APPENDIX E

CORRESPONDENCE REGARDING DESIGN MODIFICATIONS TO PREFERRED ALTERNATIVE

TOWN OF AYDEN RESOLUTION – **APRIL 9, 2007**

LETTER FROM WILLIE COX – **APRIL 18, 2007**

LETTER FROM SAMUEL AND BRYAN COX – **APRIL 30, 2007**

NCDOT SERVICE ROAD STUDY MEMO – **June 29, 2007**

Town of Ayden

OFFICE OF THE TOWN MANAGER
4144 WEST AVENUE
P.O. BOX 219
AYDEN, NORTH CAROLINA 28513

E-MAIL: AMITCHELL@AYDEN.COM
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Honorable Mayor
Stephen W. Tripp

Board of Commissioners
Mary Alice Davenport
Gloria Dixon
Leonard Gibson
Louise Pritchard
Donald Skinner

Town Manager
Adam G. Mitchell, MBA

April 13, 2007

Art McMillan, P.E.
NCDOT State Highway Design Engineer
1584 Mail Service Center
Raleigh, NC 27699-1584

REF: Preliminary Design for Greenville Southwest Bypass (T.I.P. Project # R-2250)

Dear Mr. McMillan:

The Town of Ayden, a member of the Greenville Urban Area MPO, hereby presents to you the attached Resolution Requesting that NCDOT Consider Modifications to the Proposed Design of the Greenville Southwest By-Pass. Over the past several months, the Town has acquired and reviewed a Preliminary Design for the southernmost portion of the Greenville Southwest Bypass and has identified multiple design issues that the Town has determined must be addressed to allow the proposed facility to benefit both regional and local mobility.

The Town of Ayden looks forward to working with NCDOT to address these issues and believes that each issue can be addressed in a mutually beneficial manner. Please feel free to contact me at your earliest convenience regarding this matter.

Sincerely,

Adam G. Mitchell
Town Manager

cc: Marvin Blount III, North Carolina Board of Transportation
Rob Hanson, NCDOT PDEA
Brian Yamamoto, NCDOT PDEA
Beth Smyre, NCDOT PDEA
C.E. (Neil) Lassiter, NCDOT Division 2 Engineer
Thomas Tysinger, Jr., GUAMPO TCC Chairman
Christen Maseman, H.W. Lochner Inc., Project Manager
GUAMPO TAC Members

RESOLUTION NO. 06-07-21

A RESOLUTION BY THE BOARD OF COMMISSIONERS OF THE TOWN OF AYDEN REQUESTING THAT THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION CONSIDER MODIFICATIONS TO THE PROPOSED DESIGN OF THE GREENVILLE SOUTHWEST BY-PASS.

WHEREAS, the Town of Ayden is a member of the Greenville Urban Area Metropolitan Planning Organization (GUAMPO) and through this organization has been very involved in the planning of the Greenville Southwest By-Pass; and,

WHEREAS, the Town of Ayden Board of Commissioners recognizes the potential benefit of the Greenville Southwest By-Pass not only to the regional transportation network, but also to the long-term development of the town; and,

WHEREAS, the Town of Ayden Board of Commissioners further recognizes that the above mentioned benefits can only be achieved through a facility design that addresses both regional and local objectives; and,

WHEREAS, the Town of Ayden Board of Commissioners has conducted a public hearing in which it solicited comment on the proposed facility design from the public and impacted property owners; and,

WHEREAS, the Town of Ayden Board of Commissioners has reviewed the public comment and recognizes that the town must officially request changes to the current facility design that will allow for improved local access and mitigation of impacts to an existing residential neighborhood.

NOW, THEREFORE, BE IT RESOLVED that the Town of Ayden Board of Commissioners requests that the North Carolina Department of Transportation consider the following modifications to the proposed design of the Greenville Southwest By-Pass:

1. Provide some form of signalized local access to NC 102 between NC 11 and the proposed By-Pass Interchange. Such access is required for this area to meet its expected commercial development potential.

2. Retain local access from Old Snow Hill Road / Snow Hill Street to NC 11. Old Snow Hill Road / Snow Hill Street currently have access to NC 11 and removing said access will increase response times for emergency vehicles and cause significant cut-through traffic for The Pines Subdivision.

3. Provide improved access from NC 102 to The Pines Subdivision. The existing entrance is not adequate and the anticipated additional traffic will make this a failing intersection (LOS - F). This could be addressed by providing a traffic

signal at Wildwood Drive and NC 102 or by creating a new signalized intersection / entrance farther west along NC 102 leading into The Pines Subdivision.

4. Provide measures that will keep The Pines Subdivision from becoming attractive to cut-through traffic. This could be addressed by keeping Wildwood Drive open to Old Snow Hill Road; by retaining access from Old Snow Hill Road / Snow Hill Street to NC 11; and by providing the town with information related to traffic calming techniques available within the subdivision.

5. Provide a noise barrier along the west side of The Pines Subdivision.

Adopted this 9th day of April, 2007.

Stephen W. Tripp, Mayor

ATTEST:

Sherry Howell, Town Clerk

April 18, 2007

Reference: NC 264 West Bypass

To: Mr. Brian Eason
H.W. Lochner, Inc.
2840 Plaza Place
Raleigh, North Carolina 27612

Dear Mr. Eason,

We would like to request that the access road to Cox Farm Properties extend to the property line only and stop. We feel that stopping the access road at the Cox Farm property line will allow us to control further environmental concerns.

Thank You for your time and efforts.

Sincerely,

Willie D. Cox

Willie D. Cox

Cox Farm Properties LLC.

April 30, 2007

Reference: NC 264 West Bypass

To: Brian K. Eason
Project Designer Engineer
H.W. Lochner, Inc.
2840 Plaza Place
Suite 202
Raleigh, NC 27612

From: Samuel F. and D. Bryan Cox
Cox Brothers Properties
5009 Pleasant Plain Rd.
Ayden, NC 28513
252-746-3351

Dear Mr. Eason,

We would like to request that the access road to Cox Brothers properties/farms extend to the property line only and stop. We feel that stopping the access road at the property line will allow us to control further environmental concerns.

Thank You for your time and efforts.

Sincerely,

Samuel F. Cox

Samuel F. Cox

D. Bryan Cox

D. Bryan Cox

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

ROADWAY DESIGN UNIT
JUL 11 2007
___ALLEN ___BLEVINS ___SYKES
___BREW ___C. HOUSER ___T. HOUSER
___LEVERING ___LEWIS ___GOODNIGHT
___T. MOORE ___C. HARE ___SPEER
___B. MOORE ___THOMAS
✓ MUMFORD ___WALLS
___THOMPSON
___PREPARE REPLY FOR ___SIGNATURE
___F.Y.I.
___REVIEW/DISCUSS WITH ___

June 29, 2007

MEMORANDUM TO: MR. GLENN MUMFORD, PE

FROM: John H. Savage, Review Appraiser

SUBJECT: Project 34411.1.1 (R-2250 – Pitt County)
F. A. Project STP-11(1)
NC 11-903 (Greenville SW Bypass) from NC 11 to US 264 (Greenville Bypass)

This service road study is based on information from local realtors, appraisers, and recent sales in the area. The values of the properties affected were estimated and not appraised by comprehensive on-site inspections.

1. Property now or formerly owned by Ann B. Sumrell per the plans provided at the proposed interchange of NC 102 with the proposed bypass is divided into three separate remainders. The two outlined in the request include about 3.7 acres remaining at the NW quadrant of the aforementioned intersection while about 21.6 acres remains at the proposed NE quadrant. It appears feasible to eliminate the potential service road at the NW quadrant, as it would serve only about 3.7 acres of the Sumrell property. The R/W cost for the service road coupled with damages it would create to the Sidney Britt property, and lastly the cost of construction of what appears to be an 1,800' service road far out weigh the value of the approximate 3.7 acres the service road would be accessing. The remainder of the Sumrell property located at the NE quadrant as previously mentioned consists of about 21.6 acres. In this area similar size tracts are selling for about $30,000 per acre; therefore, it would appear feasible to provide a potential service road to this remainder. Not only would a service road with a length of about 900' serve the aforementioned 21.6 acres, it could also serve the property located directly east of the Sumrell property owned by

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
APPRAISAL OFFICE
1430 EAST ARLINGTON BOULEVARD
GREENVILLE, NC 27858

TELEPHONE: 252-355-9056
FAX 252-355-9064
WEBSITE: WWW.DOH.DOT.STATE.NC.US

LOCATION:
1430 EAST ARLINGTON BOULEVARD
GREENVILLE, NC

Bulow, Inc. This tract consists of about 13 acres. The cost of the service road is estimated to be about $250,000, while the value of the isolated land is estimated to be about $1,000,000.

2. The proposed service road at the NE quadrant of SR 1125 (Pocossin Road) and the project appears to be serving the property that will have access to SR 1125 without a service road, in particular that being Charles Wilkerson, Jr. It would also be serving Carl Blackwood's property, which appears to be isolated in the before situation. Lastly, a small portion of residue on the Alice Speight property will be served but will have little or no value in the after situation as well as the triangular residue of Worthington Farms, Inc. In summary, this proposed service road does not appear to be feasible as it would be serving property that will have access without the service road, property that does not have access in the before situation, and two small residues that will have little or no value. The cost of the service road including the cost of R/W and construction of the road being about 3,200' far exceeds the value of the two residues it would be serving.

3. At the NW quadrant of SR 1126 (Forlines Road) and the project, there appears to be a tract of land owned by Worthington Farms, Inc. consisting of about 50 acres that will be isolated. This land has a value of about $500,000. It appears a potential service road, which is currently not proposed, could be run along the north side of Forlines Road, a distance of about 300', which would serve the aforementioned property. The cost of a road of this length would be about $70,000, which would include R/W acquisition and construction costs. This cost would be far less than the value of the isolated tract; therefore, it would appear to be feasible to run a service road in this area.

4. Presently there is a potential service road being proposed at the SE quadrant of SR 1128 (Davenport Farm Road) and the project. This service road appears to serve property owned now or formerly by Robert Marshall Smith. The potential service road has a length of about 550' and would cost about $125,000, which would include R/W acquisition and construction. It appears Mr. Smith's remaining property will have access to both Davenport Farm Road and a new road that ties in from the east side of the project and crosses the new highway to SR 1206 (Bell Arthur Road). It appears that this service road is not feasible as the property will continue to have access without the service road.

5. The potential service road located at the NE quadrant of US 13/US 264 and the project is currently proposed to run a distance of about ¾ mile. The last four properties it would be serving are those of William Turnage, the Viola Monks Heirs, James Lane, Jr., and William Lane. All four of these properties appear to be uneconomic remnants in the after situation without the service road; therefore, shortening the service road about 675' would mean a savings in R/W costs and construction of about $150,000 and make little or no difference to four of the properties it would be serving.

6. The potential service road proposed at the SW quadrant of SR 1127 (Frog Level Road) and the project could be rerouted about 500' to the west along the east property line of Louis Tripp, which is also the north property line of Jeffrey Wright. As proposed the potential service road would create considerably more damage to the properties it would be serving by severing these properties. Rerouting the potential service road in the aforementioned area could serve said properties while maintaining a considerable amount of their utility.

xc: Mr. Lindsey Gould, State Appraiser