

Greenville Southwest Bypass Project



December 2006 TIP No. R-2250 State Project No. 3.4411.1.1 Issue No. 8

Preferred Alternative Selected for Greenville Southwest Bypass

NCDOT has identified **Alternative 4-EXT** as the Preferred Alternative for the Greenville Southwest Bypass. This alternative is shown on the map inside this newsletter.

In making this selection, NCDOT reviewed all public and agency comments and preferences. Public meetings were held on August 21, August 22 and September 7, 2006. More than 350 sets of comments were received during and following these meetings.

On November 16, 2006, NCDOT met with state and federal regulatory and resource agencies to review the alternatives. At this meeting, NCDOT, the US Army Corps of Engineers, the NC Division of Water Quality, the US Fish and Wildlife Service, the NC Wildlife Resources Commission, and the State Historic Preservation Office reached consensus on the Least Environmentally Damaging Practicable Alternative (LEDPA).

Why is Alternative 4-EXT Preferred?

- ◇ This alternative has the fewest residential relocations and divides the fewest number of neighborhoods.
- ◇ This alternative has the lowest impacts to environmental resources, including wetlands, streams, and floodplains.
- ◇ The cost of the alternative is comparatively low.
- ◇ This alternative is supported by Pitt County, the City of Greenville, the Town of Winterville, and the Town of Ayden, as well as the Greenville Urban Area Metropolitan Planning Organization.

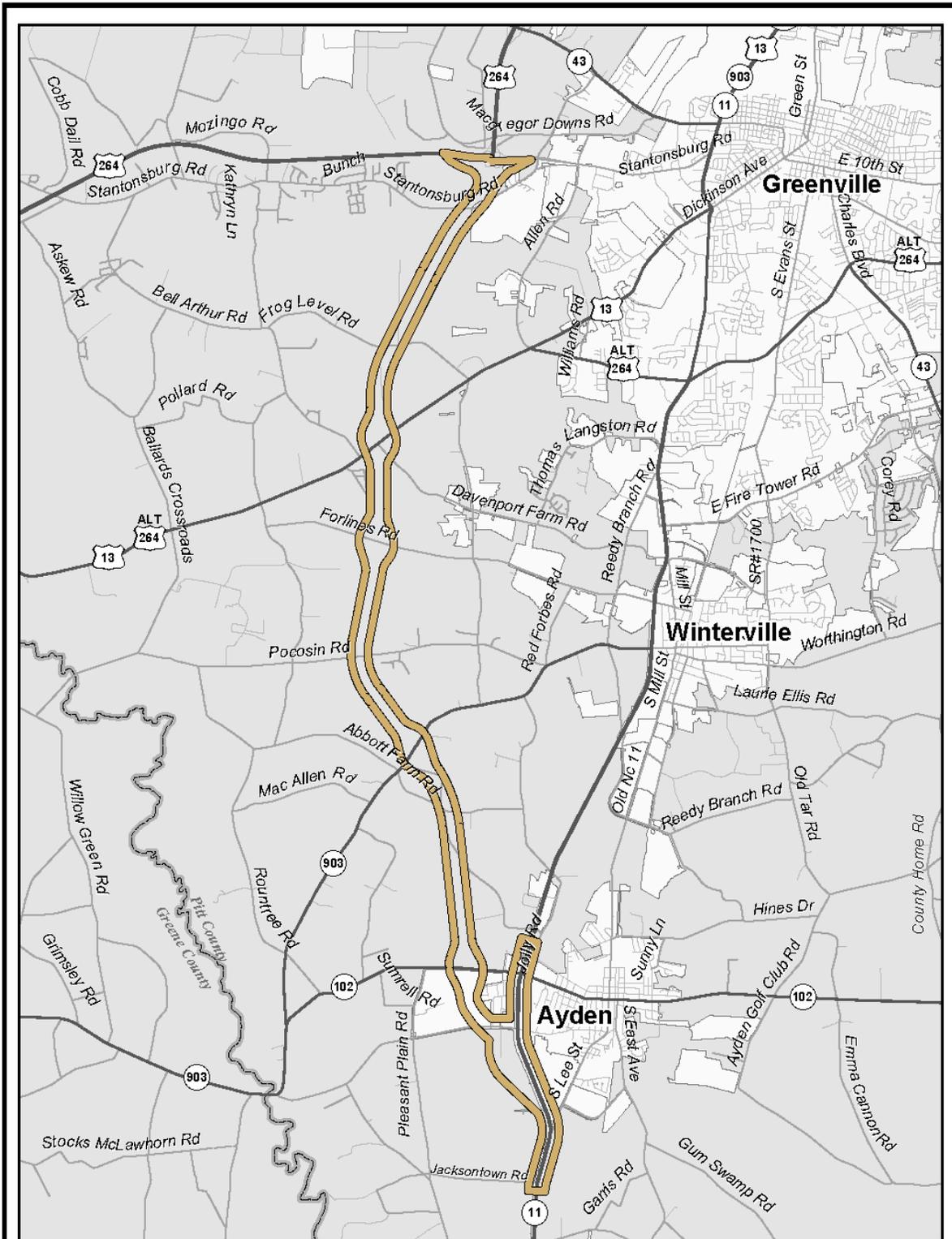
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What's Inside

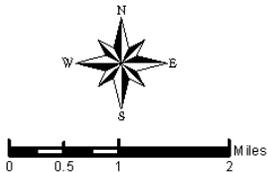
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This newsletter is the eighth in a series published by the North Carolina Department of Transportation (NCDOT) to help keep the public informed about the Greenville Southwest Bypass Project. This newsletter provides information on the status of the project and contact information for public questions and comments.



Legend

 Build Alternate 4-EXT



 North Carolina
Department of Transportation

Greenville Southwest Bypass Study
(Improvements to NC 11 & US 264 Bus)

State Project No. 8.1221401
T.I.P. No. R-2250

Preferred Alternative

How was the Preferred Alternative Identified?

The Draft Environmental Impact Statement (DEIS) analyzed the potential adverse and beneficial impacts of each of the three detailed study alternatives on the human and natural environments. This document was distributed in August 2006 for review and comment by the public, federal and state regulatory agencies, and the local governments. Comments were received from seven federal and state agencies and from each of the affected local governments.

Public comments were also accepted during three pre-hearing open houses and at a formal public hearing held in August and September 2006.

Approximately 650 people attended the public meetings. Thirty-four people spoke at the hearing, and NCDOT received more than 350 sets of written comments during the comment period, which ended October 9, 2006.

Of the comments received, the majority acknowledged the need for a bypass. Only ten individuals stated that a bypass was not needed, while 249 individuals indicated a favored alternative. Of these, 65 percent favored Alternative 4-EXT, citing comparatively low impacts to environmental resources and homes. Twenty percent favored Alternative 5-EXT, with many

stating that because it is the closest alternative to existing NC 11 it would best alleviate traffic to preserve the Renston Rural Historic District. Four individuals preferred Alternative 1B-EXT as a compromise between the lower environmental impacts of Alternative 4-EXT and the higher cost of Alternative 5-EXT.

What's Next?

Avoidance and Minimization

The preliminary designs for the Preferred Alternative will be put through a process known as "Avoidance and Minimization." During this time, the Project Team will look at all possible ways to reduce the project's impacts as much as possible. This could include slight shifts in the location of the road, realignment of access roads, and minor modifications to interchanges. The impacts shown in the DEIS are considered to be the "worst case" scenario, and any changes made to the design will only lessen the impacts. These design revisions will be reviewed by federal and state regulatory agencies, who will concur that all impacts have been minimized as much as possible.

Final Environmental Impact Statement

Following agency concurrence that adequate impact minimization has been taken, a Final Environmental Impact Statement (FEIS) will be prepared. This will document the selection of the

Preferred Alternative, summarize minimization efforts, and describe the impacts to the natural and human environment. The FEIS is scheduled to be completed in Fall 2007.

Record of Decision

A Record of Decision will be published in late 2007. This will represent the final approval of the Preferred Alternative and signal the start of final design for the bypass. Another public hearing will be held to collect final comments on the design.

Official Corridor Protection Maps

NCDOT will prepare Official Corridor Protection Maps for the route. This map will show properties within the proposed right of way. The map will be filed with the Register of Deeds in Pitt County. Once the map is filed, building permits will be restricted within the protected corridor.

Right of Way Acquisition and Construction

Once final designs are completed, right of way acquisition will begin. Right of way acquisition is scheduled to begin in Spring 2009.



Greenville Southwest Bypass Study
P.O. Box 30923
Raleigh, NC 27622

*Questions, comments, or requests for additional information should be directed to the project hotline
1-800-554-7849 or to:*

Greenville Southwest
Bypass Study
P.O. Box 30923
Raleigh, NC 27622
1-800-554-7849
Email: greenville@hwlochner.com

Beth Smyre
NCDOT—Project Development
& Environmental Analysis Branch
1548 Mail Service Center
Raleigh, NC 27699-1548
Email: bsmyre@dot.state.nc.us

Neil Lassiter, P.E.
NCDOT—Highway Division 2
PO Box 1587
Greenville, NC 27835
Email: nlassiter@dot.state.nc.us