2A meeting approach
- DSA crossings with hydraulic recommendations
- Detailed information for proposed triple barrel and bridge crossings
- Identify DSA crossings for field visits

Kinston Bypass STIP Project # R-2553



CP2A Meeting Format

- Initial office meeting
 - Identify field visit sites today
- Field visit meeting(s)
 - First field meeting has been scheduled for 3/4/2014
 - Additional field meeting dates TBD
- Follow-up office meeting
 - Summarize decisions; obtain concurrence

Kinston Bypass STIP # R-2553



CP2A Meeting Approach

- Conceptual approach discussion
 - 11/21/2013 and 1/16/2014
- Approach will include:
 - making CP2A decisions now
 - revisiting CP2A decisions (as applicable) as a part of the normal CP4A Avoidance and Minimization

Kinston Bypass STIP # R-2553



CP2A Meeting Approach

- CP2A approach includes:
 - Making easy decisions for pipes and culverts
 - Reviewing system connectivity/quality for remaining sites
 - Identifying and visiting sites of interest
 - Making preliminary decisions on remaining sites

Kinston Bypass STIP # R-2553



Hydraulic Recommendations

- 166 crossings evaluated for current DSAs
- Only structures greater than 72" will be identified and evaluated within the SDEIS
- Of the 166 crossings:
 - 119 crossings are ≤ 72"
 - 34 crossings are box culverts
 - 13 are bridges

Kinston Bypass STIP # R-2553



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

MINUTES FROM THE CP2A FIELD MEETING ON MARCH 12, 2014

To: Interagency Merger Process Team & Other Meeting Attendees
From: Bob Deaton
Date: April 7, 2014 (*Revised April 17, 2014*)
Subject: STIP Number R-2553, CP2A Field Meeting, Kinston Bypass, Lenoir County, North Carolina, WBS No. 34460

A Section 404/NEPA Interagency Merger Process Team (Merger Team) Field Meeting was held at 8:30 AM, on Wednesday March 12, 2014. Meeting attendees listed below, met in the Walmart parking lot in Kinston, NC.

Amy Curillo	NC Division of Water Resources
Bob Deaton	NCDOT Project Development and Environmental Analysis (PDEA)
Dave Johnson	NCDOT NES
Gary Jordan	US Fish and Wildlife Service
Chris Manley	NCDOT NES
Leilani Paugh	NCDOT Natural Environment Section (NES)
Tom Steffens	US Army Corps of Engineers
Jay Twisdale	NCDOT Hydraulics
David Wainwright	NC Division of Water Resources
Morgan Weatherford	NCDOT NES
Travis Wilson	NC Wildlife Resources Commission
Chris Werner	URS Corporation (URS)
Susan Westberry	URS
Kory Wilmot	URS

Purpose of Meeting

The purpose of the meeting was to visit crossings identified by Merger Team members during the February 20, 2014 CP2A Office Meeting including five bridge crossings and seven box culvert crossings. It was agreed to by the Merger Team that the primary focus would be on the bridge crossings, and the box culvert locations would be visited as time permitted.

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WEBSITE:
[HTTPS://CONNECT.NCDOT.GOV/RESOURCES/ENVIRONMENTAL/PAGES/DEFAULT.ASPX](https://connect.ncdot.gov/resources/environmental/pages/default.aspx)

LOCATION:
CENTURY CENTER, BUILDING A
1000 BIRCH RIDGE DRIVE
RALEIGH NC 27610

R-2553: CP2A FIELD MEETING MINUTES
 March 12, 2014
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Merger Meeting Summary

The list below shows the crossings in the order they were visited as well as a summary of the discussion held.

Crossing 305

- Neuse River floodplain behind Lowes, no issues with proposed bridge length or location.
- The presence of a stormwater pond behind Lowes was noted.
- NCDOT Hydraulics Unit to check if it is a permitted stormwater pond. Discussions concluded that if the alignment was chosen, avoidance measures could be explored during preliminary design. If avoidance is not possible, the pond can be relocated.

Conclusion: Proposed bridge length of 7,115 feet is sufficient.

Crossing 167

- Crossing of Falling Creek behind Sanderson Farms.
- Proposed bridge length will span the floodplain.
- There was discussion on the potential for increasing the proposed bridge length by approximately 400 feet to the north side of the bridge to span the 50-year flood limits. Ultimately, it was decided this extension was not needed, as the 50-year flood would bring water over the road surface. Additional bridging would not facilitate floodwater movement.

Conclusion: Proposed bridge length of 390 feet is sufficient.

Culvert 172

- Crossing of Whitelace Creek.
- Aerial photos indicated that a hardwood drain may have been present, but the area has been logged since the photos were taken.

Conclusion: Proposed 8ft x 6ft double barrel box culvert is sufficient.

Crossing 139

- Crossing of Whitelace Creek west of NCEEP mitigation site.

Conclusion: Proposed bridge length of 85 feet is sufficient.

Crossing 121

- Crossing of Southwest Creek.
- Tom Steffens noted that the wetland line extends beyond the bridge limits and the current location of the bridge limits would involve the use of a large amount of fill material. Mr. Steffens requested that wetland impacts in this area be minimized if possible.
- Travis Wilson expressed concern over the height of the bridge. There is a large riparian corridor along Southwest Creek. The corridor would function better for wildlife if it were raised.
- It was requested the proposed bridge either be extended to the south to allow for additional vertical clearance, or raise the proposed profile to provide a minimum of eight to ten feet of vertical clearance to allow for wildlife crossing.

R-2553: CP2A FIELD MEETING MINUTES
 March 12, 2014
 Page 3 of 4

- Discussions included the potential to shift the proposed alignment further west to reduce wetland impacts. Complications with shifting the alignment were discussed; as a result, raising the profile or extending the proposed bridge to the south would be preferred as opposed to shifting the alignment.

Conclusion: With the proposed bridge length of 945 feet, Merger Team members have requested to either extend the existing bridge length to the east which would allow an increase of the vertical clearance for wildlife crossing and minimize wetland impacts *OR* to raise the current proposed profile to increase the vertical clearance to a minimum of eight to ten feet for wildlife crossings.

Crossing 149

- Crossing of Southwest Creek.
- Discussions included the potential to shift the bridge to the north to reduce wetland impacts; however, it was noted that the location of this crossing was utilized in order to avoid other, larger adjacent stream and wetland systems.
- The potential for shifting the current proposed bridge to the east to minimize wetland impacts was also discussed. After additional office review, there is some opportunity to shift the proposed bridge length of 1,025 feet to the east approximately 125 +/- to the edge of the western wetland limits. This shift would also require the FEMA Floodway to shift with the bridge which could be accomplished through coordination with FEMA (CLOMR Process) during final design.
- Merger Team members would like to see the structure extended over the system to the edge of the wetland.

Conclusion: With the proposed bridge length of 1,025 feet, Merger Team members have requested consideration to shift the bridge location to the east to minimize impacts to the wetlands *OR* extend the proposed bridge length to minimize wetland impacts.

Culvert 154

- Crossing of Strawberry Branch.

Conclusion: Proposed 6ft x 6ft double barrel box culvert is sufficient.

Culvert 176

- Crossing of Whitley's Creek.

Conclusion: Proposed 8ft x 6ft single barrel box culvert is sufficient.

Culvert 202

- Crossing of Whitley's Creek.
- It was noted this is an existing culvert that lies on the edge of impact area and likely would not be impacted.

Conclusion: Existing 6ft x 6ft double barrel box culvert is sufficient.

R-2553: CP2A FIELD MEETING MINUTES
March 12, 2014
Page 4 of 4

Crossing 175

- Crossing of Neuse River; upstream of Crossing 305.
- Site was viewed as another example of what the Neuse River and corresponding natural area and floodplains look like within in the project area.

Conclusion: Proposed bridge length of 3,480 feet is sufficient.

Action Items

- NCDOT will evaluate potential options for sites 121 and 149 as discussed above and present findings at the CP2A Office Meeting in April.

Minutes prepared by Susan Westberry, URS. If there are any questions or edits, please contact Chris Werner, URS Project Manager, at (919) 461-1470 or christopher.werner@urs.com.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

**MINUTES FROM THE POST CP2A FIELD MEETING FOLLOW-UP ON
MARCH 18, 2014**

To: Project File
From: Bob Deaton
Date: April 1, 2014
Subject: STIP Number R-2553, Post CP2A Meeting Follow-up, Kinston Bypass, Lenoir County, North Carolina, WBS No. 34460

A meeting was held March 18, 2014 at 1:30 PM in the Roadway Design Conference Room at the NCDOT Century Center. Attendees of the meeting are listed below:

Bob Deaton	NCDOT Project Development and Environmental Analysis (PDEA)
Ted Devens	PDEA
Dave Johnson	NCDOT Natural Environment Section Unit (NES)
Chris Lee	NCDOT Roadway Design Unit
Gary Lovering	NCDOT Roadway Design Unit
Glen Mumford	NCDOT Roadway Design Unit
Jay Twisdale	NCDOT Hydraulics Unit
Brian Yamamoto	NCDOT PDEA
Morgan Weatherford	NCDOT NES
Ed Edens	URS
Nick Ramirez	URS
Christopher Werner	URS

Purpose of Meeting

The purpose of the meeting was to discuss outcome of the March 12, 2014 Section 404/NEPA Merger Process field meeting and to review design revision evaluations requested by Merger Team Members during the field meeting.

Meeting Summary

The following is a summary of the major discussion points regarding the meeting:

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WEBSITE:
[HTTPS://CONNECT.NCDOT.GOV/RESOURCES/ENVIRON
MENTAL/PAGES/DEFAULT.ASPX](https://connect.ncdot.gov/resources/environmental/PAGES/DEFAULT.ASPX)

LOCATION:
CENTURY CENTER, BUILDING A
1000 BIRCH RIDGE DRIVE
RALEIGH NC 27610

R-2553: Post CP2A FIELD MEETING FOLLOW-UP
March 18, 2014
Page 2 of 2

- Options discussed during the field meeting were reviewed. It was suggested for Crossing 121, design investigations be prepared to evaluate raising the profile raise to obtain a minimum of 8-10' vertical clearance for wildlife crossing.
- Options discussed during the field meeting were reviewed. It was suggested for Crossing 149, design investigations be prepared to evaluate the effects of extending the bridge length by one span length and by two span lengths. This information would be presented to the Merger Team to assist in discussion as to whether the bridge length should be extended.
- There was concern with the Upgrade Existing with Shallow Southern Bypass Alternative impacting a storm water detention pond behind Lowes. Jay Twisdale is waiting to hear back from the municipality regarding additional information about the pond.

Action Items

- URS will investigate raising the profile within the vicinity of Crossing 121 to provide a minimum of 8-10' for wildlife crossing.
- URS will investigate the effects of extending the bridge length by one span length and by two span lengths for Crossing 149. URS will also develop a cost comparison between a 1-span and 2-span extension of the bridge and a cost/acre amount.

Minutes Prepared by Nick Ramirez, URS. If there are any questions or edits, please contact Chris Werner, URS Project Manager, at (919) 461-1470 or christopher.werner@urs.com.

INTERAGENCY MERGER PROCESS MEETING PACKET FOR:

Merger Informational Meeting #6

**Kinston Bypass Project
Lenoir, Jones and Craven Counties, North Carolina**

STIP Project No. R-2553

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

February 2017



Interagency Merger Process Team Meeting

Informational Meeting No.6:

Kinston Bypass Project Lenoir, Craven and Jones Counties, North Carolina STIP Project No. R-2553 WBS Element No. 34460

PURPOSE OF THE MEETING

The primary purpose of this meeting is to reinitiate the Merger Process with the Interagency Merger Process Team (Merger Team) given the project was funded in the North Carolina Department of Transportation (NCDOT) Draft 2017-2027 State Transportation Improvement Program (STIP). The purpose of this meeting will be to review the project history, discuss the GIS pilot project process, and consider next steps related to completing the State Draft Environmental Impact Statement (DEIS).

PROPOSED ACTION

The proposed action (proposed project) is designated in the NCDOT 2017-2027 Draft State Transportation Improvement Program (STIP) as project number R-2553 and is proposed as a four-lane, median-divided freeway with full control of access. The proposed project extends from US 70 near LaGrange (in Lenoir County) to US 70 near Dover (on the Jones and Craven County line). The project vicinity is shown in Figure 1.

PROJECT HISTORY

In addition to the STIP, the Kinston Bypass is also identified in the *City of Kinston Comprehensive Transportation Plan (CTP)* adopted by the City of Kinston on August 20, 2007, endorsed by the Eastern Carolina Rural Planning Organization (RPO) on August 27, 2007, and adopted by the NCDOT on February 6, 2008. The Kinston Bypass is also included in the 2011 CTP update.

In 2008, the North Carolina Interagency Leadership Team (ILT) established the Kinston Bypass project as a GIS pilot project as a means to test and evaluate streamlining the project development process by utilizing GIS data for alternative development, alternative analysis, and selection of the Least Environmentally Damaging Practicable Alternative (LEDPA)/Preferred Alternative.

NEED FOR AND PURPOSE OF THE PROPOSED ACTION

In October 2010, concurrence was achieved on the Project Study Area shown in Figure 1 as well as the need for and purpose of the project which is shown below.

Project Need

- Address traffic congestion, capacity deficiencies, and through-traffic delays on US 70 between LaGrange and Dover.

Project Purpose

- The purpose of the project is to improve regional mobility, connectivity, and capacity for US 70 between LaGrange and Dover in a manner that meets the intent of the North Carolina Strategic Highway Corridors Plan.

SELECTION OF DETAILED STUDY ALTERNATIVES

In November 2011, concurrence was achieved with the selection of Detailed Study Alternatives (DSAs) to be carried forward for further evaluation in the State DEIS. As a result of the November 2011 Merger Team Meeting and the follow-up March 2012 Merger Team Informational Meeting, 17 alternatives were initially selected as DSAs which included DSAs that were both north and south of existing US 70.

Upon selection of DSAs, the scoping and preparation of various technical studies in support of the State DEIS were initiated. As a result of initial findings, the Merger Team decided to revisit CP 2 in January 2014. The reason for this was two-fold:

First, during the development of the Functional Designs for Alternative 1 (Upgrade Existing US 70) it was realized that a four-lane median divided facility with full control of access combined with providing adjacent service roads would result with high impacts along two densely developed portions of US 70. As a result of the high impacts to both the natural and human environment, a new location shallow southern bypass corridor was developed to minimize impacts associated with the Upgrade Existing US 70 Alternative.

Secondly, the results of the 2013 Traffic Forecast revealed that the moderately deep, deep, and very deep northern bypass alternatives would carry very minor traffic on the eastern connection to US 70 (between 4,000 and 9,000 VPD). The northern bypass alternatives would only draw between 3,000-13,000 VPD from existing US 70, and in particular do not adequately ease traffic on the most congested portions of US 70 in central Kinston. As a result, an excessive volume of traffic would remain on existing US 70, which would require future improvements in addition to the costs of constructing a bypass. Based on the failure of northern bypass alternatives to remove adequate traffic from existing US 70, they do not meet the purpose and need for the project. Therefore, it was recommended that all northern bypass alternatives be eliminated from further consideration.

As a result, at the January 2014 CP 2 Revisited meeting, the Merger Team agreed to add the Upgrade Existing US 70 with a shallow southern bypass alternative, as well as to remove all of the northern bypass alternatives. As a result, the project was left with twelve DSAs (See Figure 2 and Figure 3).

BRIDGING DECISIONS AND ALIGNMENT REVIEW

Following a series of office and field meetings with the Merger Team held between February and April 2014, concurrence was achieved on the alignments and hydraulic recommendations. As was denoted on the concurrence form, the Merger Team agreed that bridging decisions may be revisited, if needed, during the normal CP4A Avoidance and Minimization Merger Team Meeting.

COST ESTIMATES

Exhibit 1: Estimated Project Cost

TYPE	Representative Southern Bypass*	Upgrade Exist. US 70**	2017-2027 Draft STIP Cost
Right of Way	\$36,725,500	\$153,250,000	\$48,850,000
Utilities	\$944,040	-	\$10,334,000
Construction	\$288,000,000	\$268,000,000	\$314,000,000
Prior Years Cost	\$2,293,000	\$2,293,000	\$5,923,000
Total Cost	\$327,962,540	\$423,543,000	\$379,107,000

*August 2012 Initial Cost Estimates

**Total cost does not include utilities cost.

CURRENT PROJECT SCHEDULE

Given the project was funded in the NCDOT Draft 2017-2027 STIP and the project is being re-initiated with the public and Merger Team, the draft project schedule is shown below.

Public Meeting	Spring 2017
Federal Draft EIS	Fall 2017
Corridor Design Public Hearing	Fall 2017
Concurrence Point #3 (LEDPA)	Winter 2017/2018
Federal Final EIS	Spring 2019
Design Public Hearing	Summer 2019
State Record of Decision	Fall 2019
Right of Way Acquisition	2022
Construction	2025

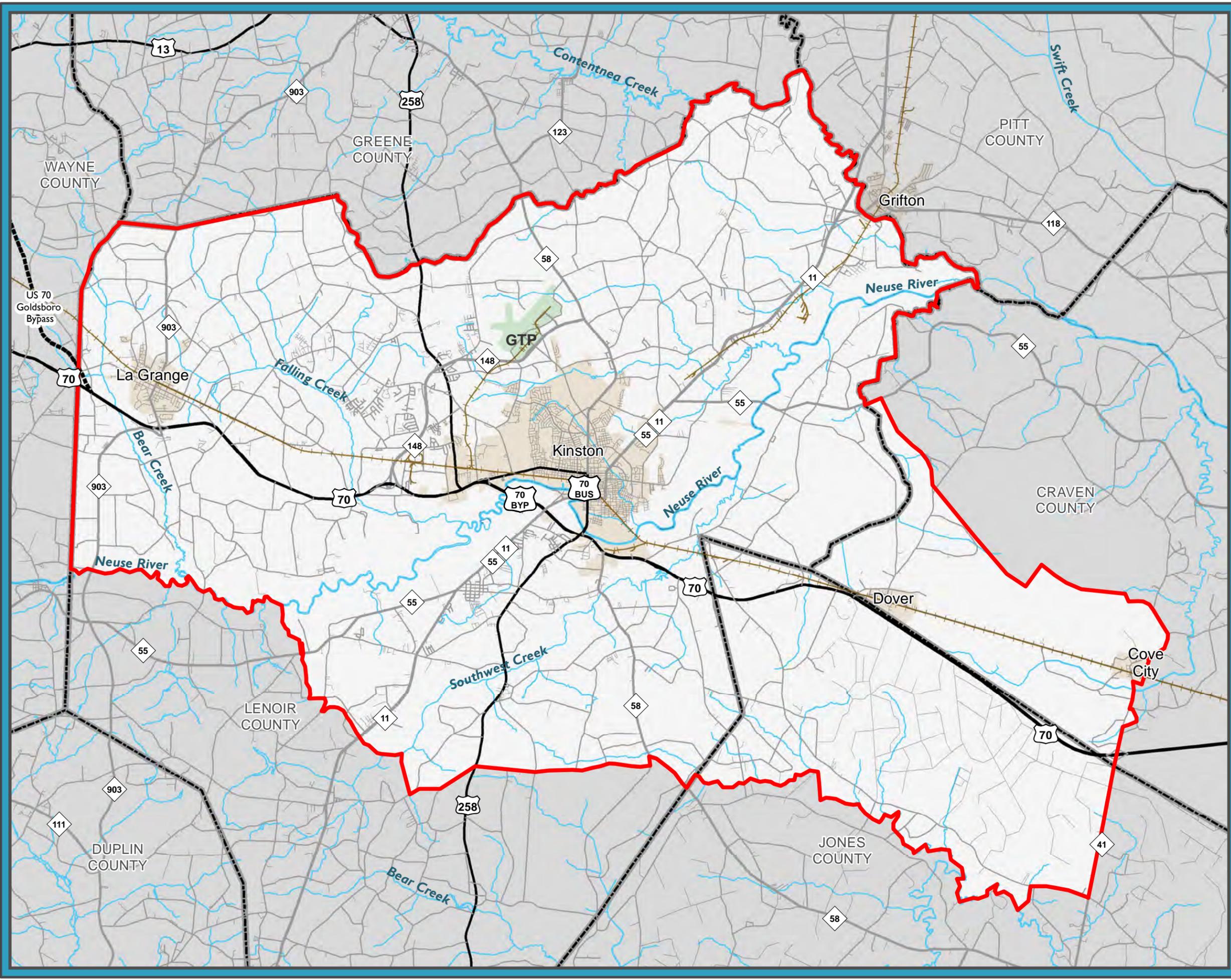
Figure 1: Project Study Area

Legend

- Project Study Area
- Railroad
- US Highway
- NC Highway
- State Road
- Local Road
- Stream/River
- Global TransPark
- Municipal Boundary
- County Boundary



This map is for reference only.
Sources: CGIA, NCDOT, NCDENR, Craven County, NCDOT, NCEM, Lenoir County, Jones County, Kinston Planning Department, NCOneMap, NCWRC, NCSHPO, EPA, USFWS, USDA, NRCS, DWR, ESRI and URS.





STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

**MINUTES FROM THE MERGER INFORMATIONAL MEETING
ON FEBRUARY 16, 2017**

To: Interagency Merger Process Team & Other Meeting Attendees
From: Maria Rogerson, PE
Date: March 29, 2017
Subject: STIP Number R-2553, Project Restart Meeting, Kinston Bypass, Lenoir County, North Carolina, WBS 34460

A Section 404/NEPA Interagency Merger Process Team (Merger Team) Informational Meeting was held at 8:30 AM, on Thursday, February 16, 2017, in the NCDOT Century Center Complex Structure Design Conference Room. Those in attendance are shown on the attached sign-in sheet.

Purpose of Meeting

The purpose of the meeting is to provide a project update to the Merger Team, restart the project, review NCDOT roles and responsibilities, and obtain Merger Team input on next steps for the project.

Merger Meeting Summary

Tom Steffens initiated the meeting with introductions, a review of the meeting purpose, and a reminder that the project is state funded and as such, the USACE is the lead federal agency.

John Rouse then reviewed the NCDOT's vision for the project due to NCDOT decentralization. The project will continue in the Merger Process, with AECOM (formerly URS) continuing in the same role as before, which included assisting NCDOT with the preparation of the environmental and engineering studies, as well as the environmental impact assessment. It was explained that the Division will be managing the day-to-day activities, led by Maria Rogerson, who will sign Concurrence Forms for NCDOT, with John Rouse signing the environmental documents. Louis Berger will be assisting Maria Rogerson with day-to-day management, and Brian Yamamoto will be serving as a project advisor. Mr. Rouse reviewed the project schedule, which includes Right of Purchase beginning in Fiscal Year (FY) 2022 followed by Construction beginning in FY 2025. It was noted with the project being funded within the first 5 years, the project will continue to be in future updates of the State Transportation Improvement Program, and shouldn't be placed on hold again. Monte Matthews noted NCDOT Division 2 is ahead of other divisions and he appreciates their

close coordination efforts with the USACE. Should the Merger Team have any questions, the Division and the USACE are available to answer any questions there may be.

Chris Werner then presented an update to the attendees regarding: the GIS Pilot Project, prior Merger Team meetings and decisions, the project status when funding was lost, efforts to resume the project, GIS data layer updates, and anticipated next steps. Following the presentation, Donna Dancausse reviewed the major steps moving forward and asked for attendees to bring up any concerns, resources needed, and identify any items that are required to assist them in selecting a Least Environmentally Damaging Practicable Alternative (LEDPA)/Preferred Alternative. Major discussion points are shown below.

- § It was questioned if any of the bridge crossings of the Neuse River involved any United States Coast Guard (USCG) concerns. It was explained that the USCG has been included on all Merger Meetings, and to date there are not any anticipated issues; however, the project team will continue in coordinating with the USCG as the project develops.
- § It was questioned if stream classifications/impacts as well as buffer impacts will be available for the LEDPA selection. It was explained these impacts will be provided in the Draft Environmental Impact Statement (DEIS), based upon the stream data currently available. This information will then be updated when detailed field work, analysis, and designs are prepared for the LEDPA, which will be summarized within the Final Environmental Impact Statement (FEIS).
- § Given the project was designated as a GIS Pilot Project by the North Carolina Interagency Leadership Team (NCILT), an update on the NCILT status was requested. Donna Dancausse explained at this time, the status of the ILT is unclear. It was determined, Tom Steffens will coordinate with Scott McClendon, John Rouse will coordinate with Jim Trogden, and Donna Dancausse will coordinate with John Sullivan in order to better understand the future involvement of agency leadership. NCDOT will coordinate with the North Carolina Department of Environmental Quality (NCDEQ) to determine who would participate in future leadership engagement in the project. Leigh Lane noted AECOM will be compiling a lessons learned document regarding the GIS Pilot Project, as well as streamlining efforts. It is anticipated this document will be useful in helping NCDOT and the Merger Team potentially develop new recommendations for the project development phase.
- § It was requested, should the Merger Team or other meeting attendees have any concerns, questions or comments regarding moving forward with the project that they be directed to Maria Rogerson and Chris Werner within two weeks.
- § Cathy Brittingham noted the only coastal concern near this project study area is Craven County, where there is little actual project work; therefore she has no comments at this time.
- § Shane Staples noted his only concern is where the project might impact waters and therefore impact fishery. He will review proposed bridge crossings and provide comment to the project team if need be. Ken Riley recommended direct and/or indirect Atlantic Sturgeon habitat impacts be evaluated and coordinated early in the project development process.
- § Renee Gledhill-Earley questioned if the designation of US 70 as a future interstate will result with any changes to the project. It was explained the functional designs have been prepared as a full-control of access facility. It is not anticipated this designation will result with any major changes. Additionally, the DEIS will include discussion about US 70 being designated as future I-42 per FAST Act; however, it will be noted that Congress did not provide any funding with the designation and that NCDOT does not have a financial plan to upgrade all of the US 70 corridor to interstate standards at this time.

- § Given there has been some time since the project was active, it was suggested the Merger Team be provided a copy of the Natural Resources Technical Report (NRTR), which includes discussion as to how the Wetland Predictive Model was developed and vetted. Tom Steffens reminded the attendees, it was agreed to by the Merger Team, that the Wetland Predictive Model would be used to select the LEDPA. Once the LEDPA was selected, the project team would then begin detailed field studies, analysis, and preliminary designs for only the LEDPA. Upon completion of the field studies, which would include traditional stream and wetland delineations, this data would be compared to the Wetland Predictive Model. Morgan Weatherford noted that NCDOT will be meeting to discuss updating the Wetland Predictive Model, given new LIDAR data is now available. The updated wetland predictive model will be used for preparing impact calculations and summarization within the DEIS. Once the updated wetland predictive model is prepared, a Merger Informational Meeting will be held to review comparisons of the updated model versus delineations of Detailed Study Alternative 36, which was prepared as part of the March 2016 Predictive Model Accuracy Assessment. It is anticipated the earliest the Merger Informational Meeting could be held is May 2017. Updating the NRTR will be discussed at this time.
- § Dr. Cynthia Van Der Wiele inquired as to whether the Wetland Predictive Model had been peer reviewed. It was explained multiple members of the Merger Team were a part of the review process. Following the meeting, it was determined Tom Steffens will coordinate with Dr. Van Der Wiele to determine if this adequately answered her question regarding “peer review”.
- § It was determined the Merger Team will be provided a copy of the project’s Quarterly Update in order to stay abreast of the project activity.
- § It was noted that the project team will re-activate the project website and revise with updated information. Given the project has been on hold for several years, the project team will reengage public involvement activities for the project in the coming months once the schedule has been developed.

Action Items

- § It was determined, Tom Steffens will coordinate with Scott McClendon, John Rouse will coordinate with Jim Trogden, and Donna Dancausse will coordinate with John Sullivan in order to better understand the future involvement of agency leadership. NCDOT will coordinate with the North Carolina Department of Environmental Quality (NCDEQ) to determine who would participate in future leadership engagement.
- § Should the Merger Team or other meeting attendees have any concerns, questions or comments regarding moving forward with the project, they should be directed to Maria Rogerson and Chris Werner within two weeks.
- § Shane Staples will review proposed bridge crossings with regard to fishery concerns and provide comment to the project team if need be.
- § Shane Staples will review the proposed bridge crossings with regard to fishery impacts and provide comment to the project team if need be.
- § The project team will review, coordinate, and evaluate any direct and/or indirect Atlantic Sturgeon habitat impacts.
- § The design criteria and typical sections will be reviewed by the project team to ensure the design meets interstate standards.
- § The project team will forward the previously prepared NRTR to the Merger Team, which includes discussion as to how the Wetland Predictive Model was developed and vetted. The Merger Team will provide any comments or concerns within two weeks of receipt. Once the updated wetland predictive model is prepared, a Merger Informational Meeting will be held

to review with the Merger Team. The need for updating the NRTR will also be discussed at this time.

- § Tom Steffens will coordinate with Dr. Van Der Wiele to determine if her question as to whether the Wetland Predictive Model was “peer reviewed” was adequately answered.
- § The Merger Team will be provided a copy of the project’s Quarterly Update in order to stay abreast of the project activity.
- § The project team will re-activate the project website and revise with updated information.
<https://www.ncdot.gov/projects/kinstonbypass/>

Minutes prepared by Chris Werner, AECOM. If there are any questions or edits, please contact Chris Werner, AECOM Project Manager, at (919) 239-7168 or christopher.m.werner@aecom.com. Participant comments or edits on these draft minutes are welcome until April 12, 2017, at which time final minutes will be prepared and distributed.



Kinston Bypass Project

STIP R-2553
Lenoir, Craven and Jones Counties, North Carolina
February 16, 2017
Merger Information Meeting No. 6



Name	Organization	Email Address
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Kinston Bypass Project

STIP R-2553

Lenoir, Craven and Jones Counties, North Carolina
February 16, 2017

Merger Information Meeting No. 6



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Kinston Bypass Project

STIP R-2553
Lenoir, Craven and Jones Counties, North Carolina
February 16, 2017
Merger Information Meeting No. 6



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Cynthia Van Der Wiele	US EPA	vanderwiele.cynthia@epa.gov
Renee Gledhill-Earley	NC SHPO	renee.gledhill-earley@ncdcr.gov



NORTH CAROLINA
Department of Transportation

R-2553 Kinston Bypass Merger Informational Meeting No. 6

February 16, 2017

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Meeting Forward

- Introductions
- Purpose of Meeting
 - Project recently funded in NCDOT Draft 2017-2027 STIP
 - Resuming the Merger Process and Pilot Project
 - Identify data or technical studies which may need updating, topics/issues in moving forward

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Vision for Project

- Project to continue in Merger Process
- NCDOT restructure
- Continued collaboration with the Merger Team

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Strategic Transportation Investment (STI)

- Project Funded in Statewide Tier
 - ROW 2022
 - Construction 2025

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Project History

- State Funded Project
 - Federal DEIS
 - Federal FEIS
 - State ROD (prior to ROW acquisition)
 - Federal ROD (permitting decision)

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Designation as a Pilot GIS Project

- Established by the NC Interagency Leadership Team (NCILT)
- Three goals of the Pilot GIS Project:
 - Implement a comprehensive GIS statewide system
 - Streamline project delivery process
 - Have land use, environmental resource, economic development, and transportation plans developed together

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Designation as a Pilot GIS Project

- For the Kinston Bypass Project, use GIS data to
 - Develop alternatives
 - Evaluate alternatives
 - As the basis for selecting the LEDPA/Preferred Alternative
- Detailed field work, designs, and analysis to be performed on LEDPA/Preferred Alternative

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Pre-GIS Meetings

- Individual meetings held in spring of 2009
 - NCDOT and NCDENR, NCDCCR, USACE, USEPA, NOAA Fisheries, and NCDOT-RPO participated
- Purpose of these meetings were to
 - Introduce the Pilot GIS Process
 - Identify primary agency needs for project decision making
 - Discuss schedule/status of GIS updates of data layers

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GIS Data Layers

Anadromous Spawning Areas	Federal lands	Other state owned lands	Threatened and Endangered Species Element of Occurrence
Archaeology	Floodplains, streams	Parks	Voluntary Agriculture District
Cemeteries, churches, schools, airports, cell towers, gas lines, transmission lines	Game lands	Section 6(f)	Wastewater treatment, water treatment plant, water tanks
Census Data	HMGP Properties	Significant Natural Heritage Areas (Natural Heritage Program Natural Areas)	Wetlands
Hazardous materials sites	Managed Areas/Easements	Soils	
Historic Properties	On-site/Off-site Mitigation Sites	Swine lagoons	

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Purpose and Need

Project Need
Address traffic congestion, capacity deficiencies, and through-traffic delays on US 70 between LaGrange and Dover.

Project Purpose
The purpose of the project is to improve regional mobility, connectivity, and capacity for US 70 between LaGrange and Dover in a manner that meets the intent of the North Carolina Strategic Highway Corridors Plan.

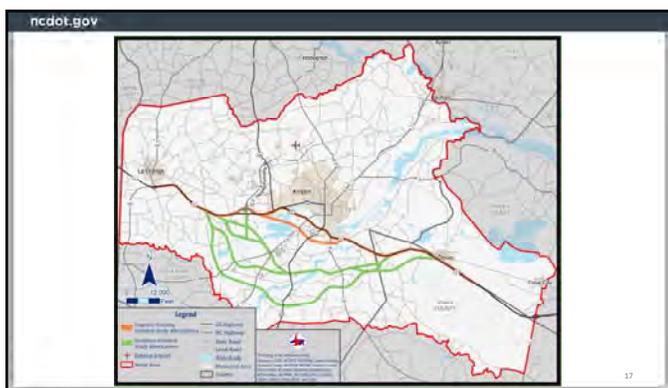
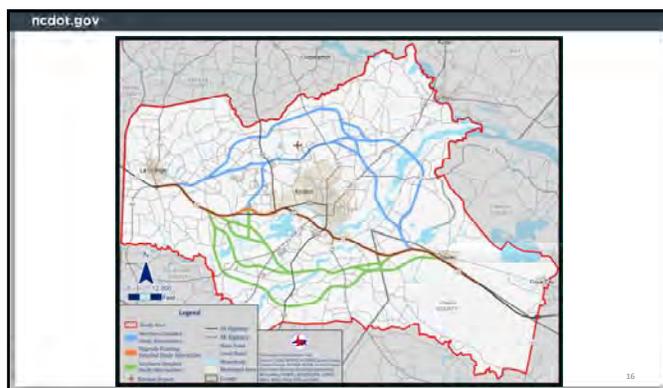
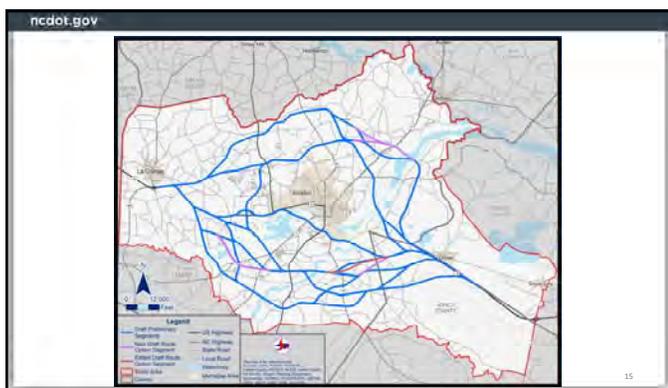
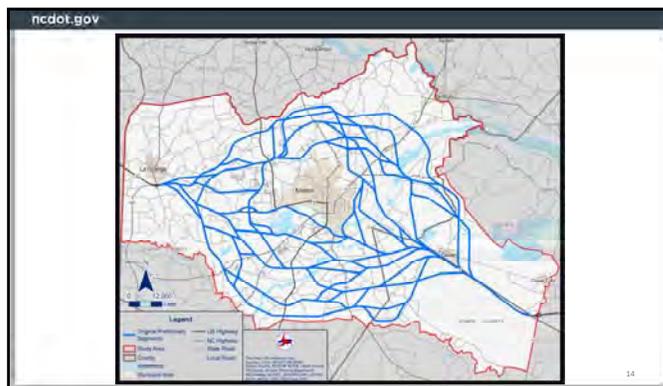
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Alternative Development

- Upgrade Existing US 70
- GIS data used to develop new location corridors
- GIS scripts used to calculate corridor impacts
 - Automated
 - Allows for wide range of alternatives to be considered
 - Data driven process to evaluate alternatives

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DETAILED STUDY ALTERNATIVES

<p>Overall Alternatives – Alternatives 1 & 2 (Major Division Street)</p> <p>Legend</p>	<p>Peak Alternatives – Alternatives 4 & 5</p> <p>Legend</p>
<p>Mid Alternatives – Alternatives 11 & 12</p> <p>Legend</p>	<p>West Alternatives – Alternatives 13 & 14</p> <p>Legend</p>
<p>West Alternatives – Alternatives 17 & 18</p> <p>Legend</p>	<p>Peak Alternatives – Alternatives 21 & 24</p> <p>Legend</p>

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Bridging Decisions and Alignment Review

- A series of CP 2A Meetings held in February/April 2014
- Concurrence was achieved on the alignments and hydraulic recommendations

It was denoted on the concurrence form that the Merger Team agreed that the bridging decisions may be revisited, if needed during the normal CP 4A Avoidance and Minimization process.

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Status When Project Lost Funding

- All technical studies were completed (for the purposes of the DEIS)
- Project Team was in the process of compiling the DEIS

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Status When Project Lost Funding

- Finalizing cost estimates for inclusion in DEIS
- Traffic Forecast for all DSAs was underway
 - Typically 6 to 9 month process
 - Initiated so project delay would not result in further developing the LEDPA, once selected
 - Traffic Forecast was completed in November 2016

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Status When Project Lost Funding

- FHWA worked with NCDOT to fund wetland delineations of corridor for Detail Study Alternative 36
 - The purpose was to evaluate the accuracy of the wetland predictive model
 - The results were presented at an informational meeting with agencies in March 2016

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Project Milestones

Date	Meeting	Date	Meeting
Spring 2009	Pre-GIS Meetings	March 2012	Merger Informational Mtg No. 3
July 2009	GIS Scoping Meeting	November 2012	Interagency Coord. Mtg
October 2009	Scoping Meeting	June 2013	Merger Informational Mtg No. 4
June 2010	CP 1	November 2013	Merger Informational Mtg No. 5
September 2010	CP 1 – Follow Up Meeting	January 2014	CP 2 Revisited
October 2010	Merger Management Team Mtg	February 2014	CP 2A Office Mtg
February 2011	Merger Informational Mtg No. 1	March 2014	CP 2A Field Mtg
July 2011	Merger Informational Mtg No. 2	April 2014	CP 2A Office Mtg
November 2011	CP 2	March 2016	Agency Coordination (wetland model)

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Efforts to Resume Project

- Coordination with resource agencies and NCDOT
- Incorporate FAST Act designation into project documentation
- Reviewing technical studies which may need updated
- Identifying other new/updated data or plans
- Identifying GIS data layer updates

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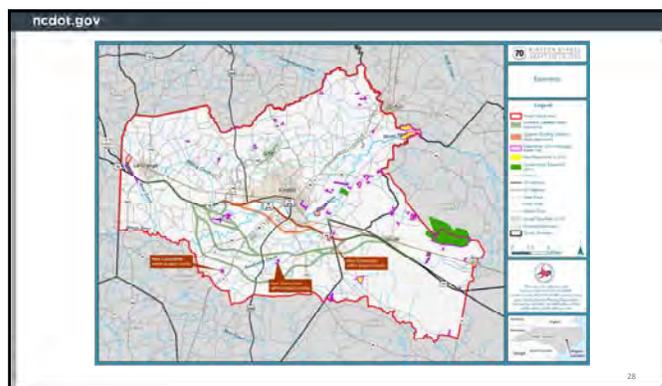
GIS Data Layers

Anadromous Spawning Areas	Federal lands	Other state owned lands	Threatened and Endangered Species Element of Occurrence
Archaeology	Floodplains, streams	Parks	Voluntary Agriculture District
Cemeteries, churches, schools, airports, cell towers, gas lines, transmission lines	Game lands	Section 6(f)	Wastewater treatment, water treatment plant, water tanks
Census Data	HMGP Properties	Significant Natural Heritage Areas (Natural Heritage Program Natural Areas)	Wetlands
Hazardous materials sites	Managed Areas/Easements	Soils	
Historic Properties	On-site/Off-site Mitigation Sites	Swine lagoons	

■ No change/will be incorporated
 ■ Minor updates/being updated
 ■ Update with noticeable change

- ### GIS Data Review
- Common updated GIS data layers obtained and will be incorporated accordingly (schools, churches, hospitals, etc.)
 - Current GIS data layers were obtained and reviewed for potential updates or changes
 - The review found that the majority had minimal changes

- ### Easements
- Original Data Sources
 - Natural Heritage Managed Areas
 - Land Trust Conservation Properties
 - State-Owned Lands

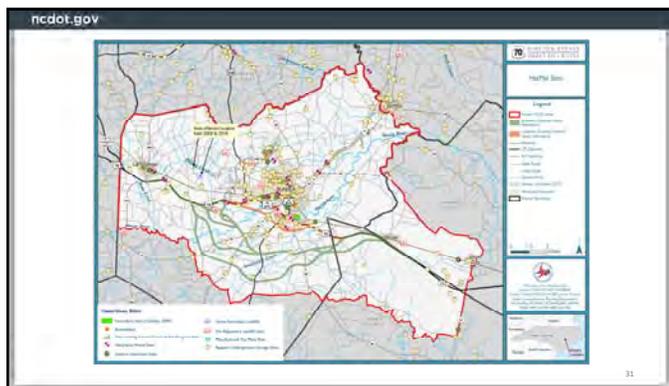


- ### Easements
- Resources Covered
 - NC Coastal Land Trust
 - US Fish and Wildlife Service
 - NC DNCR Clean Water Management Trust Fund
 - NC Wildlife Resources Commission
 - Ducks Unlimited (Wetlands America Trust)
 - NC DEQ, Division of Mitigation Services
 - NC Department of Agriculture, Division of Soil and Water Conservation

Hazardous Materials

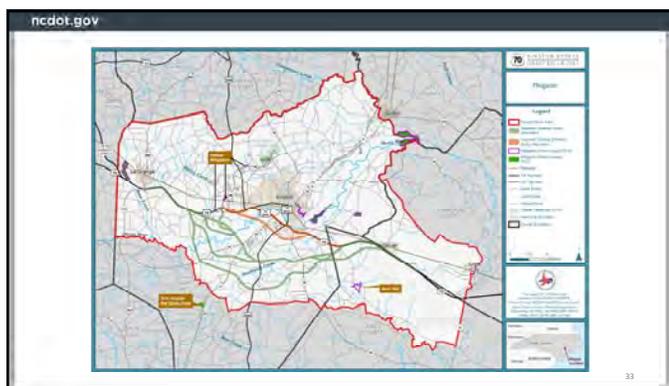
- Updated GIS data layers available through NC DEQ Waste Management Division.

Data Layer	2009 data incidents	2016 data incidents
Brownfields	0	2
Dry Cleaning Solvent Clean-up Act Program Sites (DSCA)	0	2
Hazardous Waste Sites	3	15
Inactive Hazardous Waste Sites	0	13
Active Permitted Landfills	1	2
Pre-Regulatory Landfills	1	8
Manufacturing Gas Sites	1	1
Regional Underground Storage Tanks (RUST)	0	312
Total	6	355



Mitigation Sites

- Updated GIS data layers (2016) contains same features as 2015 data
- New site included on the Jones County portion of study area
- 2015 data contain 4 on-site mitigation sites, 2016 contains 3

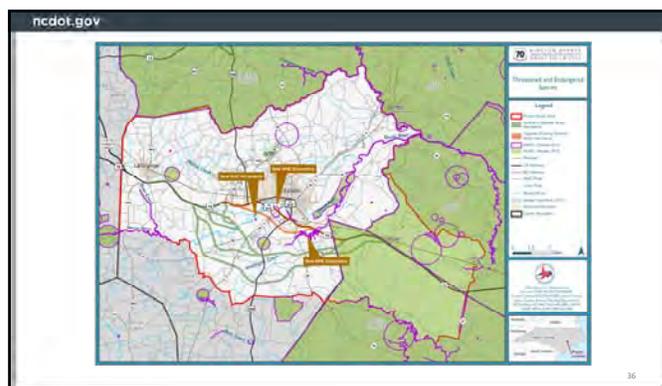


Other State Owned Land

- Same number of features in June 2016 layer as in 2010 layer, but properties have been sold or divested.
- No new features in the vicinity of the project.

Threatened and Endangered Species

- Original data obtained by URS in 2015
- Most recent NHEO data is dated October, 2016
- Several additional features within the project study area

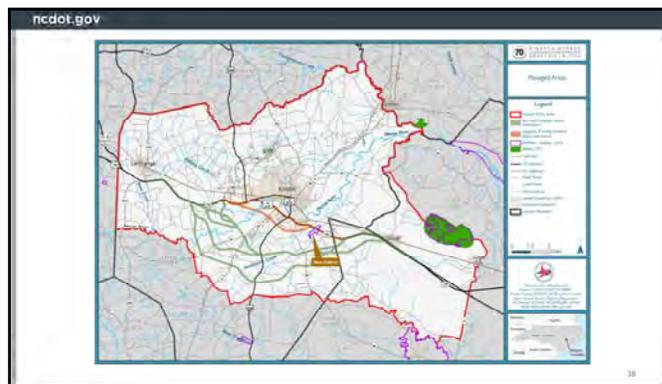


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Significant Natural Heritage Areas

- Original data obtained in 2011
- Most recent data (Natural Heritage Program Natural Areas) dated October, 2016
- New version includes a new feature in the Project Study Area, "Kelly's Pond"

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HMGP Properties

- Recent coordination with NCEM
 - No major updates since previous data provided
- NCEM will coordinate with NCDOT once a preliminary list of proposed HMGP properties are identified (per Hurricane Matthew)
- Prior coordination with NCEM and FEMA

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Wetland Predictive Model

- New LiDAR data available
- Coordination with USACE and NCDOT NES suggest new data should be used to update Model
 - No order of magnitude changes are anticipated
 - Will allow for most current data to be used for DEIS

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Known Actions to Resume Project

- Prepare capacity analysis
- Revise functional designs
- Conduct historic architectural survey
- Update Wetland Predictive Model

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Next Steps

- Merger Team input on what is needed for a LEDPA selection (CP3)
- Develop detailed project schedule

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Future Milestones*

Public Outreach	TBD
Federal Draft EIS	TBD
Corridor Design Public Hearing	TBD
Concurrence Point #3 (LEDPA)	TBD
Federal Final EIS	TBD
Design Public Hearing	TBD
State Record of Decision	TBD
Right of Way Acquisition	2022 (Goal is 2021)
Construction	2025

* Merger Team input needed prior to development of project schedule

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Review of Discussion and Action Items

- Based upon what we know
 - no major data changes
 - it appears no decisions need to be revisited
 - resume project with new information
- Open Discussion

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Minutes

Meeting name Merger Informational Meeting No. 7	Subject Wetland Predictive Model Updates	Attendees Kory Wilmot, AECOM Robin Maycock, Louis Berger Donna Dancausse, FHWA Gary Jordan, USFWS Douglas Parker, Louis Berger Morgan Weatherford, NCDOT Drew Joyner, AECOM Tom Steffens, USACE Ashley Bush, AECOM Maria Rogerson, NCDOT Bill Kincannon, NCDOT	Amy Chapman, NCDWR Travis Wilson, NCWRC Cathy Brittingham, DCM Leigh Lane, Louis Berger Collin Mellor, NCDOT John Rouse, NCDOT Patrick Flanagan, RPO (via phone) Shane Staples, NCDCM (via phone) Ginny Sneed, Louis Berger (via phone) Renee Gledhill-Earley, SHPO (via phone)
Meeting Date August 17, 2017	Time 10:00 AM		
Location Structures Conference Room C- NCDOT Century Center	Project name Kinston Bypass		
Project number R-2553			
Prepared by Ashley Bush			

Ref	Action	Initial
01	Morgan Weatherford to provide presentation slides to the Merger Team.	NCDOT-MW
02	Morgan Weatherford to update numbers in documentation to reflect new statistical analysis.	NCDOT-MW
03	Project Team to update Merger Team in quarterly email concerning project updates.	Project Team

Tom Steffens opened the meeting at 10:09 am with introductions of attendees in the conference room and those on the phone. He then turned the meeting over to Morgan Weatherford.

Morgan Weatherford gave a presentation about the updated wetland model in comparison to the original model (see slides attached). He concluded the model predicted wetlands correctly at nearly 85 percent. The discussion following the presentation is summarized below:

- There was a request for Morgan Weatherford to make the slides available to the Merger Team (Action Item 01).
- There was a request that Morgan Weatherford update the report to include the new statistical analysis he included in parenthesis in the slides (Action Item 02).
- There was a discussion on whether the use of the model to select a LEDPA was applicable to this project only or others. The conclusion was that the department is rolling out the model across the regions, and it will likely be used to help weed out alternatives on the front end of a project rather than selecting a LEDPA due to the fact that there are few, larger, new roads being proposed.
- The USACE gave their full support of using the model for Kinston Bypass for the selection of LEDPA, which was followed by agreement from other agencies represented in the room and on the telephone.

Kory Wilmot then gave project schedule updates and informed the Merger Team of what the Project Team is currently working on and the anticipated schedule (see slides attached). Discussion followed:

- There was discussion on when the next concurrence point would be (Fall 2018). Upon the realization that there would be no meeting for another year, Maria Rogerson suggested the Project Team send a quarterly update to the Merger Team to keep them engaged (Action Item 03).
- There was a discussion on the next steps for the wetland model. Morgan Weatherford mentioned they would be rolling out the regional model that afternoon.
- Lastly, Renee Gledhill-Earley mentioned the Wyse Fork Battlefield has been listed on the National Register of Historic Places.

Tom Steffens adjourned the meeting at 10:51 am.



Kinston Bypass Project

STIP R-2553

Lenoir, Craven and Jones Counties, North Carolina
August 17, 2017

Merger Informational Meeting No. 7



Name	Organization	Email Address
Ashley Bush	AECOM	ashley.bush@aecom.com
Maria Bergeron	NC DOT	marogerson@ncdot.gov
Bill Kincaid	NC DOT	wckincaid@ncdot.gov
Amy Chapman	NC DLK	amy.chapman@ncdlk.gov
Trevi Wilson	NC USMC	trevi.wilson@ncusmc.org
Cathy Brittingham	DCM	cathy.brittingham@ncdcm.gov
Leigh Lane	Berger	llane@louisberger.com
Colin Mullor	NC DOT	cmullor@ncdot.gov
John Rouse	NC DOT	jrrouse@ncdot.gov



Kinston Bypass Project

STIP R-2553

Lenoir, Craven and Jones Counties, North Carolina
August 17, 2017

Merger Information Meeting No. 7



Name	Organization	Email Address
Kory Wilmot	AECOM	Kory.Wilmot@aecom.com
Robin Maycock	Louis Berger	rmycock@louisberger.com
Donna Dancausse	FHWA	donna.dancausse@doh.gov
Gary Jordan	USFWS	gary_jordan@fws.gov
Drews Parker	Louis Berger	dparker@louisberger.com
Morgan Weatherford	NCDOT	mweatherford@ncdot.gov
Drew Joyner	AECOM	drew.joyner@aecom.com
TOM STEFFENS	USACE	thomas.a.steffens@usace.army.mil



Kinston Bypass Project

STIP R-2553

Lenoir, Craven and Jones Counties, North Carolina
August 17, 2017

Merger Informational Meeting No. 7



Name	Organization	Email Address
PATRICK FLANAGAN	RPO	VIA PHONE
SHANE STAPLES	NCDCM	"
GINNY SNEED	LOUIS BERGER	"
RENEE GLEDHILL - GARLEY	SHPO	"

NORTH CAROLINA
Department of Transportation



Kinston Bypass Wetland Modeling – QL2 Assessment

Morgan Weatherford, Environmental Analysis Unit
August 17, 2017

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Timeline

- June 2013 – Draft Study Area NRTR
- July 2013 – Final Study Area NRTR
- November 2013 – Shallow Bypass Added
- February 2014 – CP2A Meeting
- March 2014 – CP2A Field Meeting
- March 2016 – Accuracy Assessment Presentation
- February 2017 – Informational Meeting

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Overview

- Project History
- Methods
- Comparison of 2011 Models to QL2 Model
- Discussion, Other Results, Conclusions
- Review of Modeling Effort

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Accuracy Assessment Methods

- Merger Team chose Corridor 36 as the test corridor.
- Corridor was delineated
- Points were generated for the corridor, assigned 1 or 0 (wet or non-wet)
- Frequency tables were generated in SAS to give accuracy numbers (and error rates)
- Same assessment repeated with QL2 data

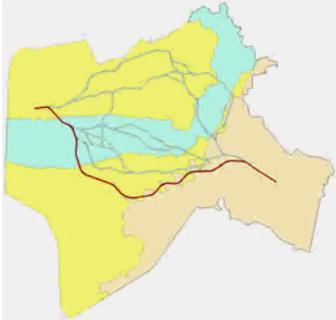
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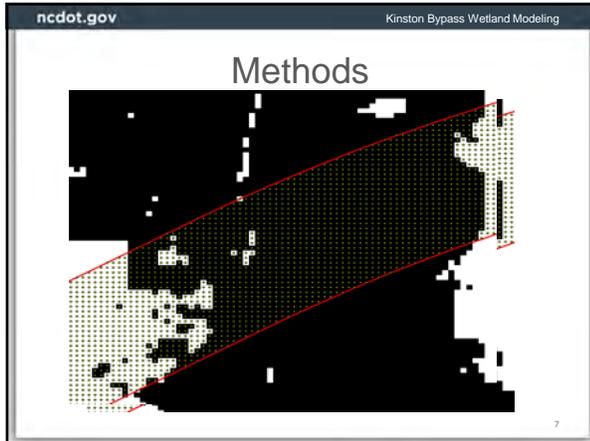
Timeline

- Spring 2009 – Agency Coordination for layer updates
- July 2009 – GIS Scoping Meeting – Formally agree to use in decision making
- April 2011 – Wetland Model Delivery
- November 2011 – CP2 Meeting
- October 2012 –Draft Sample NRTR
- December 2012 – Final Sample NRTR including comments

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Methods





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Discussion

- What about the 14% that were wrong?
 - 84% due to over estimation of wetlands
 - 16% due to missed wetland

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Comparison

	2011 Models	2017 QL2 Models
% Wetlands Correct	76	77
% Non-Wetlands Correct	86	87
% Total Correct	85	86

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Discussion

- Percentage of ecoregions in each corridor

DSA	CF %	SFLT %	RCP %	
11	31	29	40	Southern
12	29	29	42	Southern
31	30	31	39	Southern
32	28	30	41	Southern
35	42	18	40	Southern
36	43	18	38	Southern
51	31	21	47	Southern
52	29	21	50	Southern
63	27	33	40	Southern
65	29	33	38	Southern
58	29	52	19	Existing
UE	29	52	19	Existing
2	27	36	36	Northern
5	29	24	47	Northern
53	27	32	60	Northern
56	32	6	61	Northern
57	30	6	64	Northern
61	24	12	64	Northern

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Comparison

Ecoregion	Riparian/NonRiparian	2011 Models	2017 QL2 Models
CF Non-riparian	Total	78.5	80.4 (82.6)
	Percent non-wet right	80.2	82.4 (84.1)
CF Riparian	Percent wetland right	53.3	51.6 (61.0)
	Total	74.8	77.0
RCP Non-riparian	Percent non-wet right	75.7	77.0
	Percent wetland right	70.6	75.8
RCP Riparian	Total	94.8	92.9
	Percent non-wet right	95.1	92.7
SFLT* Non-riparian	Percent wetland right	90.0	95.2
	Total	63.9	75.7
SFLT* Riparian	Percent non-wet right	60.4	75.2
	Percent wetland right	75.9	77.5
SFLT Non-riparian	Total	94.0	95.6
	Percent non-wet right	94.0	95.6
SFLT Riparian	Percent wetland right	n/a	n/a
	Total	87.7	87.7
SFLT Riparian	Percent non-wet right	87.2	91.8
	Percent wetland right	88.0	85.5

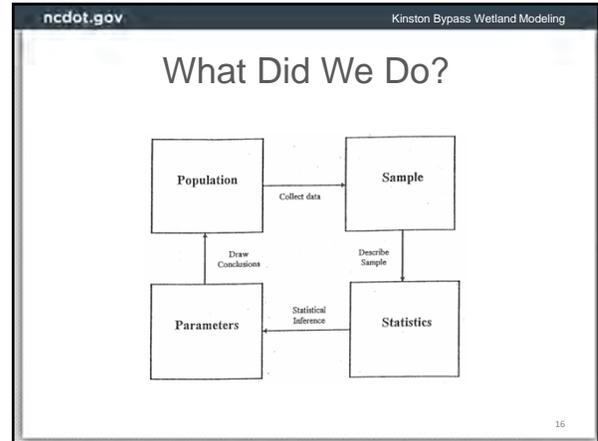
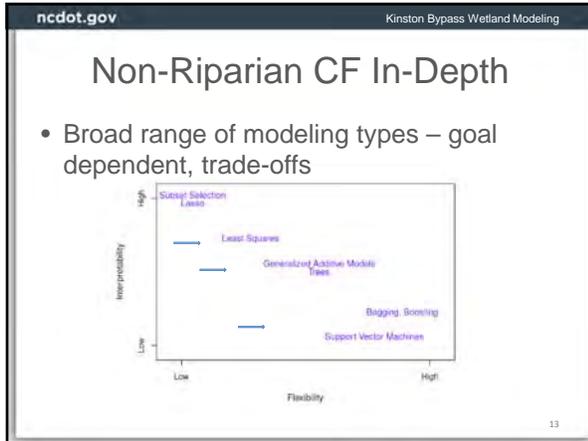
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Non-Riparian CF In-Depth

- Hired professional statistician to provide in-depth analysis of non-riparian CF data
- More complex modeling (GAM)
- Hard to replicate
- Time and computationally intensive
- Highest Total Accuracy – 81%
But Wetlands – 31%
- Best Balance Total accuracy – 79%
Wetlands – 59%

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- ncdot.gov Kinston Bypass Wetland Modeling
- ### Conclusions
- Most large gains have been realized
 - Future models = incremental gain
 - More data doesn't always = better outcomes
 - More complex doesn't always = better outcomes
 - Flexibility vs Interpretability
 - Spent a lot of time on interpretation with simpler models
 - Progress to more flexible, less interpretable models
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“All models are wrong, some models are useful.”

- George Box

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- ### Review of Model Development
- Address peer review question
 - Graduate Certificate from NCSU in Applied Statistics and Data Management
 - Many in-depth reviews, vetting and analysis of the models by technical experts
 - 2 professional Statisticians
 - 1 PhD student
 - Research Team from UNCC and
 - Currently a stats professor from NCSU
- 15

- ncdot.gov Kinston Bypass Wetland Modeling
- ### Useful Tool for Decision-Making
- Goals of the predictive models were...
 - Provide a map of wetlands for the study area
 - Of known accuracy
 - Of known consistency
 - NCDOT took a 1718 acre corridor across 3 ecoregions in eastern NC and correctly predicted 86%
 - NCDOT has provided a useful tool for comparing alternatives and recommends moving to a LEDPA decision
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NORTH CAROLINA
Department of Transportation



R-2553 Kinston Bypass Merger Informational Meeting

August 17, 2017

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Public Outreach Efforts

- Local Officials Meeting (July 24, 2017)
 - Kinston, NC at 2 PM
 - 35 Attendees
- Postcard (July 31, 2017)
- Community Events
 - Small group meetings (Fall 2017)
 - Brew 'n Que Fest (October 21)

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Current Efforts Underway

Traffic Capacity Analysis
Scheduled to be completed at end of August

Refinement of Functional Designs
Scheduled to be completed in early September

Historic Architecture Report
Determination of Effects Meeting planned for October

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Project Milestones

Public Meeting	Winter 2017/ 2018
Draft Environmental Impact Statement	Spring 2018
Corridor Hearing	Summer 2018
Select Preferred Alternative	Fall 2018
Final Environmental Impact Statement	Winter 2020
Record of Decision	Summer 2020
Right of Way Acquisition	2022
Construction	2025

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Upcoming Efforts

- Hydraulics Aspects Report
- Traffic Noise and Air Analysis
- Economic Impact Assessment
- Community Impact Assessment
- Land Use Scenario Assessment

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APPENDIX D: LOCAL OFFICIALS MEETINGS

Date	Name
2/19/2010	Local Officials Meeting #1
2/14/2011	Local Officials Meeting #2
3/7/2011	Local Officials Meeting #3
7/28/2011	Local Officials Meeting #4
5/29/2012	Local Officials Meeting #5
8/26/2014	Local Officials Meeting #6
6/30/2017	Local Officials Meeting #7



MEMORANDUM

To: Project File

From: Christopher Werner

Date: March 17, 2010

Subject: Minutes of Local Officials Meeting – STIP R-2553 Kinston Bypass
February 19, 2010 – 1:30 P.M.

Attendees:

Ed Eatmon, NCDOT Division 2
Patrick Flanagan, Eastern Carolina RPO
Carl Furney, Planning Communities
David Griffin, URS
Rob Hanson, NCDOT Project Development and Environmental Analysis Branch (PDEA)
Mike Jarman, Lenoir County
Neil Lassiter, NCDOT Division 2
Ed Lewis, NCDOT Human Environment Unit
Gary Lovering, North Carolina Department of Transportation (NCDOT) Roadway Design Unit
BJ Murphy, City of Kinston
Mark Pope, Lenoir County Economic Development
Russell Rhodes, Lenoir County Transportation
Alex Rickard, Eastern Carolina RPO
Scott Stevens, City of Kinston
Gordon Vermillion, Local Committee of 100
Jeff Weisner, URS
Christopher Werner, URS
Rob Will, Down East RPO
Brian Yamamoto, NCDOT PDEA

A Local Officials Meeting for the Kinston Bypass Project, State Transportation Improvement Program (STIP) project number R-2553, was held at the City of Kinston Human Resources training room at 207 East King Street in Kinston, North Carolina on Friday, February 19, 2010, at 1:30 P.M. The purpose of the meeting was to inform the local officials of the upcoming Citizens Informational Workshops (CIW) and the purpose of the workshops, review the Project Development and Merger Process, and to exchange information with the local officials.

Brian Yamamoto initiated the meeting providing a brief message of welcome and began reviewing the agenda for the meeting (agenda distributed). Mr. Yamamoto explained that, unfortunately, the NCDOT Board of Transportation Member, Leigh McNairy, would not be able to attend the Local Officials Meeting.

URS Corporation
1600 Perimeter Park Drive, Suite 400
Morrisville, NC 27560
Tel: 919.461.1100
Fax: 919.461.1415



Local Officials Meeting
 March 17, 2010
 Page 2

Upcoming Public Workshops

Mr. Yamamoto explained that the primary goal of the February 23 and 25, 2010 workshops is to solicit public input on elements of the Purpose and Need and that only a draft project study area will be shown on the workshop maps (no proposed routes or corridors would be presented). The workshop handout was distributed to the local officials, which included the purpose of the workshops, project history and status, description of the project, general needs for the project, Strategic Highway Corridor information, project cost, a project vicinity map with draft project study area, the project schedule, project team contact information and a comment sheet.

R-2553 Project Development Process

Mr. Yamamoto discussed the NCDOT Merger Project Development Process that the project will be following. He noted that the project is going to be documented as a State Environmental Impact Statement (State EIS) so that all impacts will be reviewed/analyzed. Mr. Yamamoto also noted the timeline for completion of the Draft EIS is fall 2013. The STIP estimate for the project is \$130 million, with updated cost estimates around \$181 million, which will be funded by the state.

- Gordon Vermillion asked if the STIP cost included the cost of the EIS preparation; Mr. Yamamoto noted that it did.

Mr. Yamamoto opened up the Purpose and Needs discussion to the local officials. He asked what problems the existing route has and what the proposed project should address.

- Russell Rhodes asked if the study would look at existing water and sewer infrastructure and development potential in proposed interchange areas. Mr. Yamamoto answered that NCDOT will look at identifying existing utilities within the project study area and the development potential near proposed interchange locations.
- Mr. Vermillion followed up Mr. Rhodes' question and asked if any studies had been conducted on changes in retail sales for business owners along on an original corridor after a new location roadway has been constructed. Jeff Weisner noted that the economic impact will be analyzed and included in the EIS. Alex Rickard noted that the economic studies could show bigger picture regional trends in business (losing business in one area and gaining in another).

Mr. Yamamoto continued by reviewing the NCDOT Interagency Merger Process and explained that before a new road can be built, it must meet conditions set forth by the state and federal regulations. In order to streamline this process, NCDOT created the Interagency Merger Process, which is a shared decision-making process for project development and permitting. The Merger Team, which consists of NCDOT and state and federal regulatory and review agencies, must reach concurrence on key project decisions, referred to as Concurrence Points.

Concurrence Point Meetings are held to discuss:

- ✓ Purpose and Need for the project, as well as the project study area
- ✓ Alternatives to be carried forward for further study
- ✓ Bridging decisions and detailed study alternatives alignment location



Local Officials Meeting
 March 17, 2010
 Page 3

- ✓ Selection of the Least Environmentally Damaging Practical Alternative (LEDPA)
 - ✓ Avoidance/Minimization/Mitigation of impacts.
- Mr. Vermillion asked if special equipment he had seen on the construction of other projects was part of a mitigation strategy. Mr. Yamamoto answered yes; several bridge projects in the state have been using a “top-down” construction method in environmentally sensitive areas.
 - Mr. Vermillion questioned at what point state funds will be allocated. Rob Hanson briefly explained the project funding mechanisms and the new STIP process (5 year plan versus 6 to 10 year plan). As of now, this project is not on the five-year STIP, but may be listed on the 6 to 10 year plan.

GIS Pilot Project

Mr. Yamamoto explained that a GIS Pilot Project is being undertaken for STIP project R-2553 as an initiative by the Interagency Leadership Team to streamline the project development process using GIS data early in the alternative development and evaluation process. GIS data will also be utilized for the selection of the LEDPA. Mr. Rickard asked if water and sewer layers are included in the GIS data set. Mr. Yamamoto explained that they are not in the current data set. Mr. Weisner added that water and sewer infrastructure impacts would be analyzed when looking at indirect and cumulative effects from the project.

Traffic Data

Ed Lewis asked Mr. Yamamoto to explain the traffic model and numbers that they are using for the project planning. Mr. Yamamoto explained a new traffic forecast was recently prepared. Chris Werner reported, per the traffic forecast, the Average Annual Daily Traffic (AADT) along existing US 70 is between 12,000 to 40,000, with nearly 30,000 on existing US 70 Bypass in 2008. 2035 traffic projections along US 70 are projected between 35,000 to 79,200, with around 60,000 on existing US 70 Bypass.

- Mr. Vermillion asked if a travel time through the existing study corridor was known. Mr. Yamamoto reported that the travel time study has yet to be prepared; however, initial estimates are between 30 to 40 minutes to travel from LaGrange to Dover.
- Mr. Rickard pointed out that the Census 2010 numbers would have an effect on the local transportation planning efforts. Mr. Rickard noted the City of Kinston Comprehensive Transportation Plan (CTP) will be updated based upon the new census data, which will result with the CTP covering a smaller area, rather than including all of Lenoir County. He wondered how any new data, deficiency information, and models would be coordinated with the study process for this project. Mr. Yamamoto noted that coordination will be ongoing and new information/plans will be incorporated as feasible.

Additional Conversation

- Mark Pope asked if this project’s timeline would match up with the final portions of the Goldsboro Bypass. Mr. Hanson noted that the Goldsboro project was further ahead in the



Local Officials Meeting

March 17, 2010

Page 4

process than the Kinston Bypass, which is in a separate funding region. It was asked if the section between the Goldsboro Bypass and Kinston Bypass along US 70 would be improved. Mr. Yamamoto responded that the limits of the Kinston Bypass would be determined as the project progresses; however, the logical termini would begin where the control of access ends, east of NC 903.

- Mr. Vermillion asked about the status of the Havelock Bypass. Mr. Yamamoto noted that the Havelock project was initially started as an EA and has subsequently been reworked as an EIS due to environmental issues, which has resulted in a delay to the project.

Mr. Yamamoto provided some parting comments and thanked everyone for attending. The meeting adjourned at 2:45 PM.

R-2553 Kinston Bypass Local Officials MtgSIGN IN

2/19/2010

NAME	ORGANIZATION	PHONE / E-MAIL
Russell Rhodes	Lenoir City Transportation	rrhodes@ncssc.com
Mike Jarman	Lenoir County	559-6450 mjarman@co.lenoir.nc.us
Gary Covering	NCDOT Rdwy	
Ed Eatmon	NCDOT Div. 2	
Neil Lussiter	NCDOT Div 2	252-830-3490 nkussiter@ncdot.gov
Gordon E Vermillion	SEB	252-361-5496 gevermill@suddenline.net
ED LEWIS	NCDOT HEU	elewis@ncdot.gov
Scott Stevens	City of Kinston	scott.stevens@ci.kinston.nc.us
Alex Rickard	Eastern Carolina RPO	
Phil Flanagan	Eastern Carolina RPO	pflanagan@eccog.org
Rob Will	Down East RPO	RWILL@ECCOG.ORG
Mark Pope	Lenoir Co. Econ Dev.	mpope@lenoiredc.com
BSM Mughly	City of Kinston	mayor@ci.kinston.nc.us

Local Officials' Meeting
R-2553 US 70 Kinston Bypass in Lenoir County
February 19, 2010
1:30 pm- 3:30 pm
City of Kinston Human Resources Conference Room

Meeting Purposes

- Inform elected officials of purpose for 2/23 and 2/25 workshops
- Review of Project Development and Merger Process
- Information exchange with local officials

Agenda

Introductions – Who is here today?

Board of Transportation Statement

Discussion of Upcoming Citizens Informational Workshops

- Purpose of Workshop
- What will be presented
- Format of Workshop

SEPA and Merger Process – How are decisions made?

- Type of Environmental Document – Duration of Project Development
- Merger Process Concurrence Points – Decisions and Timing

GIS Pilot Process – How does this help?

- Relationship to Kinston Bypass Project
- Status of Pilot
- Expected completion

Next Steps for Project Development

Open Discussion/ Q and A



PROPOSED KINSTON BYPASS PROJECT

CITIZENS INFORMATIONAL WORKSHOPS FEBRUARY 23 AND 25, 2010

Welcome to this evening's meeting for the Kinston Bypass Project.

The purpose of this meeting is to provide you with information and obtain your input regarding the proposed project. You will have an opportunity to review study area maps and displays, talk with the project team members, and offer your input.

Tonight's Workshop Stations

- Show us Where you Live and Work
- Project Presentation
- Project Background
- Existing Conditions
- General Needs for the Project
- Study Process and Project Schedule
- Citizens Comments

Participating in Tonight's Meeting

1. Sign In and Collect Handouts

Sign in at the registration table, pick up a set of handouts and provide your contact information to receive future mailings.

2. Learn About the Study and Ask Questions

Project displays and other materials are available to help you learn more about the project. Project team members are also present to answer your questions and discuss the project; team members are identified by nametags.

3. Provide Your Input

This information packet includes a comment sheet which includes questions corresponding to this evening's workshop stations. Please feel free to write any additional comments on the maps and displays presented at the stations. We appreciate you taking the time to provide input. The information you provide will help the North Carolina Department of Transportation (NCDOT) develop the project by including input from all stakeholders prior to project decisions being made. Please submit your comments tonight or mail your comments to the address on the comment sheet by **April 30, 2010**.

Project History and Status

The Kinston Bypass is shown in the City of Kinston Comprehensive Transportation Plan as well as the NCDOT State Transportation Improvement Program. The State Transportation Improvement Program includes cost estimates for priority projects identified by municipalities or metropolitan planning organizations in order to distribute state and federal funds. NCDOT started planning and engineering studies for the Kinston Bypass Project in the late 1990's; however, the project was placed on hold as the Crescent Road Project (now known as C. F. Harvey Parkway) became a higher priority due to the Global TransPark industrial development north of Kinston. In May of 2009, NCDOT restarted the project by requesting input from city, town, and county officials as well as state and federal resource agencies.

Description of the Project

The City of Kinston Comprehensive Transportation Plan and the State Transportation Improvement Program show the Kinston Bypass as a new highway south of Kinston, that will provide two travel lanes for each direction separated by a median. Access to this new highway will take place on main roads by interchanges. No properties will have direct access to the new highway. The proposed highway would run from US 70 near LaGrange in Lenoir County to US 70 near Dover in Craven County.

Even though the City of Kinston Comprehensive Transportation Plan and State Transportation Improvement Program show the Kinston Bypass as a new highway south of Kinston, a full range of alternatives will be considered including Do-Nothing/No Build, northern and southern bypasses around Kinston, as well as upgrading existing US 70.

General Need for Project

Traffic congestion exists around Kinston and along existing US 70 and existing US 70 Bypass. Additionally, US 70 from Raleigh to Morehead City is designated as a Strategic Highway Corridor for the State of North Carolina, which would include improving and upgrading this section of US 70 to provide two travel lanes in each direction separated by a median, with access to the highway provided only on main roads by interchanges.

NCDOT hopes you will complete your comment sheet to assist in identifying any additional transportation related problems along US 70/US 70 Bypass or in the region.

Strategic Highway Corridors

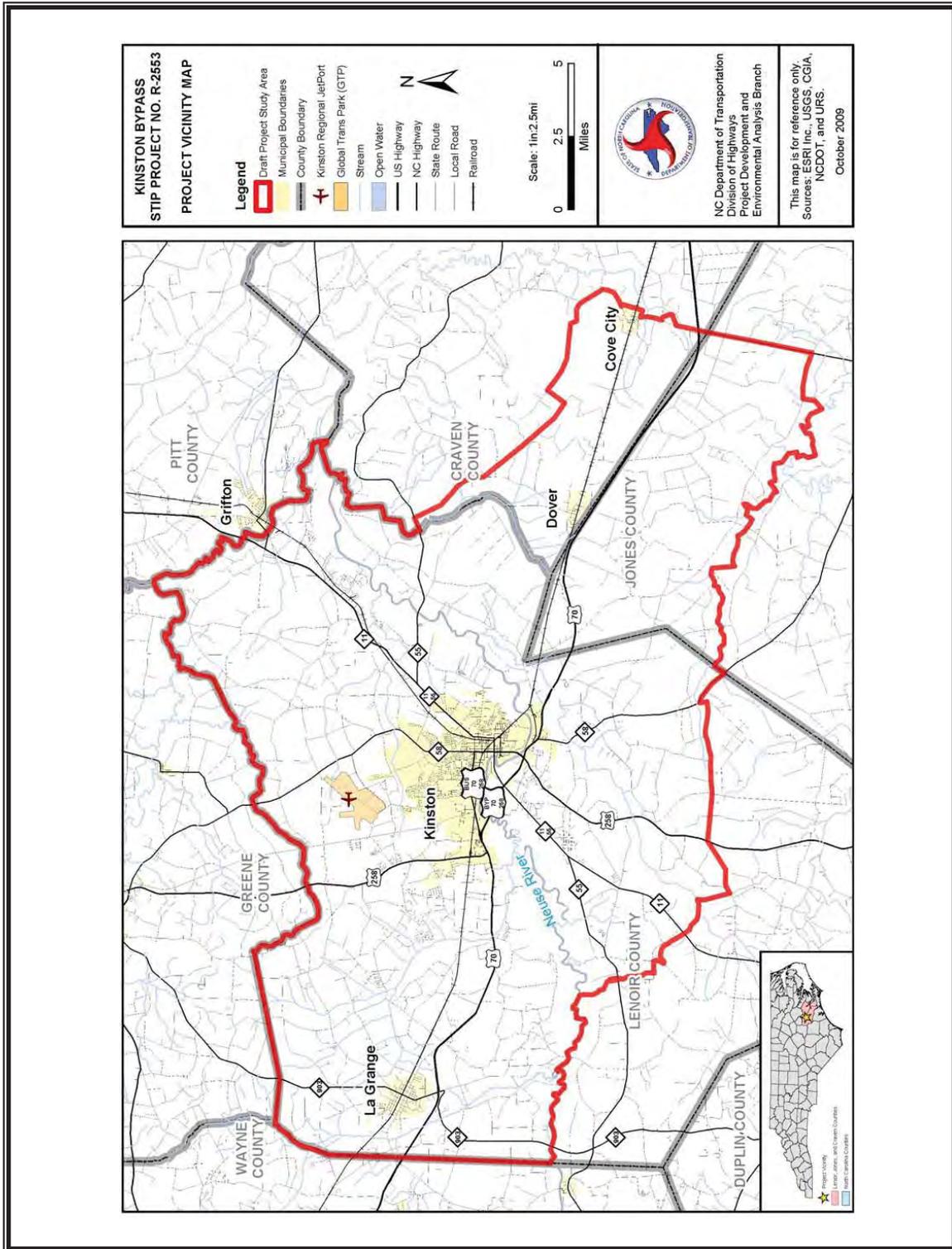
The North Carolina Board of Transportation (NCBOT) has established a vision for North Carolina that includes developing a network of safe and reliable high-speed facilities to accommodate statewide and regional travel. The NCBOT adopted the Strategic Highway Corridor Vision Plan in 2004 which identifies the US 70 corridor (Corridor 46) from Raleigh to Morehead City. Corridor 46 proposes a freeway as the corridor vision for US 70 from I-40 in Wake County to the end of the proposed Havelock Bypass in Craven County, and as a boulevard from the end of the proposed Havelock Bypass to Morehead City.



For more information on NCDOT Strategic Highway Corridors, please visit:
<http://www.ncdot.org/doh/preconstruct/tpb/shc/>.

Project Cost

Funding for right of way acquisition and construction of the proposed project is not included in the State Transportation Improvement Program. The total estimated cost for the project is close to 181 million dollars, which includes roughly 170 million dollars for construction and 9.8 million dollars for right of way acquisition.



Project Schedule

NCDOT has started planning and engineering studies in order to document existing conditions within the project study area. The findings of these initial studies and comments received at the workshops, as well as those that are mailed in, will help NCDOT prepare a "Purpose and Need Report". This report will document the need for the project and define objectives that the project will attempt to accomplish. The Purpose and Need establishes a framework to develop project alternatives that will be evaluated in the State Draft Environmental Impact Statement. To obtain more citizen input on the next phase of the project, NCDOT anticipates holding a second round of Citizens Informational Workshops in the Fall of 2010. The second round of workshops will present preliminary study corridors, which will be developed by identifying areas where construction of the proposed project will have minimal impacts to the natural and human environments. Dates for major milestones of the project are shown below.

Citizens Informational Workshop #1 (Purpose and Need)*	February 2010
Citizens Informational Workshop #2 (Preliminary Corridors)*	Fall 2010
Citizens Informational Workshop #3 (Alternatives)*	Winter 2011
State Draft Environmental Impact Statement	Fall 2013
Corridor Design Public Hearing*	Spring 2014
State Final Environmental Impact Statement	Spring 2015
State Record of Decision	Summer 2015
Design Public Hearing*	Fall 2015
Right of Way Acquisition	Post 2015
Construction	Post 2015

* Indicates opportunities for citizen input.

Note: Project Team members are available for community small group meetings as needed

Concerns

The NCDOT realizes individuals and businesses close to a proposed project want to be informed of the potential impacts the project might have on their homes and businesses. However, exact information is not available at this stage of the planning process. Additional environmental and design studies will be performed before any right of way limits for the proposed project can be established. More detailed information will be available and presented to the public after preliminary study corridors have been developed.

To obtain the most up to date information on the Kinston Bypass Project, please visit the project website, call the project hotline, or contact the NCDOT Project Manager.

Need more information? Have concerns or comments?

Visit the project web site at
<http://www.ncdot.gov/projects/kinstonbypass/>
 or call the Project Hotline at 1-800-233-6315 (English & Spanish)

or contact:

Mr. Mark Pierce, PE, NCDOT
 Email: mspierce@ncdot.gov
 Phone: (919) 733-7844 ext. 214
 Address: 1548 Mail Service Center
 Raleigh, NC 27699-1548

Mr. Chris Werner, PE, URS Corporation (NCDOT consultant)
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 Morrisville, NC 27560

North Carolina Department of Transportation Kinston Bypass Project

Comment Sheet

February 2010

Contact Information (Please Print)

Name: _____

Mailing Address (including zip code): _____

Please check if you would like to be added to the project mailing list. Yes No

How did you hear about the meeting? (Please check all of the following which apply)

Postcard Newspaper Radio Friend/Family Other: _____

Are you a member of a civic or business group, home owners association or non-profit agency? If so, please list your affiliation: _____

General Need for the project:

The North Carolina Department of Transportation (NCDOT) State Transportation Improvement Program has the Kinston Bypass project programmed as a new highway that will provide two lanes in each direction separated by a median with access to the new highway provided only on main roads by interchanges. General needs for the Kinston Bypass identified thus far include:

- Traffic congestion exists around Kinston and along existing US 70 and existing US 70 Bypass.
- Existing US 70 is one of the primary east-west corridors in Eastern North Carolina providing a connection to cities between Morehead City and Raleigh.

Your comments on the Kinston Bypass project are important. Please provide responses to the following questions:

1) Do you encounter traffic congestion when driving around Kinston or along existing US 70 and existing US 70 Bypass?

Yes No If yes, please answer the following:

1a) where does the congestion occur? _____

1b) what do you think causes the congestion? _____

1c) in your opinion, is the congestion unreasonable? _____

2) Existing US 70, provides a connection from Morehead City to Raleigh and cities in between, serving local and regional traffic. Some of the regional uses of US 70 consist of travel to and from points such as Crystal Coast, Global TransPark, Morehead City Port, Seymour Johnson Air Force Base and Cherry Point Marine Corps Air Station. US 70 also serves as a major hurricane evacuation route in the event of an oncoming storm.

2a) Do you feel existing US 70 and existing US 70 Bypass serves mostly local traffic, regional traffic, or both?

Local Traffic Regional Traffic Both

2b) Do you feel existing US 70 and existing US 70 Bypass can accommodate the regional demands of Eastern North Carolina in addition to the local demands?

Yes No If no, please describe why not. _____

MEETING MINUTES

To: Project File

From: Chris Werner, PE

Date: April 5, 2011

RE: STIP Number R-2553, Kinston Bypass, Lenoir County, North Carolina
Local Officials Meeting #2

A Local Officials Meeting for the Kinston Bypass Project, State Transportation Improvement Program (STIP) project number R-2553, was held at the NCDOT District 3 Office in Kinston, North Carolina on Monday, February 14, 2011 at 10:00 A.M. Attendees of the meeting are shown on the attached meeting sign-in sheet.

Purpose of meeting

The purpose of the meeting was to obtain the Local Officials input on potential study corridors.

Meeting Initiation

Neil Lassiter opened the meeting with introductions and continued by explaining the current status of the project.

Comprehensive Transportation Plan

Scott Walston then reviewed the highlights of the *Draft Kinston Comprehensive Transportation Plan* (CTP), dated January 2011 and the project history, which included the following:

- The CTP replaces Thoroughfare Plans.
- The CTP was developed in conjunction with the City of Kinston.
- North/south traffic issues in Kinston due to limited number of Neuse River crossings; NCDOT recently completed a Feasibility Study that would provide an additional north/south crossing of the Neuse River on the east side of Kinston; this project is shown in the CTP.
- A comprehensive transportation plan will typically show a Highway Map, a Public Transportation and Rail Map, a Bicycle Map, and a Pedestrian Map. At the time the CTP was being updated, rail studies were underway; therefore, the CTP does not include a Public Transportation and Rail Map, which will need to be incorporated into future versions of the CTP.
- Comments on the CTP will be accepted up to March.
- Inclusion of a project on the CTP is the first step in pursuit to having a project placed in the STIP.
- A graphic was reviewed with the attendees, which showed the origin/destination of trips along major roadways within the CTP boundaries based on the travel demand model. One conclusion drawn from this information was that a northern bypass alternative around Kinston would not pull a large percentage of through-traffic off of existing US 70 due to the extra travel distance that would be required.
- The travel demand model will need to be updated once the new census data is available and the City of Kinston has updated their Future Land Use Plan.

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Preliminary Corridor Development

Discussion was then held regarding the development of preliminary corridors, which included the following:

- Brian Yamamoto reviewed the project study process briefly discussing the following:
 - Citizens Informational Workshops (CIW) #1 were held in February 2010 soliciting public input on need for the project.
 - The Need for and Purpose of the Project was presented to the Merger Team on June 22, 2010 resulting with the Merger Team not achieving concurrence. This required the project to be elevated to the Merger Management Team to reach concurrence on the Need for and Purpose of the project. October 13, 2010 concurrence on Purpose and Need achieved, which delayed the project nearly 4 months.
 - US 70, from I-40 to Morehead City is a Strategic Highway Corridor, with the portion around Kinston proposed as a full control of access freeway with access restricted to interchanges only.
 - The Kinston Bypass Project is also a GIS Pilot Project, which means efforts to streamline the project are being proposed by using GIS data to develop, evaluate, and be used to assist in identifying the preferred alternative. In order to do so, the critical data layers for Lenoir County are being updated. Original delivery of the updated GIS data layers was slated for the end of September 2010. As of the date of this meeting, the GIS data layer update has delayed the project over 4 months.
 - URS is currently in the preliminary corridor development stage that includes options throughout the entire project study area.
 - Once the GIS data is available, the initial evaluation will be prepared, with the preliminary corridors being presented to the public and Local Officials a second CIW, which had previously been scheduled for May 2011.
- The Local Officials asked if NCDOT could possibly have the second CIW sooner than May. Mr. Yamamoto noted NCDOT could hold the CIW sooner, but would prefer to wait until the GIS data is available and the initial preliminary corridor evaluation is ready to present to the public.
- The Local Officials asked if it would be beneficial if a resolution was prepared documenting their support for an alternative. Mr. Yamamoto reiterated that NCDOT is currently developing the preliminary corridors, which is a good time to obtain the Local Officials; however, he didn't feel a resolution was needed at this early stage of the project.

Local Officials Recommendation

The Local Officials presented their recommendation to be considered during the preliminary corridor development stage. Discussion regarding this topic is as follows:

- The Local Officials suggested combining STIP Project R-2719A (which is currently under construction), existing Felix Harvey Parkway, and planned projects included in the CTP on the east side of Kinston to serve as a northern bypass alternative. Summarization of the Local Officials' reasoning for this recommendation is as follows:
 - Environmental studies have been completed for R-2719A and Felix Harvey Parkway.
 - NCDOT could overall save money by using R-2719A, existing Felix Harvey Parkway, combined with CTP projects on the east side of Kinston. The Local Officials felt this

recommendation would reduce the Kinston Bypass Project cost and would eliminate the need for these projects on the east side of Kinston to be included in the CTP.

- The northern bypass would also help complete a regional loop connecting Kinston and the Global TransPark (GTP) to Greenville and the proposed Greenville Southwest Bypass to US 264 to I-795 near Wilson to Goldsboro and the Goldsboro Bypass back to US 70.
- The Kinston area has little to no growth other than to the north and west. If a southern bypass is constructed, it could possibly be a road to nowhere given there is no growth in this area and the City of Kinston has limited to no infrastructure in this area.
- A northern bypass would be a compromise between mobility and impact to the local community.
- The extra travel distance associated with a northern bypass alternative would not deter through traffic from using a northern bypass alternative. The Local Officials suggested NCDOT consider how attractive travelers consider I-795 when going from Goldsboro to Raleigh, which adds several miles to the trip when compared to using existing US 70.
- Should loss of pass-by traffic have an adverse effect to businesses currently located along existing US 70, a northern bypass would allow these businesses to be relocated adjacent to the northern bypass where the City of Kinston has infrastructure in place.
- The projected 25,000 employees at GTP appears to be overly exaggerated.
- Should NCDOT ultimately want a complete loop around Kinston, it could be funded and constructed in phases, beginning with the northern portion first.
- Improved north/south connectivity within the vicinity of Kinston should be considered of high importance from a military connectivity standpoint.
- In response to the Local Officials' preliminary corridor recommendation and corresponding comments, NCDOT offered that the following items will need to be considered:
 - Each project included in the CTP has a specific need and purpose; therefore, before consolidation and elimination of projects on the CTP can take place, the need and purpose for each project will need to be considered.
 - The Kinston Bypass Project is included in the NCDOT 10 Year Work Plan, whereas, the other projects to the east of Kinston recommended by the Local Officials to be used as portions of the Kinston Bypass Project are not.
 - The current funding is earmarked for the Kinston Bypass Project. Upgrading the existing US 70 Corridor, southern bypass alternatives as well as northern bypass alternatives will be given full consideration as the project progresses.

Closing Comments

Closing comments on the meeting included the following:

- NCDOT asked if the Local Officials had a preference over any bypass, where would it be. Local Officials' Response: as close to town as possible as there is general concern bypass alternatives will be pushed away from town in order to reduce impacts.
- NCDOT asked if the Local Officials had a list of local priorities, what they would be. Local Officials' Response (in no specific order): completion of R-2719A, improve traffic flow from US 70 to NC 11 north of Kinston, improve north/south connectivity along the NC 58 and NC 11 corridors, and improve connectivity of east Kinston to US 70.

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- NCDOT noted the next steps will include further development of the Preliminary Corridors, which will be presented at the next CIW in order to obtain input from the public and the Local Officials. Once the CIW is held, the comments received will be summarized and presented along with the recommendation of “Alternatives to be Carried on for Detailed Study” for consideration by the Merger Team.
- In closing, the Local Officials explained that they too were interested in mobility; however, they preferred an alternative that better balanced other benefits (as previously discussed), which they felt a northern bypass alternative could provide and a southern bypass alternatives could not. The Local Officials noted that both Lenoir County and the City of Kinston officials are all in agreement that a northern bypass alternative is the best option.



Kinston Bypass
 STIP R-2553
 Lenoir, Craven and Jones Counties, North Carolina
 February 14, 2011
 Local Officials Meeting

Name	Organization	Email Address
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Alex Rickard	ECRPO	arickard@ecceq.org
Chris Werner	URS	christopher.werner@urscorp.com

MEETING MINUTES

To: Project File

From: Chris Werner, PE

Date: April 5, 2011

RE: STIP Number R-2553, Kinston Bypass, Lenoir County, North Carolina
Local Officials Meeting #3

A Local Officials Meeting for the Kinston Bypass Project, State Transportation Improvement Program (STIP) project number R-2553, was held at the NCDOT District 3 Office in Kinston, North Carolina on Monday, March 7, 2011 at 11:00 A.M. Attendees of the meeting are shown on the attached meeting sign-in sheet.

Purpose of meeting

The purpose of the meeting was to discuss potential preliminary corridors submitted by Local Officials and to review the status of the preliminary corridor development.

Meeting Initiation

Neil Lassiter opened the meeting with introductions and requested all attendees to review their specific role regarding the Kinston Bypass Project.

Recent Local Official Correspondence to NCDOT

Since the February 14, 2011 Local Officials Meeting, multiple correspondence has been received by NCDOT from the Local Officials. Correspondence included:

- A February 18, 2011 email from M. Durwood Stephenson on behalf of the Highway 70 Corridor Commission, elected officials and the Transportation Committee of Lenoir County reiterating opinions of the Local Officials that a northern bypass alternative is the best option when it comes to providing “a regional transportation route that is a strategic, high mobility, safe, freeway route that promotes commerce and other area assets including the Global TransPark.”
- A February 24, 2011 email from J. Mac Daughety, which included a PDF with routes listed for NCDOT consideration during the preliminary corridor development.
- A March 2, 2011 email from J. Mac Daughety, which included a PDF with additional routes listed for NCDOT consideration during the preliminary corridor development.

Paper copies of the PDF maps submitted by Mr. Daughety were then reviewed by the group. Mr. Daughety explained that the second map he submitted was based on recommendations from a Land Use and Economic Development standpoint. Discussion on Felix Harvey Parkway included the following:

- Improvements to Felix Harvey Parkway would be required if it were to be used as a segment of a northern bypass alternative, given the access is not currently fully controlled.
- It was questioned whether the existing Felix Harvey Parkway was constructed at an interim level. Ms. McNairy requested NCDOT to review the Felix Harvey Parkway environmental document to determine if it was prepared on a facility with full control of access.

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- Mr. Werner suggested coordination with the Global TransPark (GTP) is needed in order to understand the changes being proposed to the GTP Master Plan, which is currently being updated. Through this coordination, NCDOT will be able to better understand GTP's development surrounding Felix Harvey Parkway and their purpose for Spine Road and Loop Road. Spine Road and Felix Harvey Parkway are proposed as portions of the Local Officials' recommended northern bypass alternative options.
- The Local Officials agreed a meeting with GTP would be beneficial and requested NCDOT to invite them to the meeting so they will have a better understanding of the GTP Master Plan as well.
- Ms. McNairy suggested NCDOT coordinate with Roberto Canales in order to set up the meeting with the GTP.

Review of GIS Pilot Project Process

The Kinston Bypass project is a GIS Pilot project which is a part of the Interagency Leadership Team initiative to streamline the project development process using GIS data in the alternative development and evaluation process and for making decisions on the Least Environmentally Damaging Practicable Alternative (LEDPA)/Preferred Alternative using GIS level data.

Critical data layers for Lenoir County are being updated for use in evaluating the preliminary corridors. Original delivery of the updated GIS data layers was slated for the end of September 2010. As of the date of this meeting, the GIS data layer update has delayed the project over 4 months.

Review of Preliminary Corridor Development Status

Mr. Werner reviewed the current preliminary corridor segments which would result with hundreds of corridor combinations. Mr. Werner explained that the preliminary corridors, at this stage, are typically not presented for public consumption due to the large number of segments developed. Additionally, based on the sheer volume of preliminary corridor segments, it would be very challenging to solicit and process comments received at this point. It was further explained that there were no intentions to not involve the Local Officials in the preliminary corridor development process; rather, NCDOT typically prefers to complete the initial stage in order to identify the best performing preliminary corridor segment combinations. Once this step is completed, the best performing preliminary corridor segment combinations would be presented at the Local Officials meeting held prior to the second Citizen Informational Workshop (CIW). The Local Officials meeting and CIW are held to present and solicit input from the public and the Local Officials on the pared down preliminary corridors.

Closing Comments

Closing comments on the meeting and discussion on the next steps of the project included the following:

- Mark Pierce explained that the project will follow the Section 404/NEPA Merger Process. In addition to communicating with NCDOT throughout the project development, the Local Officials input to the Merger Team at concurrence point meetings should go through the Down East Rural Planning Organization and Eastern Carolina Rural Planning Organization contacts Rob Will and Alex Rickard.
- NCDOT is awaiting receipt of the remaining GIS data layers from the Center for Geographic Information and Analysis before the project can move forward.
- Preliminary corridors will be evaluated, narrowed down and presented at a CIW to solicit public opinion. The preliminary corridors and comments received will be presented to the Merger Team resulting in the identification of alternatives to be carried forward for detailed study.

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- Local Officials should coordinate directly with Mark Pierce. Ms. McNairy requested NCDOT provided her a project update on a monthly basis if possible; however, she would prefer to be notified immediately should major schedule changes be required.

Action Items

- NCDOT will review the Felix Harvey Parkway environmental document to determine which facility type was evaluated.
- NCDOT will set up meeting with the GTP and Local Officials to review the GTP Master Plan update.
- NCDOT will coordinate with Roberto Canales prior to holding a meeting with the GTP and Local Officials to review the GTP Master Plan update.
- NCDOT will provide Ms. McNairy with monthly progress reports on the project.



Kinston Bypass
 STIP R-2553
 Lenoir, Craven and Jones Counties, North Carolina
 March 7, 2011
 Local Officials Meeting

Name	Organization	Email Address
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GARY LOVERING	NCDOT-Regulatory Dept	gloving@ncdot.gov
MARK PIERCE	NCDOT-PDEA	MSPIERCE@NCDOT.GOV
Chris Werner	URS Corp.	christopher_werner@urscorp.com
BJ Murphy	Kinston	mayor@kinstonnc.gov
M. Durwood Stephenson	Careida Comm.	durwood1470@gmail.com
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MEETING MINUTES



To: Project File
From: Chris Werner, PE
Date: August 4, 2011
RE: STIP Number R-2553, Kinston Bypass, Lenoir County, North Carolina
Local Officials Meeting #4

A Local Officials Meeting for the Kinston Bypass Project, State Transportation Improvement Program (STIP) project number R-2553, was held at the Kinston Lenoir County Visitor's Center in Kinston, North Carolina on Thursday July 28, 2011 at 9:00 AM. Attendees of the meeting are shown on the attached meeting sign-in sheet.

Purpose of Meeting

The purpose of the meeting was to discuss the receipt and assimilation of the data layers from the Lenoir County GIS Initiative and to review the evaluation of those data layers to generate preliminary corridors for the Kinston Bypass project.

General Overview

The meeting began with a presentation by Chris Werner on the GIS Data Assimilation and Phase I Preliminary Corridor Evaluation. Key discussion points of the presentation included:

- A brief overview of the project history.
- A review of the data collection and assimilation process.
- A discussion on the development of preliminary corridors and the GIS analysis process used to evaluate the corridors.
- A description of the analytical process used to narrow down the number of preliminary alternatives.
- A discussion of the next steps in the planning process.

Additional Discussion Points

Following the presentation, discussion included the following topics.

- It was questioned if the segments located to the east of Kinston were being eliminated as these segments appeared to represent the approximate location of where a recent feasibility study was completed. Mr. Werner explained that these segments were eliminated as they resulted with higher impacts to streams, wetlands, and Hazard Mitigation Grant Program properties when compared to other options. Mr. Werner noted that different options were considered than that of the feasibility study as the two projects have different purposes. It was also explained that Feasibility Studies are high-level studies and are not the product of exhaustive environmental or design analyses.
- The local officials offered the following perspectives regarding the transportation needs of Lenoir County and the region:
 - Prefer a bypass which will result in the greatest net benefit.

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- Believe the selection of a northern bypass could potentially eliminate the need for several other projects included in the *City of Kinston Comprehensive Transportation Plan*. This cost savings should be included in the selection process.
- Lenoir County, an agricultural county in the middle of an agriculture region, combined with the large military presence in North Carolina, requires improved access to the ports.
- Suggest that a northern bypass would improve north/south connectivity between Greenville and North Carolina ports and beaches.
- Discussed the importance of GTP becoming a logistics village/inland port and the importance of improving connectivity to maximize the potential for eastern North Carolina.
- Alex Rickard asked if the priority GIS data layers updated for this project would be made available for other projects within Lenoir County. It was explained the GIS data was available for download via the Center for Geographic Information and Analysis website.
- Mayor BJ Murphy asked if costs were considered in the evaluation of alternatives. It was explained that cost was not included in the screening phase; however it will be included to assist in the selection of Detailed Study Alternatives.
- Leigh McNairy questioned how the use GIS data was expediting the project development process? It was explained that the cost savings benefit will continue in the upcoming stages of the project, not just this initial stage.
- Charlie Diehl explained that a northern bypass north of the Global TransPark (GTP) is preferred as the GTP feels a northern bypass using existing Felix Harvey Parkway would be detrimental to GTP's future growth plans and access to existing tenants.
- The local officials recommended the effects, both positive and negative, be considered to the following resources as a part of the alternative selection process:
 - Access to GTP, ports, beaches, NC, US and Interstate routes within the region
 - Greene, Wayne, Lenoir, Jones, Craven, Pitt, and Edgecombe Counties

It was explained in addition to the direct impacts of the project, indirect and cumulative impacts will also be discussed within the Environmental Impact Statement.

- Alex Rickard noted that a large percentage of transportation projects on the *City of Kinston Comprehensive Transportation Plan* are dependent on the location of the Kinston Bypass Project.
- NCDOT informed the local officials that an update to the travel demand model is being initiated; therefore, an advisory committee will be established to better facilitate coordination with local officials and planners in order to better understand future land uses and growth within Lenoir County. This update will result with updated travel demand data which can be used to assist in the selection of alternatives to be carried forward for detailed study.



Kinston Bypass
 STIP R-2553
 Lenoir, Craven and Jones Counties, North Carolina
 July 28, 2011
 Local Officials Meeting #4

Name	Organization	Email Address
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LEIGH McNAIRY	NC DOT BID	lmcnairy@tidewater-transit.com
Steve Miller	CITY OF KINSTON	steve.miller@ci.kinston.nc.us
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Alex Rickard	ECRPO	arickard@ecog.org
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Brian Yamamoto	NC DOT PDEA	
Chris Warner	UKS	
Kory Wilmet	UKS	
Rob Hanson	NC DOT PDEA	

MEETING MINUTES

To: Project File

From: Chris Werner, PE

Date: May 29, 2012

RE: STIP Number R-2553, Kinston Bypass, Lenoir County, North Carolina
Local Officials Meeting #5

A Local Officials Meeting for the Kinston Bypass Project, State Transportation Improvement Program (STIP) project number R-2553, was held at the Lenoir County Administration Building in Kinston, North Carolina on Wednesday, May 9, 2012 at 9:00 AM. Attendees of the meeting are shown on the attached meeting sign-in sheet.

Purpose of Meeting

The purpose of the meeting was to provide an update on the project to the local officials, review the information that will be presented at upcoming Citizens Informational Workshops #3, and go over the next steps of the project.

General Overview

The meeting began with a welcome and introductions by Mark Pierce, the NCDOT Project Manager. This was followed by remarks made by Chris Werner, the URS Project Manager. Key discussion points of the discussion included:

- A brief overview of the project history, with an emphasis on project efforts since Local Officials Meeting #4, which was held July 28, 2011.
- A review of the Detailed Study Alternatives selected by the Interagency Merger Team.
- A discussion of the next steps in the project development process.

Additional Discussion Points

Other discussion included the following topics.

- Chris Werner provided a detailed explanation of the layers included on the Environmental Features Map.
- A suggestion was made to add a “we are here” arrow on the study process flow chart and to add prominent local landmarks to the Environmental Features Map as dots.
- A discussion was held on the “upgrade existing” alternative and what types of alterations would be needed to the existing roadway to be able to meet the project’s purpose and need.
- Alex Rickard noted that a large percentage of transportation projects on the *City of Kinston Comprehensive Transportation Plan* are dependent on the location of the Kinston Bypass Project.
- A discussion was held on the cost analysis of new construction versus utilizing existing roadways, such as the Felix Harvey Parkway. Chris Werner explained cost per mile estimates were calculated and presented to the Interagency Merger Team during the selection of Detailed Study Alternatives; however, this type of estimate is preliminary and was only provided to allow for a general cost comparisons amongst the alternatives being considered. Chris Werner explained that a more detailed cost analysis would be prepared once designs are completed for each Detailed Study Alternatives.



Kinston Bypass
 STIP R-2553
 Lenoir, Craven and Jones Counties, North Carolina
 May 9, 2012
 Local Officials Meeting #5

Name	Organization	Email Address
Clarice Bryant CLARICE BRYANT	CITY OF KINSTON	clarice.bryant@ci.kinston.nc.us
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Alex Rickard	ECRPO	arickard@eccog.org
MACI Daugherty	LENOIR COUNTY	mdaugherty@gmail.com
BS Murphy	City of Kinston	mayor@kinstonnc.gov
Mark Pope	Lenoir County	mpope@lenoircdc.com
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Kory Wilmot	URS	kory.wilmot@urs.com

MEETING MINUTES



To: Project File
From: Chris Werner, PE
Date: December 16, 2014
RE: STIP Number R-2553, Kinston Bypass, Lenoir County, North Carolina
Local Officials Meeting #6

A Local Officials Meeting for the Kinston Bypass Project, State Transportation Improvement Program (STIP) project number R-2553, was held at the Kennedy Children's Home Gym in Kinston, North Carolina on Tuesday, August 26, 2014 at 2:30 PM.

Purpose of meeting

The purpose of this meeting was to provide a status update regarding the detailed study alternatives and to gather comments from the Local Officials.

Meeting Summary

Bob Deaton of the NCDOT called the meeting to order and introduced the project team and handed the meeting over to Chris Werner of URS Corporation (URS). Chris provided an overview of the meeting and explained that he would be taking the Local Officials through materials that would be presented later that same day at the Public Meeting. He then showed a presentation that would be a looping presentation at the public meeting. Following the presentation he took a few questions from the attendees and then took them through the workshop stations. Following the walk through, the attendees were given the opportunity to ask further questions and to share comments. The meeting lasted approximately one hour.

Minutes

Meeting name R-2553 Local Officials Meeting #7	Subject Reinitiation of the Kinston Bypass Project	Attendees See Attached
Meeting Date July 24, 2017	Time 1:30 PM	
Location Global TransPark Spirit Aerosystems Composite Center	Project name R-2553 Kinston Bypass	
Project number 60399201	AECOM project number 60399201	
Prepared by Ashley Bush		

Kory Wilmot opened the meeting by introducing the project team. He then went through the attached presentation to reintroduce the Kinston Bypass Project. At the completion of the presentation, Kory Wilmot asked the local officials in attendance for question, suggestions, and/or feedback. The following are the questions and discussion during that time:

1. Are all of the potential alternatives shown on the alternatives map, or are there other options that could still be developed?
The preferred alternatives will be selected from one of the 12 shown on the alternatives map.
2. Is the corridor hearing the mechanism to gain information for the community and economic impact studies? What is your mechanism for gathering information for EIA and CIA?
AECOM plans to conduct small group meetings with community members and business owners as a part of updates to the EIA and CIA.
3. It seems like signage (blue logo signs for businesses) for the Goldsboro bypass has been slow to implement. Can signage on the Kinston Bypass Project be installed in a more timely manner?
Answer from NCDOT was that signage is implemented by NCDOT Division 2 and is available based on which businesses decide to pay for signage. Distance criteria must also be met in order to be allowed on the sign. Efforts will be made to make sure business owners have information about blue logo signs for businesses ahead of time.
4. The schedule shown in the presentation shows construction starting in 2025, but a previous presentation showed 2024 for construction, which is correct?
The STIP shows 2025, which is what the information on the slide was based on. However, NCDOT intends to accelerate this project, and the STIP will be updated to reflect the 2024 date for construction.
5. Will there be further weeding out from the 12 alternatives, or will the preferred alternative be chosen from these 12?
The preferred alternative will be chosen from the 12 Detailed Study Alternatives.
6. Was the Upgrade Existing Alternative previously removed as a possibility?
The Upgrade Existing Alternative presents a number of design challenges due to the constraints of the built and natural environment; however it will remain as an alternative as a part of the NEPA documentation process.
7. There was a suggestion to host informational talks at city halls, commissioners meetings, and court houses.
8. Are there any upcoming events or festivals? Special Groups?
 - a. [ENC Food Brew 'n Que Fest](#). Oct 21st. Contact county commissioners.

Minutes
R-2553 Local Officials Meeting #6

- b. Community 100
- c. Manufactures association

Meeting was adjourned at 2:05 PM.



Kinston Bypass Project

STIP R-2553
Lenoir, Craven and Jones Counties, North Carolina
July 24, 2017
Local Officials Meeting



Name	Organization	Email Address
Alex Holbrook	NC Rep. John Bell	alex.holbrook@ncleg.net
John Braane	Rep. John Bell	john.braaneiii@ncleg.net
Woody Garlay	Town of Kinston	
ERIC ROUSE	LENOIR	
Craig Hill	Lenoir	
Tony Sears	Kinston	Tony.Sears@ci.kinston.nc.us
Steve Hamilton	NCDOT	shamilton@ncdot.gov
Rusty Hunt	LEC	rhunt@lenoircc.edu
Brandon Davis	Kinston Chamber	bdavis@kinstonchamber.com
Nathan Rhue	Town of Lenoir	NATHAN@CRAVENENC.COM
Mayor P S Murphy	City of Kinston	mayorpsmurphy@gmail.com
Mpike Pop	Lenoir Co. Economic Dev	mpike@lenoir-edc.com
Mike JARMAN	Lenoir	
Gene Hodges	Craven County	mhodges@cravencounty-nc.gov
Bobby Darden	Craven County	bdarden@cravena.com



Kinston Bypass Project

STIP R-2553
Lenoir, Craven and Jones Counties, North Carolina
July 24, 2017
Local Officials Meeting



Name	Organization	Email Address
Patrick Archer	NE Rep. John Bell	Patrick.archer@ncleg.net
Patrick Flanagan	Eastern Lenoir RRS	ptflanagan@ecocog.org
Jeff Cabanis	NE DOT	jcabanis@ncdot.gov
John Notherington	Town of Dora	jnnother@dmf.m.c
Deborah S. Sutton	Lenoir CC	dsutton@lenoircc.edu
John D. Chaffee	NE East Alliance	chaffee@neeast.org
Marc Strawn	Craven County	cstrawn@cravencountync.gov
Ashley Bush	AECOM	ashley.bush@aecom.com
Leish Lane	Berger	llane@louisberger.com
Rob Waybeck	LB	rwaybeck@louisberger.com
Andrew Bell	AECOM	Andrew.Bell@aecom.com



Kinston Bypass Project

STIP R-2553
Lenoir, Craven and Jones Counties, North Carolina
July 24, 2017
Local Officials Meeting



Name	Organization	Email Address
Justin Howard	City of Kinston	justin.howard@ci.kinston.nc.us
Mike AFRAYN	FIELD CONTROLS / CMMA	2630 AIRPORT RD. KINSTON
Laura Lee Sylvester	K-Lo. Chamber	lvsylvester@kinstonchamber.com
KAYLAW HUMPHREY	Lenoir Co. Planning	khumphrey@colenoir.nc.us
DOU BAUMGARDNER	CRAVEN COUNTY	dbaumgardner@cravencounty.nc.gov
ROLAND BLIST	Lenoir Co. Comm	rolandblist@embury.nail.co.
Bill Kivannin	NCDOT DIV 2	wkivannin@ndct.gov
Terri King	Lenoir Co E.S.	tking@colenoir.nc.us
Kory Wilmot	AECOM	Kory.Wilmot@aecom.com



NORTH CAROLINA
Department of Transportation



R-2553 Kinston Bypass Local Officials Meeting

July 24, 2017

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Welcome and Introductions

- Project Team
 - NCDOT Division 2
 - Louis Berger
 - AECOM (formerly URS)

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Meeting Agenda

- Project Overview
- Project Purpose and Need
- Project History
- Next Steps/Project Schedule
- Q&A and Feedback

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Purpose and Need

Project Need
Address traffic congestion, capacity deficiencies, and through-traffic delays on US 70 between LaGrange and Dover.

Project Purpose
The purpose of the project is to improve regional mobility, connectivity, and capacity for US 70 between LaGrange and Dover in a manner that meets the intent of the North Carolina Strategic Highway Corridors Plan.

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Project History

- Listed in the City of Kinston's Comprehensive Transportation Plan (CTP)
- Project was under development for several years
- Project was put on hold in late 2014
- Project was restarted in December 2016

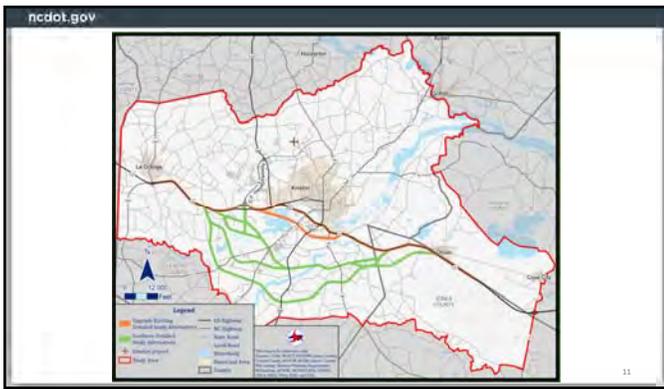
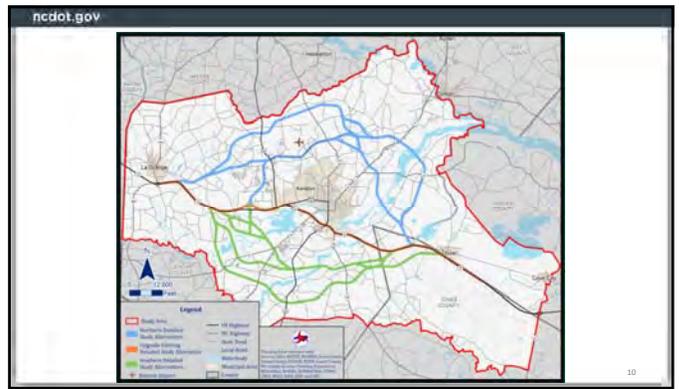
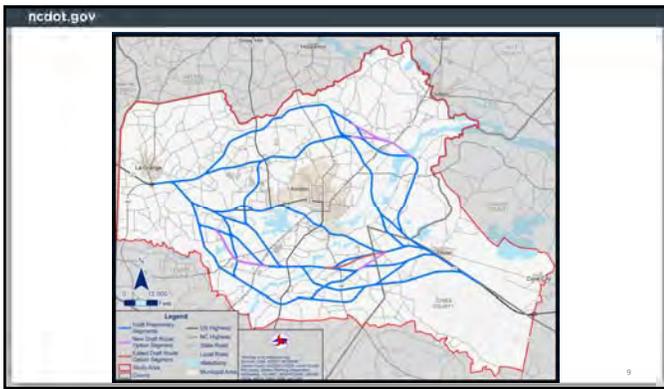
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Alternative Development

- Upgrade Existing US 70
- GIS data used to develop new location corridors
- GIS scripts used to calculate corridor impacts
 - Automated
 - Allows for wide range of alternatives to be considered
 - Data driven process to evaluate alternatives

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DETAILED STUDY ALTERNATIVES

<p>Orange Alternatives—Alternatives 1 & 2 (Orange Section Project)</p> <p>Legend</p>	<p>Pink Alternatives—Alternatives 4 & 5</p> <p>Legend</p>
<p>Red Alternatives—Alternatives 11 & 12</p> <p>Legend</p>	<p>Blue Alternatives—Alternatives 13 & 14</p> <p>Legend</p>
<p>Yellow Alternatives—Alternatives 15 & 16</p> <p>Legend</p>	<p>Purple Alternatives—Alternatives 17 & 18</p> <p>Legend</p>

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Strategic Transportation Investment (STI)

- Project Funded in the Draft 2018-2027 STIP
 - ROW 2022
 - Construction 2025

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Efforts taken to resume the Project

- Coordination with resource agencies and NCDOT
- Reviewing technical studies which may need updated
- Identifying other new/updated data or plans
- Identifying GIS data layer updates

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Technical Studies Updates Underway

- Traffic Capacity Analysis
- Functional Designs
- Crash Analysis
- Historic Architectural Survey
- Wetland Predictive Model
- Natural Resources Technical Report
- Hydraulics Aspect Report
- Traffic Noise & Air Report
- Archaeology Studies
- Community Impact Assessment
- Economic Impact Assessment
- Indirect and Cumulative Effects
- Public Involvement Plan

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Public Outreach Efforts

- Interested communities
 - Business owners/groups
 - Social services/providers
 - Other stakeholders
- Community events

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Project Milestones

Public Meeting	Winter 2017/ 2018
Draft Environmental Impact Statement	Spring 2018
Corridor Hearing	Summer 2018
Select Preferred Alternative	Fall 2018
Final Environmental Impact Statement	Winter 2020
Record of Decision	Summer 2020
Right of Way Acquisition	2022
Construction	2025

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Q&A

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Sources for Further Information

- Project Website:
<https://www.ncdot.gov/projects/kinstonbypass/>
- Contact Information

Maria Rogerson, P.E. NCDOT Project Engineer marogerson@ncdot.com	Kory Wilmot, AICP NCDOT Consultant kory.wilmot@aecom.com
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APPENDIX E: NOTICE OF INTENT

Date	Name
09/11/2014	Notice of Intent to Prepare a Draft Environmental Impact Statement



54270

Federal Register / Vol. 79, No. 176 / Thursday, September 11, 2014 / Notices

2011 workforce of approximately 39,000.

(2) The Full Implementation Alternative (the Preferred Alternative) would implement the revised RPMP and all short-term and long-term projects. If the proposed short-term projects were completed as proposed under this alternative, approximately 5,000 employees would be added to the post's workforce by 2017. If the long-term development projects were completed as proposed under this alternative, an additional 12,000 employees would be added, bringing the total 2030 workforce to approximately 56,000.

(3) The Modified Long-Term Alternative proposes implementing the revised RPMP, all but two short-term projects proposed under the Full Implementation Alternative, and all but one of the long-term projects proposed under the Full Implementation Alternative. A proposed secure administrative campus on the Fort Belvoir North Area would not be built. Two of the short-term projects would be delayed to 2018 or later. Under this alternative, the total 2030 workforce would be approximately 50,000.

(4) The Modified Short-Term Alternative proposes implementing the revised RPMP, most of the short-term projects, and all of the long-term projects but most short-term projects would be delayed until after 2017. Under this alternative, the total 2030 workforce would be approximately 55,000.

Following issuance of the EIS Notice of Intent in September 2012, "Short-Range Projects" in the EIS title changed to "Short-Term Projects" to align with Unified Facilities Criteria 2-100-01, Installation Master Planning.

The DEIS evaluates the impacts of the alternatives on land use; socioeconomic, community facilities, and environmental justice; cultural resources; transportation and traffic; air quality; noise; geology, topography, and soils; water resources; biological resources; hazardous materials; utilities; and energy use and sustainability. The only resource that would sustain significant adverse impacts is transportation and traffic; impacts would be significant under all three action alternatives. Mitigation is identified for traffic impacts on Fort Belvoir and roadways in the vicinity of Fort Belvoir. While no significant adverse impacts are expected to biological resources, mitigations are proposed for tree removal.

All government agencies, special interest groups, and individuals are invited to attend the public meeting and/or submit their comments in

writing. Information on the date, time and location of the public meeting will be published locally.

Copies of the DEIS are available at the: Van Noy Library, Fort Belvoir; John Marshall Library, Alexandria, VA; Sherwood Regional Library, Alexandria, VA; Chinn Park Library, Woodbridge, VA; Kingstowne Library, Alexandria, VA; and Lorton Library, Lorton, VA. The DEIS can also be viewed at the following Web site: <https://www.belvoir.army.mil/environdocssection9.asp>.

Brenda S. Bowen,

Army Federal Register Liaison Officer.

[FR Doc. 2014-21663 Filed 9-10-14; 8:45 am]

BILLING CODE 3710-08-P

DEPARTMENT OF DEFENSE

Department of the Army; Corps of Engineers

Notice of Intent To Prepare a Draft Environmental Impact Statement in Cooperation With the North Carolina Department of Transportation for Improvements to the US 70 Corridor Between the Town of LaGrange, Lenoir County and the Town of Dover, Jones County, NC, the Proposed Project Would Ultimately Serve as a Bypass to the Town of Kinston, NC

AGENCY: Department of the Army, U.S. Army Corps of Engineers, DoD.

ACTION: Notice of Intent.

SUMMARY: The U.S. Army Corps of Engineers (COE), Wilmington District, Wilmington Regulatory Division is issuing this notice to advise the public that a State of North Carolina funded Draft Environmental Impact Statement (DEIS) will be prepared for improvements to the transportation system starting near the intersection of US 70 and NC 903 near the Town of LaGrange, Lenoir County, heading east near the intersection of US 70 and Old US 70 (NCSR-1005) near the Town of Dover, Jones County, NC.

FOR FURTHER INFORMATION CONTACT: Questions about the proposed action and DEIS can be directed to Mr. Tom Steffens, Regulatory Project Manager, Washington Regulatory Field Office, 2407 West 5th Street, Washington, NC 27889; telephone: (910) 251-4615 or Mr. Bob Deaton, Project Development Engineer, North Carolina Department of Transportation, 1548 Mail Service Center, Raleigh, NC 27699-1548, Telephone: (919) 707-6017.

SUPPLEMENTARY INFORMATION: The COE in cooperation with the North Carolina Department of Transportation (NCDOT) will prepare an Environmental Impact

Statement (EIS) on a proposal to make transportation improvements to the US 70 corridor between the Town of LaGrange, Lenoir County and the Town of Dover, Jones County, NC. The North Carolina Department of Transportation Improvement Program (TIP R-2553 US 70 Kinston Bypass) project will serve as a Geographic Information System (GIS) pilot project to test and evaluate streamlining the project development process by utilizing GIS data for alternative development, alternative analysis, and selection of the Least Environmentally Damaging Practicable Alternative (LEDPA).

The purpose of the US 70 Kinston Bypass project is to improve regional mobility, connectivity and capacity deficiencies on US 70 between LaGrange and Dover. The project study area is roughly bounded on the west by NC-903 and US 70 near LaGrange, on the north by the Lenoir/Greene County line, to the east near Dover and to the south at the Duplin/Lenoir County line.

This project is being reviewed through the Merger 01 process designed to streamline the project development and permitting processes, agreed to by the COE, North Carolina Department of Environment and Natural Resources (Division of Water Resources, Division of Coastal Management), Federal Highway Administration (for this project not applicable), North Carolina Department of Transportation and supported by other stakeholder agencies and local units of government. The other partnering agencies include: U.S. Environmental Protection Agency; U.S. Fish and Wildlife Service; N.C. Wildlife Resources Commission; N.C. Department of Cultural Resources; and the Eastern Carolina Rural Planning Organization. The Merger process provides a forum for appropriate agency representatives to discuss and reach consensus on ways to facilitate meeting the regulatory requirements of Section 404 of the Clean Water Act during the NEPA/SEPA decision-making phase of transportation projects.

In June 2010 the project was presented to Federal and State Resource and Regulatory Agencies to gain concurrence on the purpose and need for the project. The aforementioned purpose and need of the project was agreed upon by participating agencies in October of 2010. In November 2011, the project was again presented to participating agencies regarding the preliminary corridor screening process in an attempt to decide which alternatives would be carried forward for detailed analysis. Multiple meetings throughout 2012 and 2013 revised the initial number of alternatives carried

forward for detailed analysis down to a reasonable range. In January of 2014, the final alternatives to carry forward were decided. Since 2011, the Corps has been working closely with NCDOT and its representatives to identify jurisdictional resources within the alternatives carried forward. This effort should be complete sometime in summer of 2014.

Three citizen informational workshops were held in Kinston for the US 70 Kinston Bypass project between 2010 and 2012. The February 23 and 25, 2010 meeting presented the overall project, the project team and project decision process. A total of 291 participants signed in, with 67 written comments received via general question survey. The September 20 and 21, 2011 meeting presented the potential route options to the public. A total of 172 participants signed in and 48 comments were received via general question survey. The May 15 and 17, 2012 meeting presented the alternatives selected for detailed study to the public. A total of 185 participants signed in and 54 comments were received via general question survey. There was no clear support or opposition to the project noted as a result of the surveys.

Environmental consequences: CEQ regulations (40 CFR 1502.16) state the EIS will include the environmental impacts of the alternatives including the proposed action, any adverse environmental effects which cannot be avoided should the proposal be implemented, the relationship between short-term uses of man's environment and the maintenance and enhancement of long-term productivity, and any irreversible or irretrievable commitments of resources which would be involved in the proposal should it be implemented. The EIS will assess a reasonable number of alternatives and identify and disclose the direct impacts of the proposed project on the following: Topography, geology, soils, climate, biotic communities, wetlands, fish and wildlife resources, endangered and threatened species, hydrology, water resources and water quality, floodplains, hazardous materials, air quality, noise, aesthetics, recreational resources, historical and cultural resources, socioeconomics, land use, public health and safety, energy requirements and conservation, natural or non-renewable resources, drinking waters, and environmental justice.

Secondary and cumulative environmental impacts: Cumulative impacts result from the incremental impact of the proposed action when added to past, present, and reasonably foreseeable future actions, regardless of what agency or person undertakes the

action. Geographic Information System (GIS) data and mapping will be used to evaluate and quantify secondary and cumulative impacts of the proposed Project with particular emphasis given to wetlands and surface/groundwater resources.

Mitigation: CEQ regulations (40 CFR 1502.14, 1502.16, and 1508.20) require the EIS to include appropriate mitigation measures. The USACE has adopted, through the CEQ, a mitigation policy which embraces the concepts of "no net loss of wetlands" and project sequencing. The purpose of this policy is to restore and maintain the chemical, biological, and physical integrity of "Waters of the United States," specifically wetlands. Mitigation of wetland impacts has been defined by the CEQ to include: avoidance of impacts (to wetlands), minimizing impacts, rectifying impacts, reducing impacts over time, and compensating for impacts (40 CFR 1508.20). Each of these aspects (avoidance, minimization, and compensatory mitigation) must be considered in sequential order. As part of the EIS, the applicant will develop a compensatory mitigation plan detailing the methodology and approach to compensate for unavoidable impacts to waters of the U.S. including streams and wetlands.

NEPA/SEPA Preparation and Permitting: Because the proposed project requires approvals from federal and state agencies under both the National Environmental Policy Act (NEPA) and the State Environmental Policy Act (SEPA), a joint Federal and State Environmental Impact Statement (EIS) will be prepared. The U.S. Army Corps of Engineers will serve as the lead agency for the process. The EIS will serve as the NEPA document for the Corps of Engineers (404 permit) and as the SEPA document for the State of North Carolina (401 permit).

Based on the size, complexity, and potential impacts of the proposed project, the Applicant has been advised by the U.S. Army Corps of Engineers to identify and disclose the environmental impacts of the proposed project in an Environmental Impact Statement (EIS). Within the EIS, the Applicant will conduct a thorough environmental review, including an evaluation of a reasonable number of alternatives. After distribution and review of the Draft EIS and Final EIS, the Applicant understands that the U.S. Army Corps of Engineers in coordination with the North Carolina Department of Transportation will issue a Record of Decision (ROD) for the project. The ROD will document the completion of the EIS process and will serve as a basis for

permitting decisions by federal and state agencies.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the US Army Corps of Engineers at the address provided above. The Wilmington District will periodically issue Public Notices soliciting public and agency comment on the proposed action and alternatives to the proposed action as they are developed.

Henry M. Wicker, Jr.,

Deputy Chief, Regulatory Division.

[FR Doc. 2014-21664 Filed 9-10-14; 8:45 am]

BILLING CODE 3720-58-P

DEPARTMENT OF EDUCATION

[Docket No. ED-2014-ICCD-0073]

Agency Information Collection Activities; Submission to the Office of Management and Budget for Review and Approval; Comment Request; Case Studies of the Implementation of Kindergarten Entry Assessments

AGENCY: Evaluation and Policy Development (OPEPD), Office of Planning, Department of Education (ED).

ACTION: Notice.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. chapter 3501 *et seq.*), ED is proposing a new information collection.

DATES: Interested persons are invited to submit comments on or before October 14, 2014.

ADDRESSES: Comments submitted in response to this notice should be submitted electronically through the Federal eRulemaking Portal at <http://www.regulations.gov> by selecting Docket ID number ED-2014-ICCD-0073 or via postal mail, commercial delivery, or hand delivery. If the regulations.gov site is not available to the public for any reason, ED will temporarily accept comments at ICDocketMgr@ed.gov. Please note that comments submitted by fax or email and those submitted after the comment period will not be accepted; ED will only accept comments during the comment period in this mailbox when the regulations.gov site is not available. Written requests for information or comments submitted by postal mail or delivery should be addressed to the Director of the

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