

NORTH CAROLINA

WAYNE COUNTY

The Highway 70 Corridor Commission met on Tuesday, March 12, 2013 at 2:00 p.m. at the Woodmen Community Center, 2602 West Vernon Avenue, Kinston, North Carolina.

County members present:

Carteret County – Robin V. Comer and Tom Steepy
Craven County – Tom Mark and Jack Veit
Johnston County – Ted G. Godwin, Richard N. Hicks, Frank Price and Don Rains
Jones County – None
Lenoir County – Brian Lucas and J. Mac Daughety
Wayne County – Chris Boyette, Joe Daughtery, Steve Keen and Bill Pate.

Other persons present:

North Carolina Board of Transportation – Hugh Overholt (Division 2) and Gus Tulloss (Division 4)
North Carolina Department of Transportation – Dwayne Alligood, Jeff Cabaniss, Roberto Canales, Haywood Daughtry, Bill Kincannon, Neil Lassiter, Christopher L. Pendergraph and John Rouse
Goldsboro – Scott Stevens
Highway 70 Corridor Commission Director – M. Durwood Stephenson
Havelock – Katrina Marshall
Kinston – BJ Murphy and Tony Sears
North Carolina's Eastern Region – John D. Chaffee
North Carolina Ports – Stephanie Ayers
Craven County – Don Baumgardner
Eastern Carolina RPO – Rob Will
Eastern NC MPO/RPO Coalition – Joel Strickland
Down East RPO – Patrick Flanagan
Wayne County – E. Ray Mayo, Connie Price and Marcia R. Wilson
Citizens – Harold Barnes, Don Black, Lillian Black, Ophelia Davis and Sherwood Oglesby
Kinston Free Press – Wes Wolfe

Call to Order

Highway 70 Corridor Commission Director M. Durwood Stephenson called the meeting to order.

Welcome

Kinston Mayor B.J. Murphy welcomed everyone to the meeting. The Woodman Community Center is a successful public/private partnership. He invited everyone to tour the facility.

Introductions

Everyone present introduced himself or herself.

Election of Officers - Chairman

Highway 70 Corridor Commission Director M. Durwood Stephenson opened the floor for nomination of Chairman of the Highway 70 Corridor Commission.

Carteret County Member Tom Steepy nominated Carteret County Member Robin Comer as Chairman of the Highway 70 Corridor Commission. Lenoir County Member J. Mac Daughety seconded the nomination.

Upon motion of Wayne County Member Joe Daughtery and seconded by Johnston County Member Don Rains, the members of the Highway 70 Corridor Commission unanimously closed the nominations.

Carteret County Member Robin Comer was unanimously elected Chairman of the Highway 70 Corridor Commission.

Highway 70 Corridor Commission Chairman Robin Comer stated the Highway 70 Corridor Commission is a passion of his. He wants to work with the counties along the corridor, which will in turn help Carteret County.

Election of Officers – Vice-Chairman

Wayne County Member Joe Daughtery nominated Wayne County Member Steve Keen as Vice-Chairman of the Highway 70 Corridor Commission. Wayne County Member Bill Pate seconded the nomination.

Carteret County Member Tom Steepy nominated Lenoir County Member J. Mac Daughety as Vice-Chairman of the Highway 70 Corridor Commission. Johnston County Member Don Rains seconded the nomination.

The initial vote of the membership was ten (10) votes for Wayne County Member Steve Keen and seven (7) votes for Lenoir County Member J. Mac Daughety.

Carteret County Member Tom Steepy stated he had proxy votes for Carteret County Members Joan Pulley and David Whitlow. He voted the two proxy votes for Lenoir County Member J. Mac Daughety.

The vote was then ten (10) votes for Wayne County Member Steve Keen and nine (9) votes for Lenoir County Member J. Mac Daughety.

Lenoir County member J. Mac Daughety stated he had a proxy vote for Lenoir County Member Mark Pope. He voted the proxy vote for Lenoir County Member J. Mac Daughety.

The vote was then ten (10) votes for Wayne County Member Steve Keen and ten (10) votes for Lenoir County Member J. Mac Daughety.

Wayne County Member Joe Daughtery inquired about the validity of accepting proxy voted for the election of officers.

Highway 70 Corridor Commission Director M. Durwood Stephenson stated proxy voting had been allowed in the past and was acceptable.

Wayne County Member Steve Keen stated he was Chairman of the Wayne County Board of Commissioners. He was proud to live in eastern North Carolina and wanted what was best for eastern North Carolina. He understood the impact of unity. He appreciated the support he received to be Vice-Chairman of the Highway 70 Corridor Commission. He had closely followed transportation issues for many years and followed the Highway 70 Corridor Commission since he became a Wayne County Commissioner in 2008. Transportation involved understanding the state and federal governments. He wanted to be a part of improving transportation in eastern North Carolina. He pledged to Highway 70 Corridor Commission Chairman Robin Comer his support on transportation issues. Wayne County Member Steve Keen withdrew his name from nomination as Vice-Chairman of the Highway 70 Corridor Commission in favor of Lenoir County Member J. Mac Daughety.

Lenoir County Member J. Mac Daughety as elected Vice-Chairman of the Highway 70 Corridor Commission.

Vice-Chairman J. Mac Daughety stated Wayne County Member Steve Keen had been active in transportation issues in eastern North Carolina.

Election of Officers – Secretary/Treasurer

Carteret County Member Tom Steepy nominated Johnston County Member Frank Price as Secretary/Treasurer of the Highway 70 Corridor Commission. Johnston County Member Richard Hicks seconded the nomination. The nominations were closed.

Johnston County Member Frank Price was unanimously elected Secretary/Treasurer of the Highway 70 Corridor Commission.

Johnston County Member Frank Price stated he appreciated the opportunity the Johnston County Board of Commissioners had given to him. US Highway 70 is built to freeway standards from Interstate 40 to US Highway 70 Business. Our citizens want to get to and from eastern North Carolina on an improved US Highway 70. He will perform the duties of Secretary/Treasurer of the Highway 70 Corridor Commission to the best of his ability.

Approval of Agenda

Upon motion of Wayne County Member Chris Boyette and seconded by Lenoir County Member J. Mac Daughety, the members of the Highway 70 Corridor Commission unanimously approved the agenda as presented with the deletion of the Merger Process Presentation.

Approval of Minutes

Upon motion of Craven County Member Tom Mark and seconded by Lenoir County Member J. Mac Daughety, the members of the Highway 70 Corridor Commission unanimously approved the minutes of the meeting on October 18, 2012.

Financial Report

Wayne County Clerk to the Board Marcia R. Wilson reported as of March 6, 2013 there was a total cash balance of \$158,015.58.

Remarks

North Carolina Board of Transportation Division 4 Member Gus Tulloss congratulated Chairman Robin Comer and Vice-Chairman J. Mac Daughety. The members of the Highway 70 Corridor Commission will need to work together and have the same agenda. He explained the process of appointing the new North Carolina Board of Transportation members. There are 19 members with 14 members having a specific division and 5 at-large members. The members serve at the pleasure of the Governor with 4-year terms. A minimum of 3 members must be from the party opposite the Governor. The seats of 10 members became available in January 2013 and 10 new members were nominated and are now undergoing the approval process. The terms of the remaining 9 members expire in January 2015. North Carolina Department of Transportation Secretary Tony Tata is a good listener, a fast study, a supporter of the department and will bring about changes. Governor Pat McCrory supports transparency and customer service. There was a public hearing last night concerning NC Highway 12 on the Outer Banks. Governor Pat McCrory and North Carolina Department of Transportation Secretary Tony Tata attended the meeting and addressed the issues concerning NC Highway 12.

North Carolina Board of Transportation Division 2 Member Hugh Overholt thanked the Highway 70 Corridor Commission members for their concern about the economic impact of the highway to eastern North Carolina. The members will face challenges ahead. The members need to fight to keep the equity formula, which keeps the region on the same playing field as the remainder of the state. The Morehead City Port has a lot of opportunity to attract a large piece of business with careful management in all areas. He looked forward to seeing the progress at the port. He asked the members of the Highway 70 Corridor Commission to also focus on rail transportation. The military is essential to the economy of eastern North Carolina and the bases must be protected. North Carolina Board of Transportation Division 2 Member Hugh Overholt thanked North Carolina Department of Transportation Division 2 Engineer Neil Lassiter and North Carolina Department of Transportation Division 4 Engineer John Rouse for their dedication and hard work. Sequestration will impact the State of North Carolina and the North

Carolina Department of Transportation with less money to do more. North Carolina Board of Transportation Division 2 Member Hugh Overholt stated he was always willing to help the Highway 70 Corridor Commission.

Carteret County Member Tom Steepy stated it is important to have support from the North Carolina Board of Transportation. He commended former North Carolina Board of Transportation Member Leigh McNairy for her service to the Highway 70 Corridor Commission.

Upon motion of Carteret County Member Tom Steepy and seconded by Johnston County Member Frank Price, the members of the Highway 70 Corridor Commission unanimously approved and authorized a resolution commending former North Carolina Board of Transportation Member Leigh McNairy for her dedicated service and support of the Highway 70 Corridor Commission. Highway 70 Corridor Commission Director M. Durwood Stephenson will draft the resolution honoring former North Carolina Board of Transportation Member Leigh McNairy.

Eastern Carolina RPO/MPO Coalition and Activities

Eastern Carolina RPO/MPO Coalition Executive Director Joel Strickland stated it was great to see such cooperation among the Highway 70 Corridor Commission members. The staff of the Eastern Carolina RPO/MPO Coalition is trying to be proactive in keeping the projects moving forward, including US Highway 70. The staff is informing the coalition about financing and funding options. His goal is to mirror the cooperation of the Highway 70 Corridor Commission members to the RPO and MPO members in eastern North Carolina.

Highway 70 Corridor Commission Director M. Durwood Stephenson stated he had lunch yesterday with members of the Raleigh City Council, who pushing hard to change the equity formula. He reminded the Raleigh City Council about Governor Pat McCrory's comments to the Council last week. Governor Pat McCrory stated the Raleigh City Council is a "big dog" and he needed the Council to reach out to a 60-mile radius outside Raleigh to the small rural towns to be a part of their economic development. The smaller towns often have a high unemployment rate and the state needs an economic and commerce plan to connect small towns and large urban areas. The Highway 70 Corridor Commission has worked together on the freeway, rail, ports and connecting eastern North Carolina to parts of the state using more of our consumer goods, such as agricultural products.

Economic Impact Analysis

Highway 70 Corridor Commission Director M. Durwood Stephenson stated the Highway 70 Corridor Commission has been working for several years on an economic impact analysis to tell us the pros and cons of our work. There have been some obstacles along the way. One of the obstacles has been the lack of a formal legal structure. The United States Department of Transportation and North Carolina Department of Transportation agreed to fund the economic impact analysis study, but would not draw up a contract because there was no legal entity. Wayne County has been performing the administrative duties of the Highway 70 Corridor Commission. The contract is now scheduled to be executed. The economic impact analysis

should be a tool in which all of the municipalities in eastern North Carolina can use to attract commerce along the corridor.

Johnston County Member Frank Price stated the economic impact analysis study will start after the contract has been executed. A notice to proceed will be given to the company to perform the study and the company has six months to complete the study.

Highway 70 Corridor Commission Director M. Durwood Stephenson stated he and North Carolina Department of Transportation Division 4 Engineer John Rouse met with North Carolina Department of Transportation Secretary Tony Tata. US Highway 70 received extra points as a route to serve the military. He believed North Carolina Department of Transportation Secretary Tony Tata would revamp the point structure to include economic development and commerce factors to gain additional points.

Interstate Options

Highway 70 Corridor Commission Vice-Chairman J. Mac Daughety stated the Highway 70 Corridor Commission is all about the region pulling together. All of the roads affect our future. The metropolitan mayors and the urban dominated legislature are pushing to change the equity formula of road funding. We must present a solid front in the manner in which roads are funded. One of the unifying factors is the Eastern Carolina RPO/MPO Coalition, which consists of all the RPOs and MPOs east of Interstate 95 from Virginia to South Carolina. The Eastern Carolina RPO/MPO Coalition was started based on a conversation with North Carolina Department of Transportation Chief Operating Officer General Jim Trogdon, who told us we needed to pull together as a region and submit 5-6 major projects.

There is a lack of interstate connectivity east of Interstate 95 and Interstate 40. Basically, eastern North Carolina does not have any interstates. From Richmond, Virginia to Mississippi, the majority of the economic growth is along the interstates. Eastern North Carolina needs the interstates for connectivity and economic growth.

Several persons met with North Carolina Department of Transportation Chief Operating Officer General Jim Trogdon to ask what can be done to get more interstates in eastern North Carolina. North Carolina Department of Transportation Chief Executive Operating General Jim Trogdon replied the region needs to pick out multiple interstate roads. The leaders met with North Carolina Department of Transportation Mobility and Safety State Traffic Engineer J. Kevin Lacy and asked him to define the qualifications of an interstate highway, what routes in eastern North Carolina fit the qualifications and what were the plans of action to create the interstates in the quickest possible time.

A later meeting was held in Greenville, North Carolina with elected officials, North Carolina Department of Transportation Mobility and Safety State Traffic Engineer J. Kevin Lacy, North Carolina Department of Transportation Division 2 Engineer Neil Lassiter and North Carolina Department of Transportation Division 4 Engineer John Rouse, members of the Highway 70 Corridor Commission and interested US Highway 264 parties. Interstates are difficult to attain and the entire region must pull together and support all efforts for interstate

highways. North Carolina Department of Transportation Mobility and Safety State Traffic Engineer J. Kevin Lacy suggested the eastern part of eastern North Carolina had two routes, which would be most easy to turn into interstates. The routes were US Highway 264 from Raleigh to Greenville and US Highway 70. The US Highway 70 bypasses are being built to high freeway standards with the potential to upgrade to interstate standards. Interstates must run to a major metropolitan area, in which Greenville qualifies. The ending point for US Highway 70 would be the Morehead City Port, in which to get goods and services, which helps the highway become an interstate.

Highway 70 Corridor Commission Vice-Chairman J. Mac Daughety stated the more and broader the support for transportation projects, the more attention the project receives from those making the decisions. It was decided to adopt resolutions stating as a unified region that our preferred interstate routes would be US Highway 264 and US Highway 70. This collaboration would give US Highway 70 a major partner, who is not located on US Highway 70. The Department of Transportation would look at the request and determine a metropolitan area not located on US Highway 70 supports US Highway 70 as an interstate highway. This would give us greater magnitude and leverage in the discussion. The same is the reverse for US Highway 264.

The Greenville City Council, Pitt County Board of Commissioners and Ayden Town Council unanimously adopted a resolution supporting US Highway 264 and US Highway 70 as the preferred interstate routes in the eastern section of eastern North Carolina. Next week, the Lenoir County Board of Commissioners and Kinston City Council will consider such a resolution. He requested the Highway 70 Corridor Commission consider a resolution supporting US Highway 264 and US Highway 70 as the preferred interstate routes in the eastern section of eastern North Carolina.

If the US Highway 70 Kinston Bypass is the northern route, it would cross over NC Highway 11 and would be approximately ten miles from the US Highway 264 Bypass to Greenville. Having two interstates in the area would open up many areas for economic development.

Highway 70 Corridor Commission Vice-Chairman J. Mac Daughety stated this is an opportunity to work together to benefit two areas in the eastern section of eastern North Carolina. The resolution would allow North Carolina Department of Transportation Division 2 Engineer Neil Lassiter and North Carolina Department of Transportation Division 4 Engineer John Rouse to plan to build the US Highway 70 Bypasses to interstate standards now. The interstate process would be expedited. Eastern North Carolina would see economic growth with the interstates.

Wayne County Member Steve Keen stated this is a good idea. Senate Bill 127 takes into account regionalization in transportation and commerce. We do not want to supersede any actions of the North Carolina General Assembly. Wayne County and Lenoir County representatives met with Senator Harry Brown to express concern about funding, working together and not crossing regional lines without knowing what other regions are doing, especially on the federally funded MPO. The Wayne County Board of Commissioners met with Congressman George Holding to address the BRAC and infrastructure needed for transportation

in the area. The interstate quality roads were discussed. Project funds need to be better understood. We need to have projects ready for any available federal funds. We need be aware of Senate Bill 127. He questioned if we were moving too fast through an issue. Everyone needs to be at the same table.

Highway 70 Corridor Commission Vice-Chairman J. Mac Daughety stated it is the goal to expand the project list of the Eastern Carolina RPO/MPO Coalition and to specify what project we want included. US Highways 74 and 76 may also be preferred interstate routes. We want to say this portion of eastern North Carolina supports both US Highway 264 and US Highway 70 as the preferred interstate routes. With the completion of the Goldsboro Bypass, Kinston Bypass and Havelock Bypass, a large portion of US Highway 70 would be built to interstate standards. US Highway 264 from Raleigh to Greenville was the most ready to be interstate quality with a small area needing to be cleaned up. We tried to select the two routes, which could be interstate quality the quickest. We realize the interstates will not be designated in the near future, but we are trying to designate highways as the preferred routes and give the Division Engineers the tools they need for funding spot projects along the preferred routes. The resolution supports the two preferred routes. Our US Highway 264 neighbors want to be partners. The first step in the process is to designate US Highway 264 and US Highway 70 as the preferred interstate routes. The message will be sent to the North Carolina Department of Transportation and the North Carolina General Assembly. Governor Pat McCrory has stated economic development should play a huge part in the roads being built in eastern North Carolina. We need to build roads to create jobs. Funding is scarce and roads need to be built for economic development. Highway 70 Corridor Commission Vice-Chairman J. Mac Daughety stated he hoped the Highway 70 Corridor Commission would approve the resolution.

Carteret County Member Tom Steepy requested a copy of the proposed resolution.

Highway 70 Corridor Commission Vice-Chairman J. Mac Daughety read a copy of the resolution approved resolution adopted by the Greenville City Council, Pitt County Board of Commissioners and Ayden Town Council. The Greenville City Council resolution is attached hereto as Attachment A.

Craven County Member Jack Veit stated he serves on the Highway 70 Corridor Commission and Highway 17 Association. The resolution would be problematic with the current Craven County transportation goals. Craven County has strongly committed to the Highway 17 Association. The county needs more time to consider the resolution.

Johnston County Member Don Rains asked how closely the Clayton Bypass, Goldsboro Bypass and Harvey Parkway met freeway standards.

North Carolina Department of Transportation Division 2 Engineer Neil Lassiter stated the Harvey Parkway is built to freeway standards, but would not require a lot to bring to interstate standards.

North Carolina Department of Transportation Division 4 Engineer John Rouse stated Interstate 795 is built to interstate standards. The shoulders on US Highway 264 from the

Greene-Wilson county line west have been widened to Interstate 95. The Goldsboro Bypass was built to freeway standards and would need minor shoulder widening to be brought to interstate standards. The Clayton Bypass would need minor adjustments to be interstate quality.

Wayne County Member Steve Keen stated Interstate 795 dead ends. The continuation of Interstate 795 is being studied. Federal funding requests for the projects should be independent of one another.

Highway 70 Corridor Commission Vice-Chairman J. Mac Daughety stated US Highway 264 and US Highway 70 were the two routes which could become interstates the quickest. Extending Interstate 795 was studied. Transportation officials stated gaining an interstate parallel to another interstate is extremely difficult. US Highway 64 parallels US Highway 264 and US Highway 264 was selected. Interstate 795 parallels Interstate 40. The resolution doesn't exclude US Highway 17 from being a north-south interstate or US Highway 74 and US Highway 76. It is a bigger build-out picture. US Highway 264 and US Highway 70 were the quickest avenue to get interstate service in our section of eastern North Carolina.

Wayne County Member Steve Keen stated the US Highway 70 and Interstate 795 interchange was the drawing card. Then the plan would be to extend Interstate 795 south to Interstate 40.

Highway 70 Corridor Commission Vice-Chairman J. Mac Daughety suggested tabling the resolution until the next meeting.

Johnston County Member Frank Price requested a draft resolution be sent to the Highway 70 Corridor Commission members for their comments prior to the next meeting.

Highway 70 Corridor Commission Chairman Robin Comer stated he thought the resolution was twofold. The resolution requests US Highway 264 and US Highway 70 be preferred interstate routes as well as encourages the North Carolina Department of Transportation to make the improvements along the corridors in order to be ready for interstate standards. He recommended the resolution wording to be changed not to exclude Interstate 795 and US Highway 17.

North Carolina Board of Transportation Member Hugh Overholt requested a map of the three alternatives with the resolution. He also requested a year plan.

Highway 70 Corridor Commission Chairman Robin Comer tabled the item of business until the next meeting.

Organizational Structure

Highway 70 Corridor Commission Director M. Durwood Stephenson stated the organizational structure is modeled after the Highway 17 Association. Attorney Luther D. Starling, Jr. drew up the proposed bylaws at no cost, attached hereto as Attachment B. The bylaws mirror the current way the Highway 70 Corridor Commission operates. The current

Executive Committee is called a Board of Directors in the proposed bylaws. The Highway 70 Corridor Commission needs to have its own legal entity. The approved bylaws would need to be filed with the North Carolina Secretary of State and the Internal Revenue Service, which could take several months.

After considerable discussion concerning the membership structure of the Highway 70 Corridor Commission and the proposed Bylaws of Highway 70 Corridor Commission of North Carolina, Inc., Highway 70 Corridor Commission Chairman Robin Comer stated the Executive Committee would meet to discuss the proposed Bylaws of Highway 70 Corridor Commission of North Carolina, Inc. Highway 70 Corridor Commission Chairman Robin Comer stated the concerns centered around having an equal position at the table and not getting the membership too large to control the conglomerate.

Wayne County Member Steve Keen requested Highway 70 Corridor Commission Director M. Durwood Stephenson be present when the Executive Committee met.

Highway 70 Corridor Commission Director M. Durwood Stephenson will confirm dates Attorney Luther S. Starling, Jr. is available to meet with the Executive Committee.

North Carolina Department of Transportation Division 2 Review and Project Updates

North Carolina Department of Transportation Division 2 Engineer Neil Lassiter stated the Kinston Bypass is in the midst of the environmental study of the impact of natural resources. The capacity analysis is underway. The next big milestone for this project is the state draft Environmental Impact Statement, which is due late this year. The functional designs of the alternates are starting.

North Carolina Department of Transportation Division 2 Resident Engineer Bill Kincannon explained the upcoming Harvey Parkway and US Highway 70 traffic shift, which will start on March 18, 2013. The traffic shift should be completed by the third week of May.

North Carolina Department of Transportation Division 2 Engineer Neil Lassiter stated the goal is to keep traffic moving and to complete the traffic shift by Memorial Day.

Highway 70 Corridor Commission Vice-Chairman J. Mac Daughety thanked North Carolina Department of Transportation Division 2 Engineer Neil Lassiter and North Carolina Department of Transportation Division 2 Resident Engineer Bill Kincannon for working with Lenoir County and the City of Kinston to make the traffic shift as painless as possible.

North Carolina Department of Transportation Division 2 Engineer Neil Lassiter stated the Havelock Bypass project is underway. The final Environmental Impact Statement is due mid-2013. The North Carolina Department of Transportation staff is responding back to the Southern Environmental Law Center, which is taking longer than anticipated. The North Carolina Department of Transportation staff is also responding to comments made concerning some threatened species.

North Carolina Department of Transportation Division 2 Engineer Neil Lassiter stated categorical exclusion is due to be completed on the Slocum Gate project by fall 2013. The public is involved in the project. Right-of-way is scheduled for 2014. This is a mobility project and is on a fast track.

North Carolina Department of Transportation Division 2 Engineer Neil Lassiter stated the Gallants Channel project is moving. The United States Coast Guard requested additional navigational surveys, which should be completed in late May 2013 for submission. The construction has been delayed until fall 2013 in order to allow the United States Coast Guard to review the information.

North Carolina Department of Transportation Division 2 Engineer Neil Lassiter stated the James City Bypass feasibility study has been commissioned and the preliminary feasibility has been committed.

North Carolina Department of Transportation Division 4 Review and Project Updates

North Carolina Department of Transportation Division 4 Engineer John Rouse stated the design build section of the Goldsboro Bypass from Wayne Memorial Drive to Promise Land Road in Lenoir County will start this month with grading. Equipment has been mobilized at the Promise Land Road end of the section. Completion date on this section is late 2015. The traditional build section of the Goldsboro Bypass west of NC Highway 581 to Salem Church Road is slightly ahead of schedule. Completion date on this section is late 2015.

North Carolina Department of Transportation Division 4 Engineer John Rouse stated Bridge #97 over the railroad in Princeton on US Highway 70 is a \$3.2 million project. The project is slightly behind schedule due to foundation problems and issues working with the railroad. The contractor plans to make up the time. The project is still on target for a late fall completion date.

North Carolina Department of Transportation Division 4 Engineer John Rouse stated the Pine Level project is from Firetower Road to Davis Mill Road/Stevens Chapel Road on US Highway 70. The North Carolina Department of Transportation began acquiring right-of-way this month. The project was scheduled to begin March 2014; however, right-of-way issues have delayed the project about six months. There are 41 parcels, which need controlled access right-of-way. There are 11 relocatees, including businesses and 2 cemeteries. One of the cemeteries is very old and it will be problematic to find out the identity of the heirs. Utility easements are also required. The estimated cost of the Pine Level project is \$17 million and should be let in late 2014.

North Carolina Department of Transportation Division 4 Engineer John Rouse stated the Wilson's Mills project is the interchanges at Swift Creek Road and Wilson's Mills Road. The technical resources report, which includes the surveys, will let the North Carolina Department of Transportation know the type of environmental document needed to build the project. The alternative development is scheduled for December 2013, if the project does not require a full-blown Environmental Impact Statement. The only funding for the Wilson's Mills project is for

planning and design only. There is no current funding for right-of-way acquisition or construction.

Other Business

Highway 70 Corridor Commission Director M. Durwood Stephenson stated Craven County and Lenoir County have a membership vacancy.

Public Comments

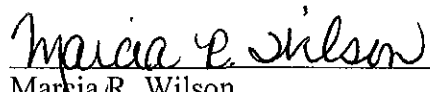
No member of the public spoke.

Next Meeting

The next meeting of the Highway 70 Corridor Commission will be held in Craven County on May 9, 2013 at 2:00 p.m. The location will be announced later.

Adjournment

There being no further business, Highway 70 Corridor Commission Chairman Robin Comer adjourned the meeting at 4:10 p.m.



Marcia R. Wilson