

R-2553 Kinston Bypass - Summary of Citizens Informational Workshops #2 held September 20 and 22, 2011

The North Carolina Department of Transportation (NCDOT) is considering construction of a four-lane, median divided freeway with full control of access in Lenoir, Jones and Craven counties in North Carolina. The proposed action is listed in the NCDOT 2012-2020 State Transportation Improvement Program as Project Number R-2553. The project extends from US 70 near LaGrange (in Lenoir County) to US 70 near Dover (on the Jones and Craven County line) around the City of Kinston.

NCDOT mailed 6,800 postcards informing the public of Citizen Informational Workshop #2 in order to show potential route options to the public, answer questions, and to gather the public's feedback on alternatives for the project. In addition to mailing postcards, NCDOT also ran advertisements in local newspapers and radio stations about the workshops and distributed a total of 250 flyers to business and churches along US 70 and US 70 Bypass promoting the workshops. The workshops were added to the Kinston-Lenoir County Chamber of Commerce's events calendar and a digital copy of the flyer was distributed to the Kinston-Chamber of Commerce's listserv of businesses via email.

NCDOT maintains a project website which provides materials to be presented at public workshops as well as other additional project updates to the public. NCDOT activated a toll-free project information hotline to allow the public to call for project information or project updates. NCDOT also provided information for the public with Limited English Proficiency (LEP), which included translation into Spanish of the postcard, flyer, handout, comment sheet, and vital workshop display boards. The project hotline allowed for the Spanish-speaking public to contact the project team. NCDOT also provided a Spanish translator at all workshops.

When Hurricane Irene interrupted power to the Kinston community, the workshops originally scheduled for August 29 and 31, 2011 were postponed until September 20 and 22, 2011. Another round of news releases, postcards and flyers were distributed to promote the new dates. The workshops were held at the Kinston High School and Kinston Public Services Complex, respectively. Public comments were collected in writing at the workshops and were accepted by Email and postal mail until October 22, 2011.

The following sections represent a summary of the responses received:

Means by which the public found out about the workshop:	
23	Postcard
5	Flyer
20	Newspaper
0	Radio
1	Friend/Family
5	Other (listed via email)
Number of workshop attendees who signed in at the registration table:	
Day #1 (Sep 20 2011)	74
Day #2 (Sep 22 2011)	98
Comments received as a result of workshops:	
Day #1 (Sep 20 2011)	21
Day #2 (Sep 22 2011)	17
via Mail	9
via Website	1
Total	48

-Summary of Comments Received Categorized by Question Number (attached).

-Summary of Comments Received Categorized by Type of Comment (attached).

Note: Segment and overall corridor graphics are attached for reference .

R-2553 Kinston Bypass - Summary of Comments Received Categorized by Question Number		
	Number of Responses	
Question #1	Using input received from the public, individual route option segments will be revised and/or eliminated to create draft preliminary corridors. The figure below shows what it would look like if all potential route options presented at this workshop were converted to preliminary corridors. Of the options shown on the figure below, please indicate whether you prefer a Northern Bypass Option, a Southern Bypass Option, an Upgrade Existing Road Option, or a Do Nothing Option.	
	25	Northern Bypass Options
	8	Upgrade Existing Road Option
	8	Southern Bypass Options
	2	Do Nothing Option
	In the space provided beside the graphic , please explain why you prefer that option.	
	1	1st preference - Do Nothing, 2nd preference - Upgrade existing, 3rd preference - Southern, 4th preference - Northern
	1	Lots of environmental issues with a southern route
	1	1st preference - Upgrade Existing, 2nd preference - Northern, 3rd preference - Do nothing
	1	Existing is too congested. Southern route infringes on battleground area. Northern route aids Global TransPark
	1	The northern bypass would maximize the Global TransPark and avoid river flood issues - avoiding the marshes in the south - also northern has more electric/sewage abilities
	1	N1 and N2 start with N3 and N4 later if needed
	1	Northern Bypass Option, but not if the bypass route would include existing section of Crescent Rd/Felix Harvey Pkwy.
	1	Either [alternative], as long as it does not pass through the core area of the Wyse Fork Civil War Battlefield. Northern bypass that includes Harvey Pkwy as an interstate, limited access freeway.
	1	N1 or N2 would be a quick option with later change to N4 or N5. The northern routes would encourage growth and enhance Global TransPark growth. The south route has environmental and historic problems.
	1	The southern routes have no infrastructure, no EPA studies done, wetlands and no one wants it. The northern routes are an economic answer in themselves. They are practical and make common [sense].
	1	4A or 10A
	1	The northern bypass option provides the most benefit for the community. It provides better routes for local traffic as well as a upgraded route for through traffic.
	1	It [Northern Bypass]seems like a good route since the area is always develop and less country roads
	1	Opens the northern area for the Global TransPark which would maintain Felix Harvey Pkwy as an internal Global TransPark road for tenants
	1	Shortest, less of an environmental impact, better traffic flow for roads southeast of Kinston, less congestion on 70 at Wal-Mart, Kings, Skinner's bypass and LCC.
	1	Northern Bypass is only reasonable option. Southern would create a ghost-town and kill our local businesses. Upgrade to freeway status would lose access for our businesses and the northern bypass is already 2/3 complete. Why waste additional land and tax payer monies for a southern?
	1	The only bypass that makes any sense is a Northern Bypass. You can use the Felix Harvey Pkwy (with a couple of interchanges) and continue on to Hwy 11 and onto Hwy 70. This will take care of the transportation needs of the Global TransPark and future development in that area. It will also make it more accessible for Greenville and surrounding areas to reach the Kinston Jetport, making its success more of a reality. I would like some information as to any benefits of a Southern route and why it was ever considered. Please include a map.

R-2553 Kinston Bypass - Summary of Comments Received Categorized by Question Number

Question #2a	In the boxes below, please list the numbers corresponding to the route option segments you SUPPORT. Place an "x" in the categories you feel these segments will benefit.	
	16	1A
	13	2A
	11	2B
	9	3A
	2	3B
	2	4A
	13	4B
	1	5A
	1	5B
	7	6A
	5	6B
	5	7A
	1	9A
	1	10A
	7	11A
	8	12A
	3	12B
	2	12C
	21	13A
	1	14A
	19	17A
	5	18A
	3	19A
	17	20A
	1	20B
	11	21A
	7	22A
	6	23A
	1	23B
	1	24B
	1	25B
	4	26A
	2	26B
	2	27A
	2	28A
	2	29B
	5	30A
	2	31A
	6	32A
	12	33A
	12	34A
	13	35A
	1	Northern Bypass

R-2553 Kinston Bypass - Summary of Comments Received Categorized by Question Number

Question #2b.	In the boxes below, please list the numbers corresponding to the route option segments you DO NOT SUPPORT. Place an "x" in the categories you feel these segments will harm.	
	2	2A
	1	2B
	5	3B
	2	4A
	2	4B
	2	5A
	3	5B
	1	6A
	2	9A
	4	10A
	3	12B
	1	13A
	1	19A
	4	22A
	6	23A
	1	23B
	1	24B
	6	26A
	3	26B
	1	27A
	1	30A
	1	31A
	1	32A
	1	33A
	2	Northern Bypass
	3	Southern Bypass
Question #3	On the inside of this form you are given an opportunity to comment on specific impacts of individual route option segments. These segments will be combined to create several corridor options that will be studied in detail. In general, based on the potential route options presented tonight, please tell us how concerned you are with each of the following:	
	13	Very much concerned with traffic congestion
	9	Somewhat concerned with traffic congestion
	12	Not concerned with traffic congestion
	26	Very much concerned with impacts to local resident and/or business
	5	Somewhat concerned with impacts to local resident and/or business
	2	Not concerned with impacts to local resident and/or business
	20	Very much concerned with impacts to the environment
	12	Somewhat concerned with impacts to the environment
	3	Not concerned with impacts to the environment
Question #3 (continued)	Please explain your concerns above and/or other concerns you feel will be a result of the potential route options presented tonight.	
	1	It will hurt a lot of businesses by bypassing Hwy 70.
	1	Upgrade of existing Hwy 70 will have less impact on existing businesses. If cost prohibited then northern bypass using existing Harvey Pkwy.
	1	Sandy Bottom just built a new multi-million dollar fire station, and there are churches and historic sites in the area of segment 5B, and lots of low ground and wildlife that would be impacted.
	1	Try to stay away from old farm land.
	1	Lack of sufficient opportunity to be heard regarding suggested route (as now selected). Why not look at areas that have less housing affecting individuals. The "politically correct" talking points by DOT presenter's (individuals) at tonight's meeting were offensive - to think [individual] input will change this process is a joke!

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Question #3 (continued)	Please explain your concerns above and/or other concerns you feel will be a result of the potential route options presented tonight.	
1		Upgrade existing will use less money - less money to be expended buying property from private home/property owners. Global TransPark is so important and already have spent millions connecting Global TransPark to Hwy 70, why scrap that effort?
1		Will have more congestion and need more lights Will take away from downtown businesses Kinston cannot take care of its own problems
1		Effect on businesses on existing 70, farm land, and historic sites
1		Concern about making sure the Wyse Fork Battlefields are preserved.
1		4B and 13A would be highly detrimental to the economic development of Global TransPark. Felix Harvey Pkwy is a crucial "working" road for Spirit AeroSystems, other current tenants, and future businesses that will locate at Global TransPark. They all need that road for access across and within Global TransPark. Making Felix Harvey Pkwy part of the to 70 bypass would ruin these functional features and damage the eastern region vital economic development project
1		Only time traffic backs up is in the summer on Holidays and Sundays and occasionally on the summer weekends.
1		Should avoid Kinston Civil War Battlefields. Support Global TransPark.
1		Quit putting stop lights at every at grade intersection with a convenience store between Goldsboro and Raleigh.
1		Concern about state meeting the objective of bypassing Kinston by spending as little money as possible, since it will all be borrowed. The route needs to be functional. Assumed Harvey Pkwy will be extended to NC 11 anyway
1		If a bypass is required the freeway should be as close to the city as possible.
1		Better traffic flow
1		Don't need to get too far from existing Hwy 70. Businesses depend on the flow of traffic on 70.
1		I want to see an option built that will make a road that will be well used and liked. The northern option I have selected (33A,21A,20A,17A,13A,12A) can provide alternate routes within Kinston and will fulfill the desire to provide a free flowing route for through traffic.
1		Northern options are favored 1) to better facilitate the movement of vehicles and 2) to minimize riverine environmental impacts. Also northern route provides much enhanced access to the Global TransPark from Wayne and western counties, as well as Pitt and northern /eastern counties.
1		The highway should have exits that connect to other highways like NC 11 toward Greenville. It can be more convenient to get to other highways.
1		26A crosses wetlands, historical homes, cemeteries that are of interest beyond the immediate area
1		Traffic congestion only becomes a concern during vacation weekends and during hurricane emergencies; however, it flows continuously and I have never personally seen a delay of more than a few minutes.
1		26A will go through battleground and confederate cemetery. It will also affect Southwood School and wetlands. Ultimate concern is my own home, in 2020 my house will be paid off and I will be able to retire and do not want to move when I'm ready to retire.
1		Traffic congestion - very much after bypass, no concern now. Right now I don't see all that much problem with traffic congestion. It's much worse in Havelock and New Bern areas than in Kinston. Wetlands of creeks/Neuse need to be preserved. I strongly oppose any new bypass, north or south and I think minimal upgrade of sections of present bypass would be sufficient.
1		We feel that a southern route will provide the intended purpose of providing the fastest - [shortest] bypass for the majority of the beach traffic through Kinston. A southern route will provide more economic impact to an existing low economic section of the county.
1		We need route to relieve traffic congestion, also need route to lessen the impact that hurt businesses and residents.
1		When bypassing Kinston, the concerns should be on moving traffic, not on local restaurants or businesses. Go as straight as possible from La Grange to Dover with a closed access. This has less impact on environment.

R-2553 Kinston Bypass - Summary of Comments Received Categorized by Question Number

Question #4	Are there additional route options that you feel should be considered? If so, please draw your idea on the map provided on the inside of this comment sheet and explain below why you feel your route option should be considered.	
	1	Start Bypass at segment 3
	1	Any option that will not affect my home on Harold Sutton Rd. Why not look at other less populated options for the selected areas - for example, by the option affecting my residence 2 miles to east are large parcels owned by one corp. that will not be affected - but such is politics.
	1	Don't call the project a bypass unless it is. No route north of Hwy 70 is a bypass. This project should be inclusive of two elements: 1) an effective bypass to route Hwy 70 traffic through Kinston effectively and 2) an effective Global TransPark connection.
	1	Build the least expensive functional route
	1	Build feeder roads on the current US 70 similar to Houston, TX freeway system. Many businesses depend on Hwy 70
	1	Route 1A 2A 4B 13A 17A 20A 33A 34A 35A is most efficient since it uses existing Felix Harvey Pkwy and can be transformed to access controlled highway
	1	Connector routes to bypass these areas of interest
	1	Use Felix Harvey Pkwy and large portion will already be built and will save the state money.
	1	Segment 1A,2B,3A,30A,32A,33A, should be closed with only interchange access. (no red lights)
Question #5	Other comments, questions, or concerns.	
	1	Do not support any changes because it will affect my business either way.
	1	Connect it to the Felix Harvey Pkwy and all the new roads they are building on the north side. Likes upgrade existing, suggests building a raised road above the existing road. Perhaps all the folks in Raleigh that want to get to the beach faster could just move there.
	1	Do we in Lenoir Co. really need this route - permanent jobs would be more appropriate for the future - don't care about a route to get to the beach faster - I am a concerned retired person
	1	This is another government "boondoggle" of government money - there are (sic) existing Hwy 70 that could have limited access (and avoidance of city limit traffic) there should be more citizen input as to the designated areas selected as now exists - the maps and data presented were not user friendly to the individuals who will be affected
	1	With the development of historic tourism (battlefields, movement of the CSS Neuse to a climate controlled atmosphere on Queen Street) the preservation of the Wyse Fork Battlefield area is of paramount importance to the further development of tourism for Lenoir (and surrounding counties) and Kinston.
	1	Businesses are missing trade because Raleigh west traffic uses I-40, NC 24 to go to Emerald Isle and Atlantic Beach
	1	Suggests Felix Harvey Pkwy be extended to NC 11 as limited access, interstate quality, freeway bypass. Then further extended back to US 70 at the Dover cut off
	1	Only one map at the meeting gave enough detail to find my street address. Would have liked to have known about the website prior to the meeting so as to be more aware of demographics, wetlands, etc. Details are important to me.
	1	Would like the opportunity to review the initial EIS
	1	Following a northern route would be a big aid to this community as well as beach travelers. It would be a win-win solution
	1	Please consider the Southern Route. All economic development seems to go N-NW. The south side of Lenoir Co. needs an economical boost to level the playing field with the north side. Industries and businesses seem to follow the best traffic routes - I support the southern routes Help us!
	1	Concerned that the southern route will be a "road to nowhere." Feel that the use of Felix Harvey Pkwy will be an economical upgrade.
	1	Thank you for the opportunity to contribute these thoughts
	1	Provide more detail of which roads are going to be considered in construction so the public have enough time to embrace the new change

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Question #5 (continued)	Other comments, questions, or concerns.	
1		Using the existing section of route 12A and implementing the remainder of a northern route as highlighted on the map (Corridor N2), would be a more valuable option not only to Lenoir County, but also to the Global TransPark project as a whole.
1		4B/13A, Felix Harvey Pkwy, was designed and used as an internal working road for the Global TransPark. It was not planned as a bypass; if used as such, there would be entirely too much traffic/congestion around the Global TransPark. This could hamper economic development of the Global TransPark. Using 1A/2A/4A as a northern bypass would help the Global TransPark and economic development as the Global TransPark's master plan calls for a "Loop" Road, and this road would help open up the northern section of the Global TransPark.
1		Project R-2553 has the potential of seriously destroying a historical asset and attempts should be made to insure such destruction does not occur. A significant portion of the Wyse Fork Battlefield would be lost in the path if the bypass were to be over that portion of land which must be considered Hallowed Ground. The departure from Rt 70 should be well east of the indicated site in order not to destroy this historical site. Even a slight overrun of the battlefield would be wrong. NC needs to maintain all historical lands once they are forever lost to future generations to learn of our nation's past. I realize this comment may have been submitted late only because I was not aware of the project yet I could not in good conscience allow this to proceed without voicing my concern. My appreciation of the NCDOT problems and my hope that some reasonable alternative can be found without significant additional cost to we tax payers is high.
1		Bottom line - our country & our state are BROKE!! We cannot afford to spend hundreds of millions of dollars on this project when the problem is not great enough to warrant it. Spending must be decreased/stopped until economic problems are under some kind of control.
1		We are very concerned that political influence will dictate the northern route and not provide the shortest route for beach traffic, the intended purpose. Look at traffic studies and that will dictate the best option. If needed the Global TransPark development will fund the northern route. Look at traffic study for Hwy 58 South Beach traffic.
1		I'm in favor of a bypass around Kinston, NC. Traffic at times is a problem now on the current Hwy 70. Kinston at present is growing and if it continues traffic will get worse and something will need to be done.
1		The need for an interstate type road around Kinston is long past due. People traveling will appreciate Kinston and Lenoir county better if they don't have 8 red lights and off and on traffic. They don't want "to tour" Lenoir County so stay straight from La Grange to Dover with an interstate type road. It would also improve traffic flow on 58 south, 11 south, and 55 west and 258 south. "Don't Delay, Build Today!"

R-2553 Kinston Bypass - Summary of Comments Received Categorized by Issue

R-2553 Kinston Bypass - Summary of Comments Received Categorized by Issue	
Number of Responses	Corridors Supported (based on segments supported)
3	Upgrade Existing
1	N1
6	N2
1	N4
10	N5
2	N6
1	S1
1	S10
1	S21
1	S24
3	S25
1	S26
1	S29
Number of Responses	Corridors Not Supported (based on segments not supported)
1	S9
Number of Responses	Traffic Comments
7	Existing route is congested, need better traffic flow
1	Concerned the bypass will create more traffic
2	Do not add any more traffic lights
2	Provide connections to other existing highways
1	Sections could be controlled or limited access along US 70
1	Would like to see new road elevated above old road for through traffic
2	General animosity toward Raleigh and tourist traffic
3	Provide better route for through traffic
2	Suggests Felix Harvey Pkwy be extended to NC 11
1	Suggest building feeder roads similar to Houston, TX
Number of Responses	Comments against any Bypass
2	Do-Nothing option preferred
8	Upgrade Existing preferred
3	Traffic is not a problem on a daily basis. Traffic is created mostly by tourists in the summer and on holiday weekends, no long delays on daily basis
9	Concern that bypass would damage existing businesses and local economy that depend on travelers dollars
1	Already spent millions to connect 70 to GTP

R-2553 Kinston Bypass - Summary of Comments Received Categorized by Issue

R-2553 Kinston Bypass - Summary of Comments Received Categorized by Issue	
Number of Responses	Comments in favor of any Bypass
8	Southern route preferred
25	Northern route preferred
8	Use existing Felix Harvey Pkwy
4	Don't use existing Felix Harvey Pkwy
8	Proposed bypass would aid economic development and provide improved access to new industry in GTP
Number of Responses	Concerns about Impacts to Resources
6	Historic sites, cemeteries, etc.
9	Natural environment
7	Protect and provide access to Wyse Fork Civil War Battleground
2	Protect farmland
Number of Responses	Miscellaneous comments/suggestions
4	Concern about impacts to personal property and businesses
5	Concerns about overall cost of bypass
1	Appreciation for inviting the public to comment
2	Better access to south side of Kinston would be an economic boost for the area
2	Bypass should stay close to the city
2	Provide more detailed, user friendly maps
2	Think there was not enough opportunity for public comment
2	Concerned politics are playing too large a role in corridor selection
1	Would like more detail on which roads will be affected by construction
1	Would like an opportunity to review the EIS
1	Start the bypass at segment 3

Kinston Bypass
STIP Project No. R-2553

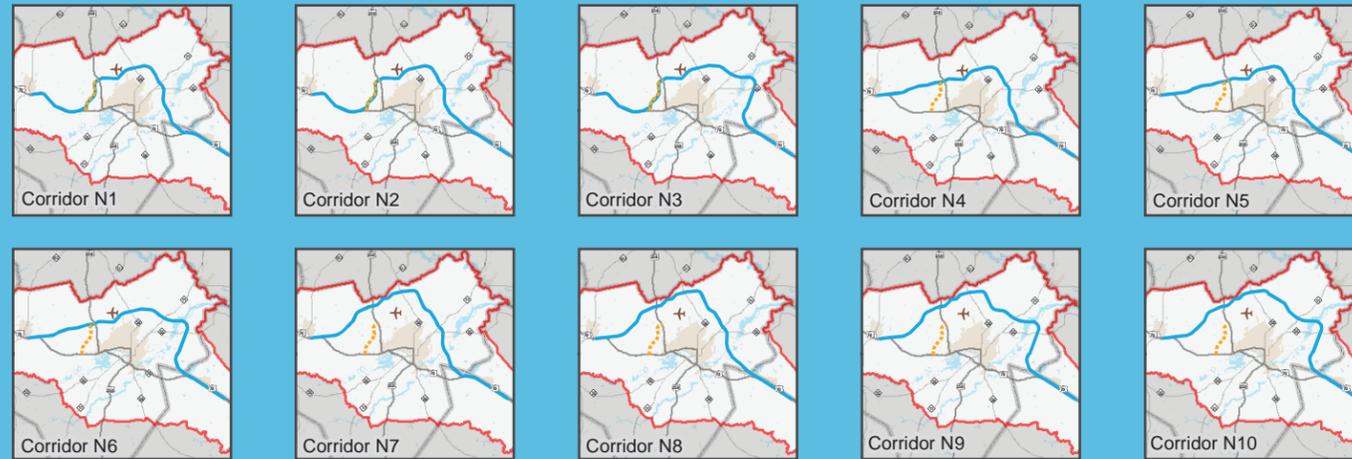
SAMPLE OF PRELIMINARY CORRIDORS

(BASED ON ALL POTENTIAL ROUTE OPTIONS
AS PRESENTED AT CITIZENS INFORMATIONAL WORKSHOP #2)

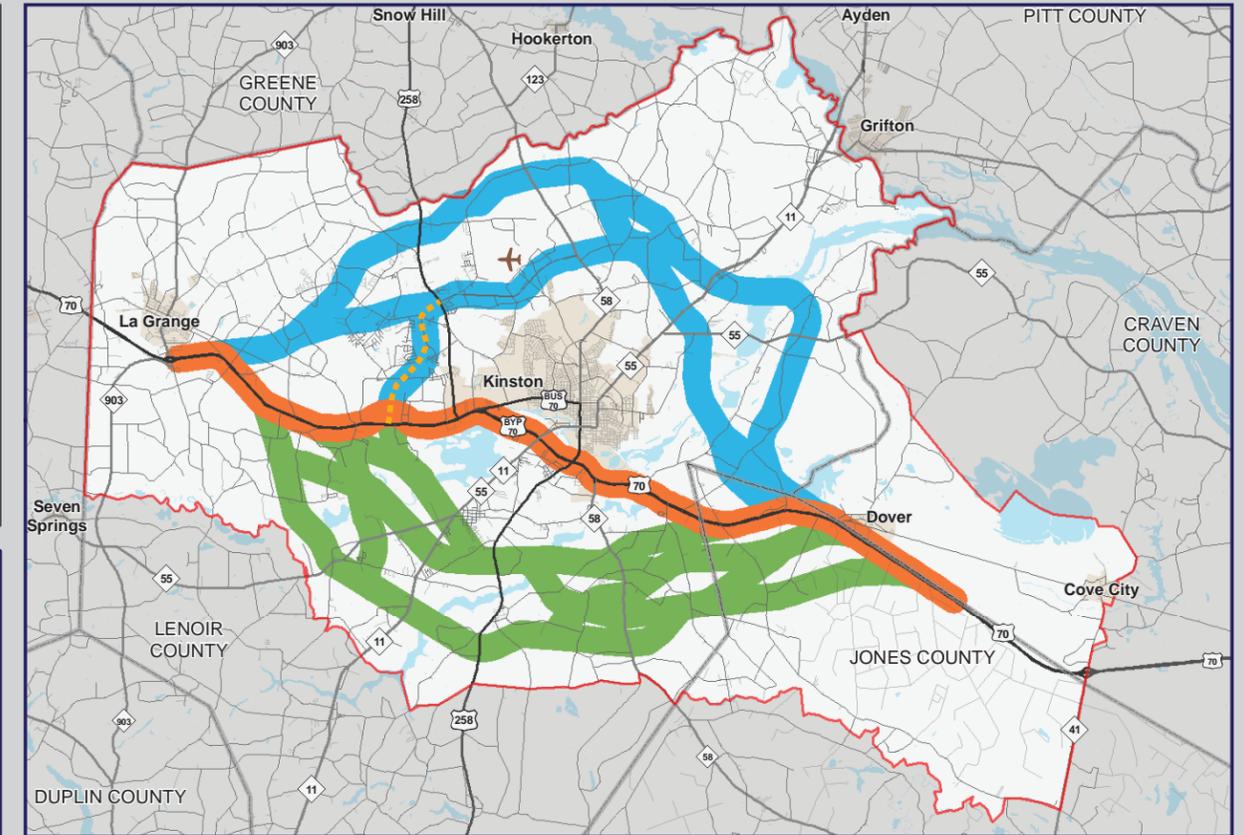
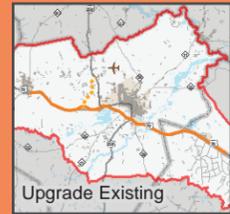
September 20 and 22, 2011



Northern Bypass Corridors



Upgrade Existing US 70 Corridor



Southern Bypass Corridors

