

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

MEMORANDUM

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)

* 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



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

61

**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 —



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 —

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Mr. Ed Lewis
Page Two
October 3, 2006

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

A handwritten signature in cursive script that reads "Charles L. McLawhorn, Jr." The signature is written in black ink and is positioned above the printed name.

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

RISC4.COM OFFICIAL STATEMENT

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



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 exist 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 Spiny mussel/Cumulative Impacts

The Tar River Spiny mussel 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 Spiny mussel is to be done before construction of the Southwest Bypass. Until then the biological conclusion must remain unresolved regarding the effects 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 Spiny mussel 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 Spiny mussel 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 Spiny mussel 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?*

Greenville Southwest Bypass Project TIP R-2250

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
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Winterville, NC, 25980
252-321-3886
Risc4strategicplanning2@hotmail.com

RENSTON DISTRICT/MCLAWHORN OFFICIAL STATEMENT

McLAWHORN
— & ASSOCIATES —



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.

ATTORNEYS AT LAW

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Mr. Ed Lewis

10/9/2006

Page 2

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.

Mr. Ed Lewis

10/9/2006

Page 5

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.

Mr. Ed Lewis

10/9/2006

Page 6

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.

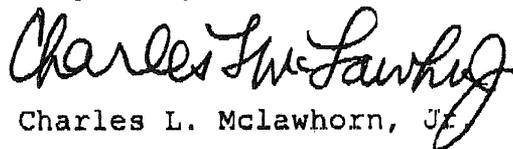
The neighbors still worship, socialize and conduct business in Renston. At one time they received an education here, whether they attended the old schoolhouse built in 1885, where Andy McLawhorn has lived for 30 years or whether they attended the African-American school that burned down four decades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

A handwritten signature in cursive script that reads "Charles L. McLawhorn, Jr." The signature is written in dark ink and is positioned above the printed name.

Charles L. McLawhorn, Jr.

CLM/adb

1 OFFICIAL PUBLIC HEARING TRANSCRIPT

2 Combined Public Hearing for

3 Greenville Southwest Bypass Study

4 South Central High School

5 September 7, 2006

6 TIP # R-2250

7
8 Well good evening. I think everybody's been looking forward to this day for a long time.
9 My name is Ed Lewis. I work with the North Carolina Department of Transportation.
10 I'm the public hearing officer and I will be conducting the hearing tonight.

11
12 I'd like to welcome you to your hearing. It is your hearing because we're here tonight to
13 hear what you have to say. First off I want to make sure that everybody had an
14 opportunity to pick up a handout. If you do not have one, please raise your hand and
15 we'll go ahead and get one to you. Raise it high. Jamille will be getting those to you.
16 Kimberly as well over here, if you have any.

17
18 Okay, as we're getting those passed out, I want to go ahead and just take a moment to
19 introduce some of our DOT staff that are from Raleigh and from here locally, that have
20 worked and will continue to work or will be working on this project. First off we have
21 Mr. Neil Lassiter. He's our Division Engineer. We have Mr. Ed Eatmon who's our
22 Division Construction Engineer. We have Mr. Marvin Blunt who is the Board of
23 Transportation Representative. We also have tonight with us Mr. Ron Lucas of Federal
24 Highways. From the US Army Corp of Engineers, we have Mr. William Wescott. From
25 our NCDOT Communications Unit, we have Mr. Andrew Sawyer. Our Roadway Design
26 staff here tonight, we have Mr. Glen Mumford, Mr. Jeffrey Teague. Our division Right-
27 of-Way Agent that is here tonight, Mr. Doug Askew and he has several other staff with
28 him as well. From our Project Development and Environmental Analysis Branch, we are
29 the folks that produce this Environmental Impact Statement. It is a draft and this is what
30 we had advertised along with the map for the last 30 days. Okay, maybe this will work a
31 little better. From our Project Development and Environmental Branch, we have Mr.
32 Greg Thorpe, who is our Branch Manager; we have Mr. Rob Hanson, who is our Eastern
33 Project Development Engineer for the Eastern Region; we have Mr. Brian Yamamoto,
34 who is the Project Engineer; we also have Beth Smyre, who is the Project Planning
35 Engineer; and we have Mary Pope Furr, who is the head of our Historic Architecture
36 group. Thank you Mary Pope. With me tonight as well is Mr. Jamille Robbins and Ms.
37 Kimberly Hinton. Then from our consultants who's been assisting the Department of
38 Transportation with the planning and design of the project, H.W. Lockner Group, we
39 have Mr. Steve Brody, Mr. Brian Eason, Mr. Eric Lamb and several other of their staff
40 here tonight. So we've had a lot of folks here that have worked on the project and will
41 continue to work on the project. Also from our local MPO office, the Greenville MPO is
42 Mr. Kyle Gardiner.

43
44 Okay let's go ahead and get started. As I said this is your public hearing. The way it's
45 going to work, we're going to go through the handout real quickly. I'm going to go
46 through the map. We do have a speaker's roster that we've had available for the last 2 or
47 3 weeks. When we start that, at that time we're going to ask, give everybody 3 minutes
48 the first time through. Right now we have about 45 people on the list so you can do the

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

58

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

67

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

80

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

96

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

105

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

113

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

119

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

131

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

142

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

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

152
153 After that we'll have what's called the corridor selection. That's the next heading under
154 corridor selection process. What we have on this project, we refer to the project team as
155 the NEPA 404 Merger Team. NEPA stands for National Environmental Policy Act;
156 those are the Federal rules and regulations that we must abide by when we do these type
157 of studies. At the state level, there's a similar process that's involved. Right now we are
158 following the Federal process along with that NEPA process we have the Section 404 of
159 the Clean Water Act. That has to do with wetlands and streams and the permitting of the
160 project. Again, we document in the permit what our impacts are to the wetlands and what
161 our mitigation strategy is. The whole idea of merging these two processes together is
162 once we've got the NEPA planning taken care of and then the permit taken care of when
163 it comes time to get that permit, everybody has a historical knowledge of how we got to
164 that point. So it's a pretty good process that helps us, speeds us up to completion here.

165
166 The next section there, we talk about the State-Federal relationship. We're kind of
167 noncommittal for the last month or so because we were waiting to hear to make sure what
168 the funding source is going to be. The funding source is State funding. So there will be
169 no FHWA monies coming on this project. That's the decision. When I asked one more
170 time today, I was told it is State funded. So the improvements will be with State dollars.

171
172 The next section there, project need. This addresses the needs; we touched on them a
173 little bit, capacity deficiencies. Basically what that is, is there's too many cars out there
174 for the road that we have out there on Memorial Drive. The main line could possibly
175 handle the traffic, but it's the intersections down along Memorial Drive that causes the
176 problems and the back up and the delays. That kind of feeds into the next items, which is
177 safety. A lot more accidents take place when it gets crowded like that. A lot of people
178 are having to make a lot of decisions in that type of situation and they start taking
179 chances. That's not good. Also commuting travel time, 18 miles per hour to traverse the
180 13 miles between Ayden and Winterville, even though the posted speed limit is 35. So
181 it's congested, the traffic's slowing down.

182
183 Also number 4, NC 11 is also a strategic highway corridor. It's an important regional
184 road. Going back up to capacity, we talk about level of service. We have a level of
185 service that we grade the capacity of a highway, how well it handles traffic, A is very
186 good, F is very bad. We are looking at E and F out there now and in the year 2035, 2030,
187 I'm sorry, all those, if we don't do anything, will be level of service F, which is basically
188 parking lot, grid lock.

189
190 Once we finish with the public hearing tonight and get the comments in, we'll have an
191 internal DOT meeting. We'll gather all the comments together and address those. Later
192 on this fall, the NEPA 404 Merger Team will make a selection on what we call the

193 LEDPA. The LEDPA stands for Least Environmentally Damaging, Practicable
194 Alternative. Thank you, the comma threw me off. So Least Environmentally Damaging,
195 Practicable Alternative where we're looking, it is the optimum alternative that will meet
196 the purpose and need for NC 11 out there, while at the same time avoiding and
197 minimizing impacts to the environment. Now there's no way that we're going to be able
198 to zero out impacts and we've got the three corridors that we've brought to this stage.
199 We had several other corridors that have dropped out due to several other environmental
200 reasons. The NEPA 404 Merger Team dropped those out. Those alternatives that were
201 dropped out are described and the reasons for them dropping out are in the draft EIS.
202

203 Project schedule. The right-of-way acquisition process is going to start in June of 2009.
204 The construction is going to start some time after 2012. Right now we're holding the
205 Corridor Public Hearing. We're going to select the LEDPA later on this fall. In the
206 spring of 2007, we're going to complete the final EIS. In the fall of 2007, we're going to
207 post our Record of Decision, which explains the reasons behind our selection of the
208 location and design of this project. Some time after that in fall of 2007, we will have that
209 Design Public Hearing that we talked about and that's an opportunity where the public
210 can come and talk to us, so we can continue fine tuning a good design.
211

212 The next page we talk about Right-of-Way procedures. When we get to that point, what
213 will happen when we have the selected alternative design in the selected corridor? We'll
214 have our Location and Surveys staff go out and actually stake the right-of-way limits on
215 your property if you're affected. At that point our Right-of-Way Office will give you a
216 call and set up a time to come and speak with you to explain what the right-of-way line
217 on your property means. They'll also explain the right-of-way process to you and enter
218 into a negotiation with you. If it's a situation where you are going to be, what we refer to
219 as a total purchase and we have to go in and purchase your entire property, we do offer
220 fair market value.
221

222 Remember that you are negotiating with our Right-of-Way Branch from the Department
223 of Transportation. There's 4 things that we need to do: number one – we need to treat all
224 owners and tenants equally; number two – fully explain the owner's rights; number three
225 – pay just compensation in exchange for property rights; and number four – furnish
226 relocation advisory assistance. So those are all good programs. It's a crystal clear
227 program. There's no black box. You'll get to know the Right-of-Way Agent pretty well.
228 He's going to explain the whole process to you, so that you can make informed decisions
229 when it's time for you to do that.
230

231 Then below that is relocation assistance. If indeed, we do have to purchase your home,
232 we do offer relocation assistance as listed there. We do have some pamphlets available
233 tonight. If you would like to get those, it's still kind of early, a little bit early for those,
234 that's kind of what we want to talk about when we come back to the Design Public
235 Hearing.
236

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

241 access facility. That means that no driveways will have access to the bypass. The only
242 way that you'll have access to the bypass is by way of the interchanges that we will be
243 building.
244

245 The last sheet is the most important sheet. It's the last page so you can pull it off and it's
246 the comment sheet. A lot of folks have already taken advantage of that and sent those in
247 to us and to Beth and to Lockner, that's great. I really would like all the comments to
248 come in to me between now and October the 9th. That way we can make sure that they
249 are logged in and then we'll go ahead and make sure that the team gets a chance to look
250 at those. My contact information is in the bottom left hand corner. You don't necessarily
251 have to use this sheet. If you're a company or business you can use your letterhead and
252 write me. Again you can email me or fax me. That comment period has been extended
253 through to October the 9th. Please get those in to us as quickly as possible. That will
254 allow us to fully investigate, come up with the best answer possible to your questions and
255 comments.
256

257 With that I'm going to run through the map real quickly. Can everybody hear me okay?
258 I know you can see me because the light's about to blind me. This is the corridor public
259 hearing map. There's the north arrow right there so north is going to be from your left to
260 right. This is US, right there, US 264 coming in from Farmville. As you can see
261 Greenville is there, Winterville is there and there's Ayden. There's the typical section
262 that we talked about, the four-lane divided. We've got three basic corridors. The Orange
263 corridor is Alternative 1B extended. The Yellow corridor is Alternative 4 extended.
264 Then the Red corridor is Alternative 5. The Pink line that shows up are all the different
265 historic properties that are out there. Those are the boundaries of those historic
266 properties. As we noted earlier, the Yellow lines within the different corridors are the
267 edge of pavements. The right-of-way is shown as the Light Green lines within those
268 corridors. The Dark Red colors are the actual bridges, the new bridges that will be
269 constructed for the grade separations or the interchanges.
270

271 Let's talk about interchanges versus grade separations. This right here is what we call a
272 grade separation and all that does is it separates the two-lane road that's going to be
273 crossing the proposed bypass with a bridge. But, you will not be able to get access from
274 this road down to the bypass. That's called a grade separation. An interchange is a
275 situation where we have the ramps that connect the 264 to these intersecting roads. So
276 for the most part we're either going to have grade separations or interchanges and there's
277 a couple of cases where some of the roads will be cul-de-saced or terminated.
278

279 Both projects, I'm sorry, all three corridors begin and end at the same location.
280 Alignment 4 is extended is the furthest to the west. Then we've got alternative, I'm
281 sorry, we've got Alternative 4 correct, which is the furthest to the west. The middle
282 alternative if you will, is Alternative 1B and then Alternative 5 extended is the one that's
283 closest in or closest to the east. They all run concurrently till you get just past the Pitt
284 County Landfill. Then they start to separate, 1B and 5 run together till they get down to,
285 down on Port Farm Road. Once you get past 102, the alignments are pretty much the
286 same through Winterville. Sorry about that folks.
287

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

293

294 (Inaudible)

295

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

303

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

315

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

319

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

322

323 Unidentified Person: I can't hear you.

324

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

328

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

331

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

335

336 Most work has been done by many people, DOT, Corps of Engineers,
337 politicians and others, drawings, data, meetings and etc. You have done this work know
338 the impact better than anyone. You know all the numbers. You've either crunched or
339 been exposed to data fourteen different ways. Probably you know numbers and data that
340 wouldn't give us a clue. We've all discussed and/or heard about the pros and cons of
341 each alternate, especially the major stoppers. We've all heard that the major number one
342 stopper is the Renston Historic District. But what about the Century Farms? One
343 hundred plus farms continuously owned and still operated within the same families for
344 generations. But everyone involved needs to step back and take a detailed look at the
345 people, the people impacted. Their quality of life is changed. 1B, 5, 4, it doesn't matter.
346 Their property taken, their property value decreased, their environment changed,
347 physically, emotionally, and other wise. Their economics changed.
348

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

363
364 Moderator: Thank you Mr. Binkley for those comments. Next we have Mr.
365 James Hilko.

366
367 James Hilko: My name is James Hilko. I've just recently moved here from the
368 state of Florida. I live at 3505 Taberna Drive in the city of Greenville.
369

370 As a recent resident of the area, I was really surprised that how you would
371 actually go about producing a highway such as you've proposed to do here in Greenville.
372 Just in Taberna area itself, we have 28 property owners. None of these were on your list
373 or any of your maps. There is another development that is just on Davenport Road.
374 There is approximately 15 properties valued in that area also.
375

376 You talk about environmental impact. Do the local developers have to
377 abide by them also? If you would go out there and look right now, in our area the amount
378 of run-off when it rains is tremendous. There is nothing being done about the
379 environment at all. Every time it rains, there is mud flowing again into the streams which
380 goes into our rivers which ends up in our repairing areas.
381

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

384 to improve the area in this area would be to improve the education system. I mean you
385 say, you talk about this is a road construction. You just recently, right after I moved here,
386 there was an article in the paper about the amount of tax money that you took out of the
387 Transportation Fund and gave it to the General Fund to balance the budget which is about
388 200 million dollars. So, that's about what we're talking about now. With those 200
389 million dollars, you could build 18 high schools or 16 elementary schools. This would be
390 where you would actually be able to increase the knowledge of the local people.
391 Students, education; if you wanted to develop the Greenville area, this is the best way to
392 do it.

393

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

397

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

400

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

403

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

408

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

417

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

431

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

440
441 Thank you. *(In response to all the clapping and cheering.)* Can I get one
442 more second? There is a petition outside if you want to sign up. Again, we're in
443 opposition of Red and Orange, 1B and number 5. We are for the number 4 that impacts
444 the least number of lives, the least families and the least homes. Thank you.

445
446 Moderator: Stephen W. Tripp.

447
448 Stephen W. Tripp: Good evening, I'm Stephen Tripp, the Mayor of Ayden. I
449 live at 4239 Pinewood Drive in Ayden.

450
451 I want to say thank you to the DOT. I'm (Inaudible) to all us time to have
452 an opportunity to speak. The Town of Ayden has always been for the project, the
453 Southwest Bypass Loop in the initial stages. When it came to Jolly Road, we were at the
454 near stage where we were in favor of the Southwest Bypass Loop. But when the scope of
455 the project changed from a regular highway to a freeway, the result would have been at
456 102 and Hwy 111 intersection, an interchange would have been built and as a result 25%
457 of our major businesses would be taken out. We approached the DOT and Marvin and
458 TomTysinger. They heard our concerns in these and that's when the project went
459 west/south of Ayden and they made that change. We appreciate you doing that. That
460 saved our businesses and community.

461
462 However, we do have some concerns. Let me go on record saying that our
463 Town Board has not taken a decision on any of those three corridors. But we do have a
464 decision on the bottleneck that comes into our community. There are some concerns that
465 need to be addressed. We discussed this earlier through the process and somehow when
466 the maps came out, the design, those issues were not addressed. It was kind of distressed
467 to our community.

468
469 We have some serious concerns about the portion of the proposed facility
470 signs that have to be addressed to make this facility a benefit to the town. Now what I'm
471 talking about is: number 1, retaining some form of access from Old Snow Hill Road to
472 NC 11. That's a major thoroughfare into our community. You know, the only thing we
473 are asking is that we are treated like another municipality, we're not asking any favors.
474 There's no municipality that is getting their access taking away of a major highway as
475 Hwy 11. We're the only ones. We just want to be treated the same. Mitigate the impact
476 of the facility on the Prime Subdivision on the backside over here. A major subdivision
477 in our community that has a U-shape around it that needs to be protected in some manner
478 and we ask that you do that. That's number 2. Number 3, provide brief access Propuline
479 and NC 102. Those businesses need access to that highway.

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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.

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

535
536 Moderator: Thank you Mr. Mayor. Next I have Nancy Van Dolsen.

537
538 Nancy Van Dolsen: My name is Nancy Van Dolsen. I'm 1601 Highland Drive
539 in Wilson.

540
541 Thank you for giving me the opportunity to speak tonight in support of the
542 continued preservation of (Inaudible) Historic District. I'm not really here for the road,
543 I'm here for an historic resource which I know has caused some people some heartache
544 on both sides.

545
546 I had the pleasure to write and research the National Register of Historic Places and
547 Nominations the Renston District. The historic district is comprised of farms, fields,
548 houses, churches, and historian cemeteries that the link the roads, dirt, lanes, and family
549 relationships in history. The farms that comprise the approximately 1650 acres of the
550 Renston Rural Historic District have been owned by the same families since the late
551 nineteenth and early twentieth centuries and almost without exception, field patterns are
552 unchanged from the district's period of significance from 1890 to 1953. The same crops
553 occupy the fields. Cattle and horses meander through the pastures and the residents still
554 tend to their gardens. The historic life of those farm-owning families is seen in their
555 houses and their large (Inaudible) farms dating from the early 20th century. The tenant
556 and sharecropper houses and buildings that are found on these farms document the lives
557 and the work of the less well to do. This district tells us both about the wealthy and the
558 non-wealthy residents of the county. The district contains 198 historic resources, 119 of
559 which are contributing elements and that's a very high number to the historic appearance
560 of the rural community. Of the 68 tax parcels found in the district, just 9 contain non-
561 contributing resources which is less than 14%. So almost everything in the district
562 contributes to the historic appearance.

563
564 Buildings do not fully convey residents' history as those of you who see it
565 on the map can see. Its rural landscape adds another layer of significance and meaning.
566 The cultivation of tobacco and the legacy it left upon the land is embedded in this
567 agricultural landscape. All the land included is associated with those who live in the
568 houses in the district. The field patterns and roadways of the district remain from the
569 period of significance having been formed during the late 19th to early 20th centuries.
570 Further confirmation of the integrity of the district's landscape is found in comparison of
571 aerial photographs from 1963 and 2003. The relationship of the tilled land to woodland
572 to pastures remains almost identical on these two aerial photographs in 1963 again and in
573 2003. Road patterns follow similar paths the drainage canals and farmland. The
574 boundaries of the Renston Rural Historic District naturally follows geographical entities.
575 There is a logic behind them. They follow the horse pen and hang (Inaudible). They

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

580
581 It is important to note the North Carolina National Register Advisory
582 Committee, a committee for professional historians, architectural historians,
583 preservationists and archaeologists voted unanimously 9 to 0 to recommend placing this
584 on the historic district, to make it a historic district on the register. People at the Park
585 Service also review the nominations and conducted a site visit of the district. They
586 whole-heartedly supported the nomination and said that quote, "the outstanding
587 continuity of historic landscape reflects the historical importance of tobacco production
588 to a regional economy, and it does. Thank you.

589
590 Moderator: Thank you ma'am for those comments. Next we have Charles
591 McLawhorn.

592
593 Charles McLawhorn: My name is Charles McLawhorn. My address 3592 NC
594 903 South. I might say that I would appreciate your courtesy, if not your attention.

595
596 During the 1980's there was a comprehensive study of the all the buildings
597 in Pitt County. In 1988, this study identified four properties that were eligible for listing
598 on the National Register of Historic Places. As I looked at this situation, I thought that
599 there are really a lot more houses than this that contribute. In a two-mile stretch on Hwy
600 903, I live on the highway, I counted 13 houses that were continuously in use and had
601 been built before 1925.

602
603 I don't know if any of y'all live in houses that were built before 1925, but
604 there's thirteen of them in a two-mile area. The neighborhood was relatively free of
605 unsightly dilapidated or substandard construction, therefore I thought it was worthy of
606 protection as a rural historic district. So, in December of 2001, I completed the
607 application. It was approved in February of 2002. I won't go through the whole history,
608 but ultimately Ms. Van Dolsen submitted like a term paper of 120 pages to the keeper of
609 the register. The National Park Service recognize Renston as a rural historic district, one
610 of the very few in North Carolina on December 4, 2003.

611
612 It is important to note that 6 of the houses in the district, were built before
613 1900. The oldest one was built in the 1700's. Of the 46 houses that are located in
614 Renston, 34 of them were built before 1953. In addition, there are a large number of farm
615 structures, which relate to the production of crops and livestock as Ms. VanDolsen said
616 and the pathways remain the same as they were 100 years ago. All the land is associated
617 with those who lived in houses in the district.

618
619 Those who question the need for protecting our heritage should think
620 about this, who is fighting for our quality of life? Who is fighting for that, anyway?
621 Who's trying to make another dollar? Who is upfront as I have been about going through
622 this process in a very open and public way calling into the attention of the DOT the Pitt
623 County Planning Office? And, Andrew I'm sorry for you. Within, 24 hours after

624 Alternate 5 was designated, I tried to get those designated with a dotted line on the map,
625 so you all would know where Corridor 5 was. Who sold you your property and they
626 knew where Corridor 5 was? They sold you the lot that you live on now. Can a house
627 built 2 months ago, can it be replaced? What about a house built 150 years ago that is
628 surrounded by farming activities, which sustain a family? Can that be replaced?
629

630 I have just one final question. Should a working farm be kept alive or
631 should it be slaughtered by concrete and asphalt to satisfy the developers' lust for vinyl
632 and particleboard and money?
633

634 Moderator: Thank you Mr. McLawhorn for those comments. Next Jeff
635 Majette. Did I pronounce that correctly? Okay.
636

637 Jeff Majette: My name is Jeff Majette. I live at 3361 NC 903 South. I
638 appreciate all the people giving us time, the DOT, to give this speech and hear all the
639 meanings of the people here. I'm here in support of the Renston Historic District and to
640 show why 5 extension is a better choice.
641

642 There is one misconception about the Southwest Bypass and that is that
643 it's a bypass. The purpose of the new highway was to relieve and pull traffic from Hwy
644 11 and Memorial Drive. It's actually stated that the project is needed to ease the existing
645 anticipated traffic congestion. The cities of Winterville and Ayden do not want to be
646 bypass. Corridor 5 will create growth for Ayden and Winterville, while corridor 1B and
647 4 will pull growth away these cities. Corridor 5 extension is the only option that is close
648 enough to pull traffic off of 11 and still support these two towns. Corridor 5 fixes a
649 dangerous intersection of Red Forbes Road, Pocosin, and 903. It also corrects a
650 dangerous curve on Jolly Road where there have been many accidents at both of these
651 locations.
652

653 At the April of 2005 public meeting, the number of houses impacted all
654 corridor options was in the 40's. Most specifically, Corridor 5 has 47 houses. The most
655 recent number indicates 43 houses were built in the path of Corridor 5 with full
656 knowledge that these houses have a high probability of being purchased to allow for the
657 bypass. The Brevard Subdivision was designed and developed and houses built after
658 Corridor 5 was introduced, the majority or 2/3 of these houses a month ago were
659 incomplete or unoccupied. There is an issue of homes affected by noise after mitigation.
660 Option 5 impacts 7 homes, while Option 1B impacts 15, more than twice as many. On
661 Corridor 5 there is 1.5 acres of wetlands and stream crossings that will be taken. Through
662 wetland mitigation the wetlands be restored.
663

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

672

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

675

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

678

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

681

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

688

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

697

698 The homes that are under construction now that some have been sold and
699 some have not that are in Corridors 4 and 1B somewhere around 40 homes or so, you do
700 the numbers and you're talking about another 7 1/2 million dollars or so. You add all
701 these numbers up and instead of being 8 million dollars difference between 4 and 5 or
702 1B, it's closer to about 35 to 38 million dollars is the difference. I would like to think
703 that is significant.

704

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

710

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

716

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

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

728

729 The next person we have is Mr. Kevin Harris.

730

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

733

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

744

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

750

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

760

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

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

771
772 Regardless of the stated fair market value that I have been assured that I
773 will receive in the event of a loss, I'm not so naïve to believe that we'll be fully
774 compensated. I can tell you that are not many farms for sell in Pitt County and the few
775 that are, are hardly affordable at the price the State is going to offer. Not to mention, the
776 time and income that my dad will loose with out having the needed infrastructure for his
777 farming activities such as buildings for storing equipment, seed, chemicals, and the
778 finished crop. My dad is not a young man and it is doubtful he will recover from this
779 impact in his lifetime. This designation is not widely recognized as the National Register
780 of Historic Places and is equally a part of our history and deserves equal consideration as
781 well.

782
783 Just to respond to Mr. McLawhorn's comment about slaughtering one
784 farm for vinyl siding and asphalt, how about slaughtering 4 farms for a highway? Thank
785 you.

786
787 Moderator: Thank you for those comments sir. Next we have Mr. Bill Hall.

788
789 Bill Hall: My name is Bill Hall. I live at 810 Darryl Drive, but I'm here
790 tonight to represent the Greenville/Pitt County Homebuilders Association and my 400
791 members of builders and trades people.

792
793 All of you read that the housing market is one of the factors in our major
794 economical growth. We are blessed that Greenville is growing by leaps and bounds. We
795 are here tonight to support the Western Outer Loop.

796
797 To answer a couple of questions, I'm going to answer a couple of
798 questions that Mr. McLawhorn and somebody else asked. Why are we building in areas
799 that we are building in? Because, the city of Greenville and city of Pitt County
800 permitting office tells us where they will approve it. They give us permits and we have to
801 build where they approve. That's one of the reasons that we are continuing to build
802 where we building at.

803
804 I lost my place and I lost my words. Anyway, we appreciate everybody
805 being here and voicing their opinions, but we feel as builders with the growth of this area,
806 we feel like when Greenville Utilities run their sewer line out by Frog Level Road, that's
807 where the building is going to be. To put the highway right beside the sewer line stops
808 the building and kills the jobs and the money that we bring back into this town. So vote
809 OUTER LOOP.

810
811 Moderator: Thank you sir for those comments. Next we have Mr. Chad
812 Grimes.

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

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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 loses not tax space and Pitt County loses 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.

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

873

874 I will have another three minutes later. Thank you.

875

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

878

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

880

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

887

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

892

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

897

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

899

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

902

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

910

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

921
922 Secondly, Corridor 4 crosses over 60% fewer streams than compared to 5
923 and 1B. Think about that. Think about the impact on our coastal waters. These do flow
924 down stream. Our beaches were closed just this last weekend because of the hurricane.
925 It is something very important to the state of North Carolina to keep our waterways clean
926 and clear.

927
928 Point three, Corridor 4's riparian buffer acreage is 1/3 that of Corridor 5
929 and 2/5 of Corridor 1B. Any highway project, any community project should take as
930 small a footprint as possible and leave the rest for the community.

931
932 Point four, Corridor 4 impacts 92% less wetland acreage. Maybe you can
933 move wetlands. Maybe you can repair it. But, what is the overall impact to our
934 environment? Corridor 4 impacts the least amount of prime farmland and we've heard
935 about the heritage farms. Do we really want to turn our backs on these farmers who are
936 trying to make a living and farm the same land that their parents and grandparents have
937 farmed. Corridor 4 is the least expensive in right of way cost and we know those cost are
938 going to go up. There is no question based on the numbers that we are gathering. This is
939 a loose/loose situation. We pay more money to move more people, losing tax base and
940 jobs in the process.

941
942 Finally, the overall cost of Corridor 4 is 7.7 million dollars less than
943 Corridor 5. What could we do with that money? Could we improve Firetower Road?
944 Could we improve our schools, which that are busting at the seams?

945
946 For all the reasons mentioned, I ask that you consider Corridor 4 the best
947 of the three options for the community as a whole. Please take my points into account
948 when choosing which corridor to pursue.

949
950 Moderator: Thank you for those comments sir. Next we have Samantha
951 Barlowe.

952
953 Samantha Barlowe: Good evening and thank you for having me tonight and
954 hearing me. My name is Samantha Barlowe and I live at 1504 Asheville Lane,
955 Winterville, 28590. But, I pay Greenville city taxes.

956

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

960
961 Under Section 404 of the Clean Water Act, the DOT is obligated by law to
962 choose the least environmentally damaging practical alternative. According to the
963 summary that they have passed out to us, those Routes 1B and 5 impact significantly
964 more wetlands, streams and riparian buffers than Route 4. The numbers clearly show that
965 Route 4 has the least number of most sensitive areas. Route 4 does also not appear to be the
966 least economically practical since there are now twice as many structures in the way of
967 Routes 1B and 5. Those structures will have to be purchased and demolished and they will have
968 to be put in a landfill, which means space and will take more money because they will
969 have to transport it to other landfills in the area.

970
971 Both Swift Creek and Contentna (sp?) Creek will be impacted greatly
972 with if the bypass is built using Routes 1B or 5 and according to the summary Route 4
973 will only involve nine crossings, 1B and 5 will involve twenty-two and twenty three
974 crossings respectively. Swift Creek is listed as a 303D stream. From its source all the
975 way until it empties into the Neuse and Contentna is also temporarily impaired. That
976 means these creeks are part of the Neuse River Basin which has been deemed as
977 degraded. Which means it is negatively impacting the health of the creatures and the
978 plant life that lives in the rivers.

979
980 Now the State or the Federal government has the obligation not to permit
981 any activity that will cause further degradation of the stream. In fact, it has the
982 responsibility to ensure the return of these streams to a higher quality to support its
983 designated uses so that the aquatic life may thrive and propagate. A bypass will not
984 improve the health of the stream.

985
986 Okay, I'm going to skip down just a little bit and let you know the
987 environmental impacts and increased and impervious surfaces like a road. It means more
988 polluted run-offs for our streams. An increase in traffic means pollutants being washed
989 into the waterways that includes zinc from brake linings, that's a heavy metal, fuel,
990 antifreeze, other vehicular fluids. Construction will choke the creeks with sediment.
991 And, it is also unclear about the endangered and threatened species. That paper that you
992 have says that there are none, but you look on the North Carolina Wildlife Resources
993 Commission Website, you will see that there are several threatened species of fresh water
994 mussels and amphibians that are listed as having distribution areas in the Neuse River
995 Basin. If either Routes 1B or 5 are chosen, it is going to send a message that DOT does
996 not care about the environment or improving our water quality.

997
998 So choosing the best road is not about finding the best solution for one
999 user group i.e., the traffic. It's more about finding a compromise so that all users are
1000 benefited. Route 4 makes that compromise. It's not the best solution but it's the better
1001 solution for all of us.

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1003 Moderator: Thank you ma'am for those comments. Next we have Mr.
1004 Thurman Worthington.

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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

1053 store, it comes from that cow they're looking at. That cow that they're looking at drinks
1054 60 gallons of water. She gives 10 gallons of milk. She has to have a baby every year to
1055 give milk. They learn that hamburgers didn't originate in McDonald's. They come from
1056 that cow that they are looking at. They learn that eggs don't come from Food Lion
1057 packaged in twelve in a Styrofoam box. They come from that chicken that they're
1058 looking at. If that chicken has a proper balanced diet she'll lay about 45 eggs a week.
1059 It's amazing children will learn to eat vegetables and produce if they can see it growing.
1060 They go ahead and pick it themselves. We also have an asparagus field that the expected
1061 life of that field is going to be about 20 more years.

1062
1063 The average food that we eat today travels about 3000 miles before it gets
1064 on your plate. When you visit a farm such as ours, you can look the man that grew it in
1065 the eye. You can ask him about culture practices, about taste, about texture. Sure, we
1066 can continue to buy grapes from Chile and berries from Mexico. We can get pears from
1067 Argentina. We can get milk from Wisconsin. We can get eggs from a farm that has 5
1068 million chickens on it. But, that kind of progress comes at a cost. Other countries that
1069 we buy food from are allowed to use pesticides that were banned in the United States for
1070 the last 40 years. Milk has to have additives to it because it trucked everywhere.

1071
1072 And, I'm not a tree hugger, I'm not an alarmist but I have a passion for
1073 my family, I have a passion for myself/my lifestyle, I have a passion for my work and my
1074 home. The hardest group of people to wake up sometimes are the ones who are
1075 pretending to be asleep. There are some things that are worth saving around here. I'm
1076 for Option 16B. Thank you.

1077
1078 Moderator: Thank you for those comments sir. Next we have Catherine Delos
1079 Nelson.

1080
1081 Catherine Nelson: My name is Catherine Doose Nelson. I'm part of the
1082 distinguished McLawhorn family that was so eloquently discussed in the public forum
1083 this morning in the newspaper. We do have a strong family and I'm very proud of it.

1084
1085 To be perfectly honest, I have comments written but I'm going to say this
1086 right quick. I have never in the 45 years of that I've lived in Pitt County, and I've lived
1087 here all my life, most on 903 South in Winterville, 3902, seen something that can
1088 fragment and fracture a community and a county as this has. It makes me sick.

1089
1090 First of all, I would like to thank everyone for letting us give these
1091 comments. In addition, I would like to ... I need to put my glasses on now and I say I
1092 don't need them ... to thank the township of Winterville, the City of Greenville, the
1093 Board of Commissioners, the MPO and the Pitt County Development Commission for
1094 their vision and preferring Corridor 5.

1095
1096 Based on the latest version of the Southwest Bypass, my mother's home
1097 and our family farm is part of the Ranston Historic District are at the center of Corridor 4
1098 EXT. This house has been in our family for more than 50 years and has been the
1099 gathering place for dignitaries, family members, and friends. Although I'm sure that
1100 sentimentality plays no role in the selected corridor, there are significant reasons that this

1101 historic neighborhood should be preserved. If Corridor EXT. or 1B or selected it would
1102 move several generations of farming history for the McLawhorn family and other long-
1103 term members of the Ranston Community. It would diminish the ability of local farming,
1104 renting land to make a living, and in addition, provide a bypass to Greenville that won't
1105 be used to it's maximum capacity. This route is simply far to away....

1106

1107 *(At this point, the tape stops and does not pick up or start recording until the last part of*
1108 *Mr. John May's comments. It has left out the rest of Catherine Nelson's comments as*
1109 *well as all of Melissa Gaylord. The following is where it picks up.)*

1110

1111 John May: ... so I'm looking at this emotionally, I confess. As an earlier
1112 speaker said, I don't want to see our farm, a Century Farm, slaughtered by asphalt. I
1113 guess, Government's job is to look at things rationally and logically on issues like this.
1114 So, if you do look at the alternatives logically, rationally, and honestly, Corridor 5 is the
1115 worse choice and Corridor 4 is the best choice on almost every count.

1116

1117 But if you do want to consider emotions, then look at the people who's
1118 homes are affected by Corridor 5 versus Corridor 4 and you will see that Alternate 4 is
1119 the best choice. Thank you for your time.

1120

1121 Moderator: Next we have Brenda Smith. Brenda Smith? Okay.

1122

1123 Unidentified Male: If there is nobody there and nobody objects I'd like to take
1124 that time.

1125

1126 Moderator: No sir.

1127

1128 Unidentified Male: All right.

1129

1130 Moderator: Next we have Tony P. Moore. Tony P. Moore? Okay.

1131

1132 Tony Moore: Sorry I had to walk so far. I hurt my back earlier and I have a little
1133 problem.

1134

1135 If I had known this is 2003, debate, I would looked again at another bill
1136 probably. As you know, I was in the Senate in 2003 when this bill was adopted. It was
1137 part of the things that Greenville City wanted and the County Commissioners wanted
1138 which was a bypass. It had been their number one priority for 13 years. Now I think you
1139 need to know the historical part of this. This bill was called part of the Durham Loop.
1140 Now what does that have to do with us? It was called the Durham Loop and very few
1141 people knew about this bill. It's like many bills at 3:30 in the morning you pass them and
1142 you think it is going to be a lot of discussion but you pass them and no debate and then
1143 three minutes later it's done, 31 page document.

1144

1145 Anyway, I'm sorry for everyone that's here but I'm also thankful that
1146 you've come tonight. I thank you for your comments. I hope and pray that your leaders,
1147 whoever they may be after November 7, will listen to you and that they will do what you
1148 want, not what they want to do. If you look around tonight, how few elected officials are

1149 here and Mayor Parrott I was glad he was here to speak. I saw some members of
1150 Greenville City Council. I haven't seen any other elected officials and that bothers me.
1151

1152 When this bill came up it was supposed to be approximately 123 million
1153 dollars and now it is 180 million dollars. My major problem tonight is the process, the
1154 process of giving out information. I'll share one example of the process how it's flawed.
1155 The town of Winterville does not have sidewalks. Four times the DOT went to the town
1156 of Winterville and said, "Look we want you to pay 20% of the sidewalks on Firetower
1157 Road." Four times they voted unanimously not to have sidewalks. Then a month or two
1158 ago they voted to have sidewalks. Well there's no sidewalks in Winterville, why have
1159 sidewalks for Firetower Road. There's a flaw there. Well they told me that it's either we
1160 have sidewalks to participate in this or we will not have road improvements in
1161 Winterville. In Winterville and Pitt County we've got 66 million dollars road money in
1162 the past 3 years. 66 million. Wayne County has got 116 million. Is that fair? Hopefully
1163 you'll come out and vote. You'll tell your friends to vote. Then those people who
1164 recommended this will look carefully at the process in what they did. The best route here
1165 is less hurt more people. You go by numbers, the majority always rules. The furthest out
1166 the better for all parties. Thank you.

1167
1168 Moderator: Thank you sir. Next is Jim Kieffer. Jim Kieffer?
1169

1170 Jim Kieffer: You'll have to pardon me. My name is Jim Kieffer. I live at 1101
1171 Josh Court over in Taberna.

1172
1173 There's a lot of emotion going on. 1B and 5 obviously take me out. I
1174 moved down here about 18 months ago with my family, my mom 84. When I go home
1175 and tell her about this tonight, I will probably put her in her grave. So, it's a very
1176 emotional state. I moved to North Carolina to set up my family, start a new life. Then I
1177 find out that my house may be wiped off the face of the earth.

1178
1179 I'm not an articulate man, however, I asked the committee that is going to
1180 be voting on the corridors keep politics out, keep money out. Vote honestly. Use the
1181 numbers. Look at the people you're going to affect. Thank you.

1182
1183 Moderator: Myriah Shewchuk. I'm sorry if I'm mispronouncing that.

1184
1185 Myriah Shewchuk: Good evening. My name is Myriah Shewchuk. I live at
1186 150 Grandifloria Court in Winterville.

1187
1188 I have been asked to read the following comments on behalf of Larry
1189 Baldwin. He is the Lower Neuse River Keeper with the Neuse River Foundation. These
1190 are Larry's comments,

1191
1192 "It has just recently come to my attention that the efforts are underway to
1193 construct a Greenville Bypass for purposes of easing traffic congestion. While I
1194 understand the needs of development and free flowing traffic movement, I will not be in
1195 favor of negatively impacting sensitive environmental areas to do so. Unfortunately, I

1196 was not able tonight's public hearing. But, you will hear from me by the way of written
1197 comments by the close of the comment period.

1198
1199 It is my intention to work with the agencies involved who will also be
1200 working to protect the natural environment from undue impact. Thank you for accepting
1201 these comments and I look forward to working together to provide a solution that has the
1202 least amount of negative impacts to the waters of the Neuse River Watershed.”

1203
1204 Again, these are Larry Baldwin's comments of the Neuse River
1205 Foundation. Thank you.

1206
1207 Moderator: Thank you for those comments. Next we have Marvin Taylor.

1208
1209 Marvin Taylor: Hello my name is Marvin? Taylor. I live at 4229 Frog
1210 Level Road.

1211
1212 Before Hwy 11 was built, Winterville had a lot of water that came to the
1213 west side to Swift Creek. Once Hwy 11 was built the water was diverted back to Old Tar
1214 Road. As most of you know, Winterville has a flooding problem. We feel that Option 1
1215 and 5 would do the same name. Bypasses are know to turn water the opposite way which
1216 would incur a lot of water in new subdivisions and try to water the way it's not supposed
1217 to go. Therefore, we support Corridor 4 as being the least affective to our communities.

1218
1219 We feel that Corridor 1 and Corridor 5 would be a great burden for a lot of
1220 citizens and a big tax space loss to Pitt County. Thank you for your time. We hope that
1221 y'all will support Corridor Number 4.

1222
1223 Moderator: Thank you sir. Now we have Betty Smith. Betty Smith?

1224
1225 Betty Smith: My name is Betty Smith. I live 5081 US13 South in Greenville.

1226
1227 I, like most of you, have received and studied all the information that has
1228 been available. Quite frankly, it's been available to anybody that was interested or had a
1229 vested interest in the Southwest Bypass no matter what the corridors were.

1230
1231 I appreciate the opportunity to offer my comments tonight and they are as
1232 follows. Developers had to be well aware that they were building and selling homes in
1233 the paths of the proposed corridors. To what purpose did they continue to build? Did
1234 they let these people they were selling the houses to know they were in the path of
1235 corridor? Why right now that some of the developments may be affected. We feel the 42
1236 residential homes that may be affected by the Alternate 4 extension is just as important as
1237 the ones in the 5 that would be affected.

1238
1239 Also, on a personal basis, we feel our home and farm that has been
1240 established for more than 100 years is just as important or more important than the
1241 developments that we have recently watched going up on Davenport Farm Road and Frog
1242 Level Road. I sympathize with the people just as I hope you sympathize with me. I want

1243 my home to remain just as it is too. Quite frankly, Corridor 4 would split our farm in the
1244 middle.

1245

1246 In addition to all of this, we hear all the time, that farmland must be
1247 preserved. How are you going to do that if developers are aggressively purchasing any
1248 property big enough to build houses on? All you have to do is pick up the Daily
1249 Reflector on Sunday and look at the houses and condominiums and duplexes that are for
1250 sale but we continue to build.

1251

1252 I'll be short and concise. We fully support our county and city officials in
1253 their decision to choose and recommend Alternate 5 Extension and sincerely hope that
1254 the State will agree that this extension is the one most feasible for our city and our
1255 county. We elected these officials to make decisions for us. Let them do their jobs.
1256 Thank you.

1257

1258 Moderator: Thank you ma'am. Next we have Rocky Russell. The next two
1259 folks if you'll be prepared is Carl Blackwood and Will Corbitt.

1260

1261 Rocky Russell: Hello my name is Rocky Russell. I live at 3092 Bach
1262 Circle in Greenville.

1263

1264 I'm a developer and builder in Pitt County. My partner and I own 40 acres
1265 on Frog Level Road that is just east of Corridor 5 and 1B. This land is planted and streets
1266 are in for 92 single-family homes. Each home will have an average sale price of 300
1267 thousand dollars and when the project is complete, Pitt County's tax base will have
1268 increased by 28 million dollars. We have plans to extend Barrington Fields west and
1269 acquire 40 more acres to continue this project but these plans are on hold because of the
1270 additional 47 acres are directly in the path of Corridor 5 and 1B. Based on the path that 5
1271 and 1B are taking I hope that we will not lose any part of the currently planted section.
1272 What I am concerned about is placing a bypass right through the middle of Greenville
1273 and Winterville's hottest real estate area. Due to a major sewer extension by G.U.C.
1274 years ago developing activity in the Frog Level area has exploded. The chief planner for
1275 Greenville recently announced to the Pitt County home builder's association that this area
1276 is the fastest growing area in Pitt County, like it or not. 5 and 1B's location is almost
1277 parallel to G.U.C. most western sewer extension. Although there is some land left
1278 between Frog Level and Hwy 11, most developers were making plans to extent
1279 development west of Frog Level Road. If Corridors 5 or 1B are chosen, this action
1280 would cause development to stop west of Frog Level until G.U.C. determined how to go
1281 through this proposed corridor. Development would eventually continue but I would
1282 estimate it would be years before G.U.C. had the funds and started sewer extensions that
1283 went under the proposed corridor.

1284

1285 I don't have any experience on where to put bypasses but by definition I
1286 thought DOT would want to bypass the Greenville-Winterville area rather than put a
1287 freeway right through as five or 6 subdivisions and the hottest real estate market. The
1288 Wilson and Knightdale Bypasses go through the countryside of both counties. While
1289 traveling on the Knightdale Bypass, DOT did a great job of avoiding neighborhoods all
1290 together. In fact, I can only remember seeing one neighborhood close to the bypass. If

1291 you can find open land in Wake County to build a bypass on, I know you can find similar
1292 undeveloped land in Pitt County and Corridor 5 and 1B don't achieve that goal.

1293

1294 Regardless of where Bypass goes in this area, Pitt County development
1295 will probably be on both sides or eventually. If Corridor 4 is chosen development will
1296 eventually run in to it. Corridor 4 gives G.U.C. and the development community time to
1297 use up land already with sewer service. I am sure that part of G.U.C.'s strategy was to
1298 have developers pay for sewer extensions into western Pitt County as a natural extension
1299 of new developments. Corridor 5 and 1B put up a wall that the developers will not be
1300 able financially afford to cross and must wait for G.U.C. to obtain the funds and
1301 permission to do so.

1302

1303 In closing, Corridor 4 makes the most sense for Pitt County. Corridor 4
1304 has the fewer number of North Carolina and Pitt County citizens loosing their homes, our
1305 rivers and streams are less affected and fewer tax dollars are spent building this corridor.
1306 Choosing 5 or 1B would also cause many more homes to be left standing around clover
1307 leafs and chopped up subdivisions which would greatly reduce the home's value. Please
1308 support Corridor 4. Thank you.

1309

1310 Moderator: Thank you sir for those comments. Next is Carl Blackwood.

1311

1312 Carl Blackwood: (Inaudible) ...My name is Carl Blackwood. I live at 4542
1313 May Court in Farmville. (Inaudible)...

1314

1315 Moderator: Thank you. He's relinquishing his time and he appreciates being a
1316 citizen of this community. Duly noted. Next we have Mr. Will Corbitt. Will Corbitt?
1317 Okay. Next we have Wanda Yuhas. Next we have Doug Jackson after her.

1318

1319 Wanda Yuhas: Good evening I'm Wanda Yuhas. I'm the Executive Director of
1320 the Pitt County Development Commission. I live at 738 Spring Run Road. That is in
1321 Winterville.

1322

1323 I am here to speak on behalf of the entire Development Commission.
1324 Those members include Ed Dennis, Glen Bowland is our County Commissioner
1325 representative, Ed Bright, Joel Butler, Todd Edwards, John Farrin, Bonner Latham,
1326 Deidre McGion, Walter Perkins, Ronald Price, William Rasberry, Kenneth Ross, Todd
1327 Skinner, Linda Weathersby, and James Williamson.

1328

1329 At our June meeting, the PCDC board ask Chairman Ed Dennis to write a
1330 letter supporting the option that had been endorsed by our County Commissioners for the
1331 Greenville Southwest Bypass. At our August meeting, the Board concerned turned to the
1332 Southwest Bypass itself fearing that the dispute over specific options would endanger the
1333 project itself. The Board consists of community leaders from many different parts of Pitt
1334 County. All feel that it is of paramount importance that the construction of the Southwest
1335 Bypass begin as soon as possible. We cannot afford to miss this opportunity.

1336

1337 As stated in Mr. Dennis' letter of June 29, the bypass is vitally important
1338 to the future economic development of Pitt County especially the industrial areas in the

1339 southern part of the county. The construction of this bypass will enable us to promote the
1340 Worthington and Minges Industrial Park as prime industrial location. East Carolina
1341 University has one of the nation's leading logistics and distribution program and the
1342 bypass will enable us to use those programs to the fullest of advantage for our entire
1343 community and our region.

1344

1345 The Pitt County Development Commission offers it's full support for the
1346 construction of the Greenville Southwest Bypass using which ever corridor is deemed
1347 most suitable by the DOT team. It is of vital importance to our continued community
1348 health.

1349

1350 Moderator: Thank you ma'am for those comments. Next is Doug Jackson.

1351

1352 Doug Jackson: Good evening, I'm Doug Jackson the Mayor of Winterville.

1353

1354 I've been a real popular fellow this week in that I've got a whole stack of
1355 emails that I printed off, lots of phone calls that I quit keeping records of, even visits to
1356 my home concerning this very important project up here. One group that came and
1357 talked to me wanted the Town to support Number 1. Another group came and wanted the
1358 Town to support Number 5. Another group came and wanted the Town to support
1359 Number 4. Each group asked me would I come out and speak tonight. I'm speaking.

1360

1361 Whichever route DOT takes, I think the Board of Aldermen in Winterville
1362 will support. It will impact a lot of people both positively and negatively. The ones it
1363 impacts negatively, I feel for you. I live in the city limits of Winterville and this
1364 particular thing will not touch my home.

1365

1366 In conclusion, I would just like to thank everyone for coming out tonight.
1367 It's been great to see this number here that are concerned and especially the ones that
1368 came up and gave their thoughts on this. Thank you.

1369

1370 Moderator: Thank you sir for those comments. That concludes the list of
1371 everyone that has signed up prior to the formal hearing. If there is anyone who would
1372 like to make a comment now, please raise your hand and I'll call you up.

1373

1374 Paul Kelly: Folks my name is Paul Kelly. I live at 1108 Haley Court over on
1375 Taberna.

1376

1377 I think the simple two word here are "common sense". We're a
1378 community developed around people not around land. Now I'm an outdoorsman. I love
1379 the land that we live on. I love the farmland. I love Ranson Farms. I've been out there
1380 with my children. I've picked strawberries. I've done the asparagus stuff. You know
1381 and that's great. I really feel for you sir. And I can't even express that anymore. But,
1382 development is going to happen and it's going to eventually take your farm anyhow. It's
1383 going to move out. There's nothing we can do to stop it. Okay, and matter of factly,
1384 there's nothing we want to do to stop it. That's what society is about, developing and
1385 moving on.

1386

1387 That western corridor, Corridor 4 affects the least amount of people. It
1388 doesn't ... I mean this isn't going to tear my house up. I'm up here for all of you people
1389 who are going to loose your homes. I'm up here for all you people who came in and set
1390 up families. When I found out about this and, excuse me if I found a little passionate, but
1391 when I moved into my house, my realtor said, 'Yes they're thinking about some kind of
1392 bypass over yonder. It shouldn't affect you at all.' You know? When I found out about
1393 this directly, I started doing my research, I put together a little handout and started going
1394 around in my community. Now I would say 97% of the people I spoke to had no clue.
1395 Whether it's been out there or not, the Government works in mysterious ways and we all
1396 know that. It's puts it down on the down low so that you don't necessarily see things.
1397 Okay, well we're opening your eyes. All right? People need to know and the
1398 Government needs to know that we are a Government of the people, by the people, for
1399 the people. Not of the land, by the land, for the land. I don't want to see my property
1400 value decrease but I could care less about my property value in the end, I care more about
1401 my family. I care about your family, and your family, and even yours sir, I really do so
1402 very much. I hate to see your farm be affected in any way.

1403
1404 I hope that the gentleman who spoke about relocating routes to get to your
1405 property is very effective for us and for you. But, in the end, anybody out here with any
1406 inkling of education or common sense can tell that we Western Corridor is more
1407 appropriate. When they developed the bypasses out in Raleigh, they built the inner
1408 beltline, I believe first? Right? They developed right through that and that's when they
1409 needed to develop the outer beltline, so I've been told. I wasn't here for it obviously.
1410 But I think everybody should know that production is going to happen. Development is
1411 going to happen. We might as well use our brains why we do it. I think that's been
1412 demonstrated time and time again tonight by all these developing contractors and all
1413 these people who talk about the way G.U.C. set up the sewage. You know, why are we
1414 going to destroy what we've got? Thank you very much. I appreciate the time.

1415
1416 Moderator: Okay, sir in the white shirt come ahead please. I tell you what if
1417 anyone everyone else who would like to speak if you just want to line up over here to the
1418 left of the stage, that will perfectly be all right.

1419
1420 Joe Askew: Before I get started, I'd like to know how many members of our
1421 City Council or Board of Commissioners are at this meeting at this time? Or our Mayor
1422 of Greenville? Are any of those here?

1423
1424 Unidentified Female: Inaudible.

1425
1426 Joe Askew: Well we've asked Mark Owens to come to several meetings and he
1427 has not been able to come. Ms. Council we appreciate you being here. At least
1428 somebody thinks it's important.

1429
1430 My name is Joe Askew and I live in Taberna. I'm going to read from this.
1431 I guess I'll do better that way.

1432
1433 Planning the bypass started well before Taberna Subdivision got started.
1434 When Mr. McLawhorn and others asked us who did we buy our lots from, our land from?

1435 Our Mayor developed, through a trusteeship the Taberna Subdivision. Now our question
1436 to our Mayor is, this was the land you developed. You sold the land to the builders. The
1437 builders gave it to the realtors and the realtors sold it to us. Does anybody in this room
1438 think for one second that none of them knew and they didn't tell any of us?
1439

1440 To the City Council and County Commissioners, prior to your
1441 recommendations, did you do your homework? From my understanding, this is the map
1442 you saw. You did not see this map. You saw a map similar to this in color. Now what
1443 kind of judgement can you make from this? Did you talk to your constituents? How
1444 many people in this room, in our subdivision had a verbal conversation with Mark
1445 Owens? That's what I thought. How about Mr. Chip Little, City Councilman? That's
1446 what I thought. How about Mayor Don Parrott? So, if they represent us, why didn't they
1447 come and talk to us?
1448

1449 I personally talked to all of those that I have mentioned including Marvin
1450 Blount, III. They all know and everyone in this room knows that the only reason they
1451 registered the Renstin Farm area was to block Corridor 4. Please don't let Sonny
1452 McLawhorn's threat of a lawsuit alter your decision. There is only one logical corridor
1453 that affects less families, less businesses, affects less streams and cost less money and
1454 that's Corridor 4. Mr. McLawhorn, you think that your 100 year old home is important?
1455 We think our 1 year home is just as important? You think your cows and your chickens
1456 are important? We think our dogs and cats or important. We ask the DOT to please
1457 select Corridor 4.
1458

1459 Mike Baldwin: Thank you. My name is Mike Baldwin. I own Baldwin &
1460 Associates, a civil engineering and surveying firm here in Greenville. I was responsible
1461 for the development of lot of these subdivisions.
1462

1463 You can take the study that the State did and turn to the page that gives the
1464 breakdown of the summary of the environmental impacts and it doesn't appear that it take
1465 a rocket science to figure out which one is the best one for it. I mean just look at the
1466 numbers. Look at 1B Alternate. Look at 4 Alternate. Look at 5Alternate. It's a simple
1467 equation of what has less impact on the whole area. It looks like the Alternate 4 by far
1468 exceeds any other of the two by far.
1469

1470 I know that the reason for the bypass is to get the traffic Dickinson
1471 Avenue. However, it is going to set a boundary for development in the county, I think. It
1472 usually does. You can see what is happening in Raleigh. They're having to spend money
1473 again because they've got to move it out farther. I think the house numbers are off. That
1474 is the hottest growing area in Greenville and Mr. Russell has alluded to. Mr. Russell
1475 made a lot of good points, some that I'm going to echo. One thing that you don't see on
1476 this summary of the environmental impact is the loss to Greenville Utilities Commission,
1477 the lost customers and revenues that they went out there and put in the sewer test area
1478 where millions of dollars were spent for sewer infrastructure to basically get up to this
1479 line. Then you're going to take this with the choice of either 5 or 1 and waste that. I'm
1480 looking at the environmental things that people probably ... it's so unusual for me to
1481 consider environmental things. But looking at the environmental impacts. It's just

1482 overwhelming how 4 is the needed route. All that, I'll close on that. It's in black and
1483 white on the report that DOT provided you with.

1484

1485 Moderator: Thank you Mr. Baldwin.

1486

1487 Rev. Keith Phillips: Good evening. My name is Rev. Keith Phillips. I'm a
1488 pastor of a small church in Pitt County. I live just down the road, 3212 903 South.

1489

1490 Four years ago we purchased our house. We did our homework. There
1491 was no bypass anyway near. It was in the area in which we were selling that was a
1492 proposed route. I also looked to see if my children would stay in the same school district.
1493 We were until the building you're sitting in was built. My kids were transferred to
1494 Ayden Elementary School for the simple facts that my kids were white and they had to
1495 bring inner city kids in to balance the school district. I really believe that the Board of
1496 Education sold me out.

1497

1498 I'm not usually at a loss of words, obviously, by nature. My job is
1499 preaching the gospel. I don't know what to say. How much can you take? You know?
1500 Am I going to get sold out again? The City Council has put their support behind the
1501 proposal that wipes my house out. The County Commissioners side with the City
1502 Council and put their support behind that. I'm not going to argue numbers. I'm not a
1503 scientist. I'm not an environmentalist. I preach the gospel of Jesus. I could care less.
1504 I'm not from Pitt County. I'm an East Carolina transplant. This is not my home. If you
1505 take my house, you take my house. It's not about me. It's never about me. It's about all
1506 the others who grew up, who live in Pitt County, who love Pitt County. Take my house, I
1507 think me and my family will go to Greene County.

1508

1509 Moderator: Thank you Reverend.

1510

1511 Andrea Croley: I am Andrea Croley, 426 Brevard. My husband can tell
1512 you that when it comes to talking, 3 minutes is never enough. So, I had to come back for
1513 some more.

1514

1515 I just wanted to bring up the City of Greenville Resolution Number 0634.
1516 This goes back to what Mr. Ron Binkley started the night out discussing, and what Mr.
1517 Tony Moore touched on with sidewalks. A quote from their resolution is in the first line,
1518 "the city of Greenville in an effort to improve the quality of life for the overall
1519 community". And I'll just stop there because quality of life is a very important phrase.
1520 The rest of their resolution just missed everything.

1521

1522 It's very, very important that we think quality of life. The Lochner group,
1523 they do a great job. Sun Coast Parkway down in Tampa, Florida has a beautiful paved
1524 pathway running along side of it. There was some planning, some long term thought to
1525 what that community needed for quality of life. So, I know they can do it. I hope they do
1526 it well here. I think Corridor 4 would have a beautiful view for a nice paved walkway for
1527 us to walk on.

1528

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 our
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 battlefield 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 its
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 lose 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 lose 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

1577 that. I just hope that this committee that is going to make this decision will think
1578 seriously and that no political thoughts and actions will be included. I hope they do it on
1579 the basis of merit. Thank you and may God bless you.

1580

1581 Bernis Harris: Mr. May is going to be a tough act to follow. My name is Bernis
1582 Harris, I live on 610 Pocasin Road.

1583

1584 I have lived here most of my adult life. The home that I live in now, I
1585 built when I was 18 years old. I've been living in it 44 years. This road comes, Corridor
1586 5, comes right 'cross the top of my home and all of my farming out buildings which some
1587 of them are over 100 years old. This farm has been in my family for six generations. My
1588 son came up here and talked tonight which will be seven and I have a grandson, which
1589 will be eight generations. Just like Mr. May's farm, Ms. Gaylord, Mr. Hooks, my farm
1590 too is a Century farm. It's been a continuous family farm for 122 years. This was
1591 proclaimed as people that had the insight to keep their farms in family tradition. It seems
1592 like by having these openings now this is where they want to put the road, right 'cross the
1593 top of where we are all living.

1594

1595 I've listened to everybody talk tonight. I'm speaking from a person who
1596 has lived on this farm all my life as a farmer. That's my occupation as a farmer. I still
1597 am an active farm. Nobody in my family retires, they just pass away or they become a
1598 consultant. The oldest person in the family is the one who tells everybody else what to
1599 do. But what I'm listening and hearing tonight is ... I'm also the President of (Inaudible)
1600 Water Corporation, and I'm on the board of these other people so eloquently through out
1601 letters. I'm a board member of the NRWASA, which is Neuse River Water and Sewer
1602 Authority. We're in the process of running a line from the Neuse River to Pitt County to
1603 serve 4000 thousand families. This water is coming out of these streams that is going
1604 directly to the Neuse River. We're going to be getting this water right back again in your
1605 water pipes to drink. So consider that please when you vote. Vote for Corridor 4. Thank
1606 you.

1607

1608 Moderator: Okay is there anyone else? Go ahead ma'am.

1609

1610 Unidentified Female: I just have a question for you. Could you point out where
1611 there's 2 and 3A is listed on this map? I know that's (Inaudible)...

1612

1613 Moderator: No if you would like you can get with me after the meeting and
1614 then I'll show you in the environmental document. Again, that environmental document
1615 is available at the three towns. We can certainly do that afterwards ma'am. Okay. I
1616 wanted to make sure I get it correctly. I wouldn't be able to do it on this map.

1617

1618 Is there anyone else? If not, again, the comment sheet that I talked about
1619 carries the same weight as if you came up and talked tonight. Again, I appreciate
1620 everyone coming out and I appreciate the civil manner in which the hearing proceeded
1621 tonight. Thank you very much. I look forward to seeing you all again.

1622

1623

Hearing Adjourned.

1624

1625
1626
1627
1628
1629
1630
1631

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 13 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

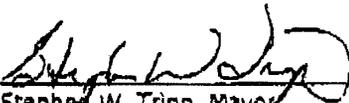
WHEREAS, the Governing Body of the Town of Ayden recognizes the importance of designing the proposed highway so as to provide appropriate local access and to avoid and/or minimize adverse impacts on adjacent and nearby properties; and

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



WINTERVILLE

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PO Box 1459
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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 or 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 Bowers
Interim Town Manager

RESOLUTION NO. 06-R-24
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

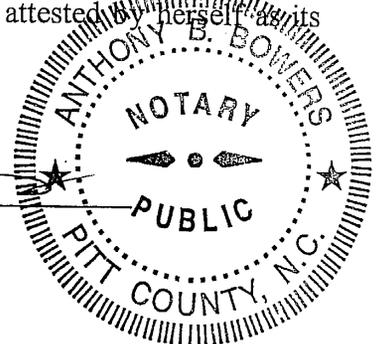
NORTH CAROLINA
PITT COUNTY

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.

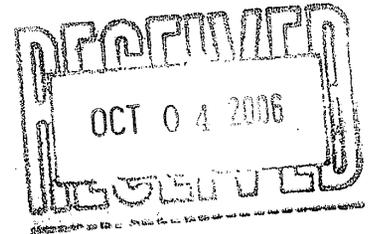
Anthony B. Bowers
Notary Public

My Commission Expires: 6-30-2008





CITY OF GREENVILLE
North Carolina



September 26, 2006

Mayor
Robert D. Parrott

Mayor Pro-Tem
Mildred A. Council

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

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

RE: Corridor 4-EXT as the Preferred Alternative for the Greenville Southwest Bypass

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

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;

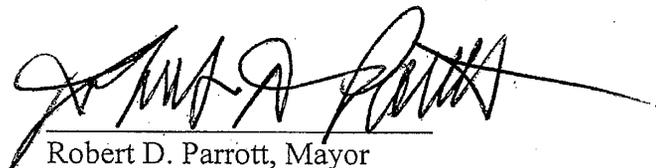
WHEREAS, the purpose and need of the Southwest Bypass highway project is to ease the existing and anticipated traffic congestion on NC 11 (Memorial Drive) in Greenville;

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, City Clerk



**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



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,

Handwritten signature of Patricia Staton in cursive.

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 Tippet
North Carolina Department of Transportation
Mail Service Center #1501
Raleigh, NC 27699-1501

Dear Secretary Tippet:

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,

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

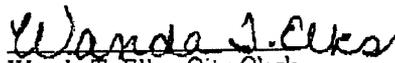
WHEREAS, the Southwest Bypass has been the number one priority project of the Greenville Urban Area MPO since its inception in 1992 and has been identified as a future need in adopted thoroughfare plans as early as 1972; and

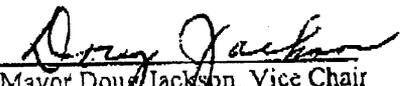
WHEREAS, the purpose and need of the Southwest Bypass highway project is to ease the existing and anticipated traffic congestion on NC 11 (Memorial Drive) in Greenville; and

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


Wanda T. Elks, City Clerk


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