APPENDIX E PUBLIC INVOLVEMENT

Appendix E1

Citizen's Informational Workshop

MEMORANDUM

To: Citizen's Informational Workshop Participants

From: Peter Trencansky, PE, PTOE

Project Manager

Date: August 1, 2011

Subject: Summary of Comments for Citizen's Informational Workshop #1

Independence Boulevard Extension STIP U-4434

A public workshop was held on June 13, 2011 at the following location:

Date: June 13, 2011 Time: 4:00 – 7:00 PM

Location: Rachel Freeman School of Engineering

The intent of the workshop was to solicit public input prior to establishing Purpose and Need and developing project designs. The public was provided the opportunity to listen to a short presentation describing the project, the draft Purpose and Need. The public was also provided the opportunity to review maps showing the study area. Participants were encouraged to talk to NCDOT staff and project team members and provide comments. All attendees received a project handout with a comment form.

Sixty seven participants signed in at the workshop (and 3 did not) representing a total of 70 attendees. The project team received seven comment sheets at the workshop and four comment sheets after the workshop.

The following project team members participated in the workshop:

Ron Lucas Federal Highway Administration

Ted Devens NCDOT Project Development and Environmental Analysis
Brian Yamamoto NCDOT Project Development and Environmental Analysis
Nadia Aboulhosn NCDOT Project Development and Environmental Analysis

Ron McCollum NCDOT Roadway Design
Jeffrey Teague NCDOT Roadway Design

Jamille Robbins NCDOT Public Involvement and Community Studies
Martha Hodge NCDOT Public Involvement and Community Studies
Megan Cogburn NCDOT Public Involvement and Community Studies

Allen Pope **NCDOT Division 3** Jackson Provost NCDOT Division 3 NCDOT Division 3 Patrick Riddle Peter Trencansky **URS** Corporation David Griffin **URS** Corporation Mike Lindgren **URS** Corporation Kory Wilmot **URS** Corporation Sarah Wicklund **URS** Corporation

Overview of Major Themes from Workshop Participants

The following general themes were discussed between the project team and members of the public during the informal session:

- Many of the attendees confirmed that there are transportation problems in the study area and that traveling in the north-south direction is difficult, especially between Oleander Drive and Market Street.
- There were extensive discussions relating to the grade separation of the two existing railroad crossings. A majority of the public agreed that a grade separated crossing would be preferable to an at-grade crossing.
- Some members of the public noted that many of the residents in the area may not be aware that the project would include grade separated railroad crossings and that many of the people in the area assumed that the project would just add a lane in each direction along Covil Avenue.
- Many individuals noted the need for other projects in the vicinity of the proposed project, especially
 the widening of Randall Parkway and Kerr Avenue. Several individuals felt that the Kerr Avenue
 interchange should be completed before Independence is extended because it would cause a major
 bottleneck if it remained an at-grade intersection with Martin Luther King Jr. Parkway.
- The need for an interchange at Market Street was a frequent subject of conversion with a majority of the public feeling that an at-grade intersection would not work and an interchange would be the better option. Additionally, a slight majority of individuals felt that a roadway with a greater level of control of access would be preferable to a non-controlled access roadway with driveways.
- The scale and magnitude of the project were noteworthy items to the public. Several individuals
 were concerned with the elevation of the proposed project due to the grade separations and
 potential interchanges. The associated noise, aesthetics and potential for large retaining walls were
 also concerns noted by the public in regard to an elevated roadway.
- Several citizens felt that the design of the Randall Parkway intersection would create problems in the future due to the heavy turn volumes from Randall Parkway to Independence Boulevard.
 Several individuals said that an interchange or grade separation would be beneficial at this location, but also stressed that the connection to Mercer Avenue was also important.

Summary of Comment Sheet Questions

- Nine of the eleven commenters say they encounter traffic congestion within the project study area, seven of which say the congestion occurs at the intersection of Market Street and Covil Avenue.
- Ten of the eleven commenters say they use other north-south (College Road and Kerr Avenue) and east-west routes (Market Street, Randall Parkway, and Wrightsville Avenue) to travel in the north-south direction.
- Ten of the eleven commenters offered additional ideas for Independence Boulevard, two of which think there needs to be a grade separated interchange at Market Street and two feel that widening Randall Parkway will benefit the traffic congestion.
- Nine of the eleven commenters provided specific locations within the study area that have a transportation related problem that needs to be improved.
- Five of the eleven commenters provided additional needs for the Independence Boulevard Extension.
- Eight of the eleven commenters provided other comments on the project.

Detailed Summary of Comments

The following people submitted written comments at the June 13 Public Workshop Meeting:

Polly Shaver – Ms. Shaver stated that she uses College Road, 17th and 16th Streets, and occasionally 3rd Street through downtown, as well as east-west routes to travel north and south in Wilmington. She suggested an elevated road to lessen the impact and insure parkway travel (few stops). Ms. Shaver thanked us for listening to the public so early in the planning stages.

Thomas J. Oaks – Mr. Oaks stated that he encounters traffic congestion at the intersection of Market Street and Covil Avenue. He thinks the congestion is caused by poor planning with the intersections of Randall Parkway at Kerr Avenue and at College Road. Mr. Oaks stated that he uses Randall Parkway to College Road or Kerr Avenue as well as the east-west routes Market Street and Wrightsville Avenue to travel north and south. He stated when the Independence Boulevard was proposed in 1972, Randall Pkwy was nonexistent. He suggested widening Randall Pkwy as originally intended, the right of way is already existent. Mr. Oaks stated that S. Kerr Avenue to MLK Pkwy should also be widened; it's an easy route to accomplish without displacing and dividing neighborhoods. Mr. Oaks stated when the plan was conceived nearly 40 years ago, the traffic patterns were different. He suggested that Independence Blvd. could be routed along Randall Pkwy to Kerr Avenue, eliminating a need to cross the railroad tracks. He also stated the right or ways already exist, so there would be no need for eminent domain on Covil Avenue, Montgomery Street, and 31st Street. Mr. Oaks suggested the completion of the widening of Kerr Avenue from Randall Pkwy to MLK Pkwy, which is already 3 lanes wide, will accomplish the same effect with a much lower budget and have a better overall traffic flow.

Rev. Gary & Rev. Cecie Blazer – Revs. Gary and Cecie Blazer stated they encounter traffic congestion at the intersection of MLK Pkwy and Kerr Avenue. They think the congestion is unreasonable and the cause of the congestion is due to the road needing to be 4 lanes all the way to Randall Pkwy or an overpass need to be put in over MLK Pwky. The Reverends stated they use College Road as well as Randall Pkwy, Market Street, and MLK Pkwy to travel north and south. They suggested not beginning this project until the bottle neck at MLK Pkwy and Kerr Avenue are dealt with or this project will just be defeating the purpose of moving traffic from south to north. Revs. Gary and Cecie Blazer stated at 1217 Kerr Avenue the ditches on the west side are at least 8 to 10 feet deep and are extremely hazardous and an accident waiting to happen.

Adam Oaks – Mr. Oaks stated he encounters traffic at the intersection of Market Street and Covil Avenue. He does not think the congestion is unreasonable but thinks the cause of the congestion is due to a poor traffic route on Randall and a poorly designed intersection at Randall Pkwy and Kerr Avenue. Mr. Oaks stated that he uses College Road and Kerr Avenue, as well as Market Street and Wrightsville Avenue to travel north and south. He suggested widening Randall Pkwy and Kerr Avenue which have much larger right of ways and less residential disturbed. He stated that Kerr Avenue already connects to MLK Pkwy and this option would eliminate railroad overpasses and additional interchanges, as well as allow for opportunities for more aesthetically pleasing views (sound barriers are not pleasing!!) Mr. Oaks stated that if the Randall Pkwy/Kerr Avenue option was used, it would fix false data shown on Covil Avenue. He also stated that we need to think more about the community and less about engineering and development. He stated coming from an urban planning background this city is on a one way street to one poorly designed city. Mr. Oaks also stated that no effort has been made to think about the community and the image of the city. He thinks the existing extension from Oleander Drive to Randall Pkwy is one of the most horrible looking streetscapes he's seen and thinks he might as well live in Cary, NC and just use berms!

Hal Kitchin – Mr. Kitchin stated he encounters traffic congestion at the intersection of Market Street and Covil Avenue. He thinks the congestion is relatively unreasonable and thinks the congestion is caused by the need for north-south movements but no real infrastructure apart from College Road. Mr. Kitchin stated he uses College Road and Randall Pkwy to travel north and south. He stated that for the project to be effective,

the intersection of Independence Boulevard and Market Street will need to be an interchange. Mr. Kitchin stated that ideally, Randall Pkwy would be extended to Eastwood Road in order to maximize cross-city connectivity; however, such a connection may now be impossible as a result of the College's historical opposition.

Bill McDow – Mr. McDow stated that he encounters traffic congestion where Independence merges at Covil Avenue and at the signal for Market Street [and Covil Avenue] where left turns sometimes take multiple cycles to clear the one. He does not think the congestion is unreasonable and thinks the congestion is caused by traffic conflicts with southbound through traffic. He suggested changing the signal phasing to help with the afternoon early rush hour. Mr. McDow stated he uses College Road, Carolina Beach Road, and Kerr Avenue, as well as Oleander Drive, Randall Pkwy, Market Street, and MLK Pkwy to travel north and south. Mr. Mcdow suggested not having an at grade intersection at Market Street and using a flyover or allow traffic to turn prior to the signal for Market Street. He suggested that Market Street could use Mercer Street to access Independence Boulevard. He cited a possible problem with CSX crossing at Princess Place Drive and near Creekwood neighborhood, and a possible wetlands issue at MLK Pkwy. Mr. McDow thinks this is a great project, but it needs expedited funding.

Jessie C. Robertson – Mr. Robertson stated that he does not encounter traffic congestion and that he does not use any other roads to travel north and south. He suggested to not bother doing this project because it is a waste of time, money, and gives incompetents in DOT something to do. Mr. Robertson stated that speed limit signs are needed on Wrightsville Avenue especially in the area recently reconstructed. He also stated that the "No U-Turn" signs failed to happen on the new median and that the lanes don't line up with the lights at the intersection of Wrightsville Avenue and Independence Boulevard. Mr. Robertson suggested fixing the pot holes and finishing the unfinished projects already underway. He stated that he thinks this is a true waste of time and money.

Dave Mayes – Mr. Mayes stated that he encounters traffic congestion during rush hour and that the congestion is not unreasonable and is caused by a lack of capacity. He stated that he uses Kerr Avenue and 16th and 17th Streets as well as several east-west routes to travel north and south. Mr. Mayes suggested to accommodate cyclists and to eliminate the at-grade railroad crossing at Mercer Avenue and Covil Avenue. He also stated that the drainage outfall near the intersection of Broad Street and Covil Avenue needs to be fixed and this would also be a good opportunity to extend a leg of the Cross City Trail over to Maides Park. Mr. Mayes expressed concern about the access to Wayne Drive, and the proximity to his rear yard property line.

Jonathon and Sara Babin – Mr. and Mrs. Babin stated they encounter traffic congestion on Market Street mostly in the afternoons due to folks traveling home from work. They stated that they use 3rd Street, College Road, 17th Street, Kerr Avenue, and Independence Boulevard to travel north and south, as well as Oleander Drive, Wrightsville Avenue, and Market St. They are not convinced the project is necessary, but think it should be biker friendly and think DOT should put more money into making Wilmington safer for bicycles. They think Market St is too narrow and not bicycle friendly. They think the DOT needs to be sensitive to the homeowners in the neighborhood, and should encourage alternate forms of transportation, public and bicycle. They question if we need another big road. Stated they think Market Street has more need for improvement because traffic is worse there. They suggested using Covil Avenue since it is directly connected to Independence Boulevard.

Nancy Haddock (Child Development Center, Inc.) – Ms. Haddock stated she encounters congestion on Market Street and that the lights stay green for Market Street for way too long and cause the wait time to cross Market St to be excessive. She stated she uses Princess Place Drive to 16th, 17th, and 23rd Streets to travel north and south. Ms. Haddock suggested making Kerr Avenue four lanes across MLK Parkway and replacing the stoplight with an overpass. She thinks there should be more signs and enforcement of speed

limits on side streets crossing Independence Boulevard. She stated Independence Boulevard is 45[mph], Wrightsville Avenue should be 35[mph], along with Oleander Drive and Market Street, but EVERYBODY speeds. She stated the speed limit on Princess Place Drive needs to remain 35[mph] and be enforced. Ms. Haddock suggested considering roundabouts for the project if an overpass at Market Street is not affordable. She stated that every major artery in New Hanover County is clogged by stoplights and the only overpass in town is College Road over Market Street, which is pitiful!

Rosalie Williams Eldridge – Ms. Eldridge stated that she encounters congestion at Market Street and Montgomery and thinks it is due to the wrong placement of the traffic signal. She stated that she thinks this is unreasonable, especially if you try to make a turn off of Market Street onto Evans Street or Clay Street. She stated that she uses Kerr Ave and 23rd Street, as well as Oleander Drive, Randal Parkway, Market Street and MLK Parkway to travel north and south. Ms. Eldridge thinks Independence Boulevard should be built as soon as possible. Ms. Eldridge suggested making lanes wider and creating separate turn lanes on Market Street between 17th Street and 29th Street. She inquired about when people will find out if they have to move and when the relocations will take place. She also inquired if these people will get a fair price for their homes and if they will have enough time to find affordable and comfortable housing. Ms. Eldridge expressed concern for those being displaced since many people have put a lot into their homes and worked hard for it, especially senior citizens.

If you have questions or comments regarding this information, please contact Peter Trencansky (URS) at (919) 461-1332.

NCDOT TO HOLD PUBLIC MEETING FOR THE PROPOSED EXTENSION OF INDEPENDENCE BOULEVARD IN WILMINGTON

Wednesday, June 01, 2011

RALEIGH — The <u>N.C. Department of Transportation</u> will hold a public meeting on Monday, June 13 regarding the proposed extension of Independence Boulevard in Wilmington.

The meeting will be held from 4 to 7 p.m. in the cafeteria of the Rachel Freeman School of Engineering, 2601 Princess Place Drive in Wilmington. NCDOT representatives will be available to answer questions and receive comments about the proposed project. There will not be a formal presentation.

The department proposes extending Independence Boulevard 1.7 miles from Randall Parkway to Martin Luther King Jr. Parkway (U.S. 74), with overpasses and interchanges being considered at multiple locations along the project. Additional lanes along Martin Luther King Jr. Parkway also may be needed for continuous connection with nearby interchanges at Kerr Avenue and 23rd Street. Additional right-of-way acquisition and the relocation homes and businesses will be required for this project.

For more information, contact Ted Devens at (919) 707-6018, or email at tedevens@ncdot.gov.

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 Devens as soon as possible so that arrangements can be made.

NCDOT

NOTICE OF A CITIZENS' INFORMATIONAL WORKSHOP FOR THE PROPOSED EXTENSION OF INDEPENDENCE BOULEVARD (STATE ROAD 1209) FROM RANDALL PARKWAY TO MARTIN LUTHER KING, JR. PARKWAY (US 74) IN WILMINGTON

TIP Project No. U-4434

New Hanover County

The North Carolina Department of Transportation (NCDOT) will hold a citizens' informational workshop for the above project on Monday, June 13, 2011 from 4 p.m. until 7 p.m. in the cafeteria of the Rachel Freeman School of Engineering, located at 2601 Princess Place Drive in Wilmington.

NCDOT proposes to extend Independence Boulevard (State Road 1209) 1.7 miles from Randall Parkway to Martin Luther King, Jr. Parkway (US 74). Overpasses and interchanges will be considered at multiple locations along the project. Additional lanes along Martin Luther King, Jr. Parkway may be needed for continuous connection with nearby interchanges at Kerr Avenue (S.R. 1175) and 23rd Street (S.R. 1302). Additional right-of-way acquisition and the relocation of homes and businesses will be required for this project.

Citizens are invited to speak individually with NCDOT officials and to review the project area map. Aerial mapping denoting the project area will be displayed. The opportunity to submit written comments or questions will also be provided. Comments and suggestions received will be considered during the planning process. Interested citizens may attend at any time during the workshop. There will not be a formal presentation.

For more information, contact NCDOT manager Ted Devens of the Project Development and Environmental Analysis Branch at 1548 Mail Service Center, Raleigh, N.C. 27699-1548, by phone at (919) 707-6018, or by email at tedevens@ncdot.gov. Citizens can also contact project manager Peter Trencansky with URS Corporation at 1600 Perimeter Park Drive, Suite 400, Morrisville, N.C. 27560, by phone at (800) 233-6315, or by email at peter_trencansky@urscorp.com.

NCDOT will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who want to participate in this workshop. Anyone requiring special services should contact Jamille Robbins of NCDOT at (919) 707-6085 as early as possible so that arrangements can be made.



Independence Boulevard Extension

ATTN: Peter Trencansky
URS Corporation
1600 Perimeter Park Drive, Suite 400
Morrisville, NC 27560

Don't Forget the Citizens Informational Workshop...



JUNE 13, 2011 FROM 4:00 PM TO 7:00 PM
RACHEL FREEMAN SCHOOL OF ENGINEERING
2601 PRINCESS PLACE DRIVE, WILMINGTON, NC 28405



PROJECT CONTACT INFORMATION

Project Hotline: 1-800-233-6315

For more information about the project, please contact the project hotline or Mr. Peter Trencansky (URS).

Project Manager—URS Corporation

Mr. Peter Trencansky, PE, PTOE 1600 Perimeter Park Drive, Suite 400

Morrisville, NC 27560

Phone: 1-800-233-6315

peter trencansky@urscorp.com

NCDOT

Mr. Ted Devens, PE
Project Manager
1548 Mail Service Center
Raleigh, NC 27699-1548
tedevens@ncdot.gov



Why Is This Project Needed?

- Deficient North-South Regional Roadway Conneci vity.
- Deficient North-South System Capacity.
- Deficient Linkage
 Within and Through
 New Hanover
 County.

Project Assistance Hotline!

For Project U-4434 Call 1-800-233-6315

NCDOT Seeks Input From Citizens

The North Carolina Department of Transportation (NCDOT) is proposing to construct a new road in Wilmington, North Carolina. Located within the central portion of the City of Wilmington, the proposed 1.7-mile long roadway would be an extension of existing Independence Boulevard (in the vicinity of the Covil Avenue corridor) from the intersection with Randall Parkway to US 74 (Martin Luther King Jr. Parkway). Overpasses and interchanges will be considered at multiple locations along the project. Additional lanes along Martin Luther King Jr. Parkway may be needed for continuous connection with nearby interchanges at Kerr Avenue and 23rd Street.

The purpose of this newsletter is to provide information about the project start-up, including current project status, proposed schedule, and to announce an upcoming public involvement opportunity.

Citizens Information Workshop Scheduled

The NCDOT has scheduled a Citizens Informational Workshop on Monday, June 13th from 4:00 PM to 7:00 PM at the Rachel Freeman School of Engineering, 2601 Princess Place Drive, Wilmington, NC 28405.

The purpose of the workshop will be to present the new project to the public, introduce the NCDOT team members, and receive input on the purpose of the project. The workshop will NCDOT will provide auxiliary aids and services under the Americans with Disabilities Act (ADA) for disabled persons who wish to participate in this workshop. Anyone requiring special services should contact Mr. Jamille Robbins (NCDOT) at 919-707-6085 as early as possible so arrangements can be made.

consist of an informal open house format. Interested individuals may attend this informal workshop at their convenience during the above stated hours. NCDOT representatives will display maps and will be available to answer questions and receive comments from the public.

If you are unable to attend, comments may be submitted to:

Mr. Peter Trencansky, PE, PTOE
Project Manager—URS Corporation
1600 Perimeter Park Drive
Suite 400
Morrisville, NC 27616

Email: peter_trencansky@urscorp.com

Independence Boulevard Extension
May 2011

Project History and Status

The Independence Boulevard Extension project has been included in local transportation plans since 1972, and is currently included in the *Cape Fear Commutes 2035 Transportation Plan.* The extension of Independence Boulevard is also a component of the Wilmington Urban Loop (which is one of the urban highway loops created and funded by the North Carolina General Assembly in

the 1989 Highway Trust Fund legislation). NCDOT conducted a feasibility study of the proposed project in July 2002. The project was first included in NCDOT's 2004-2010 State Transportation Improvement Program (STIP) and is currently included in the Draft 2012-2018 STIP as project number U-4434.

Project Schedule

Project Planning and Design Studies Citizens Informational Workshop #1 to seek public input before starting any design work			
Prepare Design Alternatives	Fall 2011		
Citizens Informational Workshop #2			
to seek public input on design alternatives			
Draft Environmental Impact Statement	. Summer 2014		
 presents analysis of detailed alternatives and their impacts 			
Public Hearing	. Fall 2014		
• provides more information on each alternative and seeks public input			
Final Environmental Impact Statement	Spring 2016		
presents NCDOT's recommended alternative	, 0		
Record of Decision	Summer 2016		
presents NCDOT's final decision			
Right-of-Way Acquisition Begins	. 2020		
Construction Begins			

Project Purpose and Need

Needs identified for the Independence Boulevard Extension include the following:

- Deficient North-South Regional Roadway Connectivity
 - only one major north-south road (College Road) connects all of the major east-west roads
- Deficient North-South System Capacity
 - inability of all north-south roads (combined) to meet the traffic needs in central Wilmington
- Deficient Linkage Within and Through New Hanover County
 - Wilmington has poor connections to other transportation facilities (airports, railroad hubs, ports)

The primary purpose of the project is to improve regional mobility, system traffic capacity, north-south connectivity, and transportation system (intrastate/intermodal) linkage from Randall Parkway, in the vicinity of Independence Boulevard, to Martin Luther King Jr. Parkway that is consistent with local and state transportation plans.

What Happens Next?

YOUR COMMENTS ARE IMPORTANT TO NCDOT ...

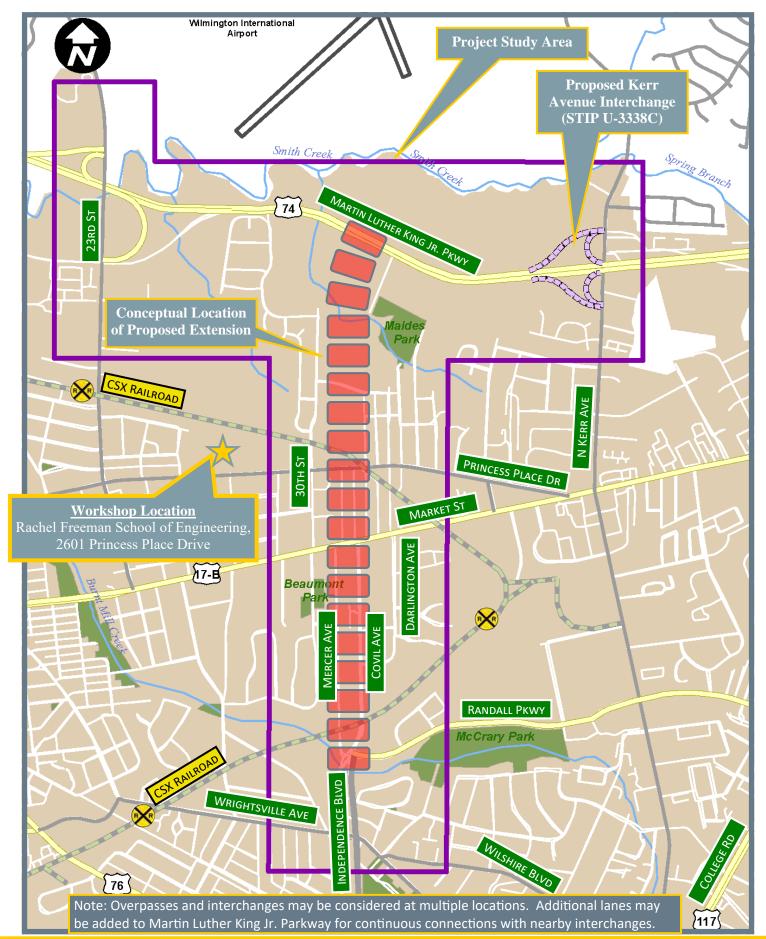
The next step in the planning process will be to summarize comments made at this workshop, consider these comments, and then begin to prepare and analyze design solutions for the improvements.

There will be opportunities during 2012 to review and comment on design alternatives for the Independence Boulevard Extension project.

Please feel free to ask questions and submit comments throughout the project planning and design process by contacting one of the project representatives listed on this newsletter.

Thanks for Your Participation!

Project Study Area



I.... N. . 1 PAGE 2 I.... No. 1 PAGE 3



North Carolina Department of Transportation Independence Boulevard Extension Project



Comment Sheet	June 2011
Contact Information (Please Print)	
Name:	
Mailing Address (including zip code):	
E mail Addross:	
E-mail Address:	
How did you hear about the meeting? (Please check all of the following which apply)	
Newsletter Newspaper □ Radio □ Friend/Family □ Other:	
Are you a member of a civic or business group, home owners association or non-profit agency? affiliation:	If so, please list your
General Need for the project: The North Carolina Department of Transportation (NCDOT) State Transportation Improvement P programmed an extension of existing Independence Boulevard (in the vicinity of the Covil and M corridor) from the intersection with Randall Parkway to US 74 (Martin Luther King Jr. Parkway). Independence Boulevard Extension identified thus far include:	rogram has Iontgomery Avenue
 Deficient North-South Regional Roadway Connectivity only one major north-south road (College Road) connects all of the major east-west road 	ds
Deficient North-South System Capacity inability of all north-south roads (combined) to meet the traffic needs in central Wilming	ton
Deficient Linkage Within and Through New Hanover County • Wilmington has poor connections to other transportation facilities (airports, railroad hub	os, ports)
Your comments on the Independence Boulevard Extension project are important. Please prov following questions:	ide responses to the
1) Do you encounter traffic congestion when driving around the project study area? Yes No If yes, please answer the following: 1a) where and when does the congestion occur?	
1b) what do you think causes the congestion?	
1c) in your opinion, is the congestion unreasonable?	
1) Do you use other roads to travel in the north-south direction? Yes No If yes, please answer the following: 2a) which roads do you use to travel north and south?	

	- -	2b)		you use g Jr. Pa												Stree	t or N	/lartin	Luther	<u> </u>
3)		_		ommoo ed exte	_	ocal ar	nd regi	onal tr	affic, c	lo you	have	any id	eas to	offer	for Ir	depe	ndend	e Bou	levard	
4)			-	anspor em bel						he stuc	ly are	a whic	ch you	ı feel r	need t	o be f	ixed/i	improv	ved? If	
																				_ _ _
5)				or the depend	-					-					ove.	Do yo	u feel	there	are oth	er
6)	Othe	er com	ıment	s, ques	tions c	or conc	erns.													
																				_ _ _ _
																				_ _ _ _
																				_ _ _

Please submit your comments tonight or mail them to the address below July 15, 2011. Thank you for your input!

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

Project Schedule

NCDOT has started the planning and engineering studies in order to document existing conditions within the project study area and determine the need for the project. The findings of these initial studies and comments received at the workshop, as well as those that are mailed in, will help NCDOT to develop project alternatives that will be evaluated in the Draft Environmental Impact Statement. To obtain more citizen input on the next phase of the project, NCDOT anticipates holding a second Citizens Informational Workshop to present design concepts for the project in the Spring of 2012. Dates for major milestones are shown below.

Project Planning and Design Studies	Currently Starting
Citizens Informational Workshop #1	
to seek public input before starting any design work	
Prepare Design Alternatives	
Citizens Informational Workshop #2	Spring 2012
to seek public input on design alternatives	
Draft Environmental Impact Statement	Summer 2014
 presents analysis of detailed alternatives and their impacts 	
Public Hearing	
 provides more information on each alternative and seeks public in 	
Final Environmental Impact Statement	Spring 2016
 presents NCDOT's recommended alternative 	
Record of Decision.	Summer 2016
presents NCDOT's final decision	
Right-of-Way Acquisition Begins	2020
Construction Begins.	Currently Unfunded

Comments. Questions or 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 Independence Boulevard Extension Project, please visit the project website, call the project hotline, or contact Peter Trencansky (URS).

Need more information?
Have concerns or comments?
Visit the project web site at
http://www.ncdot.gov/projects/IndependenceBlvd/
or call the Project Hotline at 1-800-233-6315

Project Manager—URS Corporation

Mr. Peter Trencansky, PE, PTOE
1600 Perimeter Park Drive, Suite 400
Morrisville, NC 27560
Phone: 1-800-233-6315
peter trencansky@urscorp.com

NCDOT

Mr. Ted Devens, PE Project Manager 1548 Mail Service Center Raleigh, NC 27699-1548 tedevens@ncdot.gov



Independence Boulevard Extension Project

CITIZENS INFORMATIONAL WORKSHOP JUNE 13, 2011

Welcome to this evening's meeting for the Independence Boulevard Extension Project.

The purpose of this meeting is to provide you with information and obtain your input regarding the proposed project. You will have an opportunity to review study area maps and displays, talk with the project team members, and offer your input.

Tonight's Workshop

- Show us Where you
 Live and Work
- Project Presentation
- Project Background
- Study Area and General
 Needs for the Project
- Study Process and
- Citizana Commonto

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. Please let us know if you would want to receive project updates.

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 **July 15, 2011**.

Project History and Status

The Independence Boulevard Extension project has been included in local transportation plans since the first plan was created in 1972, and is currently included in the *Cape Fear Commutes 2035 Transportation Plan*. The extension of Independence Boulevard is also a component of the Wilmington Urban Loop (which is one of the urban highway loops created and funded by the North Carolina General Assembly in the 1989 Highway Trust Fund legislation). NCDOT conducted a feasibility study of the proposed project in July 2002. The project was then included in the NCDOT's 2004-2010 Transportation Improvement Program (TIP) and is currently included in the 2009-2015 TIP as project number U-4434

Description of the Project

The North Carolina Department of Transportation (NCDOT) is proposing to construct a new road in Wilmington, North Carolina. Located within the central portion of the City of Wilmington, the proposed 1.7-mile long roadway would be an extension of existing Independence Boulevard (in the vicinity of the Covil Avenue and Montgomery Avenue corridor) from the intersection with Randall Parkway to US 74 (Martin Luther King Jr. Parkway). Overpasses and interchanges will be considered at multiple locations along the project. Additional lanes along Martin Luther King Jr. Parkway may be needed for continuous connection with nearby interchanges at Kerr Avenue and 23rd Street. NCDOT will also consider improvements at two CSX railroad crossings.

General Need for Project

Needs identified for the Independence Boulevard Extension include the following:

- Deficient North-South Regional Roadway Connectivity
 - only one major north-south road (College Road) connects all of the major east-west roads
- Deficient North-South System Capacity
 - inability of all north-south roads (combined) to meet the traffic needs in central Wilmington
- Deficient Linkage Within and Through New Hanover County
 - Wilmington has poor connections to other transportation facilities (airports, railroad hubs, ports)

Local, Regional and State Plans

The Independence Boulevard Extension is included in the following local, regional and state plans:

Wilmington Thoroughfare Plan

The Independence Boulevard Extension project has been included in the Wilmington Thoroughfare Plan since the first plan was created in 1972, and is included in the most recent plan developed in 2005. The Wilmington Thoroughfare plan was created to serve as a basis for transportation improvements in the Wilmington area due to changes in the population and travel patterns. The project would provide relief to College Road and reduce traffic pressure on residential streets that are being used for cut-through traffic.



Wilmington Urban Area MPO—Cape Fear Commutes 2035 Transportation Plan

The Independence Boulevard Extension is included in the recently adopted Cape Fear Commutes 2035 Transportation as one of five designated highest-priority congestion mitigation projects. The project is also noted as an important freight connection and a portion of a larger regional roadway network that combined with other projects would create a comprehensive transportation network connecting Brunswick and New Hanover Counties.



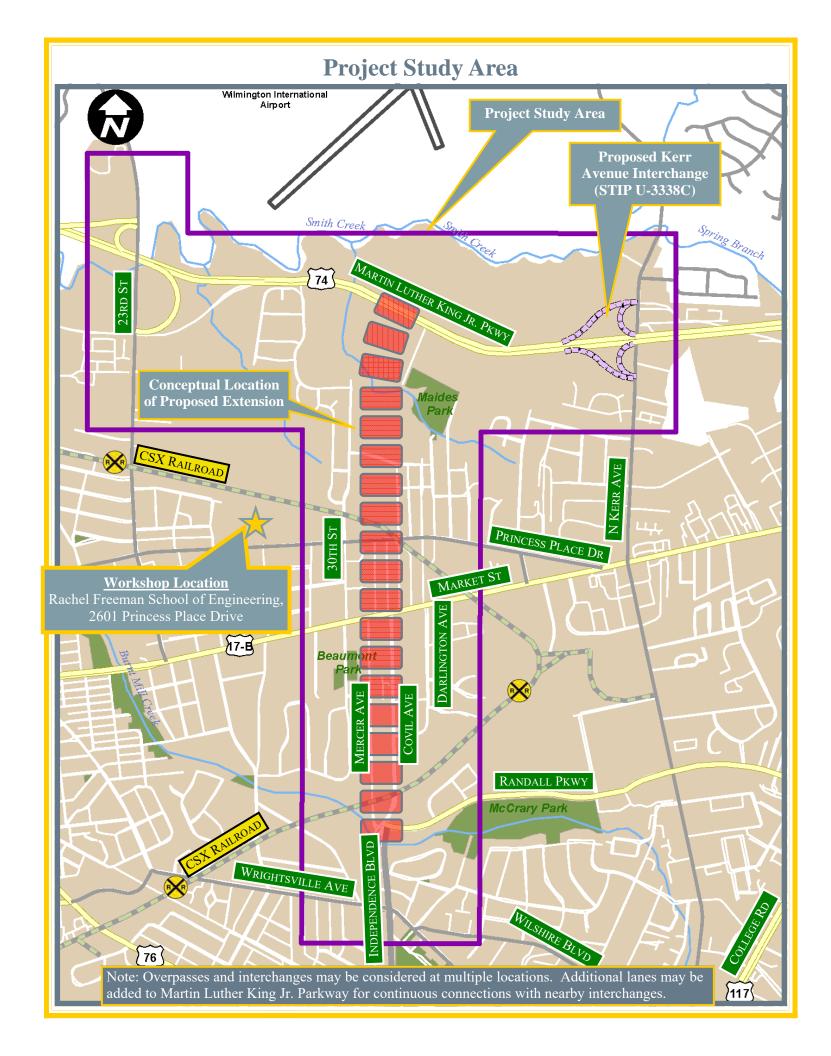
NCDOT Strategic Highway Corridors

NCDOT 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 NC Board of Transportation adopted the Strategic Highway Corridor Vision Plan in 2004 which identifies Independence Boulevard as a connection serving I-40, Wilmington International Airport and the Port of Wilmington. 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 is scheduled to begin in 2020 and construction of the proposed project is not currently funded in the State Transportation Improvement Program. The total estimated cost for the project is approximately \$58 million, which includes roughly \$26 million for construction and \$30 million to purchase the right of way for the project.



WELCOME TO A CITIZENS INFORMATIONAL WORKSHOP

FOR THE INDEPENDENCE BOULEVARD EXTENSION PROJECT

4:00PM - 7:00PM



WELCOME TO A CITIZENS INFORMATIONAL WORKSHOP

FOR THE INDEPENDENCE BOULEVARD EXTENSION PROJECT

4:00PM - 7:00PM



WORKSHOP SIGN-IN

- ✓ Let Us Know You Attended Tonight
- ✓ Pickup Handouts
- ✓ Review Workshop Stations
- ✓ Provide Your Comments
- ✓ Sign Up To Receive Updates



WORKSHOP STATIONS

- 1. Show Us Where You Live/Work
- 2. Project Presentation
- 3. Project Background
- 4. Study Area and General Needs for the Project
- 5. Study Process and Project Schedule
- 6. Citizen Comments
- 7. Title VI Public Involvement Form

Activities for Children are Available at the Kid's Corner



WHERE DO YOU LIVE AND WORK?



PROJECT PRESENTATION

- ✓ Please Watch the 5 Minute Presentation to Learn About the Project
- ✓ Note this Presentation Will Repeat Automatically



PROJECT BACKGROUND

- ✓ NCDOT State Transportation Improvement Program
- ✓ NCDOT Strategic Highway Corridor
- ✓ Wilmington Metropolitan Planning Organization (WMPO) Cape Fear Commutes 2035 Transportation Plan
- ✓ WMPO 2005 Greater Wilmington Urban Area Thoroughfare Plan



INDEPENDENCE BOULEVARD EXTENSION

NCDOT State Transportation Improvement Program (STIP)

- The proposed 1.7-mile long project would extend the existing Independence Boulevard as a multi-lane facility from the intersection with Randall Parkway and Mercer Avenue to US 74/Martin Luther King Jr. Parkway.
- Overpasses and interchanges will be considered at multiple locations along the project. Additional lanes along Martin Luther King, Jr. Parkway may be needed for continuous connection with nearby interchanges at Kerr Avenue and 23rd Street.
- The proposed action is designated in the Draft 2012-2018 NCDOT State Transportation Improvement Program (STIP) as Project Number U-4434.



NCDOT Strategic Highway Corridor Initiative

The North Carolina Department of Transportation, cooperation with the North Carolina Department of Carolina Department and the North Commerce Environment and Natural Resources established the Strategic Highway Corridor (SHC) initiative in 2004. The initiative seeks to identify, protect and maximize the use of highway corridors that play a critical role in regional or statewide mobility in an ongoing effort to enhance transportation, economic development and environmental stewardship throughout North Carolina. Independence Boulevard is designated as a "Boulevard" in the SHC Vision Plan as a connection serving I-40, Wilmington International Airport and the Port of Wilmington.





INDEPENDENCE BOULEVARD EXTENSION

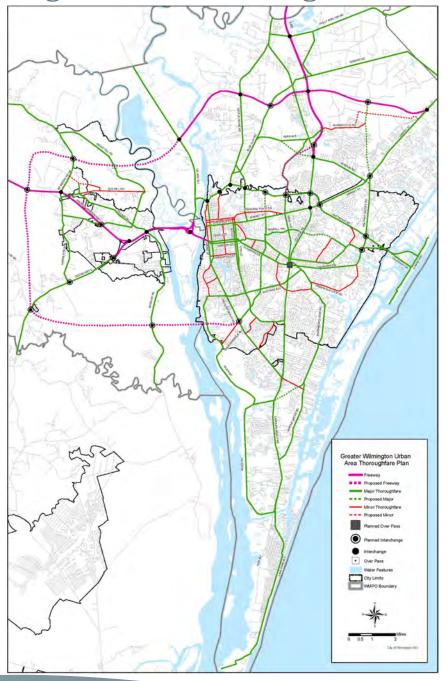
Wilmington Metropolitan Planning Organization Cape Fear Commutes 2035 Transportation Plan





INDEPENDENCE BOULEVARD EXTENSION

Wilmington Metropolitan Planning Organization 2005 Greater Wilmington Area Thoroughfare Plan





STUDY AREA AND GENERAL NEEDS FOR THE PROJECT



General Needs for the Project

- ✓ Deficient north-south regional connectivity
 - ✓Only one major north-south road (College Road) connects all of the major east-west roads
- ✓ Deficient north-south system capacity
 - ✓ Inability of all north-south roads (combined) to meet the traffic needs in Central Wilmington
- ✓ Deficient linkage within and through New Hanover County

✓ Wilmington has poor connections to other transportation facilities (airports, railroad hubs, ports)

If you feel there are Additional Reasons for Extending Independence Boulevard, Please write them on the Notepad to the Right



STUDY PROCESS AND PROJECT SCHEDULE



INDEPENDENCE BOULEVARD EXTENSION

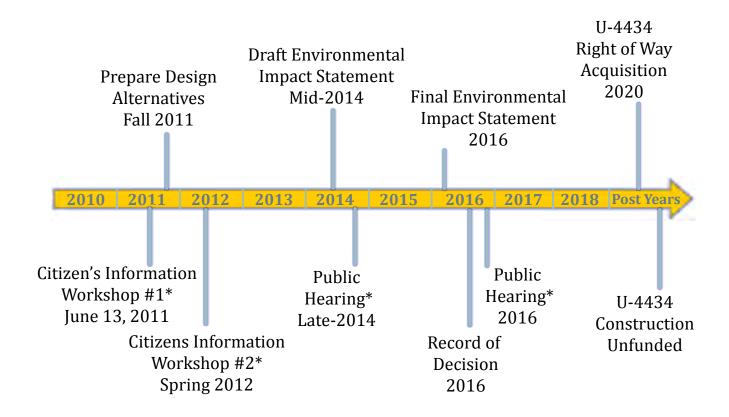
Project Study Process

Date	Project Development Activities	Public Involvement Opportunities
	Initiate Project Study	
2010	Initial Data Collection	
	Develop Project Team	
	Develop Draft Purpose and Need	
2011		Citizen's Informational Workshop #1
	Finalize Purpose and Need	
	Develop and Analyze Functional Design Plans	
2012		Citizen's Informational Workshop #2
	Determine Detailed Study Alternatives	
	Develop Preliminary Design Plans	
2013		
	Perform Environmental Analysis	
	Prepare Draft Environmental Impact Statement (DEIS)	
2014		Public and Agency Review of DEIS
		Public Hearing
	Resolve Public/Agency Comments on DEIS	
2015	Select Preferred Alternative	
	Develop Avoidance/Minimization of Impacts	
	Prepare Final Environmental Impact Statement (FEIS)	
		Public and Agency Review of FEIS
2016		Possible Public Hearing
	Resolve Public/Agency Comments on FEIS	
	Issue Record of Decision (ROD) for the Project	
		Possible Public Hearing
2017	Begin Final Design Phase	



INDEPENDENCE BOULEVARD EXTENSION

Study Schedule



* Indicates opportunities for citizens input



COMMENTS COLLECTED HERE

YOUR INPUT IS IMPORTANT!

Please take a moment to fill out a comment form and let us know if you would like to receive project updates

To Review the Project Information, Visit the Following Website:

www.ncdot.gov/projects/IndependenceBlvd/



Title VI Voluntary Public Involvement Form

In accordance with Title VI of the Civil Rights Act of 1964 and other civil rights provisions of Federal statutory law, the North Carolina Department of Transportation (NCDOT) assures that no person(s) affected by its programs, policies, or activities, shall be excluded from participation in, denied the benefits of, or subjected to discrimination on the grounds of race, color, national origin, disability, age, income, or gender.

This form helps the State DOT meet its statutory obligations for data collection and public involvement under Title VI and NEPA. Please place completed forms in the designated box on the registration table or mail it to the NCDOT Office of Civil Rights, Title VI Section at 1511 Mail Service Center, Raleigh, NC 27699-1511.

Completed forms will be held on file at the NCDOT as part of the public record.



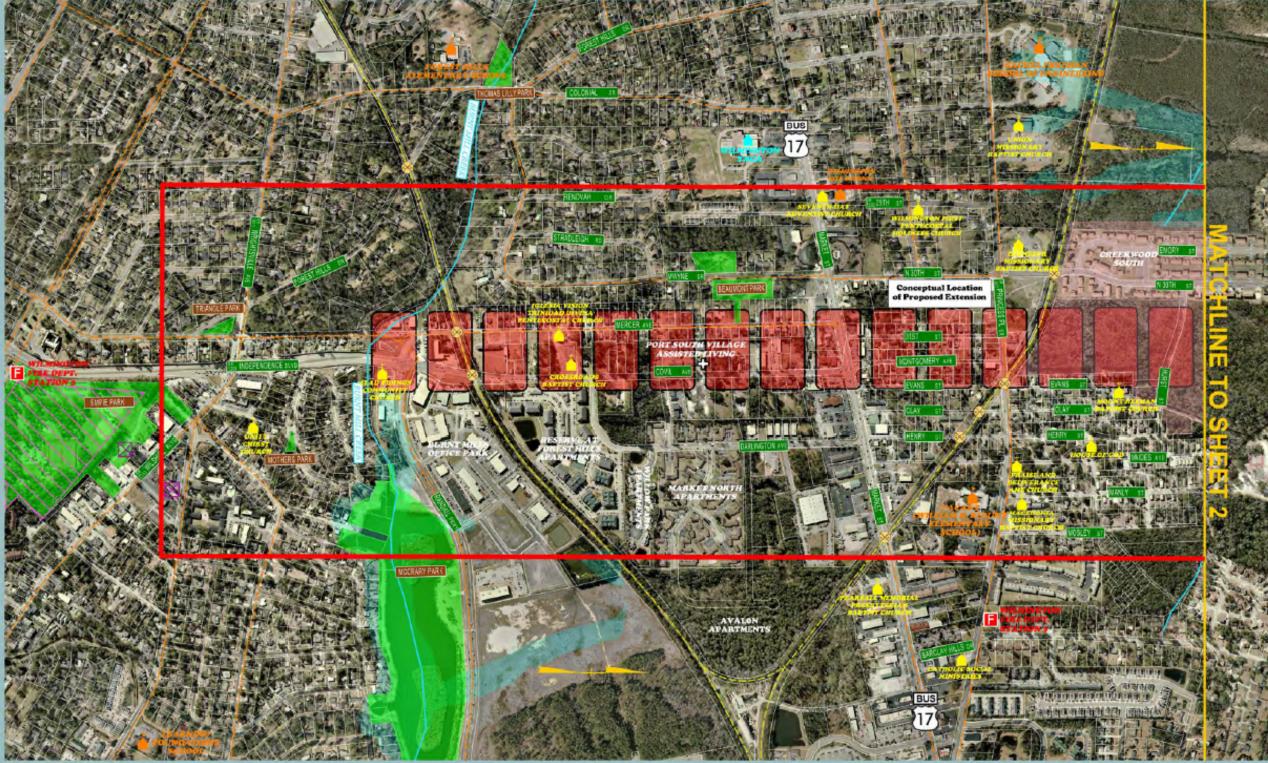
KIDS CORNER

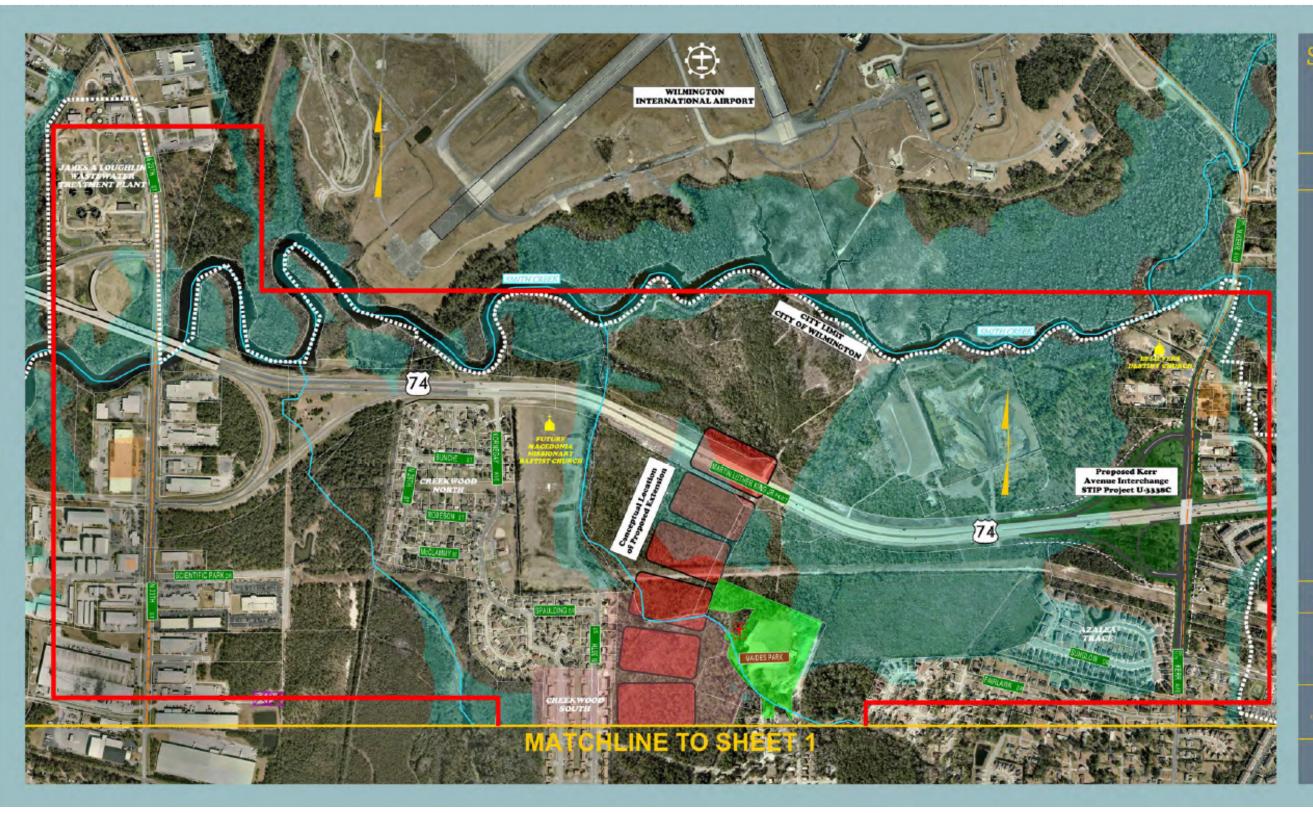












STIP PROJECT U-4434 INDEPENDENCE BOULEVARD EXTENSION STUDY AREA MAP LEGEND PROJECT U-4434 BOULEVARD EXTENSION STUDY AREA MAP LEGEND COMMUNITY CONTER

THURCH / WORSHIP CEN

CELE PRONETOWERY RADIO TOW

-- BAILROAD

A MEDICAL COS

WETLANDS

HAZARDOUS MATERIALS SITE
LANDS MANAGED CONSERVATION

PARK

WILMINGTON HOUSING AUTHORITY

CONCEPTUAL LOCAL

MUNICIPAL EQUINDARY STUDY AREA BOUNDARY

PROPERTY LINE

BEYCLEROLTE

ARRIAL PHOTOGRAPHY DATE: SUMMER 2008

SHEET 2 OF 2

mm

PREPARENTON NORTH CARODINA DEPARTAINT OF TEAMSTONIAN RANDGII, MORTHRONIKUNA



URS

JUNE 201

DATA FOR THIS MAP WAS RECEIVED FROM
NEW HANOVER COUNTY, NORTH CAROLIN

Appendix E2

Public Meeting - 2019

MEMORANDUM

To: Krista Kimmel, PE – NCDOT Division 3

From: Susan Westberry, AICP - AECOM

Date: August 29, 2019

Subject: Summary of Comments for Public Meeting

Independence Boulevard Extension STIP U-4434

The Public Meeting was held on July 22, 2019 at the following location:

Date: July 22, 2019 Time: 5:00 to 7:00 PM

Location: Rachel Freeman School of Engineering Multipurpose Room

The intent of the Public Meeting was to solicit public input and receive feedback on the proposed project alignment and two interchange options, Single Point Urban Interchange (SPUI) and Tight Urban Diamond Interchange (TUDI). The public was provided the opportunity to review maps showing the two alternative route options being considered for the DEIS. Participants were encouraged to talk to NCDOT staff and project team members and provide comments. All attendees received a project handout with a comment form.

One hundred fifty-seven participants signed in at the public meeting. The project team received twenty comment sheets at the workshop and forty-one comments after the meeting. A total of 62 comments were received during the Public Meeting's comment period (July 22nd through August 19th, 2019).

Overview of Comments Received

Comment Type:

Sixty-two comments were received during the Public Meeting Comment Period (July 22nd, 2019 through August 19th, 2019) in the following forms:

- 28 Comment Forms (Includes comments written on the Title VI Public Involvement Forms)
- 11 Emails/Letters
- 10 NCDOT Contact Us Site Comments
- 6 Public Input Site Comments
- 7 Hotline Comments

Comment Subjects:

Comments expressed opinions pertaining to multiple subjects. The number of comments representing each subject matter are included below.

• Design/Traffic Elements: 27

O Comment discussed a concern about how a person may enter/exit a residence or business and expressed concern regarding changes in access to existing streets in the area. Multiple comments noted a concern of the increased speed limits, project impacts to existing cul-de-sacs, traffic concerns and concerns regarding the extensive right-of-way required to complete this project. Multiple comments suggested new alignments for this project along with improvements of other existing roadways in the area. Some comments noted they would prefer an "Urban Boulevard" instead of a "freeway" through the area and wish to see the road be "at-grade" instead of an elevated roadway. The City of Wilmington provided comments regarding the proposed Wilmington Rail Realignment Project, which seeks to repurpose the use of the existing freight rail corridor that travels through New Hanover County. It was noted, should the Wilmington Rail Realignment project receive environmental permitting prior to construction of the Independence Boulevard project, the NCDOT should commit resources to redesigning the Independence Boulevard project.

• Residential Impacts: 24

 Comments discussed concerns to residences being acquired for the project and the impact to neighboring residences property values. Many comments noted that they were long-term residents that will be displaced by the project.

• Community Impacts/Quality of life: 23

 Majority of the comments noted that this project will "divide" or "destroy" the community/neighborhoods in this area. Other comments included concerns about impacts community resources including churches and parks.

Aesthetics/Noise/Air Quality: 16

 Comments expressed concerns to the aesthetics of the area and multiple comments were concerned with noise and the location of potential noise walls. Comments also requested that aesthetics be improved with this project.

Other: 13

 The subject of the comment is either irrelevant to the project or does not address any other item on this list, such as a DEIS not being completed prior to the meeting and the format of the public meeting.

• Business Impacts: 12

Multiple comments expressed concerns about the acquisition of their businesses in this
area and one comment noted the lack of suitable relocation properties in the area for
their business.

Bike/Pedestrian Facilities & Safety: 12

Multiple comments requested bike and pedestrian crossing be added/improved as part
of this proposed project. Comments also noted concerns for potential negative impacts
to these existing facilities and the safety associated with them.

Vehicular Safety: 8

 The comment discussed a concern for how vehicular safety may be affected due to project.

• Environmental Impacts: 6

• The comment noted a concern for impacts to the natural environment. Majority of these comments expressed concerns with flooding and impacts to vegetation.

• Historic/Cultural Sites: 5

 Comment discussed a general concern for impacts to historic properties or archaeological resources. One comment noted a concern for impacts to Maides Park Cemetery.

• Environmental Justice: 5

 Comments discussed impacts to minority and low-income populations. One comment noted a concern for lack of available low-income housing in the area for potential relocations.

Bus Transit: 4

o Comments discussed a general concern for impacts to or lack of bus transit services.

• Project Costs: 3

 Comments discussed the cost of the project or suggested more cost-effective alternatives.

• Construction Impacts: 2

o Comments discussed impacts such as detours and noise during the construction process.

Schedule: 1

One comment noted a general concern about the acquisition schedule for the project.

Alternative Preference:

The comment form and NCDOT Public Input Site requested the public to pick their preferred interchange of the two proposed options. Approximately 50% of the comments received do not identify a preference between the two interchange options. The statistics below represent the preferred interchange option identified:

SPUI: 8TUDI: 10

- None*: 13
- * Comment noted that the commentator does not like the two interchange options provided, is against the project entirely, and/or suggested a new alternative alignment.

Special Interest Groups:

- Alamosa Place HOA
- Alliance for Cape Fear Trees
- Precinct W15
- Outdoor Creations Landscaping
- Cape Fear Habitat for Humanity
- Housing Coalition
- NAACP
- CPCLT
- Murray Construction Co. of Wilmington
- YMCA
- Dr. Stylz



STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III

June 28, 2019

RE: Invitation to Public Meeting

STIP Project No. U-4434 - Proposed Independence Boulevard Extension in

New Hanover County.

Dear Sir or Madam:

The N.C. Department of Transportation invites you to attend a public meeting to be held for the above-referenced project. The meeting is scheduled for:

Date: Monday, July 22, 2019

Time: 5-7 p.m.

Location: Rachel Freeman School of Engineering, Multipurpose Room

2601 Princess Place Drive, Wilmington

This project proposes to extend Independence Boulevard (S.R. 1209) by 1.7 miles from Randall Parkway to U.S. 74 (Martin Luther King Jr. Parkway) in Wilmington. The purpose of the project is to improve connectivity and capacity by providing an additional 4-lane, north-south corridor that would provide an increase in the overall traffic capacity within Central Wilmington.

The purpose of this meeting is to provide you with information on the project and to gather your comments. NCDOT representatives will be available to answer questions and listen to comments regarding the project. The opportunity to submit comments will also be provided at the meeting or via phone, email, or mail by August 19, 2019. Comments received will be taken into consideration as the project develops. Please note that no formal presentation will be made.

Project information and materials can be viewed as they become available online at www.ncdot.gov/projects/independence-boulevard.

For additional information, contact Krista Kimmel, NCDOT Division 3, at 910-341-2000 or khkimmel@ncdot.gov.

NCDOT TO HOLD PUBLIC MEETING FOR THE PROPOSED INDEPENDENCE BOULEVARD EXTENSION NEW HANOVER COUNTY

STIP PROJECT NO. U-4434

The N.C. Department of Transportation will hold a public meeting regarding the proposed project to extend Independence Boulevard (S.R. 1209) by 1.7 miles from Randall Parkway to U.S. 74 (Martin Luther King Jr. Parkway) in Wilmington. The purpose of the project is to improve connectivity and capacity by providing an additional 4-lane, north-south corridor that would provide an increase in the overall traffic capacity within Central Wilmington.

The meeting will take place on **July 22 from 5 p.m. to 7 p.m. in the Rachel Freeman School of Engineering Multipurpose Room** located at 2601 Princess Place Drive in Wilmington. The public may drop in at any time during the meeting hours. Please note that no formal presentation will be made.

NCDOT representatives will be available to answer questions and listen to comments regarding the project. The opportunity to submit comments will also be provided at the meeting or via phone, email, or mail by August 19, 2019. Comments received will be taken into consideration as the project develops.

Project information and materials can be viewed as they become available online at www.ncdot.gov/projects/independence-boulevard.

For additional information, please contact Krista Kimmel, NCDOT Division 3, at 5501 Barbados Boulevard, Castle Hayne, NC 28429. You may also contact the project team through our toll-free 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 meeting. Anyone requiring special services should contact Samantha Borges, Environmental Analysis Unit at smborges@ncdot.gov or 919-707-6115 as early as possible so that arrangements can be made.

Persons who do not speak English, or have a limited ability to read, speak or understand English, may receive interpretive services upon request prior to the meeting by calling 1-800-481-6494.

Aquellas personas que no hablan inglés o tienen limitaciones para leer, hablar o entender inglés, podrían recibir servicios de interpretación si los solicitan antes de la reunión llamando al 1-800-481-6494.

Please contact Samantha Borges, Environmental Analysis Unit Public Involvement Officer, at smborges@ncdot.gov or 919-707-6115 to inform her if you or your representative will attend this meeting.

Thank you and we look forward to meeting with you.

Sincerely,

Samantha Borges Public Involvement Officer



STIP Project No. U-4434 Independence Boulevard Extension Samantha Borges N.C. Department of Transportation Environmental Analysis Unit 1598 Mail Service Center Raleigh, NC 27699-1598

Persons who do not speak
English, or have a limited ability
to read, speak or understand
English, may receive
interpretive services upon
request prior to the meeting by
calling 1-800-481-6494.

Aquellas personas que no hablan inglés, o tienen limitaciones para leer, hablar o entender inglés, podrían recibir servicios de interpretación si los solicitan antes de la reunión llamando al 1-800-481-6494.



Public Meeting 5 p.m. – 7 p.m.

New Hanover County

July 22

Rachel Freeman School of Engineering Multipurpose Room

2601 Princess Place Drive Wilmington

INDEPENDENCE BOULEVARD EXTENSION PROJECT

New Hanover County

N.C. Department of Transporta

State Transporta n Improvement Program (STIP) Project No. U-4434

The N.C. Department of Transport on is in the process of comp g the environmental studies for the Independence Boulevard Extension. An open-house public me g will be held to gather public input and receive feedback on the proposed project alignment and two interchange op The maps are available for public review and are located on the project website noted below.

NCDOT represen ves will be available between the hours of 5 p.m. and 7 p.m. to answer qu ons and receive comments about the proposed project. The public may end at any e during these hours. There will be no formal presen on. en comments will be collected at the mee g and can also be submed un August 19, 2019.

For more inform on, please call the project hotline at 1-800-233-6315 or visit the project website at www.ncdot.gov/projects/independence-boulevard. Project maps are also available for public review on the project website.

NCDOT will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who wish to participate in these meetings. Anyone requiring special services should contact Samantha Borges at smborges@ncdot.gov or 919-707-6115 as early as possible so that arrangements can be made.

Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina.

N.C. Department of Transportation State Transportation Improvement Program (STIP) Project No. U-4434

Public Meeting

Monday, July 22 5 p.m.- 7 p.m.

Rachel Freeman School of Engineering Multipurpose Room

2601 Princess Place Drive Wilmington

We Want Your Input

The N.C. Department of Transportation is in the process of completing the Environmental Studies for the Independence Boulevard Extension. An open-house public meeting will be held to gather public input and receive feedback on the proposed project alignment and two interchange options.

NCDOT representatives will be available to answer questions and receive comments about the proposed project. The public may attend at any time during these hours. Written comments will be collected at the meeting and can also be submitted via mail, email, or online until August 19, 2019.

Contact Us

For more information, visit
www.ncdot.gov/projects/independenceboulevard
or contact Krista Kimmel, NCDOT Division 3 at

khkimmel@ncdot.gov | 1-800-233-6315

Available on Project Website

- Maps of the proposed project
- Link to submit written comments

NCDOT will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who wish to participate in these meetings. Anyone requiring special services should contact Samantha Borges at smborges@ncdot.gov or 919-707-6115 as early as possible so that arrangements can be made.

Independence Boulevard Extension

N.C. Department of Transportation State Transportation Improvement Program (STIP) Project No. U-4434

Public Meeting

Monday, July 22

5 p.m.- 7 p.m.

Rachel Freeman School of Engineering Multipurpose Room

2601 Princess Place Drive Wilmington

We Want Your Input

The N.C. Department of Transportation is in the process of completing the Environmental Studies for the Independence Boulevard Extension. An open-house public meeting will be held to gather public input and receive feedback on the proposed project alignment and two interchange options.

NCDOT representatives will be available to answer questions and receive comments about the proposed project. The public may attend at any time during these hours. Written comments will be collected at the meeting and can also be submitted via mail, email, or online until August 19, 2019.

Contact Us

For more information, visit
www.ncdot.gov/projects/independenceboulevard
or contact Krista Kimmel, NCDOT Division 3 at
khkimmel@ncdot.gov | 1-800-233-6315

Available on Project Website

- Maps of the proposed project
- Link to submit written comments

NCDOT will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who wish to participate in these meetings. Anyone requiring special services should contact Samantha Borges at smborges@ncdot.gov or 919-707-6115 as early as possible so that

arrangements can be made.

Persons who do not speak English, or have a limited ability to read, speak or understand English, may receive interpretive services upon request prior to the meeting by calling 1-800-481-6494.

Aquellas personas que no hablan inglés, o tienen limitaciones para leer, hablar o entender inglés, podrían recibir servicios de interpretación si los solicitan antes de la reunión llamando al 1-800-481-6494. Persons who do not speak English, or have a limited ability to read, speak or understand English, may receive interpretive services upon request prior to the meeting by calling 1-800-481-6494.

Aquellas personas que no hablan inglés, o tienen limitaciones para leer, hablar o entender inglés, podrían recibir servicios de interpretación si los solicitan antes de la reunión llamando al 1-800-481-6494.



Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina.



Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina.



N.C. Department of Transportation State Transportation Improvement Program (STIP) Project No. U-4434

Public Meeting

Monday, July 22, 2019 5 p.m.- 7 p.m.

Rachel Freeman School of Engineering Multipurpose Room

2601 Princess Place Drive Wilmington

We Want Your Input

The N.C. Department of Transportation is in the process of completing the Environmental Studies for the Independence Boulevard Extension. An open-house public meeting will be held to gather public input and receive feedback on the proposed project alignment and two interchange options.

NCDOT representatives will be available to answer questions and receive comments about the proposed project. The public may attend at any time during these hours. Written comments will be collected at the meeting and can also be submitted via mail, email, or online until August 19, 2019.

Contact Us

For more information, visit www.ncdot.gov/projects/independence-boulevard or contact Krista Kimmel, NCDOT Division 3 at khkimmel@ncdot.gov | 1-800-233-6315

Available on Project Website

- Maps of the proposed project
- Link to submit written comments.

NCDOT will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who wish to participate in these meetings. Anyone requiring special services should contact Samantha Borges at smborges@ncdot.gov or 919-707-6115 as early as possible so that arrangements can be made.

Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina.



From the intersection with Randall Parkway and Mercer Avenue to
Martin Luther King Jr. Parkway (U.S. 74)
NCDOT State Transportation Improvement Program
Project No: U-4434

July 22, 2019

Your Input is Important

The N.C. Department of
Transportation is seeking comments
from the public, businesses, local
officials, and regulatory agencies
about the proposed alternatives for
the project. Today's meeting is an
important step in NCDOT's efforts
to involve the public in the planning
and development process. This is
an informal public meeting held to
obtain your input on the proposed
alternatives and discuss the project
with project representatives. A
formal presentation will not be held.

Questions? Comments? Please Contact Us!

Please visit our website for the latest project information:

www.ncdot.gov/projects/independenceboulevard

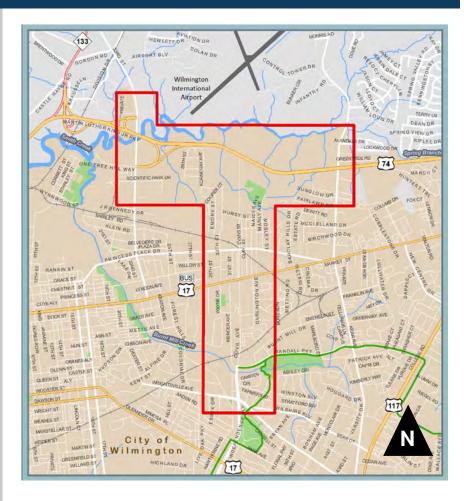
> Krista Kimmel, P.E. - NCDOT 5501 Barbados Boulevard Castle Hayne, N.C. 28429 khkimmel@ncdot.gov

Susan Westberry, AICP AECOM North Carolina 201 N. Front Street, Suite 509 Wilmington, N.C. 28401

Comments may be returned tonight or mailed or emailed to khkimmel@ncdot.gov

Comments can also be submitted online at:
https://publicinput.com/IndependenceBlvd

Please submit comments by August 19, 2019.



Project Overview

The N.C. Department of Transportation (NCDOT) is proposing to construct a multi-lane boulevard on new location in New Hanover County, North Carolina. Located within the urban core of the City of Wilmington, the proposed 1.7-mile long Independence Boulevard Extension would be an extension of existing Independence Boulevard (S.R. 1209) on new location from the intersection with Randall Parkway and Mercer Avenue to Martin Luther King Jr. Parkway (U.S. 74). The proposed project is designated for funding in the 2018-2027 NCDOT State Transportation Improvement Program (STIP) as STIP Number U-4434.

Why is the project needed?

The need for the proposed Independence Boulevard Extension is demonstrated by the following:

- Deficient north-south regional roadway connectivity
- Deficient north-south system capacity
- Deficient linkage within and through New Hanover County

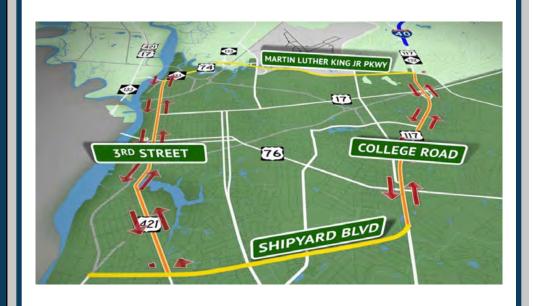
What is the purpose of the project?

The purpose of the project is to improve regional mobility, system traffic capacity, north-south connectivity, and transportation system linkage from Randall Parkway, in the vicinity of Independence Boulevard, to Martin Luther King Jr. Parkway that is consistent with local and state transportation plans.

North-South Connectivity

Currently, the City of Wilmington has only two north-south routes that allow a driver to travel continuously between Shipyard Boulevard and Martin Luther King Jr. Parkway. These are College Road and 3rd Street. No continuous north-south route exists in central Wilmington.

Due to this lack of connectivity, drivers seek the path of least resistance. Many use large and small streets to weave their way north or south, in a "stair-step" pattern. One example of this is traffic taking Independence Boulevard to Randall Parkway to Kerr Avenue. These zig-zag movements put extra traffic onto east-west routes, and put more pressure on local streets and intersections.



Project Alternatives

There is currently one alignment with two interchange options at Market Street being considered. The two interchange options are a tight urban diamond interchange (TUDI) and a single point urban interchange (SPUI). Both interchange options would require less right-of-way than a traditional interchange.

The typical section is proposed as a four-lane elevated roadway. The roadway would begin just south of the intersection with Randall Parkway and Mercer Avenue and travel north, between Covil Avenue and Mercer Avenue to Market Street. It would then continue north, just west of Evans Street on new location and end at Martin Luther King Jr. Parkway. South of Market Street, the roadway would be elevated crossing over the CSX Railroad and Darlington Avenue. Darlington Avenue would be extended from Covil Avenue to Mercer Avenue to allow for connectivity. North of Market Street, the roadway would be an elevated structure from Market Street to Hurst Avenue.

A greenway is proposed along the east side of the roadway from Randall Parkway to Maides Park. The greenway would not be elevated.





Planning and Environmental Process

The proposed project is following a process outlined by the National Environmental Policy Act (NEPA).

In accordance with the NEPA, an Environmental Impact Statement (EIS) will be prepared, which is a federally required document that describes the purpose and need for the project, identifies project alternatives, and evaluates them for potential environmental effects.

Project Schedule

Project Planning Studies	Underway
Draft Environmental Impact Statement	2019
Public Hearing	2020
Final Environmental Impact Statement	2021
Record of Decision	2021
Right-of-Way Acquisition	2022
Construction	2025

2018-2027 STIP U-4434 Funding:

Right of Way: \$74,900,000.00 Construction: \$76,399,000.00

		Project Hi	story			
2002 Project initiated.	2010 Five corridorselect	detailed ors designs.	1 2014	i a f	2018 Updated Impact Inalyses For Alternatives 2, 7, & 8.	Technical studies updated and preliminar designs submitted
972 2002	2008 20	2011	2014 2	2016	2018 2018 NCDOT	2019

What's Next?

The next step in the planning process will be to publish the Draft Environmental Impact Statement for public review, hold a public hearing and receive feedback on the project designs, and select a preferred alternative. Once a preferred alternative has been selected, the designs will be refined and additional technical studies will be evaluated.

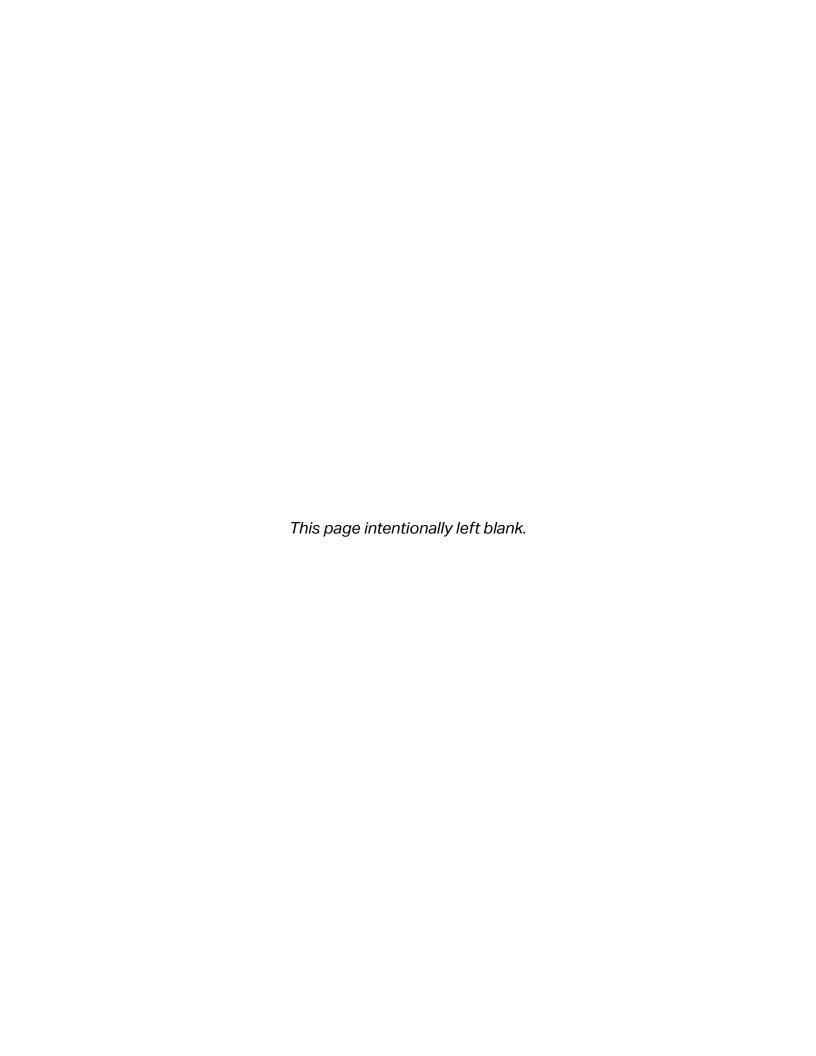
Visualizations



Boulevard Extension south of Market Street

Boulevard Extension north of Market Street

Martin Luther King Jr. Parkway interchange



From the intersection with Randall Parkway and Mercer Avenue to Martin Luther King Jr. Parkway (U.S. 74)
State Transportation Improvement Program Project No: U-4434

☐ PLEASE CHE	CK HERE IF YOU W	/ISH TO BE ADDE	D TO THE PROJECT MA	ILING LIST
PLEASE PRINT:				
			ZIP:	
E-MAIL:				
YOUR CO	MMENTS ARE IMF	PORTANT TO US!	PLEASE RETURN BY AU	IGUST 19, 2019
1. How did you hear	about us? (Please	circle one)		
Newsletter	Newspaper	TV/Radio	Friend/Relative	Doorhanger/Flyer
			s a homeowners associa	
3. Are you a busines				
4. Do you 🔲 own o	or \square rent the prop	erty?		
upcoming studies?	Please circle all tha	at apply: aesthetic	ou think are important to s, business, bus transit, h cilities and safety, and vel	istoric and cultural
	amond interchange	e. Images of these	ket Street, a single point interchanges are provide DI	
7. Additional comm	ents?			

From the intersection with Randall Parkway and Mercer Avenue to Martin Luther King Jr. Parkway (U.S. 74) State Transportation Improvement Program Project No: U-4434

 Please
 Place
 Stamp
Stamp Here

Susan Westberry, AICP AECOM North Carolina 201 N. Front Street, Suite 509 Wilmington, NC 28401





From the intersection with Randall Parkway and Mercer Avenue to
Martin Luther King Jr. Parkway (U.S. 74)
State Transportation Improvement Program
Project No. U-4434

Welcome!

Open House for the Independence Boulevard Extension Project

NCDOT STIP Project No. U-4434

Please Sign In Here

- Let Us Know You Attended
- Pick Up Handouts
- Review Information
- Ask Questions
- Provide Comments

Project Purpose and Need

Why is the project needed?

The need for the proposed Independence Boulevard Extension is demonstrated by the following:

- Deficient north-south regional roadway connectivity
- Deficient north-south system capacity
- Deficient linkage within and through New Hanover County

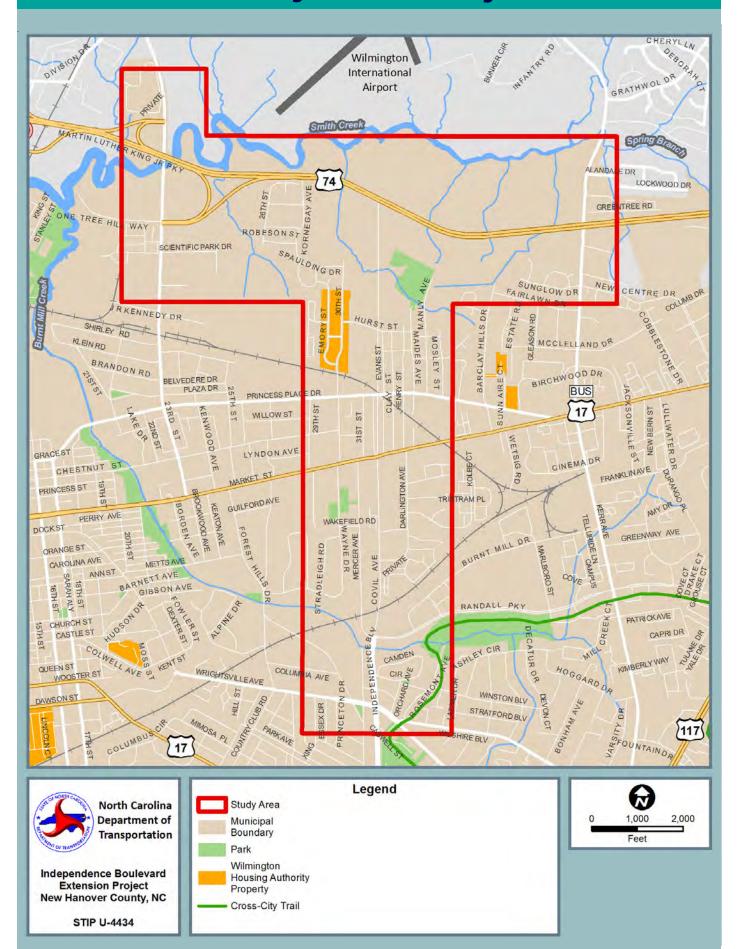
What is the purpose of the project?

The purpose of the project is to improve:

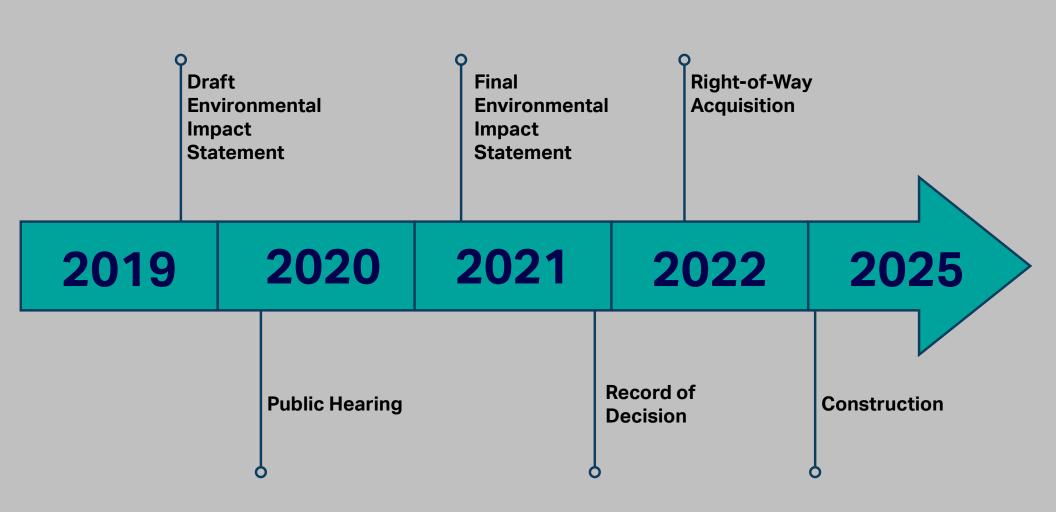
- Regional mobility,
- System traffic capacity,
- North-south connectivity between Shipyard Boulevard and Martin Luther King Jr. Parkway, and
- Transportation system linkage

from Randall Parkway in the vicinity of Independence Boulevard to Martin Luther King Jr. Parkway that is consistent with local and state transportation plans.

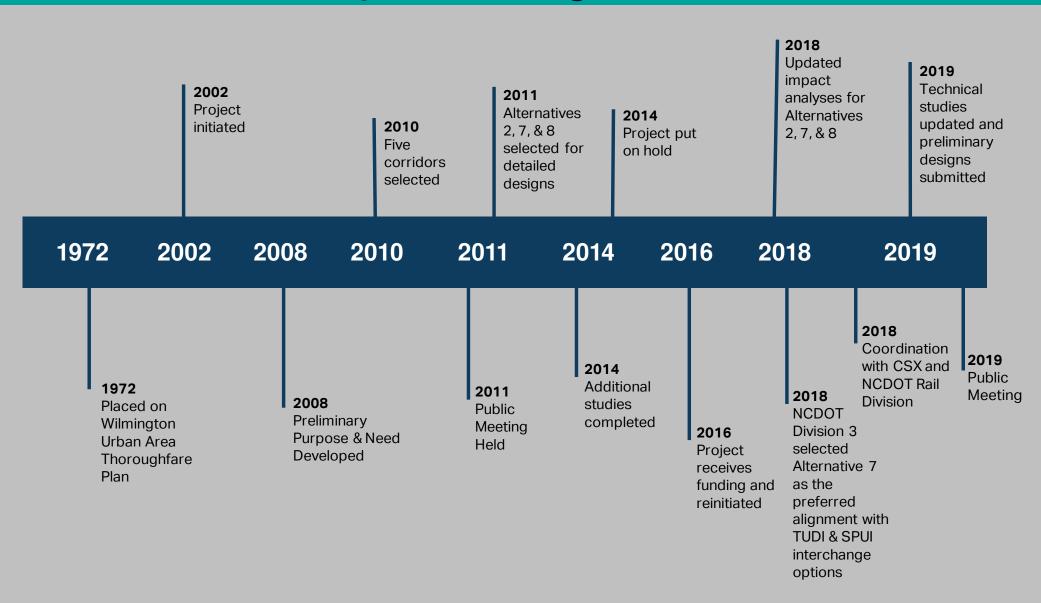
Project Vicinity



Project Timeline



Project Planning to Date





From the intersection with Randall Parkway and Mercer Avenue to
Martin Luther King Jr. Parkway (U.S. 74)
State Transportation Improvement Program
Project No. U-4434

Right-of-Way and Relocation Assistance Information



From the intersection with Randall Parkway and Mercer Avenue to
Martin Luther King Jr. Parkway (U.S. 74)
State Transportation Improvement Program
Project No. U-4434

Please leave your comments here.

Comments can also be submitted on the online comment portal:

https://publicinput.com/IndependenceBlvd
Or mailed to:

Krista Kimmel

NCDOT Highway Division 3 5501 Barbados Boulevard Castle Hayne, N.C. 28429 Susan Westberry, AICP AECOM North Carolina 201 N. Front Street, Suite 509 Wilmington, N.C. 28401

Or emailed to: khkimmel@ncdot.gov

Please submit comments by August 19, 2019





Independence Boulevard Extension From the intersection with Randall Parkway and Mercer Avenue to

From the intersection with Randall Parkway and Mercer Avenue to Martin Luther King Jr. Parkway (U.S. 74) State Transportation Improvement Program Project No. U-4434

Kids Activity Area



Alternative Comparisons

	Alternative 7		
Resource	SPUI	TUDI	
Project Features			
Length of Corridor (miles)	1.7	1.7	
Cons t (millions \$)	TBD	TBD	
ROW Cost (millions \$)	TBD	TBD	
Number of Interchanges	TBD	TBD	
Number of Railroad Crossings	2	2	
Number of Major Power Easement Crossings	1	1	
Socioeconomic Featu	ires		
Parks	1	1	
Places of Worship	4	4	
Cemeteries	0	0	
Schools	2	2	
Daycares	1	1	
Libraries	0	0	
Community Centers	0	0	
Greenways	1	1	
Fire Sta	0	0	
Hospitals	0	0	
Minority and/or Low-Income Popula esent	Yes	Yes	
Relocations ¹			
Business Reloca	45	53	
Residen eloca	88	106	
Total	133	159	
Physical Environme	nt		
Poten oise Impacts	TBD	TBD	
Farmland Soils (acres) ^{2,3}	97.84	100.89	
Hazardous Materials Sites	7	7	
Floodplains – 100-year including Floodway (acres) ³	4.92	4.96	
Floodplains – 500-year (acres) ³	1.25	1.26	
Floodway (acres) ³	0.39	0.39	
Preserva eas ⁴	1	1	
Cultural Resources and 4	·(f)/6(f)		
Archaeological Probability	TBD	TBD	
Historic Prope	0	0	
Se) Resources	2	2	
Se) Resources	0	0	
Natural Environme	nt		
Forested Land (acres) ^{5, 6}	76.75	77.67	
Stream Crossings	5	5	
Streams (linear feet) ³	891.3	892.1	
Wetlands (acres) ³	3.80	3.85	
Ponds	0	0	
Federally-Protected Species Habitat Present	Yes	Yes	
Biotic Resources: (acres) ⁶			
Coastal Plai omland Hardwoods	1.44	1.44	
Cypress Gum Swamp	1.31	1.32	
Maintained Disturbed	93.24	100.72	
Mesic Mixed Hardwood Forest	0.31	0.87	
Pine Flatwoods	67.77	68.14	
Pine Scrub Oak Sandhill	3.94	3.93	
Tidal Cypress Gum Swamp	1.98	1.98	
Total	170.00	178.39	

- Notes:
 1 Relocations are preliminary and have not been field verified
- Farmland soil impacts include prime farmland, farmland of statewide importance and farmland of unique importance.

- Impacts calculated using slope stake limits plus a 25-foot buffer.

 Maides Park NC NHP Managed Area
 Includes Coastal Plain Bottomland Hardwoods, Cypress Gum Swamp, Mesic Mixed Hardwood Forest, Pine Flatwoods, Pine Scrub Oak Sandhill and Tidal Cypress Gum Swamp.

 Impacts calculated using Right-of-Way limits.

NEPA Process

Identify Purpose of and Need for Project

Collect Data on Project Study Area

Analyze Preliminary Alternatives

****//

Select Detailed Study Alternatives

Evaluate Impacts on Detailed Study Alternatives

We are here

 \sim

Publish Draft Environmental Impact Statement



Select Preferred Alternative



Publish Final Environmental Impact Statement



Issue Record of Decision



Purchase Right-of-Way



Construct Project

Visualizations

Darlington Avenue Existing



Darlington Avenue Proposed



Hurst Street Existing



Hurst Street Proposed



Visualizations



Interchange Alternatives

Tight Urban Diamond Interchange

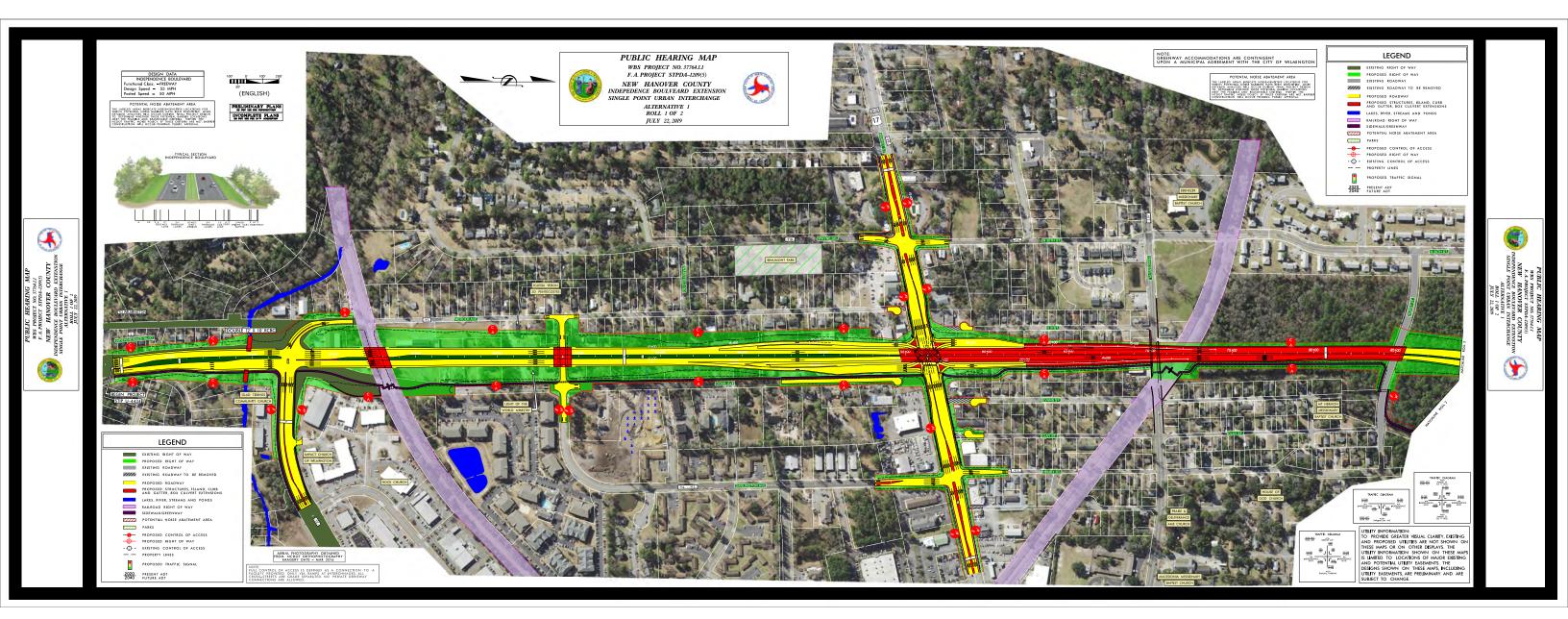
Alternative 1

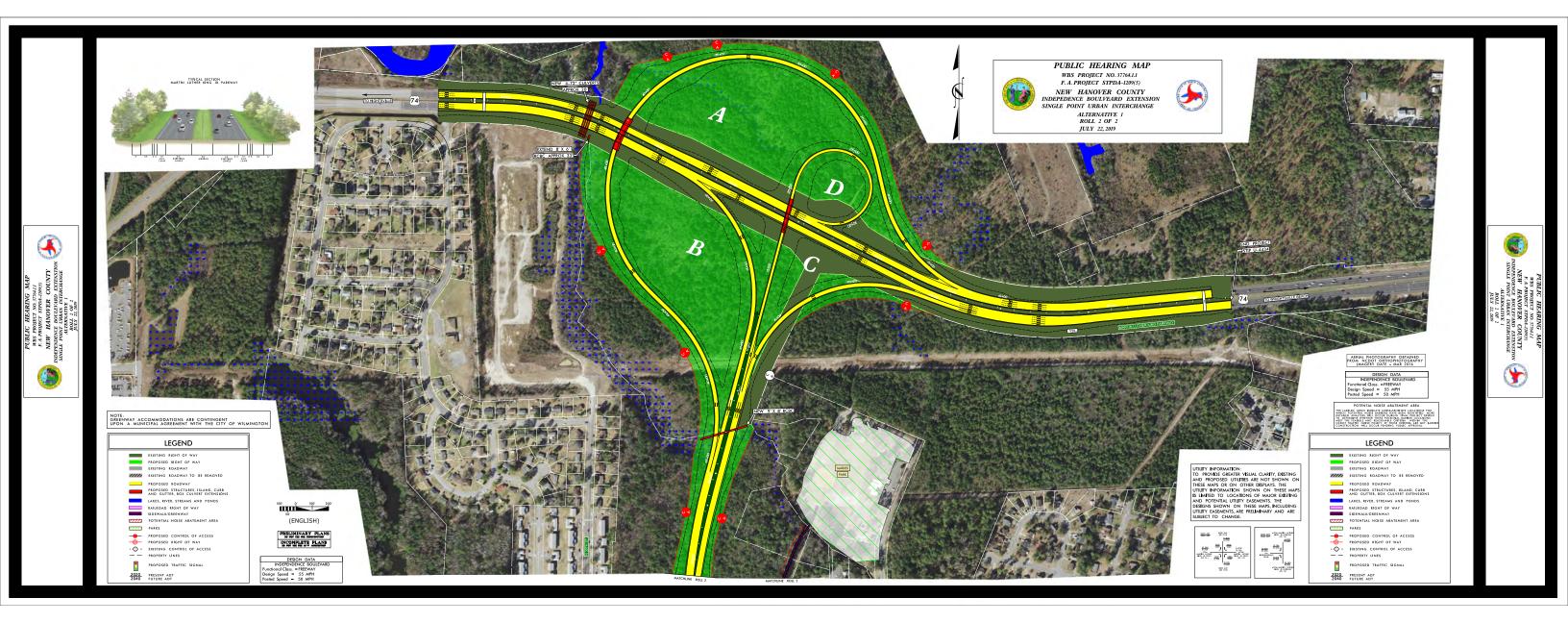


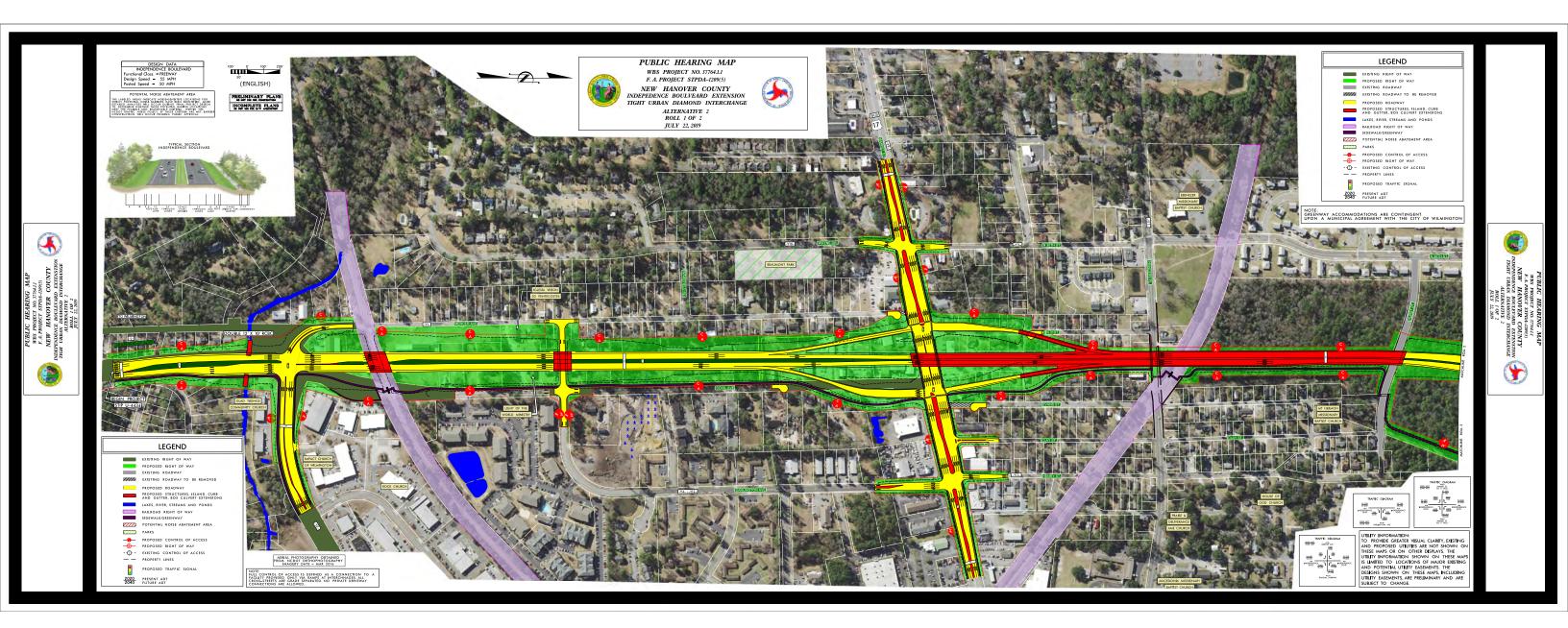
Single Point Urban Interchange

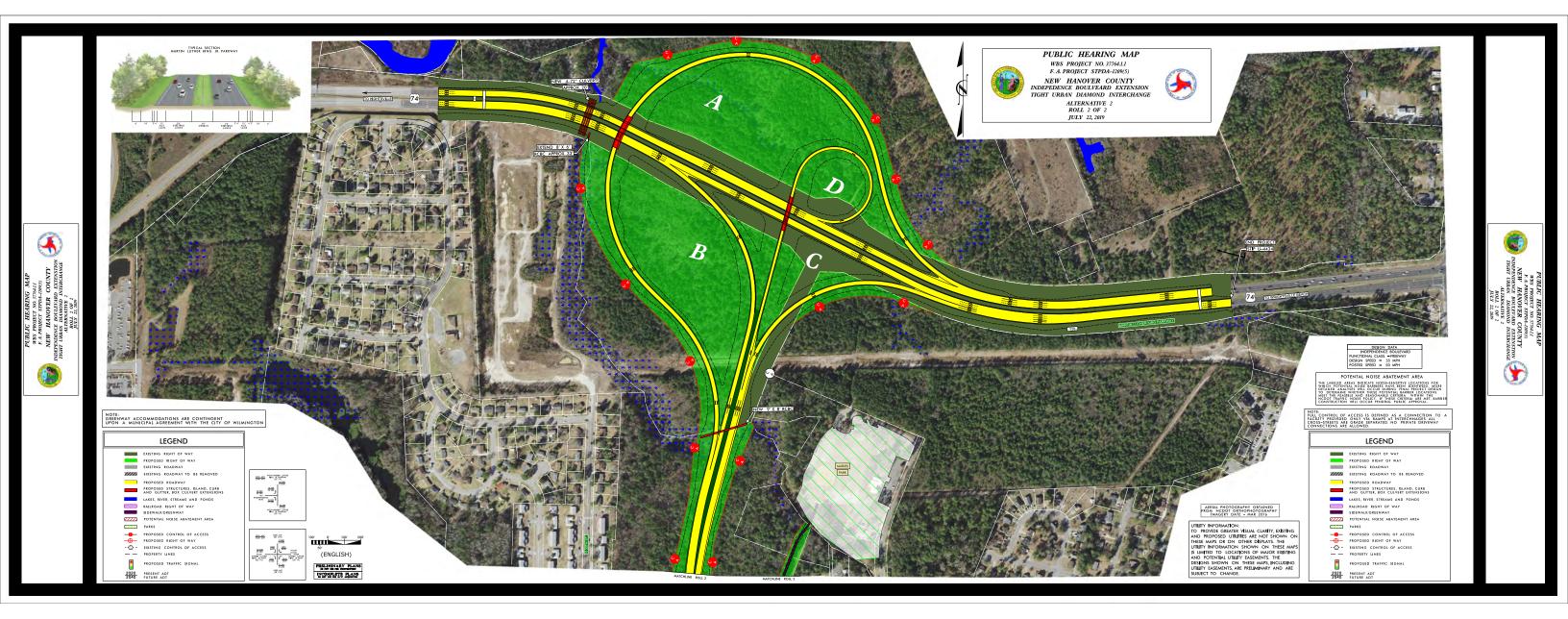
Alternative 2











Appendix E3

Targeted EJ Outreach - 2022



To: Krista Kimmel, PE Design Engineer 5501 Barbados Boulevard Castle Hayne, NC 28429 AECOM 5438 Wade Park Boulevard Raleigh, NC 27607

T: 919.854.6200 F: 919.854.6259 aecom.com

Project name:

U-4434 Independence Boulevard Extension- EJ Outreach

Date:

March 31, 2022

Memo

The purpose of this memorandum is to summarize the context, planning, execution, and outcome of the Environmental Justice (EJ) Outreach for U-4434 Independence Boulevard Extension project that took place February 22nd through 26th, 2022.

Project Summary

The U-4434 Independence Boulevard Extension project proposes a multi-lane facility on new location in New Hanover County. Located within the urban core of the City of Wilmington, the 1.7-mile long project would be an extension of existing Independence Boulevard from the intersection with Randall Parkway and Mercer Avenue to Martin Luther King, Jr. Parkway (US 74).

The proposed project would cross two existing CSX railroad rail lines that provide access to the Port of Wilmington. The NCDOT Board of Transportation has set forth guidelines for the treatment of highway-railroad intersections on new construction projects. The Rail Grade Separation Guidelines are based on the use of an exposure index which is the product of the number of trains per day and the projected average daily highway traffic at the end of the design period. Grade separations are justified in urban areas when the exposure index is 30,000 or more.

The two existing rail lines carry two to four trains per day. The projected average daily traffic for the project ranges from 47,500 vehicles per day to 52,000 vehicles per day. Therefore, the exposure indices (assuming only two trains per day) would range from 95,000 to 104,000. These indices are 3.17 times to 3.47 times the exposure threshold for at-grade crossings, thus requiring both rail crossings be grade-separated with a minimum clearance of 23 feet over the railroad line.

Planning the Outreach

A Draft Environmental Impact Statement (DEIS) for the project was submitted to Federal Highway Administration (FHWA) in March of 2020. Within their April 2020 comments on the DEIS, FHWA felt additional outreach was needed for the EJ communities that would be impacted by the project since it was clear that the impacts would be disproportionate in nature. The project was placed on hold shortly after FHWA's April 2020 comments.

Once the project became active again in late 2021, AECOM, NCDOT, and FHWA held a meeting to discuss next steps and appropriate outreach efforts for the EJ communities in the study area. To ensure that individuals being directly affected by, or directly adjacent to the project had ample opportunity to comment, it was decided that door-to-door surveys would be the most meaningful and effective method of outreach.

A mailing list was developed using the approved 2019 preliminary design plans and 2020 US Census data to identify the EJ parcels that would be directly impacted by the project. From that list and map, a plan was devised to identify households to visit during each day of the outreach (Attachment 1). The mailing list included approximately 434 addresses, and the

outreach list included approximately 326 parcels. A handout (Attachment 2) was mailed to each addressee on the mailing list on February 12, 2022. The handout alerted recipients that NCDOT would be doing door-to-door outreach and also offer an open house for residents to learn more about the project, ask questions, and provide comments. The handout also provided a link to a PublicInput.com site for the project where a comment form could be completed electronically. Door-to-door outreach was conducted February 22nd through 25th, 2022 and the open house was held February 26th, 2022 at the Davis Center in Maides Park.

Outreach Execution

Door-to-Door

The door-to-door outreach team included Ashley Bush Ervin and Christian Lanier from AECOM and D'André Corniffe, a member of the community. Each outreach team member had a safety vest, clip board, a copy of the mailed handout, and a map of the outreach area.

The outreach team would walk a street and within line of sight of the outreach team members, knock on the door of each home. With permission of the occupant, the outreach team would ask the ten questions on the comment form (included in the mailed handout on Attachment 2) and fill in the answers. The outreach team also reminded occupants, especially those who did not want to speak, there would be an open house Saturday, February 26th at Maides Park.

The door-to-door outreach schedule was as follows:

Date Time Period	Locations Completed
Tuesday, February 22 nd	- Montgomery Ave
4PM – 7PM	- 1/4 31 st St
Wednesday, February 23 rd	- 31 st St
9AM – 12PM	- Evans St and businesses along Market
	St
Wednesday, February 23 rd	- ½ Mercer Ave
4PM – 7PM	
Thursday, February 24th	- ½ Mercer St
9AM – 12PM	 Independence Blvd
	- Covil Ave
Thursday, February 24 th 4PM – 7PM	- Evans St

Open House at the Davis Center in Maides Park

The open house schedule and location were as follows:

Date Time Period	Location
Saturday, February 26 th	Davis Center at Maides Park
12PM – 3PM	1101 Manly Ave
	Wilmington, NC 28405

The open house took place in one of the meeting rooms of the Davis Center in Maides Park which is just north of the project area. In the room there were full-sized maps of each alternative, project visualizations on foam boards, and the project KMZ files uploaded on a laptop in case participants wanted to zoom into their property to better see how they could be affected by each alternative. The outreach team provided right of way process brochures, relocation assistance brochures, extra copies of the mailed handout, extra comment forms, and extra Title VI forms. Thirty-four individuals signed into the open house.

Comments Received

Number of Comments Received by Outreach Type	
Door-to-Door	31
PublicInput.com	9
Open House	6
Mailed	7
Total number of Comments	53

A total of 53 comments were received as a result of this outreach effort. When asked which alternative is preferred, many of the commenters said they preferred neither or were affected by both. For those who did chose one over the other, the tight urban diamond interchange (TUDI) was their preferred alternative. When asked about their primary concern in regard to the project, the most popular topics were relocation, noise/raised highway, safety, and property value impacts. All comments are attached to this memo (Attachment 3), but a few notable comments from each category are outlined below:

Notable Relocation Comments

- Upset about the loss of family history and concern about not being able to find replacement housing/affordable housing options in Wilmington. Would've appreciated a heads up of exactly when we were coming.
- Prefer neither one, but it seems logical that the less homes and businesses destroyed would be the way to go.
- Way too big to affect the desired purpose which supposedly "traffic flow" north and south. Appears that "land acquisition" is the over-riding the desired outcome.
- Drainage concerns. Worried about stormwater runoff increasing and affecting property.
- When talking about pricing what would those prices be and will they be fair. Uprooting people on fixed incomes with no other affordable options.

Notable Noise-Raised Highway Comments

- Preference for the project be kept at ground level to prevent potential homeless from gathering underneath it. We just got rid of some homeless who were breaking into homes.
- Preference for a 3rd option, at grade, potential homeless problem concerns me, and a sound barrier.

Notable Safety Comments

- What manner of lighting will this project provide? With the increased amount of traffic that will be in our area, we would like to have a huge amount of lighting; few shrubs; and some sort of partition/barrier/wall to keep folks (homeless individuals who may camp out under the ramp/bridge) on the ground and under the ramp away from our homes.
- Preference for a third alternative, that has less openings left under the overpasses. We have concerns about crime increasing in our neighborhood with the growth of overpasses so close to our homes.
- Preference for the pedestrian safety measures that are predominantly included in the TUDI alternative. I also can see a better flow of traffic in the TUDI for the inevitable vehicle collisions and delays.
- Safety concerns about the cul-de-sac and the bridge and the kind of folks that will bring.

Notable Property Values Comments

- Requests for NCDOT to provide financial compensation to those who will be affected by home and property values decreasing.
- Losing access at the rear of my home. Noise making my property less valuable. Losing existing street plantings that help shield view of stop light and noise, etc.

Notable observations and comments heard by the Outreach Team:

Observations

- There was much frustration around the length of time the project has been going. Residents just want to know when it will happen and want the project to start moving. They feel as if they are in limbo.
- Approximately 50% of the individuals the outreach team spoke with were renters and of those, few knew about the
 project at all.
- There may be a larger Spanish speaking population than indicated by the census data and items should be translated.
- Business owners should be reached out to separately.

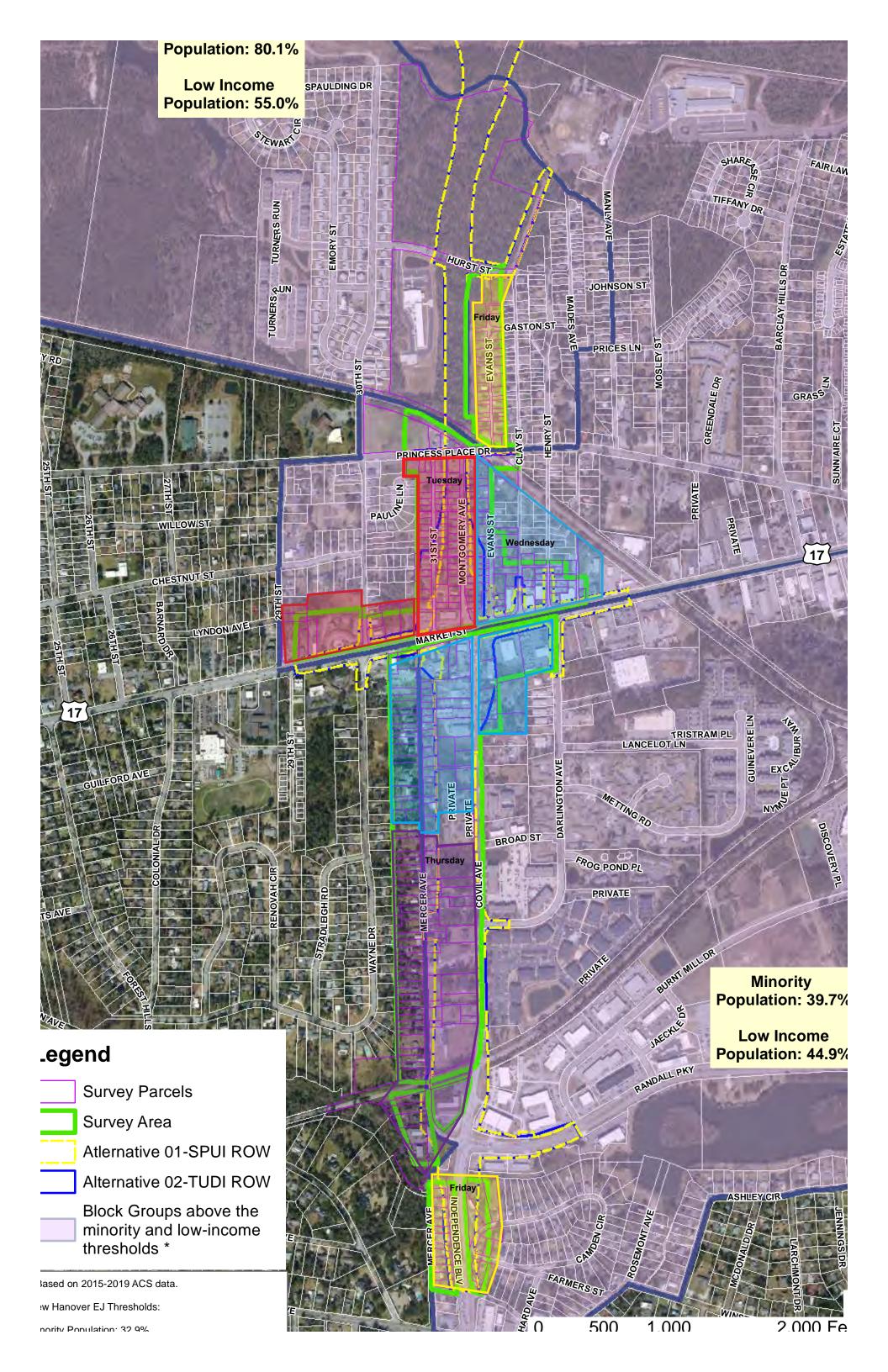
Notable Comments

- Homeowners concerned about not being able to stay in the city due to rising home prices, lack of space, and no
 other affordable housing available. Worried market value won't be enough to keep them in Wilmington.
- Concerns for property values being decreased due to the proximity to the highway.
- Major concern for neighborhood continuity/community cohesion because this neighborhood is well established and
 many folks that live there grew up there. If the neighborhood will no longer exist, their history will be lost.
- One of the homeowners suggested the project go down Randall because it is mostly industrial and would disturb less people.
- Worried about the road being above grade and increasing traffic noise.
- Residents south of Market Street and Mercer Avenue were concerned about how much of their backyards would be taken.
- Fear of cul-de-sacs and overpasses increasing criminal activity and homeless populations.
- Accessibility concerns for school busses and emergency service vehicles due to reduced connectivity and ease of access.
- Several community members felt disenfranchised about the whole ordeal, stating they have no power to change the course of the project - "DOT is going to do this anyway".
- Concerns for the elderly population having to move and who would assist them.

Follow-up

This information will be added to the DEIS and the project's Public Involvement Plan. Additional coordination with the community will continue throughout the project planning phase and through design. EJ concerns identified during outreach efforts and potential mitigation strategies are located in Attachment 4.







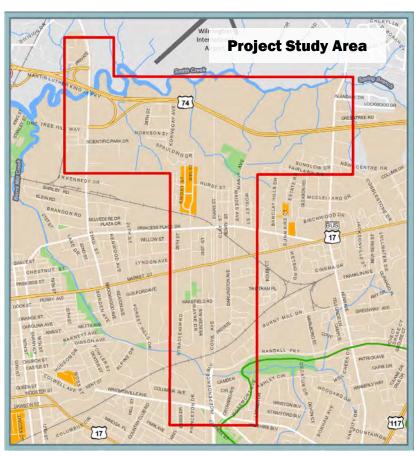
Independence Boulevard Extension

From the intersection with Randall Parkway and Mercer Avenue to Martin Luther King Jr. Parkway (U.S. 74) NCDOT State Transportation Improvement Program (STIP) Project No: U-4434

February 2022

Door-to-Door Surveys: February 22 - 25
Open House: February 26th at Maides Park Davis Center from 12pm - 3pm

Representatives from the N.C. Department of Transportation will be coming door-to-door during the week of February 21, 2022. In case you miss the representatives, there will be an open house at the Maides Park Davis Center on Saturday, February 26th from 12pm - 3pm. NCDOT would like to hear your answers to the questions included at the end of this mailing and will also be able to answer questions you may have about the project.



Project Overview

The N.C. Department of Transportation is proposing to build a new road in Wilmington. The proposed 1.7-mile long Independence Boulevard Extension would be an extension of the existing Independence Boulevard (S.R. 1209) on new location from the intersection with Randall Parkway and Mercer Avenue to Martin Luther King Jr. Parkway (U.S. 74).

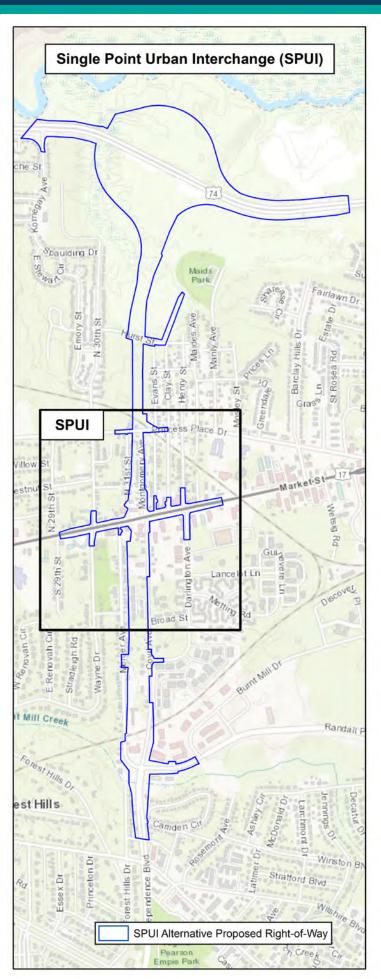
The purpose of the project is to improve traffic movement in the City by creating a new north-south roadway. The proposed project is listed in the 2020-2029 NCDOT State Transportation Improvement Program (STIP) as Project Number U-4434.

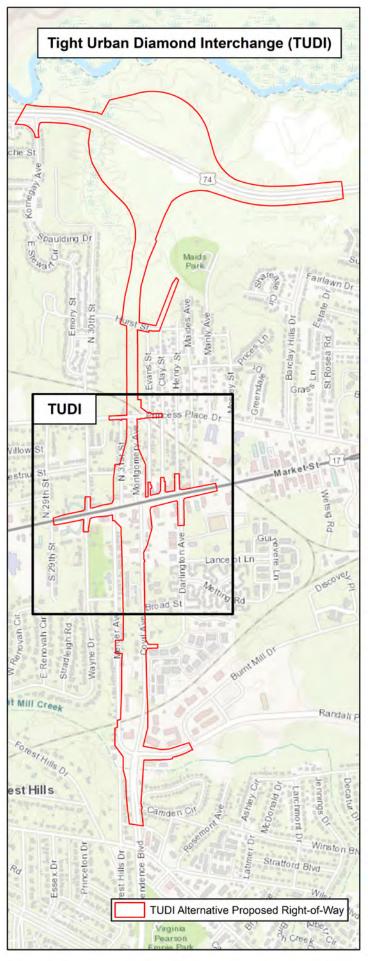
Project Alternatives

The two alternatives being considered share the same alignment but have a different interchange option at Market Street. The two interchange options are a single point urban interchange (SPUI) and a tight urban diamond interchange (TUDI). Both interchange options would require less land area than a traditional interchange.

The roadway is proposed as an elevated, four-lane roadway. The roadway would begin just south of the intersection with Randall Parkway and Mercer Avenue and travel north, between Covil Avenue and Mercer Avenue to Market Street. It would then continue north, just west of Evans Street on new location and end at Martin Luther King Jr. Parkway. South of Market Street, the roadway would be elevated crossing over the CSX Railroad and Darlington Avenue. Darlington Avenue would be extended from Covil Avenue to Mercer Avenue to allow for cars and pedestrians to cross under the new roadway. North of Market Street, the roadway would be an elevated structure from Market Street to Hurst Street.

A greenway is proposed along the east side of the roadway from Randall Parkway to Maides Park. The greenway would not be elevated.





What is a SPUI?

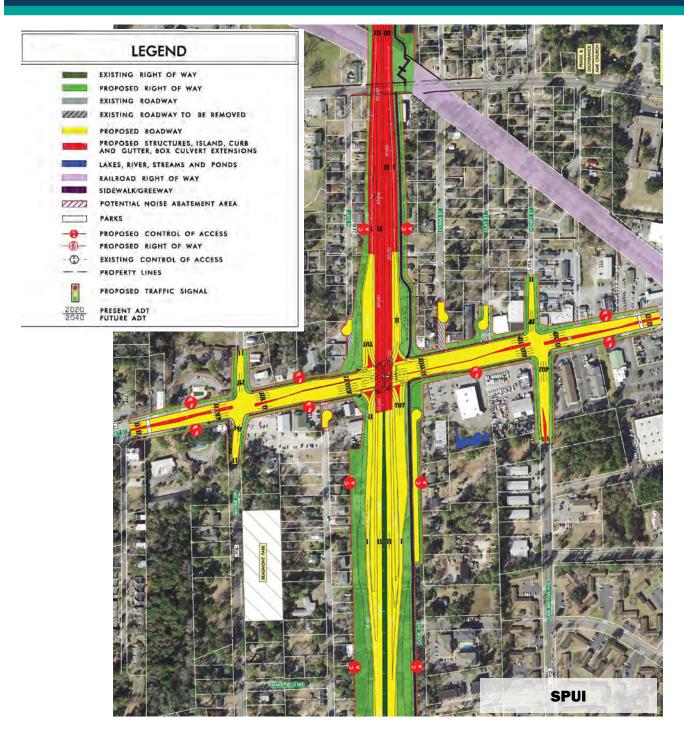
A single point urban interchange (SPUI) is a type of highway interchange designed to help move large volumes of traffic through limited amounts of space (urban areas) safely.



What is a TUDI?

A tight urban diamond interchange (TUDI) is a smaller version of a standard interchange used in areas where there is a limited amount of space (urban areas).



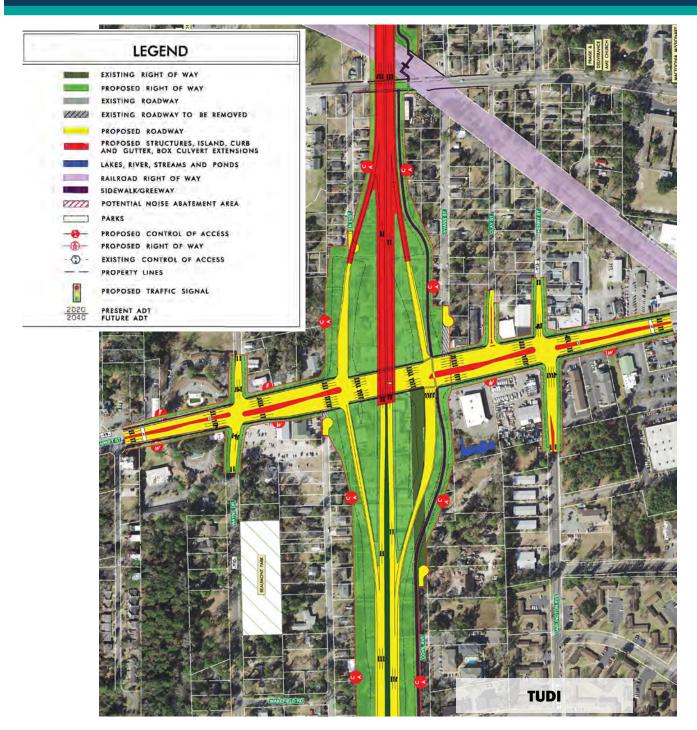


SPUI PROS

- Provides better traffic operation. Both left turn lanes at the Market Street intersection can move at the same time.
- Requires less residential and business relocations than the TUDI alternative.

SPUI CONS

- Pedestrian crossings at Market Street provided by the SPUI alternative require pedestrians to cross the right turns to and from the ramps without a separate pedestrian signal.
- Pedestrian crossings are located under a bridge and may require the addition of lighting for safety.
- Requires 58 homes and 29 businesses to relocate.



TUDI PROS

- Provides pedestrians a crosswalk that is timed
 with traffic signals.
- Pedestrian crossings would occur away from the bridge structure and would not require extra lighting.

TUDI CONS

Requires more residential and business relocations than the SPUI alternative (69 residential and 37 business).

More Project Information

Overall Project Benefits

- Additional bicycle and pedestrian connections in the area through the addition of sidewalks.
- A greenway path will be located along the east side of the project from Randall Parkway to Maides Park.
- The project will provide a greenway connection from McCrary Park to Maides Park.

Overall Project Cons

- The new roadway is elevated on a raised bank from Randall Parkway to Market Street.
- The project would cut through existing residential neighborhoods both north and south of Market Street.
- The project would introduce additional traffic noise in residential areas.



What's Next?

The next step in the planning process will be to publish the Draft Environmental Impact Statement for public review. Following the publication of the document, a public hearing will be held to receive feedback on the project designs and select a preferred alternative.

Once a preferred alternative has been selected, the designs will be refined and additional technical studies will be evaluated.

Project Schedule		
Project Planning Studies Underway		
Draft Environmental Impact Statement	2022	
Public Hearing	2022	
Final Environmental Impact Statement	2023	
Record of Decision	2023	
Right-of-Way Acquisition	2024	
Construction	2028	

Latest Verified Cost Estimate:

Right of Way: \$67,093,000.00

Utilities: \$3,632,000.00

Construction: \$122,350,000.00

YOUR COMMENTS ARE IMPORTANT TO US! PLEASE RETURN BY MARCH 12, 2022.

If you are unavailable for an in-person survey, you are welcome to fill out the survey online at:

https://publicinput.com/U4434

or scan the following QR code with your smart phone camera:



PLEASE CHECK HERE IF YOU WISH TO BE ADDED TO THE PROJECT MAILING LIST PLEASE PRINT:		
_		
	S:	
		ZIP:
	e opportunity to review the project n	naterials?
2. What aspects of	this project and/or the proposed alt	ernatives do you like?
3. Do you prefer on	e of the proposed alternatives over	the other? If so, why?
4. Does the project	directly affect you? If so, how?	
5. What concerns c	lo you have about the project?	
		hat improvements or benefits would you like to ly, your neighborhood, or community)
7. Additional comm	ents?	

Independence Boulevard Extension

From the intersection with Randall Parkway and Mercer Avenue to Martin Luther King Jr. Parkway (U.S. 74)

State Transportation Improvement Program Project No: U-4434

Susan Westberry, AICP AECOM North Carolina 201 N. Front Street, Suite 509 Wilmington, NC 28401

Please
Place
Stamp
Here

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: Door-to-Door Surveys	Date:
Location:	
STIP No.: U-4434	
Project Description: Independence Boulevard Extension	

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: Male Female	
Street Name: (i.e. Main Street) Total Household Income:	Age: ☐ Less than 18 ☐ 45-64 ☐ 18-29 ☐ 65 and older	
Less than \$12,000	30-44	
	Have a Disability: ☐ Yes ☐ No	
Race/Ethnicity:	National Origin: (if born outside the U.S.)	
White	☐ Mexican	
Black/African American	Central American:	
Asian	South American:	
American Indian/Alaskan Native	☐ Puerto Rican	
☐ Native Hawaiian/Pacific Islander	Chinese	
Hispanic/Latino	☐ Vietnamese	
Other (please specify):	Korean	
	Other (please specify):	
How did you hear about this meeting? (newspaper advertisement	ent, 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!

Independence Boulevard Extension

From the intersection with Randall Parkway and Mercer Avenue to Martin Luther King Jr. Parkway (U.S. 74)
State Transportation Improvement Program Project No: U-4434

Susan Westberry, AICP AECOM North Carolina 201 N. Front Street, Suite 509 Wilmington, NC 28401

Please
Place
Stamp
Here

Your Input is Important

The N.C. Department of Transportation is seeking comments and ideas from the residents neighboring the Independence Boulevard Extension Project about the types of improvements or benefits that could be included with the project. Since the project would cause changes to your community, your input is very important to shaping the project moving forward.

Need Language Assistance?

Persons who do not speak English, or have a limited ability to speak or understand English, may receive interpretive services upon request. NCDOT will provide auxillary aids and services under the Americans with Disabilities Act for disabled persons who wish to participate and require special services. Call 1-800-481-6494 to request interpretive or other special services.

Aquellas personas que no hablan inglés, o tienen limitaciones para leer, hablar o entender inglés, podrían recibir servicios de interpretación si los solicitan antes de la reunión llamando al 1-800-481-6494.

Questions? Comments? Please Contact Us!

Please visit our website for the latest project information:

www.ncdot.gov/projects/independenceboulevard

> Krista Kimmel, P.E. - NCDOT 5501 Barbados Boulevard Castle Hayne, N.C. 28429 khkimmel@ncdot.gov

Susan Westberry, AICP AECOM North Carolina 201 N. Front Street, Suite 509 Wilmington, N.C. 28401

> Project Hotline 1-800-233-6315





Survey Question: What aspects of this project and/or the proposed alternatives do you like?
I am concerned about my business at 3501 & 3601 Market Street; North State Acceptance being
affected negatively. We have been in that location since 1999.
Need additional information to decide.
We would like to see a third alternative, that has less openings left under the overpasses. We have concerns about crime increasing in our neighborhood with the growth of overpasses so close to our homes.
I prefer the SPUI Alternative. It seems to be designed to move larger volumes of traffic than the TUDI Alternative.
Prefer TUD1; Prefer TUDI
Prefer TUDI
No opinion
I enter my property from the back only. I want NO CA on the back of my property. Dislike. Just way too big, costly, with many options not needed. If the DOT/Wilmington City is going to do this, which I know they are, then do it purposely, effectively without so much glitter and
waste.
N/A
Don't like house getting torn down.
Nothing
N/A
Nothing
I would like a 3rd option, at grade, potential homeless problem concerns me, and a sound barrier. Non-elevated
@ Grade
Prefer at grade
Want project to be at grade
Want 3rd option. Would like project to be at ground level.
N/A
None
N/A
N/A
N/A
N/A
None
None
None. I would like for the project to be at grade level.
Want project at grade level
N/A
Don't like any
N/A
·
In favor as long as home is not impacted and land is not taken
·

	Survey Question: Do you prefer one of the proposed alternatives
Name	over the other? If so, why?
Jim Ratcliff	No
Willidean Wilkerson	No
	I prefer the pedestrians safety measures that are predominantly
	included in the TUDI alternative. I also can see a better flow of traffic
	in the TUDI for the inevitable vehicle collisions and delays,
Bertha Boykin Todd	See above.
Michael Bochey	Prefer TUD1
Michael Bochey	Prefer TUDI
Linda Goodman	TUDI - pedestrian safety
Adam Spartes	Both affect me the same
Rhonda Bentley LaMarsh	The first because of less impact than the second.
	Prefer neither one, but it seems logical that the less homes and
Thomas Bazemore	businesses destroyed would be the way to go.
Rosalie Williams Eldridge	No
Charles Ogiba	No
Deborah Davis	None
Ashija Jones	N/A
Valeria Hale	N/A
Adam Sparks	
Ryan Bartsch	Non-elevated
Gerardo Feregrino	No
Raymond Fowler	
Lola Fleming	Don't like either
Daryl Drayton	No
Lesley Rosdez	N/A
Chester and Anita	
Albert Gaines	None - prefer at grade
Virginia Sneed	
Larry Milles	N/A
Robert Kearns	N/A
Adriana Shannon	N/A
Alfreda Grady	None
Otha Swepson	No
Danita Gaines	None
Nikki Toney	None
Carlos Mack	None
Tom Donaldson	No
Frank Hendrickson	N/A
Barbara Simmons	
Alkira Graham	N/A
Pauline Miller	Smaller
N. Toodle	N/A

Name	Survey Question: Does the project directly affect you? If so, how?
	Yes, I have a business at 3501 and 3601 market Street; North State Acceptance and have conducted
	business there since 1999. I am greatly concerned it will affect my business or I may even have to
Jim Ratcliff	move it.
Willidean Wilkerson	Yes, home ownership on Evans Street.
	With plans of an elevated roadway, we will have increased noise pollution, storm water runoff
	pollution and flooding if the drainage is not planned well enough for the neighborhoods at the lower
	land. The proposed control of access empty out near our home, so the increased traffic along our
	street concerns us as our house sits very close to Mercer Ave.
Bertha Boykin Todd	Yes. Both options will effect the value of our home. Our property's value will greatly decrease.
	TUDI - My property need to be purchased
Michael Bochey	SPUI - My property may not be purchased
	TUDI - My property need to be purchased
Michael Bochey	SPUI - My property may not be purchased
Linda Goodman	Yes, property impacted totally on both
Adam Spartes	Yes, I will potentially be losing some of my backyard.
	Yes, My property is at the beginning of the project from the Wrightsville Ave. end. As it stands now my
Rhonda Bentley LaMarsh	driveway entry is on right of way property.
Thomas Bazemore	Yes, it takes part of my back yard, storage unit, trees and shrubs.
Rosalie Williams Eldridge	
Charles Ogiba	Yes, in the middle of project
Deborah Davis	Yes, own home. Concern about price of home.
Ashija Jones	Yes, concern about moving, how renters will be helped
Valeria Hale	Yes, renter. Will renter be provided for moving
Adam Sparks	
Ryan Bartsch	Yes, we own the home
Gerardo Feregrino	Yes
Raymond Fowler	
Lola Fleming	Yes, renter
Daryl Drayton	Yes, rent
Lesley Rosdez	Rent effects
Chester and Anita	
Albert Gaines	Raised highway right behind house
Virginia Sneed	
Larry Milles	Yes, renter
Robert Kearns	Yes, rent. Rent Subsidies, moving expenses.
Adriana Shannon	Yes, rent
Alfreda Grady	Yes
Otha Swepson	Yes, own home
Danita Gaines	Yes
Nikki Toney	Yes, moving expense. Rent subsidy, will Sec 8 be available
Carlos Mack	Project will home, noise and trash
Tom Donaldson	Property value
Frank Hendrickson	Will run behind home
Barbara Simmons	N/A
Alkira Graham	Doesn't directly affect her
Pauline Miller	Possibly takes some of
N. Toodle	Will have to move far

Name	Survey Question: What concerns do you have about the project?
	I am concerned that the project will negatively affect my business at 3501 and 3601 Market St.:
Jim Ratcliff	North State Acceptance. Or I may even have to move it and I have been there since 1999.
Willidean Wilkerson	Relocation of residence.
	The overpasses being left open underneath can and will bring crime to the neighborhood. The
	empty dark spaces under the overpass could greatly decrease our safety near our homes.
	What manner of lighting will this project provide? With the increased amount of traffic that will
	be in our area, we would like to have an huge amount of lighting; few shrubs; and some sort of
	partition/barrier/wall to keep folks (homeless individuals who may camp out under the
Bertha Boykin Todd	ramp/bridge) on the ground and under the ramp away from our homes.
Michael Bochey	
Michael Bochey	SPUI has C/A on my property. Needs to be changed to R/W. Need drive way for 29 Covil and 33
Linda Goodman	None
	I am not fond of the idea of making my street a cul de sac. I really think there should be some
Adam Spartes	sort of sound wall.
'	
	Losing access at the rear of my home. Noise making my property less valuable. Losing existing
Rhonda Bentley LaMarsh	street plantings that help shield view of stop light and noise, etc.
	Way too big to effect the desired purpose which supposedly "traffic flow" north and south.
Thomas Bazemore	Appears that "land acquistion" is the over-riding the desired outcome.
Rosalie Williams Eldridge	None
Charles Ogiba	Have to move. Price for move and home.
Deborah Davis	Time frame, pedestrian traffic.
Ashija Jones	Moving expenses, pedestrian traffic
Valeria Hale	Destroying neighborhood
Adam Sparks	
Ryan Bartsch	None
Gerardo Feregrino	Lack of information, timing
Raymond Fowler	
Lola Fleming	Get tossed out, need moving expenses, rent subsidy or Sec 8
Daryl Drayton	Homeless under overpass, trash thrown over side
Lesley Rosdez	Concerns about housing
Chester and Anita	Interested in them buying the property - don't want the noise
Albert Gaines	
	Concerned about how access for transportation will be - how to get in and out. She would need
Virginia Sneed	transportation at 93.
Larry Milles	Moving expenses, rent subsidy
Robert Kearns	Construction zones
Adriana Shannon	Provision for moving, rental assistance
Alfreda Grady	
Otha Swepson	Noise, property value
Danita Gaines	Homeless living underneath the over pass
Nikki Toney	
Carlos Mack	Noise, trash, homeless people, close
Tom Donaldson	Noise and light problem, vehicle exhaust. Construction and diverted traffic
Frank Hendrickson	Closing Mercer and Market as construction happens
Barbara Simmons	
Alkira Graham	No concerns
Pauline Miller	Sound wall being built
N. Toodle	None

Name	Survey Question: Based on the community changes that may occur, what improvements or benefits would you like to see included with this project? (e.g. for you or your family, your neighborhood, or community)
Jim Ratcliff	
Willidean Wilkerson	Additional walk trails and beautification of existing neighborhoods.
	I would like to see the pollution (noise, water runoff and road debris) addressed in the planning. Also the safety of our neighborhood with the addition of many overpasses so close to our home.
	If the proposed plan is to make the intersection at Mercer and Market a cul de sac, that SHOULD eliminate traffic on Mercer. It would helpful if a traffic light be placed at the intersection of Wayne and Market to allow for an exit from Mercer (down Wakefield to Wayne). OR Place a traffic light at the intersection of Darlington and Market to provide an exit from Mercer
Bertha Boykin Todd	since Darlington Avenue will be used as a way to get to Market.
Michael Bochey	
Michael Bochey	
Linda Goodman	Be sure safety of people is maintained
Adam Spartes	
Rhonda Bentley LaMarsh	Can only think of how this will impact me right now.
	No overpass on either market or over CSX railroad. I've been coming/visiting/living at 702 Mercer Ave for over 12 years and neither my wife or I have ever seen a train crossing Covil Ave. I've heard the train at night but never seen one during the day. Why in the world would one put
Thomas Bazemore	an overpass that is certainly not needed?
Rosalie Williams Eldridge	N/A
Charles Ogiba	The greenway idea.
Deborah Davis	
Ashija Jones	
Valeria Hale	
Adam Sparks	
Ryan Bartsch	Landscaping
Gerardo Feregrino	Don't know at this time
Raymond Fowler	
Lola Fleming	
Daryl Drayton	
Lesley Rosdez	
Chester and Anita	Safety concerns about the cul de sac and the bridge and the kind of folks that will bring
Albert Gaines	If you can provide bike trails. Please provide speed bumps along
Virginia Sneed	
Larry Milles	pedestrian traffic
•	P.

Robert Kearns	Sad that this would not be residential upgrade to homes
Adriana Shannon	Cara trial t
Alfreda Grady	
Otha Swepson	Noise from over pass, property value
Danita Gaines	
Nikki Toney	
Carlos Mack	Pedestrian pathway sounds good
Tom Donaldson	Planting trees to replace ones lost in development
Frank Hendrickson	Greenway looks cool
Barbara Simmons	Pedestrian walkway should be good
Alkira Graham	Seems to be a benefit. May increase property value. No personal
Pauline Miller	Nothing if it takes more land
N. Toodle	None

Name	Survey Question: Additional comments?
Jim Ratcliff	
Willidean Wilkerson	What are the plans for relocating businesses and residences?
	Additionally we would be interested in knowing about the future
	detours once construction will begin, knowing what will be done to
	safely manage the pollution and contaminates of a large roadway as
	we will be faced with all of it coming down the hill to our front door
	due to the elevation. The safety of pedestrians so we can walk
	around our city with ease.
	Since our home and property values will decrease, will you provide
Bertha Boykin Todd	financial compensation to those of us who will be affected?
Michael Bochey	
	Need to changed controlled access on SPUI to right of way so 29
Michael Bochey	and 33 Covil houses can have driveways
Linda Goodman	
	I would prefer the project be kept at ground level to prevent
	potential homeless from gathering underneath it. We just got rid of
Adam Spartes	some homeless who were breaking into homes.
Rhonda Bentley LaMarsh	None
Thomas Bazemore	
Rosalie Williams Eldridge	N/A
Charles Ogiba	
Deborah Davis	None
Ashija Jones	
Valeria Hale	
Adam Sparks	
Ryan Bartsch	
Gerardo Feregrino	
Raymond Fowler	
Lola Fleming	
Daryl Drayton	
Lesley Rosdez	
	Does not think project is a bad idea - hopes to not be in the
	neighborhood much longer
	Upset about the loss of family history and concern about not being
	able to find affordable housing option. Would've appreciated a
Chester and Anita	heads up of exactly when we were coming.
	Drainage concerns Werried about any water When talking about
	Drainage concerns. Worried about any water. When talking about
Albert Gaines	pricing what would those prices be and will they be fair. Uprooting people on fixed incomes with no other affordable options.
Virginia Sneed	people on the meetings with no other unordubic options.
Larry Milles	
Robert Kearns	<u> </u>
Adriana Shannon	
Alfreda Grady	
Allieua Grauy	

	Alternative timings/ option needs to be set up for families and individuals who work during Saturdays. Right of way concerns and
Otha Swepson	noise and safety
Danita Gaines	Concern about noise level
Nikki Toney	
Carlos Mack	
	Thinks Kendall and Carr would be better alternative. No issues, just
Tom Donaldson	industrial area and a 4 lane road.
Frank Hendrickson	
Barbara Simmons	Would like freeway at ground level
Alkira Graham	
Pauline Miller	
N. Toodle	

Attachment 4: Identified EJ Concerns and Potential Mitigation	on Strategies

U-4434 INDEPENDENCE BOULEVARD

IDENTIFIED EJ CONCERNS AND POTENTIAL MITIGATION STRATEGIES

Identified Concern

Safety – citizens fear cul-de-sacs and overpasses will increase criminal activity and homeless populations. There was concern that the cul-de-sacs would result in increased crime since there would be no through traffic and law enforcement do not typically patrol dead end streets. There were requests for lighting and fencing to deter homeless from camping out beneath the bridges and accessing private property adjacent to the bridges. There was a preference noted for an alternative that had less openings beneath the bridge (bridge from Market to Hurst); citizens fear that crime would increase with the overpasses being so close to homes. Also are concerns from property owners adjacent to the multi-use path. Would like to see some fencing or other amenity to keep people away from their property.

Potential Mitigation Strategies

- Connect cul-de-sac streets
- Incorporation of lighting
- Addition of emergency phones
- Tall, controlled access (CA) measures along end bents of bridges

Identified Concern

Connectivity – citizens are concerned that accessibility will be an issue for school buses and emergency service vehicles due to reduced connectivity and ease of access. Citizens feel the road bisects the community and want to ensure that it will remain walkable. Prefer the TUDI option due to pedestrian accommodations at the intersection with Market Street.

Potential Mitigation Strategies

- Connect cul-de-sac streets
- Add extra sidewalk connections

Identified Concern

Bridging from Market to Hurst – citizens are opposed to the long bridge from Market to Hurst. Are concerned that the large overpass area will be a safety issue and also will be visually unappealing. Concerns were also raised about the noise of vehicles on the bridge. If the road were at-grade, noise walls could be used to block some of the roadway noise.

Potential Mitigation Strategies

- Tall, controlled access (CA) measures along end bents
- Use of Mechanically Stabilized Earth (MSE) retaining wall
- Addition of a park area or other amenities

Identified Concern

Relocation and Property Values – citizens are very concerned with finding comparable housing in Wilmington. The neighborhood is one of the only affordable areas remaining in the city. Moving out of the city to find affordable housing would be an undue burden and decrease their quality of life. Those not being displaced are concerned their property values will drop significantly.

Potential Mitigation Strategies

North Carolina has a ROW process in place that follows Federal Code. The state understands that this project presents a unique circumstance with the cost and availability of housing in the Wilmington market and will work with FHWA, the City of Wilmington, and the community to identify adequate compensation. This may include opportunities for advanced ROW acquisition.

Identified Concern

Community Cohesion – citizens are concerned about neighborhood continuity/community cohesion because the neighborhood is well established and many that live there grew up there. If the neighborhood is destroyed, their history is lost.

Potential Mitigation Strategies

- Development of working groups
- Development of a neighborhood plan

MSE Wall Visualizations

Overview



Princess Place Drive



Hurst Street

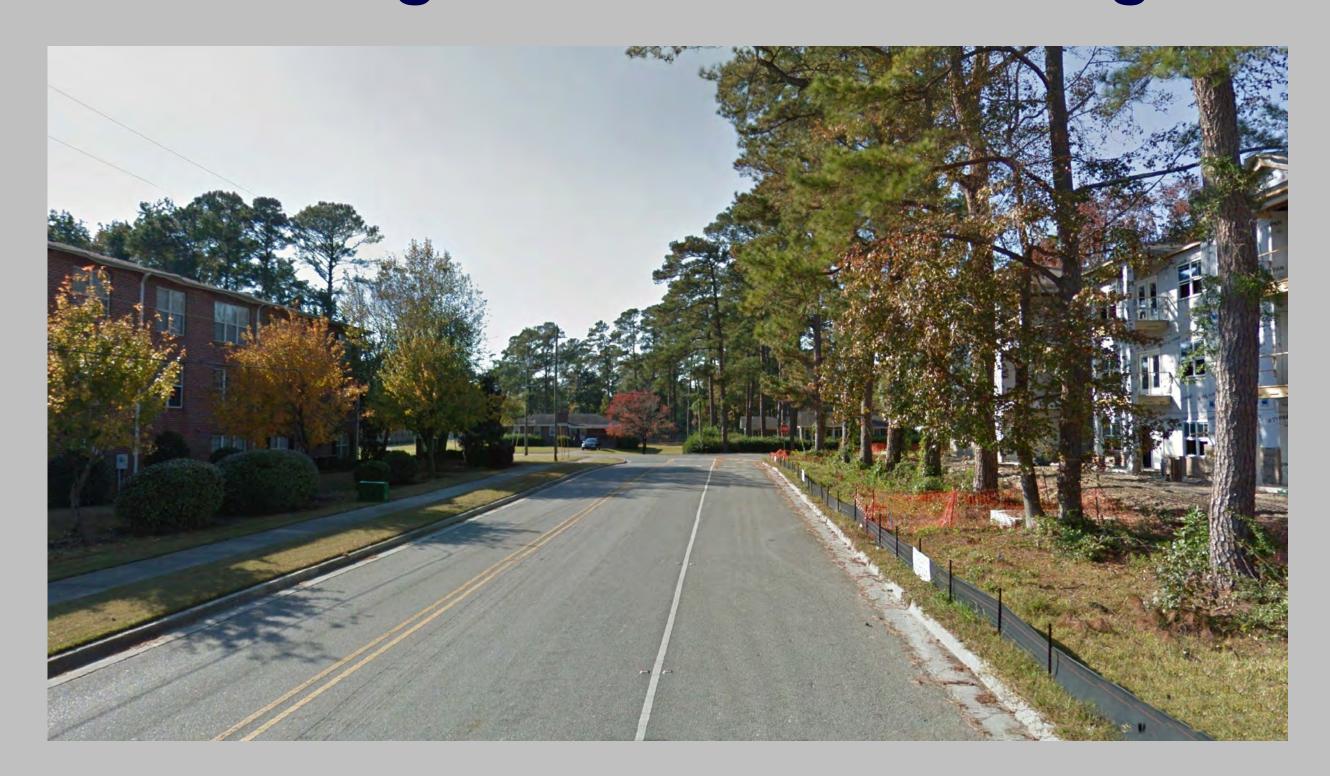


Visualizations

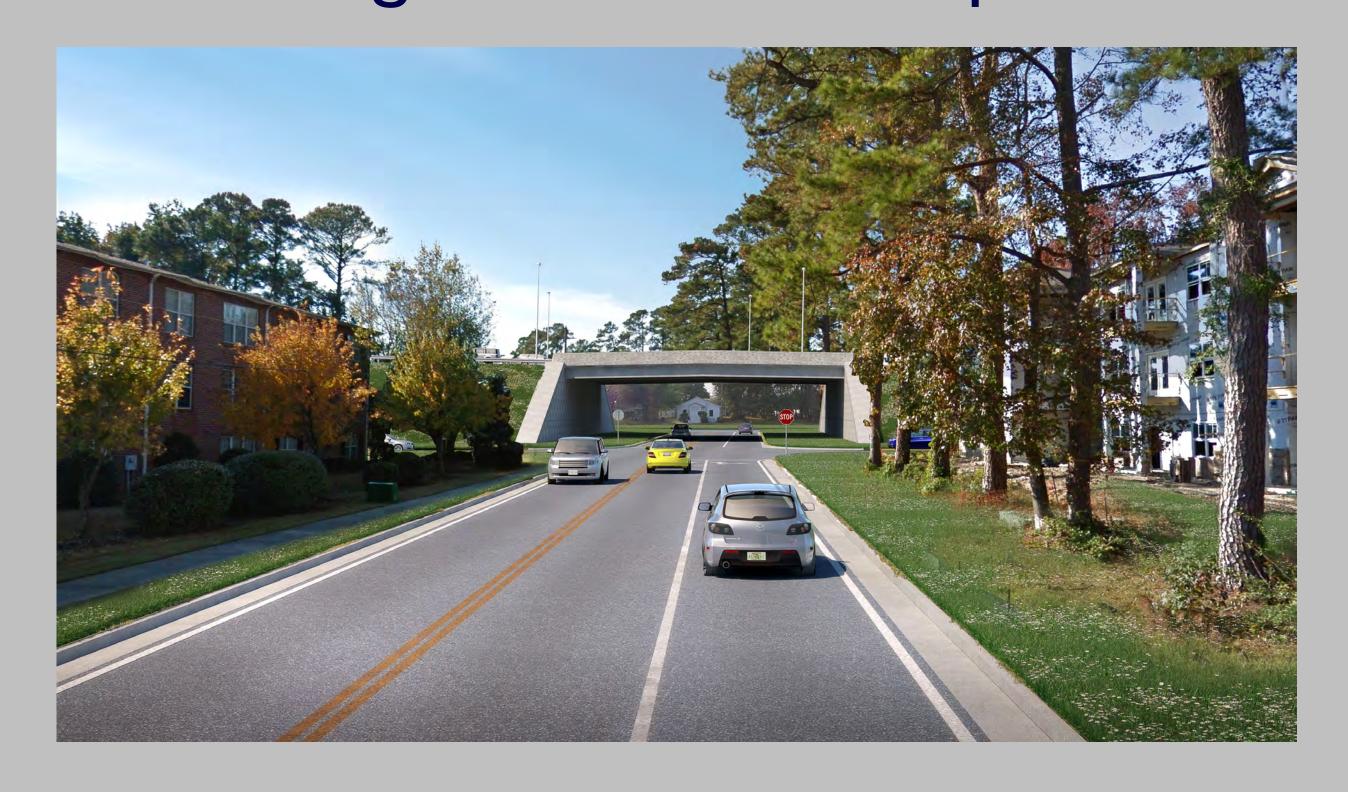


Visualizations

Darlington Avenue Existing



Darlington Avenue Proposed



Hurst Street Existing



Hurst Street Proposed



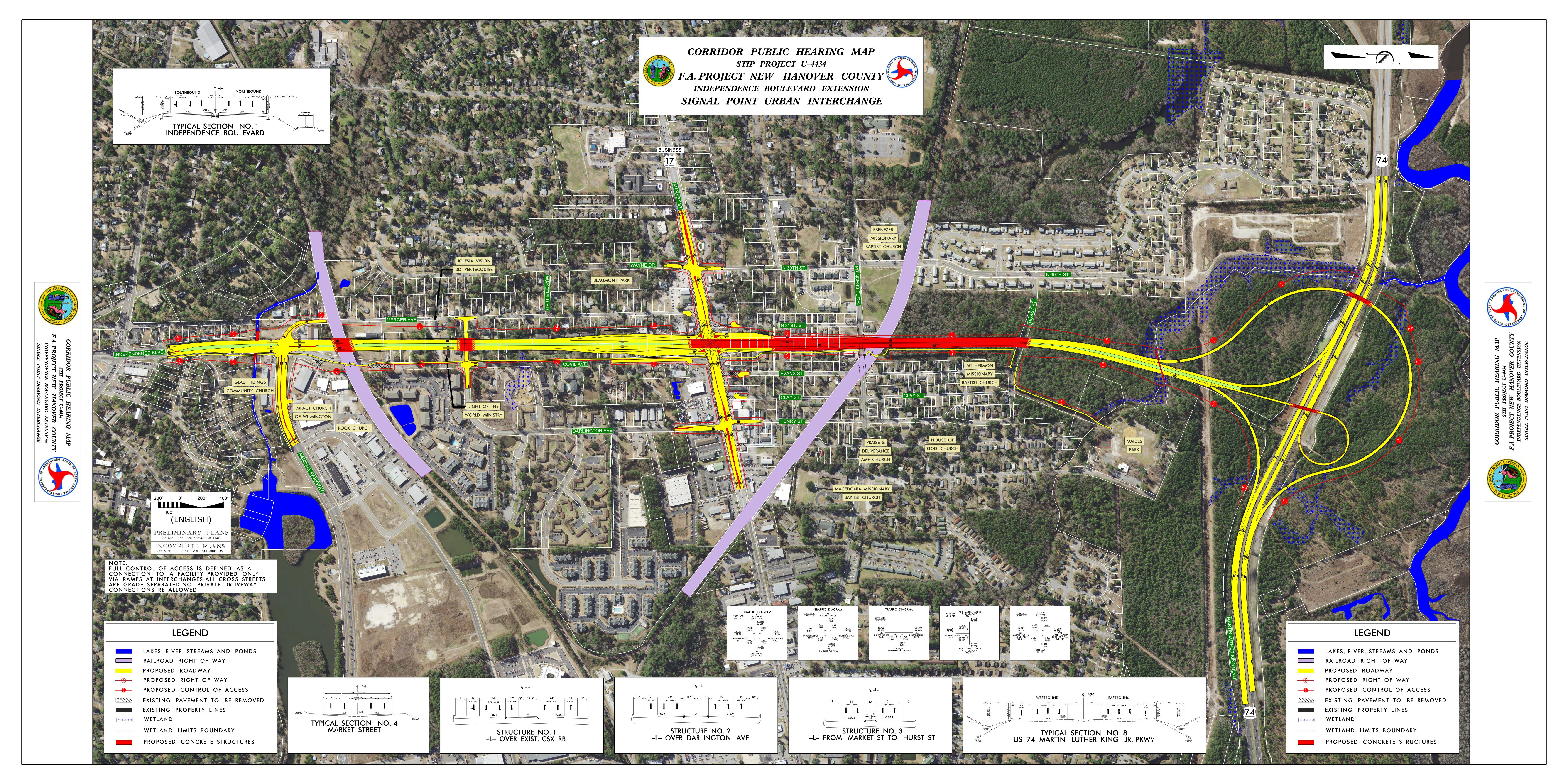
Interchange Alternatives

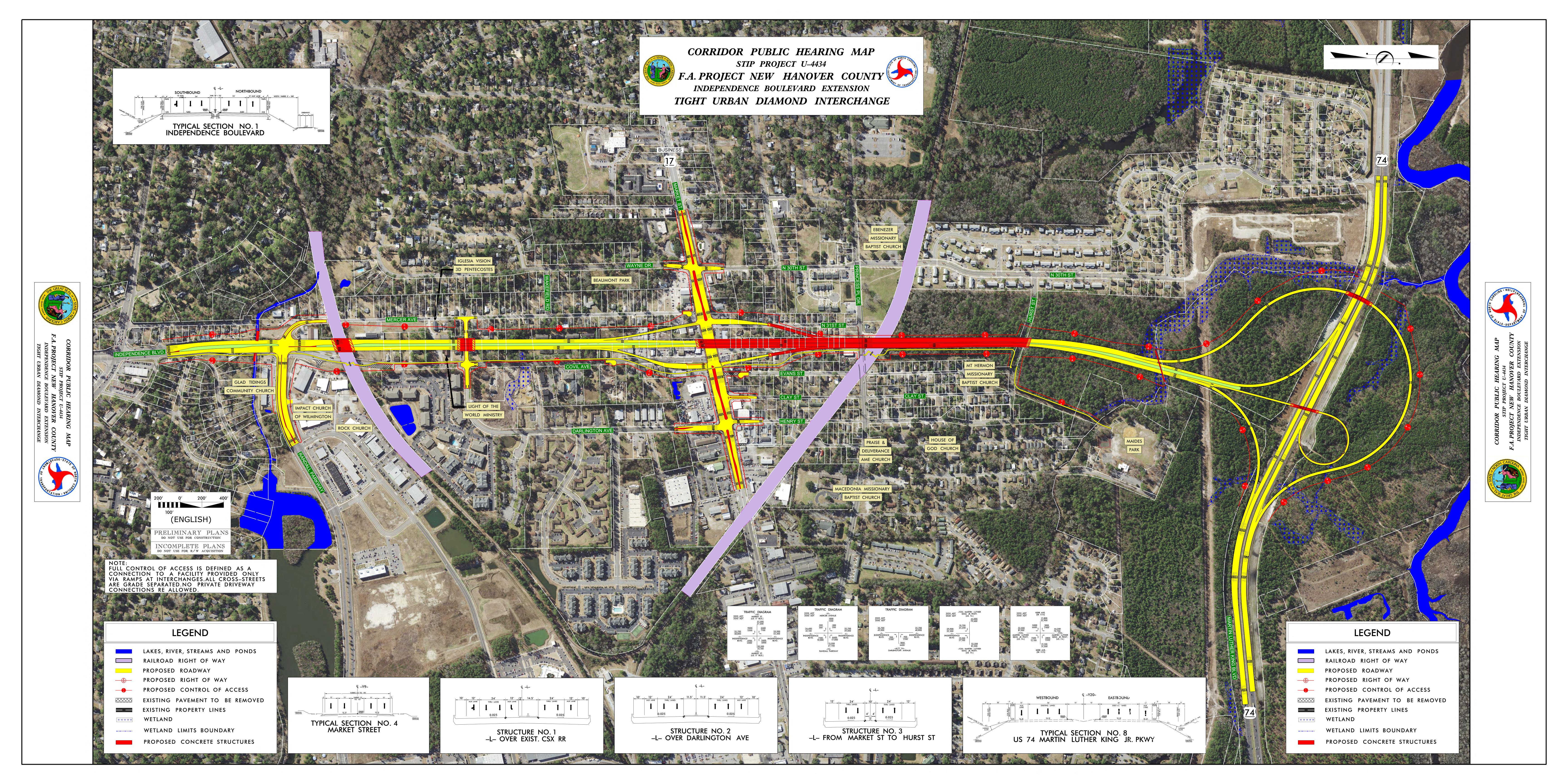
Tight Urban Diamond Interchange



Single Point Urban Interchange







MEMORANDUM

To: Krista Kimmel, PE – NCDOT Division 3

From: Susan Draper, AICP - AECOM

Date: June 22, 2023

Subject: Summary of Outreach and Engagement with Iglesia Vision 3D Pentecostes and Vino

Nuevo Ministry for the U-4434 Independence Boulevard Project

The Iglesia Vision 3D Pentecostes and Universidad Teologica Internacional (UTI) are located on a single parcel (1.93 acres) owned by New Covenant Holiness Church. The mailing address for the owner is 1020 Dawson Street. The physical property address is 359 Mercer Avenue. Iglesia Vision 3D Pentecostes fronts Mercer Avenue and UTI fronts Covil Avenue. It appears that UTI is an affiliation of Iglesia Vision 3D Pentecostes and uses their offices for classes. Vino Nuevo Ministry is located at 3021 Market Street. The mailing address for the owner is 3019 Market Street and is an address within the same strip mall as Vino Nuevo Ministry.

The most recent public engagement associated with the proposed project was conducted in February 2022. This outreach consisted of targeted Environmental Justice (EJ) engagement activities including door-to-door surveys and an open house style meeting. The outreach was advertised within a newsletter that was mailed approximately 2 weeks ahead of the door-to-door surveys. The door-to door surveys took place from February 22-25 and were followed by the open house style meeting on February 26. There were no interpretive services offered at the open house style meeting as none were requested ahead of the meeting, nor were those services required by any individuals attending the open house on February 26.

The newsletter contained the following instructions for anyone needing language assistance:

Persons who do not speak English, or have a limited ability to speak or understand English, may receive interpretive services upon request. NCDOT will provide auxillary aids and services under the Americans with Disabilities Act for disabled persons who wish to participate and require special services. Call 1-800-481-6494 to request interpretive or other special services. Aquellas personas que no hablan inglés, o tienen limitaciones para leer, hablar o entender inglés, podrían recibir servicios de interpretación si los solicitan antes de la reunión llamando al 1-800-481-6494.

Both church properties were included in the survey area for the targeted EJ outreach. A flier was hung on both buildings ahead of the outreach and a newsletter was mailed to the owner's address at 1020 Dawson Street as well as the physical building address at 359 Mercer Avenue for Iglesia Vision 3D Pentecostes. A mailer was also mailed to the owner of the strip mall containing Vino Nuevo Ministry at 3019 Market Street. AECOM has no record of comments from these addresses resulting from the targeted EJ outreach.

Prior to the 2022 EJ outreach, a public meeting was held on July 22, 2019 at the Rachel Freeman School of Engineering. A Spanish-speaking interpreter was available at the meeting. Project postcards for the

meeting were mailed on July 10, 2019. The project postcards included the same statement listed above regarding the need for interpretive services. Flyers and doorhangers were distributed within the study area (including at 359 Mercer Avenue and 3021 Market Street) on July 9, 2019. The door hangers also included the same statement regarding the need for interpretive services. Additionally, a news release was sent to more than 300 entities on July 2, 2019.

AECOM has record of a Linwood Nesbitt attending that meeting and listing 359 Mercer as his address on the sign-in sheet, but has no record of comment from Mr. Nesbitt or anyone else associated with the Iglesia Vision 3D Pentecostes property.

It appears that Vino Nuevo Ministry is a new congregation that has moved into the space since the 2019 public meeting. Prior to that date, the space was occupied by House of Integrity Ministries.

AECOM has record of the following Special Interest Groups at the Public Meeting:

- Alamosa Place HOA
- Alliance for Cape Fear Trees
- Precinct W15
- Outdoor Creations Landscaping
- Cape Fear Habitat for Humanity
- Housing Coalition
- NAACP
- CPCLT
- Murray Construction Co. of Wilmington
- YMCA
- Dr. Stylz