



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

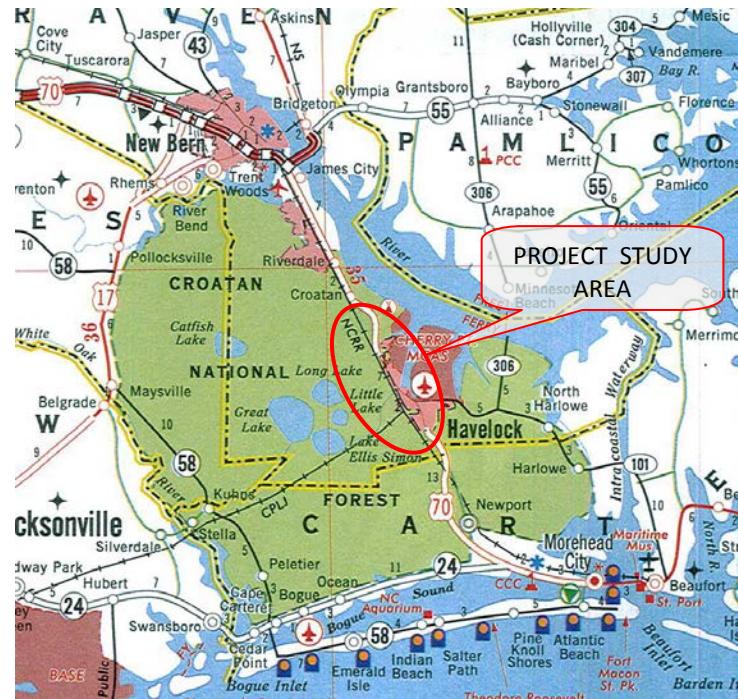
PROPOSED U.S. 70 HAVELOCK BYPASS

TIP PROJECT NO. R-1015

WBS No. 34360

Federal Aid Number: NHF-70(49)

Craven County, NC



Design Public Meeting

Monday, August 31, 2015

Informal Open House - 4:30 p.m. – 6:30 p.m.

Formal Presentation - 7:00 p.m.

Havelock Tourist and Event Center
201 Tourist Center Drive
Havelock, NC 28532

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PURPOSE OF PUBLIC MEETING

Today's meeting is another important step in the North Carolina Department of Transportation's (NCDOT) process for making you, the public, a part of the project development process. The purpose of the meeting is to obtain public input on the preferred alternative and its refined design.

Public Meeting maps have been available for public review at the following locations and will remain there for 30-days following tonight's meeting:

- **City of Havelock**
City Planning Office
1 Governmental Drive, Havelock;
- **New Bern Area Metropolitan Planning Organization**
300 Pollock Street, New Bern
- **NCDOT District Office**
209 South Glenburnie Road, New Bern

Copies of the map are also available on the NCDOT Public Meetings website:

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



YOUR PARTICIPATION

The opportunity is here, and you are encouraged to participate by making your comments and/or questions a part of the public record. This may be done by having them recorded at the formal portion of tonight's Public Meeting or by writing them on the attached comment sheet.

Several representatives of the North Carolina Department of Transportation are present. They will be happy to talk with you, explain the project and answer your questions.

You may write your comments and/or questions on the attached comment sheet and leave it in the comment box provided, email or mail them in by September 28, 2015, to the following address:

Ms. Diane Wilson
NCDOT - Human Environment Section
1598 Mail Service Center
Raleigh, NC 27699-1598

Phone: (919) 707-6073
Email: pdwilson1@ncdot.gov

Everyone present is urged to participate in the proceedings. It is important, however, that **THE OPINIONS OF ALL INDIVIDUALS BE RESPECTED REGARDLESS OF HOW DIVERGENT THEY MAY BE FROM YOUR OWN**. Accordingly, debates, as such, are out of place at public meetings

WHAT IS DONE WITH THE INPUT?



A Post-Design Public Meeting (DPM) will be conducted after the comment period has ended. NCDOT staff representing Planning, Design, Traffic Operations,

Division, Right of Way, Natural Environment, Public Involvement and Community Studies, as well as others who play a role in the development of a project will attend this meeting. The project will also be reviewed with federal agencies such as the Federal Highway Administration (FHWA), and the US Army Corps of Engineers (USACE), as well as state agencies such as the NC Department of Environment and Natural Resources. When appropriate, local government staff will attend.

All spoken and written issues are discussed at the post-DPM meeting. Most issues are resolved at this meeting. NCDOT considers safety, costs, traffic service, social impacts and public comments in making decisions. Complex issues may require additional study and may be reviewed by higher management, Board of Transportation Members and/or the Secretary of Transportation.

Minutes of the post-DPM meeting will be summarized and are available to the public. If you wish to receive a copy of the minutes, please indicate by noting your request on the attached comment sheet and provide an address where these should be mailed/e-mailed.



STATE-FEDERAL RELATIONSHIP



This proposed project is a Federal-Aid Highway Project and thus would be constructed under the State-Federal Aid Highway Program. Financing of this project would be 80% Federal funds and 20% State funds.

The Board of Transportation is responsible for the selection and scheduling of projects on the Federal-Aid System including their location, design and maintenance cost after construction.

The Federal Highway Administration (FHWA) is responsible for the review and approval of the previously mentioned activities to ensure that each Federal-Aid Project is designed, constructed and maintained to Federal-Aid Standards.

PROJECT DESCRIPTION

The NCDOT, Division of Highways, under project R-1015, proposes to construct a 10-mile, four-lane divided, controlled access freeway, with no driveways and no traffic signals, on new location around the southwest side of the City of Havelock and the Cherry Point Marine Corps Air Station (MCAS) in Craven County. The proposed project would provide a high-speed alternative to the heavily congested existing U.S. 70 highway through the City of Havelock.

Due to access restrictions associated with the Cherry Point MCAS, all of the bypass Alternatives were located around the southwestern side of the City of Havelock and the Cherry Point MCAS. Full interchanges are included at both ends of the bypass and at S.R. 1756 (Lake Road). The remaining local secondary roads and railroads are to be grade-separated from the bypass by bridges.

PURPOSE AND NEED OF THE PROJECT

The purpose of this project is to improve traffic operations along the U.S. 70 corridor and enhance regional connectivity in eastern North Carolina.

The U.S. 70 corridor is 148 miles long and connects Raleigh, Smithfield, Goldsboro, Kinston, New Bern, Havelock and Morehead City. Regionally U.S. 70 provides connectivity with the Port of Morehead City, the Global TransPark (a 2,500 acre multimodal industrial park in Kinston), industries in New Bern and Craven County, Cherry Point Marine Corps Air Station, Camp Lejeune and other military facilities, and functions as a primary route for seasonal beach traffic.

The proposed project is expected to address the increased traffic demand that has diminished the ability of U.S. 70 between Morehead City and Raleigh to function as envisioned in the Strategic Highway Corridors (SHC) Plan now referred to as Strategic Transportation Corridors (STC).

Increasing regional use of U.S. 70 has led to a deterioration of traffic operations along the

existing roadway, causing undesirable levels of traffic service. The level of service (LOS) of a roadway is a measure of the roadway's traffic-carrying ability. Levels of service range from A to F, "A" being the best scenario with unrestricted maneuverability and operating speeds, and "F" being the worst scenario where travel on a roadway is characterized by "stop and go" conditions. Existing intersections along U.S. 70 have been analyzed and currently operate at an undesirable level of service. Without improvements to accommodate traffic growth, the level of service along U.S. 70 will continue to deteriorate.

The lack of access control (numerous street and driveway connections to adjacent development) and heavy traffic substantially reduce the mobility of the existing U.S. 70 corridor. Currently thirteen traffic signals prohibit uninterrupted service along the existing corridor through Havelock. By the design year 2035, only five of the thirteen signalized intersections will operate at an acceptable level of service.

An accident study of U.S. 70 in Havelock was conducted to determine the accident potential and relative safety of the existing roadway. A total of 527 reported accidents occurred along the studied portion of U.S. 70 during the period between October 1, 2009 and September 30, 2012.

ACCIDENT TYPE	NUMBER	PERCENT OF TOTAL
Rear-end	272	51.6
Turning Movement	71	13.5
Angle	44	8.3
Sideswipe	59	11.2
Ran off Road	27	5.1
Other	54	10.2

Two crashes (1%) involved fatal injuries, 129 (24%) involved nonfatal injury crashes, and 396 (75%) resulted in property damage-only crashes. The 527 reported accidents resulted in an estimated \$1,759,297 loss in property damage during that 3 year period.

U.S. 70 is one of only three routes providing highway access into the City of Havelock and the Cherry Point Marine Corps Air Station (MCAS). The other two are N.C. 101 and S.R. 1756 (Lake Road), both of which end in Havelock. This project would improve access for area commuters to the Cherry Point MCAS and Naval Aviation Depot, the principal employer for civilian and military personnel in Craven County and the City of Havelock.

By altering the existing state of the corridor in the area that currently contains many at-grade intersections and driveway connections, the project would enhance traffic safety and reduce crash rates by providing four lanes of divided roadway with full control of access.

The project would reduce the travel time for motorists, such as commercial carriers and vacationers, to the Carteret County beaches and the Port of Morehead City.

U.S. 70 has also been identified by the NC Division of Emergency Management as a major hurricane evacuation route. The project would improve the area's hurricane evacuation capabilities by providing more traffic carrying capacity.

The proposed U.S. 70 Havelock bypass project is consistent with long-range transportation plans for the study area. Local governments within Havelock and the Down East Rural Planning Organization, as well as NCDOT, have adopted this plan.

U.S. 70, HAVELOCK BYPASS STUDY ALTERNATIVES

Initially, a number of alternatives were presented for study. These included a No-Build Alternative, Multimodal Alternatives, Transportation Systems Management (TSM) Alternatives, and Mass Transit Alternatives. The preliminary alternatives that could not fill the purpose and need for the project, had excessive undesirable impacts or were considered impractical were eliminated from consideration for the proposed U.S. 70 Havelock Bypass. Three bypass alternatives were ultimately carried forward for study.

All three of the new location alternative corridors tie into existing U.S. 70 far enough from the City of Havelock to avoid the existing strip development and the signalized intersections through the City. At the southeastern end of the project, there is a proposed interchange with existing U.S. 70 southeast of McCotter Boulevard (S.R. 1824). At the northwestern end of the project, there is a proposed interchange with existing U.S. 70 just west of Hickman Hill Loop Road (S.R. 1760).

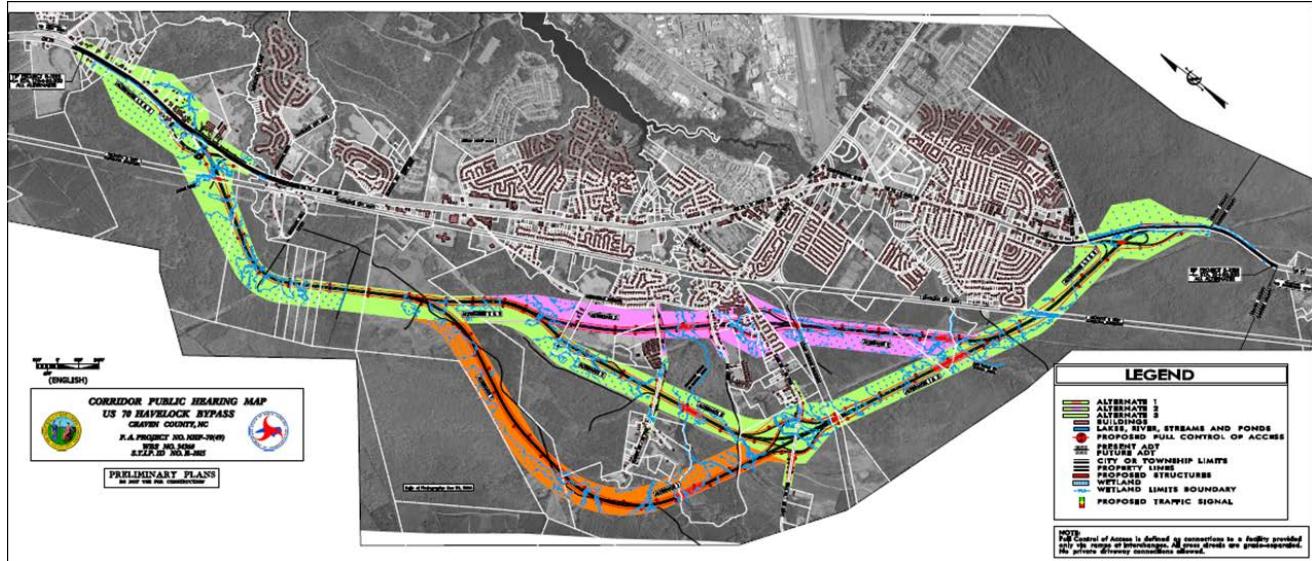


TABLE PM-1
COMPARISON OF BYPASS ALTERNATIVES

ENVIRONMENTAL FEATURES	ALT. 1 (2011)	ALT. 2 (2011)	ALT. 3 (2011)	REFINED ALT. 3 (PREFERRED) (2014)
Length (miles)	10.85	9.91	10.3	10.3
Relocations	13	133	16	16
Residential	1	3	1	1
Business	1	1	1	1
Non-profit				
Minority/Low Income Populations - Disproportionate Impact	No	No	No	No
Historic Properties (adverse effect)	No	No	No	No
Community Facilities Impacted	No	No	No	No
Section 4(f) Impacts	No	No	No	No
Noise Receptor Impacts	31	31	31	43
Prime Farmlands	66	112	71	71
NFS Lands – acres	189	225	240	240
Forested Acres (<i>NFS lands</i>)	343 (188)	258 (213)	354 (244)	332 (204)
CNF Habitat Fragmentation	1,412	240	699	534
Wetland Acres (<i>NFS lands</i>)	135 (96)	109 (87)	140 (102)	131 (93)
Streams (<i>NFS lands</i>) – linear feet	2,581 (1,012)	3,094 (1,764)	2,505 (1,387)	2,948(1,232)
Riparian Buffer Impacts – sq feet (<i>NFS lands</i>)	124,823	172,705	135,930	129,402
Zone 1	(46,344)	(91,341)	(69,698)	(54,884)
Zone 2	75,232	108,019	79,168	81,142
(23,190)		(50,684)	(36,949)	(33,524)
Total Buffer Impacts	200,055	280,724	215,098	210,544
100 Year Floodplain and Floodway Impacts – acres	(69,534)	(142,025)	(106,647)	(88,408)
	1.3	1.3	1.6	1.6

CORRIDOR SELECTION PROCESS

Although three bypass alternatives were originally considered, Alternative 3 was identified as the Least Environmentally Damaging Practicable Alternative (LEDPA) by the project steering committee, which consists of Federal and State review agencies.

In 1998, the NCDOT Corridor Selection Committee approved Alternative 3 as the LEDPA. The Corridor Selection Committee was

comprised of representatives from NCDOT, federal and state environmental resource and regulatory agencies, such as the USACE, the US Environmental Protection Agency, the NC Division of Water Quality, the NC Wildlife Resources Commission, the NC Department of Environment and Natural Resources and the State Historic Preservation Office. Other agencies are invited as appropriate.

All three alternatives have been re-studied since the 1998 Environmental Assessment document was prepared. Alternative 3 remains as the identified Preferred Corridor. Avoidance and minimization as well as mitigation plans were considered and adopted during preliminary and detailed alternative development.

Another environmental document – the Final Environmental Impact Statement (FEIS) has been prepared for the Federal Highway Administration (FHWA) and NCDOT in

accordance with the requirements of the National Environment Policy Act (NEPA) of 1969, as amended, and the North Carolina State Environmental Policy Act (SEPA G.S. 113A, Article 1) to evaluate the potential impacts of this proposed transportation improvement project. This is an informational document intended for use by both decision-makers and the public. It represents a disclosure of relevant environmental information concerning the proposed action as well as all viable alternatives.

PREFERRED ALTERNATIVE – ALTERNATIVE 3

Alternative 3 was first recommended by NCDOT and the Corridor Selection Committee as the preferred alternative in January of 1998. Subsequent studies and the NEPA/404 Merger Team reaffirmed the selection in 2012.

Alternative 3 was selected as the preferred alternative because it:

- ***Provides the best balance of minimizing impacts to natural and human environmental resources, the Croatan National Forest and the City of Havelock***
- ***Is the least costly alternative***
- ***Has a small number of relocations***
- ***Minimizes habitat fragmentation effects***
- ***Has a "middle ground" impact to prime farmlands***
- ***Has a "middle ground" impact to riparian buffers***

PROJECT INFORMATION

Length: 10.3 miles

Typical Section: 4-lane (two, 12-foot lanes in each direction) divided freeway with a 46-foot median (minimum)

Right of Way: A minimum right-of-way width of approximately 250 feet was established with additional right of way required at interchanges and grade separations.

Design speed: 70 mph

Access Control: Full Control of Access:
Access is only provided via ramps at interchanges.
No private driveway connections would be allowed.

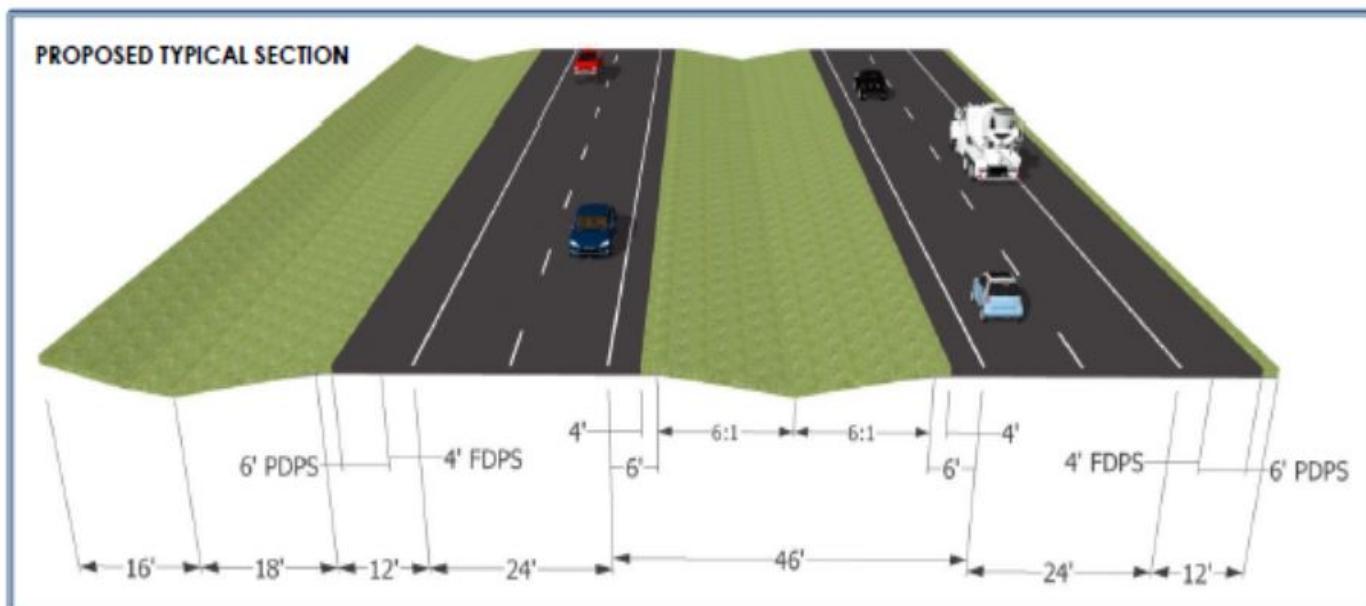
Relocatees: 16 Residences, 1 business, 1 non-profit

Project Costs:

Right of Way	\$ 11,425,000
Utility Relocation	\$ 845,000
<u>Construction</u>	<u>\$208,992,000</u>
Total	\$221,262,000

Current Schedule: Right of Way Acquisition – Winter 2015
Construction – Winter 2017

Note: The tentative schedule is shown above. A number of factors can affect a project schedule, so schedules are subject to change.



RIGHT-OF-WAY PROCEDURES

After decisions are made regarding the final design, the proposed right-of-way limits will be staked in the ground. If you are an affected property owner, a Right-of-Way Agent will contact you and arrange a meeting. The agent will explain the plans and advise you as to how the project will affect you. The agent will inform you of your rights as a property owner. If permanent right-of-way is required, professionals who are familiar with real estate values will evaluate or appraise your property. The evaluations or appraisals will be reviewed for completeness and accuracy, and then the Right-of-Way Agent will make a written offer to you. The current market value of the property at its highest and best use when appraised will be offered as compensation. The Department of Transportation must:

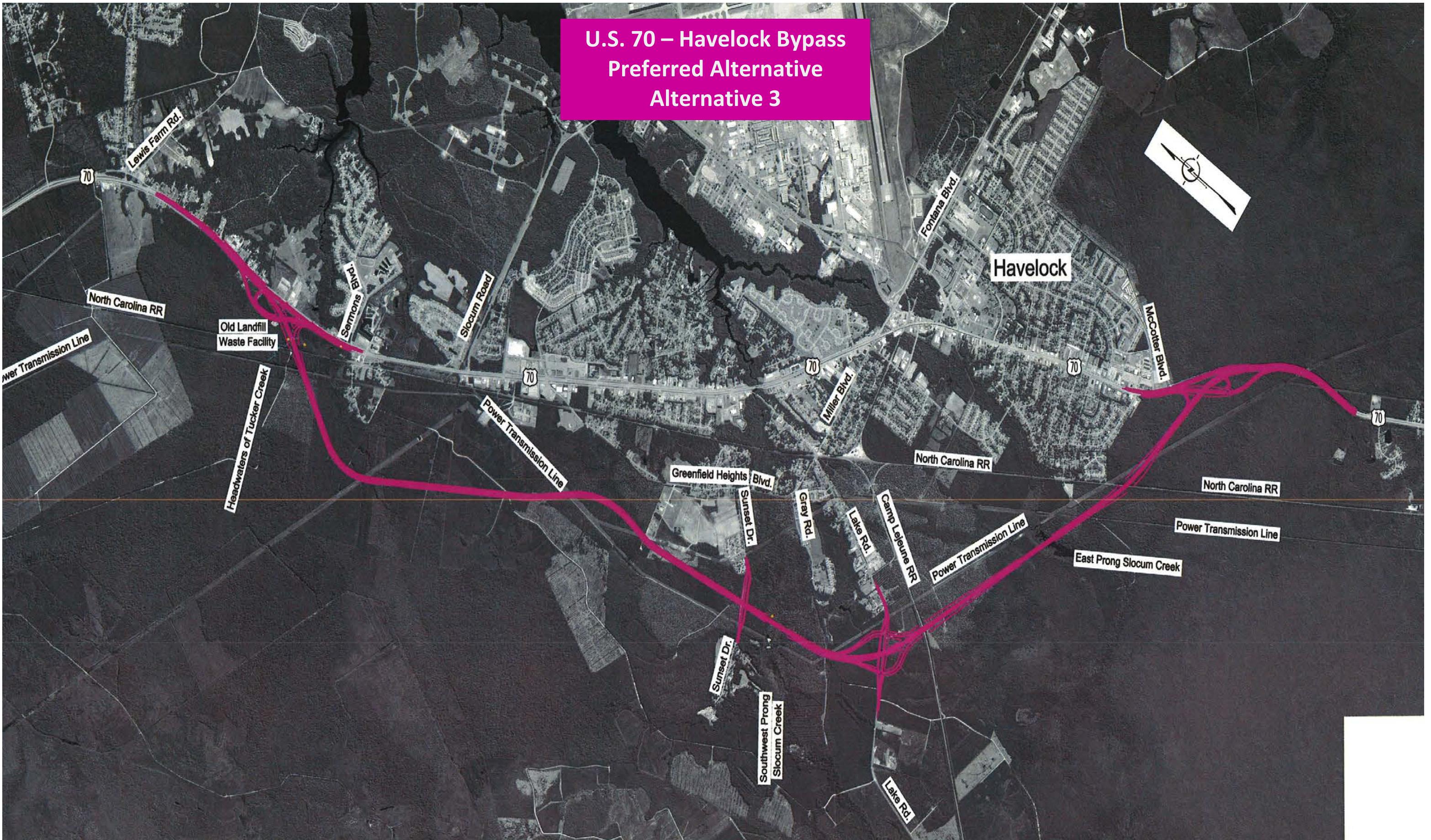
1. Treat all owners and tenants equally.
2. Fully explain the owner's rights.
3. Pay just compensation in exchange for property rights.
4. Furnish relocation advisory assistance.

RELOCATION ASSISTANCE

If you are a relocatee, that is, if your residence or business is to be acquired as part of the project, additional assistance in the form of advice and compensation is available. You will also be provided with assistance on locations of comparable housing and/or commercial establishments, moving procedures, and moving aid. Moving expenses may be paid for you. Additional monetary compensation is available to help homeowners cope with mortgage increases, increased value of comparable homes, closing costs, etc. A similar program is available to assist business owners. The Right-of-Way Agent can explain this assistance in greater detail.

NOTE: PAMPHLETS SUMMARIZING RIGHT OF WAY AND RELOCATION PROCEDURES ARE AVAILABLE AT THE SIGN-IN TABLE.

**U.S. 70 – Havelock Bypass
Preferred Alternative
Alternative 3**



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: Design Public Meeting Location: Havelock Tourist & Event Center	Date: August 31, 2015
TIP No.: R-1015 Project Description: U.S. 70 Havelock Bypass	

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 NCDOT Office of Civil Rights, Title VI Section at 1511 Mail Service Center, Raleigh, NC 27699-1511.

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

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

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

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

Thank you for your participation!

**NC Department of Transportation
PDEA – Human Environment Section
1598 Mail Service Center
Raleigh, NC 27699–1598**





COMMENT SHEET

U.S. 70 Havelock Bypass, Craven County R-1015 – Design Public Meeting

NAME:

ADDRESS:

EMAIL:

COMMENTS and/or QUESTIONS:

Comments may be mailed by September 28, 2015 to:

Ms. Diane Wilson
NCDOT - Human Environment Section
1598 Mail Service Center
Raleigh, NC 27699-1598
Phone: (919) 707-6073 Fax: (919) 212-5785
Email: pdwilson1@ncdot.gov

**Attn: Diane Wilson
NC Department of Transportation
PDEA – Human Environment Section
1598 Mail Service Center
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