APPENDIX H

CORRIDOR PUBLIC HEARING – SEPTEMBER 7, 2006

SUMMARY OF CORRIDOR PUBLIC HEARING COMMENTS

OFFICIAL PUBLIC HEARING TRANSCRIPT

TOWN OF AYDEN RESOLUTION – **OCTOBER 9, 2006**

TOWN OF WINTERVILLE RESOLUTION – **SEPTEMBER 11, 2006**

CITY OF GREENVILLE RESOLUTION – **SEPTEMBER 25, 2006**

PITT COUNTY BOARD OF COUNTY COMMISSIONERS RESOLUTION – **SEPTEMBER 18, 2006**

LOCHNER

H. W. LOCHNER, INC., 2840 Plaza Place, Suite 202, Raleigh, NC 27612 Phone: (919) 571-7111
Fax: (919) 571-0454

M E M O R A N D U M

TO: **R-2250 Corridor Public Hearing Post-Hearing Meeting Attendees**

DATE: **October 9, 2006**

SUBJECT: **Project 8.1221401 (R-2250) Pitt County**
Greenville Southwest Bypass

Summary of Corridor Public Hearing Comments

A Corridor Public Hearing was held on Thursday, September 7, 2006, at South Central High School in Winterville, NC. In addition, three pre-hearing open houses were held on Monday, August 21, 2006, at A.G. Cox Middle School, Tuesday, August 22, 2006 at Ayden Middle School, and Thursday September 7, 2006 at South Central High School.

TOTAL ATTENDANCE	
Workshop #1	110
Workshop #2	172
Workshop #3/Corridor Public Hearing	368
TOTAL	**650**
TOTAL BY ALTERNATIVE FAVORED:	
No Build Alternative	10
Alternative 1B-EXT	4
Alternative 4-EXT	161
Petition	(1797)
Alternative 5-EXT	51
Petition	(432)
NOT Alternative 4-EXT	5
NOT Alternative 5-EXT	4
Bypass – Non Specific	14
TOTAL	**249 (2,229)**

At the Public Hearing, NCDOT decided to extend the original 15-day comment period to a 30-day comment period due to the high level of interest in the project. To date, 350 sets of written comments and two (2) petitions have been received (see Attachment 1 for copies of the petitions) from 261 different people. Thirty-four (34) people spoke at the hearing. A number of these individuals also submitted

written comments, but they were only counted one time in the totals above. The above totals also do not include question only comment letters.

Summary of Oral and Written Comments
Following is a summary of the oral and written comments that were submitted at and following the Public Hearing.

No Build Alternative
In support of the No-Build Alternative

- A bypass would be too destructive to homes, farms, and environmental resources (9)
- The bypass would not solve the traffic problems in Greenville (3)
- It is not worth the money (3)
- Traffic is not bad enough to warrant a bypass (1)
- The majority of people would not feel the benefit (1)

Alternative 1B-EXT
In support of Alternative 1B-EXT

- Good compromise – less impact to the Renston Rural Historic District than Alternative 4-EXT but cheaper than Alternative 5-EXT (2)

Concerns with Alternative 1B-EXT

- Located closer to high school and elementary school on Forlines Road – concern for safety of teen drivers (5*)
- There are several Century Farms in the corridor (5*)
- Development is continuing in corridor – there will be many more houses when it is time to construct (3*)
- Will not relieve congestion on NC 11 (1*)

Alternative 4-EXT
Seventy-three (73) copies of a form letter (see Attachment 2) were received in support of Alternative 4-EXT. Twenty-three (23) of these included additional written comments. Only these additional comments are included in the totals below.

In support of Alternative 4-EXT

- Comparatively low environmental impacts, number of relocations, and/or cost (67)
- Direct impact from either Alternative 1B-EXT or 5-EXT to property (26)
- Alternative 4-EXT is the furthest west (27)
  - Allows for growth of Winterville and Ayden (17)
  - Allows established neighborhoods to remain intact/away from existing development (6)

* Concerns are common to Alternatives 1B-EXT and 5-EXT

    - Serves as a true “bypass” (2)
    - Will best improve traffic flow on NC 11 (2)
    - Will serve commuters and travelers from Greene and Lenoir Counties (3)
- Context sensitive design should be used to reduce impacts to the Renston Rural Historic District as much as possible (6)
- Individuals noted respect for history, but need for progress (3)
- Alternative 4-EXT has the most direct access (2)
- Would result in least reduction in tax base (1)
- Quicker to build (1)

Concerns with Alternative 4-EXT

- Historic homes impacted by Alternative 4-EXT can not be replaced; homes in corridor for Alternatives 1B-EXT and 5-EXT are new (7)
- Impact to Renston Rural Historic District (5)
- Impact to farmland (1)
- Direct impact to property (1)
- If earlier corridors were modified and/or eliminated to avoid historic Charles McLawhorn property, how can Alternative 4-EXT even be considered (1)
- Alternative 4-EXT is so far west that it will do little to relieve traffic on NC 11 (1)

Alternative 5-EXT

In support of Alternative 5-EXT

- Avoids Renston Rural Historic District (36)
- Closest to existing population centers (13)
    - Would best alleviate traffic on NC 11 (6)
    - Easier to access and use (4)
    - Protects Winterville from being bypassed/best for economic development (4)
    - Tighter “loop” would provide fast access to nodes within the city (1)
- Direct impact to property from either Alternative 1B-EXT or 4-EXT (4)
- Eliminates dangerous intersection at Red Forbes Road, NC 903, and Pocosin Road (3)
- Would be easier to obtain and use federal funding (3)
- Preserves rural atmosphere (2)
- Best for Ayden and Winterville (2)
- Makes NC 903 safer (1)
- Wetlands and streams can be restored or replaced; the historic district can not (1)

Concerns with Alternative 5-EXT

- Impact to floodplains will allow for more flooding in the area (6)
- Located closer to high school and elementary school on Forlines Road – concern for safety of teen drivers (5*)

- There are several Century Farms in the corridor (5*)
- Development is continuing in corridor – there will be many more houses when it is time to construct (3*)
- There is a cemetery located in the corridor that is not shown on mapping or noted in the Summary of Environmental Impacts (3)
- Direct impact to property (3)
- Concerned about quality of Swift Creek watershed (3)
- Closing Pocosin Road at the bypass would create a problem for emergency services (3)
- Would serve as a barrier to future development in Winterville and Ayden (2)
- Previous study corridors similar to Alternative 5-EXT were eliminated because of environmental impacts (2)
- Additional money required to construct Alternative 5-EXT could be used to improve other area roads (1)
- Would not relieve congestion on NC 11 (1*)

Bypass – Non Specific

- Choose the corridor that impacts the fewest people (2)

General Comments

The following general comments were noted regardless of favored alternative:

- Development should not have been allowed to continue in study corridors/ buyers should be informed of potential bypass (31)
- Concerned about decline in property value (7)
- All of Pitt County is historic / all land has been in existence the same amount of time / other historic properties would be impacted (7)
- The number of homes impacted by Alternatives 1B-EXT and 5-EXT are underestimated (6)
- Need connector to NC 11 from Snow Hill Road (5)
  - For access to nursing home (1)
- Developers built homes in corridors of Alternatives 1B-EXT and 5-EXT to deflect Bypass to Alternative 4-EXT (4)
- Consider mitigation options for the Pines subdivision (3)
- Farms should be counted as businesses (3)
- General air quality concerns (2)
- General noise concerns (1)
- Consider passenger rail and bike trails (1)
- Concern about increased crime due to proximity of highway (1)
- Provide access to businesses along NC 102 (1)

Other Alternative Suggestions

- Improve Fire Tower Road, Evans Road, and/or Greenville Boulevard (5)

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* Concerns are common to Alternatives 1B-EXT and 5-EXT

- Consider an avoidance alternative west of Renston Rural Historic District (3)
- Bypass from US 264 to NC 11 at Davenport Farm Road (1)
- Improve existing NC 11 (widen and eliminate traffic signals) from NC 102 to Reedy Branch Road; new location connector to US 264 (1)
- Widen Frog Level Road and Allen Road to 5-lane facilities (with center turn lane) and extend Frog Level Road to NC 11 (1)

Questions/Other Comments

Twenty-three (23) general and property-specific questions were received. These individuals did not specify a favored alternative and are not included in the totals above. Questions were responded to as they were received. These questions generally fell into one of three categories:

- Questions related to the procedure for selecting the preferred alternative, including when the decision will be made and who will make the decision
- Questions about copies of maps, including copies of the overall corridor mapping, copies of preliminary design mapping, and copies of mapping for individual properties
- Questions regarding impacts and designs at specific properties, such as access issues, property appraisals, and right of way procedures

Organized Citizen Efforts

Two citizens groups have formed to promote their favored alternatives. Both groups have been asked to submit a formal written comment for inclusion in the NEPA/Section 404 Merger Meeting Packet for Concurrence Point 3 (Selection of the Least Environmentally Damaging Practicable Alternative).

The “Residents in Support of Corridor 4” (RISC-4) group has mobilized recently in support of Alternative 4-EXT. The group is responsible for a large number of the comments received in support of Alternative 4-EXT, including the form letter included in Attachment 2. The group has printed as least ten (10) Letters to the Editor in the Greenville Reflector and has submitted a petition with nearly 1,800 signatures.

The second group, led by citizens of the Renston community, supports Alternative 5-EXT. This group also submitted a petition, which included 432 names.

Attachment 1

Petitions

RISC4

RESIDENTS IN
SUPPORT OF CORRIDOR 4

CHOOSE CORRIDOR 4 BYPASS OUR HOMES

HUMAN ENVIRONMENT UNIT
OCT - 3 2006
RECEIVED

October 2, 2006

Ed Lewis
Human Environment Unit
Senior Public Officer
NCDOT
1583 Mail Service Center
Raleigh, N. C. 27669-1583

Re: Tip Project R-2250
State Project No 8.1221401

Dear Mr. Lewis,

Enclosed are 1,797 signatures in hard copy as well as a disk in a form of a petition in favor of Corridor 4 and Opposition of Corridor 1B & 5 for the Greenville Southwest Bypass Tip Project No. R-2250.

Please see that the Merger Team/Voting Board receives a copy of these signatures or anyone that you deem should received them. If you have any questions, please call 252-215-0682.

Thank you for allowing RISC4 group to work with NCDOT in this matter.

Sincerely,

Ellen Forlines

RISC4
Ellen Forlines
RISC4 Information Management

Enclosures:
Hard Copy of Petition with 1,797 signatures
RISC4 Disk of Petition with 1,797 signatures
Resolution No 06-4-340 Town of Winterville
Greenville-Pitt Association of Realtors letter in support of Corridor 4
Article from MPO endorsement of Corridor 4
Six Comment Sheets on GSWBP

Petition in Favor of Corridor 4 and Opposition of Corridors 1B & 5 for the Greenville Southwest Bypass (State Project No. 8.1221401)

We, the undersigned, petition the North Carolina Department of Transportation to choose Corridor 4 as the corridor for the Greenville Southwest Bypass. Corridors 1B and 5 are not in the best interest of the local citizens, the environment and the NC taxpayers. Some of the reasons are listed below and followed by our signatures:

Corridors 1B & 5:

- **Require more residential and business relocations.**
- **Will affect many more businesses and families that will not be relocated.**
- **Affect several new subdivisions in Winterville that have been and are being constructed in the path of these corridors.**
- **Have a greater environmental impact to our streams, wetlands, floodplains & hazardous waste sites.**
- **Will cost the NC taxpayers more than Corridor 4**
- **Will negatively affect three "Designated Century Farms"**

MCLAWHORN
& ASSOCIATES

OCT - 4 2006
RECEIVED

October 3, 2006

Mr. Ed Lewis
Human Environment Unit
Project Development and Environmental Analysis Branch
N.C. Department of Transportation
1583 Mail Service Center
Raleigh, North Carolina 27699-1583

RE: Proposed Southwest Bypass

Dear Mr. Lewis:

A large number of citizens support the protection of the Renston Historic District from being destroyed by the proposed Southwest Bypass.

Enclosed are petitions signed by 432 citizens requesting that the North Carolina Department of Transportation preserve and protect the Renston Historic District, based upon the following:

1. Any encroachment of the Renston Historic District by the proposed cloverleaf interchange crossing Highway 903 will destroy the integrity of the rural neighborhood and is likely to lead to further urban sprawl in Pitt County.

2. The massive presence of the interchange would have a devastating effect of the quiet rural atmosphere of the area.

3. The continued protection of integrity of the Renston Historic District will protect wildlife by preserving existing habitat from residential or commercial development.

4. The Renton Historic District stands as a reminder of the agricultural heritage of Eastern North Carolina, and the adoption of a corridor which intersects the

ATTORNEYS AT LAW
501 GREENVILLE BOULEVARD SE—GREENVILLE, NORTH CAROLINA 27858
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District will further destroy the legacy of agriculture.

Please ensure that the position of these citizens are included in the DOT's decision making process.

Thank you for your attention to this matter.

Yours very truly,

McLAWHORN & ASSOCIATES

Charles L. McLawhorn, Jr.

Charles L. McLawhorn, Jr.

Protect Renston Historic District

We, the undersigned, request that the North Carolina Department of Transportation preserve and protect the Renston Historic District. We urge the D.O.T. to locate the proposed Southwest Bypass project outside the Historic District, which is listed on the National Register of Historic Places.

We request that the D.O.T. eliminate consideration of Corridor 4, Corridor 1B and any other proposed corridor which would impact the Renston Historic District.

Our request is based upon the following:

1. Any encroachment of the Renston Historic District by the proposed cloverleaf interchange crossing Highway 903 will destroy the integrity of the rural neighborhood and is likely to lead to further urban sprawl in Pitt County.

2. The massive presence of the interchange would have a devastating effect of the quiet rural atmosphere of the area.

3. The continued protection of the integrity of the Renston Historic District will protect wildlife by preserving existing habitat from residential or commercial development.

4. The Renston District stands as a reminder of the agricultural heritage of Eastern North Carolina, and the adoption of a corridor which intersects the District will further destroy the legacy of agriculture.

We further request that the D.O.T. in the design and layout of this project to adopt a means of screening the District from the eastern approach of Highway 903.

Attachment 2

Form Letter in Support of Alternative 4-EXT
(total of 73 received)

COMMENT SHEET

Greenville Southwest Bypass

Corridor Public Hearing - September 7, 2006

TIP Project No. R-2250 Pitt County Project 8.1221401

COMMENTS AND/OR QUESTIONS:

NOTE: The following comments are based on information contained within the DOT'S last known publication and in some cases do not accurately reflect the extent that Corridors 1B and 5 will impact our community, especially regarding the number of families that will be dislocated.

- The current maps and figures do not accurately reflect the number of homes that would be negatively impacted by Corridor options 1B and 5. For example, the actual homes completed or under construction, located in the new Bristolmoor subdivision, are not shown on any maps and therefore, appear to have been omitted from the DOT's calculations.

- Corridor 1B results in the dislocation of at least 60 families; Corridor 5 in the dislocation of at least 98. These numbers represent an increase in dislocated families and relocation costs of 43% and 57%, respectively, over that of Corridor 4, which impacts 42 residents.

- Based on information provided by the DOT, Corridors 1B and 5 impact our streams much more significantly than Corridor 4. Corridors 1B and 5 cross almost 3 times as many streams at 22 streams and 23 streams respectively. Corridor 4 crosses 9. Corridor 4 impacts only 1606.7 linear feet of streams, whereas Corridor 1B impacts 2.5 times that number at 4037.3 linear feet and Corridor 5 impacts 3.5 times that number at 4926.6 linear feet.

- The effects on riparian buffers are similar to those on our streams, in that Corridor 4 affects only 3.7 acres as compared to Corridor 1B, which affects 9.2 acres. Here again, the overall effect is almost 3 times as much as that of Corridor 4. Corridor 5 affects 4926.6 linear feet, almost 4 times as much as that of the buffers affected by Corridor 4.

- Neither Corridor 1B nor Corridor 4 impact any acreage of floodplains, but Corridor 5 affects 18.3 acres. Where is this water going to be re-routed and how much of the overall budget is allocated to this endeavor? Selection of Corridor 4 negates these two concerns.

- Corridors 1B and 5 both affect 6 hazardous waste sites each. Corridor 4 affects 2. Regardless of what is being defined as a hazardous waste site, Corridors 1B and 5 will require 3 times as much attention and resources as that which will be required should Corridor 4 be selected.

- Based on information provided by the DOT, Corridor 4 has the least direct impact in practically every category under consideration. Less homes and businesses will need to be relocated. The environmental impact is considerably less than that of either Corridors 1B or 5, which have a much heavier impact on prime farmland, floodplains, streams, riparian buffers, wetlands, and hazardous waste sites.

- The costs published by the DOT, which are actually higher now due to the construction of new homes, show Corridor 5 to be approximately $8,000,000.00 more expensive than Corridor 4. This difference in cost may seem inconsequential for a project of this size to those involved in budgeting; however, it is far from inconsequential to those of us who are actually paying the taxes to fund it. Also, projects of this magnitude typically come in over budget, which will likely result in a much wider margin of difference than $8,000,000.00.

- The reduction in property values for remaining homes and businesses, which are affected by the close proximity of interchanges and the Bypass, is not addressed by the DOT in its presentation to the public. Intuitively, the denser population within the paths of corridors 5 and 1B translate into a far greater financial distress for residents and businesses affected therein than for their counterparts who would be affected by Corridor 4.

- Traffic congestion which currently plagues intersections at Forlines Road and Frog Level, Davenport Farm Rd and Frog Level, Allen Road and 13/264 Alt, Stantonsburg Road and Allen Road, is afforded minimal benefit by any of the 3 corridors as the bulk of such congestion is due to local traffic users. For examples, why would a student driving to and from South Central High School use the Bypass unless he or she lived in Kinston. Why would a resident on Forlines or Frog Level or Davenport Farm who works anywhere but PCMH use the Bypass to get to and from work. The most likely scenario to result from any of the three corridors is to increase congestion at these already extremely burdened intersections during rush hour traffic as extra traffic from outlying areas shortcut to and from Hwy 11 via these interchanges.

- The one argument against the selection of Corridor 4 is that it impacts, if only marginally, the Renston Rural Historical District (RRHD). While the area in question

may technically meet the requirements of a historical district, it is debatable as to the degree that this area actually reflects or embodies the spirit in which the requirements were originally written. Ideally, a historical designation acts as an important planning and economic tool to assist in the revitalization of residential neighborhoods and central business districts. Additionally, such a designation is meant to foster pride in and appreciation for the historically built environment, and consequently, contribute to the quality of life of the communities in and surrounding the district. Typically, one would not expect to find modular homes, mobile homes, renovations instead of restorations, or structures lacking historical integrity located in a historical district, as is the case with the RRHD. Popular consensus indicates that the RRHD does little, if anything, to enhance adjacent communities or inform them about the history of the area. Selection of Corridor 4 and its mostly negligible affect on the RRHD would impact the least number of people in the least harmful way. Not selecting Corridor 4 has little if any positive effects on anyone, other than those who own the RRHD, live on or near the RRHD, or hope to develop the land surrounding the RRHD.

Please send comments by September 22nd to:

Ed Lewis
Human Environment Unit
Project Development and Environmental Analysis Branch
N.C. Department of Transportation
1583 Mail Service Center
Raleigh, NC 27699-1583
Telephone: (919) 715-1501
FAX: (919) 715-1501
email: elewis@dot.state.nc.us

RISC4.COM OFFICIAL STATEMENT

To: DOT Officials and Merger Team Members
Re: Greenville Southwest Bypass Project (TIP Project R-2250)

HUMAN ENVIRONMENT UNIT
OCT - 6 2006
RECEIVED

October 3, 2006

Dear DOT Officials and Merger Team Members:

Please review my comments and questions below in regards to the new Greenville Southwest Bypass and its three Corridor options.

Traffic and Safety

The DOT and the H. W. Lochner group have both concluded that all three Corridors would similarly alleviate the congestion and improve safety along Hwy 11. Since all three Corridors have the same on and off points along Hwy 11 and US 264 Bypass and the length of each Corridor is almost equal with no more than 0.3 tenths of a mile difference in length, this conclusion seems a sound one. The argument does exists among local planners that due to the travel time/distance from Highway 11 along 903 to reach the 903 interchange a motorist would have to travel too far west if Corridor 4 is chosen. Since Tom Tysinger is one of our local planners who seems to support this notion and is a voting member of the Merger Team, I will direct the question to him, though anyone is welcome to answer it.

What traffic from Hwy 11 is going to use the 903 interchange? Traffic from Ayden, Grifton, and Kinston needing to reach the bypass will be picked up south of Ayden and at the 102 interchange. Traffic from the southern portions of Green County will be picked up at either the 102 or the 903 interchange. That leaves only motorists living along Hwy 11 between Ayden and 903. It seems to me that most motorists living in this sparsely populated area along Hwy 11 would either go to Ayden and hit the 102 interchange or take the Forlines interchange depending on whichever was closer. There just does not seem to be a significant number of people along this particular stretch of Hwy 11 who would use the 903 interchange regardless of the Corridor chosen. Per Sections 3.1.1.1 and 4.10.1 of the Greenville Southwest Bypass Draft Environmental Impact Statement issued by the DOT this area is a negative to low growth area. It is expected that the current population growth trends in the bypass study area will continue at a similar pace whether the bypass is built or not, with the highest growth occurring in the Winterville area west of Hwy 11 (and north of 903) and the least growth occurring in Ayden and its ETJ per the same report.

Hence, for a layperson, it seems reasonable to conclude that the more western location of Corridor 4 is unlikely to make a significant difference as regards its general use by Hwy 11 motorists in the immediate and distant future.

Least Environmentally Damaging Practicable Alternative

Practicable - capable of being done with means at hand and circumstances as they are

What exactly do the DOT and Merger Team think practicable means? Do you agree with the definition I found and noted above? I have heard "feasible and prudent" to describe how you define practicable. *Is this correct?*

From a lay perspective, the least environmentally damaging practicable alternative would seem to be Corridor 4. You already have the DOT's Summary of Environmental Impacts showing that Corridor 4 has the fewest stream crossings and affects the fewest acres of wetlands, floodplains, and riparian buffers. It also affects the fewest acres of prime farmland as well as the fewest hazardous waste sites. Equally important, it displaces the fewest number of homes and businesses. Corridors 5 and 1B are not practicable when one considers their impact on the environment and people. *Would you not choose Corridor 4 because it affects a historic district? Is that argument enough to make it less practicable than Corridors 5 and 1B to you?*

The Federal Historic Preservation Act of 1966 amended, Section 106, the Code of Federal Regulations 36 CFR Part 800, and Section 4(f) of the Department of Transportation Act can perhaps be cited to argue against Corridor 4 as being practicable. However, Sections 404 and 303 (d) of the Clean Water Act, the Safe Water Drinking Act, Executive Order 11988, the Code of Federal Regulations 40 CFR Part 230.10 and the National Environmental Policy Act can perhaps be cited to argue against Corridors 5 and 1B as being practicable. It seems to depend on which one of the orders, acts and regulations above you are required to look to when deciding what is practicable and what is not. What is clear to me within the context of any of the aforesaid is that Corridor 4's impact on a historic district is balanced by Corridors 5 and 1B's negative environmental impacts. It is also clear that while any one of the 3 Corridors is certainly capable of being done with the means at hand, the greater number of people adversely affected by Corridor 5 (and 1B) as compared to Corridor 4 yields circumstances that make Corridor 5 (and 1B) less practicable. With circumstances as they are now, Corridor 4 is the most practicable Corridor even if fears exist of possible litigation that might occur should Corridor 4 be chosen. Here again, the threat of litigation over Corridor 4 being chosen is balanced by the equal threat of litigation should Corridor 1B or 5 be chosen.

Also it is important to note that when the Greenville City Council, the Greenville Urban Area MPO, the Pitt County Board of Commissioners, and the Winterville City Aldermen actually looked at the environmental impacts and numbers of displaced homes and businesses, they all reconsidered their former endorsement of Corridor 5 and resolved that Corridor 4 is the best choice. Ayden plans to send a resolution to you endorsing Corridor 4 as well.

Endangered Species and Stream Crossings

Tar River Spinymussel/Cumulative Impacts

The Tar River Spinymussel is an endangered and protected species. Two relatively good populations are known to exist in two tributaries of the Tar River. Although they have been found in one other tributary, the main stem of the Tar River, individuals are becoming harder to find. A cursory survey by the DOT of Swift Creek in 1994 did find several forms of eastern elliptic mussel and the Greenville Southwest Bypass Draft Environmental Impact Statement does note in section 4.5.4.5 that another survey by a trained biologist for the Tar River Spinymussel is to be done before construction of the Southwest Bypass. Until then the biological conclusion must remain unresolved regarding the affects of the bypass on this species.

In my research on this subject, I discovered that up until about 20 years ago, the Tar River system in Pitt County was home to this endangered species. No sightings of the Tar River Spinymussel have been made in Pitt County for at least 20 years (http://www.ncsparks.net/nhp/guide/65.PDF). I learned that the Swift Creek watershed still contains and supports this rare species and downstream of Swift Creek there are also at least 8 other freshwater mussel species of varying federal and state designations, as well as one rare fish-the Carolina Madtom, one rare amphibian-the Neuse River Waterdog and a rare crayfish species (http://h2o.enr.state.nc.us/admin/emc/committees/we/2004/wqcitem4.ppt).

While I do not mean to suggest that by building Corridor 5 or 1B we will cause the extinction of the Tar River Spinymussel and the other rare species noted above, it is important to recognize that what we do here to our streams in Pitt County, and in particular to Swift Creek, has a downstream cumulative impact. Each of the bypass corridors will cross our streams but Corridor 4 will have the least number of crossings. Intuitively then Corridor 4 would seem to be in better compliance with Wetland/401 Rules-15A NCAC 2H .0506, which are meant to and do prohibit downstream cumulative impacts. Cumulative impacts over the years are the reason the Tar River Spinymussel can no longer be found in Pitt County. We should learn from this experience and make choices that will limit the impacts to our watersheds and streams. It is not feasible to choose a corridor that has 23 or 22 stream crossings when a more prudent alternative exists that reduces those crossings to 9. Corridor 4 is that more prudent and feasible alternative.

Ethics and Historic Places

While Corridor 4 runs through a historic district, it should be borne in mind that the motive behind having Renston named a historic district was not a result of anyone having a genuine interest in preserving historical architecture and historical agriculture; it was a result of the residents and land owners from Renston wanting to protect their lands and properties. Otherwise, Renston would have been named a historic district independent of and inconsequential to the new Southwest Bypass. The order of events shows us that the proposal in 2000 for Corridors 4 and 4A, which run through Renston, came first then the Renston Rural Historic District appeared in 2003. Since I attended the grass roots meetings between 2000 and 2003 which had been organized by Sonny McLawhorn, a Renston resident and land owner, I know first hand that the purpose of those meetings was to get Renston listed on the National Register of Historic Places as a means by which to deflect the new bypass away from Renston. It is safe to assume that had there been no Corridor 4 or 4A; there would be no Renston Rural Historic District today.

Therefore, I submit to you that Corridor 4 is the ethical choice not only because it displaces the fewest people and impacts the fewest environmentally sensitive areas, but because it also disallows one (or a few) individual(s) the unchecked freedom to misuse a federal entity such as the National Register of Historic Places (NRHP) in order to achieve a special interest under the guise of historic preservation. I can find no stipulation in the NRHP guidelines that addresses this kind of abuse. I assume such stipulation does not exist because the NRHP assumes all applicants will have honorable motives and a certain degree of integrity when making their application.

It is also important to consider that history does not stop at Renston's borders. There are farms and houses beyond those borders that have existed for over a hundred years and those farms have been farmed by the same families for over a century. Hence, some of these farms were recognized by the State of North Carolina as Century Farms well before Corridors 4, 1B and 5 ever came into existence. Perhaps being listed by the State of North Carolina as a Century Farm is not as glamorous as being listed as a historic district by the NRHP, but regardless of which of these two entities should choose to recognize it, our history is still our history; and any one of the three Corridors is poised to negatively impact it. Hopefully, mitigation efforts by the DOT will result in the preservation of the historic structures which lie in the path of any one of the three Corridors. Certainly the DOT has the means at hand to move some of these structures out of harms way. *With the circumstances as they are does the DOT and Merger Team find this option to be a practicable one for structures affected by Corridor 4?*

In closing, I recognize that each one of you is entrusted to make the final difficult choice that will adversely affect a number of our citizenry, as well as our environment and history. It is a choice most of us wish you did not have to make. Nonetheless, the responsibility does fall to you now to choose a road that is the least environmentally damaging and can be done with the means at hand and the circumstances as they are…the least environmentally damaging practicable alternative. I for one trust you will choose the road that best reflects your integrity, your intelligence and your humanity.

Thank you for taking the time to read my comments and questions. Please write or email me with any answers (or comments you yourselves may have). I have tried my best to correctly represent and interpret all the Acts and regulations I have cited above. I do ask you to relay to me any errors I may have made in my arguments and assumptions. I write this letter on behalf of RISC4 (Residents in Support of Corridor 4) and I am sincerely,…

Teresa A. Smith, MD
1184 Forlines Rd.
Winterville, NC, 25980
252-321-3886
Risc4strategicplanning2@hotmail.com

RENSTON DISTRICT/MCLAWHORN OFFICIAL STATEMENT

McLAWHORN
& ASSOCIATES

HUMAN ENVIRONMENT UNIT
OCT 11 2006
RECEIVED

October 9, 2006

Mr. Ed Lewis
North Carolina Department of Transportation
1583 Mail Service Center
Raleigh, North Carolina 27699

RE: Proposed Southwest Bypass

Dear Mr. Lewis:

Least Environmentally Damaging Practicable Alternative?

Everyone agrees that the construction of a highway damages the environment. But what is "the environment"?

The environment does not belong to man. Man belongs to the environment. And every creature, plant or animal, living or dead, is part of its environment.

Environment is simply home.

Of course the new subdivisions that have sprouted within the boundary of Corridor No. 5 form an "environment."

But as a place where human beings exist, this environment is very different from the environment of the Renston community.

For those who live there, the new houses in Corridor No. 5 represent "home," although only a few months ago the sheetrock, vinyl, brick and lumber were in the form of inventory at the builders' supply store.

These houses have no past. They hold no memories. No snow has fallen on their roofs. The few trees which decorate their yards are spindly and barren.

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No one traveled "over the river and through the woods" to visit these houses last winter, because these houses were not in existence last winter. It will be many years before any memories emerge from these newly decorated walls.

Perhaps the new owners envision the babies of their unborn children visiting in the living room and playing in the yard. But probably not. Most of them envision the prospect of moving on to another subdivision as soon as their incomes will permit relocation.

These subdivisions do not have churches or cemeteries or meeting places. They are composed simply of new houses occupied by strangers.

The only tie that binds most of these neighbors seems to be the wrath and bitterness they share concerning the location of the proposed highway.

They are linked by circumstance, not by history and not by choice.

Their houses may be precious. Certainly these occupants deserve to be treated with dignity and respect.

Corridor No. 5 was there when they arrived. But that does not mean they should lose their investment in property. Their investment should be replaced if necessary, even though they arrived in Corridor No. 5 with unclean hands.

They bargained with the builder for a new house, and they can get another new house just like it in a subdivision just like Brevard or Bristolmoor. There can be no question of that fact, just as there can be no question that every single applicant for a building permit in Corridor No. 5 was well aware of the existence of Corridor No. 5 and well aware that a highway was in the planning stages.

These subdivisions are popping up all the time. As we have witnessed, the builders can erect houses in just a few months and everyone can have a house just like the one they have now in less time than it takes to resolve a condemnation agreement.

Do the new houses represent a community? Or are they simply a collection of structures newly occupied?

If a new house is deemed more worthy of protection than an old pecan tree or a corn field, does it follow that 100-year-old heart pine is better than particleboard that was manufactured last fall? Are some things more worthy of protection than others, or is every thing to be counted as a thing, with the corridor having the most things being protected at the expense of the corridor having these least number of things?

Is it more damaging to the environment to tear down a brand new house that three people refer to as "home" or a house that has stood for 100 years that 200 people think of as home.

Is it more damaging to the environment to give up newly created subdivision infrastructure or vernacular outbuildings remarkable and rare enough to qualify for the National Register of Historic Places?

Is it more environmentally damaging to move a brand new metal tool shed from the backyard or to demolish a barn that housed farm mules a century ago?

In your deliberations, I urge you to consider these factors:

(1) Whether the individual property owner can be made "whole."

(2) Whether the property in question represents "home" for many other citizens in addition to the current occupant as a part of their family heritage.

(3) Whether the public interest is served by saving history that is currently protected at financial sacrifice by the current owners of property forming a historic district that has been listed on the National Register of Historic Places under two categories (architecture and agriculture) for nearly three years. It is worth noting that Renston was officially determined by the National Register Advisory Committee on February 14, 2001, to be eligible for listing on the National Register. Two employees of the North Carolina Department of Transportation were in attendance at this meeting. Corridor No. 5 was clearly identified by NCDOT in its

newsletters and there was a significant amount of publicity as well in the local media.

The concept of practicability involves two characteristics: cost-effectiveness and usefulness. Measured by these standards, the selection of Corridor No. 4 fails on both counts.

If you consider the interest of the State of North Carolina and the current condition of the state budget in general and the highway budget in particular, how is Corridor No. 4 or Corridor No. 1B more "practicable"? How is it more "practicable" to spend more than $100 million (probably more than $160 million) from the taxpayers of North Carolina when those funds can be allocated for projects serving more immediate and vital transportation needs here in Pitt County?

The North Carolina Department of Transportation has attempted to "pull the plug" on federal money for the sole reason that the federal government would not destroy Renston and, under the law, cannot destroy Renston. Section 4(f) clearly applies to this project and, in my opinion, it continues to apply.

From the standpoint of usefulness, anyone who is familiar with the geography of Pitt County realizes that Corridor No. 4 is too far from the population centers of the county to provide significant relief of any current or future congestion which occurs on Highway 11. The purpose and need for this project - to relieve congestion on Highway 11 - are not served by selecting a corridor so far from existing Highway 11. I urge you to consult with transportation planners who are familiar with Pitt County before you give any serious consideration to the selection of the final corridor. I believe that anyone who is competent in transportation engineering will come to the unmistakable, undebatable conclusion that Corridor No. 4 is a poor choice for taking much traffic from Highway 11.

In addition to the human consequences that grow from the destruction of history, I urge you to consider whether Corridor No. 4 serves any purpose other than to induce sprawl. Don't make the same mistake that has been made in the Raleigh-Durham area by encouraging sprawl and congestion while decentralizing living patterns and destroying the countryside. Ask yourself whether the transportation planning mistakes made in the 1950's and 1960's have improved the environment in Wake County.

Is it environmentally sound, on behalf of real estate developers, to reward land use practices that contribute to flooding? It is no secret that developers try to circumvent the long-range public interest by advocating short-term solutions to every obstacle that stands in their way, while viewing storm drainage practices as a necessary evil to be endured at the cheapest possible cost. Is it fair to punish the land management practices of farmers, who work for long-term value and productivity, never hesitating to use costly techniques such as the installation of drainage tile to improve the environment for growing crops?

The Town of Winterville, the City of Greenville and the County of Pitt originally voted to recommend the selection of Corridor No. 5. As a consequence of being flooded with emails, letters and phone calls from the occupants of Corridor No. 5, each of these political bodies reversed course, the first two voting when they had not scheduled a vote. I urge you to disregard these recommendations because they represent only a reaction to hysterical outrage based upon misrepresentation, half-truths and personal insult. Not one of the members of these bodies studied the Draft Environmental Impact Statement. Not one of them studied our responses to the DEIS, which have been submitted only within the past week. And not one of them asked anyone who supports the protection of Corridor No. 4 for their input. These decisions were possibly the most under-informed and chicken-hearted votes ever made by their respective bodies.

It is not error to conclude that property listed on the National Register of Historic Places should be protected. That is a conclusion that seems too obvious to invite debate (and certainly no debate has been invited by the Town of Winterville, the City of Greenville or the County of Pitt). To say that one property is equally worthy of protection as another property is as absurd as saying one man's word is as good as another man's word.

If the walls of the old houses in Renston could talk, they would tell of a mother's scrubbing tobacco tar from the toes of her children who had worked all day in the hot sun. They would convey the anger and frustration and joy of family life on the

farm, the mourning at the loss of a loved one and the sheer excitement of having a newborn around the house.

There are no factories in Renston. But there is commerce at the local community general store.

There are no hospitals, but a number of babies were born in these old houses.

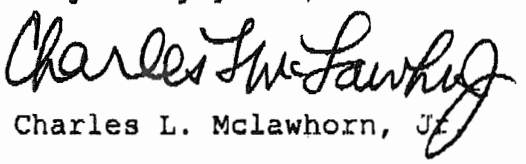
The neighbors still worship, socialize and conduct business in Renston. At one time they received an education here, whether they attended the old schoolhouse built in 1885, where Andy McLawhorn has lived for 30 years or whether they attended the African-American school that burned down four decades ago.

Renston is still a community. But if Corridor No. 4 or Corridor No. 1B rip through the middle of Renston, it will be destroyed as surely as Pompei.

There is no "community disruption" by the selection of Corridor No. 5, because there are no communities in Corridor No. 5, just a collection of houses and a couple of farms that are encircled by residential lots. It is plain error for Corridor No. 5 to be said to contain anything that resembles a "community."

The people of Renston have not established a website or posted signs. They have not organized into committees. But the families of Renston have cried real tears - not just the dedicated young people who enjoy the peace and quiet of their rural community, but also the elderly folks who were born inside the district and grew up riding tobacco sticks for horses.

Very truly yours,



Charles L. Mclawhorn, Jr.

CLM/adb

OFFICIAL PUBLIC HEARING TRANSCRIPT
Combined Public Hearing for
Greenville Southwest Bypass Study
South Central High School
September 7, 2006
TIP # R-2250

Well good evening. I think everybody's been looking forward to this day for a long time. My name is Ed Lewis. I work with the North Carolina Department of Transportation. I'm the public hearing officer and I will be conducting the hearing tonight.

I'd like to welcome you to your hearing. It is your hearing because we're here tonight to hear what you have to say. First off I want to make sure that everybody had an opportunity to pick up a handout. If you do not have one, please raise your hand and we'll go ahead and get one to you. Raise it high. Jamille will be getting those to you. Kimberly as well over here, if you have any.

Okay, as we're getting those passed out, I want to go ahead and just take a moment to introduce some of our DOT staff that are from Raleigh and from here locally, that have worked and will continue to work or will be working on this project. First off we have Mr. Neil Lassiter. He's our Division Engineer. We have Mr. Ed Eatmon who's our Division Construction Engineer. We have Mr. Marvin Blunt who is the Board of Transportation Representative. We also have tonight with us Mr. Ron Lucas of Federal Highways. From the US Army Corp of Engineers, we have Mr. William Wescott. From our NCDOT Communications Unit, we have Mr. Andrew Sawyer. Our Roadway Design staff here tonight, we have Mr. Glen Mumford, Mr. Jeffrey Teague. Our division Right-of-Way Agent that is here tonight, Mr. Doug Askew and he has several other staff with him as well. From our Project Development and Environmental Analysis Branch, we are the folks that produce this Environmental Impact Statement. It is a draft and this is what we had advertised along with the map for the last 30 days. Okay, maybe this will work a little better. From our Project Development and Environmental Branch, we have Mr. Greg Thorpe, who is our Branch Manager; we have Mr. Rob Hanson, who is our Eastern Project Development Engineer for the Eastern Region; we have Mr. Brian Yamamoto, who is the Project Engineer; we also have Beth Smyre, who is the Project Planning Engineer; and we have Mary Pope Furr, who is the head of our Historic Architecture group. Thank you Mary Pope. With me tonight as well is Mr. Jamille Robbins and Ms. Kimberly Hinton. Then from our consultants who's been assisting the Department of Transportation with the planning and design of the project, H.W. Lockner Group, we have Mr. Steve Brody, Mr. Brian Eason, Mr. Eric Lamb and several other of their staff here tonight. So we've had a lot of folks here that have worked on the project and will continue to work on the project. Also from our local MPO office, the Greenville MPO is Mr. Kyle Gardiner.

Okay let's go ahead and get started. As I said this is your public hearing. The way it's going to work, we're going to go through the handout real quickly. I'm going to go through the map. We do have a speaker's roster that we've had available for the last 2 or 3 weeks. When we start that, at that time we're going to ask, give everybody 3 minutes the first time through. Right now we have about 45 people on the list so you can do the

math. But I will be here as long as I need to be here to hear what you have to say. We'll talk about more of that in a minute. But again we're going to let you speak for 3 minutes and then once everybody's had an opportunity to go through the first time, folks will get an additional 3 minutes. So that's how we'll run that. I'll have a couple of representatives from the Lockner Group here that will be timing you. He's going to have a sheet of paper that's he's going to hold up that's going to have one minute left. Then when he shows you the zero number, you need to go ahead and stop and be considerate of the folks that's going to be speaking also tonight. We'll run through, give everybody an opportunity again if they need the extra 3 minutes.

Okay, let's go ahead. Tonight we're going to be talking about the Greenville Southwest Bypass Study. It's TIP project R-2250. That's the way we keep track of the projects at DOT. So any correspondence in to me or in to the planning and design folks, please be sure to use that number. We'll talk more about that in a minute. The first page is a project vicinity map and it shows the area – Greenville, Winterville and Ayden with the 3 proposed corridors. They are corridors and tonight we are here for a corridor public hearing. So what we're really wanting to get from you tonight is your comments on the corridors.

Now we also had the design mapping available. People could see their houses, could see their property lines. We'll take comments on those, certainly, but what we really want to get from you tonight is the comments on the 3 alternative corridors that are out there, good, bad or indifferent. That's why we're here tonight, because we're trying to determine the location of the Greenville Southwest Bypass. We will come back at a later time at another public hearing and we'll have what is called a design public hearing. We will go into more detail about the design within the selected corridor. Please be advised too that the designs that you have seen in the corridors tonight are not necessarily set in stone. They may change a little bit. We can not go outside the corridor but please be advised that what you saw tonight at this point in time is our best estimate of where that road within that corridor, each individual corridor is going to go. So you really need to come back. Some things may change as we get into more refined detail.

Let's go ahead and turn to the next page. This is the summary of environmental impacts. Again when we talked about the draft EIS, the draft Environmental Impact Statement, what that is, is that is an inventory of the environmental resources that are in the Greenville area. That's everything from people and businesses to protected plant and animal species, historic districts, anything that's out there in the environment. We document it, take an inventory of it. The draft EIS also talks about what the purpose and need of the road is. It also talks about what a transportation solution might be. Then we also do an analysis as to how each one of these alternative corridors that we're looking at impacts the environment. What you see here in this table is a representation of that. So you can go down the list and see what is listed for each corridor and you can see how each individual environmental resource is impacted or affected. Just one note as far as the relocations are concerned, they are up to date as of June of 2006. We did a ground survey this past summer. So even though the map is dated 2004 and some of your homes and businesses may not be on the map, if they were out there in June, we picked them up, if they're within the corridor.

What is the purpose and need of the project? That's on the next page. Purpose of the project is to ease congestion on NC 11 or Memorial Drive and Stantonsburg Drive here in Greenville. Fulfilling the purpose would meet the needs of the project by improving traffic flow, improving safety and reducing crashes and improving regional travel. Anybody that's been out there on NC 11 during the middle of the day, they know how busy it is. The average speed out there going through that corridor right now is about 18 miles per hour, even though the majority of it is signed for 35 and 45. So what we're trying to do is to alleviate the congestion by removing the traffic from out there.

What is the purpose of the public hearing? That's the next heading there. Again it's another continuing effort on our part to involve the public. It's a two-way communication. We let you know what we're doing, where we are in the process. We also want to gather input from you every step along the way. We started public involvement on this back in the early nineties. So we've been out here quite a while. We've had an opportunity to hear from you. That opportunity is going to continue and we'll talk about that more in a minute.

We've had the maps and the documents on display for the last 30 days at several places here in the area, town of Winterville, town of Eden, town of Greenville. I hope you've had an opportunity to go by and look at the environmental document. These are the same documents and maps that are here tonight. Again, the official corridor map is this one that is here tonight and again these are what I want you to comment on.

The next heading there is, of course we want your participation. As you notice there we've got a comment period ending on September the 7th. I spoke with the board member and several other folks here tonight and we're going to extend that comment period till October the 9th. Due to the amount of interested folks we have here tonight, we want to make sure that everybody has ample opportunity to get their comments in to us. So again we're going to extend that to October the 9th. Where do you send your comments? Well there's my address there and on the comment sheet. We'll get to that in a minute. There's a lot of different ways that you can send me your comments. We've had the comment box here tonight. We've had a lot of folks who have dropped their comments off. So that's great but you can fax it, email me or send it through US mail, and again we'll talk about that more in a minute.

Tonight once I finish my part, again when I go through the speaker's roster here, everybody is going to have a different opinion about this project. That's a given, however, we want to respect everybody's opinion and what they say about this project, even though it is different from your own. We do not want to get into a situation where we're going to try to debate. We're not going to debate here tonight. That's not what this is about. We're not going to vote tonight. There's not going to be any sort of popular referendum tonight, but we do want to hear from you. So I want everybody to respect each other's comments and that way with the 45 people that we've got signed up, we want to make sure that we give everybody ample opportunity to make their comments known.

The next page, What is Done With the Input? We've got a meeting set up later in October. It's an internal DOT meeting. We're going to be going through gathering all

the comments that I get in. I pass them out to members of the project planning and project design team. If there's a local issue involved, we'll going ahead and provide those to Neil Lassiter's group as well. If there's a right-of-way issue, we'll go ahead and send those to Doug Askew. So everybody at DOT, we try to keep them in the loop as far as your comments. We will get together and go through every comment. The comments may be grouped by subject matter, but we will address all the comments as fully as we can.

After that we'll have what's called the corridor selection. That's the next heading under corridor selection process. What we have on this project, we refer to the project team as the NEPA 404 Merger Team. NEPA stands for National Environmental Policy Act; those are the Federal rules and regulations that we must abide by when we do these type of studies. At the state level, there's a similar process that's involved. Right now we are following the Federal process along with that NEPA process we have the Section 404 of the Clean Water Act. That has to do with wetlands and streams and the permitting of the project. Again, we document in the permit what our impacts are to the wetlands and what our mitigation strategy is. The whole idea of merging these two processes together is once we've got the NEPA planning taken care of and then the permit taken care of when it comes time to get that permit, everybody has a historical knowledge of how we got to that point. So it's a pretty good process that helps us, speeds us up to completion here.

The next section there, we talk about the State-Federal relationship. We're kind of noncommittal for the last month or so because we were waiting to hear to make sure what the funding source is going to be. The funding source is State funding. So there will be no FHWA monies coming on this project. That's the decision. When I asked one more time today, I was told it is State funded. So the improvements will be with State dollars.

The next section there, project need. This addresses the needs; we touched on them a little bit, capacity deficiencies. Basically what that is, is there's too many cars out there for the road that we have out there on Memorial Drive. The main line could possibly handle the traffic, but it's the intersections down along Memorial Drive that causes the problems and the back up and the delays. That kind of feeds into the next items, which is safety. A lot more accidents take place when it gets crowded like that. A lot of people are having to make a lot of decisions in that type of situation and they start taking chances. That's not good. Also commuting travel time, 18 miles per hour to traverse the 13 miles between Ayden and Winterville, even though the posted speed limit is 35. So it's congested, the traffic's slowing down.

Also number 4, NC 11is also a strategic highway corridor. It's an important regional road. Going back up to capacity, we talk about level of service. We have a level of service that we grade the capacity of a highway, how well it handles traffic, A is very good, F is very bad. We are looking at E and F out there now and in the year 2035, 2030, I'm sorry, all those, if we don't do anything, will be level of service F, which is basically parking lot, grid lock.

Once we finish with the public hearing tonight and get the comments in, we'll have an internal DOT meeting. We'll gather all the comments together and address those. Later on this fall, the NEPA 404 Merger Team will make a selection on what we call the

LEDPA. The LEDPA stands for Least Environmentally Damaging, Practicable Alternative. Thank you, the comma threw me off. So Least Environmentally Damaging, Practicable Alternative where we're looking, it is the optimum alternative that will meet the purpose and need for NC 11 out there, while at the same time avoiding and minimizing impacts to the environment. Now there's no way that we're going to be able to zero out impacts and we've got the three corridors that we've brought to this stage. We had several other corridors that have dropped out due to several other environmental reasons. The NEPA 404 Merger Team dropped those out. Those alternatives that were dropped out are described and the reasons for them dropping out are in the draft EIS.

Project schedule. The right-of-way acquisition process is going to start in June of 2009. The construction is going to start some time after 2012. Right now we're holding the Corridor Public Hearing. We're going to select the LEDPA later on this fall. In the spring of 2007, we're going to complete the final EIS. In the fall of 2007, we're going to post our Record of Decision, which explains the reasons behind our selection of the location and design of this project. Some time after that in fall of 2007, we will have that Design Public Hearing that we talked about and that's an opportunity where the public can come and talk to us, so we can continue fine tuning a good design.

The next page we talk about Right-of-Way procedures. When we get to that point, what will happen when we have the selected alternative design in the selected corridor? We'll have our Location and Surveys staff go out and actually stake the right-of-way limits on your property if you're affected. At that point our Right-of-Way Office will give you a call and set up a time to come and speak with you to explain what the right-of-way line on your property means. They'll also explain the right-of-way process to you and enter into a negotiation with you. If it's a situation where you are going to be, what we refer to as a total purchase and we have to go in and purchase your entire property, we do offer fair market value.

Remember that you are negotiating with our Right-of-Way Branch from the Department of Transportation. There's 4 things that we need to do: number one – we need to treat all owners and tenants equally; number two – fully explain the owner's rights; number three – pay just compensation in exchange for property rights; and number four – furnish relocation advisory assistance. So those are all good programs. It's a crystal clear program. There's no black box. You'll get to know the Right-of-Way Agent pretty well. He's going to explain the whole process to you, so that you can make informed decisions when it's time for you to do that.

Then below that is relocation assistance. If indeed, we do have to purchase your home, we do offer relocation assistance as listed there. We do have some pamphlets available tonight. If you would like to get those, it's still kind of early, a little bit early for those, that's kind of what we want to talk about when we come back to the Design Public Hearing.

The next page, is what we refer to as the typical section. That is typically what the road is going to look like. It's a four-lane divided highway with a 46-foot median. We're talking about 200-feet of right-of-way and that's in the Green line that we've seen on this map tonight and the last 2 workshops that we've held. That will be a fully-controlled

access facility. That means that no driveways will have access to the bypass. The only way that you'll have access to the bypass is by way of the interchanges that we will be building.

The last sheet is the most important sheet. It's the last page so you can pull it off and it's the comment sheet. A lot of folks have already taken advantage of that and sent those in to us and to Beth and to Lockner, that's great. I really would like all the comments to come in to me between now and October the 9th. That way we can make sure that they are logged in and then we'll go ahead and make sure that the team gets a chance to look at those. My contact information is in the bottom left hand corner. You don't necessarily have to use this sheet. If you're a company or business you can use your letterhead and write me. Again you can email me or fax me. That comment period has been extended through to October the 9th. Please get those in to us as quickly as possible. That will allow us to fully investigate, come up with the best answer possible to your questions and comments.

With that I'm going to run through the map real quickly. Can everybody hear me okay? I know you can see me because the light's about to blind me. This is the corridor public hearing map. There's the north arrow right there so north is going to be from your left to right. This is US, right there, US 264 coming in from Farmville. As you can see Greenville is there, Winterville is there and there's Ayden. There's the typical section that we talked about, the four-lane divided. We've got three basic corridors. The Orange corridor is Alternative 1B extended. The Yellow corridor is Alternative 4 extended. Then the Red corridor is Alternative 5. The Pink line that shows up are all the different historic properties that are out there. Those are the boundaries of those historic properties. As we noted earlier, the Yellow lines within the different corridors are the edge of pavements. The right-of-way is shown as the Light Green lines within those corridors. The Dark Red colors are the actual bridges, the new bridges that will be constructed for the grade separations or the interchanges.

Let's talk about interchanges versus grade separations. This right here is what we call a grade separation and all that does is it separates the two-lane road that's going to be crossing the proposed bypass with a bridge. But, you will not be able to get access from this road down to the bypass. That's called a grade separation. An interchange is a situation where we have the ramps that connect the 264 to these intersecting roads. So for the most part we're either going to have grade separations or interchanges and there's a couple of cases where some of the roads will be cul-de-saced or terminated.

Both projects, I'm sorry, all three corridors begin and end at the same location. Alignment 4 is extended is the furthest to the west. Then we've got alternative, I'm sorry, we've got Alternative 4 correct, which is the furthest to the west. The middle alternative if you will, is Alternative 1B and then Alternative 5 extended is the one that's closest in or closest to the east. They all run concurrently till you get just past the Pitt County Landfill. Then they start to separate, 1B and 5 run together till they get down to, down on Port Farm Road. Once you get past 102, the alignments are pretty much the same through Winterville. Sorry about that folks.

I hope everybody had an opportunity… Again I apologize for that. I hope everybody had an opportunity to look at this map tonight. That's basically a description of the corridor map. When you send your comments in to us, we would like to hear what you have to say about all three corridors. We'll take the detailed design questions now but at this point in time, we're really focusing on the location of this bypass. So if you will…

(Inaudible)

The question was what is the right of way width? It's about 200 feet, in the interchange area it's going to be a little larger. The corridor width is about 1000 feet wide. That's just a planning corridor. Again, it's the Green line that we've seen tonight and the other two nights within this corridor, that is the right of way that we are going to be needing. So again, anywhere from 200 to 250 feet for the right of way depending upon the topography out there. Then, as we get into those interchange areas, of course we're going to need more room.

With that, we'll go ahead and get into the part where the public gets to come up. I've got the list here. As I said earlier, we're going to limit everyone to three minutes. Please stick to that. We've got a lot of folks that want to speak tonight. We want to hear everybody. As I said earlier, let's respect everybody's opinion. Again, we're not going to make any decisions tonight. This is not a voting process or a debating process. We're just here to hear what everybody has to say. Again, my colleagues here from Lochner, they're going to be timing you. They're going to hold up the big "1" in front of you when you've got "1" minute left. Then they'll hold up "0" and that's the time for you to end up with your comments. Again, please when I say it's time to end, let's go ahead and end so the next person can come up. You will get an opportunity after the first folks go through to add any other comments.

Okay, with that we'll go ahead and start off with the first person and that will be Mr. Ronald B. Binkley. When you come up, if you would, please state your name and address. Thank you.

Ronald Binkley: I apologize Ed, but 2030 the only think I'll be worried about is not gridlock, it'll be whether the bedpan is locked in place. Anyway.

Unidentified Person: I can't hear you.

Ronald Binkley: I'll be worried at 2030 whether the bedpan is locked in place, not gridlock. This is going to be difficult for the people up here to see, okay, so my 3 minutes have not started.

Good evening, I'm Ron Binkley. My address is 1174 Forlines Rd in Winterville, 28590.

I appreciate the time and the opportunity to speak for friends, neighbors and extended communities impacted by Alternates 1B and 5. We all go on record as against 1B and 5 and for Alternate #4. Thank you.

Most work has been done by many people, DOT, Corps of Engineers, politicians and others, drawings, data, meetings and etc. You have done this work know the impact better than anyone. You know all the numbers. You've either crunched or been exposed to data fourteen different ways. Probably you know numbers and data that wouldn't give us a clue. We've all discussed and/or heard about the pros and cons of each alternate, especially the major stoppers. We've all heard that the major number one stopper is the Renston Historic District. But what about the Century Farms? One hundred plus farms continuously owned and still operated within the same families for generations. But everyone involved needs to step back and take a detailed look at the people, the people impacted. Their quality of life is changed. 1B, 5, 4, it doesn't matter. Their property taken, their property value decreased, their environment changed, physically, emotionally, and other wise. Their economics changed.

But now, let's take a step back and take a detailed look at you all. You all know that the two alternates, 1B and 5, that most negatively impact our environment now and for future generations, the streams, the wetlands, the flood plains, hazardous waste sites, preparing buffers and etc. You all know the two alternates, 1B and 5, that displaced the most people. You all know that alternates 1B and 5, that will be negatively impacted individual economics and especially property values. You all know the two alternates 1B and 5 that will do a poor job of handling traffic by not picking up the outside community traffic soon enough and by causing congestion at key intersections. You all know that the two alternates 1B and 5 that will cost taxpayers the most. You all know 1B and 5 that will consume the most farmland. After all, we're still a farm community. A part of your job is to sit patiently and take this information in, all this data in. I trust you're doing that job and that you will do the other part of your job equally as well. That being, make the right decision. Select Alternate 4. Again, please make the right decision, Alternate 4. Thank you.

Moderator: Thank you Mr. Binkley for those comments. Next we have Mr. James Hilko.

James Hilko: My name is James Hilko. I've just recently moved here from the state of Florida. I live at 3505 Taberna Drive in the city of Greenville.

As a recent resident of the area, I was really surprised that how you would actually go about producing a highway such as you've proposed to do here in Greenville. Just in Taberna area itself, we have 28 property owners. None of these were on your list or any of your maps. There is another development that is just on Davenport Road. There is approximately 15 properties valued in that area also.

You talk about environmental impact. Do the local developers have to abide by them also? If you would go out there and look right now, in our area the amount of run-off when it rains is tremendous. There is nothing being done about the environment at all. Every time it rains, there is mud flowing again into the streams which goes into our rivers which ends up in our repairing areas.

You talk about the bypass and everything like that. It's 180 million dollars that you are talking about. If you want to improve the area, one of the best ways

to improve the area in this area would be to improve the education system. I mean you say, you talk about this is a road construction. You just recently, right after I moved here, there was an article in the paper about the amount of tax money that you took out of the Transportation Fund and gave it to the General Fund to balance the budget which is about 200 million dollars. So, that's about what we're talking about now. With those 200 million dollars, you could build 18 high schools or 16 elementary schools. This would be where you would actually be able to increase the knowledge of the local people. Students, education; if you wanted to develop the Greenville area, this is the best way to do it.

I appreciate your time and the one for the furthest out west would be the best way to go. It would have less impact on the city of development. You would be encroaching on the city itself. Thank you for your time.

Moderator: Thank you sir for your comments. We have now Andrea Croley. Andrea Croley, okay.

Andrea Croley: Good evening, my name is Andrea Croley. I live at 426 Brevard Road in Brevard Subdivision in Winterville.

I'm here to speak in opposition of the Red and the Orange, numbers 1B and number 5. My husband and I recently purchased a home in Brevard Subdivision, which we plan on raising our family and living for 20 to 30 years. We quickly found out that might not be the case.

I have reviewed the environmental study and feel that there are some numbers that the Boards here need to pay closer attention to. You talk about relocations, but that's not where the numbers end. The numbers end at all the people in this room. The people and the lives of this highway will impact, negatively impact for many of us in the two corridors 5 and 1B. Please keep in mind that regardless if the State buys our homes, buys part of our properties, part of our farmland, or just leaves our homes sitting on the highway. We will all be negatively impacted, our husbands, our wives, our children, our grandchildren.

In Brevard Subdivision alone, right now there are 40 people living there and 40% of our homes still vacant as well as lots. We're a small subdivision compared to some of the others around here. Others are 4 to 6 fold larger than ours. I would like to pose a question to the Board members who are here, the Federal Highway people who are here, the Department of Transportation, everybody, the City Council Members, Pitt County Commissioners. Did any of you go door to door? Because, my husband and I did. Only one other family in our subdivision even knew about this. We were the bearers of bad news to many people. We watched people hang their heads down to look at these maps and to see what this did to them thinking about their homes, their dream homes, the homes they planned on raising families for many of them, even living the last years of their lives, suddenly going up in smoke. It's been very devastating to many of us. I know that this isn't supposed to be a very emotional talk, but there are many, many emotions involved in this.

Please keep in mind, and I'm not being overly dramatic, I have watched a man stand there and stare at his children in his yard playing and I could tell what he was thinking when he found out about this highway. He was thinking what am I going to do, what have I done, have I moved up to the wrong place. Every single one of us here is a life impacted. We are not just a relocation. Please keep in mind, we're all involved here. We are not just a line on a map. We are not just a number in a summary. This isn't a threat, it's just a fact, there are many of us here who will have lawyers very soon. I don't think there are any of us that are going to go down without a fight for our homes.

Thank you. (*In response to all the clapping and cheering.)* Can I get one more second? There is a petition outside if you want to sign up. Again, we're in opposition of Red and Orange, 1B and number 5. We are for the number 4 that impacts the least number of lives, the least families and the least homes. Thank you.

Moderator: Stephen W. Tripp.

Stephen W. Tripp: Good evening, I'm Stephen Tripp, the Mayor of Ayden. I live at 4239 Pinewood Drive in Ayden.

I want to say thank you to the DOT. I'm (Inaudible) to all us time to have an opportunity to speak. The Town of Ayden has always been for the project, the Southwest Bypass Loop in the initial stages. When it came to Jolly Road, we were at the near stage where we were in favor of the Southwest Bypass Loop. But when the scope of the project changed from a regular highway to a freeway, the result would have been at 102 and Hwy 111 intersection, an interchange would have been built and as a result 25% of our major businesses would be taken out. We approached the DOT and Marvin and TomTysinger. They heard our concerns in these and that's when the project went west/south of Ayden and they made that change. We appreciate you doing that. That saved our businesses and community.

However, we do have some concerns. Let me go on record saying that our Town Board has not taken a decision on any of those three corridors. But we do have a decision on the bottleneck that comes into our community. There are some concerns that need to be addressed. We discussed this earlier through the process and somehow when the maps came out, the design, those issues were not addressed. It was kind of distressed to our community.

We have some serious concerns about the portion of the proposed facility signs that have to be addressed to make this facility a benefit to the town. Now what I'm talking about is: number 1, retaining some form of access from Old Snow Hill Road to NC 11. That's a major thoroughfare into our community. You know, the only thing we are asking is that we are treated like another municipality, we're not asking any favors. There's no municipality that is getting their access taking away of a major highway as Hwy 11. We're the only ones. We just want to be treated the same. Mitigate the impact of the facility on the Prime Subdivision on the backside over here. A major subdivision in our community that has a U-shape around it that needs to be protected in some manner and we ask that you do that. That's number 2. Number 3, provide brief access Propuline and NC 102. Those businesses need access to that highway.

The DOT staff and project consultants have agreed to meet with the Town to discuss these issues after the LEDPA is finalized. We are very appreciative of that. Please understand that these issues must be actively addressed. They must be addressed in order for this project to benefit the town of Ayden. We can only support this project if we feel it will benefit and these issues are addressed. That's the only way we can do it.

I just want to take the time out again to thank you for listening to us. Thank you for help in moving the project where it needs to be. We've just got a little more work to be done, Tom and Marvin. We can do it. We have got confidence that you are going to help us, help our community to be the economic driving force of Pitt County 5 or 10 years down the road while these changes are being made. We certainly appreciate you listening to us. Thank you.

Moderator: Thank you Mr. Mayor. Next we have Mr. Don Parrott.

Don Parrott: Good evening, on behalf of the Greenville City Council and the Greenville Area Metropolitan Planning Organization, I would like to thank you for the opportunity to present our thoughts on the preferred corridor for the Southwest Bypass around Greenville. By the way, I live at 314 Pinewood Road in Greenville. I'm sorry about that.

As the Mayor of Greenville and the Chair of the Transportation Advisory Committee for the metropolitan area, I must point out that the Greenville Southwest Bypass is intended to improve the ever growing problems of the heart of this rapidly growing community. Memorial Drive, NC 11, is currently over capacity and suffers from extreme congestions and high accident rates. It is the source of frustration for thousands of people. Stanford Road, in front of Pitt County Memorial Hospital, is nearing capacity serving the largest medical complex in northeast North Carolina.

The adopted purpose and need statement for the Greenville Southwest Bypass is to ease the existing and anticipated traffic congestion along Memorial Drive-NC 11 and Stantonsburg Road in Greenville. The Southwest Bypass has been a part of NCDOT's Transportation Improvement Program for over 20 years and the number one highway priority of the City of Greenville and the Greenville Urban Area MPO since it began in 1992. By the MPO consists of Greenville, Winterville and Ayden. This project intended to provide a bypass for Greenville and to relieve congestion along Memorial Drive and Stantonsburg Road.

The official position of the Greenville City Council and the Transportation Advisory Committee of the MPO and the Town of Winterville recently adopted resolutions indicating that Alternative 5 was best meet the purpose and need for this project. But let me say, the Pitt County Board of Commissioners and the Town of Winterville and the Greenville City Council will support DOT in whatever corridor they choose. We are also very concerned about how long it is taking for this project to develop. Delay after delay has resulted in continued development of the area being studied and our existing roads being overtaken by traffic.

But in closing, I would like to thank our local legislators and NCDOT Board Members Marvin Blount III and Cam McCrae for their continued support in the diligence of this project. There is no doubt that they recognize the importance of this project, to this community, to our county, and to this region. Once again, we would like to thank you for allowing us to express our views on this very important project. It is long overdue and we need to continue the momentum of seeing this become a reality. Thank you.

Moderator: Thank you Mr. Mayor. Next I have Nancy Van Dolsen.

Nancy Van Dolsen: My name is Nancy Van Dolsen. I'm 1601 Highland Drive in Wilson.

Thank you for giving me the opportunity to speak tonight in support of the continued preservation of (Inaudible) Historic District. I'm not really here for the road, I'm here for an historic resource which I know has caused some people some heartache on both sides.

I had the pleasure to write and research the National Register of Historic Places and Nominations the Renston District. The historic district is comprised of farms, fields, houses, churches, and historian cemeteries that the link the roads, dirt, lanes, and family relationships in history. The farms that comprise the approximately 1650 acres of the Renston Rural Historic District have been owned by the same families since the late nineteenth and early twentieth centuries and almost without exception, field patterns are unchanged from the district's period of significance from 1890 to 1953. The same crops occupy the fields. Cattle and horses meander through the pastures and the residents still tend to their gardens. The historic life of those farm-owning families is seen in their houses and their large (Inaudible) farms dating from the early 20th century. The tenant and sharecropper houses and buildings that are found on these farms document the lives and the work of the less well to do. This district tells us both about the wealthy and the non-wealthy residents of the county. The district contains 198 historic resources, 119 of which are contributing elements and that's a very high number to the historic appearance of the rural community. Of the 68 tax parcels found in the district, just 9 contain non-contributing resources which is less than 14%. So almost everything in the district contributes to the historic appearance.

Buildings do not fully convey residents' history as those of you who see it on the map can see. Its rural landscape adds another layer of significance and meaning. The cultivation of tobacco and the legacy it left upon the land is embedded in this agricultural landscape. All the land included is associated with those who live in the houses in the district. The field patterns and roadways of the district remain from the period of significance having been formed during the late 19th to early 20th centuries. Further confirmation of the integrity of the district's landscape is found in comparison of aerial photographs from 1963 and 2003. The relationship of the tilled land to woodland to pastures remains almost identical on these two aerial photographs in 1963 again and in 2003. Road patterns follow similar paths the drainage canals and farmland. The boundaries of the Renston Rural Historic District naturally follows geographical entities. There is a logic behind them. They follow the horse pen and hang (Inaudible). They

follow historic property boundaries and areas with agricultural and architectural significance. These boundaries again were based upon criteria set forth by the National Park Service. They are not locally designated to do something about this road. This was not a consideration when establishing the boundaries.

It is important to note the North Carolina National Register Advisory Committee, a committee for professional historians, architectural historians, preservationists and archaeologists voted unanimously 9 to 0 to recommend placing this on the historic district, to make it a historic district on the register. People at the Park Service also review the nominations and conducted a site visit of the district. They whole-heartedly supported the nomination and said that quote, "the outstanding continuity of historic landscape reflects the historical importance of tobacco production to a regional economy, and it does. Thank you.

Moderator: Thank you ma'am for those comments. Next we have Charles McLawhorn.

Charles McLawhorn: My name is Charles McLawhorn. My address 3592 NC 903 South. I might say that I would appreciate your courtesy, if not your attention.

During the 1980's there was a comprehensive study of the all the buildings in Pitt County. In 1988, this study identified four properties that were eligible for listing on the National Register of Historic Places. As I looked at this situation, I thought that there are really a lot more houses than this that contribute. In a two-mile stretch on Hwy 903, I live on the highway, I counted 13 houses that were continuously in use and had been built before 1925.

I don't know if any of y'all live in houses that were built before 1925, but there's thirteen of them in a two-mile area. The neighborhood was relatively free of unsightly dilapidated or substandard construction, therefore I thought it was worthy of protection as a rural historic district. So, in December of 2001, I completed the application. It was approved in February of 2002. I won't go through the whole history, but ultimately Ms. Van Dolsen submitted like a term paper of 120 pages to the keeper of the register. The National Park Service recognize Renston as a rural historic district, one of the very few in North Carolina on December 4, 2003.

It is important to note that 6 of the houses in the district, were built before 1900. The oldest one was built in the 1700's. Of the 46 houses that are located in Renston, 34 of them were built before 1953. In addition, there are a large number of farm structures, which relate to the production of crops and livestock as Ms. VanDolsen said and the pathways remain the same as they were 100 years ago. All the land is associated with those who lived in houses in the district.

Those who question the need for protecting our heritage should think about this, who is fighting for our quality of life? Who is fighting for that, anyway? Who's trying to make another dollar? Who is upfront as I have been about going through this process in a very open and public way calling into the attention of the DOT the Pitt County Planning Office? And, Andrew I'm sorry for you. Within, 24 hours after

Alternate 5 was designated, I tried to get those designated with a dotted line on the map, so you all would know where Corridor 5 was. Who sold you your property and they knew where Corridor 5 was? They sold you the lot that you live on now. Can a house built 2 months ago, can it be replaced? What about a house built 150 years ago that is surrounded by farming activities, which sustain a family? Can that be replaced?

I have just one final question. Should a working farm be kept alive or should it be slaughtered by concrete and asphalt to satisfy the developers' lust for vinyl and particleboard and money?

Moderator: Thank you Mr. McLawhorn for those comments. Next Jeff Majette. Did I pronounce that correctly? Okay.

Jeff Majette: My name is Jeff Majette. I live at 3361 NC 903 South. I appreciate all the people giving us time, the DOT, to give this speech and hear all the meanings of the people here. I'm here in support of the Renston Historic District and to show why 5 extension is a better choice.

There is one misconception about the Southwest Bypass and that is that it's a bypass. The purpose of the new highway was to relieve and pull traffic from Hwy 11 and Memorial Drive. It's actually stated that the project is needed to ease the existing anticipated traffic congestion. The cities of Winterville and Ayden do not want to be bypass. Corridor 5 will create growth for Ayden and Winterville, while corridor 1B and 4 will pull growth away these cities. Corridor 5 extension is the only option that is close enough to pull traffic off of 11 and still support these two towns. Corridor 5 fixes a dangerous intersection of Red Forbes Road, Pocosin, and 903. It also corrects a dangerous curve on Jolly Road where there have been many accidents at both of these locations.

At the April of 2005 public meeting, the number of houses impacted all corridor options was in the 40's. Most specifically, Corridor 5 has 47 houses. The most recent number indicates 43 houses were built in the path of Corridor 5 with full knowledge that these houses have a high probability of being purchased to allow for the bypass. The Brevard Subdivision was designed and developed and houses built after Corridor 5 was introduced, the majority or 2/3 of these houses a month ago were incomplete or unoccupied. There is an issue of homes affected by noise after mitigation. Option 5 impacts 7 homes, while Option 1B impacts 15, more than twice as many. On Corridor 5 there is 1.5 acres of wetlands and stream crossings that will be taken. Through wetland mitigation the wetlands be restored.

On Corridor 4 there are 120 acres and Corridor 1B 45 acres of historic district that will be taken. The historic district cannot be restored. Also the historic district is a natural habitat for all the animals that are being pushed out by the assistance of future development. According to the Environmental Draft, Corridors 1B and 4 would cause the destruction of the historic district due to the future developments surrounding the interchanges on Hwy 903. While Corridor 5 is located closest to the existing development and would have the least influence on the growth and development in this area.

Thank you for your consideration of Corridor 5 extension of the future Southwest Bypass preserving the Renston Historic District. Thank you very much.

Moderator: Thank you for those comments sir. The next person on the list is Mr. Don Edmonson.

Don Edmonson: Don Edmonson, I live at 112 Berkshire Drive in Winterville.

The numbers that I've seen from DOT, I think there is a lot of room for play in them. Some things that I have not heard other people say, one of the things is about bridges. They're showing in Corridor 4, nine bridges where as in 5 and 1B you have rivers, you have 22 and 23 rivers. Well, if you have two bridges that would go over each river, you looking at 26-28 more bridges that would have to go over one of those two corridors versus Corridor 4.

I don't know if the dollars have been factored in or not. On that again, it's hard to tell from the information we have but you're looking at another 12 to 13 million dollars to build those bridges if the bridges are relatively small and they probably are. But also, you're looking at the time it takes to build those bridges. Three to four weeks is a time that I hear from the man that I talked to about roads and bridges, you factor that in over 26 bridges and all of a sudden you've added a year and a half to the project. I'm sure the State and the Federal Government pay a lot less for money than we do but let's assume it is at 5%, all of a sudden you run up another $13 million dollars on the project.

The homes that are under construction now that some have been sold and some have not that are in Corridors 4 and 1B somewhere around 40 homes or so, you do the numbers and you're talking about another 7 ½ million dollars or so. You add all these numbers up and instead of being 8 million dollars difference between 4 and 5 or 1B, it's closer to about 35 to 38 million dollars is the difference. I would like to think that is significant.

One comment on the historic district. The historic district, I know all of y'all have ridden down highways that have wonderful signs that this battle took place or something else happened with historic in nature and very interesting and a lot of times have an off-ramp right there to see the property. I think that would be a wonderful way to present this property, this historic district and have more people be able to look at it.

The young lady that spoke that did the work on the historic district, I have read most of that package and it is very impressive. One of the things that it has in there is that one of the historic houses has been moved so if something is in the way of the road, you can move the house and set it up so it can just be something wonderful for all of us to enjoy. Thank you.

Moderator: Thank you for those comments. Let me just note that the construction cost estimates that are shown on that table that we looked at earlier, those are just that, they're estimates. They're based on the design here. Again, we're showing

the bridges where the bridges for sure are going to be. A lot of the smaller waterways that are out there, we can probably get by with culverts or tiles and of course we don't show that. That is something that we will look at further on down the road. Just to clarify, it does take longer than 4 weeks to build a bridge. So, again, I don't know who you talked to sir, but those are on the order of 1 to 2 years to get those in. One nice things about this project, it will be constructed without having to handle traffic so it should go pretty smoothly. Any time we can construct a project without having to worry about adjacent traffic, that's always a plus. Again sir, thank you for those comments.

The next person we have is Mr. Kevin Harris.

Kevin Harris: How you doing? My name is Kevin Harris and I live at 645 Pocosin Road.

In 1970, the North Carolina State Fair undertook the largest agriculture project in the fair's history. To highlight the theme, it was 1970 State Fair Salute to Agriculture. State fair officials initiated a search for all families who owned or operated a farm in North Carolina from 100 years or more. More than 800 farms qualified as a century farm at that time. Century farm families were honored at a luncheon held at Dorton Arena at the 1970 State Fair by the Agriculture Commissioner Jim Graham, who mc'd the event, and Lt. Governor Pat Taylor was the featured speaker. The Commissioner congratulated the families for the contribution in North Carolina. He stated, "The strength and the depth of North Carolina lies with you people who have held the family farm together. You are the fountain head of the economy."

Today there are 56,000 farms in North Carolina but only 1600 have the distinct honor of being a North Carolina Century Farm. North Carolina has a rich agricultural heritage and the Century Farm program celebrates the many contributions farming has made to the state. At 1600, that averages to 13-century farms per county. (Inaudible) and 1B will affect 4 in this county alone.

I have lived at my present address on Pocosin Road for 40 years. My dad has lived there for 63 years, and before my grandmother died last week, she had lived there nearly her entire life. At least every generation of my family has lived, farmed, died on that farm and some of them are buried in graves in the high portion of the farm. It was recently designated a century farm after I did the requisite research and determined my ancestors had worked this farm as far back as 1850. It is one of four-century farms within a few miles, all of which would be negatively affected by this choice. All of the century farms are still being worked and in the case of the one in front of which I live, it is still being actively farmed by the same family.

I have no intentions of moving. I have been looking forward to retiring and hopefully passing the farm on to the next generation. To say my roots run deep on Pocosin Road is and understatement to say the very least. I'm deeply saddened to learn that I will loose a good portion of the farm including my house, my dad's house and most of the farm buildings to a service road and an on-ramp for the bypass. I have huge old pecan trees and sycamores in my yard that were planted well before mine and my dad's time that will most likely be cut down in the name of progress. We will retain some

farmland but the entire infrastructure and all the improvements will be lost. We'll have a nice piece of dirt on the outside but no easy access to my hometown of Winterville and a nice reminder of how politics and power truly work.

Regardless of the stated fair market value that I have been assured that I will receive in the event of a loss, I'm not so naïve to believe that we'll be fully compensated. I can tell you that are not many farms for sell in Pitt County and the few that are, are hardly affordable at the price the State is going to offer. Not to mention, the time and income that my dad will loose with out having the needed infrastructure for his farming activities such as buildings for storing equipment, seed, chemicals, and the finished crop. My dad is not a young man and it is doubtful he will recover from this impact in his lifetime. This designation is not widely recognized as the National Register of Historic Places and is equally a part of our history and deserves equal consideration as well.

Just to respond to Mr. McLawhorn's comment about slaughtering one farm for vinyl siding and asphalt, how about slaughtering 4 farms for a highway? Thank you.

Moderator: Thank you for those comments sir. Next we have Mr. Bill Hall.

Bill Hall: My name is Bill Hall. I live at 810 Darryl Drive, but I'm here tonight to represent the Greenville/Pitt County Homebuilders Association and my 400 members of builders and trades people.

All of you read that the housing market is one of the factors in our major economical growth. We are blessed that Greenville is growing by leaps and bounds. We are here tonight to support the Western Outer Loop.

To answer a couple of questions, I'm going to answer a couple of questions that Mr. McLawhorn and somebody else asked. Why are we building in areas that we are building in? Because, the city of Greenville and city of Pitt County permitting office tells us where they will approve it. They give us permits and we have to build where they approve. That's one of the reasons that we are continuing to build where we building at.

I lost my place and I lost my words. Anyway, we appreciate everybody being here and voicing their opinions, but we feel as builders with the growth of this area, we feel like when Greenville Utilities run their sewer line out by Frog Level Road, that's where the building is going to be. To put the highway right beside the sewer line stops the building and kills the jobs and the money that we bring back into this town. So vote OUTER LOOP.

Moderator: Thank you sir for those comments. Next we have Mr. Chad Grimes.

Chad Grimes: My address is 1455 Posture Road. My name is Chad Grimes and I'm the Greenville/Pitt Associations of Realtors President this year.

I'm here to read a statement on behalf of the Association of Realtors:

The Greenville Association of Realtors always supports and promotes homeownership and quality of growth in Pitt County. If you select Corridor 1B or 5, hundreds of people will be negatively impacted. Many will have to sell and move while many more will be faced with property devaluation because of the close proximity to the new highway. If you select Corridor 4, it will still be negatively impacted but a much smaller number. There is no negative impact on any subdivision in Corridor 4. The reduction of tax space is much smaller. If you choose Corridor 4, Greenville looses not tax space and Pitt County looses much less. The amount of tax dollars we have to work with affects everyone in Pitt County. Corridors 1B and 5 seem to be going backwards on the impact on growth in destroying more houses, lowering more housing values and slowing developments where sewer is available. Corridor 4 does not slow growth but instead will enhance growth after 2015 and beyond. The Greenville Pitt Association of Realtors stands with the homebuilders in support of Corridor 4 in the new Southwest Bypass.

Moderator: Thank you sir for those comments. Next we have Mr. Milton May.

Milton May: My name is John Milton May. I live at 2580 Ange Street and I have properties at 822 Forlines Road and 3995 Cobb Daily Road.

I was born about a half a mile west of here on Forlines Road, October 12, 1923. I guess that makes me a historic figure that is standing here before you tonight. I am an environmentalist and vocational teacher by profession, retired.

I am here tonight to express my opposition to the proposed Southwest Bypass of Corridors 1B and 5, and favoring Corridor 4 for the following reasons. One, a review of the summary of environment impact sheets reveals that the selection of either of these two corridors will have an adverse affect on more families than by far in Corridor 4. These are real people living in this corridor who are probably purchasing their homes because it is in a desirable location, which is close to their work, close to the school they wish their children to attend, desirable neighbors, and in an affordable price range. It seems unreal to have to put them in a position of going through the purchase of a new home unless is absolutely necessary, especially if it is not warranted. The value of these homes will be taken from the tax base of Pitt County at a time when more funds are needed for more schools and other county projects, which are worthy.

Number two, fourteen more acres of prime farmland will be taken by the selection of 1B and 57 more acres of prime farmland will be taken by the selection of Corridor 5 over Corridor 4. This prime farmland will be taken from the tax base of the county, never to be replaced. It will also decrease the income from the respective land owners forever, many of them who are retired. Seven more business enterprises and six more business enterprises will be taken respectively from the selection of 1B and/or 5 over Corridor 4. Again, these are real tax paying people, tax paying families, that will have to look for a new work location or be unemployed.

Selection of 1B and/or Corridor 5 will have a greater environmental impact, by far, on the area and each category than the selection of Corridor 4. They are areas in some of the woodland close by 1B where water ponds, most of the all of the year long but this has not been classified at all by wetlands. Corridor 5 goes through farmland, which has been in my family since just after the Civil War. This would greatly impact the value of the land for farming as there is no place, no plan, by the current owner to sell for development. Five generations of the May family have manually worked on this farm which was recognized by the Governor with a Century Farm certificate on September 25, 1972.

I will have another three minutes later. Thank you.

Moderator: Thank you sir for those comments. Next we have Mr. Ricky Davenport.

Ricky Davenport: My name is Ricky Davenport, 616 Gatewood Drive.

We've lived here for 2 years, a beautiful area, wide open with some new schools coming in, plenty of room around those school to maneuver. I see 1B and 5 jamming these schools with traffic that would have not help at all and create a safety hazard. Anybody using this bypass would not necessary come from Kinston to go to school at South West Central High School. Therefore, it would do the schools no good that close in.

I see at putting it at 1B and 5 as being a, like I said, as jammed. There is no, other than the corridors, that are interchanges. It would cramp the businesses in. It will not allow growth. It will actually slow the growth here in Winterville and Pitt County on this side of town.

I'm in favor of Corridor 4. It is the most logical move. We cannot live in the past as in Renston. We need to move forward and let the people that live in 1B and 5 keep their homes and not be forced out and not create the hazards that the new highway coming closer end would cause. I'm in favor of Corridor 4.

Moderator: Thank you for those comments sir. Next we have Andy Anderson.

Andy Anderson: My name is Andy Anderson. I live at 721 Gatewood Drive. I would like to thank this committee for allowing me to come and speak.

I'm here tonight representing my family, my neighborhood and to help represent a larger group of citizens who are concerned about his bypass. Over the last six years, I've lived with the threat of this bypass either coming through or near my home. For those of you new this issue, this only represents a portion of the options that have been proposed over the years. No one knew where this proposed corridor was going to be six years ago, let alone now. There is no question that homes will be lost no matter what corridor chosen.

It is clear based on DOT's data that Corridor 5 and 1B have the biggest impact on the community as a whole. This why I'm asking you to select Corridor 4 for the greater good of the community. These are my reasons as follows and these are facts, boring facts maybe, but I think when you look at them in context they are pretty astounding. Corridor 4 causes twice as many relocations that Corridor 5 and 58% more than 1B. So, I've heard people talk about whether the numbers are right or wrong. I don't think they are going to change greatly, but think about the magnitude of that. Twice as many homeowners are having to move. These relocations result in lost taxes, communities disrupted and jobs put in jeopardy due to the sudden halt of home construction and sales.

Secondly, Corridor 4 crosses over 60% fewer streams than compared to 5 and 1B. Think about that. Think about the impact on our coastal waters. These do flow down stream. Our beaches were closed just this last weekend because of the hurricane. It is something very important to the state of North Carolina to keep our waterways clean and clear.

Point three, Corridor 4's reparian buffer acreage is 1/3 that of Corridor 5 and 2/5 of Corridor 1B. Any highway project, any community project should take as small a footprint as possible and leave the rest for the community.

Point four, Corridor 4 impacts 92% less wetland acreage. Maybe you can move wetlands. Maybe you can repair it. But, what is the overall impact to our environment? Corridor 4 impacts the least amount of prime farmland and we've heard about the heritage farms. Do we really want to turn our backs on these farmers who are trying to make a living and farm the same land that their parents and grandparents have farmed. Corridor 4 is the least expensive in right of way cost and we know those cost are going to go up. There is no question based on the numbers that we are gathering. This is a loose/loose situation. We pay more money to move more people, loosing tax base and jobs in the process.

Finally, the overall cost of Corridor 4 is 7.7 million dollars less than Corridor 5. What could we do with that money? Could we improve Firetower Road? Could we improve our schools, which that are busting at the seams?

For all the reasons mentioned, I ask that you consider Corridor 4 the best of the three options for the community as a whole. Please take my points into account when choosing which corridor to pursue.

Moderator: Thank you for those comments sir. Next we have Samantha Barlowe.

Samantha Barlowe: Good evening and thank you for having me tonight and hearing me. My name is Samantha Barlowe and I live at 1504 Asheville Lane, Winterville, 28590. But, I pay Greenville city taxes.

My name is Samantha Barlowe, again, and I'm here to speak in support of choosing Route 4 for the bypass. My points tonight will concern the negative environment impacts and if Routes 1B or 5 are chosen.

Under Section 404 of the Clean Water Act, the DOT is obligated by law to choose the lease environmentally damaging practical alternative. According to the summary that they have passed out to us, those Routes 1B and 5 impact significantly more wetlands, streams and liberian buffers than Route 4. The numbers clearly show that 4 has the least number of most sensitive areas. Route 4 does also not appear to be the least economically practical since there are now twice as many structures in the way of 1B and 5. Those structures will have to be purchased and demolished and they will have to be put in a landfill, which means space and will take more money because they will have to transport it to other landfills in the area.

Both Swift Creek and Contentnia (sp?) Creek will be impacted greatly with if the bypass is built using Routes 1B or 5 and according to the summary Route 4 will only involve nine crossings, 1B and 5 will involve twenty-two and twenty three crossing respectively. Swift Creek is listed as a 303D stream. From its source all the way until it empties into the Neuse and Contentnia is also temporary impaired. That means these creeks are part of the Neuse River Basin which has been deemed as degraded. Which means it is negatively impacting the health of the creatures and the plant life that lives in the rivers.

Now the State or the Federal government has the obligation not to permit any activity that will cause further degradation of the stream. In fact, it has the responsibility to ensure the return of these streams to a higher quality to support its designated uses so that the aquatic life may thrive and propagate. A bypass will not improve the health of the stream.

Okay, I'm going to skip down just a little bit and let you know the environmental impacts and increased and impervious surfaces like a road. It means more polluted run-offs for our streams. An increase in traffic means pollutants being washed into the waterways that includes zinc from brake linings, that's a heavy metal, fuel, antifreeze, other vehicular fluids. Construction will choke the creeks with sediment. And, it is also unclear about the endangered and threatened species. That paper that you have says that there are none, but you look on the North Carolina Wildlife Resources Commission Website, you will see that there are several threatened species of fresh water mussels and amphibians that are listed as having distribution areas in the Neuse River Basin. If either Routes 1B or 5 or chosen, it is going to send a message that DOT does not care about the environment or improving our water quality.

So choosing the best road is not about finding the best solution for one user group i.e., the traffic. It's more about finding a compromise so that all users are benefited. Route 4 makes that compromise. It's not the best solution but it's the better solution for all of us.

Moderator: Thank you ma'am for those comments. Next we have Mr. Thurman Worthington.

Thurman Worthington: Sir, I'll pass (Inaudible)…

Moderator: Okay, we'll go ahead and note that he has already submitted his comments in writing. Again, the comments that you send in count the same as if you recorded them tonight into the recorder. Again, both ways carry the same weight.

William Thomas. William Thomas.

William Thomas: My name is William Thomas. I live at 2245 Frog Level Road.

I'm in opposition of 1 and 5 as well. I think 4 is the better deal for everyone affected. I've been living in Frog Level for approximately 4 years now. I was born in Frog Level. Also, if you want to get historical, if you want to talk about historical, I have a family cemetery that is going to be affected as well with this. I know who wants to move a cemetery to another spot. I know there are cemeteries on their stuff as well. You know, hey we've got to make a compromise some where. I don't know exactly where they're coming from with their historical district. I think every thing is historical in Pitt County as far as I'm concerned. All the earth was created at the same time. They shouldn't have any, any … I mean, you know, God created the earth all at one time. You can't argue with that Mr. McLawhorn, if you want to. You can't argue with that, I'm sorry.

As we go here, it is going to get a little bit better. We're going to fight for what we got. We got representation as well. So, there's more than one lawyer in Pitt County and we're going to get … if it takes five, we're going to get them. So, just bear with us. I'm not a fancy lawyer. I don't have a big speech here. I'm just a country boy trying to survive this, you know the man says. Let's pull together and try to get it moving to Number 4. That's what we want everybody to support 4. We going to have petitions out in every one of your neighborhoods. I don't care if you sign it once, sign it again. Just go ahead on and go. All right? Thank you for your time.

Moderator: Thank you sir. Next is William Thomas. Is that you? Sorry. Mr. James Woodard. James Woodard? I don't see Mr. Woodard. Next we have Steve McLawhorn.

Steve McLawhorn: Steve McLawhorn, I live at 3775 NC 903 which is the interchange in Number 4.

This is going to be a little bit different. The home we live in was built in 1848. My children are the sixth generation of the Dell family to live in the same house. My grandchildren will be the seventh.

We and several other farmers in the area have small vegetable and produce farms. Since the 1960's we have allowed school children on tours to come out. And believe it or not, we try to teach them where food comes from and the teachers also. They learn that simple things that we all know that milk doesn't come from the grocery

store, it comes from that cow they're looking at. That cow that they're looking at drinks 60 gallons of water. She gives 10 gallons of milk. She has to have a baby every year to give milk. They learn that hamburgers didn't originate in McDonald's. They come from that cow that they are looking at. They learn that eggs don't come from Food Lion packaged in twelve in a Styrofoam box. They come from that chicken that they're looking at. If that chicken has a proper balanced diet she'll lay about 45 eggs a week. It's amazing children will learn to each vegetables and produce if they can see it growing. They go ahead and pick it themselves. We also have an asparagus field that the expected life of that field is going to be about 20 more years.

The average food that we eat today travels about 3000 miles before it gets on your plate. When you visit a farm such as ours, you can look the man that grew it in the eye. You can ask him about culture practices, about taste, about texture. Sure, we can continue to buy grapes from Chile and berries from Mexico. We can get pears from Argentina. We can get milk from Wisconsin. We can get eggs from a farm that has 5 million chickens on it. But, that kind of progress comes at a cost. Other countries that we buy food from are allowed to use pesticides that were banned in the United States for the last 40 years. Milk has to have additives to it because it trucked everywhere.

And, I'm not a tree hugger, I'm not an alarmist but I have a passion for my family, I have a passion for myself/my lifestyle, I have a passion for my work and my home. The hardest group of people to wake up sometimes are the ones who are pretending to be asleep. There are some things that are worth saving around here. I'm for Option 16B. Thank you.

Moderator: Thank you for those comments sir. Next we have Catherine Delos Nelson.

Catherine Nelson: My name is Catherine Doose Nelson. I'm part of the distinguished McLawhorn family that was so eloquently discussed in the public forum this morning in the newspaper. We do have a strong family and I'm very proud of it.

To be perfectly honest, I have comments written but I'm going to say this right quick. I have never in the 45 years of that I've lived in Pitt County, and I've lived here all my life, most on 903 South in Winterville, 3902, seen something that can fragment and fracture a community and a county as this has. It makes me sick.

First of all, I would like to thank everyone for letting us give these comments. In addition, I would like to … I need to put my glasses on now and I say I don't need them … to thank the township of Winterville, the City of Greenville, the Board of Commissioners, the MPO and the Pitt County Development Commission for their vision and preferring Corridor 5.

Based on the latest version of the Southwest Bypass, my mother's home and our family farm is part of the Ranston Historic District are at the center of Corridor 4 EXT. This house has been in our family for more than 50 years and has been the gathering place for dignitaries, family members, and friends. Although I'm sure that sentimentality plays no role in the selected corridor, there are significant reasons that this

historic neighborhood should be preserved. If Corridor EXT. or 1B or selected it would move several generations of farming history for the McLawhorn family and other long-term members of the Ranston Community. It would diminish the ability of local farming, renting land to make a living, and in addition, provide a bypass to Greenville that won't be used to it's maximum capacity. This route is simply far to away….

(At this point, the tape stops and does not pick up or start recording until the last part of Mr. John May's comments. It has left out the rest of Catherine Nelson's comments as well as all of Melissa Gaylord. The following is where it picks up.)

John May: … so I'm looking at this emotionally, I confess. As an earlier speaker said, I don't want to see our farm, a Century Farm, slaughtered by asphalt. I guess, Government's job is to look at things rationally and logically on issues like this. So, if you do look at the alternatives logically, rationally, and honestly, Corridor 5 is the worse choice and Corridor 4 is the best choice on almost every count.

But if you do want to consider emotions, then look at the people who's homes are affected by Corridor 5 versus Corridor 4 and you will see that Alternate 4 is the best choice. Thank you for your time.

Moderator: Next we have Brenda Smith. Brenda Smith? Okay.

Unidentified Male: If there is nobody there and nobody objects I'd like to take that time.

Moderator: No sir.

Unidentified Male: All right.

Moderator: Next we have Tony P. Moore. Tony P. Moore? Okay.

Tony Moore: Sorry I had to walk so far. I hurt my back earlier and I have a little problem.

If I had known this is 2003, debate, I would looked again at another bill probably. As you know, I was in the Senate in 2003 when this bill was adopted. It was part of the things that Greenville City wanted and the County Commissioners wanted which was a bypass. It had been their number one priority for 13 years. Now I think you need to know the historical part of this. This bill was called part of the Durham Loop. Now what does that have to do with us? It was called the Durham Loop and very few people knew about this bill. It's like many bills at 3:30 in the morning you pass them and you think it is going to be a lot of discussion but you pass them and no debate and then three minutes later it's done, 31 page document.

Anyway, I'm sorry for everyone that's here but I'm also thankful that you've come tonight. I thank you for your comments. I hope and pray that your leaders, whoever they may be after November 7, will listen to you and that they will do what you want, not what they want to do. If you look around tonight, how few elected officials are

here and Mayor Parrott I was glad he was here to speak. I saw some members of Greenville City Council. I haven't seen any other elected officials and that bothers me.

When this bill came up it was supposed to be approximately 123 million dollars and now it is 180 million dollars. My major problem tonight is the process, the process of giving out information. I'll share one example of the process how it's flawed. The town of Winterville does not have sidewalks. Four times the DOT went to the town of Winterville and said, "Look we want you to pay 20% of the sidewalks on Firetower Road." Four times they voted unanimously not to have sidewalks. Then a month or two ago they voted to have sidewalks. Well there's no sidewalks in Winterville, why have sidewalks for Firetower Road. There's a flaw there. Well they told me that it's either we have sidewalks to participate in this or we will not have road improvements in Winterville. In Winterville and Pitt County we've got 66 million dollars road money in the past 3 years. 66 million. Wayne County has got 116 million. Is that fair? Hopefully you'll come out and vote. You'll tell your friends to vote. Then those people who recommended this will look carefully at the process in what they did. The best route here is less hurt more people. You go by numbers, the majority always rules. The furthest out the better for all parties. Thank you.

Moderator: Thank you sir. Next is Jim Kieffer. Jim Kieffer?

Jim Kieffer: You'll have to pardon me. My name is Jim Kieffer. I live at 1101 Josh Court over in Taberna.

There's a lot of emotion going on. 1B and 5 obviously take me out. I moved down here about 18 months ago with my family, my mom 84. When I go home and tell her about this tonight, I will probably put her in her grave. So, it's a very emotional state. I moved to North Carolina to set up my family, start a new life. Then I find out that my house may be wiped off the face of the earth.

I'm not an articulate man, however, I asked the committee that is going to be voting on the corridors keep politics out, keep money out. Vote honestly. Use the numbers. Look at the people you're going to affect. Thank you.

Moderator: Myriah Shewchuk. I'm sorry if I'm mispronouncing that.

Myriah Shewchuk: Good evening. My name is Myriah Shewchuk. I live at 150 Grandifloria Court in Winterville.

I have been asked to read the following comments on behalf of Larry Baldwin. He is the Lower Neuse River Keeper with the Neuse River Foundation. These are Larry's comments,

"It has just recently come to my attention that the efforts are underway to construct a Greenville Bypass for purposes of easing traffic congestion. While I understand the needs of development and free flowing traffic movement, I will not be in favor of negatively impacting sensitive environmental areas to do so. Unfortunately, I

was not able tonight's public hearing. But, you will hear from me by the way of written comments by the close of the comment period.

It is my intention to work with the agencies involved who will also be working to protect the natural environment from undue impact. Thank you for accepting these comments and I look forward to working together to provide a solution that has the least amount of negative impacts to the waters of the Neuse River Watershed."

Again, these are Larry Baldwin's comments of the Neuse River Foundation. Thank you.

Moderator: Thank you for those comments. Next we have Marvin Taylor.

Marvin Taylor: Hello my name is Marvin? Taylor. I live at 4229 Frog Level Road.

Before Hwy 11 was built, Winterville had a lot of water that came to the west side to Swift Creek. Once Hwy 11 was built the water was diverted back to Old Tar Road. As most of you know, Winterville has a flooding problem. We feel that Option 1 and 5 would do the same name. Bypasses are know to turn water the opposite way which would incur a lot of water in new subdivisions and try to water the way it's not supposed to go. Therefore, we support Corridor 4 as being the least affective to our communities.

We feel that Corridor 1 and Corridor 5 would be a great burden for a lot of citizens and a big tax space loss to Pitt County. Thank you for your time. We hope that y'all will support Corridor Number 4.

Moderator: Thank you sir. Now we have Betty Smith. Betty Smith?

Betty Smith: My name is Betty Smith. I live 5081 US13 South in Greenville.

I, like most of you, have received and studied all the information that has been available. Quite frankly, it's been available to anybody that was interested or had a vested interest in the Southwest Bypass no matter what the corridors were.

I appreciate the opportunity to offer my comments tonight and they are as follows. Developers had to be well aware that they were building and selling homes in the paths of the proposed corridors. To what purpose did they continue to build? Did they let these people they were selling the houses to know they were in the path of corridor? Why right now that some of the developments may be affected. We feel the 42 residential homes that may be affected by the Alternate 4 extension is just as important as the ones in the 5 that would be affected.

Also, on a personal basis, we feel our home and farm that has been established for more than 100 years is just as important or more important than the developments that we have recently watched going up on Davenport Farm Road and Frog Level Road. I sympathize with the people just as I hope you sympathize with me. I want

my home to remain just as it is too. Quite frankly, Corridor 4 would split our farm in the middle.

In addition to all of this, we hear all the time, that farmland must be preserved. How are you going to do that if developers are aggressively purchasing any property big enough to build houses on? All you have to do is pick up the Daily Reflector on Sunday and look at the houses and condominiums and duplexes that are for sale but we continue to build.

I'll be short and concise. We fully support our county and city officials in their decision to choose and recommend Alternate 5 Extension and sincerely hope that the State will agree that this extension is the one most feasible for our city and our county. We elected these officials to make decisions for us. Let them do their jobs. Thank you.

Moderator: Thank you ma'am. Next we have Rocky Russell. The next two folks if you'll be prepared is Carl Blackwood and Will Corbitt.

Rocky Russell: Hello my name is Rocky Russell. I live at 3092 Bach Circle in Greenville.

I'm a developer and builder in Pitt County. My partner and I own 40 acres on Frog Level Road that is just east of Corridor 5 and 1B. This land is planted and streets are in for 92 single-family homes. Each home will have an average sale price of 300 thousand dollars and when the project is complete, Pitt County's tax base will have increased by 28 million dollars. We have plans to extend Barrington Fields west and acquire 40 more acres to continue this project but these plans are on hold because of the additional 47 acres are directly in the path of Corridor 5 and 1B. Based on the path that 5 and 1B are taking I hope that we will not loose any part of the currently planted section. What I am concerned about is placing a bypass right through the middle of Greenville and Winterville's hottest real estate area. Due to a major sewer extension by G.U.C. years ago developing activity in the Frog Level area has exploded. The chief planner for Greenville recently announced to the Pitt County home builder's association that this area is the fastest growing area in Pitt County, like it or not. 5 and 1B's location is almost parallel to G.U.C. most western sewer extension. Although there is some land left between Frog Level and Hwy 11, most developers were making plans to extent development west of Frog Level Road. If Corridors 5 or 1B are chosen, this action would cause development to stop west of Frog Level until G.U.C. determined how to go through this proposed corridor. Development would eventually continue but I would estimate it would be years before G.U.C. had the funds and started sewer extensions that went under the proposed corridor.

I don't have any experience on where to put bypasses but by definition I thought DOT would want to bypass the Greenville-Winterville area rather than put a freeway right through as five or 6 subdivisions and the hottest real estate market. The Wilson and Knightdale Bypasses go though the countryside of both counties. While traveling on the Knightdale Bypass, DOT did a great job of avoiding neighborhoods all together. In fact, I can only remember seeing one neighborhood close to the bypass. If

you can find open land in Wake County to build a bypass on, I know you can find similar undeveloped land in Pitt County and Corridor 5 and 1B don't achieve that goal.

Regardless of where Bypass goes in this area, Pitt County development will probably be on both sides or eventually. If Corridor 4 is chosen development will eventually run in to it. Corridor 4 gives G.U.C. and the development community time to use up land already with sewer service. I am sure that part of G.U.C.'s strategy was to have developers pay for sewer extensions into western Pitt County as a natural extension of new developments. Corridor 5 and 1B put up a wall that the developers will not be able financially afford to cross and must wait for G.U.C. to obtain the funds and permission to do so.

In closing, Corridor 4 makes the most sense for Pitt County. Corridor 4 has the fewer number of North Carolina and Pitt County citizens loosing their homes, our rivers and streams are less affected and fewer tax dollars are spent building this corridor. Choosing 5 or 1B would also cause many more homes to be left standing around clover leafs and chopped up subdivisions which would greatly reduce the home's value. Please support Corridor 4. Thank you.

Moderator: Thank you sir for those comments. Next is Carl Blackwood.

Carl Blackwood: (Inaudible) …My name is Carl Blackwood. I live at 4542 May Court in Farmville. (Inaudible)…

Moderator: Thank you. He's relinquishing his time and he appreciates being a citizen of this community. Duly noted. Next we have Mr. Will Corbitt. Will Corbitt? Okay. Next we have Wanda Yuhas. Next we have Doug Jackson after her.

Wanda Yuhas: Good evening I'm Wanda Yuhas. I'm the Executive Director of the Pitt County Development Commission. I live at 738 Spring Run Road. That is in Winterville.

I am here to speak on behalf of the entire Development Commission. Those members include Ed Dennis, Glen Bowland is our County Commissioner representative, Ed Bright, Joel Butler, Todd Edwards, John Farrin, Bonner Latham, Deidre McGion, Walter Perkins, Ronald Price, William Rasberry, Kenneth Ross, Todd Skinner, Linda Weathersby, and James Williamson.

At our June meeting, the PCDC board ask Chairman Ed Dennis to write a letter supporting the option that had been endorsed by our County Commissioners for the Greenville Southwest Bypass. At our August meeting, the Board concerned turned to the Southwest Bypass itself fearing that the dispute over specific options would endanger the project itself. The Board consists of community leaders from many different parts of Pitt County. All feel that it is of paramount importance that the construction of the Southwest Bypass begin as soon as possible. We cannot afford to miss this opportunity.

As stated in Mr. Dennis' letter of June 29, the bypass is vitally important to the future economic development of Pitt County especially the industrial areas in the

southern part of the county. The construction of this bypass will enable us to promote the Worthington and Minges Industrial Park as prime industrial location. East Carolina University has one of the nation's leading logistics and distribution program and the bypass will enable us to use those programs to the fullest of advantage for our entire community and our region.

The Pitt County Development Commission offers it's full support for the construction of the Greenville Southwest Bypass using which ever corridor is deemed most suitable by the DOT team. It is of vital importance to our continued community health.

Moderator: Thank you ma'am for those comments. Next is Doug Jackson.

Doug Jackson: Good evening, I'm Doug Jackson the Mayor of Winterville.

I've been a real popular fellow this week in that I've got a whole stack of emails that I printed off, lots of phone calls that I quit keeping records of, even visits to my home concerning this very important project up here. One group that came and talked to me wanted the Town to support Number 1. Another group came and wanted the Town to support Number 5. Another group came and wanted the Town to support Number 4. Each group asked me would I come out and speak tonight. I'm speaking.

Whichever route DOT takes, I think the Board of Aldermen in Winterville will support. It will impact a lot of people both positively and negatively. The ones it impacts negatively, I feel for you. I live in the city limits of Winterville and this particular thing will not touch my home.

In conclusion, I would just like to thank everyone for coming out tonight. It's been great to see this number here that are concerned and especially the ones that came up and gave their thoughts on this. Thank you.

Moderator: Thank you sir for those comments. That concludes the list of everyone that has signed up prior to the formal hearing. If there is anyone who would like to make a comment now, please raise your hand and I'll call you up.

Paul Kelly: Folks my name is Paul Kelly. I live at 1108 Haley Court over on Taberna.

I think the simple two word here are "common sense". We're a community developed around people not around land. Now I'm an outdoorsman. I love the land that we live on. I love the farmland. I love Ranson Farms. I've been out there with my children. I've picked strawberries. I've done the asparagus stuff. You know and that's great. I really feel for you sir. And I can't even express that anymore. But, development is going to happen and it's going to eventually take your farm anyhow. It's going to move out. There's nothing we can do to stop it. Okay, and matter of factly, there's nothing we want to do to stop it. That's what society is about, developing and moving on.

That western corridor, Corridor 4 affects the least amount of people. It doesn't … I mean this isn't going to tear my house up. I'm up here for all of you people who are going to loose your homes. I'm up here for all you people who came in and set up families. When I found out about this and, excuse me if I found a little passionate, but when I moved into my house, my realtor said, 'Yes they're thinking about some kind of bypass over yonder. It shouldn't affect you at all.' You know? When I found out about this directly, I started doing my research, I put together a little handout and started going around in my community. Now I would say 97% of the people I spoke to had no clue. Whether it's been out there or not, the Government works in mysterious ways and we all know that. It's puts it down on the down low so that you don't necessarily see things. Okay, well we're opening your eyes. All right? People need to know and the Government needs to know that we are a Government of the people, by the people, for the people. Not of the land, by the land, for the land. I don't want to see my property value decrease but I could care less about my property value in the end, I care more about my family. I care about your family, and your family, and even yours sir, I really do so very much. I hate to see your farm be affected in any way.

I hope that the gentleman who spoke about relocating routes to get to your property is very effective for us and for you. But, in the end, anybody out here with any inkling of education or common sense can tell that we Western Corridor is more appropriate. When they developed the bypasses out in Raleigh, they built the inner beltline, I believe first? Right? They developed right through that and that's when they needed to develop the outer beltline, so I've been told. I wasn't here for it obviously. But I think everybody should know that production is going to happen. Development is going to happen. We might as well use our brains why we do it. I think that's been demonstrated time and time again tonight by all these developing contractors and all these people who talk about the way G.U.C. set up the sewage. You know, why are we going to destroy what we've got? Thank you very much. I appreciate the time.

Moderator: Okay, sir in the white shirt come ahead please. I tell you what if anyone everyone else who would like to speak if you just want to line up over here to the left of the stage, that will perfectly be all right.

Joe Askew: Before I get started, I'd like to know how many members of our City Council or Board of Commissioners are at this meeting at this time? Or our Mayor of Greenville? Are any of those here?

Unidentified Female: Inaudible.

Joe Askew: Well we've asked Mark Owens to come to several meetings and he has not been able to come. Ms. Council we appreciate you being here. At least somebody thinks it's important.

My name is Joe Askew and I live in Taberna. I'm going to read from this. I guess I'll do better that way.

Planning the bypass started well before Taberna Subdivision got started. When Mr. McLawhorn and others asked us who did we buy our lots from, our land from?

Our Mayor developed, through a trusteeship the Taberna Subdivision. Now our question to our Mayor is, this was the land you developed. You sold the land to the builders. The builders gave it to the realtors and the realtors sold it to us. Does anybody in this room think for one second that none of them knew and they didn't tell any of us?

To the City Council and County Commissioners, prior to your recommendations, did you do your homework? From my understanding, this is the map you saw. You did not see this map. You saw a map similar to this in color. Now what kind of judgement can you make from this? Did you talk to your constituents? How many people in this room, in our subdivision had a verbal conversation with Mark Owens? That's what I thought. How about Mr. Chip Little, City Councilman? That's what I thought. How about Mayor Don Parrott? So, if they represent us, why didn't they come and talk to us?

I personally talked to all of those that I have mentioned including Marvin Blount, III. They all know and everyone in this room knows that the only reason they registered the Renstin Farm area was to block Corridor 4. Please don't let Sonny McLawhorn's threat of a lawsuit alter your decision. There is only one logical corridor that affects less families, less businesses, affects less streams and cost less money and that's Corridor 4. Mr. McLawhorn, you think that your 100 year old home is important? We think our 1 year home is just as important? You think your cows and your chickens are important? We think our dogs and cats or important. We ask the DOT to please select Corridor 4.

Mike Baldwin: Thank you. My name is Mike Baldwin. I own Baldwin & Associates, a civil engineering and surveying firm here in Greenville. I was responsible for the development of lot of these subdivisions.

You can take the study that the State did and turn to the page that gives the breakdown of the summary of the environmental impacts and it doesn't appear that it take a rocket science to figure out which one is the best one for it. I mean just look at the numbers. Look at 1B Alternate. Look at 4 Alternate. Look at 5Alternate. It's a simple equation of what has less impact on the whole area. It looks like the Alternate 4 by far exceeds any other of the two by far.

I know that the reason for the bypass is to get the traffic Dickinson Avenue. However, it is going to set a boundary for development in the county, I think. It usually does. You can see what is happening in Raleigh. They're having to spend money again because they've got to move it out farther. I think the house numbers are off. That is the hottest growing area in Greenville and Mr. Russell has alluded to. Mr. Russell made a lot of good points, some that I'm going to echo. One thing that you don't see on this summary of the environmental impact is the loss to Greenville Utilities Commission, the lost customers and revenues that they went out there and put in the sewer test area where millions of dollars were spent for sewer infrastructure to basically get up to this line. Then you're going to take this with the choice of either 5 or 1 and waste that. I'm looking at the environmental things that people probably … it's so unusual for me to consider environmental things. But looking at the environmental impacts. It's just

overwhelming how 4 is the needed route. All that, I'll close on that. It's in black and white on the report that DOT provided you with.

Moderator: Thank you Mr. Baldwin.

Rev. Keith Phillips: Good evening. My name is Rev. Keith Phillips. I'm a pastor of a small church in Pitt County. I live just down the road, 3212 903 South.

Four years ago we purchased our house. We did our homework. There was no bypass anyway near. It was in the area in which we were selling that was a proposed route. I also looked to see if my children would stay in the same school district. We were until the building you're sitting in was built. My kids were transferred to Ayden Elementary School for the simple facts that my kids were white and they had to bring inner city kids in to balance the school district. I really believe that the Board of Education sold me out.

I'm not usually at a loss of words, obviously, by nature. My job is preaching the gospel. I don't know what to say. How much can you take? You know? Am I going to get sold out again? The City Council has put their support behind the proposal that wipes my house out. The County Commissioners side with the City Council and put their support behind that. I'm not going to argue numbers. I'm not a scientist. I'm not an environmentalist. I preach the gospel of Jesus. I could care less. I'm not from Pitt County. I'm an East Carolina transplant. This is not my home. If you take my house, you take my house. It's not about me. It's never about me. It's about all the others who grew up, who live in Pitt County, who love Pitt County. Take my house, I think me and my family will go to Greene County.

Moderator: Thank you Reverend.

Andrea Croley: I am Andrea Croley, 426 Brevard. My husband can tell you that when it comes to talking, 3 minutes is never enough. So, I had to come back for some more.

I just wanted to bring up the City of Greenville Resolution Number 0634. This goes back to what Mr. Ron Binkley started the night out discussing, and what Mr. Tony Moore touched on with sidewalks. A quote from their resolution is in the first line, "the city of Greenville in an effort to improve the quality of life for the overall community". And I'll just stop there because quality of life is a very important phrase. The rest of their resolution just missed everything.

It's very, very important that we think quality of life. The Lochner group, they do a great job. Sun Coast Parkway down in Tampa, Florida has a beautiful paved pathway running along side of it. There was some planning, some long term thought to what that community needed for quality of life. So, I know they can do it. I hope they do it well here. I think Corridor 4 would have a beautiful view for a nice paved walkway for us to walk on.

1529 I did want to bring up again, I know I talked about it before, the emotions
1530 involved. How many people here … well you don't have to answer, but are terrified of
1531 the uncontrollable loss of their homes. This is the most control we have is talking here,
1532 writing letters, writing emails. I met some of you via email already a few times. Having
1533 to find another place to live, me and my husband just went through building a new home
1534 and we don't want to do it again. The financial loss and uprooting children that may not
1535 be here yet that we don't want to have to move.
1536
1537 So once again, as many people out here are, you know, my family wasn't
1538 here decades ago. In the 1930's we actually lost property in New Mexico and finally
1539 earlier this year in 2006 received financial settlement from the Government for the
1540 injustice that was done there. So, fighting is in my blood. And I know it is for a lot of
1541 people here. We're not going to give up and we're going to continue to fight for out
1542 homes. So once again, I hope you support Corridor 4, the one that impacts the least
1543 number of families. Thank you.
1544
1545 Milton May: Here is your historic figure back again.
1546
1547 Our farm is not a century farm but there are two others, one you have
1548 heard from the Harris farm, the Hooks farm, and the Gaylord farms. There are four farms
1549 that would be a century farms located in the Corridor 5 or Corridor 1B bypass road.
1550 These are going to affect individuals who have long and great memories of what their
1551 ancestors have told them about this land.
1552
1553 Now I would just like to show you about the home that my grandfather
1554 built in 1872 after he had first married. He had returned from the Civil War as a 17 year
1555 old boy and settled in that area. Then he married and his home was built. It has been
1556 standing against the Frog Level Road since that time. There's a chimney on the north
1557 side of that house that has carved in the brick January 1888, when it was built. I was told
1558 by my father and others that it was to replace a log chimney that had been dobbed and
1559 used up until that time. I can tell you about the huge (Inaudible) that were hung up by
1560 hand. The wood sleepers, the pine pole sleepers that serve as floor drawers for the house.
1561 I can tell you of many other memories there. I've heard my father talk about going off to
1562 World War I. Then upon his return, after he had been on the battlefront when World War
1563 I was ended. Yes, we have many memories, but this house would be taken by Corridor 5.
1564 This house also has some other building that are located in that homestead. These rival
1565 any homes that are in the historic district of Renston.
1566
1567 Yes, I can tell you about a lot of the memories that I have but I would like
1568 to just show you. What I'm concerned about, we can give up that home. It's served it's
1569 purpose for many, many years. I have a sister here who has great memories of that home
1570 too. But what I'm concerned about is these young people who have moved down here
1571 that we have heard talk tonight. They're going to loose their homes, the homes of their
1572 dreams, the schools that they want to attend, the churches that they want to attend.
1573 They're going to loose these homes because of some highway. Yes, I would urge you to
1574 think seriously. Corridor 4 is going to affect less young people. It's going to be a route
1575 that will be of great, great importance. The traffic that is coming into Greenville from
1576 Greene County and other areas north of that area to walk at the hospital. I could tell you

that. I just hope that this committee that is going to make this decision will think seriously and that no political thoughts and actions will be included. I hope they do it on the basis of merit. Thank you and may God bless you.

Bernis Harris: Mr. May is going to be a tough act to follow. My name is Bernis Harris, I live on 610 Pocosin Road.

I have lived here most of my adult life. The home that I live in now, I built when I was 18 years old. I've been living in it 44 years. This road comes, Corridor 5, comes right 'cross the top of my home and all of my farming out buildings which some of them are over 100 years old. This farm has been in my family for six generations. My son came up here and talked tonight which will be seven and I have a grandson, which will be eight generations. Just like Mr. May's farm, Ms. Gaylord, Mr. Hooks, my farm too is a Century farm. It's been a continuous family farm for 122 years. This was proclaimed as people that had the insight to keep their farms in family tradition. It seems like by having these openings now this is where they want to put the road, right 'cross the top of where we are all living.

I've listened to everybody talk tonight. I'm speaking from a person who has lived on this farm all my life as a farmer. That's my occupation as a farmer. I still am an active farm. Nobody in my family retires, they just pass away or they become a consultant. The oldest person in the family is the one who tells everybody else what to do. But what I'm listening and hearing tonight is … I'm also the President of (Inaudible) Water Corporation, and I'm on the board of these other people so eloquently through out letters. I'm a board member of the NRWASA, which is Neuse River Water and Sewer Authority. We're in the process of running a line from the Neuse River to Pitt County to serve 4000 thousand families. This water is coming out of these streams that is going directly to the Neuse River. We're going to be getting this water right back again in your water pipes to drink. So consider that please when you vote. Vote for Corridor 4. Thank you.

Moderator: Okay is there anyone else? Go ahead ma'am.

Unidentified Female: I just have a question for you. Could you point out where there's 2 and 3A is listed on this map? I know that's (Inaudible)…

Moderator: No if you would like you can get with me after the meeting and then I'll show you in the environmental document. Again, that environmental document is available at the three towns. We can certainly do that afterwards ma'am. Okay. I wanted to make sure I get it correctly. I wouldn't be able to do it on this map.

Is there anyone else? If not, again, the comment sheet that I talked about carries the same weight as if you came up and talked tonight. Again, I appreciate everyone coming out and I appreciate the civil manner in which the hearing proceeded tonight. Thank you very much. I look forward to seeing you all again.

Hearing Adjourned.

Ed Lewis, Moderator
Public Involvement Unit

Summary typed by Cyndy D. Hummel
Comments typed by DeMorris N. Hukins

LOCAL GOVERNMENT RESOLUTIONS IN SUPPORT OF BYPASS ALTERNATE 4-EXT

Resolution No. 06-07-06

A RESOLUTION BY THE GOVERNING BODY OF THE TOWN OF AYDEN SUPPORTING ALTERNATIVE CORRIDOR 4-EXT FOR THE SOUTHWEST BY-PASS

WHEREAS, the Southwest By-Pass is a proposed multi-lane highway beginning at NC 11 south of Ayden and ending at the existing US 264/US 264 Business interchange in southwest Greenville; and

WHEREAS, the Governing Body of the Town of Ayden recognizes the importance of this proposed highway to the town's citizens and the town's future growth and development; and

WHEREAS, the Governing Body of the Town of Ayden recognizes the importance of designing the proposed highway so as to provide appropriate local access and to avoid and/or minimize adverse impacts on adjacent and nearby properties; and

WHEREAS, the Governing Body of the Town of Ayden has determined that it is important to go on record in support of the alternative corridor that best serves the citizens of the town and the region.

NOW, THEREFORE BE IT RESOLVED that the Governing Body of the Town of Ayden supports the timely construction of the Southwest By-Pass so long as the facility is appropriately designed to avoid and/or minimize adverse impacts on adjacent and nearby properties; and

BE IT FURTHER RESOLVED that the Governing Body of the Town of Ayden, having held a Public Hearing to collect public comment and having reviewed the Draft Environmental Impact Study, hereby select Alternative Corridor 4-EXT as its preferred alternative.

Approved this the 9th day of October, 2006.

Stephen W. Tripp, Mayor

ATTEST:

Dorothy C. Bridges, Town Clerk

2571 Railroad Street
PO Box 1459
Winterville, NC 28590

WINTERVILLE
A slice of the good life!

SEP 2006
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Phone: (252) 756-2221
Fax: (252) 321-8455
www.wintervillenc.com

September 13, 2006

NC DOT
Attn: Mr. Ed Lewis
Environment Unit at 1583
Mail Service Center
Raleigh, NC 27699

Re: Changes to the Town's position on corridors associated with the Greenville Southwest Bypass.

Dear Mr. Lewis,

The Winterville Board of Aldermen had a regularly scheduled meeting on Monday September the 11th. During that meeting the Winterville Board of Aldermen voted to endorse Alternate 4 of the Greenville Southwest Bypass. This is different from the previous position taken by the Winterville Board of Aldermen which endorsed Alternate 5 as presented. The Winterville Board of Aldermen decided that after further review of the data, including items such as, cost, relocations of homes and businesses, and the environmental impact, that they would need to support a different alternate.

I am inviting you to contact me with any questions of concerns for clarification of this change. Mr. Bill Whisnant our Town Manager is currently out on sick leave and is expected to return around the 1st of October. During this period I have been asked to serve as the interim manager and therefore writing this letter on behalf of the Town Board of Aldermen.

I am attaching a follow up resolution that was adopted at Monday's meeting

I can be reached at the (252) 756- 2221 ext 208.

Sincerely,

Anthony B Bowers

Anthony Bowers
Interim Town Manager

RESOLUTION NO. 06-R-34

A RESOLUTION ESTABLISHING THE TOWN OF WINTERVILLE'S RECOMMENDATION OF SUPPORT FOR ALTERNATIVE ALIGNMENT CORRIDOR 5 EXT IN THE GREENVILLE SOUTHWEST BYPASS STUDY (R-2250) TO THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

WHEREAS, The Town of Winterville noted the Southwest Bypass as the Number One Priority Highway Improvement by the Greenville Urban Area Metropolitan Planning Organization; and

WHEREAS, the Technical Coordinating Committee and Transportation Advisory Committee have conducted a review of the three (3) alternative alignments currently being considered under the Greenville Southwest Bypass Study (R-2250); and

WHEREAS, this project will connect major population centers both inside and outside the State and provide safe, convenient, through travel for motorists; and

WHEREAS, this project is designed to support statewide growth and development objectives; and

WHEREAS, the regional medical center at Pitt County Memorial Hospital is on this corridor and requires adequate response time to the emergency and trauma center for ambulances from throughout eastern North Carolina; and

NOW, THEREFORE, BE IT RESOLVED that the Town of Winterville is recommending the alternative alignment of Corridor 4 in the Greenville Southwest Bypass Study (R-2250) to the North Carolina Department of Transportation on this the 11th day of September 2006.

Douglas A. Jackson

Douglas A. Jackson, Mayor

ATTEST:

Tangi R. Williams

Tangi R. Williams, Town Clerk

THE TOWN OF WINTERVILLE CORPORATE SEAL PITT COUNTY, N.C.

NORTH CAROLINA
PITT COUNTY

I, Anthony B Bowers, a Notary Public, do hereby certify that Tangi R. Williams, Town Clerk, personally appeared before me this day and acknowledged that she is the Town Clerk of the Town of Winterville, a municipality, and that by authority duly given and as the act of the municipality, the foregoing instrument was signed in its name by its mayor, sealed with the corporate seal, and attested by herself as its Town Clerk.

WITNESS my hand and notarial seal this 15th day of September 2006.

Anthony B. Bowers

Notary Public

ANTHONY B. BOWERS NOTARY PUBLIC PITT COUNTY, N.C.

My Commission Expires: 8·30·2008

CITY OF GREENVILLE
North Carolina

RECEIVED
OCT 04 2006

Mayor
Robert D. Parrott

Mayor Pro-Tem
Mildred A. Council

Council Members
Ray Craft
Pat Dunn
Rose H. Glover
Chip Little
Larry Spell

September 26, 2006

Lyndo Tippett
Secretary of Transportation
N.C. Department of Transportation
1501 Mail Service Center
Raleigh, NC 27699-1501

RE: <u>Corridor 4-EXT as the Preferred Alternative for the Greenville Southwest Bypass</u>

Dear Secretary Tippett:

At its September 25, 2006, meeting, the City Council of the City of Greenville adopted the enclosed resolution which determines that Corridor 4-EXT in the Greenville Southwest Bypass Study is the preferred alternative of the City of Greenville for the Greenville Southwest Bypass and recommends said alternative to the North Carolina Department of Transportation. The resolution also rescinds a previous resolution which determined that a different alternative was the preferred alternative. City Council has determined that Corridor 4-EXT is the preferred alternative after reviewing all alternatives currently under study by the North Carolina Department of Transportation and taking into consideration the projected number of residential and business relocations and the impact on environmentally sensitive areas.

Please consider the recommendation of the City Council of the City of Greenville that Corridor 4-EXT is the preferred alternative for the Greenville Southwest Bypass as the North Carolina Department of Transportation makes its decision on the corridor for this very important transportation project.

Sincerely,

Robert D. Parrott
Mayor

enclosure

cc: Marvin Blount III, Member of Board of Transportation, w/ enclosure
Wayne Bowers, City Manager, w/ enclosure
Tom Tysinger, Director of Public Works w/ enclosure
Kyle Garner, Transportation Planner, w/ enclosure

650426

P.O. Box 7207, Greenville, North Carolina 27835-7207

RESOLUTION NO. 06- 45

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GREENVILLE DETERMINING THAT CORRIDOR 4-EXT IS THE PREFERRED ALTERNATIVE OF THE CITY OF GREENVILLE FOR THE GREENVILLE SOUTHWEST BYPASS

WHEREAS, the City of Greenville, in an effort to improve the quality of life for the overall community, has endorsed the Greenville Southwest Bypass as the Number One Priority Highway Improvement within the Greenville Urban Area;

WHEREAS, the Southwest Bypass is identified as a fully controlled access highway in the Eastern North Carolina Regional Transportation Plan as endorsed by the North Carolina Department of Transportation;

WHEREAS, the Southwest Bypass has been the number one priority project of the Greenville Urban Area Metropolitan Planning Organization since its inception in 1992 and has been identified as a future need in adopted thoroughfare plans as early as 1972;

WHEREAS, the purpose and need of the Southwest Bypass highway project is to ease the existing and anticipated traffic congestion on NC 11 (Memorial Drive) in Greenville;

WHEREAS, at its June 5, 2006, meeting, the City Council of the City of Greenville adopted Resolution No. 06-34 which determined that Corridor 5-EXT was the preferred alternative for the Greenville Southwest Bypass but, after reconsideration, City Council has determined to rescind this previous resolution; and

WHEREAS, after reviewing all alternatives currently under study by the North Carolina Department of Transportation and taking into consideration the projected number of residential and business relocations and the impact on environmentally sensitive areas, the City Council of the City of Greenville recommends that Corridor 4-EXT be the preferred alternative for the Greenville Southwest Bypass;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Greenville that it does hereby rescind Resolution No. 06-34 of the City Council of the City of Greenville and, further, that it does hereby determine that Corridor 4-EXT in the Greenville Southwest Bypass Study is the preferred alternative of the City of Greenville for the Greenville Southwest Bypass and that it does hereby recommend said alternative to the North Carolina Department of Transportation.

This the 25th day of September, 2006.

Robert D. Parrott, Mayor

ATTEST:

Wanda T. Elks

Wanda T. Elks, City Clerk

650069

PITT COUNTY
BOARD OF COMMISSIONERS
1717 W. 5TH STREET
GREENVILLE, NC 27834-1696
TELEPHONE: (252) 902-2950
FAX: (252) 830-6311

BOARD OF COUNTY COMMISSIONERS
Glenn Bowen
Tom Coulson
Jimmy Garris
David Hammond
Eugene James
Melvin McLawhorn
John Minges
Mark W. Owens, Jr.
Beth B. Ward

HUMAN ENVIRONMENT UNIT
SEP 25 2006
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September 21, 2006

Ed Lewis
Human Environment Unit
Project Development and Environmental Analysis Branch
N.C. Department of Transportation
1583 Mail Service Center
Raleigh, NC 27699-1583

Subject: TIP Project # R-2250, Southwest Bypass

Dear Mr. Lewis:

This letters serves to acknowledge that the Pitt County Board of Commissioners at their meeting on September 18, 2006 voted to support and endorse the selection of Corridor 4 of the proposed alignment for the Greenville Southwest Bypass. In doing so, they have rescinded their previous action in support of Corridor 5.

Please revise your records to reflect this action by the Pitt County Board of Commissioners endorsing Corridor 4 of the proposed Greenville Southwest Bypass.

Thank you for your assistance. If you have questions or comments please call the County Manager's office at (252) 902-2950.

Sincerely,

Patricia Staton

Patricia Staton
Clerk to the Board

cc: Board of Commissioners
James Rhodes, Planning Director
Marvin Blount, III, NCDOT Board Member

/ts

Greenville Urban Area MPO
1500 Beatty Street
Greenville, NC 27834

September 29, 2006

Secretary Lyndo Tippett
North Carolina Department of Transportation
Mail Service Center #1501
Raleigh, NC 27699-1501

Dear Secretary Tippett:

SUBJECT: Resolution by the Greenville Urban Area Metropolitan Planning Organization Endorsing Alternative Corridor 4-EXT as the Preferred Corridor for the Greenville Southwest Bypass

Enclosed is a copy of a Greenville Urban Area Metropolitan Planning Organization (GUAMPO) Transportation Advisory Committee *Resolution No. 2006-07 GUAMPO*, adopted on September 29, 2006. This resolution rescinds a previous resolution of support, *Resolution 2006-06*, and demonstrates the MPO's endorsement of Corridor 4-EXT of the Greenville Southwest Bypass as the preferred corridor. Based on public input and further consideration of the impacts of each corridor, the MPO feels that Corridor 4-EXT will best meet the purpose and need for the Southwest Bypass.

If you or your staff have any questions, please contact Mr. Tom Tysinger, Chairman of our Technical Coordinating Committee, at (252) 329-4520.

Sincerely,

Doug Jackson

Mayor Doug Jackson, Vice Chair
Transportation Advisory Committee
Greenville Urban Area
Metropolitan Planning Organization

Enclosures

cc: Marvin Blount III, Member of Board of Transportation
Mayor Don Parrott, Transportation Advisory Committee Chair
Transportation Advisory Committee Members
T. N. Tysinger Jr., Transportation Coordinating Committee Chair
Transportation Coordinating Committee Members
Wayne Bowers, City Manager, w/ enclosure
Adam Mitchell, Ayden Town Manager
William P. Whisnant, Winterville Town Manager
Scott Elliott, Pitt County Manager

RESOLUTION NO. 2006-07-GUAMPO
RESOLUTION BY THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION (MPO) ENDORSING ALTERNATIVE CORRIDOR 4-EXT AS THE PREFERRED CORRIDOR FOR THE GREENVILLE SOUTHWEST BYPASS

WHEREAS, the Transportation Advisory Committee of the Greenville Urban Area Metropolitan Planning Organization, has adopted Resolution No. 2005-06-GUAMPO identifying the Greenville Southwest Bypass as the Number One Priority Highway Improvement within the Greenville Urban Area; and

WHEREAS, the Southwest Bypass is identified as a fully controlled access highway in the Eastern North Carolina Regional Transportation Plan as endorsed by the North Carolina Department of Transportation; and

WHEREAS, the Southwest Bypass has been the number one priority project of the Greenville Urban Area MPO since its inception in 1992 and has been identified as a future need in adopted thoroughfare plans as early as 1972; and

WHEREAS, the purpose and need of the Southwest Bypass highway project is to ease the existing and anticipated traffic congestion on NC 11 (Memorial Drive) in Greenville; and

WHEREAS, reviewing all corridors currently under study by NCDOT, the Transportation Advisory Committee taking into consideration public input, and impacts on environmentally sensitive areas, recommends that Alternative Corridor 4-EXT be the preferred corridor for the Southwest Bypass;

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee of the Greenville Urban Area Metropolitan Planning Organization does hereby rescind Resolution No. 2006-06 GUAMPO and endorses Alternative Corridor 4-EXT in the Greenville Southwest Bypass Study as the preferred corridor for the Greenville Southwest Bypass and does hereby recommend said corridor to the North Carolina Department of Transportation.

This the 29th day of September 2006

Doug Jackson
Mayor Doug Jackson, Vice Chair
Transportation Advisory Committee
Greenville Urban Area MPO

Wanda T. Elks
Wanda T. Elks, City Clerk

:ODMA\PCDOCS\COG\650929\1