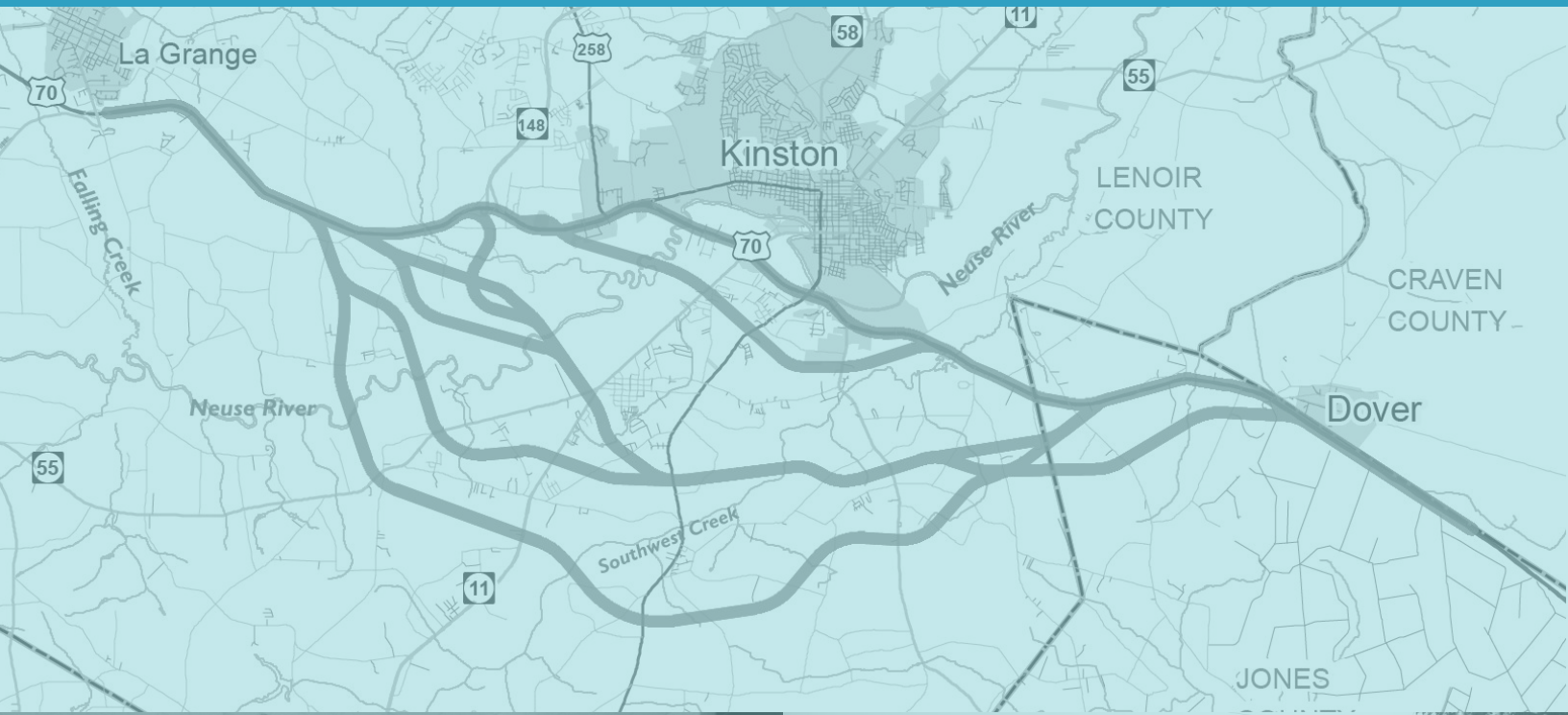


KINSTON BYPASS



STIP Project Number R—2553

Public Involvement Plan



North Carolina Department of Transportation

January 2018





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I. INTRODUCTION

This Public Involvement Plan (PIP) has been developed to serve as a guide under applicable federal and state regulations and agency protocol for conducting and documenting agency coordination and public outreach efforts in support of the proposed Kinston Bypass project. This version of the PIP was updated in September 2017 and covers public involvement activity from project initiation through circulation of the Draft Environmental Impact Statement (EIS) in May of 2018.

The PIP describes the key goals of the plan, methods to achieve the stated goals, appropriate steps for the successful implementation of the PIP, and provides dates for previously completed activities and a schedule of planned activities.

This PIP is a “living” document that will be updated periodically to reflect the achievements, current status, and future events planned for the program. This version of the plan addresses past activities and includes planned activities following the recently initiated Project Restart process.

Copies of flyers, public notices, media coverage, and other items that document implementation of the public involvement program will be kept in the project record. The proposed methods may vary during the life of the proposed project depending on the outcome of initial meetings, comments received, and in response to the success of the next steps of the outreach effort as they occur.

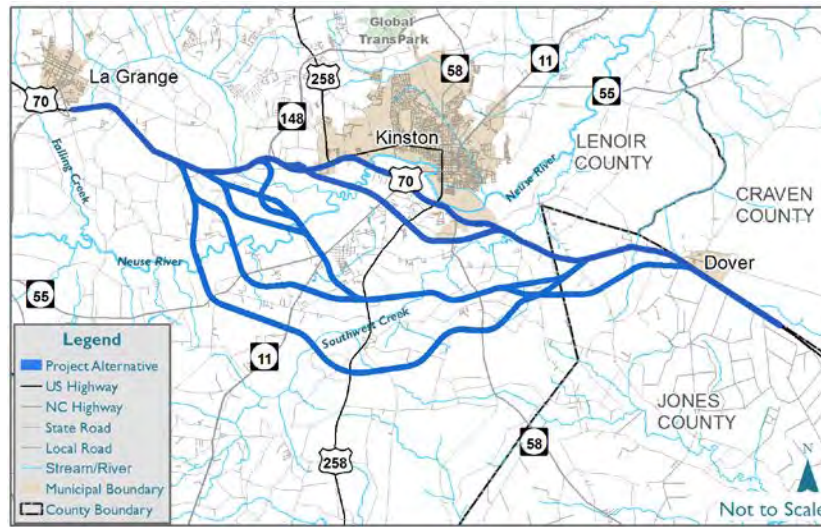
The PIP will be available throughout the study process for public review.

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 (STIP) as project R-2553.

Twelve design options – referred to as Detailed Study Alternatives – 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 mph and have full control of access, meaning access to the roadway would be allowed only at interchanges. The 12 Detailed Study Alternatives include options that would involve upgrading the existing facility to the previously mentioned design standards, as well as new location alternatives.

Figure I: Detailed Study Alternatives



I.2 APPLICABLE REGULATIONS

This project is a state-funded project and as such, the United States Army Corps of Engineers (USACE) is serving as the lead federal agency. Because the project is subject to the National Environmental Policy Act (NEPA) of 1969, 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 PIP and all public involvement activities will operate in the spirit of these guidelines and work to employ the appropriate measures therein, including those outlined by NCDOT and the United States Army Corps of Engineers (USACE).

Public involvement has been protected and required by federal and state oversight. These laws help provide guidance for when and how to include public involvement 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



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 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)

1.3 OBJECTIVES AND GOALS

This PIP is intended to support environmental documentation for the Kinston Bypass project and is the foundation of the public involvement program, which will be an integral component of the overall project. The objective of creating and implementing this plan 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 citizens and 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 associates processes.

1.4 PUBLIC PARTICIPATION

Public participation will be integral throughout the project duration, but targeted at specific decision points during project planning. Project milestones and their accompanying public participation objectives are noted below:

- Scoping: Identify stakeholders, determine and document public issues of perceived or actual potential significance; introduce project team members and communication methods of stakeholders.



- Development of Purpose and Need Statement: Solicit citizen goals and concerns to assist in the identification of specific transportation needs and on types of alternatives for evaluation with respect to feasibility.
- Identification of Alternatives and Screening Criteria: Develop alternatives that meet the stated purpose of and need for the project. In conjunction with comments, concerns, and goals received from stakeholders, establish screening criteria for evaluation/comparison of alternatives.
- Refinement of Alternatives: Enlist public participation to refine conceptual ideas of all alternatives.
- Draft Environmental Document: Solicit comments on the consistency of the draft document with the public participation record to date, and determine issues that should be investigated for the final environmental document.
- Mitigation Development: Develop measures to mitigate substantial adverse effects in a manner preferred by the affected public and accepted by the jurisdictional local, state, and federal agencies.

1.5 PUBLIC AUDIENCES

Broadly outlined, the project study area boundaries encompass the majority of Lenoir County, as well as, a southwestern section of Craven County and a northwestern section of Jones County. Based on data from the United States (U.S.) Census American Community Survey (ACS), the population of the project study area in 2014 was 37,874. Special populations within this number include the following:

- 16.4 percent that are elderly (65 years or older)
- 19.9 percent of individuals live below poverty level
- 34.5 percent are Black or African American
- 5.6 percent are Hispanic or Latino
- 12.1 percent of households have no vehicles available

In addition, 1.5 percent of individuals have a limited English proficiency; the majority of which speak Spanish (3.2 percent of the total population).

The project's past and planned commitment to address limited English proficiency and bilingual (English and Spanish) needs are addressed in Section 2.6 this PIP.

Citizens residing, employed, commuting, or using public facilities within the study area boundaries will be targeted for inclusion during the public participation phases of the proposed project. Citizens will be identified by various methods including, but not limited to, using geographic information system (GIS) resources, county tax maps, rental occupancy surveys, contacting local businesses to determine where employees reside, and in-field reviews of the local area. Contacts will be updated during the life of the study with information received during workshops and small group meetings, and email and telephone correspondence.

Comments and concerns raised by local citizens will be documented and shared with the project team during scheduled meetings and with local government representatives during small group meetings targeting local officials.



2. PUBLIC INVOLVEMENT METHODS AND ACTIVITIES

A wide range of methods are included to encourage the public to voice their ideas and values regarding project issues. The following discussion highlights the key methods and activities to engage the public.

2.1 PUBLIC ANNOUNCEMENT METHODS

Alerting the public about current events and upcoming public involvement opportunities is a top priority when considering outreach methods. If citizens are not aware of what is going on and the actual logistics of participating, relevant comments and concerns about the proposed project cannot be received. The outreach methods to target all potentially affected citizens at different phases during project planning are described in the following sections.

2.1.1 Postcards/ Newsletters

During the study process newsletters and/or postcards have been prepared. The purpose of newsletters and postcards is to provide information concerning the overall schedule for the proposed project, updates to the study process, dates for upcoming public forums, and contact information for stakeholders to submit questions/comments to the project team.

The newsletters/postcards were mailed to all persons and groups on the current project contacts list and placed on the project website. The project contacts list and target audience includes residents, property owners, civic and business groups along the proposed project corridors, as well as government officials, and those appointed to local planning and transportation boards. The list was compiled and is updated periodically by using current tax records and GIS databases to list all property owners located within or directly adjacent to the project area. The list will be continually updated with the names of persons attending meetings and workshops; by contacting local agencies, applicable NCDOT staff and board members, or anyone from the consultant project staff; or submitted via the project website.

Upon request, additional copies of the newsletter will be made available to local businesses, churches, community centers, and other service agencies for display and distribution.

A summary of the newsletters and postcards sent out are provided in Table 1.



Table 1: Summary of Newsletters/Postcards

Newsletter/Postcard	Description	Number Mailed
Postcard #1	Notification of Citizens Informational Workshop (CIW) #1 scheduled for February 23rd and 25th 2010.	7,185
Postcard #2	Notification of CIW #2 scheduled for August 29th and 30th 2011.	6,671
Postcard #3	Notification of CIW #2 rescheduled for September 20th and 22nd 2011.	6,671
Newsletter #1	Notification of CIW #3 scheduled for May 15th and 17th 2012. Included map with the 17 Detailed Study Alternatives and an overview of the project history.	14,517
Newsletter #2	Notification of CIW #4 Scheduled for August 26th and 28th 2014.	18,164
Postcard #4	Notification of restart of the project. Included a brief project description and history and well as summary map of Alternatives. Postcard was mailed July 31, 2017.	9,670
Postcard #5	Notification of new project video and project survey available on website. Update on project schedule.	TBD

2.1.2 Flyers

Informational flyers have been and will be developed. The flyers have been and will be distributed to target audiences of churches, community centers, and various places of business along US 70 and in downtown LaGrange, Kinston, Dover, and Cove City. . The purpose of flyers is to announce upcoming meetings and workshops or to update stakeholders on information pertaining to the proposed project. Flyers are hand delivered to the local centers listed above with the goal they will distribute and post the flyers for larger audiences to see.

A summary of the flyers distributed to date is provided in Table 2.

Table 2: Summary of Flyers

Flyer	Description	Distribution
Flyer #1	Flyer announcing CIW #1 scheduled for February 23rd and 25th 2010	<ul style="list-style-type: none"> - Distributed through the Kinston-Lenoir Chamber of Commerce’s list serve email - 242 flyers were passed out to businesses and churches along US 70, US 70 Bypass, and downtown Kinston
Flyer #2	Flyer announcing CIW #2 scheduled	<ul style="list-style-type: none"> - Distributed through the Kinston-Lenoir Chamber of Commerce’s list serve email



Flyer	Description	Distribution
	for August 29th and 30th 2011	<ul style="list-style-type: none"> - 150 flyers were passed out to businesses and churches along US 70, US 70 Bypass, and downtown Kinston - Distributed through the Lenoir County Hispanic Festival Coordinator’s email list
Flyer #3	Flyer announcing CIW #2 rescheduled for September 20th and 22nd 2011	<ul style="list-style-type: none"> - Distributed through the Kinston-Lenoir Chamber of Commerce’s list serve email - 150 flyers were passed out to businesses and churches along US 70, US 70 Bypass, and downtown Kinston - Distributed through the Lenoir County Hispanic Festival Coordinator’s email list
Flyer #4	Flyer announcing CIW #3 scheduled for May 15th and 17th 2012	<ul style="list-style-type: none"> - Distributed through the Kinston-Lenoir Chamber of Commerce’s list serve email - 256 flyers were passed out to businesses and churches along US 70, US 70 Bypass, and downtown Kinston - Distributed through the Lenoir County Hispanic Festival Coordinator’s email list
Flyer #5	Flyer announcing CIW #4 scheduled for August 26th and 28th 2014	<ul style="list-style-type: none"> - Distributed through the Kinston-Lenoir Chamber of Commerce’s list serve email - 250 flyers were passed out to businesses and churches along US 70, US 70 Bypass, and downtown Kinston - Distributed through the Lenoir County Hispanic Festival Coordinator’s email list - Hard copies and electronic copies distributed to AMEXCAN, an organization that serves the Hispanic Community in Eastern North Carolina

2.1.3 Public Meeting Notices

Notices for public meetings are designed to reach a larger target audience within the study area that may be affected or interested in the proposed project. They have been and will be advertised in local media sources such as newspapers, weekly shopper’s magazines, and radio and television stations prior to each meeting.

A summary of past and planned public meeting notices is presented in Table 3. Advertisements for the CIWs were included in local newspapers and radio stations.

Table 3: Summary of Public Meeting Notices

Notice	Description	Distribution
Press Release #1	Press release announcing CIW #1 scheduled for February 23rd and 25th 2010	- Distributed by the NCDOT Communications Office
Press Release #2	Press release announcing CIW #2 scheduled for August 29th and 30th 2011	- Distributed by the NCDOT Communications Office
Press	Press release announcing CIW #2 on	- Distributed by the NCDOT



Notice	Description	Distribution
Release #3	August 29th and 30th 2011 was cancelled (due to the aftermath of Hurricane Irene)	Communications Office
Press Release #4	Press release announcing CIW #2 was rescheduled for September 20th and 22nd 2011	- Distributed by the NCDOT Communications Office
Press Release #5	Press release on May 1, 2012 announcing CIW #3 scheduled for May 15th and 17th 2012	- Distributed by the NCDOT Communications Office
Press Release #6	Press release on January 24, 2012 announcing the project moving forward with fewer alternative routes	- Distributed by the NCDOT Communications Office
Press Release #7	Press release on August 8, 2014 announcing CIW #4 scheduled for August 26th and 28th 2014	- Distributed by the NCDOT Communications Office
Press Release #8	Press release will announce the Pre-DEIS survey and project videos.	- Will be distributed by the NCDOT Communications Office
Press Release #9	Press release will announce the Corridor Public Hearing Spring 2018	- Will be distributed by the NCDOT Communications Office

2.1.4 Project Website

A website has been developed that provides the public with detailed and up-to-date information regarding the project process and schedule. The purpose of the website is to include information that is consistently updated regarding the overall project schedule, updates to the study process, dates for upcoming public forums, and contact information for stakeholders to submit questions/comments to the project team. The target audience for the website includes stakeholders (residents, business owners, developers) and those with general interest in the proposed project. The website address is provided in all newsletters, flyers, surveys, and other public correspondence. The website has been and will be updated throughout the project. The project website is as follows:

<http://www.ncdot.gov/projects/kinstonbypass/>

2.1.5 Fact Sheets and Answers to Frequently Asked Questions

The project team will prepare project facts sheets and answers to frequently asked questions (FAQ) during the Draft EIS development process and prior to public distribution of the Draft EIS. The purpose of the fact sheets is to summarize important project information and together with the FAQs will be made available to the public via the project website, through email distribution and at public meetings and events.



2.1.6 Community Event Outreach

In effort to create a presence in the project study area, the project team will attend community events and meetings to present project information. The target audience for community events is local residents that may not be able or willing to attend a typical public meeting. The project team will answer questions and collect any comments received from the public. The project team will provide information, including the project website, videos, and the MetroQuest survey at the events and meetings. Planned events are listed below in Table 4.

Table 4: Planned Community Events

Event	Date	Type of Outreach
ENC Food, Brew ‘n Que	October 21, 2017	Tabling/ Canvasing
Jones County Commissioners Meeting	TBD	Presentation
Lenoir County Commissioners Meeting	TBD	Presentation
Craven County Commissioners Meeting	TBD	Presentation

2.1.7 Project Videos

Project videos are a way to share project information easily and in a manner that can reach a larger audience than meetings and obtain more views than written materials. The videos will be designed to summarize project information as the project progresses and will offer tips on how the public can make effective comments. Videos will be available on the project website and will be distributed as links within email messages and written materials to the project mailing list of residents, businesses, local officials, and those who requested to be on the list. The videos will also be sent to media outlets local television stations.

Prior to distribution of the Draft EIS, three project videos will be released to help guide community members through the decision making process. The content of each video is summarized in Table 5.

Table 5: Project Videos Content and Schedule

Title	Content	Date Released
Video 1: Kickoff and Public Meeting Invitation	Opening Remarks Purpose and Need Overview Alternatives Overview EIS Process and Schedule Summary What is the Project Team Seeking from Public Input (Ideas and Tips for Participants) Public Meeting Information and Invitation to Attend Other Ways to Participate How to Make an Effective Comment	January 2018



Title	Content	Date Released
<p>Video 2: Alternatives: Benefits, Effects, and Tradeoffs</p>	<p>Opening Remarks Alternative 1-12 Benefits Effects Tradeoffs What is the Project Team Seeking from Public Input on the Alternatives</p>	<p>January 2017</p>
<p>Video 3: DEIS Overview and Public Hearing Invitation</p>	<p>Opening Remarks - Public Meeting Information and Invitation to Attend How to Find and Review the Draft EIS Overall Summary of the Draft EIS Key Issues and Tradeoffs for Public and Decision Maker Consideration Key Mitigation Measures (Common to All Alternative and Alternative – Specific Measures How to Make an Effective Comment</p>	<p>May 2018</p>

2.1.8 Media Relations

Local media outlets will be contacted to share project information with the public. Traditional media outlets can reach people who do not have access to or do not frequently use the Internet. The project team will keep a record of media pieces that reach the public.

Table 6: Local Media Outlets

Media Source
The Kinston Free Press (Newspaper)
Amexcan (Latin News Outlet)
Public Radio East (90.3)
WNCT 9 (Television)
TACC 9 (Community Television)
UNC-TV (Public Television)

2.1.9 Metro Quest

MetroQuest provides online public engagement tools in modules that are used to enhance traditional public involvement programs and project websites. The project team will integrate MetroQuest survey tools to enhance outreach and public interaction using NCDOT’s existing agreement with MetroQuest at specific intervals throughout the life of the project. The purpose of the MetroQuest surveys is to engage the public in a more personal way, guide them through



the decision making process, and help them make comments on the proposed project. The target audience for these surveys is the collected mailing list, especially those who cannot participate in public engagement in traditional ways due to distance or ability to physically engage in public meetings.

2.2 PUBLIC MEETINGS AND WORKSHOPS

Public meetings provide a two-way dialogue between stakeholders and the project team. Public meetings may be held in a variety of settings to allow the majority of participants, including populations identified in EO 12898 and 13166, a meaningful opportunity to attend.

Information stations featuring presentation boards will be prepared to allow review of the boards by attendees in the meeting place. Each station will be staffed by individuals with expertise in the pertinent subject matter. Interpreters will be provided for non-English speaking populations; however, advanced notification of this need is required.

The public will be encouraged to attend, review the displays, interact with staff, and leave comments. The stakeholder comments and concerns recorded will be considered during project decision-making. All comments received by the project team are logged into a public involvement database created for the Kinston Bypass project.

Table 6 lists all public meetings and workshops held to date and planned in the future. See Appendix A for meeting minutes and documents pertaining to each public meeting and workshop held to date.

Table 7: Summary of Public Meetings and Workshops

Date	Description	Location
2/23/2010	CIW #1	Kinston High School
2/25/2010	CIW #1	Kinston Public Service Complex
9/20/2011	CIW #2	Kinston High School
9/22/2011	CIW #2	Kinston Public Service Complex
5/15/2012	CIW #3	Kinston Public Service Complex
5/17/2012	CIW #3	Kinston High School
8/26/2014	Public Meeting #4	Kennedy Children’s Home
8/28/2014	Public Meeting #4	Southwood Memorial Christian Church

Refer to Sections 2.3 and 2.4 in relation to additional meetings and the Draft EIS public hearing included in the public involvement program.

2.3 SMALL GROUP MEETINGS

Throughout the study, NCDOT will be available to meet with interested organizations and civic groups for formal presentations and question and answer sessions. Generally, it is recommended that meeting dates with major organizations and groups will be arranged by mail and telephone during three critical time periods: 1) problem identification, 2) alternative selection, and 3) preparation of the draft environmental document.



The project team can arrange for subject matter experts to present information to both small and large group settings. For example, meetings with parent/teacher associations, adult learning programs, business organizations, environmental groups, civic clubs, and non-English speaking populations could help develop further participation and awareness of issues.

Table 7 lists the past and planned small group meetings. See Appendix B for meeting minutes and documents pertaining to each small group meeting held to date.

Table 8: Summary of Small Group Meetings

Date	Description	Location
4/9/2013	SGM #1 – Southeast Quadrant	Southwood Memorial Church
4/11/2013	SGM #1 – Southwest Quadrant	South Lenoir High School
4/16/2013	SGM #1 – Northeast Quadrant	Contentna-Savannah Middle School
4/18/2013	SGM #1 – Northwest Quadrant	Global TransPark Training Facility
10/07/2014	SGM#2 – US 70 Businesses Meeting - Morning	Woodmen Community Center
10/07/2014	SGM#2 – US 70 Businesses Meeting - Evening	Woodmen Community Center
11/07/2014	SGM#3 – Major Employers	Lenoir County Office of Economic Development
9/26/2017	SGM #4 -- Southeast Region	Southwood Memorial Church
9/28/2017	SGM #4 – Central Region	Woodmen Community Center
11/08/2017	SGM #5 -- US 70 Businesses Meeting – Morning	Neuse Regional Library
11/08/2017	SGM #5 -- US 70 Businesses Meeting - Midday	Neuse Regional Library

2.4 PUBLIC HEARING

Public hearings provide a formal forum required by NEPA at the Draft EIS stage of a project. Public hearings provide for an open exchange of views concerning the full range of issues covered in the EIS process, such as the project’s purpose and need, alternatives, major design features, and potential social, economic, and environmental effects and corresponding mitigation measures.

A Notice of Availability (NOA) will be developed and published announcing the completion of the Draft EIS. The anticipated comment period will be 45 days from the date the NOA is published. The public hearing will be held during the comment period and at least 15 days after the NOA is published and the Draft EIS is made available for public review.

The Draft EIS public hearing will be held in the evening to optimize public participation. During the public hearing, a technical presentation will be conducted through a slide show. Presentation boards and the project videos will be available for viewing at information stations. The



comments received will be documented and responses will be provided. The responses will be made part of the Final EIS along with corresponding revisions to the Draft EIS, as needed.

Information on the project presented at the public hearing will also be translated. Interpreters will be provided at all public meetings for non-English speaking populations; however, advanced notification of this need is required.

2.5 PUBLIC COMMENT SOLICITATION METHODS

All comments and concerns received will be documented and included in the official record for the planning process. The following are a list of forums and solicitation methods that will be used on this project.

2.5.1 Information Hotline

A bilingual English/Spanish toll-free telephone number (1.800.233.6315) will be provided for citizens wishing to contact the project team. Inquiries will be handled by responsible project personnel with expertise in the area of concern and will be coordinated with NCDOT. Comments received from the hotline will be documented in the project database.

2.5.2 U.S. Postal Service

Written letters of comment or inquiry will be retrieved, reviewed, and responded to by responsible project personnel with expertise in the area of concern and will be coordinated with NCDOT. Comments received via U.S. Mail will be documented in the project database.

2.5.3 Email

Email comments or inquiries will be retrieved, reviewed, and responded to by responsible project personnel with expertise in the area of concern. Comments received via email will be documented in the project database.

2.5.4 Meeting Comment Forms

A standard comment form will be provided at meetings, open houses, and public hearings. As with all comments, each will be coded and recorded for the central public participation record for this project.

2.6 LIMITED ENGLISH PROFICIENCY OUTREACH EFFORTS

Prior to CIW #1, the NCDOT Human Environment Section (HES) recommended that the project team provide translations of workshop announcements and critical materials, as well as interpreters at the actual workshops. Table 8 summarizes the limited English proficiency (LEP) outreach efforts that have been incorporated into the project thus far.

**Table 9: Summary of LEP Outreach Efforts**

Date	Description
Citizens Informational Workshop #1 that were held on February 23 and 25, 2010	
February 5, 2010	NCDOT mailed 7,185 copies of a combined English/Spanish postcard to the public notifying them of the upcoming first round of Citizens Informational Workshops to be held February 23 and 25, 2010.
February 9, 2010	NCDOT activated a project website, which included Spanish versions of vital information (available for download) to be presented at the 1st Citizens Informational Workshops, including the postcard, workshop handout, workshop comment sheet, and Right of Way Acquisition Frequently Asked Questions brochure.
February 9, 2010	NCDOT activated a combined English/Spanish toll-free project hotline to allow the public to call for project information or status.
February 9, 2010	NCDOT posted a combined English/Spanish flyer announcing the first round of Citizens Informational Workshops on the Kinston-Lenoir County Chamber of Commerce's events calendar and provided the flyer to be distributed to all business on the Chamber of Commerce's email listserv.
February 11, 2010	NCDOT distributed 242 copies of a combined English/Spanish flyer announcing the first round of Citizens Informational Workshops to businesses and churches along US 70, US 70 bypass and in downtown Kinston.
February 23 and 25, 2010	NCDOT provided Spanish versions of vital information presented at the first round of CIWs including, directional signs, welcome signs, sign-in forms, workshop layout, workshop handouts, and workshop comment sheet.
Citizens Informational Workshop #2 that were held on September 20 and 22, 2011	
August 17, 2011	NCDOT mailed 6,671 copies of a combined English/Spanish postcard to the public notifying them of the upcoming second round of Citizens Informational Workshops originally scheduled for August 29 and 30, 2011.
August 17, 2011	NCDOT updated the project website, which included Spanish versions of vital information (available for download) to be presented at the second round of Citizens Informational Workshops, including the postcard, workshop handout, workshop comment sheet, and Right of Way Acquisition



Date	Description
	Frequently Asked Questions (FAQs) brochure.
Ongoing	NCDOT continued to operate a combined English/Spanish toll-free project hotline to allow the public to call for project information or status.
August 18, 2011	NCDOT posted a combined English/Spanish flyer announcing the second round of Citizens Informational Workshops on the Kinston-Lenoir County Chamber of Commerce's events calendar. The flyer was also distributed to all business on the Chamber of Commerce's email listserv and to the Lenoir County Hispanic Festival Coordinator's email contact list.
August 18, 2011	NCDOT distributed 150 copies of a combined English/Spanish flyer announcing the second round of Citizens Informational Workshops originally scheduled for August 29 and 30, 2011 to businesses and churches along US 70, US 70 Bypass and in downtown Kinston.
September 7, 2011	NCDOT mailed 6,671 copies of a combined English/Spanish postcard to the public notifying them of the second round of Citizens Informational Workshops was rescheduled for September 20 and 22, 2011.
September 9, 2011	NCDOT posted a combined English/Spanish flyer announcing the rescheduled Citizens Informational Workshops on the Kinston-Lenoir County Chamber of Commerce's events calendar. The flyer was also distributed to all business on the Chamber of Commerce's email listserv and to the Lenoir County Hispanic Festival Coordinator's contact list.
September 9, 2011	NCDOT distributed 150 copies of a combined English/Spanish flyer announcing the second round of Citizens Informational Workshops rescheduled for September 20 and 22, 2011 to businesses and churches along US 70, US 70 Bypass and in downtown Kinston.
September 20 and 22, 2011	NCDOT provided Spanish versions of vital information presented at the second round of Citizens Informational Workshops including, directional signs, welcome signs, sign-in forms, workshop layout, workshop handouts, and workshop comment sheet.
Public Meeting #4 that were held on August 26 and 28, 2014	
August 13, 2014	NCDOT mailed 129 Spanish newsletters announcing the Citizens Informational Workshops. An additional 250 newsletters were distributed to Latino businesses and organizations in person. A Spanish version of the newsletter



Date	Description
	was placed on the project website.
August 13, 2014	NCDOT distributed 250 bilingual flyers throughout the project study area.
August 26 and 28, 2014	NCDOT provided Spanish interpreter and translated versions of vital information presented at the fourth round of Citizens Informational Workshops including, meeting handouts, Title VI forms, and comment sheet.
July 31, 2017	NCDOT distributed 9,670 bilingual postcards to the project study area detailing the restart of the project.
January 31, 2018	NCDOT distributed just under 10,000 bilingual postcards to the project study area detailing project updates and the new project videos and bilingual MetroQuest survey.



3. OVERVIEW AND NEXT STEPS

The methods presented in this document are designed to encourage public involvement early and often throughout the planning process. As a result, a comprehensive list of stakeholder needs and goals, identified critical issues, and contributions to alternatives guidance, as assembled during the study, will be analyzed and incorporated first into the purpose and need statement, continuing through alternatives analysis and the selection of a preferred alignment. In addition, efforts will be made to provide translations and interpreters for public outreach efforts when non-English speaking populations have been identified or it has been requested.

The availability of the project team through telephone, mail, and meetings should allow for an efficient and accurate flow of information and prevent minor issues from becoming major problems. Active listening sessions in the form of workshops and small group meetings, and extensive media coverage and contact will provide the widest possible dissemination of information about the proposed project.

This PIP will be updated, as needed, as the project progresses.

The schedule for the next three phases of public involvement is presented on the following page.



PHASE/MILESTONE

DATE

RESTART PHASE

Website Update

July – September 2017

Postcard Delivered

July

Public Involvement Plan

July

Draft Delivered for Client Review

September 8

Final Approved by Client

September 13

PRELIMINARY DRAFT EIS PHASE

September – April 2018

MetroQuest Integration – Website/Survey Tools Incorporated

January

Public Information Development and Distribution

(FAQ, Fact Sheet)

January

Outreach at Public Events and Popular Places

October

Small Group Meetings

October

Public Engagement Videos

Content Plan

October

Draft Video

November

Final Video

January

MetroQuest Survey Process

January

DRAFT EIS PHASE

April – June 2018

Draft EIS Notice of Availability (NOA) Published

April

Corridor Public Hearing Planning and Coordination

April

Public Hearing Outreach and Notice

April – May

Draft EIS Video

Content Plan

April

Draft Video

April

Final Video

May

Website Update with MetroQuest Survey Integration

April – May

Draft EIS Circulated

May

Public Hearing

May

Public Hearing Summary Submitted

June



APPENDIX A: PUBLIC MEETINGS

CIW #1 – Project Initiation, February 2010

Post Card #1 (Notification of CIW#1 scheduled for February 23 rd and 25 th 2010.)
Flyer #1 (Bilingual flyer announcing CIW #1 scheduled for February 23 rd and 25 th 2010.)
Press Release #1 (Press release announcing CIW #1 scheduled for February 23 rd and 25 th 2010.)
Comment Sheet
Handout
Presentation
Map depicting where workshop attendees reside/own property
Summary of comments received at CIW #1

CIW #2 – Potential Route Options, September 2011

Post Card #2 (Notification of CIW #2 scheduled for August 29 th and 30 th 2011.)
Flyer #2 (Bilingual flyer announcing CIW #2 scheduled for August 29 th and 30 th 2011.)
Press Release #2 (Press release announcing CIW #2 scheduled for August 29 th and 30 th 2011.)
Press Release #3 (Press release announcing CIW #2 on August 29th and 30th 2011 has been cancelled, due to the aftermath of Hurricane Irene.)
Post Card #3 (Notification of CIW #2 rescheduled for September 20 th and 22 nd 2011.)
Flyer #3 (Bilingual flyer announcing CIW #2 rescheduled for September 20 th and 22 nd 2011.)
Press Release #4 (Press release announcing CIW #2 has been rescheduled for September 20 th and 22 nd 2011.)
Comment Sheet
Handout
Presentation



Map depicting where workshop attendees reside/own property
Summary of comments received at CIW #2
CIW #3 – Detailed Study Alternatives, May 2012
Newsletter #1 (Notification of CIW #3 scheduled for May 15 th and 17 th 2012. Included map with the 17 Detailed Study Alternatives and an overview of the project history.)
Mailing Distribution Figure #3 (Depiction of where newsletter #1 was distributed to property owners and residents.)
Flyer #4 (Flyer announcing CIW #3 scheduled for May 15 th and 17 th 2012.)
Press Release #5 (Press release on May 1, 2012 announcing CIW #3 scheduled for May 15 th and 17 th 2012.)
Comment Sheet
Handout
Presentation
Map depicting where workshop attendees reside/own property
Summary of comments received at CIW #3
Public Meeting #4 – Project Update, August 2014
Newsletter
Mailing Distribution Figure
Press Release #6 (Press release on January 24, 2014 announcing the project is moving forward.)
Press Release #7 (Press Release on June 26, 2014 announcing CIW #4 on August 26th and 28th 2014)
Comment Sheet
Handout
Presentation
Map depicting where workshop attendees reside/own property
Summary of comments received at CIW #3



NOTICE OF CITIZENS INFORMATIONAL WORKSHOPS
 Proposed Kinston Bypass (STIP Project R-2553)
 Lenoir, Craven & Jones Counties, North Carolina
AVISO DE TALLERES INFORMATIVOS PARA LOS CIUDADANOS
Circunvalación propuesta en Kinston (STIP Proyecto R-2553)
Condados de Lenoir, Craven & Jones, Carolina del Norte



The North Carolina Department of Transportation (NCDOT) is initiating planning and environmental studies for the proposed Kinston Bypass from US 70 near LaGrange in Lenoir County to US 70 near Dover in Craven County. NCDOT would like to invite citizens to attend the Citizens Informational Workshops for the Kinston Bypass Project at the following locations: - *El Departamento de Transporte de Carolina del Norte (NCDOT) está iniciando estudios ambientales y de planificación para la circunvalación propuesta en Kinston, desde la carretera US 70 cerca de LaGrange en el condado de Lenoir, hasta la carretera US 70 cerca de Dover en el condado de Craven. NCDOT desea invitar a los ciudadanos a que participen en los Talleres Informativos para los Ciudadanos que tendrán lugar en los siguientes lugares:*

For additional information please note the following resources: - *Para más información, favor contáctenos usando los siguientes medios de comunicación:*

**KINSTON HIGH SCHOOL
 ESCUELA SECUNDARIA
 KINSTON**
 2601 N. Queen Street
 Kinston, NC 28501
Tuesday February 23, 2010
Martes, 23 de febrero del 2010
 5:00 p.m. to 8:00 p.m.

**KINSTON PUBLIC SERVICE COMPLEX
 COMPLEJO DE SERVICIO
 PÚBLICO DE KINSTON**
 2360 US Highway 258 South
 Kinston, NC 28504
Thursday February 25, 2010
Jueves, 25 de febrero del 2010
 5:00 p.m. to 8:00 p.m.

Project Website - *Página Cibernética del Proyecto:*
<http://www.ncdot.gov/projects/kinstonbypass/>

Project Hotline - *Línea Caliente del Proyecto:*
 1.800.233.6315 (English/ Español)

NCDOT Project Manager - *Gerente de Proyecto NCDOT:*
 Mr. Mark Pierce, P.E.
 Project Development and Environmental Analysis
 1548 Mail Service Center, Raleigh, NC 27699-1548
 Phone: 919.733.7844 ext. 214
 Email - *Correo Electrónico:* mspierce@ncdot.gov

NCDOT will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who wish to participate in this workshop. Anyone desiring special services may contact Mr. Pierce as soon as possible. - *NCDOT proporcionará asistencias adicionales y servicios, según lo dispuesto en El Acta de Americanos con Discapacidades, a las personas con discapacidades que deseen participar en este taller. Cualquier persona que desee solicitar servicios especiales puede hacerlo contactando al señor Mark Pierce lo antes posible.*

7,185 copies of this public document were printed at a cost of \$2,443 or approximately \$0.34 each. *7,185 copias de este documento público fueron impresas a un costo de \$2,443 ó aproximadamente a \$0.34 cada una.*



North Carolina Department of Transportation
c/o URS Corporation
1600 Perimeter Park Drive
Suite 400
Morrisville, NC 27560

**KINSTON BYPASS PROJECT
WORKSHOP SCHEDULED**
*Talleres Programados para el
Proyecto de Circunvalación en
Kinston*

The North Carolina Department of Transportation would like to invite all interested parties to attend a Citizens Informational Workshop for the Kinston Bypass project. The same meeting will be held at two different locations to accommodate as many citizens as possible. Input received at these workshops will assist NCDOT in developing the purpose of and need for the proposed project. Details of the workshops are as follows: El Departamento de Transporte de Carolina del Norte (NCDOT) desea extender una invitación a todas las personas interesadas para que participen en el Taller Informativo para los Ciudadanos sobre el proyecto de Circunvalación en Kinston. Dicho taller se celebrará en dos lugares diferentes para poder atender a la mayor cantidad de ciudadanos posible. Los comentarios que se reciban durante estos talleres ayudarán a NCDOT a desarrollar el propósito y la necesidad del proyecto propuesto. Los detalles de los mencionados talleres están a continuación:

Tuesday February 23, 2010
Martes, 23 de febrero del 2010
5:00 p.m. to 8:00 p.m.
KINSTON HIGH SCHOOL
ESCUELA SECUNDARIA KINSTON
2601 N. Queen Street
Kinston, NC 28501

Thursday February 25, 2010
Jueves, 25 de febrero del 2010
5:00 p.m. to 8:00 p.m.
KINSTON PUBLIC SERVICE COMPLEX
COMPLEJO DE SERVICIO PÚBLICO DE
KINSTON
2360 US Highway 258 South
Kinston, NC 28504

Learn more about the project by visiting the project website at: [Entérese más sobre el proyecto visitando la página cibernética del proyecto:](http://www.ncdot.gov/projects/kinstonbypass/)

<http://www.ncdot.gov/projects/kinstonbypass/>

NCDOT will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who wish to participate in this workshop. Anyone desiring special services may contact Mr. Mark Pierce at 919-733-7844, extension 214 as soon as possible. – *NCDOT proporcionará ayuda adicional y servicios, según lo dispuesto en el Acta de Americanos con Discapacidades, a las personas con discapacidades que deseen participar en este taller. Cualquier persona que desee solicitar servicios especiales puede hacerlo llamando lo antes posible al teléfono 1-800-233-6315.*

NOTICE OF A CITIZENS INFORMATIONAL WORKSHOPS FOR IMPROVING
TRAFFIC FLOW ALONG US 70 IN LENOIR, JONES AND CRAVEN COUNTIES

TIP Project No. R-2553

Lenoir, Craven, and Jones Counties

The North Carolina Department of Transportation (NCDOT) will hold two (2) Citizens Informational Workshops for the above mentioned highway project at the following times and locations:

- **Tuesday, February 23rd, 2010: 5:00 - 8:00 p.m., Kinston High School – Cafeteria, 2601 N. Queen Street, Kinston, NC 28501**
- **Thursday, February 25th, 2010: 5:00 – 8:00 p.m., Public Services Complex – Large Training Room, 2360 US Highway 258 South, Kinston, NC 28504**

Interested individuals may attend either of these workshops at their convenience during the above stated hours. The purpose of these workshops is for NCDOT representatives to provide information, answer questions, and accept written comments regarding this project. Please note there will be no formal presentation.

NCDOT proposes to construct a new highway which will provide two travel lanes for each direction separated by a median. Access to this new highway will be allowed to the main roads by intersections or interchanges. No properties will have direct access to this new highway. This highway is proposed to run from US 70 near LaGrange in Lenoir County to US 70 near Dover in Craven County. The Citizens Informational Workshop is being held to provide the public an opportunity to participate in the development of the project. Comments and information received will be taken into consideration as work on the project develops.

Anyone desiring additional information may contact Mr. Mark Pierce, Project Development and Environmental Analysis Branch at 1548 Mail Service Center, Raleigh, NC 27699-1548, phone (919) 733-7844 ext. 2214, fax (919) 733-9794 or email: mspierce@ncdot.gov. There is a project web site located at <http://www.ncdot.gov/projects/kinstonbypass/> and a project hotline phone number of 1.800.233.6315. Citizens can also contact consultant Chris Werner of URS Corporation at (919) 461-1470 or via email at christopher.werner@urscorp.com.

NCDOT will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who wish to participate in this workshop. Anyone requiring special services should contact Mr. Pierce as early as possible so that arrangements can be made.

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. _____

Formulario para Comentarios

Febrero del 2010

Información de Contacto (Por favor escriba en letra de molde)

Nombre: _____

Dirección (incluya el código postal): _____

¿Le gustaría que lo añadiéramos a la lista para recibir información del proyecto? Si No

¿Como se enteró de la reunión? *(Por favor de seleccionar todo lo que le aplique a usted)*

Tarjeta Periódico Radio Amigo/Familiar De Otra Forma: _____

¿Es miembro de un grupo cívico o de negocio, de una asociación de propietarios de casas, o de una agencia sin fines de lucro? Si es así, favor listar cual es su afiliación: _____

Necesidad General del Proyecto:

El Programa de Mejoras de Transporte del Estado de Carolina del Norte (NCDOT) ha programado el proyecto de Circunvalación de Kinston como una nueva autopista que proporcionará dos carriles en cada dirección, separados mediante una isleta central, con acceso a la nueva autopista únicamente en los caminos principales mediante el uso de intercambios. Las necesidades generales de la Circunvalación de Kinston que han sido identificadas hasta ahora son:

- Actualmente existe congestión de tránsito alrededor de Kinston y en la Carretera 70 y la Circunvalación 70.
- La Carretera 70 es uno de los corredores principales que discurren de este a oeste en el área este de Carolina del Norte, el cual provee conexión entre las ciudades de Morehead City y Raleigh.

Sus comentarios acerca del Proyecto de Circunvalación de Kinston son importantes. Por favor conteste lo siguiente:

1) ¿Encuentra usted congestión de tránsito al conducir alrededor de Kinston, en la Carretera 70 y la Circunvalación 70?

Si No Si su respuesta es positiva, favor de contestar las siguientes preguntas:

- 1a) ¿Dónde ocurre la congestión de tránsito? _____

- 1b) ¿En su opinión, cuál es la causa de la congestión? _____

- 1c) ¿En su opinión, es excesiva dicha congestión? _____

2) En la actualidad la Carretera 70 sirve tanto al tráfico local como al regional, proporcionando conexión desde Morehead City hasta Raleigh y las ciudades aledañas. Algunos de los usos regionales de la Carretera 70 consisten en viajar de ida y vuelta a destinos tales como Crystal Coast, Global TransPark, el Puerto de Morehead City, la Base de la Fuerza Aérea Seymour Johnson y la Estación Aérea de Cherry Point Marine Corps. La Carretera 70 también sirve como una ruta principal de evacuación en caso de huracanes.

2a) ¿Piensa que la Carretera 70 y la Circunvalación 70 sirven mayormente al tráfico local, regional, o ambos?
 Tráfico Local Tráfico Regional Ambos

- 2b) ¿Piensa que la Carretera 70 y la Circunvalación 70 pueden acomodar las demandas de tráfico regionales de la parte este de Carolina del Norte, además de las demandas del tráfico local?
 Si No Si su respuesta en negativa, por favor describa el por qué. _____

- 3) En cuanto a acomodar el tráfico local y regional, ¿cual es su visión para la Carretera 70, el corredor de la Circunvalación 70 y la propuesta Circunvalación de Kinston?

- 4) ¿Hay algún problema de transporte a lo largo de la Carretera 70 y de la Circunvalación 70, el cual usted piensa que debe ser arreglado o mejorado? Si es así, por favor descríbalos aquí e identifique la ubicación de dicho problema.

- 5) Las necesidades generales del Proyecto de Circunvalación de Kinston han sido identificadas previamente. ¿Piensa usted que existen necesidades adicionales para dicho proyecto? Si es así, por favor descríbalas.

- 6) Liste cualquier comentario, pregunta o preocupación adicional que usted tenga.

Por favor entréguenos sus comentarios esta noche o envíelos por correo antes del 30 de abril del 2010, a la siguiente dirección:

North Carolina Department of Transportation
C/o URS Corporation
1600 Perimeter Park Drive, Suite 400
Morrisville, NC 27560



¡Gracias por su participación!



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.

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.

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

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

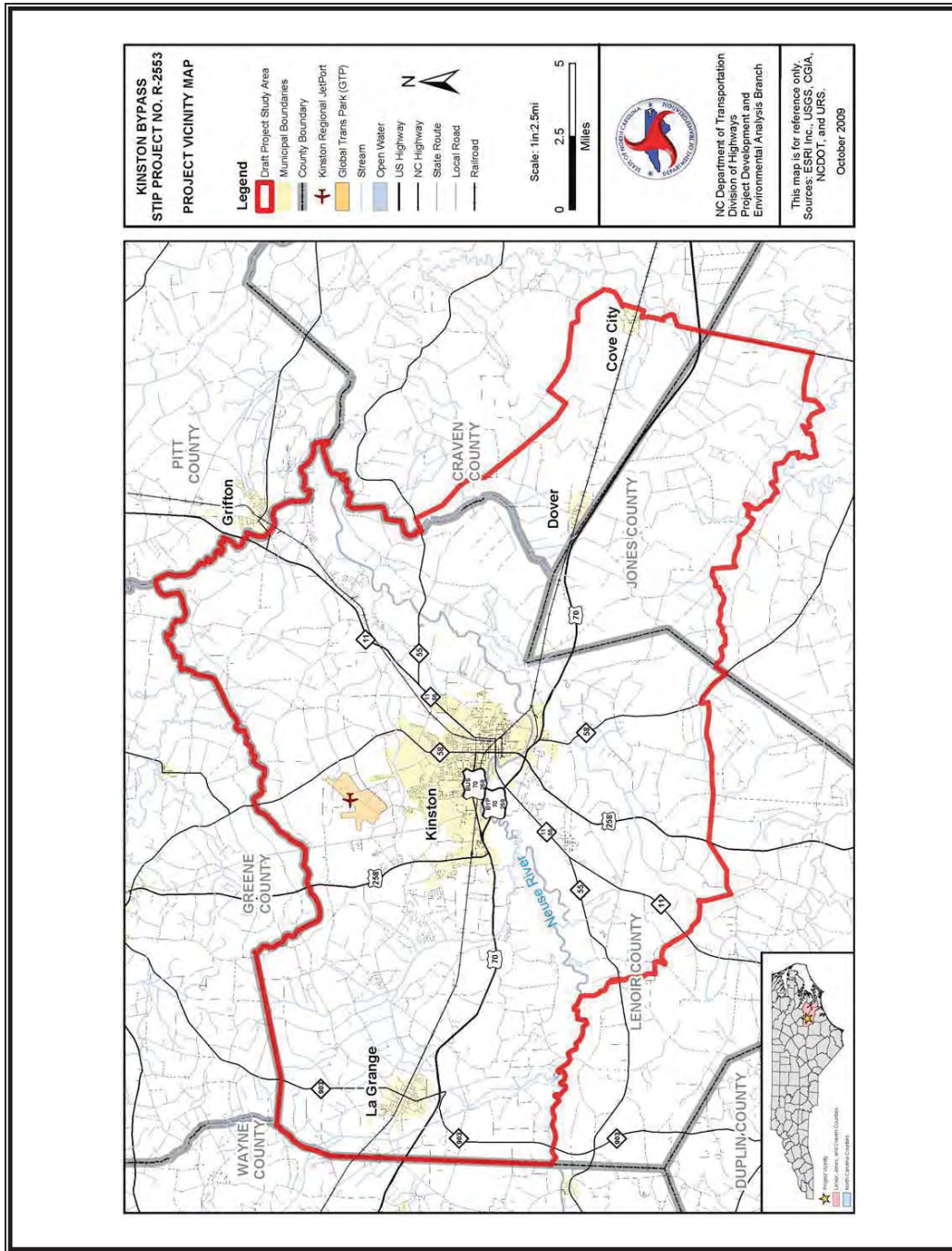
The North Carolina Board of Transportation (NCBOT) has established a vision for North Carolina that includes developing a network of safe and reliable high-speed facilities to accommodate statewide and regional travel. The NCBOT adopted the Strategic Highway Corridor Vision Plan in 2004 which identifies 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 web-site, 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)
 Email: christopher_werner@urscorp.com
 Phone: (919) 461-1470
 Address: 1600 Perimeter Park Dr., Ste. 400
 Morrisville, NC 27560



PROYECTO PROPUESTO DE CIRCUNVALACION DE KINSTON

REUNIONES PÚBLICAS INFORMATIVAS 23 Y 25 DE FEBRERO DEL 2010

Bienvenidos a la reunión de esta noche sobre el Proyecto de Circunvalación de Kinston.

El propósito de esta reunión es proporcionar información y obtener comentarios acerca del proyecto propuesto. Usted tendrá la oportunidad de revisar información, mapas del área de estudio y otras gráficas, también podrá conversar con los miembros del equipo del proyecto y ofrecer su opinión.

Para Participar en la Reunión de Esta Noche

1. Firme y colecte los panfletos del proyecto

Firme en la mesa de registro, tome los panfletos del proyecto y regístrese para recibir información acerca del proyecto en el futuro.

2. Aprenda acerca del Estudio y haga preguntas

Mapas, gráficas y otros materiales están disponibles para que Ud. se informe más sobre el proyecto. Los miembros del equipo del proyecto también están presentes para contestar sus preguntas y discutir sobre el mismo. Dichos miembros llevan unos membretes de identificación con sus nombres.

3. Proporcionémos su opinión

Este paquete de información incluye una hoja para comentarios, la cual incluye preguntas que corresponden a las estaciones de la reunión de esta noche. Usted también puede escribir comentarios adicionales en los mapas y gráficas presentadas en las estaciones. Le agradecemos su tiempo y su opinión. La información que usted proporcione ayudará a que el Departamento de Transporte de Carolina del Norte (NCDOT) desarrolle el proyecto mediante la inclusión de los comentarios de todas las partes, antes de que las decisiones del proyecto sean hechas. Por favor entregue sus comentarios esta noche o envíelo por correo a la dirección que se encuentra en la hoja para comentarios antes del 30 de abril del 2010.

Historia y del Proyecto

El NCDOT inició estudios de planificación e ingeniería para el Proyecto de Circunvalación de Kinston a finales de los años noventa; pero el departamento retrasó este proyecto para darle paso al proyecto de la Carretera Crescent (que ahora se conoce como C. F. Harvey Parkway) que se ha convertido en un proyecto de alta prioridad debido al Desarrollo Industrial Global Transpark, en el norte de Kinston. En mayo del 2009, NCDOT volvió a iniciar el proyecto pidiendo la opinión de la ciudad, el pueblo, los oficiales del condado y de las agencias de recursos estatales y federales.

Estaciones de la reunión pública de esta noche

- Muéstrenos dónde usted reside y dónde trabaja
- Presentación del Proyecto
- Antecedentes del Proyecto
- Intérprete de idioma Español
- Condiciones existentes
- Necesidad General del Proyecto
- Proceso de Estudio y Programa del Proyecto

Descripción del Proyecto

El Plan de Transporte Comprensivo de la ciudad de Kinston y el Programa Estatal de Mejoras al Transporte muestran a la Circunvalación de Kinston como una nueva autopista al sur de Kinston que proporcionará dos carriles de tránsito en cada dirección, separados mediante una isleta central. El acceso a esta nueva autopista se realizará desde los caminos principales, mediante el uso de intercambios. La autopista propuesta iría desde la Carretera 70 cerca de LaGrange en el Condado de Lenoir, hasta la Carretera 70 cerca de Dover en el Condado de Craven.

Si bien el Plan de Transporte Comprensivo de la ciudad de Kinston y el Programa Estatal de Mejoras al Transporte muestran la Circunvalación de Kinston como una nueva autopista al sur de Kinston, una amplia gama de alternativas serán consideradas, incluyendo opciones de "No Hacer Nada" o "No Construir", circunvalaciones al norte y sur (alrededor de Kinston), o mejorar la existente Carretera 70.

Necesidad General del Proyecto

Existe congestión de tráfico alrededor de Kinston y a lo largo de la Carretera 70 y la Circunvalación 70. Además, la Carretera 70 desde Raleigh hasta Morehead City está designada por el estado de Carolina del Norte como un Corredor de Autopista Estratégico, lo cual permitiría mejorar esa sección de la Carretera 70 para proporcionar dos carriles de tránsito en cada dirección, separados mediante una isleta central, con acceso a la nueva autopista únicamente en los caminos principales mediante el uso de intercambios.

El NCDOT espera que usted llene la hoja de comentarios para que ayude a identificar cualquier otro problema de transporte a lo largo de la Carretera 70, de la Circunvalación 70, o en la región.

Corredores de Autopista Estratégicos

El Panel de Transporte de Carolina del Norte (NCBOT) ha establecido una visión para Carolina del Norte la cual incluye desarrollar un sistema de carreteras de alta velocidad que sean seguras y de las cuales se pueda depender para acomodar viajes regionales y a nivel estatal. El NCBOT adoptó en el 2004 el Plan de Visión de Corredor de Autopista Estratégico, en el cual se identifica el corredor de la Carretera 70 (Corredor 46) desde Raleigh hasta Morehead City. El Corredor 46 tiene la visión de una autopista para la Carretera 70, desde la Interestatal 40 en el Condado de Wake hasta el final de la Propuesta Circunvalación de Havelock en el Condado de Craven; y el cual continuaría hasta Morehead City como un bulevar.

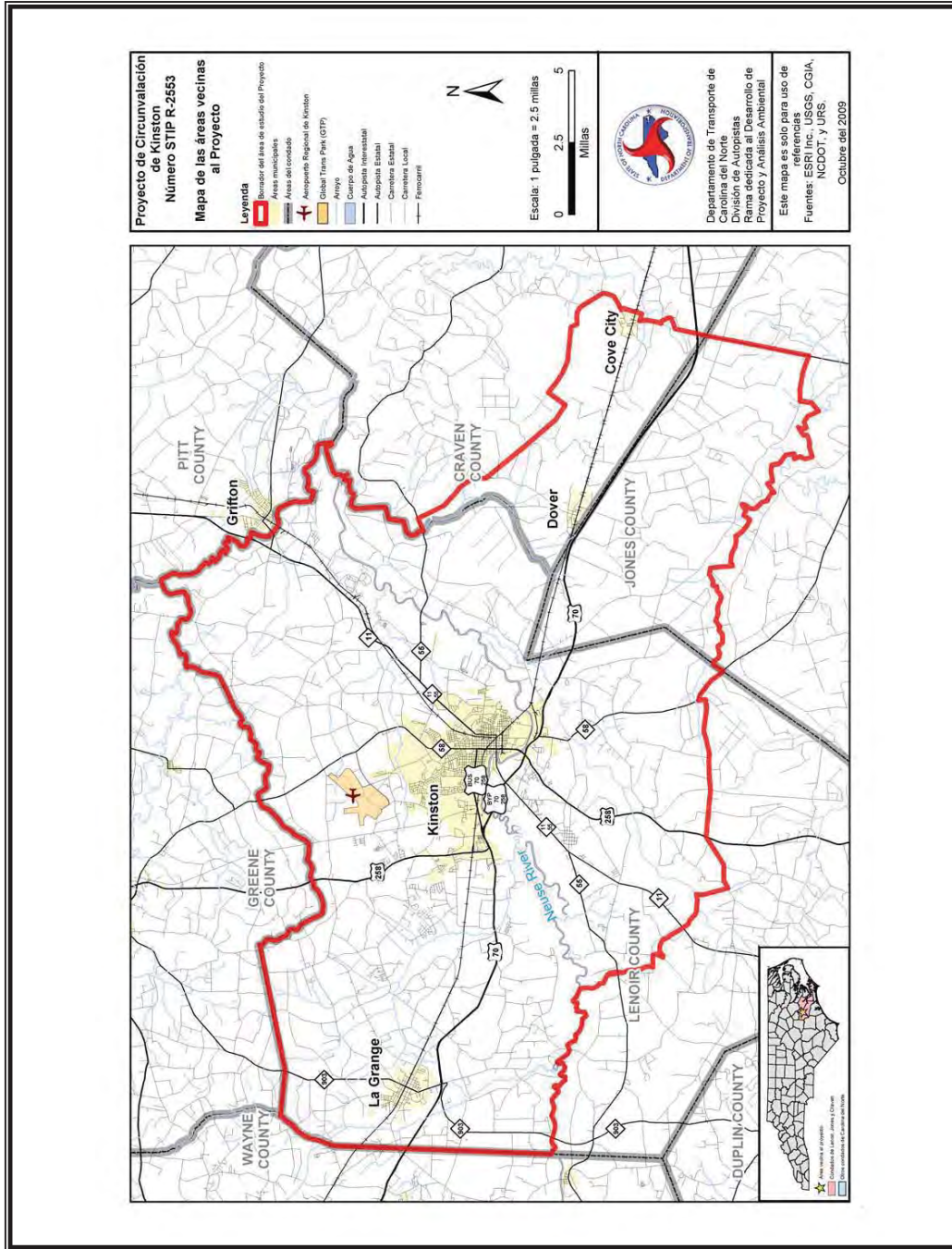


Para obtener más información de los Corredores de Autopista Estratégicos del NCDOT, favor visite la siguiente página web:

<http://www.ncdot.org/doh/preconstruct/tpb/shc/>.

Costo del Proyecto

El Programa de Mejoras de Transporte del Estado actualmente no incluye fondos para la adquisición de terrenos y tampoco para la construcción del propuesto proyecto. El estimado costo total del proyecto está cerca de los 181 millones de dólares, el cual incluye aproximadamente 170 millones de dólares para la construcción y 9.8 millones de dólares para la adquisición de terrenos y propiedades.



Programa del Proyecto

El NCDOT ha empezado estudios de planificación e ingeniería para documentar las condiciones existentes dentro del área del proyecto. Los hallazgos de estos estudios iniciales y los comentarios recibidos durante las reuniones públicas, al igual que los comentarios que se enviaron por correo, ayudaran al NCDOT a preparar "El Reporte de Propósito y Necesidad". Este reporte documentará la necesidad del proyecto y definirá los objetivos que mediante de él se trataran de llevar a cabo. Dicho reporte establece un marco para desarrollar alternativas del proyecto, las cuales serán evaluadas en el Borrador de la Declaración de Impacto Ambiental del Estado. Para obtener la opinión del público en la próxima fase del proyecto, NCDOT va a tener una segunda serie de reuniones públicas de información para el público durante el otoño del 2010. La segunda serie de reuniones públicas presentarán estudios preliminares de los corredores, los cuales serán desarrollados identificando las áreas donde la construcción del proyecto propuesto tendría impactos mínimos en los medios ambientes naturales y humanos. Las fechas para los principales pasos del proyecto son los siguientes:

Reunión pública #1 Información al público (Propósito y Necesidad)*	Febrero 2010
Reunión pública #2 Información al público (Corredores Preliminares)*	Otoño del 2010
Reunión pública #3 Información al público (Alternativas*)	Invierno del 2011
Borrador de la Declaración de Impacto Ambiental del Estado	Otoño del 2013
Audiencia Pública del Diseño del Corredor*	Primavera del 2014
Declaración Final de Impacto Ambiental del Estado	Primavera del 2015
Registro de Decisión del Estado	Verano del 2015
Audiencia Pública para la presentación del diseño*	Otoño del 2015
Adquisición de Terrenos y Propiedades	Sin Fondos
Construcción	Sin Fondos

* Indica que existe la oportunidad para que el público opine.

Nota: Los miembros del equipo de proyecto también están disponibles para reuniones comunitarias

Preguntas

El NCDOT está consciente que las personas y los negocios en el área del proyecto desean estar informados de los impactos potenciales que el mismo pudiera tener en sus residencias o negocios. La información exacta no está disponible en esta etapa del proceso de planificación. Estudios adicionales, ambientales y de diseño son necesarios antes de que los límites de adquisición de terrenos o propiedades puedan ser establecidos. Información más detallada estará disponible y se presentará al público después que se desarrollen los estudios preliminares de los corredores.

Para mantenerse al tanto del Proyecto de Circunvalación de Kinston, por favor visite la página web del proyecto; llame a la línea directa del proyecto o contacte al Director del Proyecto del NCDOT.

**¿Necesita más información?
¿Tiene preocupaciones o comentarios?**

Visite la página web del proyecto en
<http://www.ncdot.gov/projects/kinstonbypass/>
 o llame sin costo a la Línea Directa del Proyecto al 1-800-233-6315
 (Inglés y Español)

o contacte a:

Mr. Mark Pierce, PE, NCDOT
 Correo Electrónico: mspierce@ncdot.gov
 Teléfono: (919) 733-7844 extensión 214
 Dirección: 1548 Mail Service Center
 Raleigh, NC 27699-1548

Mr. Chris Werner, PE, URS Corporation (Consultor del NCDOT)
 Email: christopher_werner@urscorp.com
 Teléfono: (919) 461-1470
 Dirección: 1600 Perimeter Park Dr., Ste. 400
 Morrisville, NC 27560



KINSTON BYPASS STIP Project No. R-2553

CITIZENS INFORMATIONAL WORKSHOP No. 1

Kinston High School – February 23, 2010
Kinston Public Service Complex – February 25, 2010

This informational presentation will restart every 5 minutes.

Kinston Bypass STIP Project No. R-2553



Welcome

This presentation will cover:

- Purpose of this evening's workshop
- History of the project
- Discuss needs for the project

Kinston Bypass STIP # R-2553



Purpose of this evening's Workshop

- Inform the community about the project
- Explain the study process
- Gather input, suggestions and feedback about the project and why it is needed
- Answer any questions about the project



Kinston Bypass STIP # R-2553



Project History – 1990s

- NCDOT initiated environmental and engineering studies for the Kinston Bypass Project
- The Kinston Bypass project was placed on hold as the Crescent Road Project (also known as C.F. Harvey Parkway) became a higher priority due to the Global TransPark industrial development



Kinston Bypass STIP # R-2553



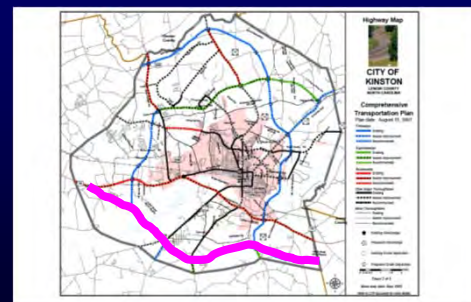
Project History – 2000s

- May 2009
 - NCDOT restarted the project by requesting input from city, town, and county officials, as well as state and federal resource agencies
- February 2010
 - NCDOT holds first round of Citizens Informational Workshops

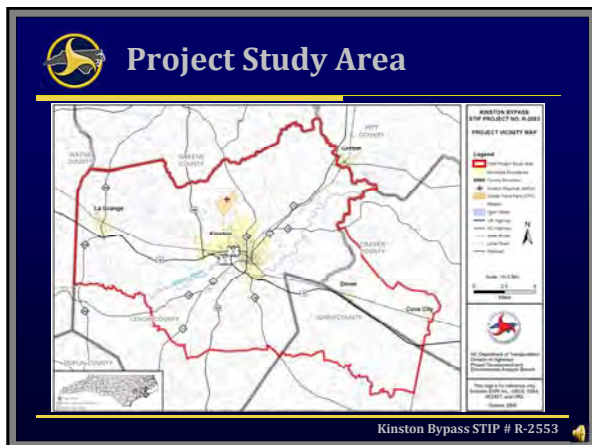
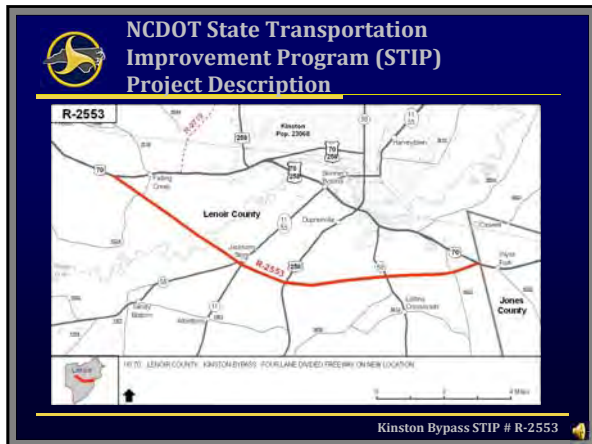
Kinston Bypass STIP # R-2553



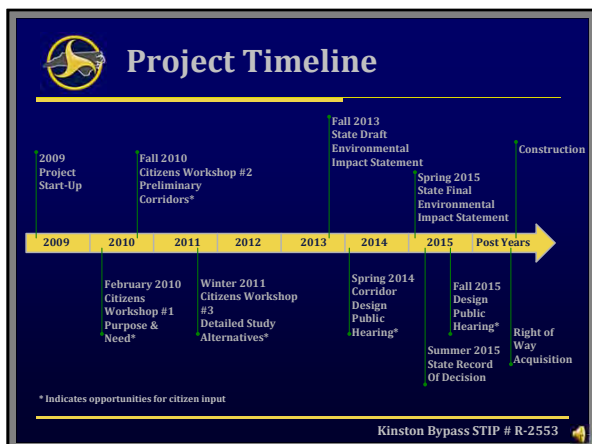
City of Kinston Comprehensive Transportation Plan



Kinston Bypass STIP # R-2553



- ### Why is this project needed?
- Traffic congestion exists around Kinston and along existing US 70 and existing US 70 Bypass
 - US 70 from Raleigh to Morehead City is designated as a Strategic Highway Corridor
- Kinston Bypass STIP # R-2553



- ### Workshop Layout
- The following stations are at the workshop:
 - Station 1: Where Do You Live and Work
 - Station 2: Project Presentation (You are Here)
 - Station 3: Project Background
 - Station 4: Existing Conditions
 - Station 5: General Needs for the Project
 - Station 6: Study Process and Project Schedule
 - Station 7: Citizen Comments
 - Children can visit the Kid's Corner
- Kinston Bypass STIP # R-2553



Don't forget to...

- Sign-In
- Indicate where you live and work on the Project Vicinity Map
- Visit the Workshop Stations
- Provide Your Comments

Kinston Bypass STIP # R-2553



Contact Information

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 mspierce@ncdot.gov

Toll Free Hotline
1-800-233-6315

Kinston Bypass STIP # R-2553

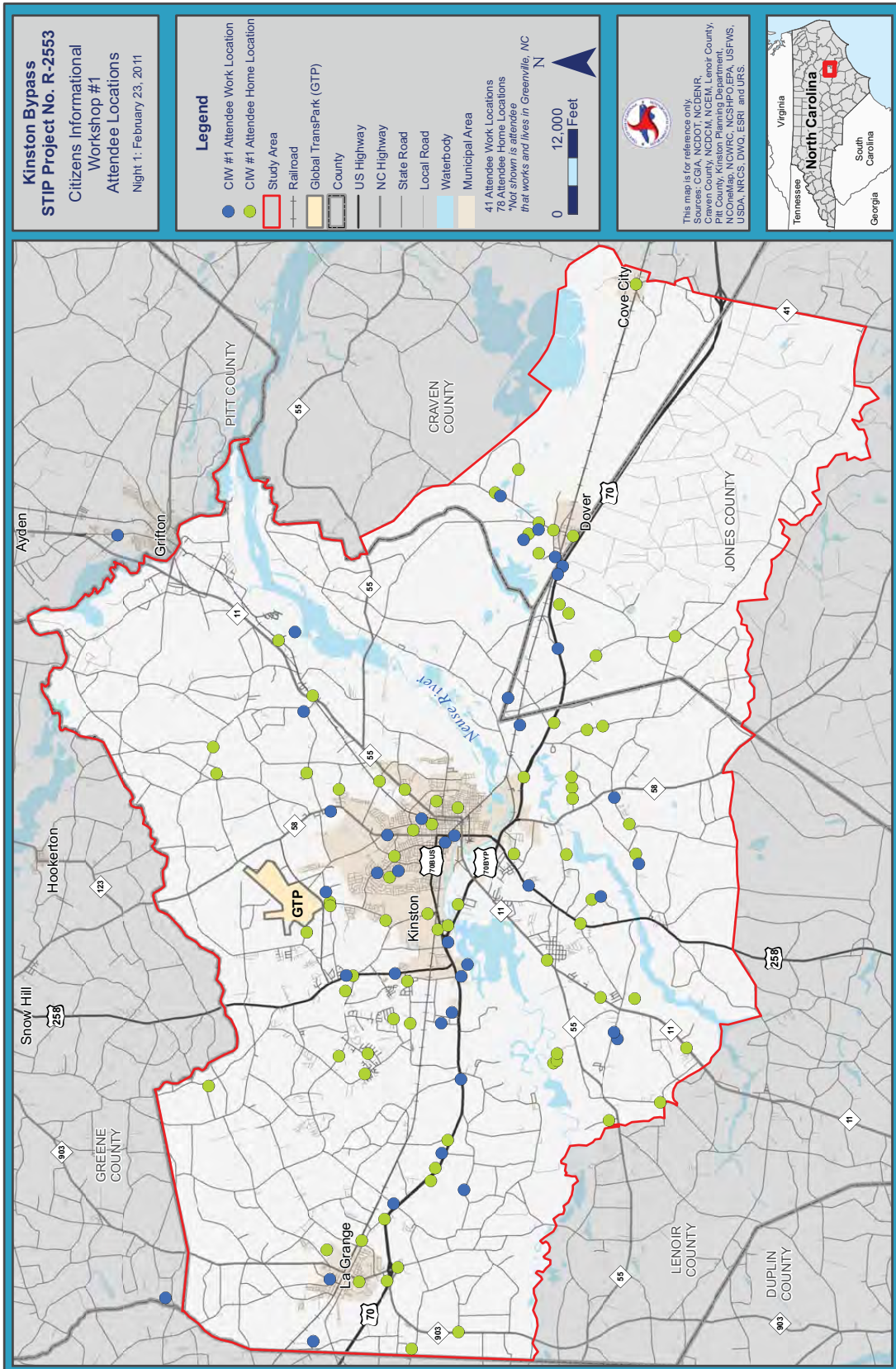


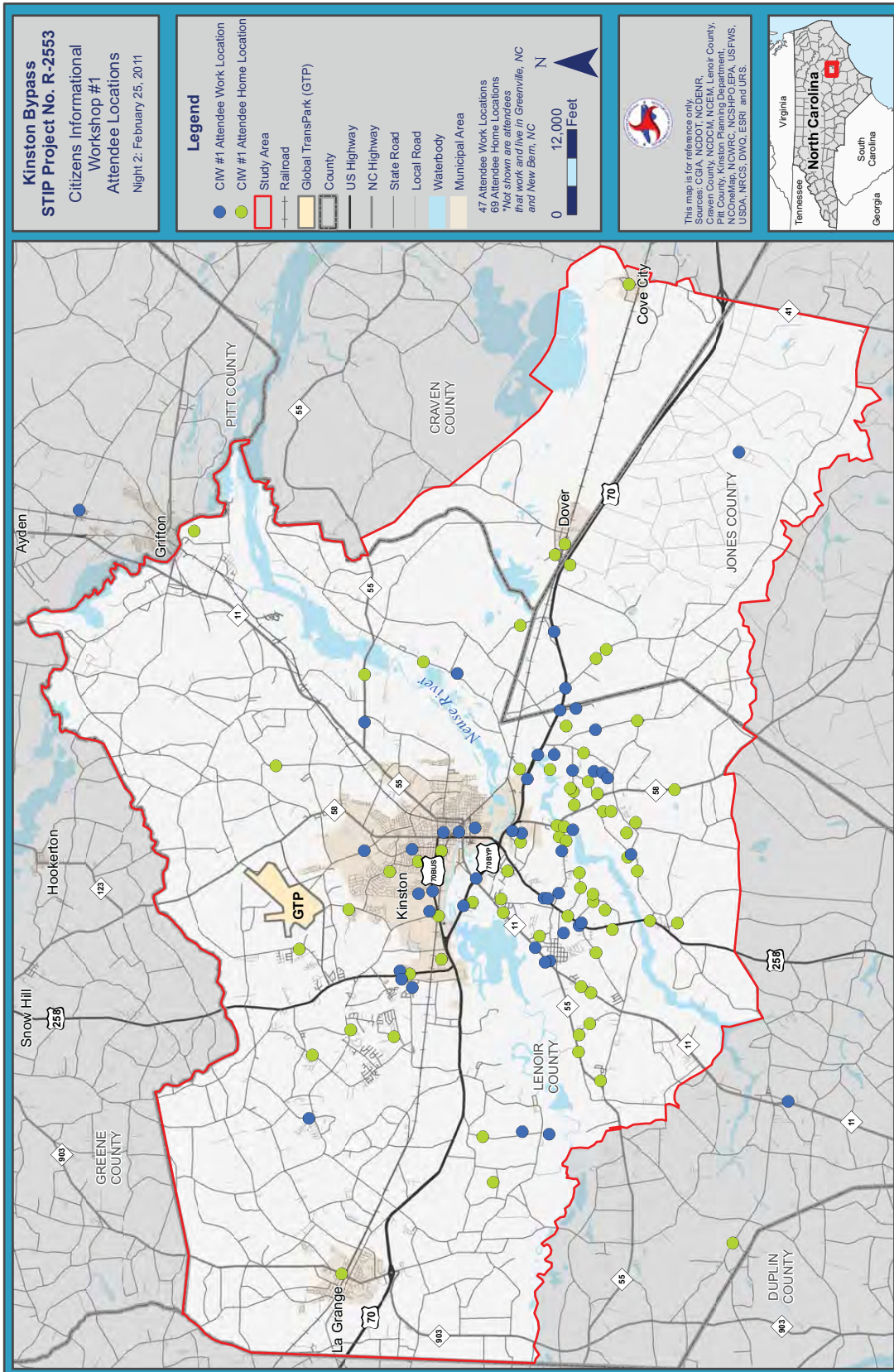
Thanks for your Participation

Please proceed to the next Workshop Station



Kinston Bypass STIP # R-2553





R-2553 Kinston Bypass - Summary of First Round of Citizens Informational Workshops held February 23 and 25, 2010	
<p>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 Draft 10-year Program and Resource Plan as Project Number R-2553. As currently defined in the NCDOT Draft 10-year Program and Resource Plan, the project is approximately 12.4 miles in length and 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.</p> <p>Prior to initiating planning and environmental studies for the proposed Kinston Bypass project, NCDOT mailed 7,185 postcards informing the public of the upcoming first round of workshops to introduce the project to the public, introduce the public to the project team, answer any questions the public had about the project and study process, and to request the public's input on the need 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 242 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.</p> <p>NCDOT activated a project website, which included information to be presented at the first round of Citizens Informational Workshops, the postcard, the flyer, the workshop handout, and the workshop comment sheet. 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 both workshops, which were held February 23 and 25, 2010 at the Kinston High School and Kinston Public Services Complex, respectively.</p> <p>The following pages represent a summary of the responses received from the workshops, which include: -Summary of Comments Received Categorized by Question Number -Summary of Comments Received Categorized by Type of Comment</p>	
Means by which the public found out about the workshop:	
36	Postcard
25	Newspaper
2	Radio
14	Friend/Family
2	Other (listed via email)
Number of workshop attendees who signed in at the registration table:	
Workshop #1	172
Workshop #2	119
Comments received as a result of workshops:	
Workshop #1	31
Workshop #2	30
via Mail	6

R-2553 Kinston Bypass - Summary of Comments Received Categorized by Question Number		
Number of Responses		
Question #1	Do you encounter traffic congestion when driving around Kinston or along existing US 70 and existing US 70 Bypass? If yes, please answer the following:	
	44	Yes
	18	No
	1	Sometimes
1a. Where does the congestion occur?		
	16	US 258 / US 70
	16	NC 11 / US 70 Bypass
	14	Walmart/McDonalds Intersection at Hill Farm Road/Sussex Street and US 70
	7	NC 58 / US 70
	6	Vernon Avenue at US 70/US 70 Bypass
	5	Along US70/US 70 Bypass between Walmart and Lenoir Community College (between Hill Farm Road/Sussex Street and NC 58)
	3	NC 55 / US 70
	4	All along US 70 bypass in Kinston
	1	On weekends with beach traffic
	1	When passing through Goldsboro, Kinston, and New Bern
	1	From Havelock to Morehead City
1b. What do you think causes the congestion?		
	17	Travel from North Carolina's Piedmont and Mountain Regions to beaches; holiday and weekend traffic
	13	Traffic lights and traffic light timing
	8	Shopping areas (Vernon Park Mall - Walmart)
	7	Traffic volume
	3	Local traffic during rush hour (schools, shopping, businesses)
	3	Too many major roads intersecting 70 without controlled access
	1	Limited choice of alternate routes leads to congestion
	2	Local traffic is mixed with through traffic
	1	Speed limit is too low
1c. In your opinion, is the congestion unreasonable?		
	11	Yes
	18	No
Question #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?	
	4	Local Traffic
	2	Regional Traffic
	58	Both

R-2553 Kinston Bypass - Summary of Comments Received Categorized by Question Number		
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?	
	28	Yes
	33	No. If no, please describe why not:
	Why Not Responses:	
	9	Projected increase in traffic in future years
	6	Increased traffic in summer, holidays, weekends (primarily beach traffic)
	4	Existing traffic lights should be replaced with controlled access or limited access intersections (overpasses), instead of new bypass
	3	Evacuation concerns in case of a hurricane or other disaster
	3	General congestion
	2	Increased local traffic during rush hour
	2	Regional through-travelers drive at high speeds and don't want to slow down
	1	Increase in military traffic
	1	Increased traffic from new industries coming to area
	1	US 258 / US 70 merge is a problem
	1	Proposed bypass would aid economic development and provide improved access to new industry
	1	Proposed bypass should be around Goldsboro and Havelock, not Kinston
	1	Need better access to south side of Kinston
	1	Too many businesses are located along US 70
	1	Emergency vehicles response time concern
	1	Existing corridor can't handle local, regional and intrastate traffic even if improvements were made.
	1	Bypass is needed
Question #3	In regard to accommodating local and regional traffic, what is your vision for the existing US 70 and existing US 70 Bypass corridor and the proposed Kinston Bypass?	
	11	Improve existing roads and intersections without building a new bypass-Need doesn't justify cost
	5	Bypass would damage existing businesses and local economy which depend on through travelers - a bypass would hinder access to these businesses
	4	Build proposed Kinston Bypass
	4	Existing traffic lights should be replaced with controlled access or limited access intersections (overpasses), instead of new bypass
	3	Complete Felix Harvey Parkway and add more connections to it (no new bypass)
	3	Reduce congestion
	3	General animosity toward Raleigh and tourists traffic
	3	Southern route preferred
	2	Increase safety - current uncontrolled intersections are dangerous
	2	Northern route preferred
	2	Connect existing major highways

R-2553 Kinston Bypass - Summary of Comments Received Categorized by Question Number		
Question #3 (continued)	In regard to accommodating local and regional traffic, what is your vision for the existing US 70 and existing US 70 Bypass corridor and the proposed Kinston Bypass?	
	2	Bypass would aid economic development and provide improved access to new industry
	1	Separation of local and through traffic
	1	Protect natural environment
	2	Improve traffic flow for student traffic to Eastern Carolina University, military traffic
	1	With a bypass, local traffic would not have to contend with truck traffic traveling from the coast to Raleigh
	1	Overpass at US 258/US 70 and at NC 11/US 70
	1	Bypass needs to maintain viability for business/property owners on existing routes
	1	Improve access for emergency vehicles
	1	Need better access to river
	1	Locals should have easy access to new bypass
	1	Limit new businesses on existing 70 so congestion doesn't increase
	1	Do not add any more traffic lights
	1	Controlled access from Raleigh to Morehead City
	1	Bypass should be from Falling Creek to Dover
Question #4	Are there any transportation related problems along existing US 70 and/or existing US 70 Bypass which you feel need to be fixed/improved? If so, please list them below and identify the location.	
	9	Improve traffic lights - number, placement and timing/synchronization
	8	Improve intersections and access
		Existing traffic lights should be replaced with controlled access or limited access intersections instead of new bypass
	3	intersections instead of new bypass
	3	Congestion in Goldsboro and Havelock is worse than Kinston
	3	Improve existing roads instead of building new bypass
	2	US 70 and US 70 Bypass need to be repaved/potholes repaired
		McDonalds intersection is unsafe (Hill Farm Road/Sussex Street intersection with US 70)
	3	
	1	NC 11 and US 70 Bypass intersection
	1	Speed limit enforcement (too much speeding)
	1	Speed limit should be faster on bypass
	1	Southern route preferred
	1	Congestion during rush hour
	1	US 70 and NC 11 intersection causes congestion
	1	Merge from US 70 Bus to US Byp causes congestion and is unsafe
	1	Remove traffic lights at Neuse Sport Shop and Mt. Vernon Park Drive
	1	Kinston Walmart shopping areas (along US 70 near US 258)
	1	Existing US 70 has low spots where water is allowed to puddle
	1	New Bern near Craven Community College exit
	1	Add two new overpass at US 258/US 70 and at NC 11/US 70

R-2553 Kinston Bypass - Summary of Comments Received Categorized by Question Number		
Question #5	General needs for the Kinston Bypass project have been identified above. Do you feel there are other needs for the Kinston Bypass project? If so, please describe them.	
	3	Aid economic development and growth but don't hurt existing businesses
	1	Protect and provide access to Wyse Fork Civil War Battleground
	1	Protect natural environment
	1	Southern route preferred
	1	Provide easy access for local traffic to the new bypass
	1	Need a NC 11 Bypass to connect Greenville and Wilmington
	1	Need to improve access to Global TransPark so that it will be used and not be a wasted investment
	1	Faster through-traffic is safety concern for slower local motorists
	1	Bypass would aid economic development and provide improved access to new industry
Question #6	Other comments, questions, or concerns.	
	6	Concern about impacts to personal property from bypass
	6	Northern route preferred
	4	Concern that bypass would damage existing businesses and local economy that depend on travelers dollars
	3	Concern about historic sites, graveyards, etc.
	3	Concerns about money spent on bypass given current state of economy
	2	Southern route preferred
	2	Appreciation for inviting the public to comment
	3	Traffic has not gotten much worse in past 25 years, does not warrant a new bypass
	2	Concern about protecting wetlands near the Southern route
	2	Request shorter timeline for completion of project
	2	Getting people from Raleigh to the beach faster is not an adequate need for the project
	1	Jesse Jackson property - entire farm (which extends from NC 11/NC 55 to the Neuse River) is a registered historic property
	1	Commentor is interested in selling property to NCDOT
	1	Four-lane needs for US 17 or NC 58 to coast would also help
	1	Location of fire house and EMS - on wrong side of US 70
	1	How would this project affect traffic on other major highways such as US 258, NC 11, NC 58, etc.?
	1	Protect farmland and rural character of area
	1	Concern about over-development
	1	Complete controlled or limited access along US 70 and US 70 Bypass
	1	Bypass should extend to Dover
	1	Impact the fewest homes and businesses possible
	1	Locals should not have to endure impacts of Bypass, when the tourists are causing the congestion
	1	Widen NC 58

R-2553 Kinston Bypass - Summary of Comments Received Categorized by Question Number		
Question #6 (continued)	Other comments, questions, or concerns.	
	1	Proposed plan (referring to line shown on STIP map) looks good and would improve traffic flow
	1	Existing traffic lights should be replaced with controlled access or limited access intersections instead of new bypass
	1	Would like existing road updated, if not updated, would like to see new road elevated above old road with no exit/entrance ramps
	1	Bypass would help the Port, Raleigh and Global TransPark
	1	Recheck traffic counts, traffic is lower now than in years past; current corridor is sufficient; we cannot afford a \$200 million dollar bypass of a bypass

R-2553 Kinston Bypass - Summary of Comments Received Categorized by Type	
Number of Responses	Traffic congestion problem areas include:
17	US 258 / US 70
17	NC 11 / US 70 Bypass
14	Walmart/McDonalds Intersection at Hill Farm Road/Sussex Street and US 70
7	NC 58 / US 70
6	Vernon Avenue at US 70/US 70 Bypass
5	Along US 70/US 70 Bypass between Walmart and Lenoir Community College (between Hill Farm Road/Sussex Street and NC 58)
3	NC 55 / US 70
4	All along US 70 bypass in Kinston
1	When passing through Goldsboro, Kinston, and New Bern
1	From Havelock to Morehead City
Number of Responses	Congestion Areas/Congestion Causes/Traffic concerns/Traffic recommendations/Traffic Comments
22	Traffic lights and traffic light timing
16	Travel from NC's Piedmont and Mountain Regions to beaches; holiday and weekend traffic
9	Projected increase in traffic in future years
8	Improve intersections and access
8	Shopping areas (Vernon Park Mall - Walmart)
7	Traffic volume
6	Increased traffic in summer, holidays, weekends (primarily beach traffic)
5	Existing traffic lights should be replaced with controlled access or limited access intersections (overpasses), instead of new bypass
3	Reduce congestion
3	Existing traffic lights should be replaced with controlled access or limited access intersections instead of new bypass
3	Congestion in Goldsboro and Havelock is worse than Kinston
3	Local traffic during rush hour (schools, shopping, businesses)
4	Too many major roads intersecting 70 without controlled access
3	General congestion
2	Increased local traffic during rush hour
3	Regional through travelers
2	Improve traffic flow for student traffic to Eastern Carolina University, military traffic
1	Limited choice of alternate routes leads to congestion
1	Local traffic is mixed with through traffic
1	Speed limit is too low
1	Increase in military traffic
1	Increased traffic from new industries coming to area
1	US 258 / US 70 merge is a problem
1	Do not add any more traffic lights
1	Congestion during rush hour

R-2553 Kinston Bypass - Summary of Comments Received Categorized by Type	
Number of Responses	Congestion Areas/Congestion Causes/Traffic concerns/Traffic recommendations/Traffic Comments (continued)
1	US 70 and NC 11 intersection causes congestion
1	Merge from US 70 Bus to US Byp causes congestion and is unsafe
1	Remove traffic lights at Neuse Sport Shop and Mt. Vernon Park Drive
1	Existing traffic lights should be replaced with controlled access or limited access intersections instead of new bypass
1	How would this project affect traffic on other major highways such as US 258, NC 11, NC 58, etc.?
1	Widen NC 58
1	Faster through-traffic is safety concern for slower local motorists
1	Provide easy access for local traffic to the new bypass
1	New Bern near Craven Community College exit
2	Kinston Walmart shopping areas (along US 70 near US 258)
1	Speed limit should be faster on bypass
1	Speed limit enforcement (too much speeding)
1	NC 11 and US 70 Bypass intersection
1	McDonalds intersection is unsafe (Hill Farm Road/Sussex Street intersection with US 70)
1	Complete controlled or limited access along US 70 and US 70 Bypass
Number of Responses	Comments against Bypass
5	Bypass would damage existing businesses and local economy which depend on through travelers - a bypass would hinder access to these businesses
4	Concern that bypass would damage existing businesses and local economy that depend on travelers dollars
3	Improve existing roads instead of building new bypass
3	Complete Felix Harvey Parkway and add more connections to it (no new bypass)
3	Traffic has not gotten much worse in past 25 years, does not warrant a new bypass
1	Proposed bypass should be around Goldsboro and Havelock, not Kinston
2	Getting people from Raleigh to the beach faster is not an adequate need for the project
1	Locals should not have to endure impacts of Bypass, when the tourists are causing the congestion
Number of Responses	Comments in favor of Bypass
7	Southern route preferred
8	Northern route preferred
4	Build proposed Kinston Bypass
4	Proposed bypass would aid economic development and provide improved access to new industry
2	With a bypass, local traffic would not have to contend with truck traffic traveling from the coast to Raleigh
1	Bypass should be from Falling Creek to Dover
1	Proposed plan (referring to line shown on STIP map) looks good and would improve traffic flow
1	Bypass should extend to Dover

R-2553 Kinston Bypass - Summary of Comments Received Categorized by Type	
Number of Responses	Concerns about Impacts to Resources
3	historic sites, graveyards, etc.
5	natural environment
1	Protect and provide access to Wyse Fork Civil War Battleground
1	Protect farmland and rural character of area
1	Jesse Jackson property - entire farm (which extends from NC 11/NC 55 to the Neuse River) is a registered historic property
Number of Responses	Miscellaneous comments/suggestions
7	Concern about impacts to personal property from bypass/Impact the fewest homes and businesses possible
3	Evacuation concerns in case of a hurricane or other disaster
3	General animosity toward Raleigh and tourists traffic
3	Aid economic development and growth but don't hurt existing businesses
3	Concerns about money spent on bypass given current state of economy
2	Increase safety - current uncontrolled intersections are dangerous
2	Connect existing major highways
2	Request shorter timeline for completion of project
2	Appreciation for inviting the public to comment
2	US 70 and US 70 Bypass need to be repaved/potholes repaired
1	Need a NC 11 Bypass to connect Greenville and Wilmington
1	Need to improve access to Global TransPark so that it will be used and not be a wasted investment
1	Existing US 70 has low spots where water is allowed to puddle
1	Control access from Raleigh to Morehead City
1	Improve access for emergency vehicles
1	Need better access to river
1	Locals should have easy access to new bypass
1	Concern for emergency vehicles response time
1	Four-lane needs for US 17 or NC 58 to coast would also help
1	Commentor is interested in selling property to NCDOT
1	Location of fire house and EMS - on wrong side of US 70
1	Need better access to south side of Kinston
1	Bypass needs to maintain viability for business/property owners on existing routes
1	Limit new businesses on existing US 70 so congestion doesn't increase
1	Concern about over-development
1	Too many businesses are located along US 70
1	Bypass would help the Port, Raleigh and Global TransPark
1	Would like existing road updated, if not updated, would like to see new road elevated above old road with no exit/entrance ramps
2	Recheck traffic counts, traffic is lower now than in years past; current corridor is sufficient; we cannot afford a \$200 million dollar bypass of a bypass



NOTICE OF CITIZENS INFORMATIONAL WORKSHOPS

Proposed Kinston Bypass (STIP Project R-2553)
 Lenoir, Craven Jones Counties, North Carolina

AVISO DE TALLERES INFORMATIVOS PARA LA COMUNIDAD

Circunvalación propuesta en Kinston (STIP Proyecto R-2553)
 Condados de Lenoir, Craven & Jones, Carolina del Norte



The North Carolina Department of Transportation (NCDOT) wants your input on the potential route options for the proposed Kinston Bypass from US 70 near LaGrange in Lenoir County to US 70 near Dover in Craven County. Please come to one of the Citizens Informational Workshops for the Kinston Bypass Project at the following locations:

El Departamento de Transporte de Carolina del Norte (NCDOT) desea su participación en el Taller Informativo sobre posibles opciones de ruta para la circunvalación propuesta en Kinston, desde la carretera US 70 cerca de LaGrange en el condado de Lenoir, hasta la carretera US 70 cerca de Dover en el condado de Craven. Por favor participe en uno de los talleres informativos para el Proyecto de Circunvalación de Kinston que se realizarán en los siguientes lugares:

Monday, August 29, 2011
 Between 4:00 p.m. and 7:00 p.m.
 Kinston High School Cafeteria

*Lunes, 29 de agosto del 2011
 De 4:00 p.m. a 7:00 p.m.
 Cafetería de la escuela preparatoria Kinston
 2011 N. Queen Street
 Kinston, NC 28501*

Tuesday, August 30, 2011
 Between 4:00 p.m. and 7:00 p.m.
 Kinston Public Service Complex

*Martes, 30 de agosto del 2011
 De 4:00 p.m. a 7:00 p.m.
 Complejo público de Kinston
 2360 US Highway 258 South
 Kinston, NC 28504*

For additional information please note the following resources:

Para más información, contáctenos usando los siguientes medios de comunicación:

Project Website – *Página Web del Proyecto:*
<http://www.ncdot.gov/projects/kinstonbypass/>

Project Hotline – *Línea Gratuita del Proyecto:*
 1.800.233.6315 (English/ Español)

NCDOT Project Manager
Gerente del Proyecto de NCDOT:
 Mr. Mark Pierce, P.E.
 Project Development and Environmental Analysis
 1548 Mail Service Center, Raleigh, NC 27699-1548
 Phone: 919.707.6035
 Email – *Correo Electrónico:* mspierce@ncdot.gov

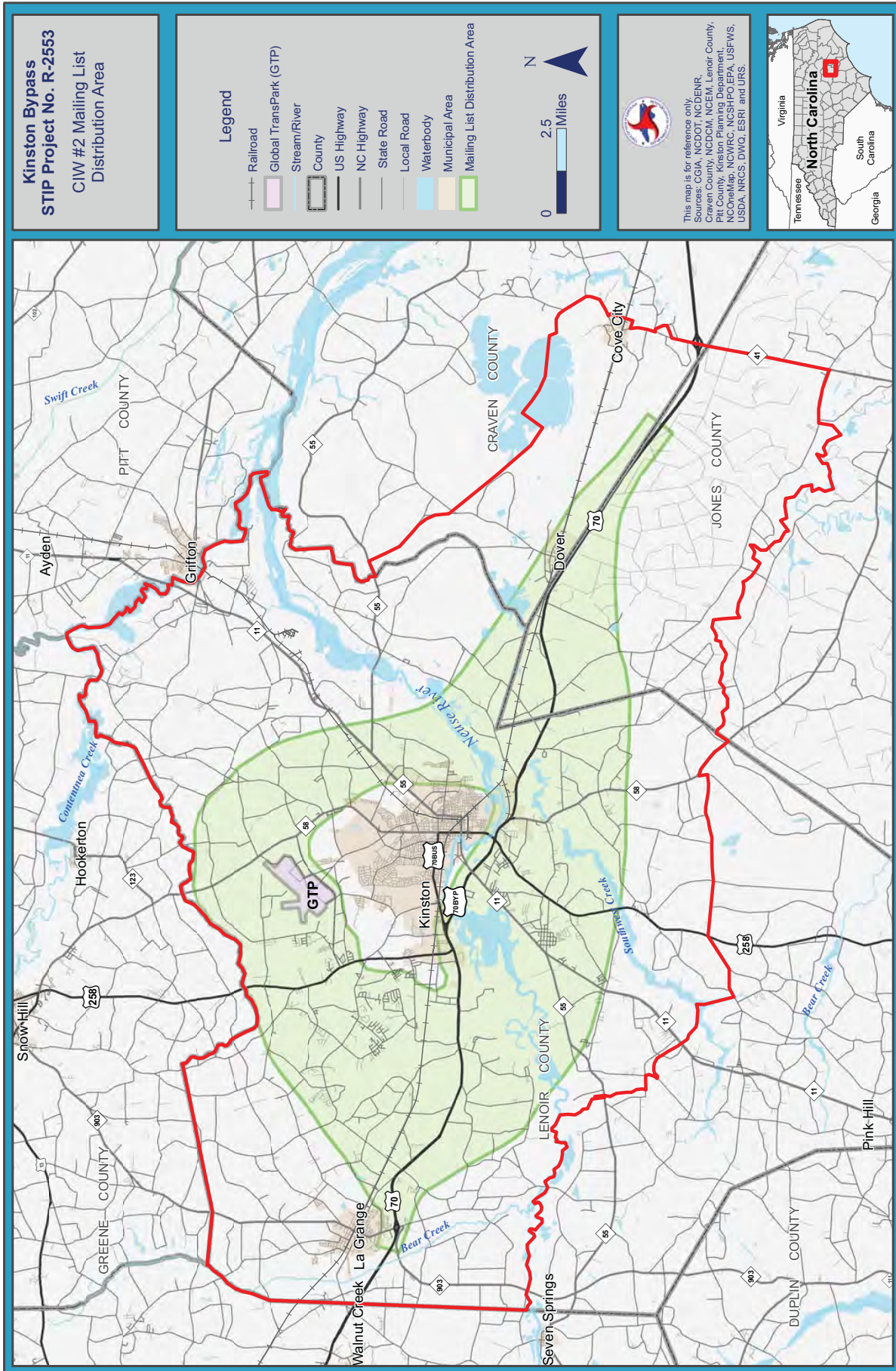
NCDOT will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who wish to participate in this workshop. Anyone desiring special services may contact Mr. Mark Pierce at 919.707.6035 as soon as possible.

NCDOT proporcionará asistencia adicional y servicios, según lo dispuesto en El Acto de Americanos con Discapacidades, a las personas con discapacidades que deseen participar en este taller. Cualquiera persona que desee solicitar servicios especiales puede hacerlo llamando lo antes posible al teléfono 1.800.233.6315.

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6,800 copias de este documento público fueron impresas a un costo de \$1,768 ó aproximadamente \$0.26 cada una.



North Carolina Department of Transportation
c/o URS Corporation
1600 Perimeter Park Drive
Suite 400
Morrisville, NC 27560



KINSTON BYPASS PROJECT WORKSHOPS SCHEDULED

Talleres Programados para el Proyecto de Circunvalación en Kinston

The North Carolina Department of Transportation (NCDOT) wants your input on the potential route options for the proposed Kinston Bypass from US 70 near LaGrange in Lenoir County to US 70 near Dover in Craven County. The same meeting will be held at two different locations to accommodate as many people as possible. Input received at these workshops will assist NCDOT in identifying routes for further study. Details of the workshops are as follows: El Departamento de Transporte de Carolina del Norte (NCDOT) desea su participación en el Taller Informativo sobre posibles opciones de ruta para la circunvalación propuesta en Kinston, desde la carretera US 70 cerca de LaGrange en el Condado de Lenoir hasta la carretera US 70 cerca de Dover en el Condado de Craven. Dicho taller tendrá lugar en dos lugares diferentes para poder atender a una mayor población. Los comentarios que se reciban durante estos talleres ayudarán al NCDOT a identificar rutas para futuros estudios.

Monday, August 29, 2011

Between 4:00 p.m. and 7:00 p.m.

Kinston High School Cafeteria

Lunes, 29 de agosto del 2011

De 4:00 p.m. a 7:00 p.m.

Cafeteria de la escuela preparatoria

Kinston

2601 N. Queen Street

Kinston, NC 28501

Tuesday, August 30, 2011

Between 4:00 p.m. and 7:00 p.m.

Kinston Public Service Complex

Martes, 30 de agosto del 2011

De 4:00 p.m. a 7:00 p.m.

Complejo público de Kinston

2360 US Highway 258 South

Kinston, NC 28504

Learn more about the project by visiting the project website at: **Obtenga más información sobre este proyecto visitando su página web:**

<http://www.ncdot.gov/projects/kinstonbypass/>

NCDOT will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who wish to participate in this workshop. Anyone desiring special services may contact Mr. Mark Pierce at 919.707.6035 as soon as possible. – *NCDOT proporcionará ayuda adicional y servicios, según lo dispuesto en El Acto de Americanos con Discapacidades, a las personas con discapacidades que deseen participar en este taller. Cualquier persona que desee solicitar servicios especiales puede hacerlo llamando lo antes posible al teléfono 1.800.233.6315.*

FOR IMMEDIATE RELEASE
Aug. 1, 2011

Contact: Communications Office, (919) 733-2522

**NCDOT TO HOST TWO PUBLIC MEETINGS FOR THE PROPOSED U.S. 70 BYPASS PROJECT
IN KINSTON**

RALEIGH — The [N.C. Department of Transportation](#) will hold two public meetings regarding the proposed U.S. 70 bypass project in Kinston.

The first meeting will be held from 4 to 7 p.m. on Monday, August 29, at the Kinston High School cafeteria located at 2601 N. Queen Street, Kinston.

The second meeting will be held from 4 to 7 p.m. on Tuesday, August 30 at the Public Services Complex Large Training Room located at 2360 U.S. 258 South, Kinston.

NCDOT representatives will be available to explain the proposed project and give citizens an opportunity to comment and ask questions. Please note that there will not be a formal presentation.

NCDOT proposes to construct a highway with two travel lanes in each direction divided by a median from U.S. 70 near LaGrange in Lenoir County to U.S. 70 near Dover in Craven County. Access to this new highway will be allowed to the main roads through interchanges or intersections. Alternatives currently being considered will limit direct property access to this new highway. Additional right-of-way acquisition and the relocation of homes and businesses will be required for this project.

The purpose of this project is to improve regional mobility, connectivity and capacity for U.S. 70 between LaGrange and Dover in a manner that meets the intent of the [North Carolina Strategic Highway Corridor Plan](#).

For more information on the meetings, contact NCDOT Consultant Engineer Mark Pierce at 1548 Mail Service Center, Raleigh, NC 27699-1548, via phone (919) 707-6035 or mspierce@ncdot.gov.

The public may also visit the project website at <http://www.ncdot.gov/projects/kinstonbypass/> or call the project hotline at 1-800-233-6315.

NCDOT will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who want to participate in this hearing. Anyone requiring special services should contact Pierce as early as possible so that arrangements can be made.

NCDOT

Hollie G. Allen
Communications Officer
N.C. Department of Transportation
1, South Wilmington Street
Raleigh, NC 27601
(O) (919) 733-2522
(F) (919) 733-9980

Werner, Christopher

From: Allen, Hollie G <hgallen@ncdot.gov>
Sent: Monday, August 29, 2011 8:33 AM
To: christopher_werner@urscorp.com
Subject: FW: NCDOT CANCELS PUBLIC MEETINGS FOR THE PROPOSED U.S. 70 BYPASS PROJECT IN KINSTON

Hollie G. Allen
Communications Officer
N.C. Department of Transportation
1. South Wilmington Street
Raleigh, NC 27601
(O) (919) 733-2522
(F) (919) 733-9980

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

From: Allen, Hollie G
Sent: Sunday, August 28, 2011 2:25 PM
Subject: NCDOT CANCELS PUBLIC MEETINGS FOR THE PROPOSED U.S. 70 BYPASS PROJECT IN KINSTON

FOR IMMEDIATE RELEASE
Aug. 28, 2011

Contact: Communications Office, (919) 733-2522

**NCDOT CANCELS PUBLIC MEETINGS FOR THE PROPOSED
U.S. 70 BYPASS PROJECT IN KINSTON**

RALEIGH — The [N.C. Department of Transportation](#) has cancelled two public meetings scheduled for Monday, Aug. 29 and Tuesday, Aug. 30 regarding the proposed U.S. 70 bypass project in Kinston as a result of Hurricane Irene.

NCDOT will reschedule these advertised meetings for later this fall.

“Safety for the traveling public is a main priority for the Department,” said Neil Lassiter, NCDOT Division Engineer for the Kinston area. “In making the decision to postpone the workshops, we balanced public safety with the desire to provide the public a good opportunity to share comments about the proposed Kinston Bypass. We realize that folks will be focused on making repairs to their properties after the hurricane passes through.”

NCDOT proposes to construct a highway with two travel lanes in each direction divided by a median from U.S. 70 near LaGrange in Lenoir County to U.S. 70 near Dover in Craven County. Access to this new highway will be allowed to the main roads through interchanges or intersections. Alternatives currently being considered will limit direct property access to this new highway. Additional right-of-way acquisition and the relocation of homes and businesses will be required for this project.

The purpose of this project is to improve regional mobility, connectivity and capacity for U.S. 70 between LaGrange and Dover in a manner that meets the intent of the [North Carolina Strategic Highway Corridor Plan](#).

For more information on the meetings, contact NCDOT Consultant Engineer Mark Pierce at 1548 Mail Service Center, Raleigh, NC 27699-1548, via phone (919) 707-6035 or mspierce@ncdot.gov.

The public may also visit the project website at <http://www.ncdot.gov/projects/kinstonbypass/> or call the project hotline at 1-800-233-6315.

NCDOT will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who want to participate in this hearing. Anyone requiring special services should contact Pierce as early as possible so that arrangements can be made.

NCDOT



NOTICE OF CITIZENS INFORMATIONAL WORKSHOPS (RESCHEDULED)

Proposed Kinston Bypass (STIP Project R-2553)
 Lenoir, Craven & Jones Counties, North Carolina

AVISO DE TALLERES INFORMATIVOS PARA LA COMUNIDAD (NUEVA FECHA)

Circunvalación propuesta en Kinston (STIP Proyecto R-2553)
 Condados de Lenoir, Craven & Jones, Carolina del Norte



The North Carolina Department of Transportation (NCDOT) wants your input on the potential route options for the proposed Kinston Bypass from US 70 near LaGrange in Lenoir County to US 70 near Dover in Craven County. Please come to one of the Citizens Informational Workshops for the Kinston Bypass Project at the following locations:

El Departamento de Transporte de Carolina del Norte (NCDOT) desea su participación en el Taller Informativo sobre posibles opciones de ruta para la circunvalación propuesta en Kinston, desde la carretera US 70 cerca de LaGrange en el condado de Lenoir, hasta la carretera US 70 cerca de Dover en el condado de Craven. Por favor participe en uno de los talleres informativos para el Proyecto de Circunvalación de Kinston que se realizarán en los siguientes lugares:

Tuesday, September 20, 2011

Between 4:00 p.m. and 7:00 p.m.
 Kinston High School Cafeteria

Martes, 20 de septiembre del 2011

De 4:00 p.m. a 7:00 p.m.
 Cafetería de la escuela preparatoria Kinston
 2001 N. Queen Street
 Kinston, NC 28501

Thursday, September 22, 2011

Between 4:00 p.m. and 7:00 p.m.
 Kinston Public Service Complex

Jueves, 22 de septiembre del 2011

De 4:00 p.m. a 7:00 p.m.
 Complejo público de Kinston
 2360 US Highway 258 South
 Kinston, NC 28504

For additional information please note the following resources:

Para más información, contáctenos usando los siguientes medios de comunicación:

Project Website – *Página Web del Proyecto:*
<http://www.ncdot.gov/projects/kinstonbypass/>

Project Hotline – *Línea Gratuita del Proyecto:*
 1.800.233.6315 (English/ Español)

NCDOT Project Manager
Gerente del Proyecto de NCDOT:
 Mr. Mark Pierce, P.E.
 Project Development and Environmental Analysis
 1548 Mail Service Center, Raleigh, NC 27699-1548
 Phone: 919.707.6035
 Email – *Correo Electrónico:* mspierce@ncdot.gov

NCDOT will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who wish to participate in this workshop. Anyone desiring special services may contact Mr. Mark Pierce at 919.707.6035 as soon as possible.

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North Carolina Department of Transportation
c/o URS Corporation
1600 Perimeter Park Drive
Suite 400
Morrisville, NC 27560

KINSTON BYPASS PROJECT WORKSHOPS (**RESCHEDULED**)

*Talleres Programados para el Proyecto de Circunvalación en Kinston (**NUEVA FECHA**)*

The North Carolina Department of Transportation (NCDOT) wants your input on the potential route options for the proposed Kinston Bypass from US 70 near LaGrange in Lenoir County to US 70 near Dover in Craven County. The same meeting will be held at two different locations to accommodate as many people as possible. Input received at these workshops will assist NCDOT in identifying routes for further study. Details of the workshops are as follows: *El Departamento de Transporte de Carolina del Norte (NCDOT) desea su participación en el Taller Informativo sobre posibles opciones de ruta para la circunvalación propuesta en Kinston, desde la carretera US 70 cerca de LaGrange en el Condado de Lenoir hasta la carretera US 70 cerca de Dover en el Condado de Craven. Dicho taller tendrá lugar en dos lugares diferentes para poder atender a una mayor población. Los comentarios que se reciban durante estos talleres ayudarán al NCDOT a identificar rutas para futuros estudios.*

Tuesday, September 20, 2011

Between 4:00 p.m. and 7:00 p.m.

Kinston High School Cafeteria

Martes, 20 de septiembre del 2011

De 4:00 p.m. a 7:00 p.m.

*Cafeteria de la escuela preparatoria
Kinston*

2601 N. Queen Street
Kinston, NC 28501

Thursday, September 22, 2011

Between 4:00 p.m. and 7:00 p.m.

Kinston Public Service Complex

Jueves, 22 de septiembre del 2011

De 4:00 p.m. a 7:00 p.m.

Complejo público de Kinston

2360 US Highway 258 South
Kinston, NC 28504

Learn more about the project by visiting the project website at: *Obtenga más información sobre este proyecto visitando su página web:*

<http://www.ncdot.gov/projects/kinstonbypass/>

NCDOT will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who wish to participate in this workshop. Anyone desiring special services may contact Mr. Mark Pierce at 919.707.6035 as soon as possible. – *NCDOT proporcionará ayuda adicional y servicios, según lo dispuesto en El Acto de Americanos con Discapacidades, a las personas con discapacidades que deseen participar en este taller. Cualquier persona que desee solicitar servicios especiales puede hacerlo llamando lo antes posible al teléfono 1.800.233.6315.*

NOTICE OF CITIZENS INFORMATIONAL WORKSHOPS FOR THE PROPOSED U.S.
70 KINSTON BYPASS

TIP Project No. R-2553

Lenoir, Craven, and Jones Counties

The North Carolina Department of Transportation (NCDOT) has rescheduled the two (2) Citizens Informational Workshops for the above mentioned highway project, originally scheduled for the last week in August, to the following times and locations:

- **Tuesday, September 20th, 2011: 4:00 - 7:00 p.m., Kinston High School – Cafeteria, 2601 N. Queen Street, Kinston, NC 28501**
- **Thursday, September 22nd, 2011: 4:00 – 7:00 p.m., Public Services Complex – Large Training Room, 2360 US Highway 258 South, Kinston, NC 28504**

Interested individuals may attend this informal workshop any time during the above hours. NCDOT representatives will display maps and be available to answer questions and receive comments. Comments and information received will be taken into consideration as work on the project develops. Please note that there will not be a formal presentation.

NCDOT proposes to construct a new multi-lane highway which will provide two travel lanes for each direction separated by a median. Access to this new highway will be allowed to the main roads by intersections or interchanges. Alternatives currently being considered will limit direct property access to this new highway. This highway is proposed to run from U.S. 70 near LaGrange in Lenoir County to U.S. 70 near Dover in Craven County. Additional right-of-way acquisition and the relocation of homes and businesses will be required for this project.

The purpose of the project is to improve regional mobility, connectivity, and capacity for U.S. 70 between LaGrange and Dover in a manner that meets the intent of the North Carolina Strategic Highway Corridors Plan.


Anyone desiring additional information may contact Mark Pierce, Project Development and Environmental Analysis Branch at 1548 Mail Service Center, Raleigh, NC 27699-1548, phone (919) 707-6035, fax (919) 250-4224 or via email: mspierce@ncdot.gov. Citizens may also contact consultant Chris Werner of URS Corporation at (919) 461-1470 or via email: christopher_werner@urscorp.com.

You may also visit the project web site for information at: <http://www.ncdot.gov/projects/kinstonbypass/>. You may also call the project hotline at 1.800.233.6315.


NCDOT will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who wish to participate in this workshop. Anyone requiring special services should contact Pierce as early as possible so that arrangements can be made.




Welcome to the
Citizens Informational Workshop
 For the
Kinston Bypass Project
 (STIP Project No. R-2553)
 September 20 and 22, 2011
 This presentation will restart every 5 minutes.



Project Study Area



Kinston Bypass STIP Project # R-2553




Welcome


This presentation will cover:

- Purpose of the workshop
- Project history
- Need for the project
- Development of potential route options
- Next Steps
- Workshop layout

Kinston Bypass STIP Project # R-2553



Project History



October 1993
 Project is listed in the *Kinston Urban Area Thoroughfare Plan*.


May 2009
 NCDOT restarts project.

October 2007
 Project is listed in the *City of Kinston Comprehensive Transportation Plan*.

February 2010
 NCDOT meets with holds first round of public workshops.




September 2011
 NCDOT meets with holds second round of public workshops.

Kinston Bypass STIP Project # R-2553




Purpose of Workshop


- Present potential route options
- Gather input, suggestions and feedback
- Answer questions

Kinston Bypass STIP Project # R-2553



Project History



Merger Team

Kinston Bypass STIP Project # R-2553



Why is the project needed?

To address...

- traffic congestion,
- capacity deficiencies, and
- through-traffic delays

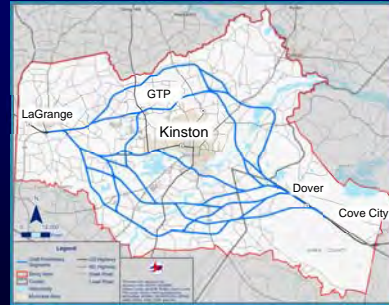


on US 70 and US 70 Bypass between LaGrange and Dover.

Kinston Bypass STIP Project # R-2553



Potential Route Options



Kinston Bypass STIP Project # R-2553



Purpose of Project

Improve...

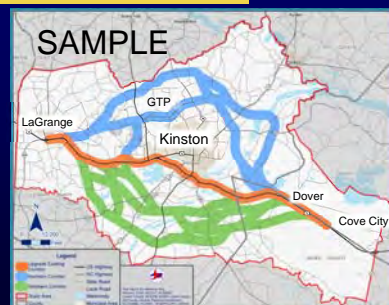
- regional mobility,
- connectivity, and
- capacity



Kinston Bypass STIP Project # R-2553



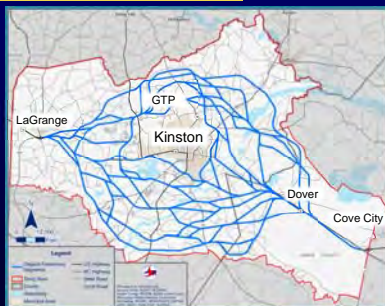
Draft Preliminary Corridors



Kinston Bypass STIP Project # R-2553



Initial Route Option Concepts



Kinston Bypass STIP Project # R-2553



Next Steps



* Indicates opportunities for citizen input

Kinston Bypass STIP Project # R-2553



Workshop Layout

- Please visit the following stations
 - Project Presentation (**You are Here!**)
 - Project Background
 - Needs for the Project
 - Potential Route Options
 - Study Process and Project Schedule
 - Comment Collection
 - Kid's Corner

Kinston Bypass STIP Project # R-2553



Kinston Bypass Project

This Presentation
will repeat in 1 minute.

Kinston Bypass STIP Project # R-2553



Contact Information

For additional information, please contact:

Chris Werner, P.E.
 URS Corporation
 1600 Perimeter Park Drive
 Suite 400
 Morrisville, NC 27560
 (919) 461-1470 or 1-800-233-6315
 christopher_werner@urscorp.com

Mark Pierce, P.E.
 NCDOT Project Development and
 Environment Branch
 1548 Mail Service Center
 Raleigh, NC 27699-1548
 (919) 707-6035
 mspierce@ncdot.gov

Toll Free Hotline
1-800-233-6315

Kinston Bypass STIP Project # R-2553

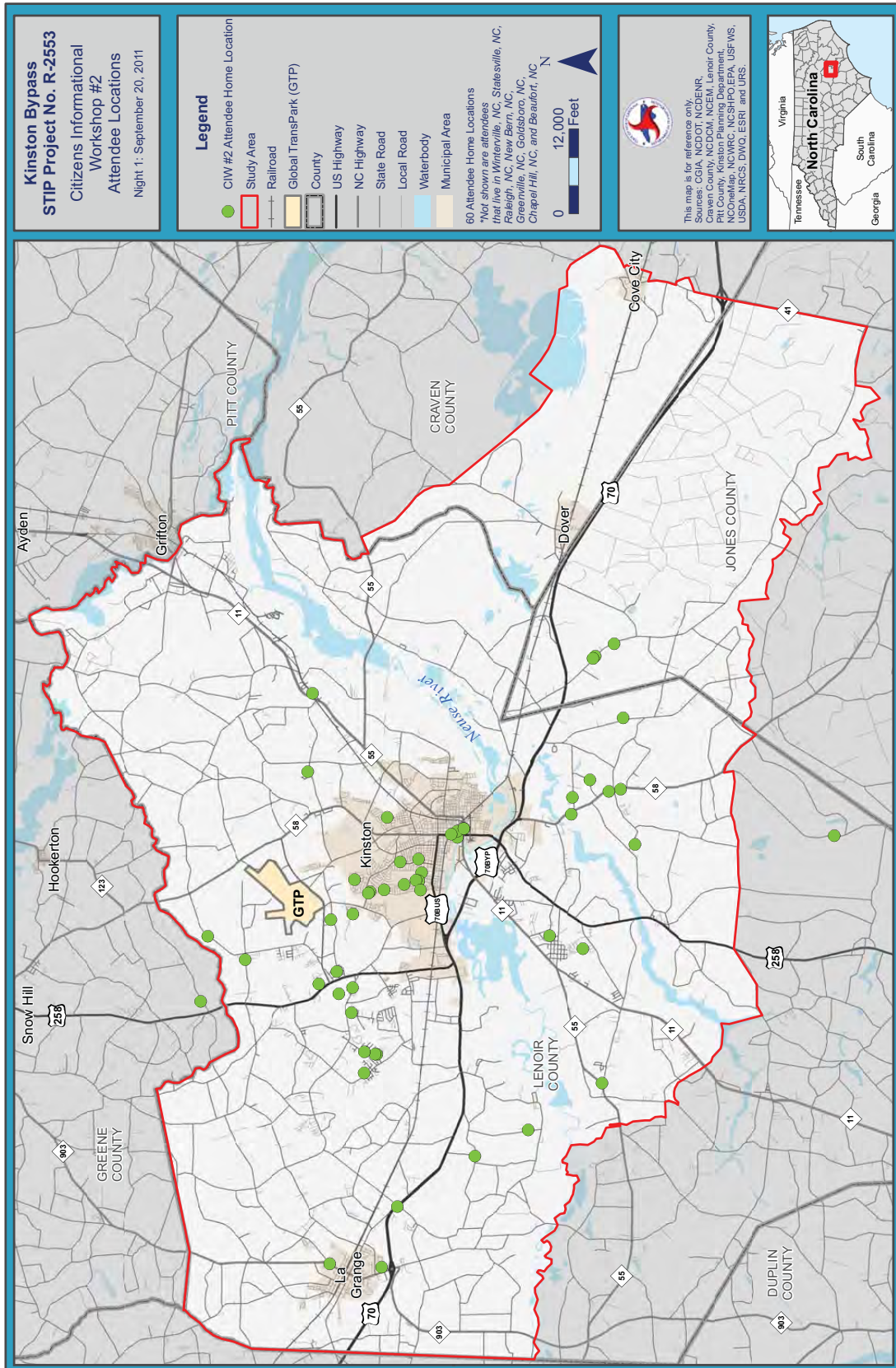


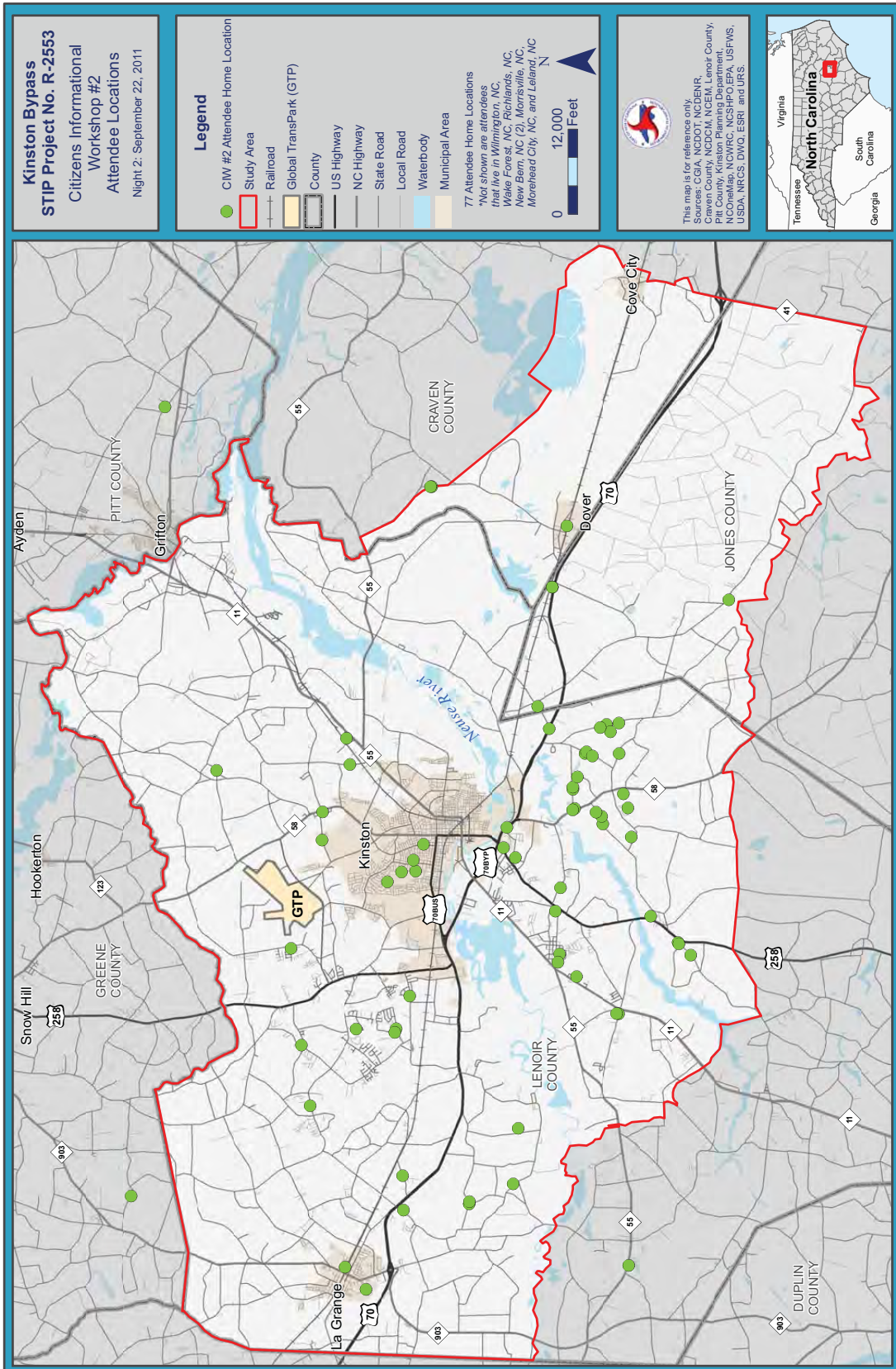
Don't forget to...

- ✓ Visit all of the workshop stations
- ✓ Ask questions
- ✓ Provide us your comments

Please Proceed to the Next Station

Kinston Bypass STIP Project # R-2553





R-2553 Kinston Bypass - Summary of Citizens Informational Workshops #2 held September 20 and 22, 2011	
<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The following sections represent a summary of the responses received:</p>	
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 an 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.	

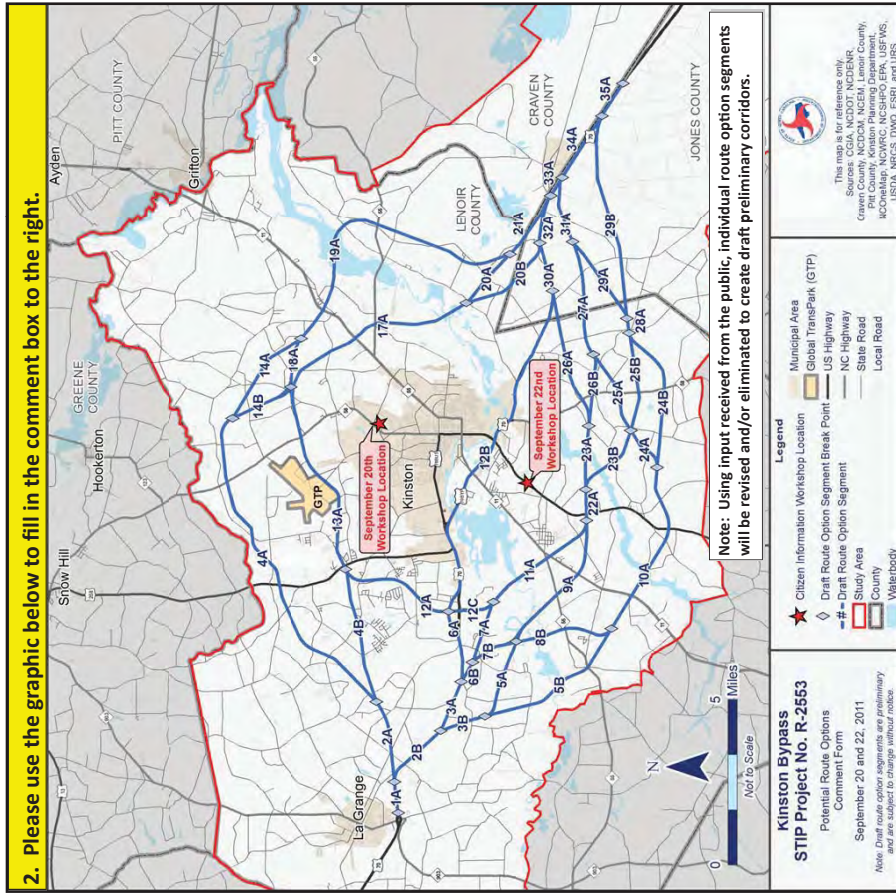
R-2553 Kinston Bypass - Summary of Comments Received Categorized by Question Number		
Question #4	Are there additional route options that you feel should be considered? If so, please draw your idea on the map provided on the inside of this comment sheet and explain below why you feel your route option 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

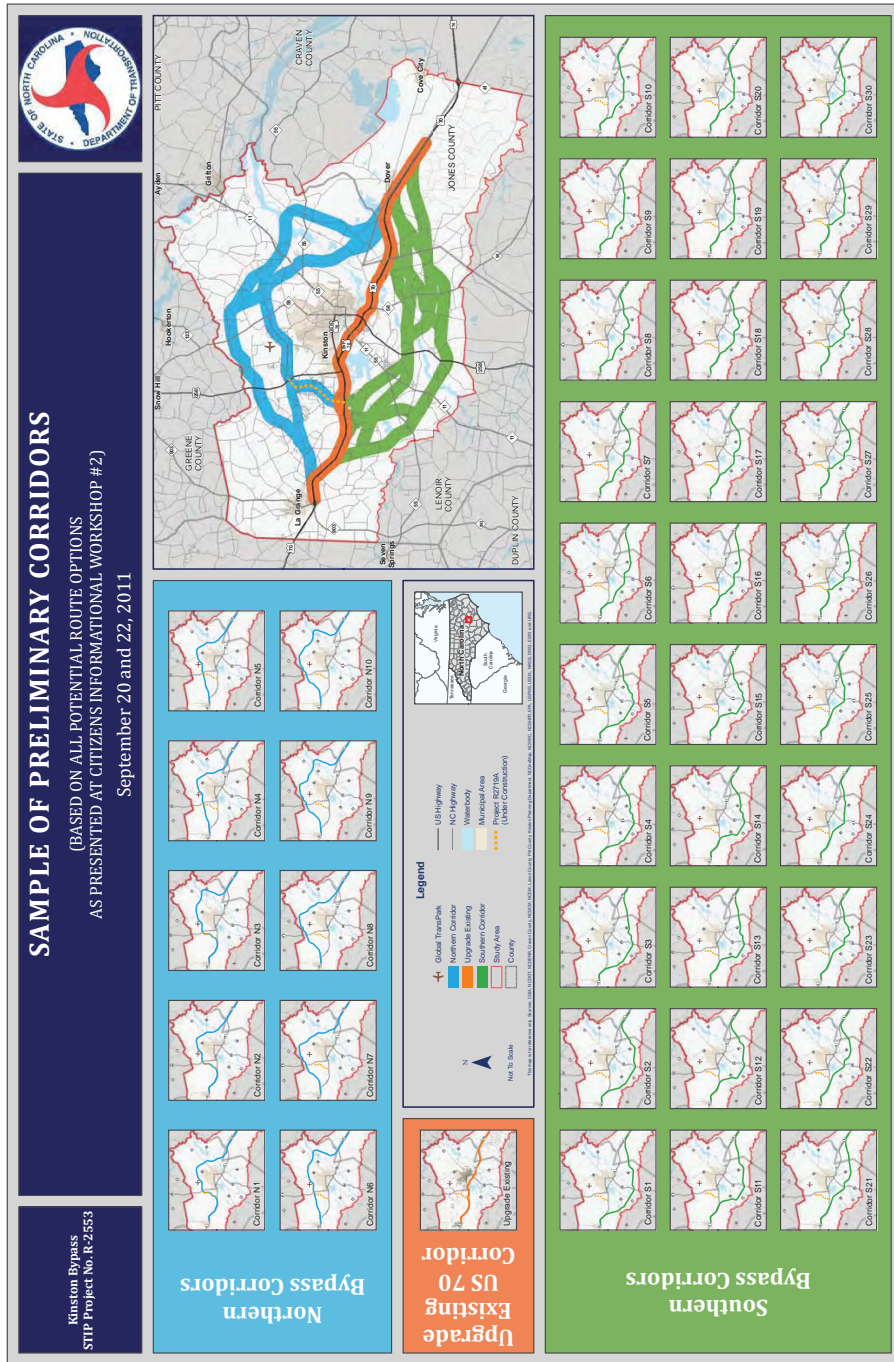
R-2553 Kinston Bypass - Summary of Comments Received Categorized by Question Number		
Question #5 (continued)	Other comments, questions, or concerns.	
	1	Using the existing section of route 12A and implementing the remainder of a northern route as highlighted on the map (Corridor N2), would be a more 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

Route Option Number	Community facilities such as schools, churches, and community centers	Homes, neighborhoods, and businesses	Cultural resources such as historic landmarks, properties and archaeological sites	Recreational areas such as parks, bike routes, and Mountain to Sea Trail	Minority and/or low-income populations	Emergency services such as hospitals, fire and police stations	Utilities such as transmission lines, natural gas lines, and water tanks	Natural resources such as wetlands, streams, and floodplains	Protected species and their habitats	Other
SUPPORT										
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.										
Route Option Number	Community facilities such as schools, churches, and community centers	Homes, neighborhoods, and businesses	Cultural resources such as historic landmarks, properties and archaeological sites	Recreational areas such as parks, bike routes, and Mountain to Sea Trail	Minority and/or low-income populations	Emergency services such as hospitals, fire and police stations	Utilities such as transmission lines, natural gas lines, and water tanks	Natural resources such as wetlands, streams, and floodplains	Protected species and their habitats	Other
DO NOT SUPPORT										
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.										







NEWSLETTER ISSUE NO. 1—APRIL 2012—CITIZENS INFORMATIONAL WORKSHOPS No. 3

This Issue

- Pg. 1...Workshops Scheduled
- Pg. 2...Interagency Team Meets
- Pg. 2...What Happens Next
- Pg. 3...Detailed Study Alternatives Map
- Pg. 4...Project Contacts

Why Is This Project Needed?

The project is needed to address:

- Traffic congestion
- Capacity deficiencies, and
- Through traffic delays on US 70 and US 70 Bypass between LaGrange and Dover.

What Is the Project's Purpose?

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.

Need Special Services or Assistance Coming to the Workshops?

NCDOT will provide auxiliary aids and services under the Americans with Disabilities Act for persons who wish to participate in this workshop, and requires special services. Please contact Mark Pierce (NCDOT) 919-707-6035 as early as possible so arrangements can be made.

ALTERNATIVES SELECTED FOR DETAILED STUDY

The Interagency Team, which consists of local, state and federal agency representatives, has selected 17 alternatives for detailed study. These alternatives include the Upgrade Existing US 70 Alternatives, 6 new location alternatives north of Kinston, and 10 new location alternatives south of Kinston. These alternatives were selected for their potential to fulfill the purpose of the project while minimizing impacts to human and natural environment resources. The Detailed Study Alternatives are shown on the map included with this newsletter (see page 3).

CITIZENS INFORMATIONAL WORKSHOPS SCHEDULED

The NCDOT has scheduled two Citizens Informational Workshops at the following locations to accommodate as many people as possible. The purpose of the workshops will be to present the Detailed Study Alternatives to the public.

The workshops will run as an informal open house, with **the same information being presented at both workshops**. The public is invited to drop in, see project maps, ask questions of NCDOT representatives, and give comments on the project.

Tuesday, May 15, 2012
 4:00 to 7:00 PM
 Kinston Public Services Complex
 2360 US Highway 258 South
 Kinston, NC 28504

Thursday, May 17, 2012
 4:00 to 7:00 PM
 Kinston High School Cafeteria
 2601 N. Queen Street
 Kinston, NC 28501

If you are unable to attend, information presented at both workshops, including comment forms, will be posted to the project website. Please submit your comments to the contact on the right:

Chris Werner, Project Manager
 URS Corporation
 1600 Perimeter Park Drive, Suite 400
 Morrisville, NC 27560
 Email: christopher.werner@urs.com

Project Hotline: 1-800-233-6315

Project Website : www.ncdot.gov/projects/kinstonbypass/

INTERAGENCY TEAM MEETS TO SELECT ALTERNATIVES

The Kinston Bypass Project is being developed following the Interagency Merger Process, which is a process established to streamline the project development and permitting process. By following this process, local, state, and federal agency representatives (known as the Interagency Team) meet to discuss the project and make decisions at major milestones for the project. The purpose of this process is to allow for collaborative decision-making in order to avoid, minimize, or mitigate for impacts to the human and natural environment while meeting the safety and mobility of the traveling public and the purpose and need for the project.

The Interagency Team met in November 2011 to select Detailed Study Alternatives from among the over 60 potential route options. Prior to meeting with the Interagency Team, NCDOT reviewed all public comments received from the September 2011 Citizens Informational Workshop and revised and refined the potential route options where feasible. Impacts for the potential route options were calculated and presented to the Interagency Team for categories such as archaeological sites, historic properties, parks, churches, schools, buildings, hazardous materials sites, mitigation sites, floodplains, wetlands, streams, utilities, and threatened and endangered species. The Interagency Team reviewed the public comments received and evaluated the alternatives based on their potential to minimize impacts both the human and natural environments. The Detailed Study Alternatives selected are shown on the map to the right.

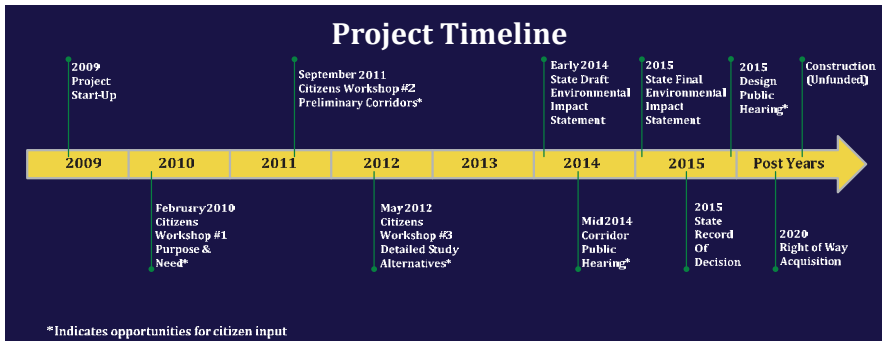


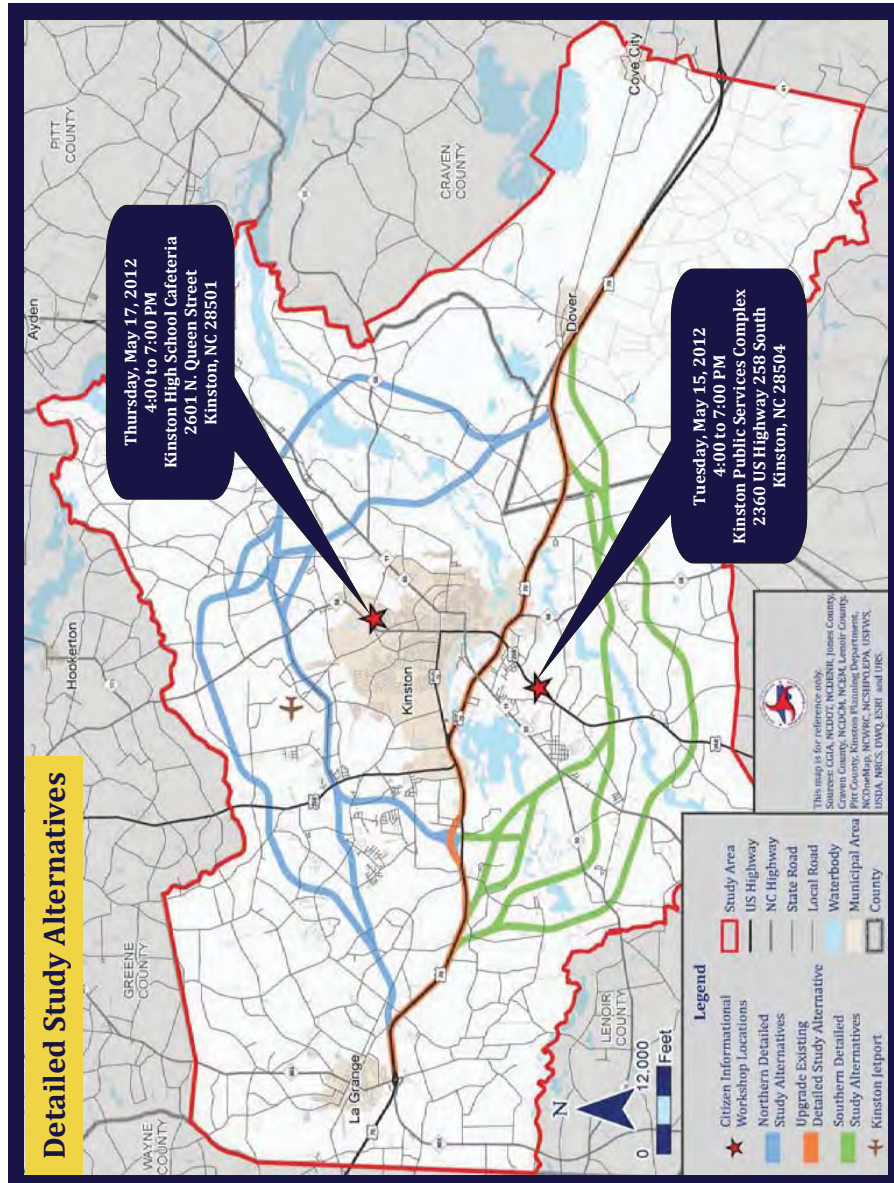
WHAT HAPPENS NEXT?

The next step in the planning process will be to develop designs for the Detailed Study Alternatives, which will include interchanges at the main roads, overpasses at the minor roads, and major service roads to provide access to properties adjacent to the Detailed Study Alternatives. Once the designs have been prepared, multiple technical studies will be prepared to identify the direct and indirect effects each Detailed Study Alternative will have on the human and natural environment. The outcome of these studies will be summarized in the State Draft Environmental Impact Statement, which will be used to help determine the preferred alternative for the project.

Once the Detailed Study Alternative designs and the State Draft Environmental Impact Statement have been prepared, both will be available for review by the public and local, state and federal agencies. NCDOT will then hold the Corridor Public Hearing, which will allow the public to ask questions about the project, include a formal presentation and allow the public an opportunity to give formal statements or comments on the project.

The Project Timeline below provides an overview of the project schedule; however, the project team is available to answer project related questions throughout the project planning and design process.





Kinston Bypass Project
ATTN: Chris Werner
URS Corporation
1600 Perimeter Park Drive, Suite 400
Morrisville, NC 27560



Don't forget to attend one of the Citizens Informational Workshops...

Tuesday, May 15, 2012
4:00 to 7:00 PM
Kinston Public Services Complex
2360 US Highway 258 South
Kinston, NC 28504

Thursday, May 17, 2012
4:00 to 7:00 PM
Kinston High School Cafeteria
2601 N. Queen Street
Kinston, NC 28501

For more information about the project, please visit the project website, or contact Chris Werner (URS) using the toll-free hotline. Written correspondence can also be provided to Chris Werner or Mark Pierce using the contact information below.

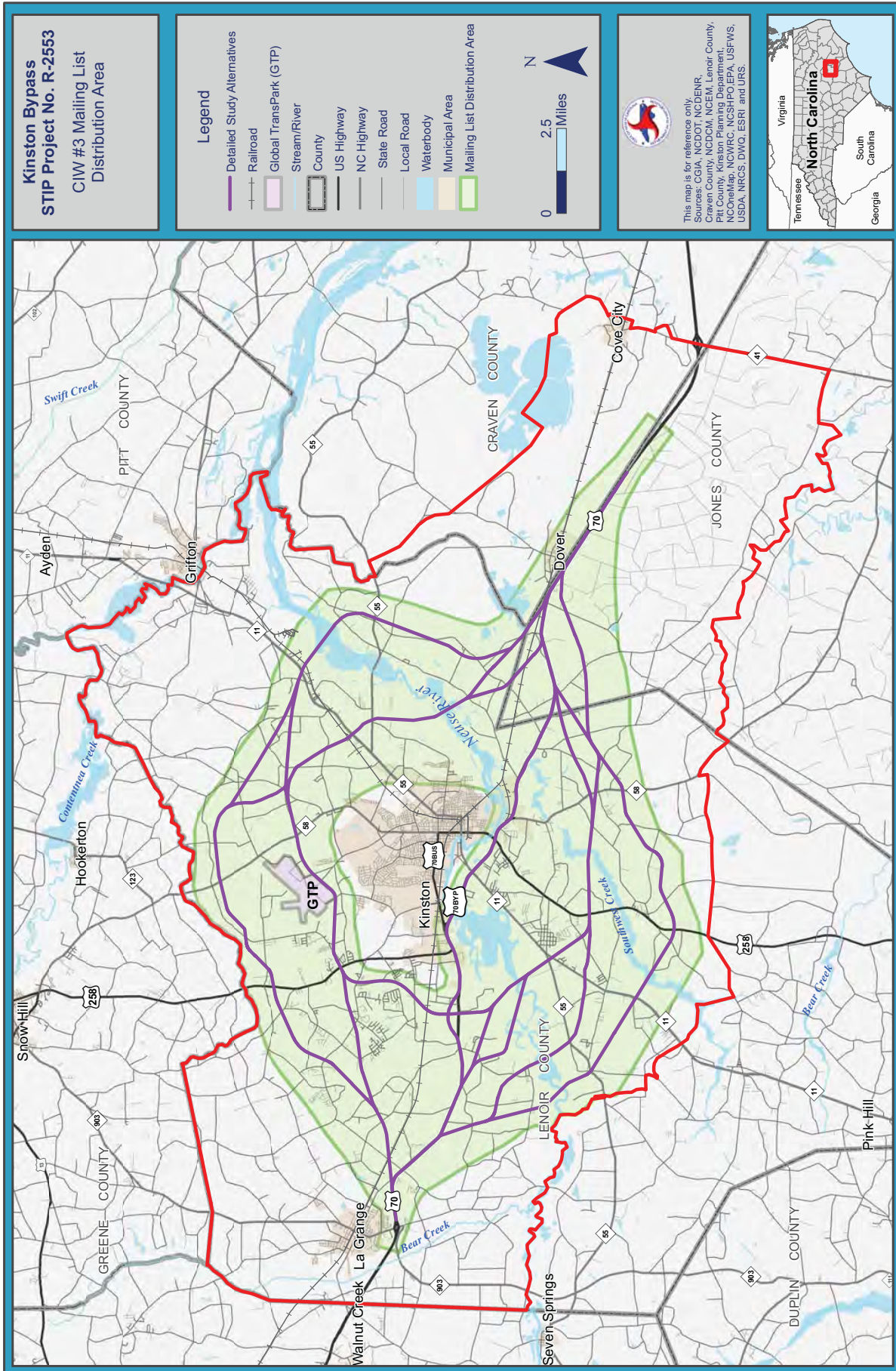
Project Hotline – Línea Gratuita del Proyecto:
1-800-233-6315 (English/ Español)

Project Website – Página Web del Proyecto:
<http://www.ncdot.gov/projects/kinstonbypass/>

Project Manager—URS Corporation
Chris Werner
1600 Perimeter Park Drive, Suite 400
Morrisville, NC 27560
christopher.werner@urs.com

Project Manager—NCDOT
Mark Pierce
1548 Mail Service Center
Raleigh, NC 27699-1548
mspierce@ncdot.gov

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KINSTON BYPASS PROJECT

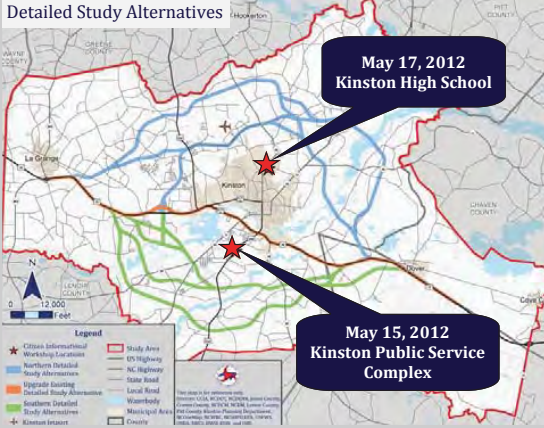
STIP Project Number R-2553



CITIZENS INFORMATIONAL WORKSHOPS SCHEDULED

The North Carolina Department of Transportation (NCDOT) has scheduled two Citizens Informational Workshops to accommodate as many people as possible. The purpose of the workshops will be to present the Detailed Study Alternatives to the public.

The workshops will run as an informal open house, with the same information being presented at both workshops. The public is invited to drop in, see project maps, ask questions of NCDOT representatives,



Workshop Times and Locations

TUESDAY, MAY 15, 2012

Between 4:00 PM and 7:00 PM
Kinston Public Service Complex
 2360 US Highway 258 South
 Kinston, NC 28504

THURSDAY MAY 17, 2012

Between 4:00 PM and 7:00 PM
Kinston High School Cafeteria
 2601 N. Queen Street
 Kinston, NC 28501

For more information about the project, please note the following resources:

<p>Project Hotline – <i>Línea Gratuita del Proyecto:</i> 1-800-233-6315 (English/ Español)</p>	<p>Project Website – <i>Página Web del Proyecto:</i> http://www.ncdot.gov/projects/kinstonbypass/</p>
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NCDOT will provide auxiliary aids and services under the Americans with Disabilities Act for persons who wish to participate in this workshop, and requires special services. Please contact Mark Pierce (NCDOT) at (919) 707-6035 as early as possible so arrangements can be made.

NOTICE OF CITIZENS INFORMATIONAL WORKSHOPS FOR THE
PROPOSED U.S. 70 KINSTON BYPASS

TIP Project No. R-2553

Lenoir, Craven, and Jones Counties

The North Carolina Department of Transportation (NCDOT) will hold the third round of public workshops for the above-mentioned highway project with two Citizen Informational Workshops at the following times and locations:

- **Tuesday, May 15, 2012: 4:00 - 7:00 p.m., Public Services Complex – Large Training Room, 2360 US Highway 258 South, Kinston**
- **Thursday, May 17, 2012: 4:00 – 7:00 p.m., Kinston High School – Cafeteria, 2601 N. Queen Street, Kinston**

Interested individuals may attend this informal workshop any time during the above hours. NCDOT representatives will display maps and be available to answer questions and receive comments. Comments and information received will be taken into consideration as work on the project develops. Please note that there will not be a formal presentation.

NCDOT proposes to construct a new multi-lane highway which will provide two travel lanes for each direction separated by a median. Access to this new highway will be allowed to the main roads by interchange only. Alternatives currently being considered will restrict direct property access to this new highway. This highway is proposed to run from U.S. 70 near LaGrange in Lenoir County to U.S. 70 near Dover in Craven County. Additional right-of-way acquisition and the relocation of homes and businesses will be required for this project.

The purpose of the project is to improve regional mobility, connectivity, and capacity for U.S. 70 between LaGrange and Dover in a manner that meets the intent of the North Carolina Strategic Highway Corridors Plan.

For additional information, contact Mark Pierce, NCDOT - Project Development and Environmental Analysis Unit at 1548 Mail Service Center, Raleigh, NC 27699-1548, phone (919) 707-6035, fax (919) 250-4224 or via email: mspierce@ncdot.gov. Citizens may also contact consultant Chris Werner of URS Corporation at (919) 461-1470 or via email: christopher.werner@urs.com.

You may also visit the project web site for information at: <http://www.ncdot.gov/projects/kinstonbypass/>. You may also call the project hotline at 1.800.233.6315.

NCDOT will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who wish to participate in this workshop. Anyone requiring special services should contact Pierce as early as possible so that arrangements can be made.



KINSTON BYPASS PROJECT

STIP Project Number R-2553



Citizens Informational Workshop No. 3 — Detailed Study Alternatives

Comment Form—May 15 & 17, 2012

Contact Information (Please Print)

Name: _____ Email Address: _____

Mailing Address: _____

Please check if you would like to be added to the project mailing list. Yes No

How did you hear of tonight's workshop?

Postcard Flyer Newspaper Radio Friend/Family Other

Please provide any comments that you have on the project below. If needed, additional space is available on the reverse side.

You can drop your comment form in the comment box or send it to the contact information provided below by June 18, 2012.

**North Carolina Department of Transportation
C/O URS Corporation
ATTN: Chris Werner
1600 Perimeter Park Drive, Suite 400
Morrisville, NC 27560
christopher.werner@urs.com**

Toll-Free Hotline: 1-800-233-6315

Website: www.ncdot.gov/projects/kinstonbypass/



NEWSLETTER ISSUE NO. 1—APRIL 2012—CITIZENS INFORMATIONAL WORKSHOPS No. 3

This Issue
 Pg. 1...Workshops Scheduled
 Pg. 2...Interagency Team Meets
 Pg. 2...What Happens Next
 Pg. 3...Detailed Study Alternatives Map
 Pg. 4...Project Contacts

Why Is This Project Needed?
 The project is needed to address:
 • Traffic congestion
 • Capacity deficiencies, and
 • Through traffic delays on US 70 and US 70 Bypass between LaGrange and Dover.

What Is the Project's Purpose?
 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.

Need Special Services or Assistance Coming to the Workshops?
 NCDOT will provide auxiliary aids and services under the Americans with Disabilities Act for persons who wish to participate in this workshop, and requires special services. Please contact Mark Pierce (NCDOT) 919-707-6035 as early as possible so arrangements can be made.

ALTERNATIVES SELECTED FOR DETAILED STUDY

The Interagency Team, which consists of local, state and federal agency representatives, has selected 17 alternatives for detailed study. These alternatives include the Upgrade Existing US 70 Alternatives, 6 new location alternatives north of Kinston, and 10 new location alternatives south of Kinston. These alternatives were selected for their potential to fulfill the purpose of the project while minimizing impacts to human and natural environment resources. The Detailed Study Alternatives are shown on the map included with this newsletter (see page 3).

CITIZENS INFORMATIONAL WORKSHOPS SCHEDULED

The NCDOT has scheduled two Citizens Informational Workshops at the following locations to accommodate as many people as possible. The purpose of the workshops will be to present the Detailed Study Alternatives to the public.

The workshops will run as an informal open house, with **the same information being presented at both workshops**. The public is invited to drop in, see project maps, ask questions of NCDOT representatives, and give comments on the project.

Tuesday, May 15, 2012
 4:00 to 7:00 PM
 Kinston Public Services Complex
 2360 US Highway 258 South
 Kinston, NC 28504

Thursday, May 17, 2012
 4:00 to 7:00 PM
 Kinston High School Cafeteria
 2601 N. Queen Street
 Kinston, NC 28501

If you are unable to attend, information presented at both workshops, including comment forms, will be posted to the project website. Please submit your comments to the contact on the right:

Chris Werner, Project Manager
 URS Corporation
 1600 Perimeter Park Drive, Suite 400
 Morrisville, NC 27560
 Email: christopher.werner@urs.com

Project Hotline: 1-800-233-6315 Project Website : www.ncdot.gov/projects/kinstonbypass/

INTERAGENCY TEAM MEETS TO SELECT ALTERNATIVES

The Kinston Bypass Project is being developed following the Interagency Merger Process, which is a process established to streamline the project development and permitting process. By following this process, local, state, and federal agency representatives (known as the Interagency Team) meet to discuss the project and make decisions at major milestones for the project. The purpose of this process is to allow for collaborative decision-making in order to avoid, minimize, or mitigate for impacts to the human and natural environment while meeting the safety and mobility of the traveling public and the purpose and need for the project.

The Interagency Team met in November 2011 to select Detailed Study Alternatives from among the over 60 potential route options. Prior to meeting with the Interagency Team, NCDOT reviewed all public comments received from the September 2011 Citizens Informational Workshop and revised and refined the potential route options where feasible. Impacts for the potential route options were calculated and presented to the Interagency Team for categories such as archaeological sites, historic properties, parks, churches, schools, buildings, hazardous materials sites, mitigation sites, floodplains, wetlands, streams, utilities, and threatened and endangered species. The Interagency Team reviewed the public comments received and evaluated the alternatives based on their potential to minimize impacts both the human and natural environments. The Detailed Study Alternatives selected are shown on the map to the right.

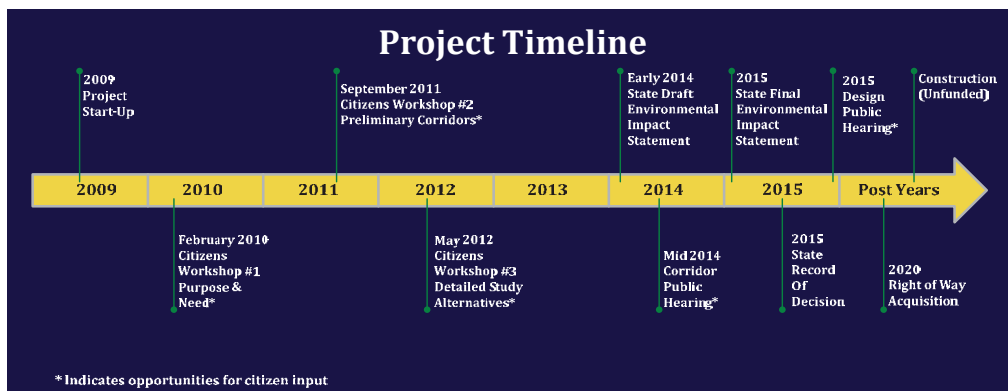


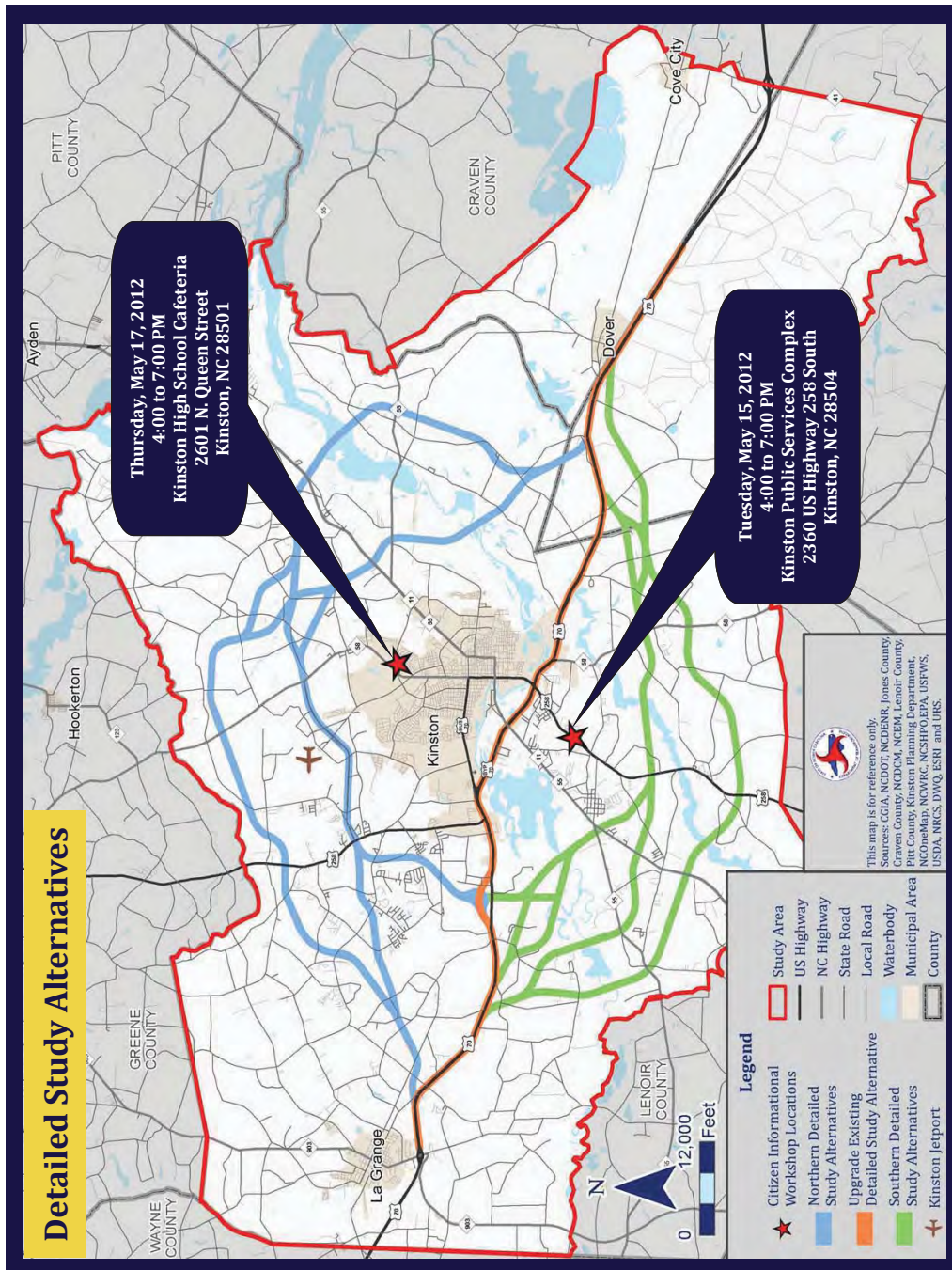
WHAT HAPPENS NEXT?

The next step in the planning process will be to develop designs for the Detailed Study Alternatives, which will include interchanges at the main roads, overpasses at the minor roads, and major service roads to provide access to properties adjacent to the Detailed Study Alternatives. Once the designs have been prepared, multiple technical studies will be prepared to identify the direct and indirect effects each Detailed Study Alternative will have on the human and natural environment. The outcome of these studies will be summarized in the State Draft Environmental Impact Statement, which will be used to help determine the preferred alternative for the project.

Once the Detailed Study Alternative designs and the State Draft Environmental Impact Statement have been prepared, both will be available for review by the public and local, state and federal agencies. NCDOT will then hold the Corridor Public Hearing, which will allow the public to ask questions about the project, include a formal presentation and allow the public an opportunity to give formal statements or comments on the project.

The Project Timeline below provides an overview of the project schedule; however, the project team is available to answer project related questions throughout the project planning and design process.





Kinston Bypass Project
ATTN: Chris Werner
URS Corporation
1600 Perimeter Park Drive, Suite 400
Morrisville, NC 27560



Don't forget to attend one of the Citizens Informational Workshops...

<p>Tuesday, May 15, 2012 4:00 to 7:00 PM Kinston Public Services Complex 2360 US Highway 258 South Kinston, NC 28504</p>	<p>Thursday, May 17, 2012 4:00 to 7:00 PM Kinston High School Cafeteria 2601 N. Queen Street Kinston, NC 28501</p>
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For more information about the project, please visit the project website, or contact Chris Werner (URS) using the toll-free hotline. Written correspondence can also be provided to Chris Werner or Mark Pierce using the contact information below.

<p>Project Hotline – Línea Gratuita del Proyecto: 1-800-233-6315 (English/ Español)</p>	<p>Project Website – Página Web del Proyecto: http://www.ncdot.gov/projects/kinstonbypass/</p>
<p>Project Manager—URS Corporation Chris Werner 1600 Perimeter Park Drive, Suite 400 Morrisville, NC 27560 christopher.werner@urs.com</p>	<p>Project Manager—NCDOT Mark Pierce 1548 Mail Service Center Raleigh, NC 27699-1548 mspierce@ncdot.gov</p>

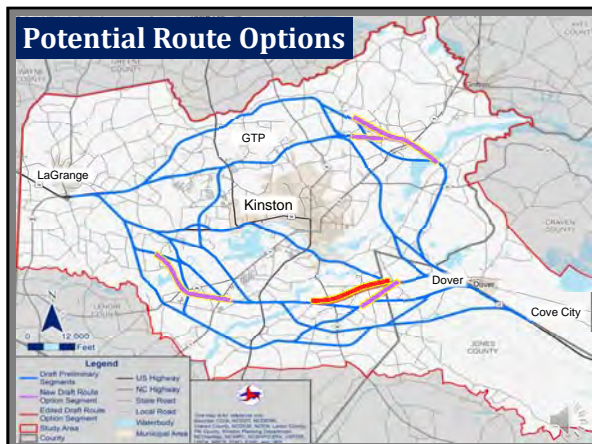
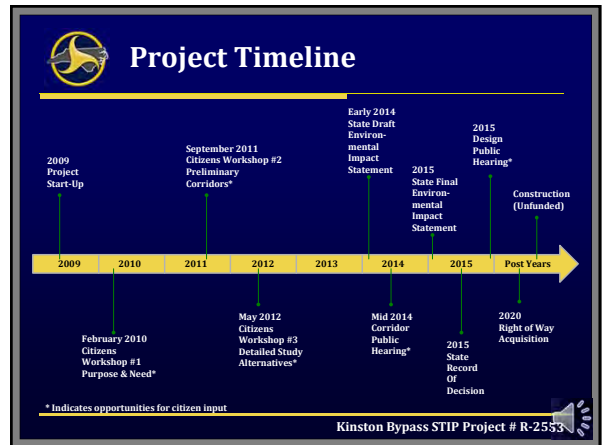
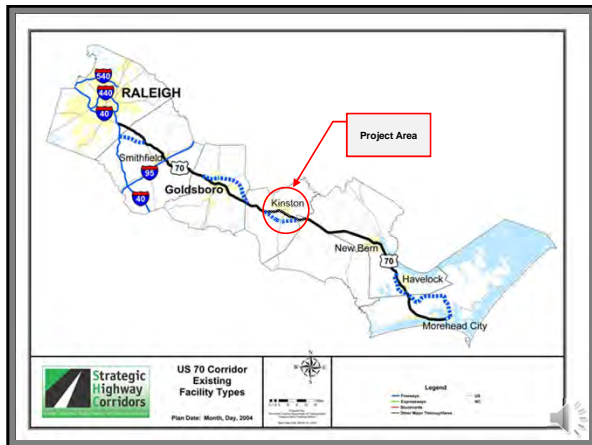
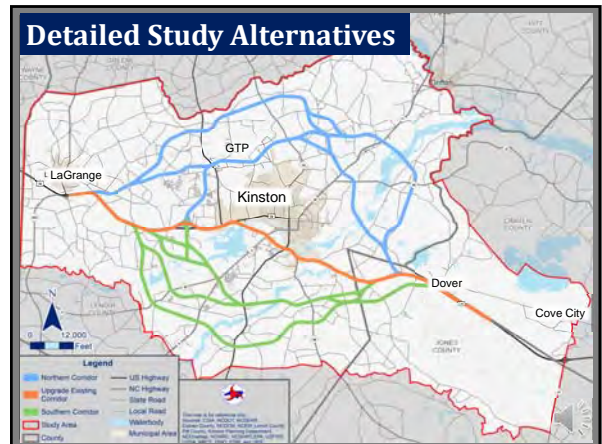
14,517 copies of this public document were printed at a cost of \$11,758.77 or approximately \$0.81 each on 04/23/2012

What is the project purpose?

- Improve...
 - regional mobility,
 - connectivity, and
 - capacity



Kinston Bypass STIP # R-2553



Contact Information

For additional information, please contact:

Chris Werner
URS Corporation
1600 Perimeter Park Drive
Suite 400
Morrisville, NC 27560
(919) 461-1470 or 1-800-233-6315
christopher.werner@urs.com

Mark Pierce
NCDOT Project Development and
Environmental Analysis Unit
1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 707-6035
mspierce@ncdot.gov

Toll Free Hotline
1-800-233-6315

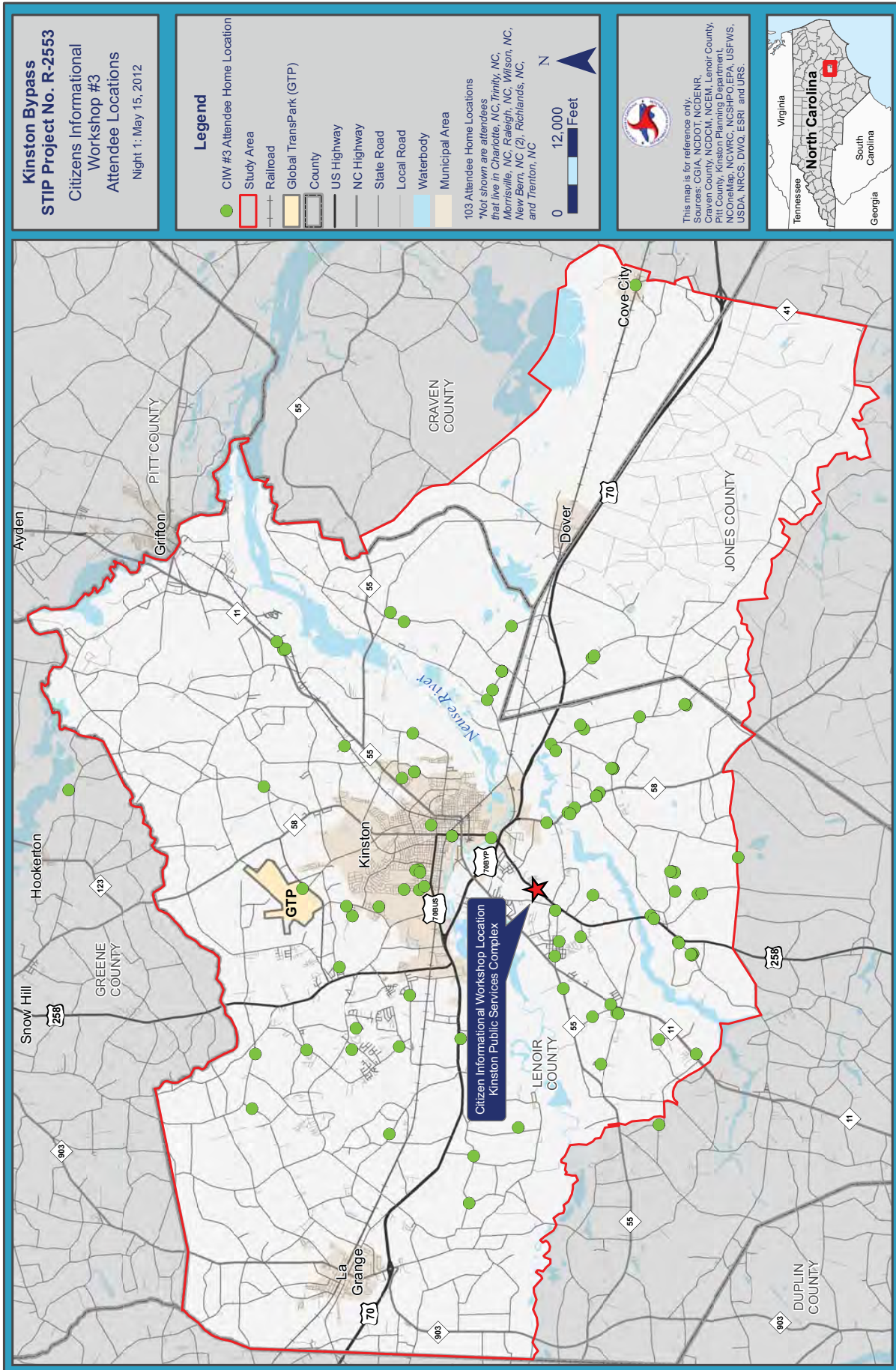
Kinston Bypass STIP Project # R-2553

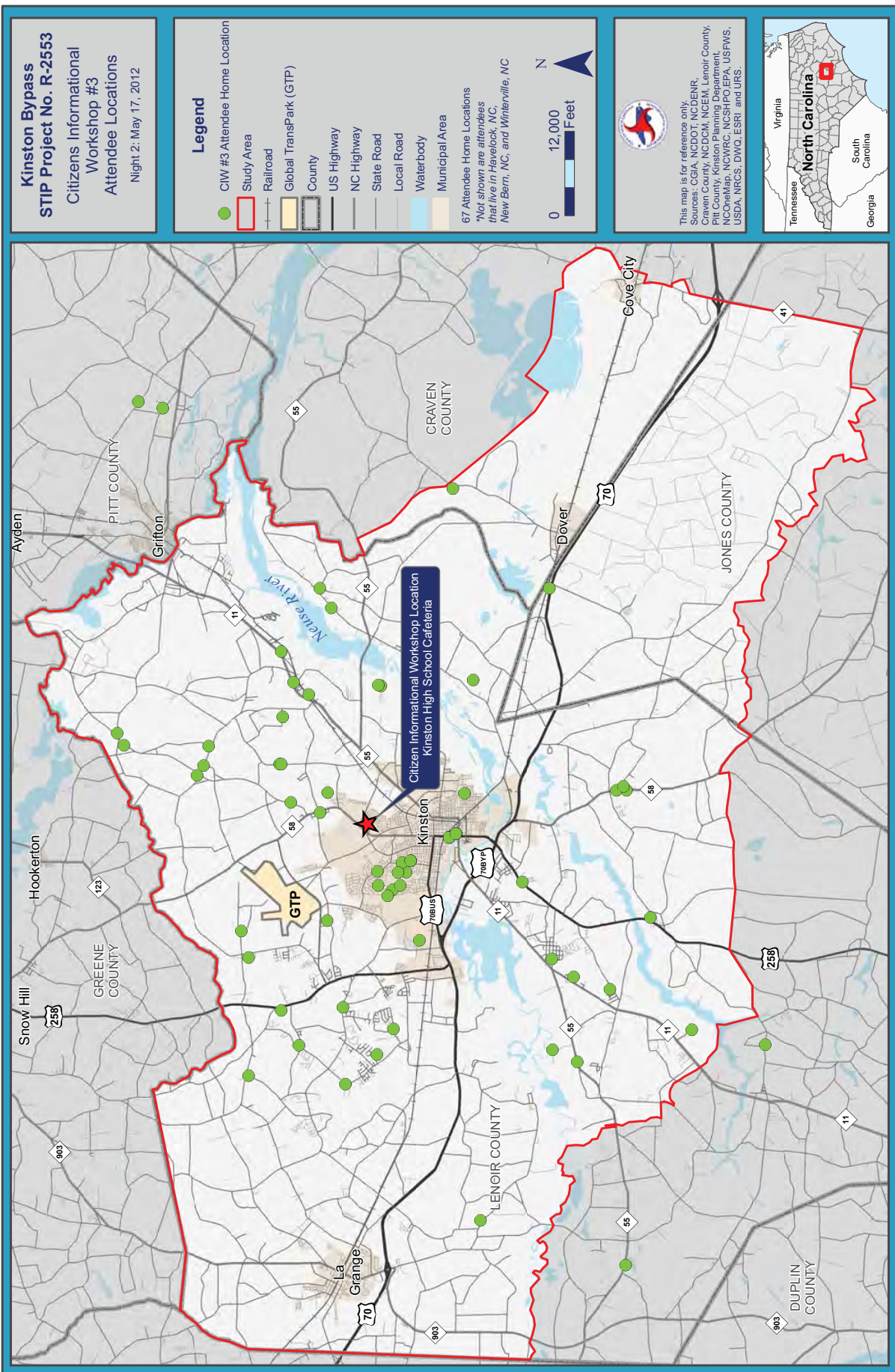


Kinston Bypass Project

This presentation will repeat
in 1 minute.

Kinston Bypass STIP Project # R-2553





**Kinston Bypass
STIP Project No. R-2553**
Citizens Informational
Workshop #3
Attendee Locations
Night 2: May 17, 2012


Legend

- CIW #3 Attendee Home Location
- Study Area
- Railroad
- Global TransPark (GTP)
- County
- US Highway
- NC Highway
- State Road
- Local Road
- Waterbody
- Municipal Area

67 Attendee Home Locations
*Not shown are attendees that live in Haylock, NC, New Bern, NC, and Winterville, NC

0 12,000 Feet

▲ N



This map is for reference only.
Sources: CGIA, NCDOT, NCDENR, Craven County, NCDQM, NCEM, Lenoir County, Pitt County, Kinston Planning Department, NCEM, NCMRPC, NCSH-FOEPA, USFWS, USDA, NRCS, DWI, ESRI and URS.



STIP R-2553 Coordination and Public Involvement Plan
Kinston Bypass Project, Lenoir, Jones, and Craven Counties
WBS 34460

R-2553 Kinston Bypass - Summary of Citizens Informational Workshops #3 held May 15 and 17, 2012	
<p>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.</p> <p>NCDOT mailed 14,517 newsletters informing the public of Citizen Informational Workshop #3 in order to present to the public the alternatives selected for detailed study, answer questions, receive any additional public comments, and to review the next steps of the project with the public. In addition to mailing newsletters, NCDOT also ran advertisements in local newspapers and radio stations about the workshops and distributed a total of 265 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.</p> <p>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. The project hotline also allowed for the Spanish-speaking public to contact the project team.</p> <p>The workshops were held May 15 and 17, 2012 at the Kinston Public Services Complex and Kinston High School, respectively. Public comments were collected in writing at the workshops and were accepted by Email and postal mail until June 18, 2012.</p> <p>The following sections represent a summary of the responses received:</p>	
Means by which the public found out about the workshop:	
14	Newsletter
23	Flyer
10	Newspaper
6	Friend/Family
4	Other (listed via email)
Number of workshop attendees who signed in at the registration table:	
Day #1 (May 15 2012)	103
Day #2 (May 17 2012)	82
Comments received as a result of workshops:	
Day #1 (May 15 2012)	23
Day #2 (May 17 2012)	20
via Mail	9
via Website	2
Total	54
-Summary of Comments Received Categorized by Type of Comment (attached).	
Note: Segment and overall corridor graphics are attached for reference.	

Below is a summary of **project or alternative preference** provided by some who completed a comment sheet. *Please note, detailed information was not provided to the public for alternative comparison.*

Project or Alternative Preference	Number of Responses
Do Nothing	3
New Bypass in General	1
Southern Alternatives in General	2
Northern Alternatives in General	18
Upgrade Existing US 70	13
Alternatives 2/5	12
11/12	1
35/36	1
51/52	2
53	1
56	1

Below is a summary of **project or alternative opposition** provided by some who completed a comment sheet. *Please note detailed information was not provided to the public for alternative comparison.*

Project or Alternative Opposition	Number of Responses
Do Nothing	1
Project In General	3
Bypass Alternatives in General	1
Alternatives Impacting Wyse Fork Battlefield	2
Southern Alternatives in General	2
2	2
5	5
35	5
36	5
53	2
56	4

Below is a summary of general concerns identified by those who completed a comment sheet.

Specific Concern Identified	Number of Responses
No comments/concerns at this time	5
Cost	10
Impacts to personal property, farmland, or neighborhood	20
Impacts to natural resources	6
Impacts to historic resources	6
Impacts to businesses along US 70/economy	12
Impacts to GTP if C.F. Harvey Parkway is used	1
Existing safety conditions	1
Build Alternative Design Standards	1
Coordination of various projects within study area	1
Project in general	4
Project schedule	3



KINSTON BYPASS PROJECT

STIP Project Number R-2553



NEWSLETTER ISSUE NO. 2—AUGUST 2014—PUBLIC MEETING ROUND 4

This Issue

Pg. 1...Project Update
Pg. 2...What 's Next?
Pg. 3...Project Map
Pg. 4...Project Contacts

Language Assistance is Available

Un intérprete en español estará disponible en las reuniones públicas. Este comunicado y el material que se presentará en el taller estarán disponibles en español en la página de internet del proyecto (vea abajo). Para asistencia en español puede comunicarse al teléfono 1-800-233-6315

A Spanish interpreter will be available at the workshops. This newsletter and other workshop materials are available in Spanish on the project website (see below). Assistance in Spanish is also available by calling 1-800-233-6315. If assistance in a language other than Spanish is needed, please request it prior to the meeting by calling 1-800-233-6315.

Need Special Services or Assistance Coming to the Meetings?

NCDOT will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons. Anyone requiring special services should contact Senior Public Involvement Officer, Anamika Laad at 919.707.6072 or e-mail at alaad@ncdot.gov as early as possible so that arrangements can be made.

PROJECT UPDATE

Working with the US Army Corps of Engineers as the lead federal agency, the NC Department of Transportation (NCDOT) led a January 2014 meeting with local officials and other state and federal agencies, in which all northern bypass alternatives were eliminated from further study. At the same meeting, a new alternative was added for consideration—Upgrade Existing US 70 with a Shallow Southern Bypass. Please see Page 2 for information on this newly added alternative. The existing Southern Bypass alternatives and the Upgrade Existing US 70 will remain under consideration.

The decision to remove Northern Bypass alternatives is a direct result of new traffic projections that show Southern Bypass alternatives will draw significantly more traffic onto a bypass. Southern Bypass alternatives attract enough traffic from the existing US 70 such that traffic congestion is noticeably reduced in central Kinston - which eliminates the need for widening existing US 70 in the foreseeable future. Northern Bypass alternatives draw so little traffic from existing US 70 that improvements to existing US 70 would still be needed, even after a Northern Bypass was constructed.

WHY IS THIS PROJECT NEEDED?

The project is needed to address traffic congestion, capacity deficiencies, and traffic delays on US 70 and US 70 Bypass between LaGrange and Dover.

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.

PUBLIC MEETINGS

The NCDOT has scheduled two Public Meetings as shown below. The meetings will be informal open house drop-in style with **the same information being presented at both meetings**. There will be **no** formal presentation.

Tuesday, August 26, 2014
4:00 PM to 7:00 PM

Kennedy Children's Home Gym
2380 Kennedy Dairy Road
Kinston, NC 28504

Thursday, August 28, 2014
4:00 PM to 7:00 PM

Southwood Memorial
Christian Church
1027 NC Highway 58 South
Kinston, NC 28504

Connecting people and places safely and efficiently, with accountability and environmental sensitivity to enhance the economy, health and well-being of North Carolina.

Project Hotline/Línea Gratuita del Proyecto
1-800-233-6315

Project Website/Página Web del Proyecto
www.ncdot.gov/projects/kinstonbypass/

NEW ALTERNATIVE: UPGRADE EXISTING US 70 WITH A SHALLOW SOUTHERN BYPASS



Due to the high density of development and the natural environmental features found in central Kinston, engineers encountered a number of impacts and issues as functional designs were developed for the Upgrade Existing US 70 alternative. Based on this, the project team looked at several short alignments that might bypass the most densely-developed areas.

The Upgrade Existing US 70 with a Shallow Southern Bypass alternative was officially added as a detailed study alternative in January 2014 (as shown on Page 3). This alternative widens US 70 to the east and west sides of the city, but creates a new location highway in central Kinston. The corridor for the new Upgrade Existing US 70 with a Shallow Southern Bypass alternative begins just

east of the recently opened section of the C.F. Harvey Parkway and runs to the southeast across the Neuse River, crossing NC 11/55 near the Goodman Road intersection. The corridor then crosses US 258 near Collier-Loftin Road and continues eastward to cross NC 58 in the area south of Lenoir Community College and rejoins existing US 70 near Neuse Road.

WHAT'S NEXT?

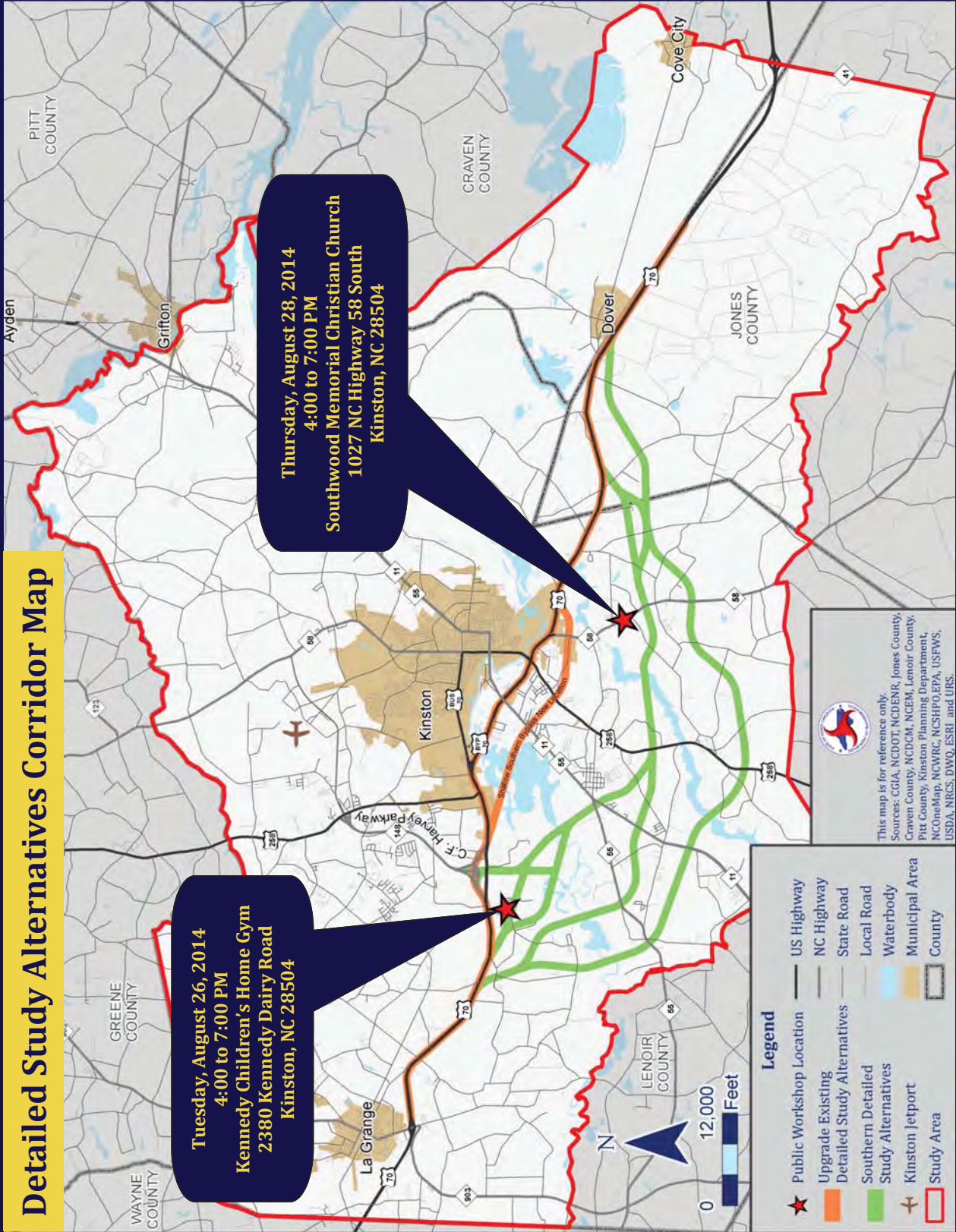
The Kinston Bypass study is in a conceptual phase. The NCDOT has conducted corridor-level analyses, and has not made any decisions on specific highway alignments within these wide corridors. All design alternatives are subject to change as the project team continues to study the best ways to have minimum impacts to homes, businesses, and community and natural resources in the area. NCDOT will start preparing a Draft Environmental Impact Statement (DEIS) later in 2014. The DEIS will discuss all of the alternatives studied (and eliminated) and the process followed to date. It will list specific parameters such as traffic analysis, cost, and impacts to the human and natural environment for each of the alternatives analyzed. After this information is published and before any decisions are made on a preferred corridor, NCDOT will conduct a Public Hearing to seek public opinions and preferences on the various alternatives analyzed in the DEIS.



The updated Project Schedule shown below identifies future opportunities for public input. However, the project team is available to answer project related questions throughout the project planning and design process.



Detailed Study Alternatives Corridor Map



US 70 Kinston Bypass Project
North Carolina Department of Transportation
C/O URS Corporation
Chris Werner
1600 Perimeter Park Drive, Suite 400
Morrisville, NC 27560



Please join us at one of the Public Meetings...

Tuesday, August 26, 2014
4:00 PM to 7:00 PM
Kennedy Children's Home Gym
2380 Kennedy Dairy Road
Kinston, NC 28504

Thursday, August 28, 2014
4:00 PM to 7:00 PM
Southwood Memorial Christian Church
1027 NC Highway 58 South
Kinston, NC 28504

Project Manager—NCDOT

Robert Deaton, AICP
1548 Mail Service Center
Raleigh, NC 27699-1548
rdeaton@ncdot.gov

Project Manager—URS Corporation

Chris Werner, PE
1600 Perimeter Park Drive, Suite 400
Morrisville, NC 27560
christopher.werner@urs.com

Missed the Meeting?

If you are unable to attend the meeting, scan the QR Code to the right to access the project website.



Project Hotline - Línea Gratuita del Proyecto:
1-800-233-6315 (English/ Español)

Project Website - Página Web del Proyecto:
<http://www.ncdot.gov/projects/kinstonbypass/>

18,000 copies of this public document were printed at a cost of \$14,040.00 or approximately \$0.78 each on 07/28/2014



PROYECTO DE CIRCUNVALACIÓN EN KINSTON

STIP Proyecto Número R-2553



COMUNICADO EDICIÓN No. 2—AGOSTO 2014—REUNIÓN PÚBLICA No. 4

En Esta Edición

Pg. 1...Actualización del Proyecto
Pg. 2...¿Qué Sigue?
Pg. 3...Mapa del Proyecto
Pg. 4...Contactos del Proyecto

Asistencia disponible en otros idiomas

Un intérprete en español estará disponible en las reuniones públicas. Este comunicado y el material que se presentará en el taller estarán disponibles en español en la página de internet del proyecto (vea abajo). Para asistencia en español puede comunicarse al teléfono 1-800-233-6315

Si necesita asistencia en un idioma distinto al español, por favor solicítelo antes de la reunión llamando al teléfono 1-800-233-6315

¿Necesita Servicios Especiales o Asistencia Para ir a las Reuniones?

El NCDOT proporcionará ayudas y servicios auxiliares bajo la Ley de Americanos con Discapacidades (Americans with Disabilities Act) a las personas con discapacidades. Cualquier persona que requiera servicios especiales debe contactar a Anamika Laad, Oficial Principal de Participación Pública, llamando al teléfono 919-707-6072 o por correo electrónico a alaad@ncdot.gov tan pronto como sea posible para realizar los arreglos necesarios.

ACTUALIZACIÓN DEL PROYECTO

El Departamento de Transporte de Carolina del Norte (NCDOT), trabajando conjuntamente con el Cuerpo de Ingenieros de las Fuerzas Armadas de los EU como la agencia federal principal, encabezó en enero del 2014 una reunión con el gobierno local y otras entidades estatales y federales, en la cual todas las alternativas de circunvalación hacia el norte fueron descartadas de la necesidad de realizar estudios adicionales. En la misma reunión, la alternativa de mejorar la Carretera Estatal US70 con una circunvalación en el sur fue adicionada para consideración. Vea la Página 2 para información sobre esta nueva alternativa. Las alternativas existentes de Circunvalación en el Sur y de mejorar la Carretera Estatal US70 existente permanecen bajo consideración.

La decisión de eliminar las alternativas de Circunvalación en el Norte es resultado directo de nuevas proyecciones de tráfico que muestran que las alternativas de Circunvalación en el Sur atraerán significativamente mucho más tráfico hacia la circunvalación. Las alternativas de Circunvalación en el Sur atraen suficiente tráfico de la Carretera Estatal US70 existente, que se reduce considerablemente la congestión en el área Central de Kinston, lo cual elimina la necesidad de ampliar la Carretera Estatal US70 en el futuro. Las alternativas de Circunvalación en el Norte atraen muy poco tráfico de la Carretera Estatal US70 que harían necesario mejorar la Carretera Estatal US70 existente incluso después de que se construya la Circunvalación en el Norte.

¿POR QUÉ SE NECESITA ESTE PROYECTO?

El proyecto es necesario para atender la congestión de tráfico, deficiencias en la capacidad de tráfico y demoras de tráfico en la Carretera Estatal US70 y en la circunvalación de la Carretera Estatal US70 entre LaGrange y Dover.

El propósito del proyecto es mejorar la movilización regional, la conectividad y la capacidad de la Carretera Estatal US70 entre LaGrange y Dover de manera que cumpla con las intenciones del Plan Estratégico de Autopistas de Carolina del Norte.

REUNIONES PÚBLICAS

El NCDOT ha programado dos Reuniones Públicas como se muestra abajo. Las reuniones serán informales al estilo de jornada de puertas abiertas para los que deseen asistir y **la misma información se presentara en ambas reuniones**. No habrá presentación formal.

**Martes, 26 de Agosto, 2014
4:00 PM to 7:00 PM**

**Kennedy Children's Home Gym
2380 Kennedy Dairy Road
Kinston, NC 28504**

**Jueves, 28 de Agosto, 2014
4:00 PM to 7:00 PM**

**Southwood Memorial
Christian Church
1027 NC Highway 58 South
Kinston, NC 28504**

Conectando personas y lugares de manera segura y eficiente, con responsabilidad y sensibilidad ambiental para mejorar la economía, salud y bienestar de Carolina del Norte

NUEVA ALTERNATIVA: MEJORAR LA CARRETERA ESTATAL US70 EXISTENTE CON UNA CIRCUNVALACIÓN EN EL SUR



Debido a la alta densidad de desarrollo y las características naturales del entorno encontradas en la zona central de Kinston, los ingenieros encontraron varios impactos y problemas a medida que se desarrollaron los diseños funcionales de la alternativa de mejorar la Carretera Estatal US70 existente. Basado en esto, el equipo del proyecto examinó varias alineaciones cortas que podrían eludir las áreas más densamente desarrolladas.

La alternativa de mejorar la Carretera Estatal US70 existente con una Circunvalación en el Sur fue adicionada oficialmente como una alternativa para estudio detallado en Enero del 2014 (como se muestra en la Página 3). Esta alternativa ensancha la Carretera Estatal US70 a los lados este y oeste de la ciudad, pero crea una nueva autopista en la zona central de Kinston. El corredor para la alternativa de mejorar la Carretera Estatal US70 existente con una alternativa de Circunvalación en el Sur empieza al este de la sección recientemente abierta de la autopista C.F. Harvey y va hacia el sureste atravesando el Río Neuse, cruzando NC 11/55 cerca de la intersección con la Calle Goodman. El corredor luego cruza la Carretera Estatal US258 cerca de la Calle Collier-Loftin y continua en dirección este para cruzar la Carretera NC 58 en el área al sur de Lenoir Community College y vuelve a unirse a la Carretera Estatal US70 existente cerca de la Calle Neuse.

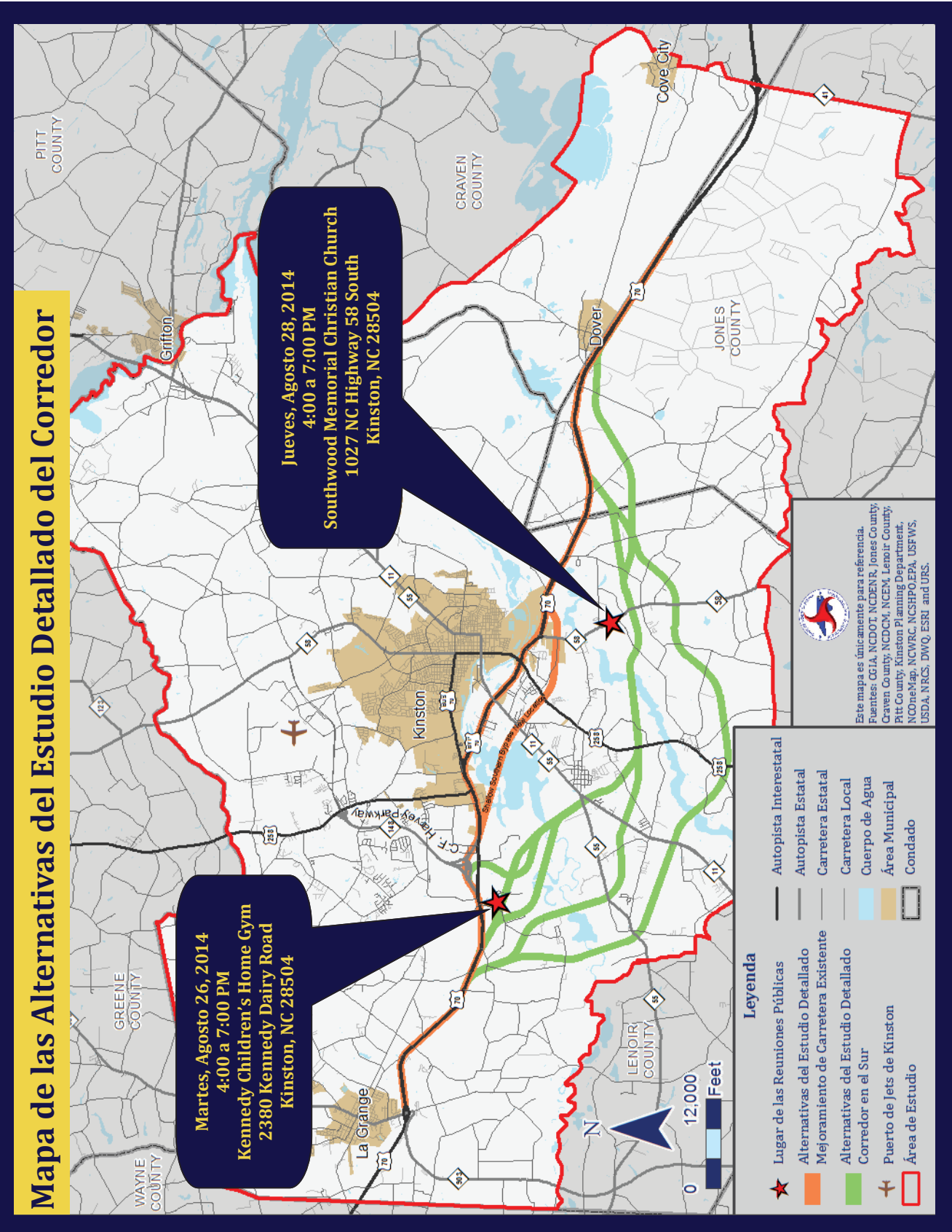
¿QUÉ SIGUE?

El estudio de circunvalación de Kinston está en la fase conceptual. El NCDOT ha llevado a cabo análisis a nivel de corredores y no ha tomado todavía ninguna decisión en relación a una alineación específica de la autopista dentro de estos amplios corredores. Todas las alternativas de diseño están sujetas a cambios a medida que el equipo del proyecto continúa estudiando las mejores maneras de tener los mínimos impactos a viviendas, negocios, comunidad y recursos naturales del área. El NCDOT empezará a preparar el borrador de la Declaración del Impacto Ambiental (DEIS) a finales del año 2014. El DEIS discutirá todas las alternativas estudiadas (y las eliminadas) y el proceso que se ha seguido hasta la fecha. Asimismo, presentará una lista de parámetros específicos tales como el análisis de tráfico, costo, e impactos a los seres humanos y al medio ambiente para cada una de las alternativas analizadas. Después de que esta información sea publicada y antes de que se decida el corredor preferido, el NCDOT conducirá una Audiencia Pública para obtener la opinión y preferencias del público con respecto a las diferentes alternativas analizadas en el DEIS.



El calendario actualizado del proyecto mostrado a continuación identifica las oportunidades que habrán en el futuro para que el público presente sus comentarios. Sin embargo, el equipo del proyecto está disponible para responder a preguntas relacionadas con el proyecto durante el proceso de planeación y diseño del proyecto.





**Proyecto de Circunvalación de Kinston
de la Carretera Estatal US70**
Departamento de Transporte de Carolina del Norte
C/O URS Corporation
Chris Werner
1600 Perimeter Park Drive, Suite 400
Morrisville, NC 27560



Por favor únase a nosotros en una de las Reunions Públicas...

**Martes, Agosto 26, 2014
4:00 PM a 7:00 PM
Kennedy Children's Home Gym
2380 Kennedy Dairy Road
Kinston, NC 28504**

**Jueves, Agosto 28, 2014
4:00 PM a 7:00 PM
Southwood Memorial Christian Church
1027 NC Highway 58 South
Kinston, NC 28504**

Gerente del Proyecto—NCDOT

Robert Deaton, AICP
1548 Mail Service Center
Raleigh, NC 27699-1548
rdeaton@ncdot.gov

Gerente del Proyecto—URS Corporation

Chris Werner, PE
1600 Perimeter Park Drive, Suite 400
Morrisville, NC 27560
christopher.werner@urs.com

¿Se perdió la Reunión?

Si no le fue posible atender la reunión, escanee el código QR a la derecha para entrar a la página de internet del proyecto.



**Línea Gratuita del Proyecto:
1-800-233-6315 (Inglés/ Español)**

**Página de Internet del Proyecto:
<http://www.ncdot.gov/projects/kinstonbypass/>**

131 copias de este documento público fueron impresas a un costo de \$106.11 o aproximadamente \$0.81 cada una -08/7/2014

Kinston Bypass STIP Project No. R-2553

Public Meeting #4 Mailing List Distribution Area

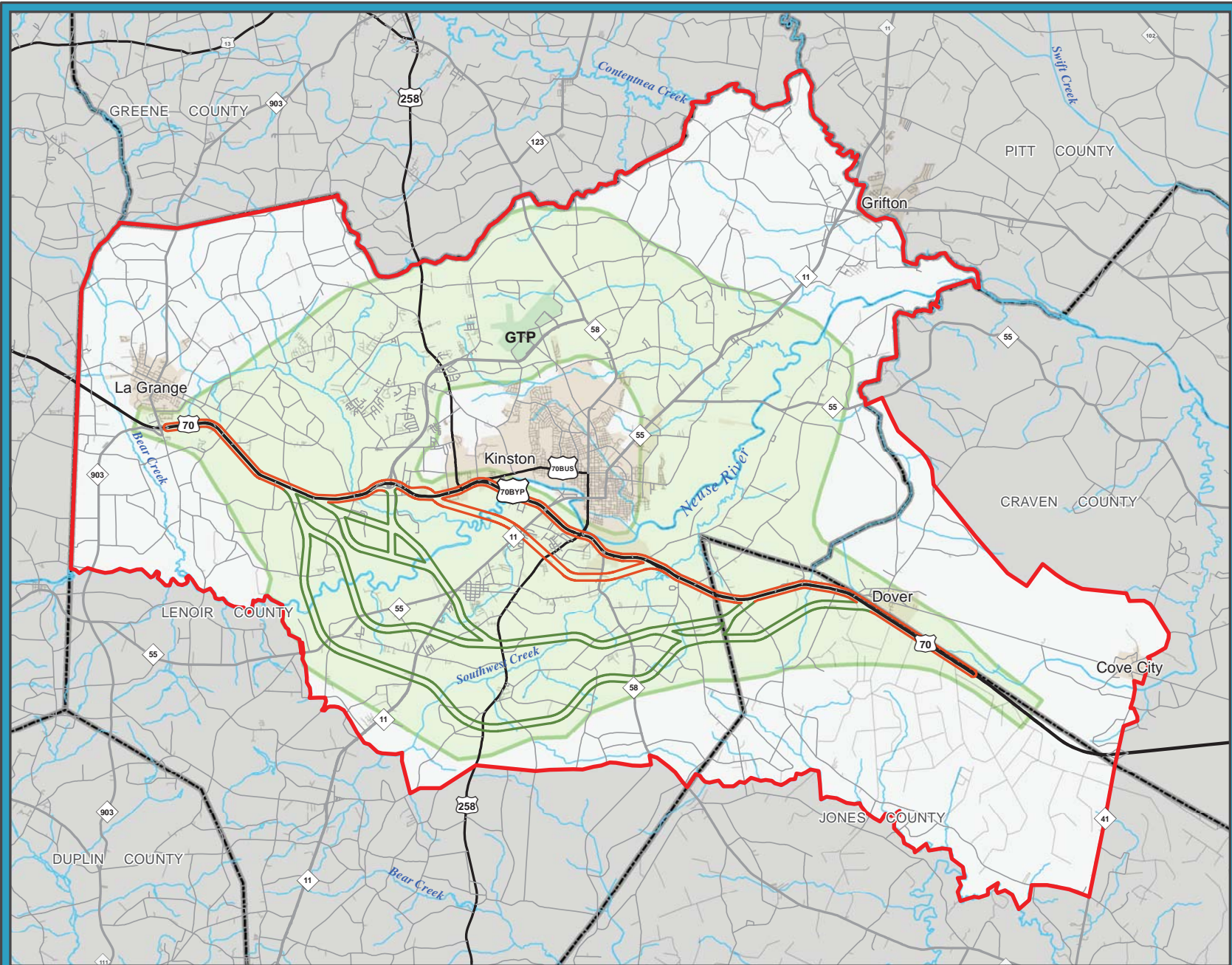
Legend

- Project Study Area
- Southern Detailed Study Alternative
- Upgrade Existing Detailed Study Alternative
- US Highway
- NC Highway
- State Road
- Local Road
- County Boundary
- Global TransPark (GTP)
- Municipal Boundary
- Mailing List Distribution Area

0 2.5
Miles



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.



NCDOT - North Carolina Department of Transportation

Kinston Bypass Project Moving Forward with Fewer Alternative Routes

Friday, January 24, 2014

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RALEIGH - The [N.C. Department of Transportation](#) is moving forward with the Kinston Bypass project in Craven, Jones and Lenoir Counties by narrowing the list of possible alternative routes.

At a Jan. 16 meeting, NCDOT and the U.S. Army Corp. of Engineers, along with local officials and state and federal agencies decided to eliminate all northern alternatives from further study, while adding a new southern corridor for detailed study. All other existing southern alternatives will remain under consideration, along with the option of widening existing U.S. 70.

All northern bypass alternatives are being eliminated due to new traffic projections that show minimal traffic from U.S. 70 using these routes. Thus, existing U.S. 70 would still require widening, even after a northern bypass was constructed. The southern alternatives would attract more traffic from U.S. 70, significantly reducing congestion in Kinston and eliminating the need to widen existing U.S. 70.

In addition to the remaining alternatives, a new southern corridor has been added to the list, which would widen U.S. 70 east and west of the Kinston city limits and create a new highway in central Kinston. The new route would begin just east of the C.F. Harvey Parkway and run southeast across the Neuse River, crossing N.C. 11/55 near the Goodman Road intersection. After crossing U.S. 258 to the south of Collier-Loftin Road, the bypass would then continue east to N.C. 58 in the vicinity of the Collier-Loftin intersection. The corridor would then pass south of Lenoir Community College and rejoin with existing U.S. 70 near Neuse Road.

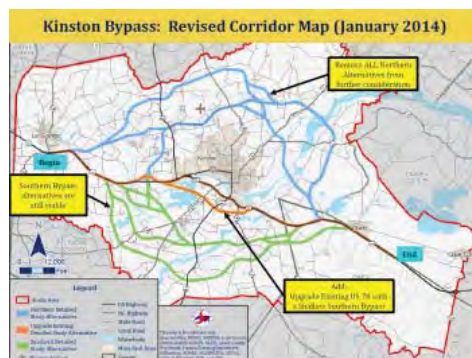
Next Steps

The next step is to continue field work and prepare reports on each alternative, documenting more detailed benefits, impacts and engineering components. This will be followed by preparation of the Draft State Environmental Impact Statement (SDEIS) later this year. The SDEIS will list impacts to the human and natural environment and alternative parameters such as traffic analysis and cost. After this information is published NCDOT will conduct a public hearing to seek opinions and preferences on the various alternatives before a preferred corridor is determined.

U.S. 70 from Raleigh to Morehead City is designated as a Strategic Highway Corridor (SHC) and plays a critical role in regional and statewide mobility. The purpose of the project is to improve regional mobility, connectivity, and capacity for U.S. 70 between LaGrange and Dover in a manner that meets the intent of the North Carolina SHC Plan.

For more information on this project, visit the [project website](#).

NCDOT



<https://apps.ncdot.gov/NewsReleases/details.aspx?r=9280>

11/18/2014

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**NCDOT TO HOST PUBLIC MEETINGS ON AUG. 26 AND 28 FOR PROPOSED U.S. 70
KINSTON BYPASS IN LENOIR, CRAVEN AND JONES COUNTIES**

TIP Project No. R-2553

The [N.C. Department of Transportation](#) will hold two public meetings for the U.S. 70 Kinston Bypass project.

NCDOT proposes to construct a new multi-lane highway from U.S. 70 near LaGrange in Lenoir County to U.S. 70 near Dover in Craven County. It will provide two travel lanes in each direction separated by a grassed median. Access to this new highway will be allowed through the main roads by interchange only. There are multiple southern alternatives being considered. This project will also require additional right-of-way acquisition and the relocation of homes and businesses.

The new highway is expected to improve regional mobility, connectivity, and capacity for U.S. 70 between LaGrange and Dover in a manner that meets the intent of the North Carolina Strategic Highway Corridors Plan.

The purpose of this meeting is to inform the public of the elimination of all northern bypass detailed study alternatives, present a newly added alternative, and gather public input on the alternatives currently being considered.

Two Public Meetings will be held at the following times and locations:

- Tuesday, Aug 26: 4 – 7 p.m., Kennedy Children’s Home - Gym, 2380 Kennedy Dairy Road, Kinston.
- Thursday, Aug 28: 4 – 7 p.m., Southwood Memorial Christian Church- Family Life Center, 1027 NC Highway 58 South, Kinston.

Interested citizens may attend at any time during the above hours. Please note that there will not be a formal presentation. NCDOT representatives will display maps and be available to answer questions and receive comments. Comments and information received will be taken into consideration as work on the project develops. Written comments or questions can also be submitted at the meeting or later by September 12.

Project maps are available online at <http://www.ncdot.gov/projects/publicmeetings/>. Project history and updated information is also available on the project webpage at <http://www.ncdot.gov/projects/kinstonbypass/> or at the Project hotline at 1-800-233-6315.

For additional information, contact Mr. Robert Deaton, AICP, Project Development & Environmental Analysis Branch at 1548 Mail Service Center, Raleigh, by phone at (919) 707-6017 or by email at rdeaton@ncdot.gov

NCDOT will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who want to participate in these meetings. Anyone requiring special services

should contact Anamika Laad, NCDOT - Sr. Public Involvement Officer, at (919) 707-6072 or by email at alaad@ncdot.gov as early as possible so that arrangements can be made.

NCDOT will provide interpretive services, at the meeting upon request, for persons who do not speak English, or have a limited ability to read, speak or understand English. Kindly request it prior to the meeting by calling 1-800-233-6315.



KINSTON BYPASS PROJECT

STIP Project Number R-2553



COMMENT FORM—AUGUST 2014—PUBLIC MEETING ROUND 4

Contact Information (Please Print)

Name: _____ Email Address: _____

Mailing Address: _____

Please check if you would like to be added to the project mailing list. Yes No

How did you hear of tonight's workshop?
 Newsletter Flyer Newspaper Radio Friend/Family Other

Please provide any comments that you have on the project below. If needed, additional space is available on the reverse side.

You can drop your comment form in the comment box or send it to the contact information provided below by September 12, 2014.

**North Carolina Department of Transportation
C/O URS Corporation
ATTN: Chris Werner
1600 Perimeter Park Drive, Suite 400
Morrisville, NC 27560
christopher.werner@urs.com**

Toll-Free Hotline: 1-800-233-6315 Website: www.ncdot.gov/projects/kinstonbypass/

TITLE VI PUBLIC INVOLVEMENT FORM

Completing this form is completely voluntary. You are not required to provide the information requested in order to participate in this meeting.

Meeting Type: Public Meeting	Date:
Location:	
STIP No.: R-2553	
Project Description: Kinston Bypass Project	

In accordance with Title VI of the Civil Rights Act of 1964 and related authorities, the North Carolina Department of Transportation (NCDOT) assures that no person(s) shall be excluded from participation in, denied the benefits of, or subjected to discrimination under any of the Department's programs, policies, or activities, based on their race, color, national origin, disability, age, income, or gender.

Completing this form helps meet our data collection and public involvement obligations under Title VI and NEPA, and will improve how we serve the public. Please place the completed form in the designated box on the sign-in table, hand it to an NCDOT official or mail it to the PDEA-Human Environment Section, 1598 Mail Service Center, Raleigh, NC 27699-1598.

All forms will remain on file at the NCDOT as part of the public record.

Zip Code: _____	Gender: <input type="checkbox"/> Male <input type="checkbox"/> Female
Street Name: (i.e. Main Street) _____	Age: <input type="checkbox"/> Less than 18 <input type="checkbox"/> 45-64 <input type="checkbox"/> 18-29 <input type="checkbox"/> 65 and older <input type="checkbox"/> 30-44
Total Household Income: <input type="checkbox"/> Less than \$12,000 <input type="checkbox"/> \$47,000 – \$69,999 <input type="checkbox"/> \$12,000 – \$19,999 <input type="checkbox"/> \$70,000 – \$93,999 <input type="checkbox"/> \$20,000 – \$30,999 <input type="checkbox"/> \$94,000 – \$117,999 <input type="checkbox"/> \$31,000 – \$46,999 <input type="checkbox"/> \$118,000 or greater	Have a Disability: <input type="checkbox"/> Yes <input type="checkbox"/> No
Race/Ethnicity: <input type="checkbox"/> White <input type="checkbox"/> Black/African American <input type="checkbox"/> Asian <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Other (please specify): _____	National Origin: (if born outside the U.S.) <input type="checkbox"/> Mexican <input type="checkbox"/> Central American: _____ <input type="checkbox"/> South American: _____ <input type="checkbox"/> Puerto Rican <input type="checkbox"/> Chinese <input type="checkbox"/> Vietnamese <input type="checkbox"/> Korean <input type="checkbox"/> Other (please specify): _____

How did you hear about this meeting? (newspaper advertisement, flyer, and/or mailing) _____

For more information regarding Title VI or this request, please contact the NCDOT Title VI Section at (919) 508-1808 or toll free at 1-800-522-0453, or by email at slipscomb@ncdot.gov.

Thank you for your participation!



PROYECTO DE CIRCUNVALACIÓN EN KINSTON



STIP Proyecto Número R-2553

FORMULARIO PARA COMENTARIOS—AGOSTO 2014—REUNIÓN PÚBLICA NO. 4

Información de Contacto (Por favor escriba en letra de molde)

Nombre: _____ Correo Electrónico: _____

Dirección: _____

Por favor marque si le gustaría ser añadido a la lista de correo del proyecto. Sí No

¿Cómo se enteró de la reunión pública de esta noche?

Comunicado Volante Periódico Radio Familiar/Amigo De otra forma

En el espacio a continuación, por favor proporcione cualquier comentario que usted tenga acerca del proyecto. Si es necesario, hay más espacio disponible al reverso de la página.

Usted puede dejar sus comentarios en la caja para comentarios o envíelos por correo antes del 12 de Septiembre del 2014 a la siguiente dirección:

**North Carolina Department of Transportation
C/O URS Corporation
ATTN: Chris Werner
1600 Perimeter Park Drive, Suite 400
Morrisville, NC 27560
christopher.werner@urs.com**

Línea Gratuita del Proyecto: 1-800-233-6315 Página de Internet del Proyecto: www.ncdot.gov/projects/kinstonbypass/

FORMULARIO DE PARTICIPACIÓN PÚBLICA TÍTULO VI

El llenar este formulario es completamente voluntario. Usted no está obligado a proporcionar la información solicitada a continuación para participar en esta reunión.

Tipo de Reunión: Reunión Pública Lugar de la Reunión:	Fecha:
STIP No.: R-2553	
Descripción del Proyecto: Proyecto de Circunvalación en Kinston	

En conformidad con el Título VI de la Ley de Derechos Civiles de 1964 y autoridades relacionadas, el Departamento de Transporte de Carolina del Norte (NCDOT por sus siglas en inglés) asegura que ninguna persona(s) quedará excluida de participar, se le negarán los beneficios o será discriminada de cualquiera de los programas, políticas o actividades del Departamento por motivos de su raza, color, nacionalidad, discapacidad, edad, ingresos o sexo.

Al llenar este formulario nos ayudará a cumplir con nuestras obligaciones de recopilación de datos y participación pública bajo el Título VI y NEPA, y así mejorar nuestro servicio al público. Por favor deposite el formulario completo en la caja designada en la mesa de registro, entréguelo a un oficial de NCDOT o envíelo por correo a NCDOT PDEA-Human Environment Section, 1598 Mail Service Center, Raleigh, NC 27699-1598.

Todos los formularios completados permanecerán en los archivos de NCDOT como parte de los registros públicos.

Código Postal: _____	Sexo: <input type="checkbox"/> Masculino <input type="checkbox"/> Femenino
Nombre de la Calle: (ej. Calle Principal) _____	Edad: <input type="checkbox"/> Menor de 18 <input type="checkbox"/> 45-64 <input type="checkbox"/> 18-29 <input type="checkbox"/> 65 o mayor <input type="checkbox"/> 30-44
Ingreso Total en su Hogar: <input type="checkbox"/> Menos de \$12,000 <input type="checkbox"/> \$47,000 – \$69,999 <input type="checkbox"/> \$12,000 – \$19,999 <input type="checkbox"/> \$70,000 – \$93,999 <input type="checkbox"/> \$20,000 – \$30,999 <input type="checkbox"/> \$94,000 – \$117,999 <input type="checkbox"/> \$31,000 – \$46,999 <input type="checkbox"/> \$118,000 o más	Tiene una Discapacidad: <input type="checkbox"/> Sí <input type="checkbox"/> No
Raza/Etnicidad: <input type="checkbox"/> Blanco <input type="checkbox"/> Afro Americano <input type="checkbox"/> Asiático <input type="checkbox"/> Indio Americano/Nativo de Alaska <input type="checkbox"/> Nativo de Hawaii/Islas del Pacífico <input type="checkbox"/> Hispano/Latino <input type="checkbox"/> Otra (por favor especifique): _____	Nacionalidad de Origen: (Si nació fuera de los EU) <input type="checkbox"/> Mexicano <input type="checkbox"/> Centro Americano: _____ <input type="checkbox"/> Sudamericano: _____ <input type="checkbox"/> Puertorriqueño <input type="checkbox"/> Chino <input type="checkbox"/> Vietnamita <input type="checkbox"/> Coreano <input type="checkbox"/> Otro (por favor especifique): _____

¿Cómo se enteró de esta reunión? (anuncio en el periódico, folleto y/o correo)

Para mayor información relacionada con el Título VI o esta solicitud, por favor contacte a NCDOT Sección Título VI al teléfono (919) 508-1808 o llame sin costo al 1-800-522-0453, o por correo electrónico a slipscomb@ncdot.gov.

¡Gracias por su participación!

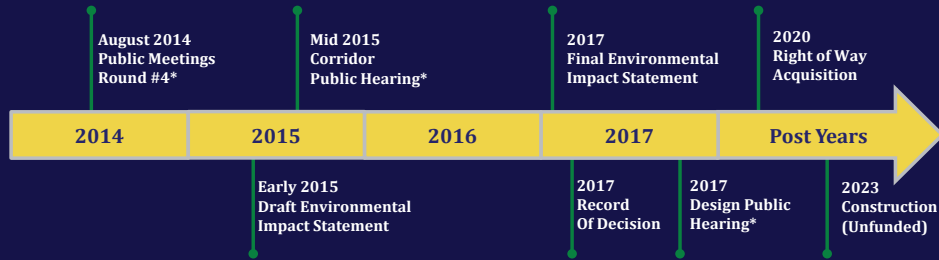
WHAT'S NEXT?

The Kinston Bypass study is in a conceptual phase. The NCDOT has conducted corridor-level analyses, and has not made any decisions on specific highway alignments within these wide corridors. All design alternatives are subject to change as the project team continues to study the best ways to have minimum impacts to homes, businesses, and community and natural resources in the area. NCDOT expects to complete the Draft Environmental Impact Statement (DEIS) in early 2015. The DEIS will discuss all of the alternatives studied (and eliminated) and the process followed to date. It will list specific parameters such as traffic analysis, cost, and impacts to the human and natural environment for each of the alternatives analyzed. After this information is published and before any decisions are made on a preferred corridor, NCDOT will conduct a Public Hearing to seek public opinions and preferences on the various alternatives analyzed in the DEIS.



The updated Project Schedule shown below identifies future opportunities for public input. However, the project team is available to answer project related questions throughout the project planning and design process.

PROJECT SCHEDULE



* Indicates opportunities for public input

PROJECT CONTACTS

Project Manager—NCDOT

Robert Deaton, AICP
1548 Mail Service Center
Raleigh, NC 27699-1548
rdeaton@ncdot.gov

Project Manager—URS Corporation

Chris Werner, PE
1600 Perimeter Park Drive, Suite 400
Morrisville, NC 27560
christopher.werner@urs.com



Missed the Meeting?

If you are unable to attend the meeting, scan the QR Code to the right to access the project website.

Project Hotline - Línea Gratuita del Proyecto:

1-800-233-6315 (English/ Español)

Project Website - Página Web del Proyecto:

<http://www.ncdot.gov/projects/kinstonbypass/>



KINSTON BYPASS PROJECT

STIP Project Number R-2553



MEETING HANDOUT—AUGUST 2014—PUBLIC MEETING ROUND 4

PROJECT UPDATE

Working with the US Army Corps of Engineers as the lead federal agency, the NC Department of Transportation (NCDOT) led a January 2014 meeting with local officials and other state and federal agencies, in which all northern bypass alternatives were eliminated from further study. At the same meeting, a new alternative was added for consideration—Upgrade Existing US 70 with a Shallow Southern Bypass. The existing Southern Bypass alternatives and the Upgrade Existing US 70 will remain under consideration. A map of the detailed study alternatives is shown on pages 2 and 3.

The decision to remove Northern Bypass alternatives is a direct result of a new Traffic Forecast that show Southern Bypass alternatives will draw much more traffic onto a bypass. Southern Bypass alternatives attract enough traffic from the existing US 70 such that traffic congestion is noticeably reduced in central Kinston - which eliminates the need for widening existing US 70 in the foreseeable future. Northern Bypass alternatives draw so little traffic from existing US 70 that improvements to existing US 70 would still be needed, even after a Northern Bypass was constructed.

WHY HAVE THE NORTHERN ALTERNATIVES BEEN REMOVED?

In 2012, a Traffic Forecast was completed on the detailed study alternatives, which included northern bypass alternatives, the upgrade existing US 70 alternative, and the southern bypass alternatives. The results of the Traffic Forecast showed that the northern bypass alternatives do not draw substantial amounts of traffic from existing US 70. When compared to the southern bypass alternatives, the southern bypass alternatives are projected to carry more than twice the bypass traffic of northern bypass alternatives. The results of the Traffic Forecast also showed that travelers liked to minimize their driving distance, and that the shorter bypass alternatives draw more travelers than the deeper and longer bypass alternatives.

Based on these numbers, if a northern bypass alternative was constructed, it would draw so little traffic off of existing US 70, that existing US 70 would still need to be widened to handle the traffic volumes projected for the future years. The result is that the northern alternatives did not meet the project's purpose and need.

NEW ALTERNATIVE ADDED: UPGRADE EXISTING US 70 WITH A SHALLOW SOUTHERN BYPASS



Due to the high density of development and the natural environmental features found in central Kinston, engineers encountered a number of impacts and issues as conceptual designs were developed for the Upgrade Existing US 70 alternative. Based on this, the project team looked at several short alignments that might bypass the most densely-developed areas.

The Upgrade Existing US 70 with a Shallow Southern Bypass alternative was officially added as a Detailed Study Alternative in January 2014 (as shown on Page 3). This alternative widens US 70 to the east and west sides of the city, but creates a new location highway in central Kinston. The corridor for the new

Upgrade Existing US 70 with a Shallow Southern Bypass alternative begins just east of the recently opened section of the C.F. Harvey Parkway and runs to the southeast across the Neuse River, crossing NC 11/55 near the Goodman Road intersection. The corridor then crosses US 258 near Collier-Loftin Road and continues eastward to cross NC 58 in the area south of Lenoir Community College and rejoins existing US 70 near Neuse Road.

Connecting people and places safely and efficiently, with accountability and environmental sensitivity to enhance the economy, health and well-being of North Carolina.

DETAILED STUDY ALTERNATIVES

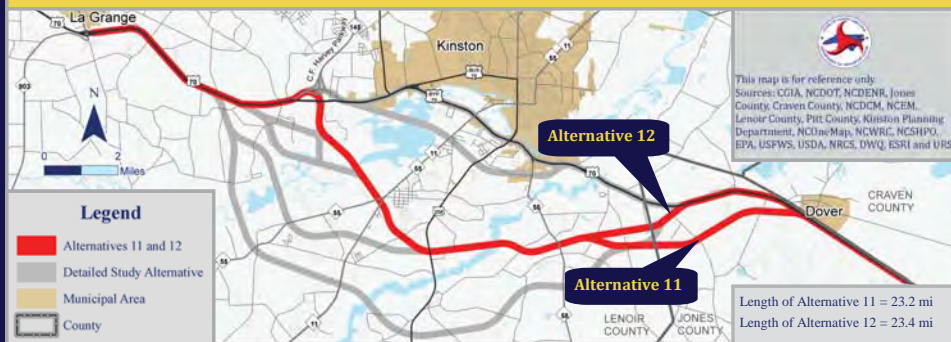
ORANGE ALIGNMENTS—ALTERNATIVES 1 & 1 SHALLOW SOUTHERN BYPASS



PINK ALIGNMENTS—ALTERNATIVES 63 & 65



RED ALIGNMENTS—ALTERNATIVES 11 & 12



BLUE ALIGNMENTS—ALTERNATIVES 51 & 52



YELLOW ALIGNMENTS—ALTERNATIVES 31 & 32



PURPLE ALIGNMENTS—ALTERNATIVES 35 & 36



¿QUÉ SIGUE?

El estudio de la circunvalación de Kinston está en la fase conceptual. El NCDOT ha llevado a cabo análisis a nivel de corredores y no ha tomado todavía ninguna decisión en relación a una alineación específica de la autopista dentro de estos amplios corredores. Todas las alternativas de diseño están sujetas a cambios a medida que el equipo del proyecto continúa estudiando las mejores maneras de tener los más mínimos impactos a viviendas, negocios, comunidad y recursos naturales del área. El NCDOT empezará a preparar el borrador de la Declaración del Impacto Ambiental (DEIS) a finales del año 2014. El DEIS discutirá todas las alternativas estudiadas (y las eliminadas) y el proceso que se ha seguido hasta la fecha. Asimismo, presentará una lista de parámetros específicos tales como el análisis de tráfico, costo, e impactos a los seres humanos y al medio ambiente para cada una de las alternativas analizadas. Después de que esta información sea publicada y antes de que se decida el corredor preferido, el NCDOT conducirá una Audiencia Pública para obtener la opinión y preferencias del público con respecto a las diferentes alternativas analizadas en el DEIS.



El calendario actualizado del proyecto mostrado a continuación identifica las oportunidades que habrán en el futuro para que el público presente sus comentarios. Sin embargo, el equipo del proyecto está disponible para responder preguntas relacionadas con el proyecto durante el proceso de planeación y diseño del proyecto.

CALENDARIO DEL PROYECTO



*Indica oportunidades para participación de la comunidad

CONTACTOS DEL PROYECTO

Gerente del Proyecto—NCDOT

Robert Deaton, AICP
1548 Mail Service Center
Raleigh, NC 27699-1548
rdeaton@ncdot.gov

Gerente del Proyecto—URS Corporation

Chris Werner, PE
1600 Perimeter Park Drive, Suite 400
Morrisville, NC 27560
christopher.werner@urs.com



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1-800-233-6315 (English/ Español)

Página de Internet del Proyecto:

<http://www.ncdot.gov/projects/kinstonbypass/>



PROYECTO DE CIRCUNVALACIÓN EN KINSTON

STIP Proyecto Número R-2553



DOCUMENTO DE LA REUNIÓN—AGOSTO 2014—REUNIÓN PÚBLICA No. 4

ACTUALIZACIÓN DEL PROYECTO

El Departamento de Transporte de Carolina del Norte (NCDOT), trabajando conjuntamente con el Cuerpo de Ingenieros de las Fuerzas Armadas de los EU como la agencia federal principal, encabezó en enero del 2014 una reunión con el gobierno local y otras entidades estatales y federales, en la cual todas las alternativas de circunvalación hacia el norte fueron descartadas de la necesidad de realizar estudios adicionales. En la misma reunión, la alternativa de mejorar la Carretera Estatal US70 con una circunvalación en el sur fue adicionada para consideración. Las alternativas existentes de Circunvalación en el Sur y de mejorar la Carretera Estatal US70 existente permanecen bajo consideración. Un mapa de las alternativas de estudio detallado se muestra en las páginas 2 y 3.

La decisión de eliminar las alternativas de Circunvalación en el Norte es resultado directo de nuevas proyecciones de tráfico que muestran que las alternativas de Circunvalación en el Sur atraerán significativamente mucho más tráfico hacia la circunvalación. Las alternativas de Circunvalación en el Sur atraen suficiente tráfico de la Carretera Estatal US70 existente, que se reduce considerablemente la congestión en el área Central de Kinston, lo cual elimina la necesidad de ampliar la Carretera Estatal US70 en el futuro. Las alternativas de Circunvalación en el Norte atraen muy poco tráfico de la Carretera Estatal US70 que harían necesario mejorar la Carretera Estatal US70 existente incluso después de que se construya la Circunvalación en el Norte.

¿POR QUÉ SE HAN ELIMINADO LAS ALTERNATIVAS DE CIRCUNVALACIÓN EN EL NORTE?

En el 2012, se completó un estudio de proyección del tráfico para las alternativas de estudio detallado, que incluye alternativas de circunvalación hacia el norte, la alternativa de mejorar la Carretera Estatal US70 existente y las alternativas de circunvalación hacia el sur. Los resultados de la proyección del tráfico demostraron que las alternativas de circunvalación hacia el norte no atraen suficiente tráfico de la Carretera Estatal US70 existente. En comparación, se proyecta que las alternativas de circunvalación hacia el sur llevarán más de dos veces el tráfico proyectado en las alternativas de circunvalación hacia el norte. Los resultados de la proyección del tráfico también muestran que a los usuarios les gusta minimizar las distancias de viaje y que las alternativas de circunvalación cortas atraen más usuarios que las alternativas de circunvalación más largas y pronunciadas.

Basado en estos números, si una alternativa de circunvalación hacia el norte es construida, atraerá muy poco tráfico de la Carretera Estatal US70, que la Carretera Estatal US70 existente tendría que ser ampliada para manejar los volúmenes de tráfico proyectados en los años futuros. El resultado es que las alternativas de circunvalación hacia el norte no cumplen con el propósito y las necesidades del proyecto.

NUEVA ALTERNATIVA: MEJORAR LA CARRETERA ESTATAL US70 EXISTENTE CON UNA CIRCUNVALACIÓN EN EL SUR



Debido a la alta densidad del desarrollo y las características naturales del entorno encontradas en la zona central de Kinston, los ingenieros encontraron varios impactos y problemas a medida que se desarrollaron los diseños funcionales de la alternativa de mejorar la Carretera Estatal US70 existente. Basado en esto, el equipo del proyecto examinó varias alineaciones cortas que podrían eludir las áreas más densamente desarrolladas.

La alternativa de mejorar la Carretera Estatal US70 existente con una Circunvalación en el Sur fue adicionada oficialmente como una alternativa para estudio detallado en Enero del 2014 (como se muestra en la Página 3). Esta alternativa ensancha la Carretera Estatal US70 a los lados este y oeste de la ciudad, pero crea una nueva autopista en la zona central de Kinston. El corredor para la alternativa de mejorar la Carretera Estatal US70 existente con una alternativa de Circunvalación en el Sur empieza al este de la sección recientemente abierta de la autopista C.F. Harvey y va hacia el sureste atravesando el Río Neuse, cruzando NC 11/55 cerca de la intersección con la Calle Goodman. El corredor luego cruza la Carretera Estatal US258 cerca de la Calle Collier-Loftin y continua en dirección este para cruzar la Carretera NC 58 en el área al sur de Lenoir Community College y vuelve a unirse a la Carretera Estatal US 70 existente cerca de la Calle Neuse.

Conectando personas y lugares de manera segura y eficiente, con responsabilidad y sensibilidad ambiental para mejorar la economía, salud y bienestar de Carolina del Norte.

ALTERNATIVAS DEL ESTUDIO DETALLADO

ALINEACIONES NARANJA—ALTERNATIVAS 1 & 1 CON CIRCUNVALACIÓN EN EL SUR



ALINEACIONES ROSADAS—ALTERNATIVAS 63 & 65



ALINEACIONES ROJAS—ALTERNATIVAS 11 & 12



ALINEACIONES AZULES—ALTERNATIVAS 51 & 52



ALINEACIONES AMARILLAS—ALTERNATIVAS 31 & 32




ALINEACIONES MORADAS—ALTERNATIVAS 35 & 36








**Welcome to the
Public Meeting**
 For the
Kinston Bypass Project
 (STIP Project No. R-2553)
 August 26 & 28, 2014
 This presentation will repeat.



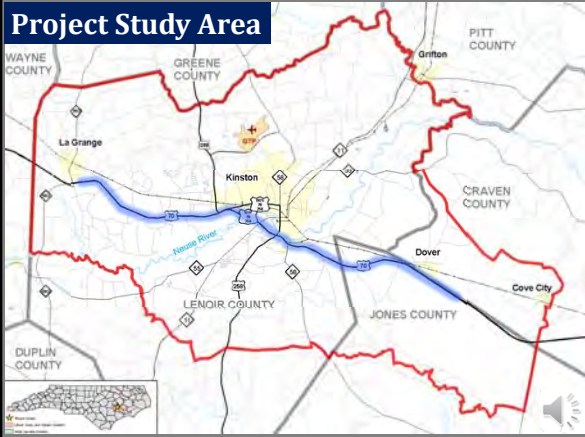

Purpose of Tonight's Meeting




Kinston Bypass STIP Project # R-2553

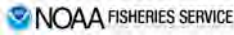

Project Study Area

Merger Process



Interagency Team

Kinston Bypass STIP Project # R-2553



Why is the project needed?







Kinston Bypass STIP Project # R-2553

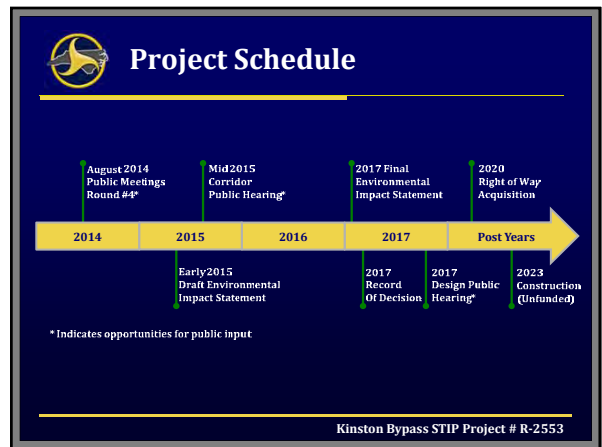
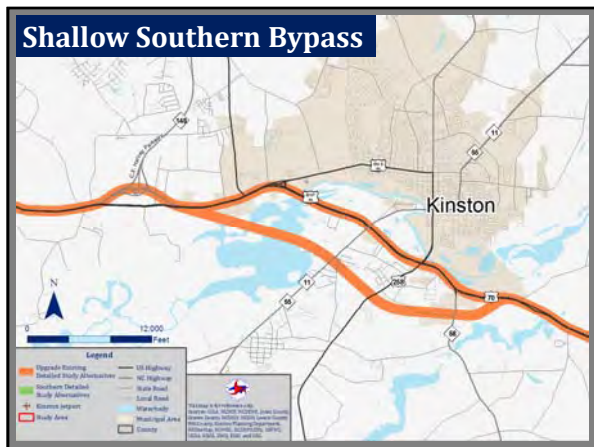
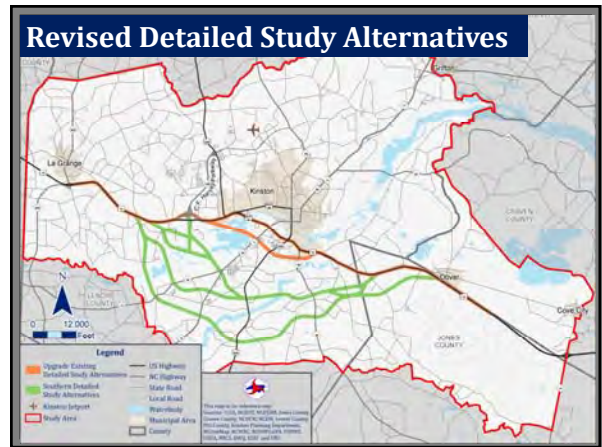
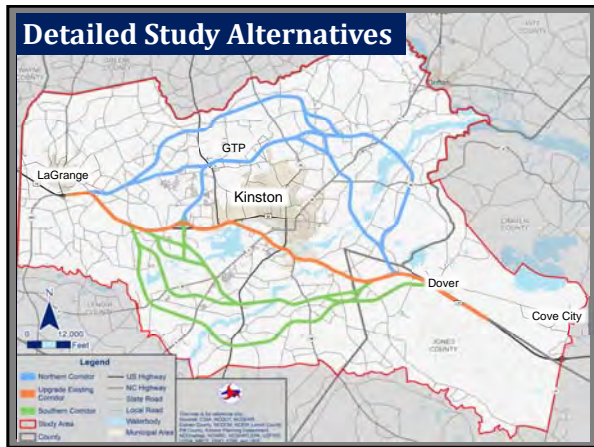
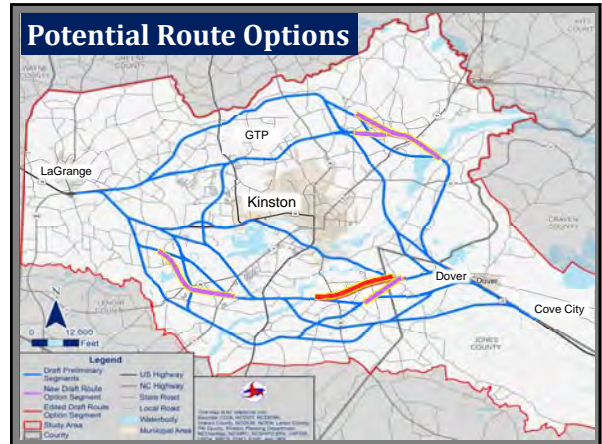
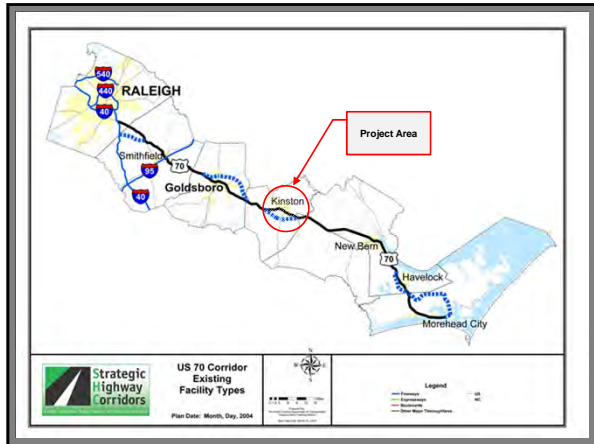


What is the project purpose?

- Improve...
- regional mobility,
- connectivity, and
- capacity



Kinston Bypass STIP # R-2553





Project Website

Visit the project website by using the link below or by scanning the QR Code on your handout.



<http://www.ncdot.gov/projects/kinstonbypass/>

Kinston Bypass STIP # R-2553



Contact Information

For additional information, please contact:

Chris Werner

URS Corporation
1600 Perimeter Park Drive
Suite 400
Morrisville, NC 27560
(919) 461-1470 or 1-800-233-6315
christopher.werner@urs.com

Bob Deaton

NCDOT Project Development and
Environmental Analysis Unit
1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 707-6017
rdeaton@ncdot.gov

Toll Free Hotline
1-800-233-6315

Kinston Bypass STIP Project # R-2553



Kinston Bypass Project














This presentation will repeat
in 1 minute.

Kinston Bypass STIP Project # R-2553

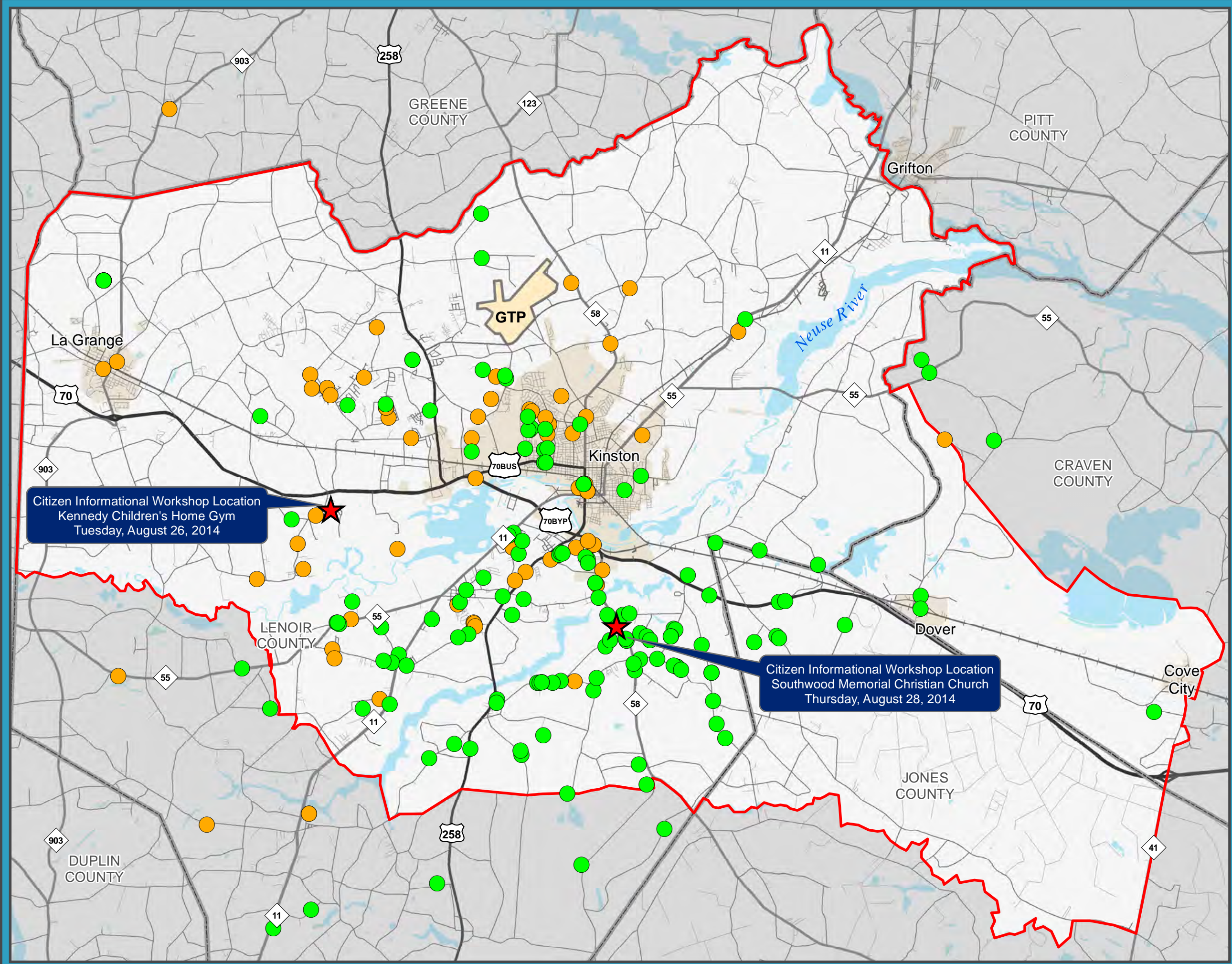
Kinston Bypass STIP Project No. R-2553

Citizens Informational Workshop #4 Attendee Locations

Legend

-  Citizen Information Workshop Location
-  Night 1: Attendee Home Location
-  Night 2: Attendee Home Location
-  Study Area
-  Railroad
-  Global TransPark (GTP)
-  County
-  US Highway
-  NC Highway
-  State Road
-  Local Road
-  Waterbody
-  Municipal Area

246 Attendee Home Locations
 -100 Attendees on Night 1
 -146 Attendees on Night 2
 *Not shown are 26 attendees that live outside of the map viewing area.



Citizen Informational Workshop Location
 Kennedy Children's Home Gym
 Tuesday, August 26, 2014

Citizen Informational Workshop Location
 Southwood Memorial Christian Church
 Thursday, August 28, 2014



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.



R-2553 Kinston Bypass - Summary of Public Meeting #4 held on August 26th and 28th 2014.	
<p>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 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.</p>	
<p>NCDOT mailed 18,034 newsletters informing the public of Public Meeting #4 in order to update the public on the alternatives currently being studied, to answer questions, receive any additional public comments, and to review the next steps of the project with the public. In addition to mailing newsletters, NCDOT also ran advertisements in local newspapers and radio stations about the workshops and distributed a total of 250 bilingual 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.</p>	
<p>NCDOT maintains a project website which provides materials to be presented at public meetings 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 newsletter, flyer, handout, comment sheet, and vital workshop display boards. Coordination with community leaders and organizers that regularly work with Spanish-speaking populations also took place and Spanish materials were distributed to organizations and left at locations with known Spanish-speaking populations. The project hotline allowed for the Spanish-speaking public to contact the project team. NCDOT also provided a Spanish translator at all workshops.</p>	
<p>The meetings were held August 26th and 28th at the Kennedy Children's Home Gymnasium and Southwood Memorial Christian Church, respectively. Public comments were collected in writing at the meetings and were accepted by Email and postal mail until September 12, 2014.</p>	
<p>The following sections represent a summary of the responses received:</p>	
Means by which the public found out about the meeting:	
17	Newsletter
16	Flyer
12	Newspaper
3	Friend/Family
0	Other (listed via email)
Number of meeting attendees who signed in at the registration table:	
Day #1 (August 26, 2014)	113
Day #2 (August 28, 2014)	181
Comments received as a result of meetings:	
at the Public Meetings	35
via Mail	10
via Website	0
Total	45
-Summary of Comments Received Categorized by Type of Comment (attached).	
<p>Note: The map of the Detailed Study Alternatives that was distributed at the meeting is attached for reference.</p>	

Below is a summary of **alternative preference** provided by some who completed a comment sheet. *Please note, detailed information was not provided to the public for alternative comparison.*

Project or Alternative Preference	Number of Responses
Do Nothing	1
New Bypass in General	0
Either of the Upgrade Existing Alternatives (1 or 1SB)	4
Upgrade Existing US 70 (Alt 1)	1
Upgrade Existing US 70 Shallow Southern Bypass (Alt 1SB)	15
Any of the Southern Alternatives besides 1 or 1SB	0
Alternatives 11	0
Alternatives 12	1
Alternatives 31	0
Alternatives 32	0
Alternatives 65	1

Below is a summary of **alternative opposition** provided by some who completed a comment sheet. *Please note detailed information was not provided to the public for alternative comparison.*

Project or Alternative Opposition	Number of Responses
Do Nothing	0
New Bypass in General	0
Either of the Upgrade Existing Alternatives (1 or 1SB)	3
Upgrade Existing US 70 (Alt 1)	0
Upgrade Existing US 70 Shallow Southern Bypass (Alt 1SB)	1
Any of the Southern Alternatives besides 1 or 1SB	0
Alternatives 11	1
Alternatives 12	1
Alternatives 31	0
Alternatives 32	0
Alternatives 35	0

Below is a summary of general concerns identified by those who completed a comment sheet.

Specific Concern Identified	Number of Responses
Alternatives 36	1
Impacts to businesses along US 70/economy	6
Prefer shortest route/Less cost	5
Project in general	1
Concerns for natural features	3
Concern for community features (fire stations, churches, etc.)	8
Concerns for Cultural Resources	3
Concerns for Lenoir Community College	8
Impacts to residences	8
Concerns with impacts to farmlands	3



APPENDIX B: SMALL GROUP MEETINGS

#1 Small Group Meetings for Community Impact Assessment (April 2013)
Meeting Minutes
Handout
Comment Form
Sign-in Sheets
Notes of Public Response to Small Group Meeting Questions
#2 Small Group Meetings for Economic Impact Assessment (Fall 2014)
Meeting Summary #1
Meeting Summary #2
Major Employers Survey
Meeting Summary
#3 Small Group Meetings for Community Impact Assessment (September 2017)
Meeting Materials
Presentation
#4 Small Group Meetings for Economic Impact Assessment (November 2017)
Meeting Materials
Presentation

MEETING MINUTES

To: Project File

From: Cyndy Yu Robinson, Public Involvement Specialist

Date: May 13, 2013

RE: STIP Number R-2553, Kinston Bypass, Lenoir County, North Carolina
April 2013 Small Group Meetings for Community Impact Assessment

Four Small Group Meetings for the Kinston Bypass Project were held in four quadrants of the study area in Kinston, North Carolina on April 9, 11, 16 and 18, 2013, from 7:00-9:00 PM.

Purpose of Meetings

The purpose of the meetings was to gather public input from homeowners and community representatives on the impacts on the community posed by 17 proposed project alternatives. Additionally, having not had public outreach on the project since May 2012, the small group meetings and preparatory correspondence with local officials also established new relationships or fostered existing relationships with several residents and representatives of the project area.

Invitations and Registration

In order to conduct a community impact assessment from the perspective of people who are familiar with the community as residents, drivers, and opinion leaders, URS used four primary methods to invite small group participants:

- (1) Geographic Information Systems (GIS) to identify churches, schools, and organizations like senior homes within one-half mile to one mile of a project alternative,
- (2) GIS to identify participants of past Community Informational Workshops who live within one-half mile to one mile of a project alternative including nodes at proposed interchange locations,
- (3) Letters to elected officials and transportation planners at county, municipal, and Rural Planning Organization levels, and,
- (4) Other residents as recommended by or referred by Small Group Meeting participants.

The goal was to be selective yet inclusive. In order to hear from a large cross-section of attendees, residents with greatest potential to be impacted by the alternatives were invited to small group meetings. Other members of the public who wanted to participate were welcomed to participate fully.

General Overview

Each small group meeting began with a welcome and introductions by Kory Wilmot, URS Planner, and Cyndy Yu-Robinson, URS Public Involvement Specialist. This was followed by a 5-minute narrated slide presentation about the purpose, need, and history of the project, state and regional transportation plans for the Kinston area including designating US 70 as a strategic corridor, an overview of the NEPA/Section 404 Merger Process, and the evaluation process for alternatives.

The participants of each meeting split into smaller groups (5-8 people). Through the use of a quadrant map without the alternatives, a quadrant map showing the alternatives, and a composite map of the entire project area and guidance of a facilitator, participants in each smaller group identified places of importance (home, work, church, family, farm, local businesses, etc.) and their travel routes. They also

Page 2 of 2


identified and discussed important community features like emergency services, schools, school routes, and cemeteries. Finally, the participants commented on the impacts – positive and negative – of the various alternatives.

Public Feedback on Community Impact

- In every meeting, “upgrade existing” was presented and discussed to some degree. Residents expressed concern about reduced economic opportunity for the businesses along the existing US 70 route.
- Residents in the two southern quadrants were concerned about personal homes, farms, and cemeteries along the proposed alternatives and generally supported the northern bypass alternatives.
- Southwood or Loftin Crossroads is a community in the southeast quadrant at node 25 that many residents identified as an “activity center” with schools and churches.
- Various historical resources were discussed.
- Participants placed importance on existing businesses along US 70 including King’s BBQ, Neuse Sports shop, and Wal-Mart.
- While many participants are retired, they often access US 70 for shopping and volunteer work.
- Wetlands were not shown on the maps for these Small Group Meetings because the wetland layer made the maps harder to read. In the southeastern quadrant meetings, residents pointed out wetlands and larger parcels of land in the south as reasons to locate the bypass to the north of existing US 70.
- Residents in the two northern quadrants were also concerned about personal property and family farms but were generally supportive of a northern alternative.
- Residents in the two northern quadrants travel frequently to Greenville via NC 11 and felt that a connection between the 70 Bypass alternative and NC 11 would benefit many local residents.
- Residents in two northern quadrants felt that the Deep Northern Alternative (dark blue on the map) added too many miles to the Bypass and would require more tax dollars to construct.
- Several participants expressed doubt that the Global TransPark and strategic plans will generate the number of jobs anticipated or desired for Kinston. Other participants recognized that a 70 Bypass, especially connecting to the Felix Harvey Parkway could enhance economic plans for the area.


Attachments to this memo include:

Fact sheet/project update (2 pages)
 A blank comment form (1 page)
 Meeting sign-in sheets (9 pages)
 Summaries of each of the four Small Group Meetings (3-4 pages each)
 Comment forms received (14 pages)



KINSTON BYPASS PROJECT

STIP Project Number R-2553



PROJECT HANDOUT —APRIL 2013—SMALL GROUP MEETINGS FOR COMMUNITY IMPACT ASSESSMENT

Why Is This Project Needed?

The project is needed to address:

- Traffic congestion
- Capacity deficiencies, and
- Through traffic delays on US 70 and US 70 Bypass between LaGrange and Dover.

What Is the Project's Purpose?

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.

Who do I contact with questions or comments?

Chris Werner, Project Manager
 URS Corporation
 1600 Perimeter Park Dr, Suite 400
 Morrisville, NC 27560
 1-800-233-6315
 christopher.werner@urs.com

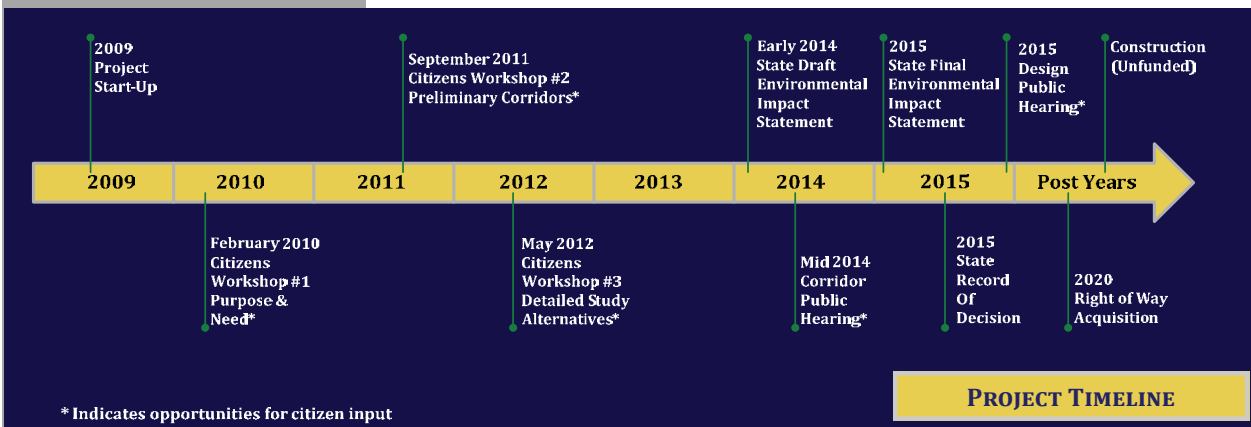
ALTERNATIVES SELECTED FOR DETAILED STUDY

In spring of 2012, the Interagency Team, which consists of local, state and federal agency representatives, selected 17 alternatives for detailed study. These alternatives include the Upgrade Exiting US 70 Alternatives, 6 new location alternatives north of Kinston and 10 new locations alternatives south of Kinston. These alternatives were selected for their potential to fulfill the purpose of the project while minimizing impacts to human and natural environmental resources. The Detailed Study Alternatives are shown on the map on the reverse side of this sheet.

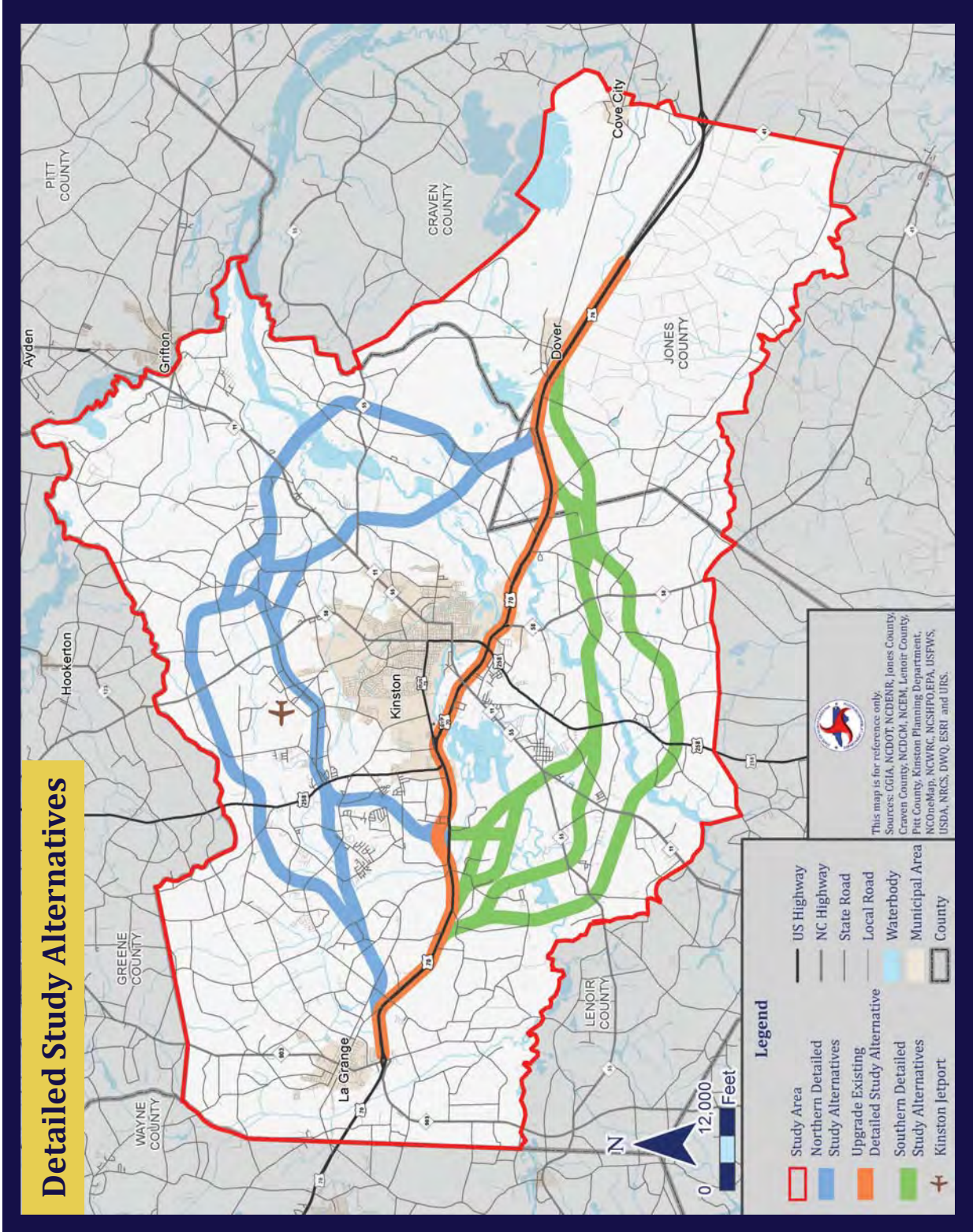
SMALL GROUP MEETINGS HELD TO DISCUSS POTENTIAL IMPACTS TO COMMUNITY

The NCDOT , through consultant URS, has contacted churches, schools and community representatives within 1 mile of one or more of the 17 project alternatives. These community representatives are invited to a small group meeting in April 2013 corresponding to their location. The purpose of these meetings is to learn how the proposed alternatives might impact residents. By gathering public input on community features and road use, NCDOT will be able to prepare a Community Impact Assessment that will be considered in preparation of the Draft Environmental Impact Statement (DEIS).

Additional comments are welcome by phone or email.



Project Hotline: 1-800-233-6315 **Project Website : www.ncdot.gov/projects/kinstonbypass/**





KINSTON BYPASS PROJECT

STIP Project Number R-2553



Small Group Meetings for Community Impact Assessment

Comment Form — April 2013

Contact Information (Please Print)

Name: _____ Email Address: _____

Mailing Address: _____

Please check if you would like to be added to the project mailing list. Yes No

Which Small Group Meeting did you attend?

April 9, 2013 Southwood Memorial Church April 11, 2013 South Lenoir High School

April 16, 2013 Contentna-Savannah Middle School April 18, 2013 Global Transpark Facility

Please provide any comments that you have on the project below. If needed, additional space is available on the reverse side.

You can drop your comment form in the comment box or send it to the contact information provided below by *April 30, 2013.*

**North Carolina Department of Transportation
C/O URS Corporation
ATTN: Chris Werner
1600 Perimeter Park Drive, Suite 400
Morrisville, NC 27560
christopher.werner@urs.com**

Toll-Free Hotline: 1-800-233-6315

Website: www.ncdot.gov/projects/kinstonbypass/


KINSTON BYPASS PROJECT
 STIP Project Number R-2553
 Sign-In Sheet for April 11, 2013—Small Group Meeting



Name	Address	Phone	Email
Imelda J. Pate	3757 Harold Sutton Rd / LaGrange	252-566-3379	ipate6icomnet.com
Brendan Jeffrey Stanton	1568 Old Pink Hill Rd. Deep Run	252-560-3388	stantonj13@comcast.com
Jimmy Cavalley	3447 Hwy 55 West Kinston	252-527-7678	
Amyntley	4487 Hwy 55 W, Kinston	252-569-5536	
Billy Baker	1046 Fountain Park Dr, Kinston, NC	252-527-9762	linda chambers@gmail.com
Linda Chambers Dick Adams	565 Blaw Howell Rd Kinston, NC 28524	252-5694551	ceeroom@soudanlink.net
Clifton Cream	368 John Green Smith Rd	252-527-1481	
Aunt Jurdell	140 John Green Smith Rd	252-527-1604	mizwalker@embarqmail.com
Sally Walker	3902 Hwy 258 S, Kinston	252-522-1610	ymilduke@gmail.com
James Miller	388 John Green Smith Road, Kinston		terrygilletteroy@gmail.com
Terry Gillette			



KINSTON BYPASS PROJECT
 STIP Project Number R-2553
 Sign-In Sheet for April 11, 2013—Small Group Meeting



Name	Address	Phone	Email
Robert W. Griffin	PO Box 1332, Kinston, NC 28508	252-527-0668	bob@griffinattorneys.com
REGINALD STROUD	150 THREE RD KINSTON NC 28504	252 527 1493	
Marty + Dana Herper	2135 John Green Smith Rd Deep Run	252-568-4718	fernfamily@comcast.net
Linwood White		on file / DB.	



KINSTON BYPASS PROJECT
 STIP Project Number R-2553
 Sign-In Sheet for April 11, 2013—Small Group Meeting



Name	Address	Phone	Email
Henrietta Shepherd	5689 Hwy 55 West Kinston N.C	569-2501	hshepherd@lenoir.k12.nc.us
Alan Hawkins	152 John Green Smith Rd Kinston NC 28504	252-527-0717	ahawkins@agcaroline.com



KINSTON BYPASS PROJECT

STIP Project Number R-2553

Sign-In Sheet for April 16, 2013—Small Group Meeting



*** Want the PDF of notes**

Name	Address	Phone	Email
Shirley Fields *	844 Hugo Rd.	528-2539	
Jimmy Fields *	844 Hugo Rd.	523-2539	Jim and Shirley Fields @ yahoo.com
Frank White	1432 Cameron Langston Rd.	522-5365	frankp@centurylink.net
Johnny Craft	5162 Sharon Church Rd.	559-3041	JCRAFT@HUGO32.COM
Ruth Hollowell *	383 Hugo Rd.	523-7081	rollowell@sitestar.net
Don Hollowell	383 Hugo Rd.	523-7081	eastern@sitestar.net
Jim Gaddis	4379 Highway 11 North	527-9515	jimg32@gmail.com
SUE GADDIS	"	"	sugg32@gmail.com
CECIL CONNER	3257 WALLACE Fm Rd	527-6636	
Linda + Duffy Rasmussen	3307 Wallace Family Rd	939-1139	duffy@icomnet.com



KINSTON BYPASS PROJECT

STIP Project Number R-2553

Sign-In Sheet for April 16, 2013 — Small Group Meeting



Name	Address	Phone	Email
William H. Dove	2854 Lenseed Dawson Road Kinston, NC 28501	252-527-8066 252-526-7465	dovehonor@kdotmail.com
Jeanie Tripp	3556 Sharon CA Rd Kinston, NC 28501	252-522-4324	jtripp@centurylink.net
Desick White	1432 Cameron Langston Rd. Kinston, NC 28501	252-522-5365	
BOB GADDIS	4425 Hwy 11, N GRIFTON NC 28530	252-527-3760	bee.gcc@embargmail.com
WILLIAM L THAXTON	1774 GARDNER LN GRISTON, NC 28530	252-523-1273	RIVENDALL@EMBARGMAIL.COM
Anne Gaddis	4379 Hwy 11 N Grifton 28530	252-523-9339	anne_gaddis@kolmail.com
SUSAN BRADSHAW	3329 Wallace Family Rd Kinston NC 28501	252-527-1306	Susan.Bradsheaw@nccommerce.com
Jammye Doughty	3018 Hwy 55E Kinston, N.C. 28501	252-523-2063	



KINSTON BYPASS PROJECT

STIP Project Number R-2553

Sign-In Sheet for April 16, 2013—Small Group Meeting



Name	Address	Phone	Email
Gray Harrison	2352 Castle Rd Kinston 28501	852-527-4674	ncstarway.com
Karen Mulcahy	2107 Wolfen, Kinston 28501	252-558-0916	MulcahyK@ecu.edu
Clementine Eboah	1903 Kinston Dr, Kinston 28501	252-527-7716	amquic@gmail.com
Theresa Reed	1903 Kinston Dr, Kinston 28501	852-522-0916	-



KINSTON BYPASS PROJECT
 STIP Project Number R-2553
 Sign-In Sheet for April 16, 2013—Small Group Meeting



Name	Address	Phone	Email
CARL SMITH	2907 Hwy 57E. Kinston, NC 28501	252-888-8311	NITEWURTER44@NatWork


KINSTON BYPASS PROJECT
 STIP Project Number R-2553
 Sign-In Sheet for April 18, 2013—Small Group Meeting



Name	Address	Phone	Email
Debra Rupp	3104 Fox Run Dr, K	252 523-4484	—
Richard Myzella	3104 Fox Run Dr, K	252 523-4484	
Jenny Hatch	3967 Falling Creek Rd	252 512-2709	Jane51942@Suddenlink.net
Tim Ford	1476 John Mewborne Rd	252-522-1316	tfordchevy@gmail.com
Kennith Lewis	Burning Bush Church Ministries 1876 John Mewborne Rd. Kinston, NC 28501	252-522-1367	Kglewis82@suddenlink.net
Hilda Jones	139 Humphrey Blvd - P.O. Box 653 Kinston, NC 28501	252-522-3059	jonessministries@aol.com
Eddie Pelletier	3924 Eason Road LA GRANGE, N.C.	252-566-9100	ewpelletier@centurylink.net
Tim Dewar	3011 Camelot Dr. Kinston, NC	252-522-4610	tdewar@suddenlink.net
Irene Herring	3608 Pine Bush Rd La Grange NC	919-920-9815 252	iherring@lenoir.k12.nc.us
Cindy Bruner	200 Madison Ann Dr La Grange NC 28551	work 252-527-7179	cbruner@lenoir.k12.nc.us


KINSTON BYPASS PROJECT
 STIP Project Number R-2553
 Sign-In Sheet for April 18, 2013—Small Group Meeting



Name	Address	Phone	Email
John T. Miller	302 Casey St La Grange, N.C. 28551	252 566-4302	John.Miller@DHHs.nc.gov
Macon Wooters	647 Dawson Station Rd Kinston N.C.	252 577-2389	
David Naylor	2992 Cherry Ln Kinston 28504	252-468-9516	
Dawn Guate	3158 Falling Creek Rd Kinston 28504	252-521-5474	donna@inter-centurylink.net
Chris Jenkins	3291 Dow, Dr Kinston, NC 28504	252 523 4407	wjenkins@ncsumc.org
Betty Willford	2759 Institute Rd, LaGrange 28551	252- 521-5862	fwillfr@qol.com

R-2553 Kinston CIA – Notes from small group meetings, April 9, 2013

Notes of public response to Small Group Meeting questions

April 9, 2013

Sources for records below:

Participants and Facilitator's notes on quadrant maps
Notes taken of group discussion
Summaries given by group spokesperson
Comment forms (3 received)

Map omissions like churches, cemeteries, were pointed out, noted and added to the map(s) after the small group meeting.

Group 1: Cyndy Yu-Robinson and Mark Pierce, facilitators

When asked about places that are important to our participants, one group mentioned:

Doctor's offices (medical facilities within our study area) quality care, daily access is important.

The segment connecting Node 26 to node 33 should go farther south to cut through wooded area rather than farmland and personal property.

Families that live along Elijah Loftin Rd and Southwood Rd. are concerned about their neighborhood and how the alignment from Node 26 to node 33 might affect their homes and access roads/driveways to other residences. This family had an elderly family member's home in Rivermont area repetitive impact on these people, per HMGP buyout.

There are farm parcels that could be split by the alignment from node 26 to node 33 and that would make it difficult for them to farm that property.

They are concerned that a new bypass would negatively impact (reduce patronage) the current businesses along 70.

Participants were aware of wetlands in the area; they care about them, noticed that they did not appear on the communities features map and tried to point them out on the aerial map.

R-2553 Kinston CIA – Notes from small group meetings, April 9, 2013

Group 2: Kory Wilmot, facilitator, Megan Cogburn, recorder

Participants were concerned about roads staying open for local access for residents as well as emergency services and schools (Woodington Road, Whaley Rd, Cobb Road)

Some local folks don't have garbage collection service so they drive to the local dump at Loftkin Crossroads.

Participants were concerned about the Bypass creating dead ends, cul-de-sacs, and the effect on emergency response time.

Currently, it's hard to turn left from Strawberry Branch Rd onto 58 because line of sight. If that intersection were improved, they could take Strawberry Branch.

If the new road were built, they could access 258 South to go to Jacksonville.

They were concerned about a historical resource, the James M. Parrott House.

They placed a high value on the existing businesses along US 70, King's BBQ and Neuse Sports Shop.

R-2553 Kinston CIA – Notes from small group meetings, April 9, 2013

Group 3: Christopher Werner, facilitator and Gary Lovering

Power lines between nodes 19 and 25 are being upgraded.

Access to homes near node 32 was a concern.

Participants were concerned about interchange at Node 25 – direct impacts to or access to community resources or church, fire house, strawberry farms.

Concerned about alignment at node 32 because it would affect emergency services to the nursing home there.

Group 4: Cindy Camacho, facilitator & Tris Ford, recorder

Going from node 20 to 33 would have less disruption if the route goes farther south.

Node 25 goes through the heart of the community / the participants called this Southwood community, not Loftkin Crossroads which the quadrant map indicated. The fire department's response time could be impacted by the alternative.

Southwood Cemetery is located between nodes 19 and 25 which might be affected by the alignment.

There may be a low income community at the intersection of Silo Road and Cobb Road.

Jackson Heights has individual septic systems, and is surrounded by extensive wetlands. .

A more southernly route would not spur economic development.

According to this group of participants, there are more wetlands, endangered species, especially bald eagles, and ospreys and wildlife in the southern part.

The group asserted that they would not use the new freeway if a southern route is selected.

R-2553 Kinston CIA – Notes from small group meetings, April 11, 2013

April 11, 2013 – SOUTHWEST QUADRANT OF THE STUDY AREA, southwest Lenoir County

Sources for records below:

Participants' and Facilitator's notes on quadrant maps
Notes taken of group discussion
Summaries given by group spokesperson
Comment forms (3 received)

Group 1: Cindy Camacho, facilitator. Harrison Marshall, recorder

US 70 provides access to WalMart, Lowe's and other commercial and service areas.

US 70 is commonly used to get to points east and west but most people travel on local routes now.

Generally, the group did not like any southern corridors but specifically didn't like the Green (deep south alternative) because of its impacts to Sandy Bottom's drinking water and farms.

It's hard to move farm equipment and can delay emergency responders.

Participants said there was support for northern routes because the northern area is better suited for growth – larger parcels of land, sewer roads, so more potential for economic development.

Missing from the map: archeological exploration, bears and private recreation areas and natural wetlands around Woodington (node 20). Also, bears have been spotted near area between Node 20 and Node 26.

Support for improving the existing 70 as well. The group was concerned that removing traffic would harm existing businesses.

Group 2: Kory Wilmot, facilitator. Martha Hodge, recorder

Missing from map: Webb Chapel cemetery near Sandy Bottom, Woodington Methodist church and cemetery near Woodington (node 20), private landing strip near Joe Nunn Rd and Albrittons Road, Freedom Fellowship Church along Joe Nunn Rd near HWY 258.

The top 3 issues for this group were:

1. impacts of a southern route for the 70 bypass negatively impacting community and family relations in the Sandy Bottom and Woodington communities.

R-2553 Kinston CIA – Notes from small group meetings, April 11, 2013

2. Mobility of farm equipment in the southern part of the county.
3. Potentially bisecting and creating barriers between cultural, historic and private recreational areas in the Southern part of the county. Examples include; civil war sites, trail of tears, historic buildings, family properties, recreational areas.
 - Croom Meeting House (oldest building in Sandy Bottom)
 - John Green Smith Rd/Woodington area has a lot of natural features and recreational areas.
 - Southwest Creek – swampy, red cockaded woodpeckers, bears, deer near Node 20
 - Node 9 has lot of impacts to Sandy Bottom community
 - Black Harper Rd. has a lot of family history

Group 3: Cyndy Yu Robinson, facilitator. Mark Pierce, recorder.

Participants marked homes, farms, churches and three omitted cemeteries on the map including three cemeteries and four churches near the Sandy Bottom ‘intersection’ at HYW 55 and Albrittons Road.

Participants in this group travel along 258, all over Kinston via local routes, often into downtown Kinston and 70 via local roads to get to other parts of the county. 70 West to UNC to see family, and 11 N to Greenville. Currently it’s difficult to cross Green Harnes Road. There are 4 lanes of traffic and many accidents on Albrittons Road and HWY 11.

Participants validated the need for and usefulness of a bypass but acknowledged that no one wants to have his personal home impacted. The bypass would also help Kinston residents get to Raleigh and Goldsboro (points west) and the coast (points east) faster. And the bypass would keep volumes of people off local roads. On Sunday afternoons, beach traffic on Business/original 70 makes it extremely difficult to turn from and to churches and businesses along 70.

Concerns about the purple route (Shallow Southern proposed alternative) between Sanderson Farms and Node 15. A few family cemeteries and public cemeteries need to be added to the amp.

One participant was interested in the economic development that might be spurred by the freeway.

Three major impacts of the Bypass project:

1. Reduce our travel time currently spent going north to 70.

R-2553 Kinston CIA – Notes from small group meetings, April 11, 2013

2. Personally benefit from a southern bypass route but we don't want personal homes affected
3. Reduce volume of traffic on business 70/original 70.

Group 4: Christopher Werner, facilitator. Gary Lovering, recorder.

Missing from Map: 3 cemeteries near Sandy Bottom (node 9), Freedom Fellowship Church, Private landing strip, historic Jackson property near Jackson Heights (local folks do not call it Jackson Crossings)

Current road use:

- Most traveled routes in southwestern quadrant are Hwy 55, 258 North and S. Croom Bland Rd.
- Traffic is heavy on US 70 going and coming from Greenville, traffic going to Morehead city.
- Imelda: I'm using US 70 all the time. Not too much of a problem on US 70.
- Linda: Biggest traffic problem is on US 70 on Fridays (beach traffic)
- Participant goes to South Lenoir County, takes back roads to travel, short distances.

Responses to proposed southern bypass routes/Participants expressed concerns about nodes:

- Node 2 will have impacts on businesses.
- Node 9 would have a lot of impacts. We need to minimize those.
- Node 14 has issues as well.
- Node 8 is near a lot of existing structures
- Node 19 has good signage for bike riders
- Jimmy: the best option is to upgrade the existing US 70. This may be the best but not the easiest.

When asked about the use of new routes:

- I'd use the purple (Shallow Southern proposed alternative) line to get to New Bern and Goldsboro for daughter.
- Yes, I'd use the route to get to Raleigh and the beach.
- Yes to get to Goldsboro and yes to get to New Bern.
- Yes to get to Emerald Isle and New Bern.
- Would use to go to Goldsboro and Raleigh

R-2553 Kinston CIA – Notes from small group meetings, April 16, 2013

April 16, 2013 – Northeast QUADRANT OF THE STUDY AREA, northeast Lenoir County

Sources for records below:

Participants and Facilitator's notes on quadrant maps
Notes taken of group discussion
Summaries given by group spokesperson
Comment forms (3 received)

Group 1: Kory Wilmot, facilitator

Features in the NE quadrant:

- Three of the five people in this group had family farms over 100 years old. One person mentioned his farm is near Node 27.
- Indian artifacts and sharks teeth have been found on the farms.
- There's a gas line under one of the farms.
- Dupont Circle has 20 houses, is 60 years old.
- The past issue with Global Transpark, concerns over existing business in Kinston.

Mobility in the NE quadrant:

- Node 27 would impact Morristown neighborhood, have impacts on swamps, visual impacts. This area by Sharon Church Road is already being impacted by multiple road projects.
- Narrow bridge on Hwy 55 to the west of Node 29, which makes it difficult for farmers to cross bridge.
- Farming access is already an issue for NC 11.

How existing roads area used:

- Jim commutes to Greenville on NC 11 and into Kinston on NC 11.
- Daily use of NC 11 to get to Greenville, visiting family, church, Wal-Mart shopping.
- We go to Greenville for medical care.
- NC 58 north and south into Kinston
- Use Felix Harvey Parkway to 258.

R-2553 Kinston CIA – Notes from small group meetings, April 16, 2013

Group 2: Christopher Werner, facilitator

Features in the NE quadrant/community:

- Extensive swampland, wildlife corridor, residential neighborhoods, farms and community garden downtown, in the Northeast quadrant.
- Gas line in pink shown, with marker.
- Fishing holes, shriners, disc golf, boat launch off of Neuse Road were marked on map.
- Private homes were marked on maps.
- North Lenoir well site (public water) is near Node 17/Wootens Crossroads

How are roads currently used?

- Wallace Family Road to 11 to get to Greenville for work, shopping, medical appointments.
- Tilghman Mill Road to 58 to 258
- Traffic not an issue here.
- Avoid 70 when possible but to get to the businesses that are on 70, we must go to 13 then head west. We avoid downtown because of the stoplights.

Main concerns of this group:

1. displacement of families and farms
2. bypass makes Kinston a ghost town
3. Access issues from closed roads
4. Who benefits from bypass?

R-2553 Kinston CIA – Notes from small group meetings, April 16, 2013

Group 3: David Griffin, facilitator

Features in the Northeast quadrant

- Wetlands south of NC 11, SW of Node #12 on the map, swamp pond. The wetlands are wildlife corridors.
- Solar farms northeast of Node 29

Major concerns about location of new bypass

- Felix Harvey Parkway when completed will increase traffic volume on NC 58.
- Narrow roads impact movement of farm equipment, bypass may impact farm equipment movement
- Fire chief mentions NC 55 bridge replacement and that NC 55 corridor could be used rather than building 2 bridges; Right of Way Exists through
- Node 27 has community cohesion, family neighbors, Sharon church community.

How will you use the future bypass?

- Use the road to go to Goldsboro and Johnston County. Access will be increased for people traveling east or west across to New Bern.
- Using existing Felix Harvey Parkway alignment for the bypass.
- Access will facilitate industrial development on the North side, Northern bypass would improve connectivity. Southern bypass would serve a regional traffic purpose but would not provide connectivity within the county.

Major issues for this group:

1. Fire chief is concerned about access if new bypass is built. Station #2 is at Tilghman Mill and Wallace Family Road.
2. Concern that Sharon Church Road may get cut off from NC 11 because of slowed emergency access and response time.

R-2553 Kinston CIA – Notes from small group meetings, April 16, 2013

Group 4: Cyndy Yu Robinson, facilitator

Community features:

There are no parks out by Node 27.

There are some family farms in this area, no hunting permitted on the land.

Major Concerns of the group:

1. Accept that project is coming but prefer a route that does not affect my property and farm
2. Perceive that property value will be diminished by a big project and its noise and light.
3. Questions about how wide the Right of Way is for the buyout.
4. Funding may not materialize for this project since Route 258 never became 4 lanes.
5. Most of the group thought the Deep northern route going by node 27 and 29 is too long, too expensive.

One participant was sure that the bypass and businesses that develop along the bypass will diminish the value of his property. The project engineer, Mark Pierce, said that the route has not been selected yet.

One home owner said she would feel more badly for a family farm that is lost or bisected than herself being displaced from a home she has owned for 7-10 years as long as she is bought out.

One comment form was received, and it said:

The shallow north bypass route has less human impact due to low population density, lack of commercial activity and lower building density for removal. Since the tax papers fund this construction, the 8 miles more less from the current Harvey Parkway (node 12) though nodes 28, 30 and 34 is the shortest route.

R-2553 Kinston CIA – Notes from small group meetings, April 16, 2013

Group 5: Tris Ford, facilitator

Features in the Northeast Quadrant:

- Wetlands south of NC 11, SW of Node 12 on the map, swamp pond
- Fire emergency services response uses Tilghman Mill (station #2) and Wallace Family Road.

Uses of 70 now:

- One participant uses US 70 three times a week to get to Smithfield. It takes 30 minutes to get o to the other side of LaGrange.
- Same participant said that a southern by-pass wouldn't help economic development on the North side.
- Another participant uses US 70 to get to I-95 south and to New Bern.

Major concerns about Bypass:

1. Felix Harvey Parkway and NC 58 interaction: increase in traffic on existing road network will impact Savannah /Contentnea School. It's important to connect Felix Harvey Parkway and NC 11
2. Future access for EMS (Emergency Management Services)
3. Consensus is that using current Felix Harvey Parkway alignment and/or NC 55 alignment will minimize impacts to natural environment and cause fewer relocation, A Northern Bypass would encourage economic development.

R-2553 Kinston CIA – Notes from small group meetings, April 18, 2013

April 18, 2013 – Northwest QUADRANT OF THE STUDY AREA, northwest Lenoir County

Sources for records below:

Participants and Facilitator's notes on quadrant maps
Notes taken of group discussion
Summaries given by group spokesperson
Comment forms (2 received)

Group 1 - David Griffin, facilitator

Participants located their homes and communities features impacted by the alternatives.

Features of the Northwest quadrant:

- N. Lenoir water pump station and lines (just north of fields) and 3 residences near Montgomery Rd.
- Need to maintain access to landfill in LaGrange from Hodges Road.
- Wheat Swamp Road is important travel route
- Kinston High School is major school for north side of county, There's congestion near school, road is in terrible shape, access to church south of Crescent Road (Burning Bush by GTP)

Highly traveled routes are:

Dobbs Farm Road, Pauls Path Road, Eason Rd, Willie Beasley, Cotton Gin – seasonal traffic from all directions.

All use 70 a lot, south of 70 back track to LaGrange or go to Wal-Mart and head west.

3 major adverse impacts of Kinston Bypass:

- Churches and schools
- Local traffic movement
- Cotton gin – seasonal

Positive impact of Kinston Bypass is economic development.

Group 2: Cyndy Yu Robinson, facilitator

Participants identified the location of their homes and discussed commonly used travel routes.

A majority (80%) of the participants in the northern part of Lenoir County use Felix Harvey Parkway and backroads to travel east and west and 258 to travel south into Kinston. Felix Harvey Parkway is great to travel to Goldsboro but is segmented still heading east. Many

R-2553 Kinston CIA – Notes from small group meetings, April 18, 2013

people in the northern part of Lenoir County travel on NC 11 to Greenville on a daily or weekly basis.

The conversation centered on four main topics:

* The Deep Northern Alternative adds too many miles as a bypass and would be more costly in construction dollars and travel time.

* A combination of the alternatives shown to make use of the Felix Harvey Parkway and to connect to Greenville via NC 11 was popular with this group.

* Acknowledgment of the need for economic development: There was concern for businesses on existing 70, as well as interest in the development of the Global Transpark Facility as fostered by the Bypass location.

* This group acknowledged that other bypasses including US 70 Clayton bypass and the I-295 Richmond bypass have not harmed the downtown of the two bypassed cities.

Group 3: Kory Wilmot, facilitator

Features in the Northwest quadrant:

- Churches
- Retail spaces including Wal-Mart and Gold's Gym
- Family farmland
- Water treatment center
- A water tower is being built inside the area marked Node 10.
- High water table near the Global Transpark and Vernon Bush Church (participants asked that Bypass consultants check in with NCDOT about high water tables around GTP)
- Macon Road circles communities, neighborhoods and potential EJ lower income areas.

Major concerns about location of new bypass:

- Wheat Swamp Road has a high amount of traffic going to and from North Lenoir High School, so if access does not remain open it would create a lot of access issues.
- The segment between Node 10 and Node 17 would cut the community off from US 258
- Locating the Bypass too far to the north or south could reroute traffic away from local businesses.
- Northern route would give access to Greenville.

Discussion centered on:

1. Participants want minimal impacts to local businesses.

R-2553 Kinston CIA – Notes from small group meetings, April 18, 2013

2. Maintain access to existing local neighborhoods, schools, churches, businesses, etc.
3. Concern about current traffic on US 70, so they understand the project need.
4. Concern that the upper northern corridor goes too far away from Kinston.



KINSTON BYPASS PROJECT

STIP Project Number R-2553

Economic Impact Assessment



US 70 BUSINESSES MEETING

Tuesday, October 7, 2014

11:00 am – 1:00 pm

LOCATION

Woodmen Community Center
2602 W. Vernon Avenue
Kinston, North Carolina 28504

MEETING PURPOSE

Encourage interactive discussions with representatives of businesses along the US 70 corridor to gather data on existing economic conditions and collect feedback on potential impacts of the US 70 Kinston Bypass project on individual businesses and the local economy.

ANTICIPATED OUTCOMES

Representatives of businesses along US 70 will provide feedback on specific discussion questions that will assist in the development of an Economic Impact Assessment for the US 70 Kinston Bypass project.

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Vermillion	Gordon	Lenoir County Transportation Chair		
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AGENDA

11:00 – 11:05 Sign-in and Roll Call

Meeting attendants introduced themselves and the organization they represent at today's meeting.

11:05 – 11:15 Welcome and Introductions

Christy Shumate introduced the project team and the purpose and structure of the meeting. The purpose of the meeting is to speak with local business owners along the existing US 70 bypass to learn how the project and proposed alternatives might affect their existing business operations and future plans. Christy distributed the agenda, project information sheet and copies of the survey that was mailed to businesses along US 70.

11:15 – 11:30 Overview of the US 70 Kinston Bypass Project and Purpose of the Meeting

Chris Werner provided an overview of the project history and the project development process.

NCDOT is currently conducting an Economic Impact Assessment to evaluate the potential impacts of the alternatives on local businesses and the local economy. As part of this study, we are distributing surveys to business owners and major employers along the US 70 corridor and within Kinston to gather feedback on existing economic conditions and anticipated impacts of the Kinston Bypass project.

We have invited you here today to provide input to for the Economic Impact Assessment. We want to: understand current economic conditions and how traffic on existing US 70 relates to businesses, discuss potential changes that would occur with the alternatives being considered, and identify potential short term and long term impacts on individual businesses and local economy from the Kinston Bypass project.

11:30 – 12:50 Discussion Session

1. *Are there any questions about the US 70 Kinston Bypass project?*

Greg Smith asked why the study is evaluating upgrading the existing US 70. Chris explained that evaluating upgrading the existing corridor is a federal requirement.

2. *Of the businesses represented, how many rely on visibility from US 70 to attract customers? How important is highway access to your business for customers, deliveries, or shipping? What percentage of your business's customers is local?*

Meeting participants said visibility is extremely important. The Shallow Southern Bypass would hurt business less than the Deep Southern Bypass. The Shallow Southern Bypass is just under a mile from existing US 70 so accessing the businesses along existing US 70 would still be viable if interchanges are provided at major roads. Chris explained that interchanges cannot be promised at this point because traffic projections are not available at potential intersections yet.

Meeting participants varied in how a bypass would affect their businesses. The participants owning Bojangles said the bypass would not affect their business much since most customers are locals. Christy and Chris noted that we have received surveys from businesses such as insurance agents noting that drive by traffic is less important to their business. The participant owning a car dealership said traffic accounts for 40% of his business and the Neuse Sports Store owner said traffic accounts for 80% of his business.

3. *How do existing traffic conditions on US 70 affect businesses along the corridor?*

Existing traffic lengthens the time it takes to get across town, especially on Fridays and Sundays when the beach traffic is passing through. A new signal system was put in to improve traffic flow during peak beach traveling periods. Some meeting participants were skeptical of whether the signal system has helped.

4. *If the No-Build ("do nothing") Alternative is selected, what would be the impact on your business? Consider current access to the business, future traffic, plans for expanding the business, etc.*

The traffic will worsen given potential population increases in the area and beach traffic. Participants said local population estimates are debatable though given recent population declines in the area. Chris explained that the population estimates are based on projections from the Comprehensive Transportation Plan that NCDOT developed with input from Lenoir County. Later in the meeting, participants noted the area has recently benefited from the expansion of industries like Sanderson Farms, Smithfield, West, Spirit and Lenoir Community

College.

5. *If the Upgrade Existing US 70 Alternative is selected, how would your business be impacted? Consider potential changes in traffic patterns, changes in visibility, removal of parking, changes in or limiting access, potential for on-site growth, etc.*

Meeting participants doubted the ability to accommodate a limited access highway and service roads in the corridor without having to remove businesses. Chris said it would be a challenging design.

6. *If a Southern Alternative is selected and a bypass is built on new location south of existing US 70, what would you expect to happen to your business? Consider loss of traffic on US 70, potential relocation or expansion at a new site, closure of nearby businesses, new development or competing business along the bypass route, redevelopment along existing US 70, etc.*

Meeting participants noted that the utility infrastructure is not in place for the Deep Southern Bypass. The infrastructure is in place for the Shallow Southern Bypass and the northern alternatives that were eliminated. Several participants liked that the Deep Southern Bypass would link up with C.F. Harvey Parkway that travels north to the Global TransPark and noted this would further other transportation connectivity goals. Meeting participants also discussed that the Deep Southern Bypass has less business impacts but greater environmental impacts.

7. *What alternative(s) is likely to be best for your business economically over the long term (10-20 years)?*

Meeting participants noted that the “Do Nothing” alternative would be the best for business in the near term and that the Shallow Southern Bypass would be best for the long term.

8. *Over the long term, would you change your business plan (target customers, marketing strategies, operations, location) if a specific alternative were selected?*

Meeting participants discussed that it’s hard to answer this question given the project is not funded and there is no certainty on when the project would be completed. Chris and Christy explained that NCDOT’s project evaluation criteria continues to evolve and that having the project ready will be essential to moving it forward for whenever the project becomes competitive for funding.

9. *Is there any other input or comments participants would like to share at this time?*

The Neuse Sports Shop business owner said that the proposed limited access facility may limit the use of billboards making it difficult for him to advertise nearby his business on the new facility.

Someone mentioned they are curious about the affect the Clayton bypass has had on the businesses in the town. Gary Lovering, NCDOT Roadway Design, was in attendance of the meeting and said he lives in Clayton. He has seen some turnover in business type but no overall decline in the number of businesses.

Someone asked which alternatives are the most expensive. Chris explained that detailed cost estimates are underway but it would not be surprising if the alternatives with more mileage and longer bridges are more expensive.

Lenoir Community College representatives said the revised alternatives will still impact their property but the best design would go on the southern edge of their property. Chris mentioned that NCDOT has discussed a property swap with Lenoir Community College given the roadway might take a portion of their property. Chris explained that the reason the alignment would go through their property is the need to connect the bypass back with US 70 to utilize the existing bridge over the creek just east of the college. The college prefers the Shallow Southern Bypass with an interchange providing easy access to the college. Lenoir Community College has a three county service area so providing local and regional access is a priority.

12:50 – 1:00 Wrap-up



KINSTON BYPASS PROJECT

STIP Project Number R-2553

Economic Impact Assessment



US 70 BUSINESSES MEETING

Tuesday, October 7, 2014

5:00 pm – 7:00 pm

LOCATION

Woodmen Community Center
2602 W. Vernon Avenue
Kinston, North Carolina 28504

MEETING PURPOSE

Encourage interactive discussions with representatives of businesses along the US 70 corridor to gather data on existing economic conditions and collect feedback on potential impacts of the US 70 Kinston Bypass project on individual businesses and the local economy.

ANTICIPATED OUTCOMES

Representatives of businesses along US 70 will provide feedback on specific discussion questions that will assist in the development of an Economic Impact Assessment for the US 70 Kinston Bypass project.

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AGENDA**5:05 – 5:15 Welcome and Introductions**

Christy Shumate introduced the project team and the purpose and structure of the meeting. The purpose of the meeting is to speak with local business owners along the existing US 70 bypass to learn how the project and proposed alternatives might affect their existing business operations and future plans. Christy distributed the agenda, project information sheet and copies of the survey that was mailed to businesses along US 70.

5:15 – 5:30 Overview of the US 70 Kinston Bypass Project and Purpose of the Meeting

Chris Werner provided an overview of the project history and the project development process. NCDOT is preparing environmental and engineering studies for the proposed US 70 Kinston Bypass project. The project is proposed as a four-lane, median divided freeway with full control of access in Lenoir County and in the western portions of Craven and Jones County. 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 NC Strategic Highway Corridors Plan.” The project is needed to address traffic congestion, capacity deficiencies, and through traffic delays on US 70 and US 70 Bypass between LaGrange and Dover. The project was restarted in 2009. Alternatives were identified and presented over this past summer at public meetings in Kinston. Since the meetings, the Northern Alternatives were removed since they were not estimated to remove enough traffic off of existing US 70 since they traveled too far out of the way.

At this time, NCDOT has conducted corridor-level analyses and has not made any decision on specific highway alignments within wide study corridors. Twelve Detailed Study Alternatives (DSAs) and the No-Build Alternative are being considered in the Draft Environmental Impact Statement. The twelve DSAs include making upgrades to existing US 70, constructing a bypass on a new location south of existing US 70, and a combination of upgrades to the existing road with a short bypass. The Draft EIS will identify parameters, such as traffic analysis, cost, and impacts to the human and natural environment for each alternative. After this information is published and before any decisions are made on a preferred corridor, NCDOT will conduct a public hearing to see k public opinions and preferences on the various alternatives being considered. After reviewing the draft EIS and public comments, the Merger Team representing local, state and federal agencies will decide on the preferred alternative.

NCDOT is currently conducting an Economic Impact Assessment to evaluate the potential impacts of the alternatives on local businesses and the local economy. As part of this study, we are distributing surveys to business owners and major employers along the US 70 corridor and within Kinston to gather feedback on existing economic conditions and anticipated impacts of the Kinston Bypass project.

We have invited you here today to provide input to for the Economic Impact Assessment. We want to: understand current economic conditions and how traffic on existing US 70 relates to businesses, discuss potential changes that would occur with the alternatives being considered, and identify potential short term and long term impacts on individual businesses and local economy from the Kinston Bypass project.

5:30 – 6:50 Discussion Session

1. *Are there any questions about the US 70 Kinston Bypass project?*

No questions were asked about the project at this point.

2. *Of the businesses represented, how many rely on visibility from US 70 to attract customers? How important is highway access to your business for customers, deliveries, or shipping? What percentage of your business's customers is local?*

The businesses in attendance were an antique furniture store downtown and Adrian King who represents the downtown business association, the Pride of Kinston. They both thought that businesses located on US 70 rely on traffic for their businesses. Downtown Kinston also gets a lot of people from New Bern and Morehead City detouring off of US 70 to explore downtown. Therefore, the Shallow Southern Bypass would be best for downtown Kinston given it's only a mile south of the existing US 70.

3. *How do existing traffic conditions on US 70 affect businesses along the corridor?*

In terms of downtown, a lot of non-local patronage is travelers from neighboring regions going to the beach. Kinston is a good midpoint stop along that route which yields a lot of drive-by business for businesses along US 70.

4. *If the No-Build ("do nothing") Alternative is selected, what would be the impact on your business? Consider current access to the business, future traffic, plans for expanding the business, etc.*

The No-Build alternative may be the best alternative in the short term for the businesses but not in the long term. Participants noted there would also be more wrecks and traffic with the No-Build alternative.

5. *If the Upgrade Existing US 70 Alternative is selected, how would your business be impacted? Consider potential changes in traffic patterns, changes in visibility, removal of parking, changes in or limiting access, potential for on-site growth, etc.*

The upgrade existing alternative would continue to provide close access to downtown if appropriate interchanges are built.

6. *If a Southern Alternative is selected and a bypass is built on new location south of existing US 70, what would you expect to happen to your business? Consider loss of traffic on US 70, potential relocation or expansion at a new site, closure of nearby businesses, new development or competing business along the bypass route, redevelopment along existing US 70, etc.*

The meeting participants noted that the Southern Alternative is less appealing because the utility infrastructure is not in place in the southern part of the county. The Northern Alternatives would have been better for economic development given their proximity to the Global TransPark and the Greenville Metro Area.

7. *What alternative(s) is likely to be best for your business economically over the long term (10-20 years)?*

Both business owners thought the Shallow Southern Bypass is best for downtown and existing US 70 in the long term due to its proximity to existing businesses.

8. *Over the long term, would you change your business plan (target customers, marketing strategies, operations, location) if a specific alternative were selected?*

Downtown Kinston widely markets itself throughout eastern North Carolina and has received a lot of regional tourism lately because of new restaurants and media coverage. The downtown has capacity to add new businesses and benefit from the town's planned river walk. These attractions are destinations and less dependent on the bypass but the two business owners still favor the Shallow Southern Bypass for its closer proximity.

9. *Is there any other input or comments participants would like to share at this time?*

The meeting participants shared the history of downtown Kinston and the forces behind the town's revitalization throughout the meeting.

6:50 – 7:00 Wrap-up



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

September 24, 2014

SUBJECT: U.S. 70 Kinston Bypass (NCDOT STIP No. R-2553)

Dear Employer:

The North Carolina Department of Transportation (NCDOT) is requesting your input on the U.S. 70 Kinston Bypass project (STIP No. R-2553). NCDOT and its consultant team, led by URS Corporation – North Carolina, are preparing environmental and engineering studies for the U.S. 70 Kinston Bypass Project, including an Economic Impact Assessment.

The Economic Impact Assessment will evaluate potential economic impacts of the Detailed Study Alternatives (DSAs) on local businesses and the local economy. As part of this study, the project team is distributing surveys to business owners and major employers along the U.S. 70 corridor and within the study area to obtain their perspective on the existing economic conditions and anticipated impacts of the U.S. 70 Kinston Bypass project. We would appreciate you completing the survey and returning it to us in the enclosed, stamped envelope.

Thank you again for participating in the U.S. 70 Kinston Bypass project. We welcome your input and comments. If you have any questions, please contact:

Chris Werner, P.E.
Project Manager
URS Corporation
1600 Perimeter Park Drive, Suite 400
Morrisville, NC 27560
1-800-233-6315
christopher.werner@urs.com

If you are new to the project, the U.S. 70 Kinston Bypass project website is a great place to start to learn more about it: <http://www.ncdot.gov/projects/kinstonbypass/>.

Sincerely,

Robert Deaton, AICP
Project Manager

Enclosures: U.S. 70 Kinston Bypass Project Handout
Major Employers Survey
Stamped envelope



MAJOR EMPLOYERS SURVEY

KINSTON BYPASS PROJECT Economic Impact Assessment



PART I: INTRODUCTION

The North Carolina Department of Transportation (NCDOT) is conducting an Economic Impact Assessment for the US 70 Kinston Bypass project to understand the potential impacts of the Detailed Study Alternatives (DSAs) on local and regional businesses. While there are twelve DSAs being considered in the Draft Environmental Impact Statement (DEIS), for the purposes of this Economic Impact Assessment, they can generally be described as three general alternatives - Upgrade Existing US 70, Upgrade Existing US 70 with a Shallow Southern Bypass, and Southern Alternatives. A map of these alternatives is included on the attached Project Handout. Your responses from this survey will help NCDOT determine the potential economic impacts of the US 70 Kinston Bypass project.

PART II: IDENTIFYING INFORMATION

1. Who is/are the owner(s) of your business?

2. Where is your business located? Please provide the physical address and mailing address.

3. What is the service your business provides?

4. How many locations does your business have in the area?

5. How many employees does your business employ in the area?

6. What is your typical customer base? Please provide an approximate percentage estimate of the sales percentage.
 - Drive-by/impulse shoppers ___%
 - Need based shoppers ___%
 - Loyal shoppers ___%
 - Browsing shoppers ___%
 - Discount shoppers ___%
 - Mail order/internet or non-applicable ___%

7. Where is your customer base located? Please provide an approximate percentage estimate.
 - Kinston ___%
 - Other parts of Lenoir County ___%
 - Outside of Lenoir County ___%

8. How would you describe your customer base?
 - Growing
 - Shrinking
 - Staying the same

9. What are your business's approximate annual sales (*this information will remain confidential*)?
 - <\$100k
 - \$100k to \$250k
 - \$250k to \$0.5m
 - \$0.5m to \$1.0m
 - \$1.0m to \$2.0m
 - \$2.0m to \$5.0m
 - > \$5.0m

PART III: CURRENT USAGE AND ANTICIPATED IMPACTS

Questions below refer to US 70 between LaGrange in Lenoir County and Dover in Craven County. Alternative corridors are shown on the enclosed map.

10. Which of the following use US 70 when traveling to and from your business? Please provide an approximate percentage estimate.

- Customers ____%
- Employees ____%
- Delivery truck drivers ____%

11. If your customers, employees, and/or deliveries use US 70 while traveling to your business, how frequently do they do so?

- | | | | | |
|--------------------------------|---|---|---|---------------------------------|
| Customers: | <input type="checkbox"/> 5 -7 days a week | <input type="checkbox"/> 1 -4 days a week | <input type="checkbox"/> less than 1 day a week | <input type="checkbox"/> rarely |
| Employees : | <input type="checkbox"/> 5 -7 days a week | <input type="checkbox"/> 1 -4 days a week | <input type="checkbox"/> less than 1 day a week | <input type="checkbox"/> rarely |
| Delivery Truck Drivers: | <input type="checkbox"/> 5 -7 days a week | <input type="checkbox"/> 1 -4 days a week | <input type="checkbox"/> less than 1 day a week | <input type="checkbox"/> rarely |

12. If your customers, employees, and deliveries do not use US 70, or use US 70 for only a portion of their route, what other major roads in the area do they use? Check all that apply.

- | | | | | | | | |
|--------------------------------|--------------------------------|--------------------------------|--------------------------------|----------------------------------|----------------------------------|---------------------------------|--------------------------------------|
| Customers: | <input type="checkbox"/> NC 55 | <input type="checkbox"/> NC 11 | <input type="checkbox"/> NC 58 | <input type="checkbox"/> BYP 258 | <input type="checkbox"/> BUS 258 | <input type="checkbox"/> US 258 | <input type="checkbox"/> other _____ |
| Employees : | <input type="checkbox"/> NC 55 | <input type="checkbox"/> NC 11 | <input type="checkbox"/> NC 58 | <input type="checkbox"/> BYP 258 | <input type="checkbox"/> BUS 258 | <input type="checkbox"/> US 258 | <input type="checkbox"/> other _____ |
| Delivery Truck Drivers: | <input type="checkbox"/> NC 55 | <input type="checkbox"/> NC 11 | <input type="checkbox"/> NC 58 | <input type="checkbox"/> BYP 258 | <input type="checkbox"/> BUS 258 | <input type="checkbox"/> US 258 | <input type="checkbox"/> other _____ |

13. What are the peak travel periods for your customers, employees, and deliveries along these routes?

- | | | | |
|--------------------------------|---------------------------------------|---------------------------------------|--------------------------------------|
| Customers: | <input type="checkbox"/> AM rush hour | <input type="checkbox"/> PM rush hour | <input type="checkbox"/> other _____ |
| Employees: | <input type="checkbox"/> AM rush hour | <input type="checkbox"/> PM rush hour | <input type="checkbox"/> other _____ |
| Delivery Truck Drivers: | <input type="checkbox"/> AM rush hour | <input type="checkbox"/> PM rush hour | <input type="checkbox"/> other _____ |

14. Does your business have potential expansion plans in Lenoir County or elsewhere in the region? Please explain. (this information will remain confidential)

15. What are the key factors influencing your business development decision-making? Please indicate the top five in order of importance. (1 = Most important.)

- | | |
|---|--|
| <input type="checkbox"/> General economy conditions | <input type="checkbox"/> Reduces delivery times/reduces delivery costs |
| <input type="checkbox"/> Customer demand | <input type="checkbox"/> Skilled workforce availability |
| <input type="checkbox"/> Likelihood of other future development in the area | <input type="checkbox"/> Reduces employee commute times/reduces commute costs |
| <input type="checkbox"/> Land/property availability | <input type="checkbox"/> Government incentives (e.g. tax incentives, assessment districts, etc.) |
| <input type="checkbox"/> Infrastructure (non-roadway) | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Zoning/planning/government approvals | |
| <input type="checkbox"/> Lack of capital/funding | |
| <input type="checkbox"/> Input costs | |

MAJOR EMPLOYERS SURVEY

16. If US 70 were to be improved in its current location (**Upgrade Existing US 70**), would there be impacts (positive or negative) to your customers, employees, and deliveries and your business overall?

Customers _____

Employees _____

Deliveries _____

Business Overall _____

17. What impacts would the following US 70 bypass alternatives have on your customers, employees, and deliveries, as well as your business overall (i.e. changes to travel cost, time and distance) over the long term (i.e. 10 to 20 years)?
Upgrade Existing US 70 with a Shallow Southern Bypass:

Customers _____

Employees _____

Deliveries _____

Business Overall _____

Southern Alternatives:

Customers _____

Employees _____

Deliveries _____

Business Overall _____

18. How important is the cost of travel and travel time and distance to your customers, employees, and delivery truck drivers?

Customers:	<input type="checkbox"/> very important	<input type="checkbox"/> somewhat important	<input type="checkbox"/> not important at all
Employees:	<input type="checkbox"/> very important	<input type="checkbox"/> somewhat important	<input type="checkbox"/> not important at all
Delivery Truck Drivers:	<input type="checkbox"/> very important	<input type="checkbox"/> somewhat important	<input type="checkbox"/> not important at all

19. Which of the following benefits of an improved transportation system would most help your business economically?

Please rank your top three choices (1, 2, 3).

Increases regional traffic through Lenoir County

Reduces travel times/reduces travel costs

Makes it easier for people to access your business

Improves the value of land around the improved/new road

Increases the likelihood of future development in the area

Reduces congestion

Reduces delivery times/reduces delivery costs

Reduces employee commute times/reduces commute costs

Makes businesses around the improved road more attractive than businesses in other locations

Improves your business's productivity and/or sales

Other _____

20. Over the long-term (i.e. 10 to 20 years) would you consider relocating your business if a specific alternative were selected? Please explain.

- Upgrade Existing US 70 _____
- Upgrade Existing US 70 with a Shallow Southern Bypass _____
- Southern Alternatives _____

21. Which of the alternatives are likely to be best for your business economically over the long term (i.e. 10 to 20 years) with regard to the benefits noted above? Please rank the choices (1, 2 and 3).

__ Upgrade Existing US 70 __ Upgrade Existing US 70 with a Shallow Southern Bypass __ Southern Alternatives

Why? Please describe why your chosen alternative(s) are most likely to have a positive impact or avoid a negative impact?

22. Which of the alternatives are likely to be best for the local or regional economy over the long term (i.e. 10 to 20 years) with regard to the benefits noted above? Please rank the choices (1, 2 and 3).

__ Upgrade Existing US 70 __ Upgrade Existing US 70 with a Shallow Southern Bypass __ Southern Alternatives

Why? Please describe why your chosen alternative(s) are most likely to have a positive impact or avoid a negative impact?

PART IV: CONTACT INFORMATION

23. I would like to receive information from the Kinston Bypass Project team:

- Yes No

Name: _____ E-mail: _____

Address: _____

City: _____ Zip: _____

24. Please contact me by:

- e-mail phone _____

Thank you for participating in the Kinston Bypass Project survey!

Please return your completed survey in the enclosed pre-stamped envelope or send it to the contact information provided below by **October 15, 2014.**

North Carolina Department of Transportation
 C/O URS Corporation
 Attn: Chris Werner
 1600 Perimeter Park Drive, Suite 400, Morrisville, NC 27560
 christopher.werner@URS.com
 Toll-Free Hotline: 1-800-233-6315 Website: www.ncdot.gov/projects/kinstonbypass/

MAJOR EMPLOYERS IN R-2553 STUDY AREA

Woodman of the World Water Park
Attn: Bill Ellis
2602 West Vernon Avenue
Kinston, NC 28501

Sanderson Farms
Attn: Perry Hauser, Division Manager
4985 US 70
Kinston, NC 28504

Lenoir County Department Of Social Services
Attn: Susan Moore, Director
PO Box 6
Kinston, NC 28502

Caswell Developmental Center
Attn: Leon Owens
2415 West Vernon Avenue
Kinston, NC 28504

Lenoir County Public Schools
Attn: Steven Mazingo, Superintendent
2017 West Vernon Avenue
Kinston, NC 27804

Lenoir Memorial Hospital
Attn: Gary Black, President/CEO
100 Airport Road
Kinston, NC 28501

Electrolux Home Products Manufacturing
Attn: Glenda Lynch, Plant Manager
4850 West Vernon Avenue
Kinston, NC 28504-7512

Associated Materials, Inc.
Attn: Gregg Bashaw
3800 Farmgate Road
Kinston, NC 28504-8994

Dupont Kinston Plant
Attn: Lindsay Cox
4693 Hwy 11 N
Kinston, NC 28501

Lenoir County
Attn: Michael W. Jarman, County Manager
130 South Queen Street
Kinston, NC 28502

MasterBrand Cabinets, Inc.
Attn: Richard McCacken
651 Collier-Loftin Road
Kinston 28504

City of Kinston
Attn: Tony Sears, City Manager
207 East King Street
Kinston 28501

Lenoir Community College
Attn: Brantley Briley, Ed.D., President
231 Highway 58 South
Kinston, NC 28502-0188

RHA Howell Child Care
Attn: Richard Anderson, COO
3738 Howell Day Care Road
La Grange, NC 28551

Harmony Hall Health Care
Attn: Robert Hill, Jr.
312 Warren Avenue
Kinston, NC 28501

Smithfield Foods / Kinston Division
Attn: Stu Shepherd, Plant Manager
1780 Smithfield Way
Kinston, NC 28504-9244

West Pharmaceutical Services
Attn: Keith Montgomery
1028 Innovation Way
Kinston, NC 28504

Wal - Mart
Attn: Bruce Bannister, Store Manager
4101 West Vernon Avenue
Kinston, NC 28504

Dopaco Chemical Plant Inc.
Attn: Ron Brendan, Logistics Manager
1447 Enterprise Boulevard
Kinston, NC 28504

Principle Long Term Care Inc
1435 Highway 258 North
Kinston, NC 28501-6159

U.S. Security Associates
3556 Dobbs Farm Road
Kinston, NC 28540

Kinston Neuse Corporation
Attn: Mike Sperati
2000 Dobbs Farm Road
Kinston, NC 28504-8907

Pactiv, Inc.
Attn: Ron Walls, Plant Manager
1447 Enterprise Boulevard
Kinston, NC 28504-7566

Food Lion Llc
Attn: Store Manager
2410 North Heritage Road
Kinston, NC 28501

Spirit AeroSystems, Inc.
Attn: Don Blake, Director
2101 John Mewborne Road
Kinston, NC 28504

Bojangles Famous Chicken & Biscuit -
Trands Inc.
Attn: Manager
355 North Queen Street
Kinston, NC 28502

McCain Employment Services
114 East Gordon Street
Kinston, NC 28501

Food Lion Llc
Attn: Store Manager
1304 West Vernon Avenue
Kinston, NC 28504

The Mega Force Staffing Group Inc
815 Hardee Road
Kinston 28504

T & D Solutions Llc
2173 Energy Drive
Kinston, NC 28502

Lenoir County Manufacturers Directory

Affordable Care

dentures

Paul Steelman

Employees Range: 100-150
4501 W. Vernon Ave
Telephone: 252.527.6121
Fax: 252.527.1157
www.affordablecare.com
Established: 1975

Barnhill Contracting Co.

paving, grading & drainage

Carey Swann, President

Employees Range: 25-50
PO Box 399
601 E. New Bern Road
Kinston, NC 28502
Telephone: 252.527.8021
Fax: 252.257.4739
www.barnhill.com
Established: 1940

Carolina Greenhouse Plants Inc.

metal greenhouse buildings

Dwight Howard, General Manager

Employees Range: 1-25
1504 Cunningham Rd.
Kinston, NC 28504
Telephone: 252.523.9300
Fax: 252.3691
www.carolinagreenhouses.com
Established: 1981

Alsco

textile services

Sean Fournier, General Manager

Employees Range: 100-150
PO Box 958
Kinston, NC 28502
Telephone: 252.523.3191
Fax: 252.523.9972
www.alsco.com
Established: 1965

Best Diamond Packaging

paper products

Dave Pareti, Plant Manager

Employees Range: 25-50
2700 Airport Road
Kinston, NC 28504
Telephone: 252.208.2033
Fax: 252.208.2034
www.bestdiamondpkg.com
Established: 2004

Carolina Ice Company, Inc.

ice nuggets

Duane Howard, General Manager

Employees Range: 25-50
2697 US Hwy. 258 N.
Kinston, NC 28504
Telephone: 252.527.3178
Fax: 252.527.0170
www.carolinaice.com
Established: 1983

Associated Materials, Inc.

vinyl windows

Gregg Bashaw, Plant Manager

Employees Range: 600-650
3800 Farm Gate Road
Kinston, NC 28504
Telephone: 252.527.5050
Fax: 252.527.0240
www.associatedmaterials.com
Established: 1988

Bijur Delimon

centralized lubricating equipment

Chuck Stone, General Manager

Employees Range: 50-75
26851 Airport Road
Kinston, NC 28504
Telephone: 252.527.5051
Fax: 252.527.3533
www.bijurdelimon.com
Established: 1981

Carroll Dental Laboratory, Inc.

dentures

Robert Carroll**Linda Harrison, Owners**

Employees Range: 25-50
110 W. King Street
Kinston, NC 28501
Telephone: 252.522.2370
Fax: 252.522.4612
www.carrolldentallab.com

William Barnet & Son, Inc.

textile fibers

Randy Brown, General Mgr.

Employees Range: 150-200
PO Box 3449
Kinston, NC 28502
Telephone: 252.522.2418
Fax: 252.522.3023
www.barnet.com
Established: 1972

Blue Mountain Enterprises

savory flavoring

Laura Key

Employees Range: 1-25
4000 Commerce Drive
Kinston, NC 28504
www.bluemountainflavors.coc
Established: 1986

Coastal Agro-Business

fertilizer production

peanut processing

Joe Warren, Plant Manager

Employees Range: 1-25
3102 Hwy. 11 North
Kinston, NC 28501
Telephone: 252.523.1363
Established: 2007

Updated October 2014



Lenoir County Manufacturers Directory

Commercial A/C Services
assemble industrial air condition systems
Bill Rose, Owner
Employees Range: 1-25
1564 Industrial Drive
Kinston, NC 28504
Telephone: 252.523.3743
Fax: 252.523.4080
Established: 1990

DuPont Kinston Plant
sorona ® polymer
Harold Thomas, Plant Mgr.
Lindsey Cox, Asst. Mgr
Employees Range: 75-100
PO Box 800
Kinston, NC 28502
Telephone: 252.522.6286
Fax: 252.522.6334

E & R, LLC
substations
Gary Whaley, President
Employees Range: 100-150
PO Box 3552
Kinston, NC 28503
Telephone: 252.522.1426
Fax: 252.527.5590
Established: 1970

Cordset Designs, Inc.
electronic power cords
Ben Byrnside, General Mgr.
Employees Range: 1-25
PO Box 650
101 W. New Street
Pink Hill, NC 28572
Telephone: 252.568.4001
Fax: 252.568.3624
Established: 1992

East Coast Modular
mobile modular buildings
Danny Conner, Manager
Employees Range: 1-25
546 Old Asphalt Road
PO Box 1357
Kinston, NC 28504
Telephone: 252.522.9200
Fax: 252.522.1808
www.ecmodular.com

Field Controls
Barometric dampers, humidifiers, air-boosters, draft controls
Patrick Holleran, President
Employees Range: 100-150
Telephone: 252.522.3031
Fax: 252.522.0214
www.fieldcontrols.com
Established: 1977

Crate Tech, Inc.
on-site built custom crating - packaging
Bill Elliott, Manager
Employees: 1 - 25
2300 John Mewborn Road
Kinston, NC 28504
Telephone: 252.208.2624
www.cratetech.com
Established: 2012

Eaton-Cooper Interconnect
molded rubber products
Tom Moore, General Manager
Employees Range: 100-150
4758 Washington Street
LaGrange, NC 28551
Telephone: 252.566.3014
Fax: 252.566.9337
www.crouse-hinds.com
Established: 1973

Futrell Precasting
concrete septic tanks
Odom L. Futrell, Owner
Employees Range: 1-25
3430 Old Pink Hill Road
Deep Run, NC 28525
Telephone: 252.568.3481
Established: 1962

Domestic Fabric
textile fibers
David Wilfong, Owner
Employees Range: 1-25
2002 W. Vernon Ave.
Kinston, NC 28504
Telephone: 252.523.8632
www.domesticfabrics.com
Established: 1961

Electrolux Home Products
dishwashers
Glenda Lynch, Plant Manager
Employees Range: 750-800
4850 Highway 70 West
Kinston, NC 28504
Telephone: 252.527.5100
Fax: 252.527.5590
www.electrolux.com
Established: 1989

Goldsboro Milling
Grain production & storage
Johnny Johnson, Manager
Employees Range: 1-25
2800 Canady Road
Grifton, NC 28530
Telephone: 252.524.4876
Established: 2007

Updated October 2014



Lenoir County Manufacturers Directory

Grady Dental Laboratory
dentures
Arey Grady, Owner
Employees Range: 1-25
603 N. Queen St.
Kinston, NC 28501
Telephone: 252.523.0394
Fax: 252.523.9009
www.gradydentallab.com

J C Howard Farms, LLC
hog feed, farming services
J C Howard, Owner
Employees Range: 100-150
Deep Run, NC 28525
Telephone: 252.568.4204
Fax: 252.568.3134
Established: 1908

Lenox China
fine china
Paul Leichtnam, Plant Manager
Employees Range: 200-250
1800 Dobbs Farm Road
Kinston, NC 28504
Telephone: 252.523.5555
Fax: 252.559.7382
www.lenox.com
Established: 1989

Harvey's Fertilizer & Gas
liquid & granular fertilizer
Marin Sutton, Manager
Employees Range: 1-25
PO Box 189
1323 Hwy. 258 North
Kinston, NC 28502
Telephone: 252.522.0999
Fax: 252.523.8129
Established: 1987

Kinston Fibers
cotton products
Tony Renfro, Plant 1-75
190 Neuse Road
Kinston, NC 28501
Telephone: 252.527.4127
Fax: 252.527.5195

Lions Industries for the Blind
sewing, screen printing, embroidery,
wood work
Ray Amyette, Exec. Director
Employees Range: 50-75
PO Box 2001
Kinston, NC 28502
Telephone: 252.523.1019
Fax: 252.523.7090
www.lionsindustries.org
Established: 1971

Hoover Custom Tops
counter tops
Daniel Hoover, Owner
Employees Range: 1-25
1592 Industrial Drive
Kinston, NC 28504
Telephone: 252.522.0050
Fax: 252.522.5481
Established: 2004

Kinston Steel Company
steel beams
Scott MacDonald, Plant Manager
Employees Range: 50-75
PO Box 2354
2300 Albemarle Road
Kinston, NC 28502
Telephone: 252.523.1805
Fax: 252.533.3553
www.lyndonsteel.com
Established: 1986

Love Company
furniture dimension
Elbert Harris, Manager
Employees Range: 1-25
PO Box 1658
2803 W. Vernon Ave.
Kinston, NC 28502
Telephone: 252.522.0288
Fax: 252.522.2552
Established: 1939

Horseware Triple Crown
horse blankets
Sandy Weaver
Employees Range: 1-25
Telephone: 252.208.0080
Fax: 252.208.0086
www.triplecrowncustom.coc

KNC (Crown) Kinston
electric forklift trucks
Mike Sperati, Plant Manager
Employees Range: 250-300
2000 Dobbs Farm Road
Kinston, NC 28504
Telephone: 252.522.4154
Fax: 252.522.4154
www.crown.com
Established: 1987

MasterBrand Cabinets, Inc.
kitchen & bath cabinets
Tim Singley, General Manager
Employees Range: 450-500
651 Collier-Lofton Road
Kinston, NC 28504
Telephone: 252.523.4131
Fax: 252.559-2545
www.masterbrandcabinets.com
Established: 1999

Updated October 2014



Lenoir County Manufacturers Directory

MMM

Gray iron casting, steel petroleum tanks

Dwight Barfield, General Manager

Employees: 1-25
501 W. Railroad St.
LaGrange, NC 28551
Office: 252.527.0229
Shop: 252.566.4454

Mountain Aircraft Service, Inc.

aging aircraft parts

Art Westergard, Manager

Employees Range: 50-75
2018 W. Vernon Ave.
Kinston, NC 28501
Telephone: 252.526.9677
Fax: 252.527.9107
Established: 1997

P&D Precast Inc.

architectural precast concrete

Mark Fairman, Operation Mgr

Employees Range: 1-25
PO Box 477
LaGrange, NC 28551
Telephone: 252.566.9811
Established: 1980

Moen

distribution center

Bob Smith, Distribution Manager

Trent Mooring, President
Employees Range: 100-150
1700 Dobbs Farm Rd
Kinston, NC 28504
Telephone: 252.523.0673
www.moen.com

Pactiv, Inc.

fast food service containers

Ron Walls, Plant Manager

Employees Range: 250-300
1447 Enterprise Blvd
Kinston, NC 28504
Telephone: 252.527.6300
Fax: 252.527.0461
www.pactiv.com
Established: 1993

Sanderson Farms

Processing Division

poultry processing

Don Peters, Manager

Employees Range: 1,450 -1,500
2081 Sanderson Way
Kinston, NC 28504
Telephone: 252.522.9145
www.sandersonfarms.com
Established: 2010

Mother Earth Brewery

beer

Josh Brewer, Brew Master

Trent Mooring, President

Employees Range: 1-25
311 N Herritage St.
Kinston, NC 28501
Telephone: 252.208.2437
www.motherearthbrewing.coc
Established: 2009

Partrade Trading Company

tack equipment

Bobby Harrell, CFO

Employees: 1-25
3801 Commerce Drive
Kinston, NC 28504
Telephone: 252.520.9296
Fax: 252.520.9319
www.partrade.net
Established: 1998

Sanderson Farms

Production Division

Hatchery

biddies

Wes Hall, Manager

Employees Range: 100-150
1536 Smithfield Way
Kinston, NC 28504

Feed Mill

poultry feed

1680 Parrott Dickerson Rd
Kinston, NC 28504
Telephone: 252.208.0036
www.sandersonfarms.com
Established: 2010

Mountain Air Cargo

airline maintenance

Mike Schaffter, Maintenance Mgr

Employees Range: 50-75
2340 John Mewborne Road
Kinston, NC 28504
Telephone: 252.526.0368

Pioneer Hi-Bred, Intl, Inc.

research center

Nathan O'Berry, Operator

Employees: 1-25
115 Enterprise Blvd
Kinston, NC 28504
Telephone: 252.208.2088
www.pioneer.com
Established: 2011

Smithfield Foods- Kinston

ham processing

Marvin Peterson, Manager

Employees Range: 350-400
780 Smithfield Way
Kinston, NC 28504
Telephone: 252.208.4700
www.smithfield.com
Established: 1978

Updated October 2014



Lenoir County Manufacturers Directory

Spirit AeroSystems
airbus A350XWB components
Tom Greenwood, Manager
Employees Range: 200-250
2600 AeroSystems Blvd
Kinston, NC 28504
Telephone: 252.208.4645
www.spiritareo.com
Established: 2010

Sunspring North America, LLC
Distribution – Faucet castings
Bob Aydelotte, Leader-NC Division
Employees Range: 1-25
4168 Berkeley Ave.
Kinston, NC 28504
www.sunspring.com.tw
Established: 2002

Water's Industrial & Crane
industrial metal fabricating & crane
Ronnie Waters, Owner
Employees Range: 1-25
3360 Hwy 55 East
Kinston, NC 28501
Telephone: 252.523.0039
Fax: 252.523.7781
Established: 1992

Spice Bouquet, Inc.
spices
Frank Crowley, Owner
Employees Range: 1-25
1200 E. New Bern Road
Kinston, NC 28504
Telephone: 252.527.7000
www.spicebouquet.com
Established: 2003

Wall Lenk Corporation
heated hand tools
Paul Ricciarelli, President
Employees Range: 25-50
PO Box 3349
Kinston, NC 28502
Telephone: 252.527.4186
Fax: 252.527.4189
www.wlenk.com
Established: 1966

West Pharmaceutical Services
rubber pharmaceutical supplies
Tom Gribbin, Operations Director
Employees Range: 350-400
1028 Innovation Way
Kinston, NC 28504
Telephone: 252.522.2626
Fax: 252.522.2672
www.westpharmaceutail.com
Established: 1975

Updated October 2014





Major Non-Manufacturing Employers

Bojangles Famous Chicken & Biscuit- Tands Inc.

food service

Cam McRae, Owner

Employment Range: 250-300

355 N. Queen St.

Kinston, NC 28501

Telephone: (252) 522-0191

Established: 1971-Bojangles
1980-Tands, Inc.

www.becajun.com

Caswell Development Center

mental retardation, intermediate care

Leon Owens, Director

Employment Range: 1,000+

2415 W. Vernon Ave

Kinston, NC 28501

Telephone: (252) 208-4221

Fax: (252) 208-4238

Established: 1912

www.caswellcenter.org

City of Kinston

government

Tony Sears, Manager

Employment Range: 350-500

207 E King Street

PO Box 339

Kinston, NC 28502

Telephone: (252) 939-3110

Fax: (252) 568-4164

Established: 1762

www.ci.kinston.nc.us

Dixon Marketing, Inc.

military sales & marketing agency

Laura Dixon, CEO

Employment Range: 100-250

301 Darby Ave-PO Box 1618

Kinston, NC 28502

Telephone: (252) 522-2022

Fax: (252) 527-3967

Established: 1964

www.dixonmkt.com

Dobbs Youth Development Lenoir

Youth Development

rehabilitation school

Jameka Patrick, Facility Director

Employment Range: 100-200

3060 Dobbs Farm Rd

Kinston, NC 28504

Telephone: (252) 522-8204

Fax: (252) 526-4609

www.juvjus.state.nc.us

Harmony Hall

nursing & assisted living services

Robert Hill, Jr, Owner

Employment Range: 250-500

1435 US Highway 258 N

Kinston, NC 28504

Telephone: (252) 523-9094

Established: 1982

www.britthaven.com

Kinston Medical Specialists

health care

Gary Saul, Office Manager

Employment Range: 100-250

107 Doctors Drive, Ste. N

Kinston, NC 28501

Telephone: (252) 559-2200

Fax: (252) 522-5662

Established: 1971

www.kinstonmd.com

Lenoir Assisted Living

nursing & assisted living services

Donna Horton, Administrator

Employment Range: 100-250

2773 Pinewood Home Drive

Pink Hill, NC 28572

Telephone: (252) 568-6167

Fax: (252) 568-7457

Established: 2011

www.victorianseniorcare.com

Lenoir Community College

higher education

Brantley Briley, President

Employment Range: 350-500

PO Box 188

Hwy 70/58

Kinston, NC 28502

Telephone: (252) 527-6223

Fax: (252) 233-6880

Established: 1961

www.lenoircc.edu

101 North Queen Street
PO Box 897
Kinston, NC 28501

Updated 10/2014

MAJOR EMPLOYERS MEETING

Monday, November 17, 2014

12:00 pm – 1:00 pm

LOCATION

Lenoir County Economic Development Department
101 North Queen Street
Kinston, North Carolina 28501

MEETING PURPOSE

Encourage interactive discussions with representatives of businesses along the US 70 corridor to gather data on existing economic conditions and collect feedback on potential impacts of the US 70 Kinston Bypass project on individual businesses and the local economy.

AGENDA

12:00 – 12:05 Welcome and Introductions (Christy Shumate, Planning Communities)

12:05 – 12:15 Overview of the US 70 Kinston Bypass Project and Purpose of the Meeting (Chris Werner, URS)

12:15 – 12:50 Discussion Session (Christy Shumate, Planning Communities)

1. Are there any questions about the US 70 Kinston Bypass project?
2. How does your business use US 70 and the regional transportation network? How do existing traffic conditions on US 70 affect your business?
3. If the No-Build (“do nothing”) Alternative is selected, what would be the impact on your business? Consider current access to the business, future traffic, plans for expanding the business, etc.?
4. If US 70 were to be improved in its current location, how would that affect your business?
5. If a Southern Alternative is selected and a bypass is built on new location south of existing US 70, what would you expect to happen to your business?
6. Over the long term, which alternative(s) is likely to be best for your business economically? Would you change your business plan (target customers, marketing strategies, operations, location) if a specific alternative were selected?

12:50 – 1:00 Wrap-up (Chris Werner, URS)

MAJOR EMPLOYERS MEETING

Monday, November 17, 2014

12:00 pm – 1:30 pm

LOCATION

Lenoir County Economic Development Department
101 North Queen Street
Kinston, North Carolina 28501

MEETING PURPOSE

Encourage interactive discussions with representatives of manufacturing companies and other major employers to gather data on existing economic conditions and collect feedback on potential impacts of the US 70 Kinston Bypass project on individual businesses and the local economy.

ANTICIPATED OUTCOMES

Representatives of manufacturing companies and other major employers will provide feedback on specific discussion questions that will assist in the development of an Economic Impact Assessment for the US 70 Kinston Bypass project.

ATTENDEES

Last Name	First Name	Title	Email	Phone
Hill	Craig	Lenoir County Commissioners, Chair	wchill@suddenlink.net	252-527-8598
White	Frank	Dupont	Franklin.p.white@dupont.com	252-522-6039
Afarian	Mike	Field Controls, VP Finance	mafarian@fieldcontrols.com	252-522-3031
Williams	Brent	Lenoir County Public Schools, Director of Operations	bwilliams@lenoir.k12.nc.us	252-527-1109
Wilfong	Dave	Domestic Fabrics, owner	dwilfong@domesticfabrics.com	252-523-7948
Rice	Danny	Caswell Center, Woodmen of the World	dricewow@suddenlink.net	252-559-0538
Pope	Mark	Lenoir County Economic Development	mpope@lenoiredc.com	252-527-1963
Conner	Amanda	Lenoir County Economic Development	aconner@lenoiredc.com	252-527-1963
Vermillion	Gordon	Lenoir County Transportation Chair/ Executive Director, LC	gvermillion@selectfoodservices.com	252-523-0014

Last Name	First Name	Title	Email	Phone
		Manufacturing Association		
Vermillion	Tom	C100 President, DEPS Owner	tv@depsnet.com	252-939-9500
Werner	Chris	URS	christopher.werner@urs.com	919-461-1470
Shumate	Christy	Planning Communities	cshumate@planningcommunities.com	919-803-6769
Deaton	Bob	NCDOT-PDEA	rdeaton@ncdot.gov	919-707-6017

AGENDA

12:00 – 12:15 Welcome and Introductions

Christy Shumate introduced the project team and the purpose and structure of the meeting. The purpose of the meeting is to speak with representatives of local manufacturing companies and other major employers in the area to learn how the project and proposed alternatives might affect their existing business operations and future plans. Christy distributed the agenda, project information sheet and copies of the survey that was mailed to major regional employers.

Meeting attendants introduced themselves and the organization they represent.

12:15 – 12:35 Overview of the US 70 Kinston Bypass Project and Purpose of the Meeting

Chris Werner provided an overview of the project history and the project development process. NCDOT is preparing environmental and engineering studies for the proposed US 70 Kinston Bypass project. The project is proposed as a four-lane, median divided freeway with full control of access in Lenoir County and in the western portions of Craven and Jones County. 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 NC Strategic Highway Corridors Plan.” The project is needed to address traffic congestion, capacity deficiencies, and through traffic delays on US 70 and US 70 Bypass between LaGrange and Dover. The project was restarted in 2009. Alternatives were identified and presented over this past summer at public meetings in Kinston. Since the meetings, the Northern Alternatives were removed since they were not estimated to remove enough traffic off of existing US 70 since they traveled too far out of the way.

At this time, NCDOT has conducted corridor-level analyses and has not made any decision on specific highway alignments within wide study corridors. Twelve Detailed Study Alternatives (DSAs) and the No-Build Alternative are being considered in the Draft Environmental Impact Statement. The twelve DSAs include making upgrades to existing US 70, constructing a bypass on a new location south of existing US 70, and a combination of upgrades to the existing road with a short bypass. The Draft EIS will identify parameters, such as traffic analysis, cost, and impacts to the human and natural environment for each alternative. After this information is published and before any decisions are made on a preferred corridor, NCDOT will conduct a public hearing to see k public opinions and preferences on the various alternatives being considered. After reviewing the draft EIS and public comments, the Merger Team representing local, state and federal agencies will decide on the preferred alternative.

NCDOT is currently conducting an Economic Impact Assessment to evaluate the potential impacts of the alternatives on local businesses and the local economy. As part of this study, we are distributing surveys to business owners and major employers along the US 70 corridor and within Kinston to gather feedback on existing economic conditions and anticipated impacts of the Kinston Bypass project.

The purpose of this meeting is to provide input to for the Economic Impact Assessment and to understand current economic conditions and the existing local and regional transportation networks relate to large area businesses, discuss potential changes that would occur with the alternatives being considered, and identify potential short term and long term impacts on individual businesses and local economy from the Kinston Bypass project.

12:35 – 1:25 Discussion Session

Attendees noted that the existing industrial park on US 70 west of Kinston, where Sanderson Farms, Electrolux, and West Pharmaceutical are location, has about 4,000 employees and 1,000 to 1,500 trucks per day. They noted that most of the truck traffic is to and from the west and I-95, rather than east through Kinston. Although, they noted that there is potential for future growth in shipping to the east with additional development at the port in Morehead City.

Mark Pope noted that linking to I-795, I-95, and/or US 264 (via NC 11) is key to Lenoir County's economic development. With the northern alternatives eliminated, extending Harvey Parkway to NC 11 is now a viable project and would provide that link to US 264. This project is Lenoir County's top priority.

The businesses represented were generally not located along existing US 70; however, meeting participants noted that upgrading the existing road to a freeway would result in the loss of many businesses along US 70 due to loss of property and access.

Meeting participants stated that MasterBrand is the only large manufacturer located near any of the proposed routes. Lenoir Community College is also a large employer and traffic generator along the corridor. NCDOT has been coordinating with both entities to reduce impacts to their facilities and operations.

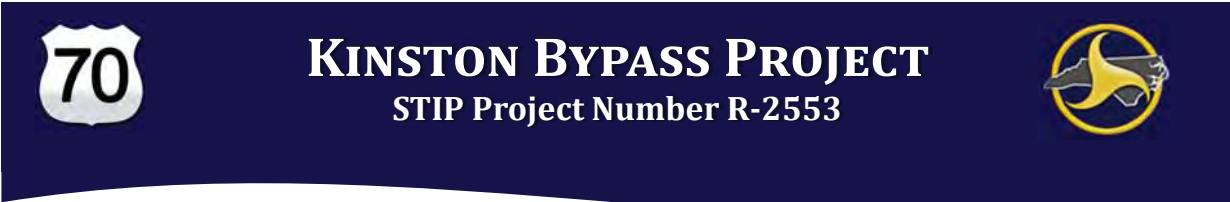
Meeting participants noted that the utility infrastructure is not in place for the Deep Southern Bypass and discussed that the Deep Southern Bypass would have less business impacts but greater environmental impacts. Additionally, the Deep Southern Bypass could impact farming operations in southern Lenoir County but cutting through farms.

Economic development is being targeted for northern Lenoir County. Now that northern alternatives are no longer being considered for the US 70 Kinston Bypass project, the extension of Harvey Parkway to NC 11 to provide a direct connection to US 264, Greenville, and Wilson, is the highest priority transportation project for the county.

Meeting participants felt that upgrading existing US 70 would result in a loss of businesses along the corridor and that the Deep Southern Bypass would not have any economic benefits due to lack of infrastructure for development in that area of the county. They generally favored the

Shallow Southern Bypass for removing through traffic from the most congested area of US 70 but still being close to existing businesses. Some participants stated that they would be hesitant to make any major investments until a decision is made on the location of the Kinston Bypass. Once a decision is made, there will be plenty of time to anticipate and plan for changes.

1:25 – 1:30 Wrap-up



COMMENT FORM—NOVEMBER 2014—MAJOR EMPLOYERS MEETING

Contact Information (Please Print)

Name: _____ Email Address: _____

Mailing Address: _____

Please check if you would like to be added to the project mailing list. Yes No

How did you hear of today's meetings?

Letter Email Friend/Family Other

Please provide any comments that you have on the project below. If needed, additional space is available on the reverse side.

You can drop your comment form in the comment box or send it to the contact information provided below by November 30, 2014.

North Carolina Department of Transportation
C/O URS Corporation
ATTN: Chris Werner
1600 Perimeter Park Drive, Suite 400
Morrisville, NC 27560
christopher.werner@urs.com

Toll-Free Hotline: 1-800-233-6315 **Website: www.ncdot.gov/projects/kinstonbypass/**



Major Non-Manufacturing Employers

Lenoir County

government

Michael W. Jarman, Manager

Employment Range: 500-750
PO Box 3289

Kinston, NC 28502

Telephone: (252) 559-6450

Fax: (252) 559-6454

Established: 1762

www.lenoir.co.nc.us

Lenoir County Public Schools

education, k-12

Steve Mazingo, Superintendent

Employment Range: 1,000+
PO Box 729

2017 W. Vernon Ave

Kinston, NC 28502

Telephone: (252) 527-1109

Fax: (252) 527-6884

Established: 1839

www.lenoir.k12.nc.us

Lenoir Memorial Hospital, Inc.

education and health services

Gary Black, President

Employment Range: 1000+
100 Airport Road

Kinston, NC 28504

Telephone: (252) 522-7262

Fax: (252) 522-7962

Established: 1925

www.lenoirmemorial.org

North Carolina State

Veterans Home

skilled nursing services

Dean Smith, Administrator

Employment Range: 100-150
2150 Hull Road

Kinston, NC 28504

Telephone: (252) 939-8000

Fax: (252) 939-8001

Established: 2012

www.doa.nc.gov/vets/stateveteranshomes

North Carolina State

Rha/Howell Bear Creek Care Centers, Inc.

disabled adult & children services

Luanne Davis, Administrator

Employment Range: 350-500
3738 Howell Day Care

LaGrange, NC 28551

Telephone: (252) 566-9181

Fax: (252) 566-2912

Established: 1979

www.rhahowell.org

Security Associates, Inc.

contract security provider

Daniel Brock, District Mgr.

Employment Range: 100-250
3556 Dobbs Farm Road

Kinston, NC 28504

Telephone: (252) 522-2911

Fax: (252) 522-3412

www.ussecurityassociates.com

US Postal Service

mail & package service

Alvin Brantley, Post Master

Employment Range: 100-250
208 N. Caswell Street

Kinston, NC 28501

Telephone: (252) 526-4016

Fax: (252) 526-4057

Established: 1912

www.usps.com

Wal Mart

retail sales

Matt Macintosh, Manager

Employment Range: 350-500
401 W. Vernon Ave

Kinston, NC 28501

Telephone: (252) 527-3100

Fax: (252) 527-2584

Established: 1991

www.walmart.com

101 North Queen Street
PO Box 897
Kinston, NC 28501

Updated 10/2014



Kinston Bypass Project

STIP Project Number R-2553



SMALL GROUP MEETINGS, SEP 26 AND 28, 2017

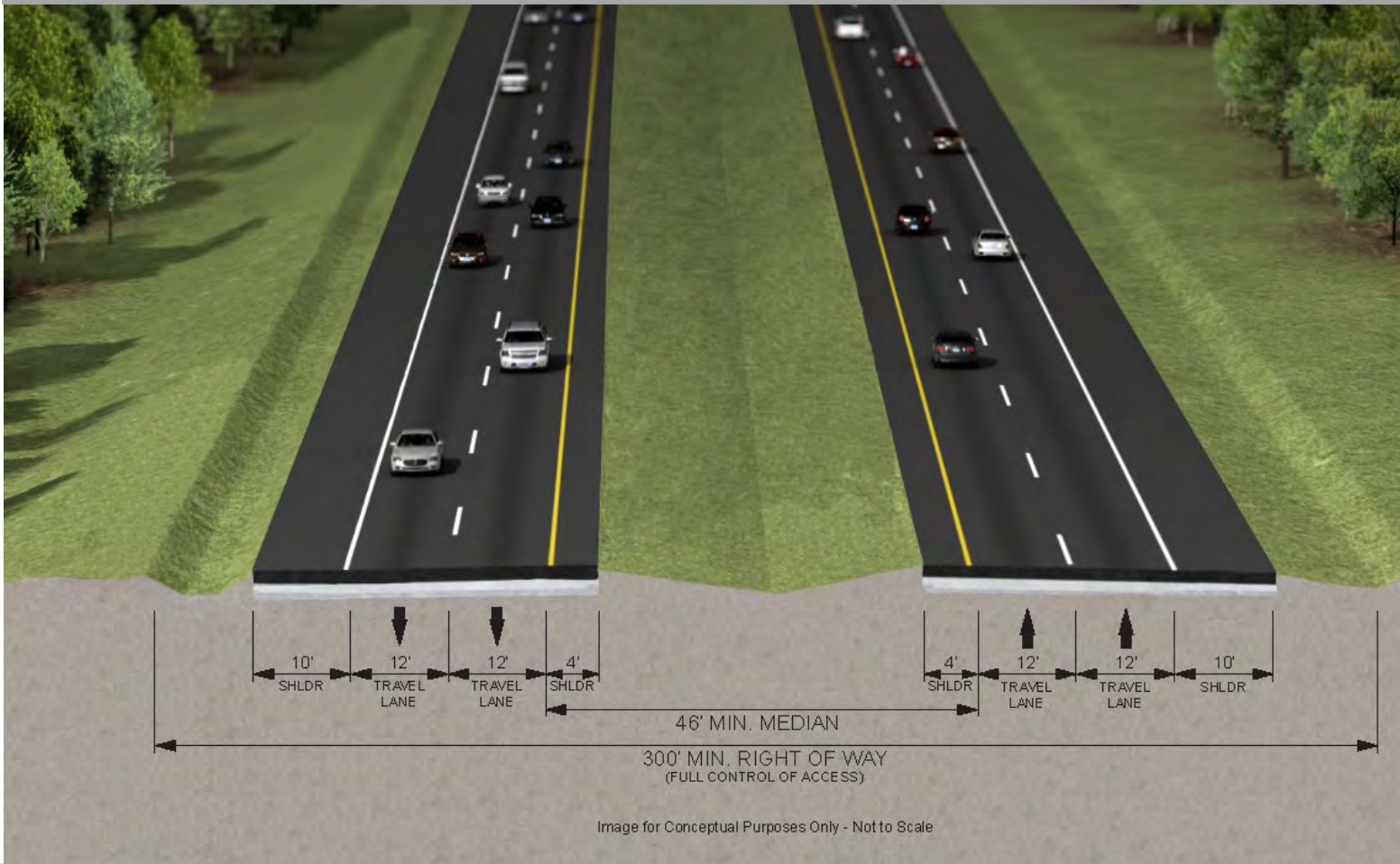
AGENDA

- 6:00 Meeting Begins
- 6:10 Presentation about Current Status of Project
Purpose, Ground Rules, and Expectations for
Tonight's Small Group Meeting
- 6:30 Break into Small Groups
- 6:40 Facilitated Small Group Discussions
- 7:20 Report Back to the Larger Meeting & Next Steps
- 7:30 Meeting Officially Closes

PROJECT TIMELINE

Draft Environmental Impact Statement (DEIS)	Summer 2018
Corridor Public Hearing	Summer 2018
Select Preferred Alternative	Fall 2018
Final Environmental Impact Statement (FEIS)	Winter 2020
Right of way Acquisition	2022
Construction	2025

TYPICAL SECTION



PROJECT CONTACTS

Project Manager—NCDOT

Maria Rogerson
 NCDOT Division II
 P.O. Box 1587
 Greenville, NC 27835
marogerson@ncdot.gov

Project Manager—AECOM Corporation

Kory Wilmot, AICP
 701 Corporate Center Drive, Suite 475
 Raleigh, NC 27560
kory.wilmot@aecom.com

Project Hotline – Línea Gratuita del Proyecto:
1-800-233-6315 (English/ Español)

Project Website – Página Web del Proyecto:
<http://www.ncdot.gov/projects/kinstonbypass/>



Kinston Bypass Project

STIP Project Number R-2553



MEETING HANDOUT—SEPTEMBER 2017—SMALL GROUP MEETINGS

PROJECT OVERVIEW

The proposed Kinston Bypass would reduce traffic congestion and delays that exist along a 20-mile segment of U.S. 70 between LaGrange and Dover in Lenoir, Jones and Craven counties while also increasing regional mobility and connectivity.

U.S. 70 from I-40 to Morehead City is designated as a Strategic Transportation Corridor, which means it plays a critical role in regional and statewide mobility. As a Strategic Transportation Corridor, this portion of U.S. 70 is classified as a freeway.

PROJECT STATUS

Twelve design options – referred to as Detailed Study Alternatives – that range from 21 miles to 25 miles, are currently being evaluated for the proposed Kinston Bypass

Current studies are underway to identify the impacts of the proposed project. The outcome of these studies will be summarized in the Draft Environmental Impact Statement, which will be used to help determine the final design – the Preferred Alternative – for the project.

Each design option is a four-lane median-divided freeway that would accommodate speeds of 70 mph and have full control of access, meaning access to the roadway would be allowed only at interchanges.

Once the final design options and the Draft Environmental Impact Statement have been prepared, both will be available for review by the public as well as local, state and federal agencies. NCDOT will then hold the Corridor Public Hearing, which will allow the public to ask questions about the project, include a formal presentation, and allow the public an opportunity to give formal statements or comments on the project.

The 12 Detailed Study Alternatives include options that would involve upgrading the existing facility to the previously mentioned design standards, as well as new location alternatives.

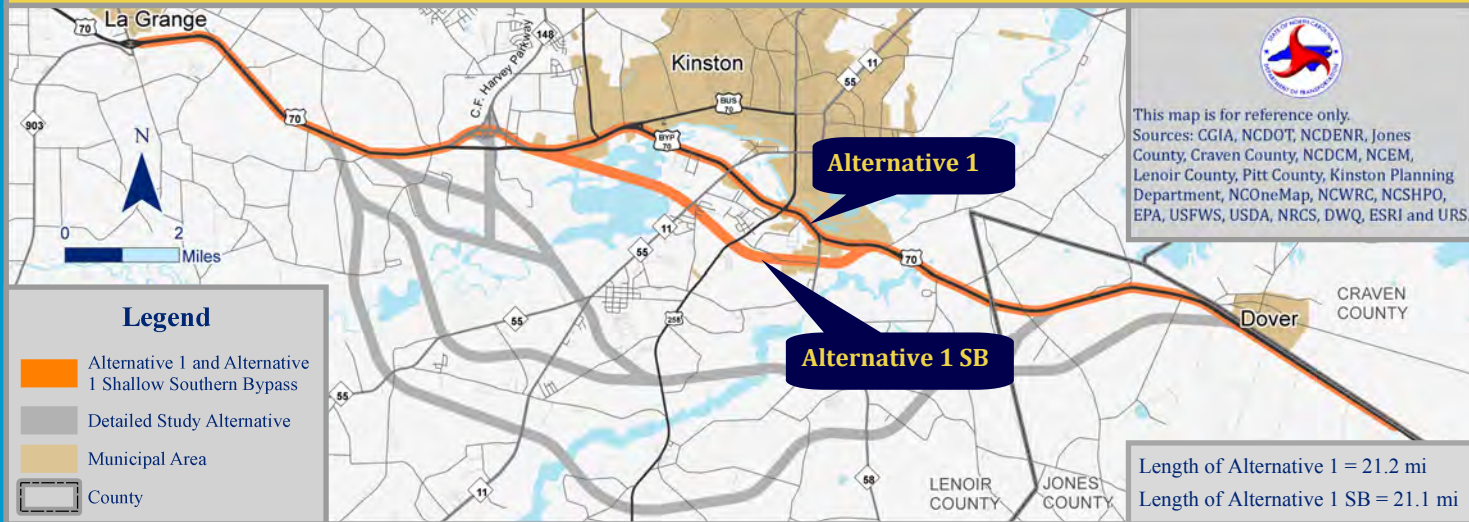
Maps may be viewed inside this project sheet.



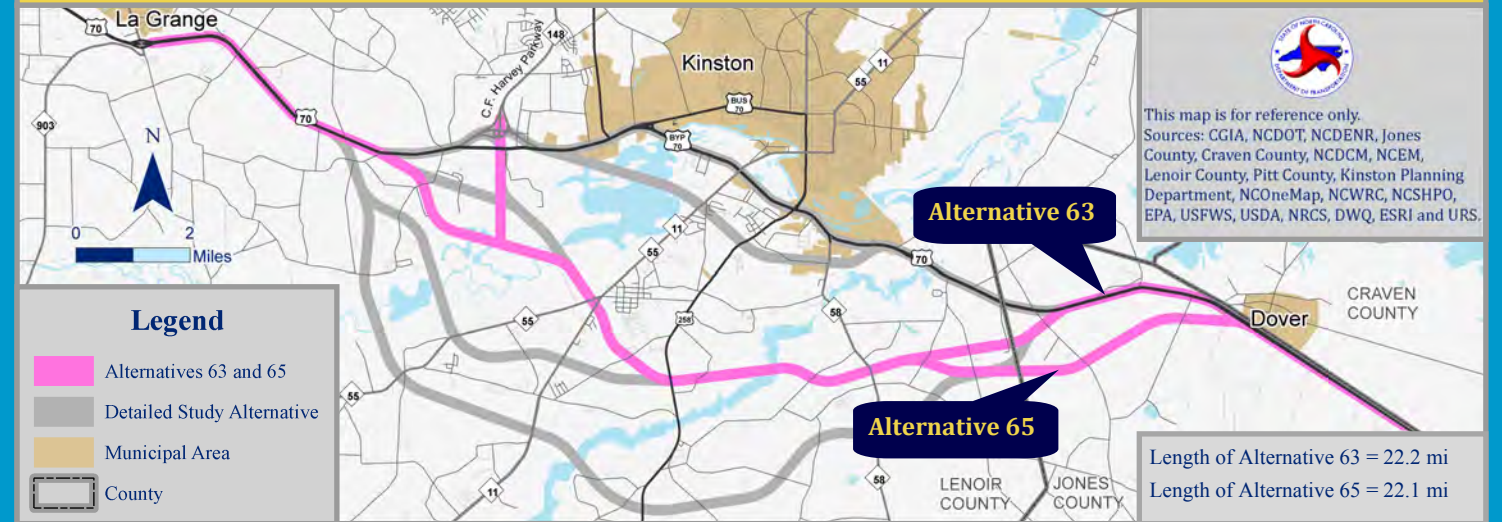
Connecting people, products, and places safely and efficiently with customer focus, accountability, and environmental sensitivity to enhance the economy and vitality of North Carolina

DETAILED STUDY ALTERNATIVES

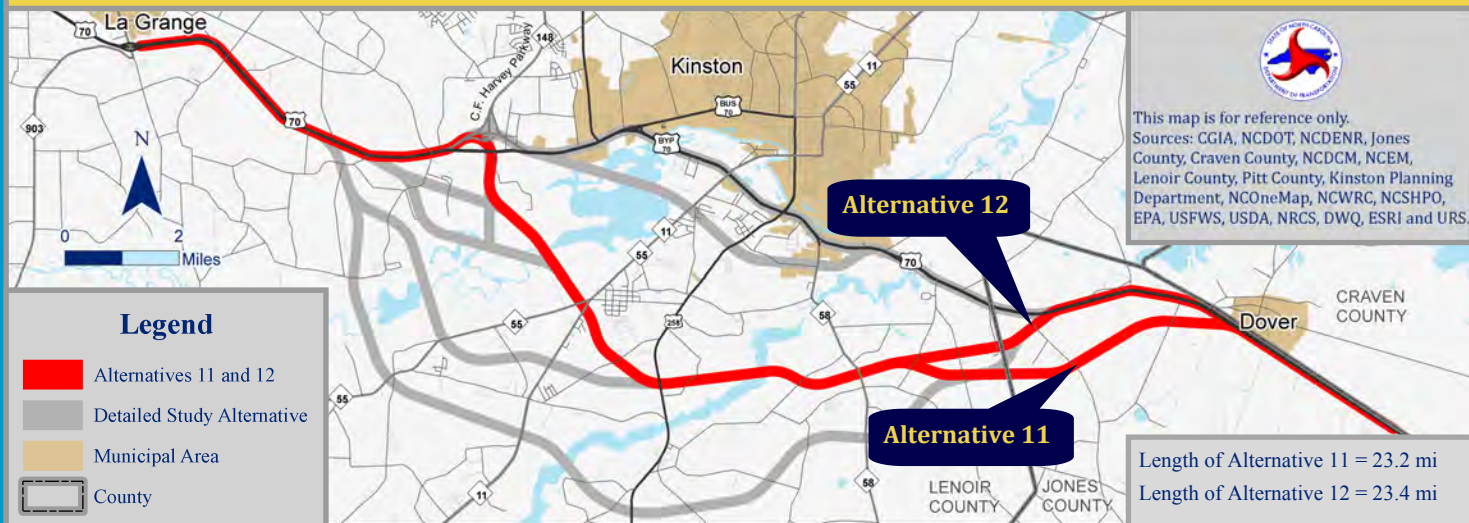
ORANGE ALIGNMENTS—ALTERNATIVES 1 & 1 SHALLOW SOUTHERN BYPASS



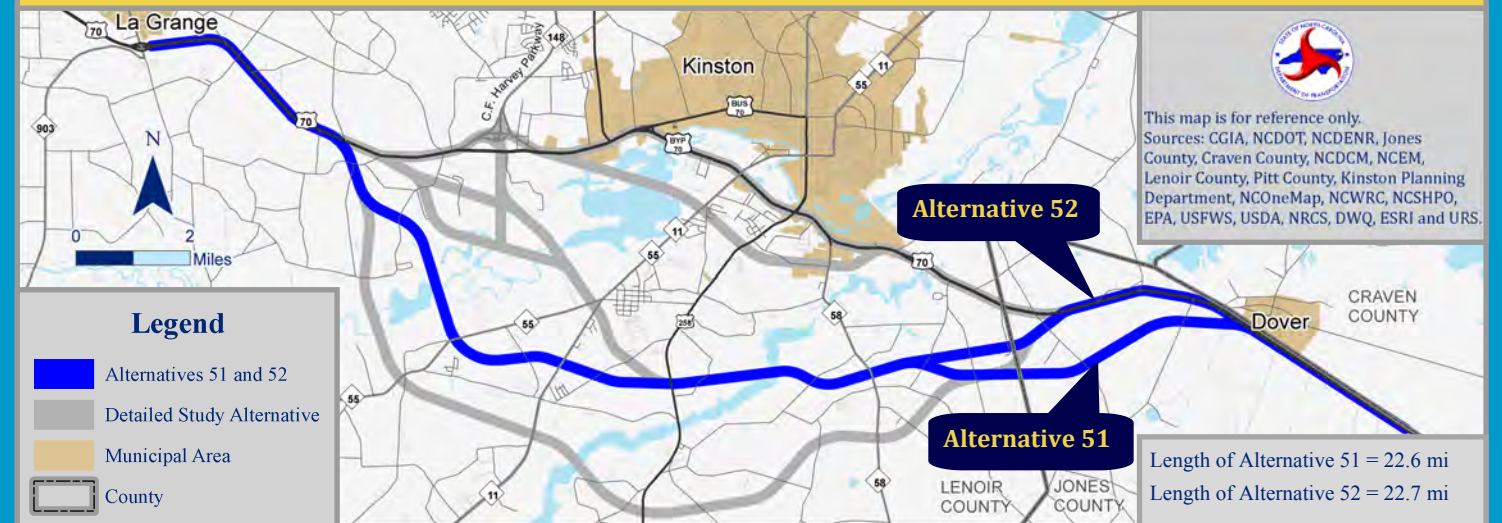
PINK ALIGNMENTS—ALTERNATIVES 63 & 65



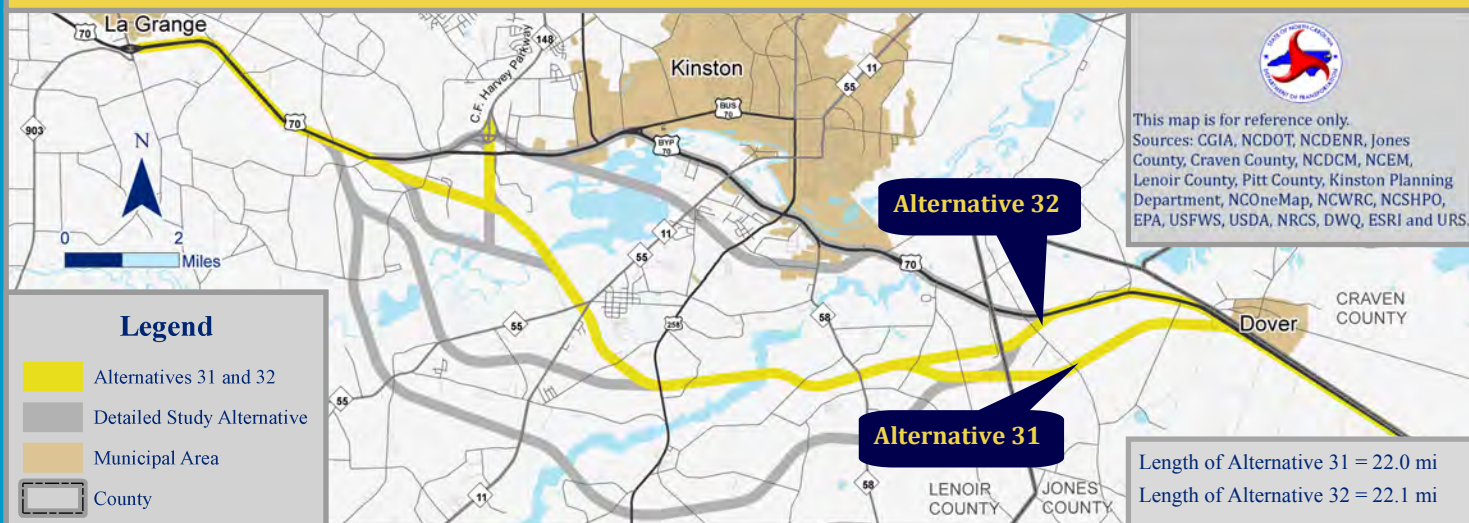
RED ALIGNMENTS—ALTERNATIVES 11 & 12



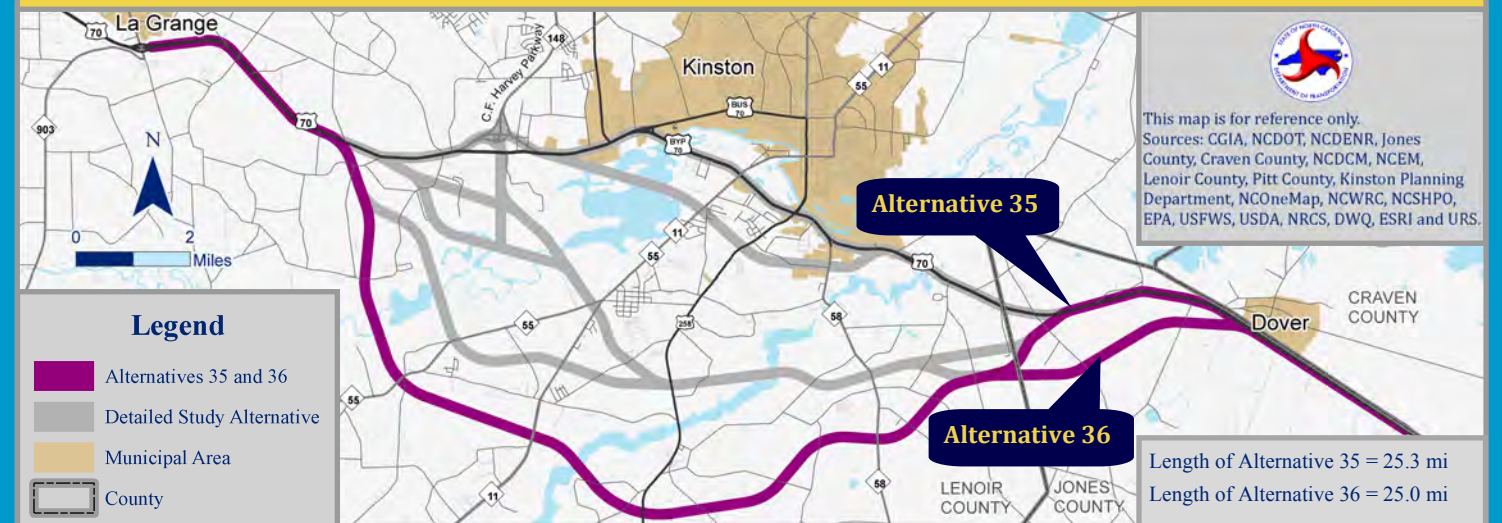
BLUE ALIGNMENTS—ALTERNATIVES 51 & 52



YELLOW ALIGNMENTS—ALTERNATIVES 31 & 32



PURPLE ALIGNMENTS—ALTERNATIVES 35 & 36





NORTH CAROLINA
Department of Transportation



R-2553 Kinston Bypass Small Group Meeting

September 2017

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Welcome and Introductions

- Project Team
 - NCDOT Division 2
 - Louis Berger
 - AECOM (formerly URS)

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Meeting Agenda

- Purpose of Tonight's Meeting
- Project Overview
- Small Group Exercise
- Meeting Wrap-Up

3

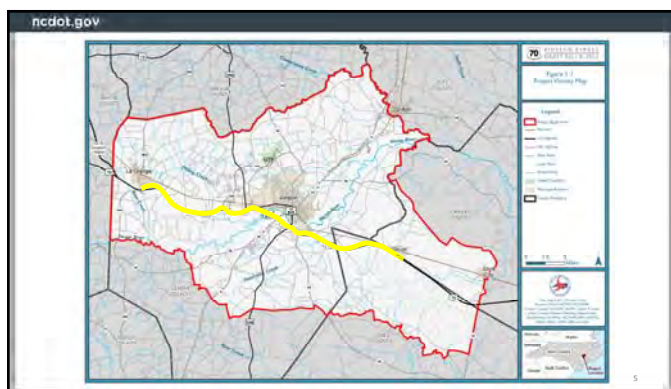
ncdot.gov

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

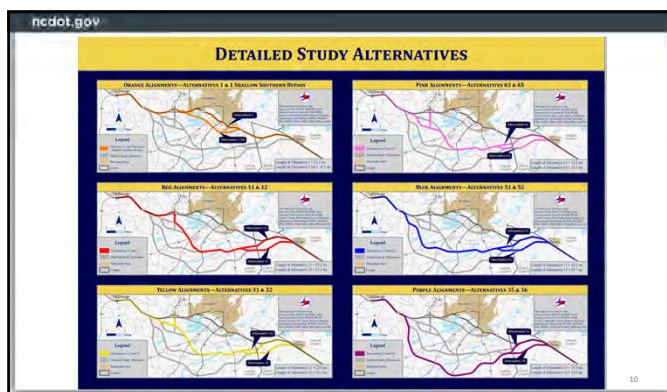
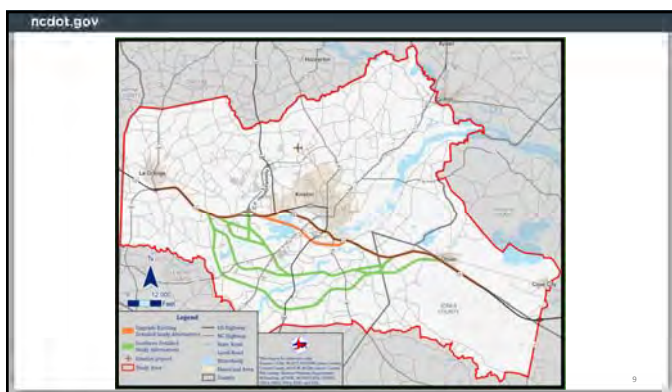
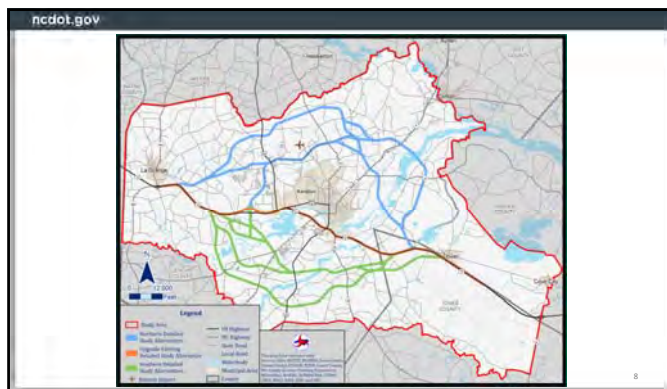
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Alternative Development

- Upgrade Existing US 70
- GIS data used to develop new location corridors
- In 2012, seventeen study alternatives were under consideration
 - Included both northern and southern bypass alternatives
- In 2014, the project team removed the northern alternatives from consideration and added a shallow southern bypass
 - resulted in the current twelve study alternatives

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Typical Section for the Kinston Bypass

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Strategic Transportation Investment (STI)

- Project Funded in the Draft 2018-2027 STIP
 - ROW 2022
 - Construction 2025

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Project Milestones

Public Meeting	Winter 2017/ 2018
Draft Environmental Impact Statement	Spring/Summer 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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Purpose of the Small Group Exercise

- Identify and update community information and travel patterns
- Provide input on potential community impacts to inform NCDOT decision making

September 2017

ncdot.gov

What do we mean by Community?

September 2017

ncdot.gov

Small Group Exercise

- Ground rules and parking lot
- Icebreaker
- Open discussion

September 2017

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Ground Rules

- Everyone participates and has a chance to speak
- All ideas are welcome and valid; respect one another
- Feel free to write on the maps and post-its
- Questions and comments about issues other than the plan will placed on a “parking lot” to be addressed later

September 2017

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Small Group Summary

- A representative from each table will report back their top comments
- The results will help inform the community impact assessment and project decision making

September 2017

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Q&A

19

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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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Sep 26, 2017 – Group/Table 1

	Group 1 Concerns or Priorities	
1	Kinston already slowing down people won't know where it is	
2	Shallow bypass would have positive impact on business – battle field area – impact of business	
2	Project is a waste of tax payer money	
4	Impact to trees – nothing to soak up water – environmental impacts flooding	
5	Movement of Military troops and cargo and freight	
5	Mistake to rule out Northern bypass options – could use Flexi Harvey as bypass	
5	Wyse Fork emergency management and fire department would be impacted Businesses on Wyse Fork to Dover impacted	
6	Don't really have traffic problem – project will serve people outside of community	
7	Purpose: get people to beach faster – will not do anything for people of Kinston	
7	Cut down traffic on US 70-Friday and Sunday -> safer	

Group 1 Map had a clean green line drawn along existing US-70 and an intersection circled in Jones County but it's not clear why

Group 1 Additional notes

- 59 ?south and Elijah Loftin Rd.
- North along 58
- Intersectio with 70
- 70W to 258 N
- 258 ¼ mile
- 11 to Pink Hill
- Near shallow bypass
- Travel to new Bern
- Travel t Raleigh
- Alt 15B – less impadcts to business

Sep 26, 2017 – Group/Table 2

	Group 2 Concerns or Priorities	
1	Concerns during flooding – access to medical, emergency services	
2	Regional access –by passes address East West mobility	
3	Concerns about direct property impacts (R/W)	
4	Impacts to historical resources (Wyse Fork)	

Group 2 Map had two areas circled in downtown Kinston and two areas along Route 58 circled.

Group 2 had No Additional notes

Sep 26, 2017 – Group/Table 3

	Group 2 Concerns or Priorities (no order)	
	Where is the water going to go?	
	Will this cut us off in a flood?	
	Loss of revenue with the bypass?	
	Lost communities	
	Population decline	
	Less congestion on weekends	
	NC 68 & NC 11 are still busy routes, will they be connected with an interchange?	
	Locals will get used to the new route, but how much longer to get to destinations?	
	Lose jobs if major employers impacted by project.	
	Pick a route to gain jobs.	

Group 3 map

Several green lines were drawn on north south routes 55, 11, 258, 58

“water from Raleigh’ was written on the map with two arrows pointing west to east direction

A green line was drawn along existing US-70

Group 3 had No Additional Notes

Sep 26, 2017 – Group/Table 4

	Group 4 Concerns or Priorities	
1	SSP bypass increased stormwater / flooding in Meadowbrooke -> Frenchman's Creek, Nesue sport shop, Kings, etc. (9)	
2	Noise concerns, proximity of corridor to neighborhood (5)	
3	Negative economic impact to businesses in Kinston (8)	
4	Wildlife crossing (2)	
5	Hunting/shooting range → impacts/public safety (4)	

Group 4 Map

Green lines were drawn on the bike routes near route 258 on the west to nearly the Lenoir/Jones County border in the east. Another green line was drawn on the bike route N-S bike route from existing US 70 on the eastern edge of Lenoir County.

1,2,3,4,5 were written in red ink to match the 5 concerns on the flipchart.

Group 4 had No Additional Notes

Sep 26, 2017 – Group/Table 5

	Group 4 Concerns or Priorities	
	Efficient access to businesses along US 70	
	Impacts to master brand	
	Impacts to widening existing SU 70 (Tie in pts)	
	Community College Traffic	
	Driveway impacts along US 70 (widening)	
	Important to alleviate traffic on existing US70	

Group 5 Map

Green lines drawn along existing US 70, down 55/11 and along route 258

And bike route from west endpoint on 258 to eastern edge of lenoir county neat the Lenoir/Jones county border

Blue circles were placed on several spots not on existing intersections

Group 5 Additional Notes

Comments by numbers

- 1 Another unmarked cemetery – said to be a slave cemetery – behind marked cemetery
- 2 one grave behind houses in field
- 3 graveyard
- 4 cemetery
- 5 Healen chemical
- 6 solar farm
- 7 additional alternative – new location parallel to US 70
- 8 Elijah Loftin Road – need overpass
- 9 a lot of traffic off Strawberry Branch – going to school
- 10 EMS fire department needs access
- 11 Site distance problem – vertical alignment
- 12 flooding likely on shallow southern
- 13 Can the aerial map be on website

Sep 26, 2017 – Group/Table 6

Group 6 Concerns or Priorities

<p>+ PROS</p> <p>3. Access- quicker response/ travel</p> <p>Alt. 1B protects Southwood community OR further South thru 35/36</p>	<p>- CONS</p> <ol style="list-style-type: none">1. Relocation – impact to homes2. Splitting communities (Southwood)3. Access<ol style="list-style-type: none">a. Farm equipmentb. Travel time4. Sandy Bottom FD [fire department]5. Impacts to historic properties <p>Harder to get to town</p>
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Group 6 Map

Green lines were drawn on every major existing route including bike routes. The numbers 1 appears twice on the map and the number 3 appears 15 times on the map on locations and correspond to the concerns listed above.

Group 6 had No Additional Notes

Sep 26, 2017 – Group/Table 6

Group 7 Concerns or Priorities

IMPACT
(1) Shallow southern bypass would help people b/c floods Continued access via overpass or whatever needed 3. Economic impact if bypass too far away on 70 (1) Worried about tourism access to battle field (2) Utilize as much of existing 70 as possible Locals used to extra traffic – no benefit for locals with deeper southern alternatives 2. Overpass at little Baltimore intersection? 3. Flooding is a concern that should be addressed Farmer income impacted by Southern most routes Walmart access during traffic needs to be looked at Look at impacts from Goldsboro bypass

Group 7 Map

The group put some black lines on the aerial map without any annotation.

Group 7 Additional Notes

1. Work commute
2. Illegible
Access roads?
H stands for house
Table 7 used black rather than 3 dues to air? (illegible)
3. Community college + route to New Bern
4. Trash dump
5. Trash dump

10. new alternative suggestion

Sep 26, 2017 - Parking Lot of Ideas

	Parking Lot – Sep 26, 2017	
	Why fund roads? Should fund flood control/cleanup.	

Sep 28, 2017 – Group/Table 1

	Group 1 Concerns or Priorities	
1	Mitigating the business impacts from the bypass along existing US 70	
2	Visual impacts from the highway	
3	Impacts to historic properties	
4	Loss of family farms/properties	
5	Enhance/support redevelopment efforts in Kinston	
6	Access area near Lowe's & Walmart are already unsafe	
7	Cost of new road	

Group 1 Map

had green lines on every existing roadway, and North-South bike route in eastern part of Lenoir County.

City well for La Grange was marked on the map

Sand mining operation and intake for Neuse Water Plant were marked on the map near Bucklesberry Pol Neck

Group 1 had No Additional Notes

Sep 28, 2017 – Group/Table 2

	Group 2 Concerns or Priorities	
	On shallow bypass – concern is shift highway between house and Collier Road – Visual, noise, traffic, value of property. Rather leave than be wedged btw highway	
	15B should be built high due to flooding <ul style="list-style-type: none">- 70 behaves as a dam and floods the south of Kinston- How will road impact flooding- Development encouraging flooding	
	Kinston is a dying city with effort to revitalize. How much do county Com's have an input?	
	Loss of business along 70 <ul style="list-style-type: none">-if beach traffic leaves, business leaves the further the bypass is south	
	Upgrade existing will negatively impact 70.	

Group 2 Map

Green line on existing US 70 from 148 at the west end and the Lenoir/Craven County border.

Green line on north-south routes of 11 and 258.

Participants marked their homes and work locations.

Group 2 Additional Notes

1 Queen Street: hospital and doctor's office

2 Coast a lot for fishing

Sep 28, 2017 – Group/Table 3

	Group 3 Concerns or Priorities	
1	Shallow bypass is in flood zone and how can it function as evacuation route if closed during flood? Path (roads) to US 70 Flood US 70 flooded no one can cross US 70 to reach Kinston Bridge needed to cross flood zone	
2	HWY 58 during beach season weekends traffic impacts resident with driveway on 58.	
3	Farmland farmer will be impacted negatively have detours Bypass Kinston will kill Kinston	
Not numbered	Favors Alts that connect with CF Harvey will provide best access as loop around Kinston – creating safety and better evacuation route. County will lose tax revenue if business area closed.	

Group 3 Map

Green lines on all major existing routes including 11 north of downtown Kinston, and the bike routes on the eastern part of the Lenoir County. Unlike other groups, this group marked a number of routes north of US-70.

Group 3 had No Additional Notes

Sep 28, 2017 – Group/Table 4

	Group 4 Concerns or Priorities	
	Where are we going to access the new highway?	
	As long as the main N/S routes are not cut off, it shouldn't be much effect on local traffic.	
	Must be a continuous bridge so it doesn't dam up causing floods.	
+	Pro-more access during flooding if it is suspended or raised	
+	Pro-decrease congestions	
-	Con-decrease in embulse stops / retail/food by through traffic	

Group 4 Map

Green lines along existing US 70.

Group 4 had No Additional Notes

Sep 28, 2017 – Group/Table 5

Group 5 Concerns or Priorities		
Pros	Priorities to this group	Cons (numbers here indicate location on map)
1B) Alt 35 & 36, possible loss impacts to community	3 1	1a) cost of Alt 35 & 36 1b) Noise, traffic, environmental impacts and flooding 1c) impacts to Southwood community school, church, etc. 1A&C) negative economic impacts
2) SSB less relations		2) may not plan for future growth
2) less interchanges/road crossings	3	1c) impacts to prime farm land
	2	1c) potential access issues
		3) potential access issues

Group 5 Map

Marked with 1A, 1B, 1C and 2 and 3

Group 5 had No Additional Notes

- none

Sep 28, 2017 - Parking Lot of Ideas

	Parking Lot – Sep 28, 2017	
	Access to Walmart & Lowes is dangerous – need to be fixed sooner than bypass project.	
	Buying properties next to new road, even if it doesn't impact your house.	



AGENDA

- 1) Brief Introductions (5 mins)
 - a. State Name and Business
 - b. AECOM/Louis Berger/NCDOT Staff

- 2) Project Overview and Meeting Purpose by Kory Wilmot and Nik Carlson (20 mins)
 - a. Project Background
 - b. Current Status
 - c. Project Schedule
 - d. Explanation of the scope of an EIA
 - e. Summary of previous EIA Small Group Discussion
 - f. Review high level results from the last draft of the EIA (2014)

- 3) Facilitated Discussion (50 mins)

- 4) Wrap Up/ Next Steps (15 mins)

 NORTH CAROLINA
Department of Transportation



R-2553 Kinston Bypass Small Group Meeting

November 2017

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Welcome and Introductions

- Project Team
 - NCDOT Division 2
 - Louis Berger
 - AECOM (formerly URS)

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Meeting Agenda

- Purpose of Today's Meeting
- Project Overview
- Facilitated Group Discussion
- Meeting Wrap-Up

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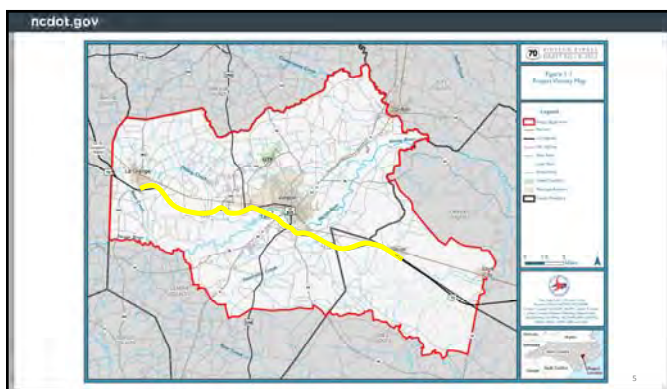
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Purpose and Need

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) in 2007
- Project was under development for several years
- Project was put on hold in late 2014
- Project was restarted in December 2016

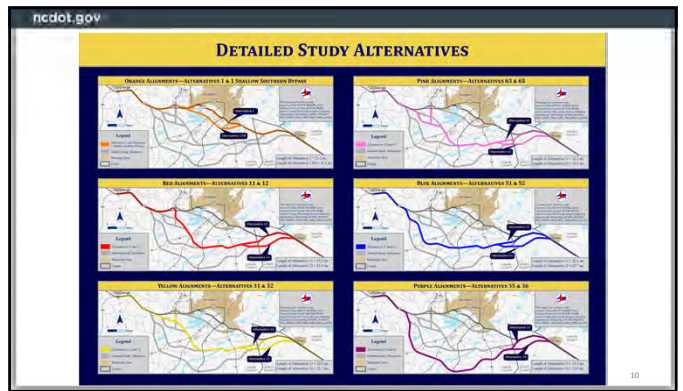
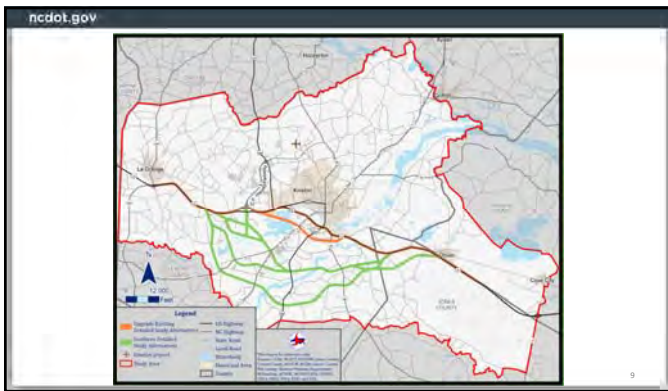
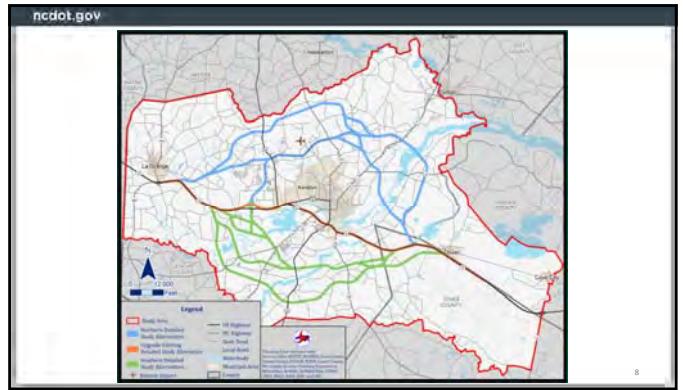
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Alternative Development

- Upgrade Existing US 70
- GIS data used to develop new location corridors
- In 2012, seventeen study alternatives were under consideration
 - Included both northern and southern bypass alternatives
- In 2014, the project team removed the northern alternatives from consideration and added a shallow southern bypass
 - resulted in the current twelve study alternatives

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Strategic Transportation Investment (STI)

- Project Funded in the Draft 2018-2027 STIP
 - ROW 2022
 - Construction 2025

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Project Milestones

Public Newsletter	Winter 2017/ 2018
Draft Environmental Impact Statement	Spring/Summer 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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What is an Economic Impact Assessment?

- Evaluates the potential positive and negative project-related changes to Kinston's future economy
- Quantifiable benefits/costs are monetized when possible
- Provides a comparative analysis for future design selection
- Identifies key economic benefits and costs to inform stakeholders and assist local future planning

Not a cost benefit analysis – EIA does not determine project's cost-effectiveness

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Impacts Assessed

Economic effects quantitatively or qualitatively evaluated:

Highway Use Benefits

- User: Travel Time Savings*, Vehicle Operating Costs*, Reliability
- Social: Safety*, Environmental

Economic Development Impacts

- Business Specific: Operations, Competitiveness, Site Access
- Regional and Industry Sector: Market access, Workforce availability, Land Use and Retail Sales Shift*

* Quantitatively Analyzed

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2014 EIA Business Survey / Small Group Meetings

- Mailed outreach and on-line survey, 28 responses were received
- Two small group discussions convened

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Business Survey / Meetings - Results

- Generally favorable support for US 70 improvement
- Highest support for Shallow South Alt (preferred by 11/28)
- US 70 Upgrade received slightly less support (9/28)
 - Numerous expressed no preference
 - South Alt. least favorite for majority of respondents
- Concerns on local business accessibility and construction effects for US 70 upgrade

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2014 EIA – Quantified Findings

Annual findings for 2040 Conditions

- Travel time savings of \$2.5m (US 70 Upgrade) to \$4.1m (Shallow Southern Bypass)
- Safety benefit of \$6.8m (South) to \$13.7m (US 70 Upgrade)
- Retail analysis conservatively did not project any No Build reductions or new highway-related retail sales attraction
- "Shift" of reduced retail growth for Lenoir County from \$9.1m (Upgrade US 70) to \$36.8m (South)
- Agricultural net earnings loss of \$0.1m to \$0.2m

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2014 EIA – Qualitative Findings

Fuel use, environmental and reliability benefits only qualitatively evaluated due to limited traffic data

- Most fuel use & environmental benefits from US 70 Upgrade
- “Southern Bypass” resulted in slightly greater reliability benefits
- Short term construction impacts greatest for “US 70 Upgrade”
- “Shallow Southern” has most future in-fill development potential

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2014 EIA – Qualitative Findings

Improvement in US 70 expected to generally be favorable for future business performance and competitiveness:

- Increase market and labor force catchment areas
- Reduce transportation costs
- US70 Upgrade could affect specific existing businesses' accessibility, encroachment and local traffic system
- South Alt. route constrained - very limited development potential

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2017 Update EIS/EIA

- Detailed Traffic Forecast was completed in 2016
- Preliminary designs for the alternatives are underway
- Update baseline data and conditions
 - Post Hurricane Matthew
 - Updated Census data
 - Highway user survey

September 2017

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2017 Survey

Aug. 25-27th: 1,288 people surveyed at 8 US-70 locations with a brief questionnaire

- Surveyed Individuals: Local (68%) vs Non-Local (32%)
 - Approximately half of non-locals observed as beach traffic
- Majority of surveys collected from restaurants (81%)
- Retail Store respondents (10%) and Gas Stations (9%)
- 72% of surveyed individuals reported < \$20

September 2017

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Facilitated Discussion

- Attendees will be divided into small groups
- A facilitator will go through a series of questions with the group and take notes of the responses
- We will reconvene as a large group to review the results and answer any remaining questions

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Ground Rules

- Everyone participates and has a chance to speak
- All ideas are welcome and valid; respect one another
- Questions and comments about issues other than the plan will be placed on a “parking lot” to be addressed later

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Facilitated Discussion: Question 1

How does US-70 contribute to your business's success?

- *Do you rely on US 70 for the majority of your business customers, deliveries, or shipping?*
- *What percentage of your customer base is local?*
- *How important is visibility from US-70 for attracting new customers?*

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Facilitated Discussion: Question 2

How does the US 70's current traffic conditions affect businesses along the corridor and elsewhere in Kinston?

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Facilitated Discussion: Question 3

If the No-Build ("do nothing") Alternative is selected, what effects on your business and to the Kinston's overall economy would expect?

Consider potential changes in traffic patterns, visibility, parking/property frontage, changes in or limiting access, and potential for future growth, etc.

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Facilitated Discussion: Question 4

If the Upgrade Existing US 70 Alternative is selected, how would your business be impacted?

Consider potential changes in traffic patterns, visibility, removal of parking/property frontage, changes in or limiting access, and potential for future growth, etc.

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Facilitated Discussion: Question 5

Of all the Project Alternatives, which do you prefer for: (1) your business; (2) Kinston's general economy?

Consider loss off traffic on US 70, potential relocation (residential and business), closure of nearby businesses, new development or competing business along the bypass route, redevelopment along existing US 70, etc.

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Facilitated Discussion: Question 6

Over the long term, what changes to your business operations and/or future development plans (target customers, marketing strategies, operations, location) would you expect if a specific alternative were selected?

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Sources for Further Information

- Project Website:
<https://www.ncdot.gov/projects/kinstonbypass/>
- Contact Information

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ECONOMIC IPMACT ASSESSMENT SMALL GROUP MEETINGS: Table Notes
Morning Session

<p><i>Question 1: How does US-70 contribute to your business's success?</i></p> <ul style="list-style-type: none"> Do you rely on US 70 for the majority of your business customers, deliveries, or shipping? What percentage of your customer base is local? How important is visibility from US-70 for attracting new customers? 	
Table 1	Table 2
<ul style="list-style-type: none"> Visibility dependent Access Business needs easy access (hotel and automotive businesses) Loss of new business opportunity 	<ul style="list-style-type: none"> 70% out of town customers Need people to stop (loss of business) 90% (Neuse) costumers out of town How will people get to us without 70? Beach season would be effected greatly
<p><i>Question 2: How does the US 70's current traffic conditions affect businesses along the corridor and elsewhere in Kinston?</i></p>	
Table 1	Table 2
<ul style="list-style-type: none"> Lifeblood of business Accessibility changes like CF Harvey Bad traffic of major holidays Stop light congestion (Fridays 3x year) 	<ul style="list-style-type: none"> Easy access- proximity to 70 Current conditions- not negative. The more traffic the better for retail
<p><i>Question 3: If the No-Build ("do nothing") Alternative is selected, what effects on your business and to the Kinston's overall economy would expect?</i></p>	
Table 1	Table 2
Kinston would continue to grow and it would be a positive impact	No impact
<p><i>Question 4: If the Upgrade Existing US 70 Alternative is selected, how would your business be impacted?</i></p>	
Table 1	Table 2
<ul style="list-style-type: none"> No Impact/ uncertain of impact Maintain accessibility/ visibility Answer dependent on access road location Severely negative Most expensive/ most disruptive 	<ul style="list-style-type: none"> Destroy/ negative impact Concerns of taking business or parking in front Access to business
<p><i>Question 5: Of all the Project Alternatives, which do you prefer for: (1) your business; (2) Kinston's general economy?</i></p>	
Table 1	Table 2
<p>[Consensus]- Shallow bypass for business and Kinston</p> <ul style="list-style-type: none"> One said- No good option One said- as long as not deep south 	Unanimous for Shallow Bypass
<p><i>Question 6: Over the long term, what changes to your business operations and/or future development plans (target customers, marketing strategies, operations, location) would you expect if a specific alternative were selected?</i></p>	
Table 1	Table 2
<ul style="list-style-type: none"> Could adapt (access road dependent) Depends on access, visibility, design, and signage 	No answer

Afternoon Session

Question 1: How does US-70 contribute to your business's success?

- Do you rely on US 70 for the majority of your business customers, deliveries, or shipping?
- What percentage of your customer base is local?
- How important is visibility from US-70 for attracting new customers?

Table 1	Table 2	Table 3
<ul style="list-style-type: none"> • 95% pull off costumers (fruit stand) • 50% local for community college and Gold's Gym 	<ul style="list-style-type: none"> • Visibility and Access • Truckers are client, access for them is important • Deliveries to business use 70 • Customers, visibility 	<ul style="list-style-type: none"> • Access to surrounding counties • Capture beach traffic (fuel) • 30% of business is out of town (Bojangles) • 50% out of town customers (Lagrange business) • Out of sight. Out of mind.

Question 2: How does the US 70's current traffic conditions affect businesses along the corridor and elsewhere in Kinston?

Table 1	Table 2	Table 3
<ul style="list-style-type: none"> • Current conditions are good • Not a bad traffic experience with exception to beach traffic (which is good for business and visibility) 	<ul style="list-style-type: none"> • Needs to be repaired • Congestion over weekends in summer between Walmart and Lenoir Community College • US 258 and 70 need more turn lanes • Wyse Forks Rd/ US 70 is a safety concern 	<ul style="list-style-type: none"> • High speeds coming off Goldsboro bypass- LaGrange end is very dangerous • Up 30% fuel after Goldsboro Byass • Congestion- Heading east going through pink hill rather than use US 70 walmart area

Question 3: If the No-Build ("do nothing") Alternative is selected, what effects on your business and to the Kinston's overall economy would expect?

Table 1	Table 2	Table 3
<ul style="list-style-type: none"> • Dumps more traffic into Kinston • Existing businesses along 70 are already going under due to lack of traffic • It's positive to NOT divert traffic 	<ul style="list-style-type: none"> • No real impact • No changes would be positive for existing businesses, but would increase congestion for locals and increase accidents and mortality rates 	<ul style="list-style-type: none"> • Southern coast will develop more- Wilmington to SC beaches • "We are in the way not on the way" capture business • Access stays the same

Question 4: If the Upgrade Existing US 70 Alternative is selected, how would your business be impacted?

Table 1	Table 2	Table 3
<ul style="list-style-type: none"> • Would eliminate business (fruit stand) • Business would remain the same (gym) • College would lose 1 building but student 	<ul style="list-style-type: none"> • Construction impacts • Loss of land/ businesses • Location of service roads 	<ul style="list-style-type: none"> • Access could improve depending on design • Access in paramount

would still come.		
Question 5: Of all the Project Alternatives, which do you prefer for: (1) your business; (2) Kinston's general economy?		
Table 1	Table 2	Table 3
[Consensus]- No-build would be best	<ul style="list-style-type: none"> • 3 votes for Shallow bypass for Kinston and business • 2 votes for southern route for Kinston and business 	[Consensus]- Shallow Bypass
Question 6: Over the long term, what changes to your business operations and/or future development plans (target customers, marketing strategies, operations, location) would you expect if a specific alternative were selected?		
Table 1	Table 2	Table 3
<ul style="list-style-type: none"> • Increased marketing (gym) • No impact or need to adapt (college) • No ability to adapt (fruit stand) 	<ul style="list-style-type: none"> • Signage/ billboards • Website, printed materials to target different markets • Increase labor force • No changes 	<ul style="list-style-type: none"> • Buyout money- relocate to new route • Depends on change to access- might move
Question 7: Which alternative would be better for the region?		
Table 1	Table 2	Table 3
<ul style="list-style-type: none"> • Shallow bypass • No preference 	No Answer	No answer

Connecting people, products, and places safely and efficiently with customer focus, accountability, and environmental sensitivity to enhance the economy and vitality of North Carolina.