



## Contact the Study Team

If you have any questions or wish to be added to our newsletter mailing list, please call **John Page** or **Bill Rice** on our Toll-Free Project Information Line at **1-(800) 263-2434**. If you call after hours, please leave a recorded message. You can also send an email to: **US64Improvements@pbworld.com**. Finally, you may write the study team at:

**Mr. John Page**  
Parsons Brinckerhoff  
434 Fayetteville Street  
Suite 1500  
Raleigh, NC 27601  
pagej@pbworld.com

**Mr. Ted Devens, PE, MCE**  
NC Department of Transportation  
Project Development and Environmental  
Analysis Unit  
1548 Mail Service Center  
Raleigh, NC 27699-1548  
tedevens@ncdot.gov

## Next Steps

Next steps after the completion of the public review of the DEIS include:



## How to Comment on the DEIS

Comments on the various alternatives and the findings of the DEIS may be mailed, submitted in writing at any of the open houses or public hearings, or presented orally at the hearings. Oral and written comments carry equal weight, and both will become part of the hearing record. Mailed comments should be sent for receipt by May 24, 2012 to:

**Mr. Jamille Robbins**  
Project Development and  
Environmental Analysis Unit  
North Carolina Department of Transportation  
1548 Mail Service Center  
Raleigh, North Carolina 27699

Those wishing to speak at the public hearings can register any of the pre-hearing open houses, at the hearings, by calling the **Toll-Free Project Information Line at 1-(800) 263-2434**, or by calling **Mr. Jamille Robbins at 919-707-6085**. Oral comments will be limited to 3 minutes, although additional comments may be offered after those who have registered have spoken.

## DEIS Review Locations

The DEIS is available for public review at the following locations:

**Tyrrell County Public Library and  
Tyrrell County Administration Office  
in Columbia**

**Dare County Public Library and  
Dare County Clerk's Office  
in Manteo**

**NCDOT Resident Engineer's Office**  
349 Waterplant Road, Unit B  
Manteo, NC

The DEIS, as well as maps of the project alternatives, are posted for online review on NCDOT's website at <http://www.ncdot.org/projects/us64improvements/>.

Maps of the project alternatives also are available for review at the Tyrrell County Administration Office, Dare County Clerk's Office, and NCDOT Resident Engineering Office.

This newsletter is the third in a series to be published by the North Carolina Department of Transportation (NCDOT) to inform the public about the US 64 Improvement Study.

## DRAFT ENVIRONMENTAL IMPACT STATEMENT PUBLISHED/PUBLIC HEARING IN APRIL

The North Carolina Department of Transportation (NCDOT) has completed a Draft Environmental Impact Statement (DEIS) for the US 64 improvements project. This project includes the widening of 27.3 miles of US 64 between Columbia (in Tyrrell County) and US 264 (in Dare County, near Manns Harbor). The DEIS evaluates the potential beneficial and adverse impacts of the US 64 project. The DEIS has been released to provide the public with an opportunity to review and comment on its findings, including the various location and design alternatives under consideration. Public Hearings will be held Monday, April 23, 2012 and Tuesday April 24, 2012 for Tyrrell and Dare Counties, respectively. Please see the final page of this newsletter (page 4) for information about how to provide comments.

Public feedback is critical to helping NCDOT make the right decision on which US 64 improvement alternative to implement. Each Open House Workshop will be informal. Citizens can drop in to ask questions and converse with project team members. Written input can be provided at that time. At the formal hearing, citizens can listen to a presentation and then speak into microphones that record their input. We look forward to receiving your comments.

Key chapters in the DEIS include:

**Summary:** Summarizes the alternatives assessed and potential impacts.

**Chapter 1 | Project Purpose and Need:** This chapter describes why improvements to US 64 are proposed.

**Chapter 2 | Alternatives Analysis:** This chapter describes the location and design alternatives currently under consideration for implementation, as well as earlier alternatives that were examined and then dropped from further consideration during the study process.

**Chapter 3 | Affected Environment:** This chapter describes the existing built and natural environment that is potentially affected by the US 64 project, including:

- Social and Economics
- Land Use and Transportation
- Natural Resources
- Cultural Resources
- Visual Quality and Aesthetics
- Protected and Recreational Lands

**Chapter 4 | Environmental Consequences:** Chapter 4 describes the potential affects to the existing built and natural environment associated with each alternative. In addition to the resources considered in Chapter 3, the following issues also are considered:

- Noise
- Air Quality
- Environmental Justice
- Construction Impacts
- Indirect and Cumulative Effects

## ALTERNATIVES STUDIED IN DETAIL

NCDOT examined many alternatives during this study, and 17 possible alternatives remain for consideration. The No-Build Alternative also is an option. The 27.3-mile US 64 corridor has been divided into five sections to aid the study team in comparing impacts to the natural and built environments. The alternatives under consideration (see map on next page) are:

**Alternative 1A:** South-side widening in Tyrrell County, Section 1.

**Alternative 1B:** North-side widening in Tyrrell County, Section 1.

**East Lake Alternatives:** Thirteen "East Lake Alternatives" that combine various alternatives:

- A bridge approach in Tyrrell County, Section 2.
- Three possible bridge alignments in Section 3 (spanning the Alligator River).
- Numerous bridge approach alignments through the East Lake area in Dare County, Section 4, including north and south-side widening of US 64, a Southern Bypass, and a Northern Bypass.

**Alternative 5A:** South-side widening in Dare County, Section 5.

**Alternative 5B:** North-side widening in Dare County, Section 5.

Every alternative involves a 4-lane, median-divided highway. Within Tyrrell County (Sections 1 and 2), NCDOT is considering whether to build the highway with either a 23-foot or a 46-foot median. In Dare County (Sections 4 and 5), only a 23-foot median is under consideration. The proposed replacement 4-lane bridge would have a median barrier, inside shoulders and rails the same as the Virginia Dare Bridge over Croatan Sound, with the exception of wider shoulders to accommodate bicycles.

## PUBLIC HEARINGS & PRE-HEARING OPEN HOUSE WORKSHOPS

**Monday, April 23, 2012**  
Columbia High School - Auditorium  
902 Main St., Columbia

Pre-Hearing Open House: 4:30 p.m. – 6:30 p.m.  
Formal Presentation: 7 p.m.

**Tuesday, April 24, 2012**

East Lake Community Building  
16674 US Hwy 64, East Lake  
Pre-Hearing Open House: 4:30 p.m. – 6:30 p.m.  
Formal Presentation: 7 p.m.

NCDOT will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who want to participate in this hearing. Anyone requiring special services should contact **Mr. Jamille Robbins at 919-707-6085** as early as possible so that arrangements can be made.

## PARSONS BRINCKERHOFF

434 Fayetteville St, Suite 1500  
Raleigh, NC 27601

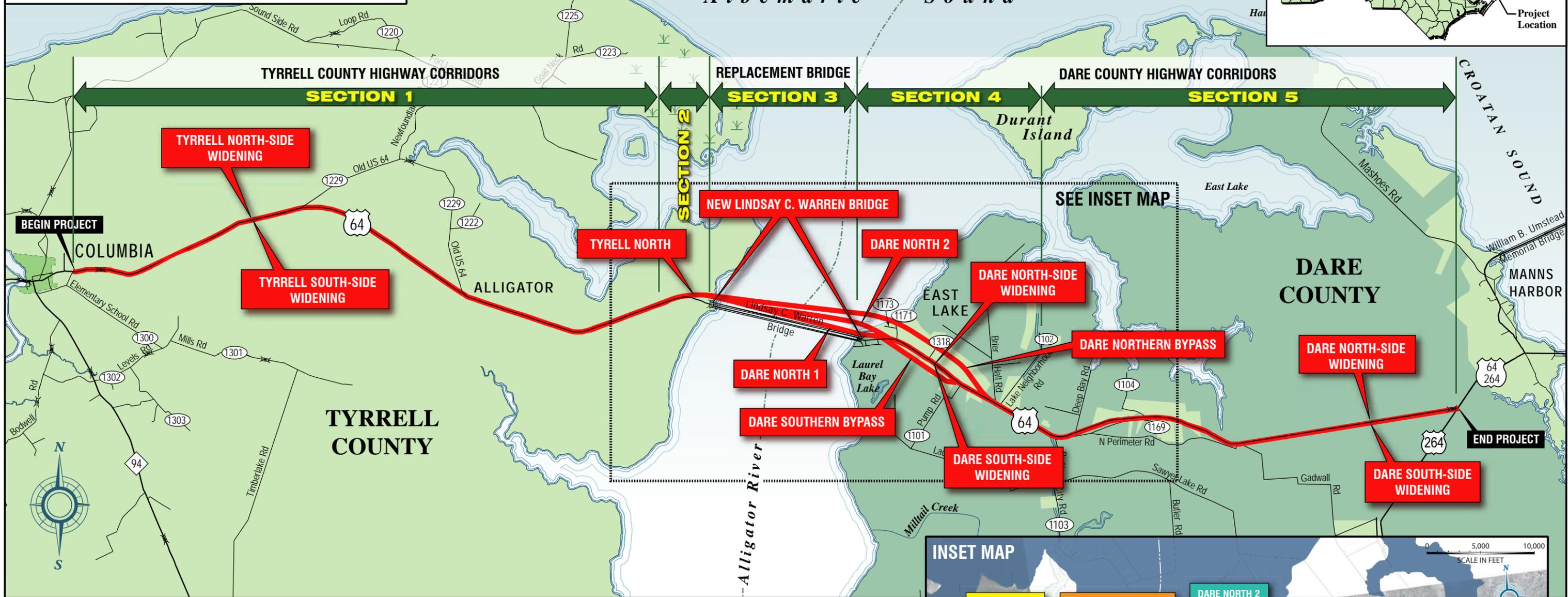


# US 64 IMPROVEMENTS ALTERNATIVES MAP

- Legend**
- Project Alternatives
  - Alligator River National Wildlife Refuge



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS  
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS UNIT

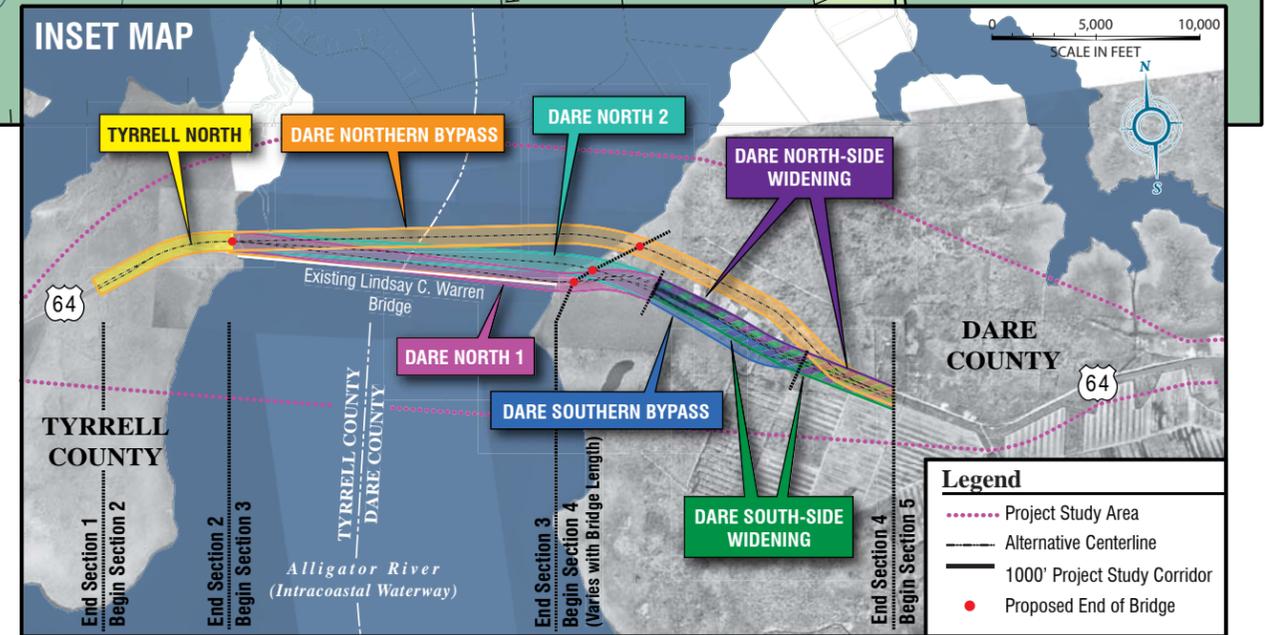


## KEY ENVIRONMENTAL IMPACT CONSIDERATIONS

In Tyrrell County (Section 1), a north-side widening would result in fewer relocations of homes and businesses along US 64 (6 as opposed to 9 to 11 with south-side widening); however impacts to sensitive natural resources generally be less with south-side widening – which would also avoid impacts to the Alligator Community. In the East Lake area in Dare County, community impacts would be minimized by the proposed “Dare Southern Bypass” or “Dare Northern Bypass” alternatives. The Northern Bypass, however, has a substantially higher cost and high impacts to natural resources. The Southern Bypass tends to cause slightly higher impacts to wetlands than the widening alternatives in the East Lake area. A north-side widening alternative in the East Lake area would result in the greatest community impacts, including the relocation of 12 homes, and the displacement of two churches, a fire tower, and the community center. Impacts to sensitive natural resources also are greater with south-side widening in Section 5. Other important environmental impact considerations include minimizing impacts to: low income and minority communities, wetlands, the Alligator River National Wildlife Refuge, Futch Gamelands and other managed lands, and natural resources protected under North Carolina’s Coastal Area Management Act. The DEIS presents far more detail on the differences between the alternatives than is possible to present in this newsletter. Citizens are encouraged to examine the DEIS online via the project website, or at the locations listed on page 4 so that they can understand these differences and how they could affect them, their community, and the important natural resources that surround their community. Again, we look forward to listening to your comments at the public hearing or receiving your written comments, including your concerns and preferences.

## PROJECT SCHEDULE

DEIS distribution and start of public review	February 2012
Final Environmental Impact Statement (FEIS) completion	2014
Record of Decision (ROD) completion	2015



- Legend**
- Project Study Area
  - Alternative Centerline
  - 1000' Project Study Corridor
  - Proposed End of Bridge