

STANTONSBURG ROAD / TENTH STREET CONNECTOR

From Memorial Drive to SR 1702 (Evans Street)

Greenville, Pitt County, North Carolina

WBS No. 35781.1.1

Federal Aid No. STP-0220(26)

TIP PROJECT NO. U-3315

FINDING OF NO SIGNIFICANT IMPACT

U.S. Department of Transportation

Federal Highway Administration

and


North Carolina Department of Transportation

Division of Highways

APPROVED:

12/15/11

Date

for 


Gregory J. Thorpe, Ph.D., Branch Manager

Project Development and Environmental Analysis Branch

North Carolina Department of Transportation

1/24/12

Date

for 

John F. Sullivan III, P.E., Division Administrator

Federal Highway Administration

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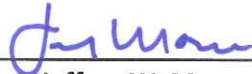
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**Document Prepared by:
Kimley-Horn and Associates, Inc.
for
The City of Greenville**

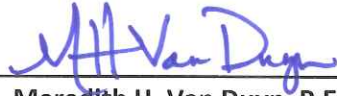
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PROJECT COMMITMENTS

STANTONSBURG ROAD / TENTH STREET CONNECTOR

From Memorial Drive to SR 1702 (Evans Street)
Greenville, Pitt County, North Carolina
WBS No. 35781.1.1, Federal Aid No. STP-0220(26)

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Roadway Design Unit / Utility Coordination Unit:

- The North Carolina Department of Transportation (NCDOT) will coordinate with the North Carolina Department of Environment and Natural Resources (DENR) Public Water Supply Plan Review Section to obtain approval of plans and specifications prior to construction if modifications to the water distribution systems are proposed.
- During the final design phase, NCDOT will analyze whether bicycle accommodations can safely and cost-effectively be extended westward through the Memorial Drive intersection and eastward through Evans Street. Designers will consider whether to direct bicyclists to merge into traffic or onto a separate facility, if available.

Roadway Design Unit:

- NCDOT will coordinate with the City of Greenville during final design to determine the location(s) of bus turn-outs.

Roadway Design Unit / Rail Division:

- NCDOT will contact CSX Transportation during final design to verify and/or negotiate future railroad needs along the 'AA' line. Bridge design will be based on railroad requirements. Roadway profiles will allow UNX Corporation to retain their spur track along Pitt Street. All information relating to the railroad such as track alignment, horizontal and vertical clearances related to proposed bridges, additional and future track layout requirements, location of maintenance roads and flagging protection requirements will be submitted to CSXT for verification prior to construction.

Project Development and Environmental Analysis (PDEA) Branch:

- NCDOT has developed a Memorandum of Agreement with the City of Greenville to address cost-share on non-standard design elements such as: bridge and cross-section design, sidewalk, additional landscaping, and street lighting.
- During final design, NCDOT will coordinate with the State Historic Preservation Office (HPO) on contract specifications for a brick-façade treatment on the bridge approach retaining walls, the type of bridge guardrail, landscape treatment through the Tobacco Warehouse Historic District and the Dickinson Avenue Historic District, design of a pedestrian or multi-use path on either side of the bridge, and the location of the bridge approach near the CSX rail spur (so that the design returns to existing grade). NCDOT also will coordinate final signage through the Tobacco Warehouse Historic District with HPO.

Project Development and Environmental Analysis (PDEA) Branch / Right of Way Branch:

- During the right of way acquisition phase, NCDOT will coordinate with the City of Greenville on the implementation of the City's Tenth Street Supplemental Relocation Program, which will be conducted as a separate City program that supplements the relocation assistance administered by NCDOT through the Uniform Relocation Act.

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1. Type of Action

This Finding of No Significant Impact (FONSI) is a Federal Highway Administration (FHWA) administrative action. The North Carolina Department of Transportation (NCDOT) and FHWA have determined that the Selected Alternative for this project (Alternative J-Modified) will not cause a significant adverse impact to the human or natural environment. This FONSI is based on the Environmental Assessment (EA), which was independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. After the EA was distributed, NCDOT announced and held a Combined Public Hearing on November 16, 2010 in Greenville, North Carolina. Public and agency comments were recorded and considered (see **Section 6** and Appendix A), prior to determining the selected alternative. The EA was approved by FHWA on September 29, 2010. Subsequent agency and public involvement following the publication of the EA provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required.

2. Description of Proposed Action

The City of Greenville and NCDOT propose to directly connect Stantonsburg Road with Tenth Street, including a grade separation at the CSX Transportation (CSX) Rail Line. The new road will be a multi-lane facility on new and existing location. The proposed project connects Stantonsburg Road with Tenth Street to provide a critical east-west connection across Greenville and is also intended to provide a gateway entrance into downtown Greenville. Project vicinity and study area maps are shown in **Figures 1 and 2**. Photographs along the study corridor are included in **Figure 3**.

Specifically, this project proposes to widen Farmville Boulevard beginning at Memorial Drive (150-foot typical section), connect Farmville Boulevard on new location to Tenth Street, cross Dickinson Avenue and the CSX Rail Line with a grade separation, and widen Tenth Street (120-foot typical section) to Evans Street.

This project is included in the *2011-2020 NCDOT State Transportation Improvement Program (STIP)* as Project U-3315. The *2011-2020 STIP* indicates that right of way acquisition is scheduled to begin in Federal Fiscal Year (FFY) 2012, and construction is scheduled to begin in FFY 2014. Table 1 details a current estimated cost of \$47,900,000 for the project (Alternative J-Modified).

Table 1 – Cost Estimate for Alternative J-Modified

Item	Cost Estimate for Alternative J-Modified
Construction	\$19,600,000
Right of Way	\$26,818,200
Utilities	\$1,466,670
Total Project Cost	\$47,900,000

The need to directly connect Stantonsburg Road to Tenth Street, provide a grade separation at the CSX Rail Line, and provide a “gateway corridor” is demonstrated by the following summary of existing and projected conditions and plans:

- *Connectivity* – A need for greater connectivity exists between:
 - Pitt County Memorial Hospital (PCMH) and areas to the east;
 - Downtown Greenville & East Carolina University (ECU) main campus with areas to the west; and
 - The main ECU campus and the Health Science campus that lies to the west near PCMH.

As Greenville, ECU, and PCMH continue to grow, the demand to move east-west and from one side of Greenville to the other side also will increase. In addition to motorized vehicular access, this need includes improved pedestrian and bicycle facilities. Currently, the most direct travel path from Stantonsburg Road / Memorial Drive to Tenth Street / Evans Street is along Farmville Boulevard, to Fourteenth Street, to Dickinson Avenue, and then to Tenth Street, which includes three (3) 90-degree turns at signalized intersections. This path carries between 12,200 vehicles per day (vpd) and 15,400 vpd. Future traffic volumes are anticipated to increase between 22,800 and 28,300 vpd by the design year of 2030. Existing levels of service (LOS) range from LOS B to LOS E. Future No Build conditions are projected to deteriorate to unacceptable levels of service (LOS E or F) at two intersections in the study area by approximately 2013, a third intersection by approximately 2016, and a fourth intersection by approximately 2026.

- *Grade Separation / Emergency Access* – No direct route exists from east Greenville to PCMH / Health Science campus without at-grade crossings of the north-south CSX railroad track. The proximity of the railroad switching yard (see **Figure 1**) frequently causes trains to block all of the major east-west corridors providing access to the hospital. This critically impacts travel time and access for emergency vehicles and citizens with medical emergencies approaching or departing the hospital campus from central and east Greenville, as well as many parts of eastern North Carolina, since PCMH is the primary major medical center serving the northeastern part of the state. Additionally, there is no predictability concerning the train movements; consequently public safety officials have no advance notice regarding when these roads will be blocked. A grade separation meets a critical need to improve safety by providing unimpeded access to the PCMH service area from east of Greenville.
- *Gateway Corridor* – The need for a gateway corridor was identified by community members at public meetings and during interviews conducted with stakeholders. Currently, roads entering the City of Greenville from the west do not have a “gateway” entrance into the City that creates a perception or sense of arrival or welcome. The existing road network also does not provide visitors with a clear direction to the locations of key facilities. The Stantonsburg Road / Tenth Street Connector Project is shown in the City’s comprehensive plan, *Horizons*, as both a gateway corridor and a connector corridor. The proposed project would function as an important and

aesthetic entranceway to the City (gateway corridor) and would carry high volumes of traffic traveling at moderate speeds into and through the City (connector corridor).

The purpose of the proposed action consists of the following:

- Provide a grade-separated connection at the CSX Rail Line from the eastern part of Greenville to Pitt County Memorial Hospital (PCMH) / Health Science campus to improve emergency access.
- Increase direct connectivity between PCMH / Health Science campus, downtown Greenville, East Carolina University (ECU)'s main campus, and areas to the east and west of these locations, and create a direct connection between Stantonsburg Road and Tenth Street to improve vehicular, pedestrian, and bicycle access, and to maintain acceptable traffic levels of service in the future.
- Provide a "gateway" into the City of Greenville that conforms with currently approved transportation enhancement and comprehensive plans.

3. Alternatives Considered

Before developing any initial alignment options, the project team began public involvement activities to solicit input from local residents and stakeholders. The first Community Informational Workshop (CIW) for this project was held at Sheppard Memorial Library in Greenville on January 30-31, 2006. Attendees were asked to express their ideas for the project by sketching corridors on aerial mapping. Six (6) alignment options (Options A, B, C, D, E, and F) were suggested. (These alignment options are shown in the Environmental Assessment.)

Option A – Widen existing roads along Farmville Boulevard, Fourteenth Street, and Dickinson Avenue. Create a railroad grade separation with the intersection of Tenth Street and Dickinson Avenue.

Option B – Proposed that the entire project be built on a bridge, beginning west of Bancroft Avenue and continuing to Tenth Street east of the railroad.

Option C – Widen Farmville Boulevard, and then use new location, curving north, to Spruce Street. Widen Spruce Street to Columbia Avenue. Use new location from Columbia Avenue to Tenth Street, including grade separation with the railroad and Dickinson Avenue.

Option D – Widen Farmville Boulevard, and then use new location, curving south, to Tenth Street. Include a grade separation with the railroad and Dickinson Avenue.

Option E – Use / widen Memorial Drive from Stantonsburg Road to West Fifth Street (formerly Martin Luther King, Jr. Drive). Widen West Fifth Street from Memorial Drive to McKinley / Ward Street. On

new location, connect West Fifth Street from McKinley / Ward Street to Tenth Street, using a grade separation with the railroad.

Option F – Beginning at Moye Boulevard and Stantonsburg Road, follow Moye Boulevard southeast to Chestnut Street. Beginning approximately at Chestnut Street, use new location to the east / northeast to connect to Dickinson Avenue. Follow Dickinson Avenue to Tenth Street, including a grade separation with the railroad with Dickinson Avenue to Tenth Street as the major movement.

Following the workshop, three (3) additional options (Options G, H, and J) were developed by the project team. Options G, H, and J (described below) are variations of the citizens' Option C with modifications to avoid impacts to specific community features, while still meeting the project purpose. Due to similarity of appearance to the number "1," no options were alphabetically named "Option I."

Option G – Widen Farmville Boulevard to the south, and then use new location, curving north (parallel to Spruce Street) from Fourteenth Street to Tenth Street, including a grade separation with the railroad and Dickinson Avenue. Widen Tenth Street predominantly to the north side until connection to Evans Street.

Option H - Widen Farmville Boulevard to the north, and then use new location from Fourteenth Street to Tenth Street, including a grade separation with the railroad and Dickinson Avenue. Widen Tenth Street predominantly to the north side until connection to Evans Street.

Option J - Widen Farmville Boulevard symmetrically, and then use new location, curving south, from Fourteenth Street to Tenth Street, including a grade separation with the railroad and Dickinson Avenue. Widen Tenth Street symmetrically until connection to Evans Street.

On September 27, 2006, NCDOT and FHWA reviewed the nine (9) initial alignment options and noted that Options A, B, D, E, and F did not appear reasonable and/or feasible. NCDOT and FHWA suggested showing Options C and G in a combined corridor and Options H and J in a combined corridor (due to similarity of alignment) to allow flexibility in design. The Steering Committee (consisting of representatives from the City of Greenville, NCDOT, Pitt County Memorial Hospital, and East Carolina University) agreed on October 17, 2006 that Options C, G, H, and J should be studied in further detail. The committee also agreed that Options C, G, H, and J should be shown in two corridors, with one corridor including Options C and G, and the other corridor including Options H and J. On October 30, 2006, NCDOT suggested that the corridors should be combined into one large corridor, with the Options shown in different colors. These nine (9) initial alignment options were presented to the community at the January 2007 workshop. Options C, G, H, and J were shown on maps individually and in a combined study corridor, with the recommendation to study Options C, G, H, and J in more detail. The study corridor was designed to be sufficiently wide enough to accommodate several widening and new location alignments that were variations of Option C.

After reviewing Options G and J further, the project team recognized that slight changes to the alignment would potentially result in fewer relocation impacts. The alignments of Options G and J were slightly modified (referred to as “Option G-Modified” and “Option J-Modified”) based on environmental constraints, local issues, and citizens’ concerns to reduce potential impacts. Options G-Modified and J-Modified are described in following text. Proposed roadway improvements for Options G-Modified and J-Modified widen toward the south side of the intersection of Farmville Boulevard and Memorial Drive to avoid impacts to Mt. Philippi Church of Christ (now Sycamore Chapel Baptist Church).

Option G-Modified - Option G-Modified widens Farmville Boulevard to the south, curves slightly north onto new location, and then widens Tenth Street to the north side until connection to Evans Street.

Option J-Modified - Widens Farmville Boulevard to the south side for approximately 0.1-mile, transitions to symmetrical widening, curves slightly north onto new location between Fourteenth Street and Dickinson Avenue, and then widens Tenth Street to the north side until connection to Evans Street.

The No Build Alternative would not directly connect Stantonburg Road with Tenth Street or alleviate traffic delays caused by the intersection with the CSX Rail Line. In addition, the No Build option would not fulfill local plans to create a “gateway” into Greenville. The No Build Alternative would not incur any right of way or construction impacts, but it does not address the issues identified in the purpose and need for the project. It is not compatible with NCDOT’s or the City’s transportation goals and would not meet regional transportation needs or project objectives. The No Build Alternative has been retained in this document to serve as a basis for comparing impacts and benefits of the Build alternatives but was eliminated as a viable alternative.

Based on public input about local issues and concerns and estimated impacts, the Steering Committee eliminated the No Build option and Options A, B, C, D, E, and F from further consideration on November 29, 2007. In a meeting with the City and NCDOT on February 19, 2008, Options G-Modified, H, and J-Modified were re-named Alternative G-Modified, Alternative H, and Alternative J-Modified. Throughout 2008 and 2009, various small group meetings, workshops, Steering Committee meetings, local officials meetings, and Citizens Advisory Committee (CAC) meetings were held to discuss Alternatives G-Modified, H, and J-Modified. The project team analyzed public input, recommendations from the CAC, approved technical reports, information, and studies completed for this project over the past four years. On November 17, 2009, the Steering Committee voted to move forward with Alternative J-Modified as the Preferred Alternative into the Environmental Assessment and Public Hearing process.

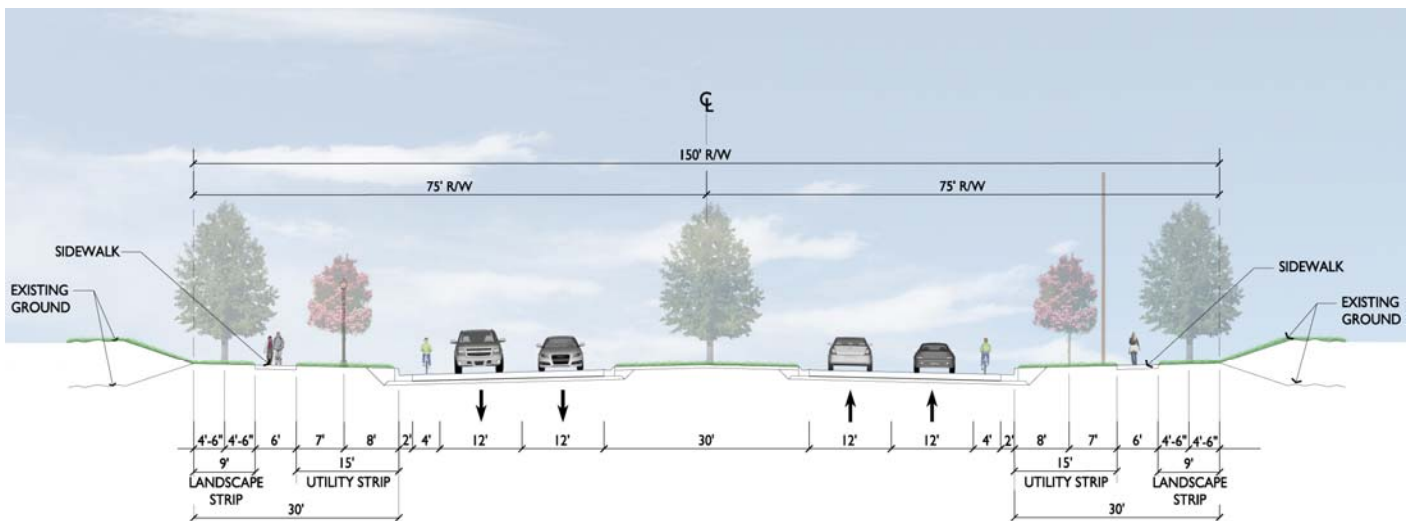
Public involvement activities continued through 2010, including a CAC meeting (June 16, 2010), a joint Steering Committee / CAC meeting (August 26, 2010), newsletters (May and November 2010), and a business owners’ resource meeting (November 9, 2010). A Local Officials Meeting, Pre-Hearing Open House, and Combined Public Hearing were held on November 16, 2010 in Greenville, presenting Alternative J-Modified as the Preferred Alternative. Comments received from agencies regarding the EA

and from citizens during the Public Hearing and/or 30-day comment period are included in **Section 6 and Appendix A**.

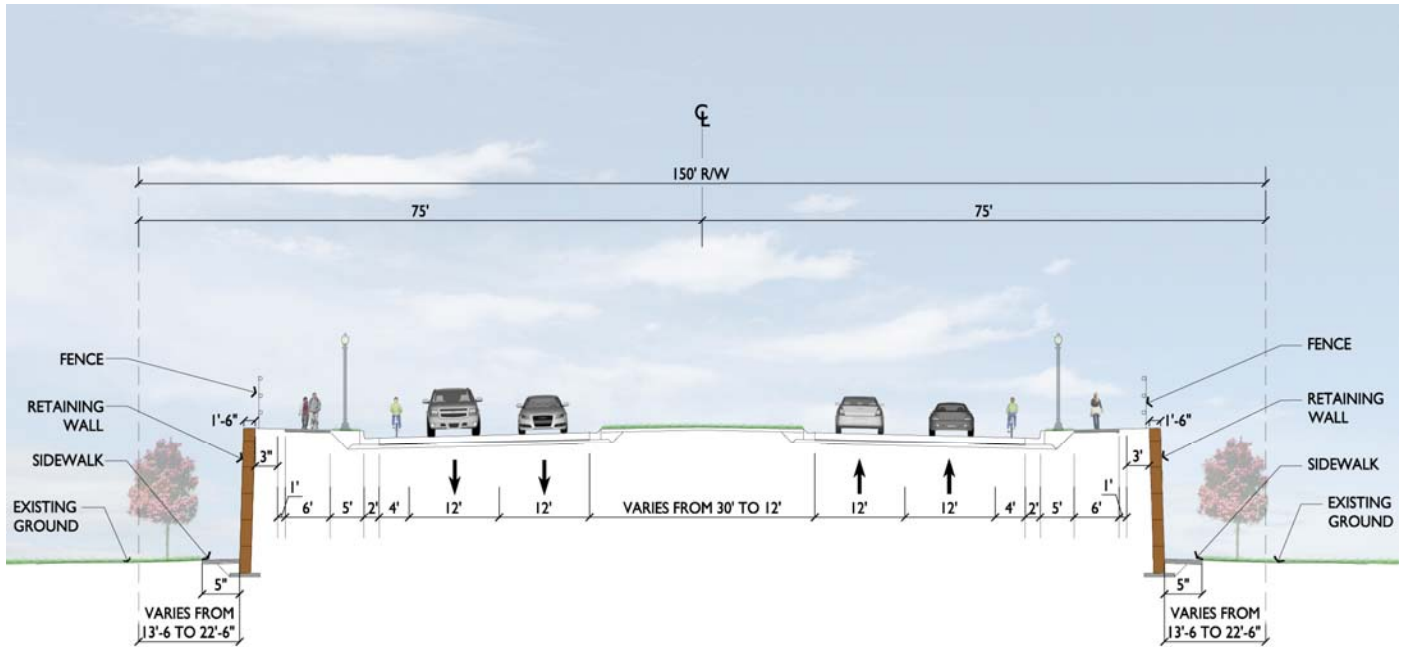
4. Selected Alternative

Alternative J-Modified (shown in **Figure 4**) is the Selected Alternative and proposes to widen Farmville Boulevard asymmetrically to the south side for a total typical section width of 150 feet, beginning at Memorial Drive to approximately 0.1-mile east. Alternative J-Modified then transitions to symmetrical widening on Farmville Boulevard (same 150-foot typical section) and uses new location between Fourteenth Street and Dickinson Avenue. The typical section width narrows to 75 feet on the bridge crossing the CSX Rail Line and Dickinson Avenue. From the easternmost bridge approach to Evans Street, Alternative J-Modified widens Tenth Street to the north side, with a 120-foot typical section. Typical sections are included below.

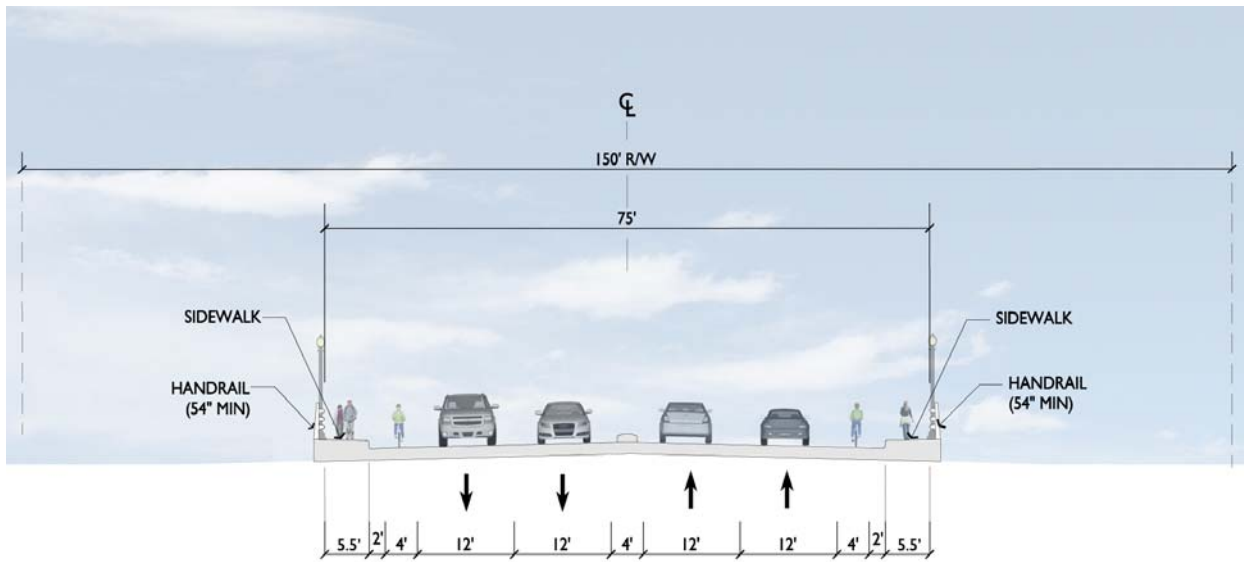
Alternative J-Modified was originally developed as a variation of Option C, which citizens suggested during initial project workshops in 2006. Slight revisions to reduce potential impacts from Alternative J-Modified were completed following extensive public involvement efforts, and citizens expressed general support for Alternative J-Modified. Greenville residents living along Farmville Boulevard submitted a petition to the City in support of Alternative J-Modified. While the Selected Alternative would result in one more relocation than Alternative H and five more relocations than Alternative G-Modified, citizens with homes along Farmville Boulevard that would be impacted expressed support for Alternative J-Modified. In addition to community support, Alternative J-Modified would result in fewer business relocations than Alternatives G-Modified and H, which was expressed as an important local concern by citizens.



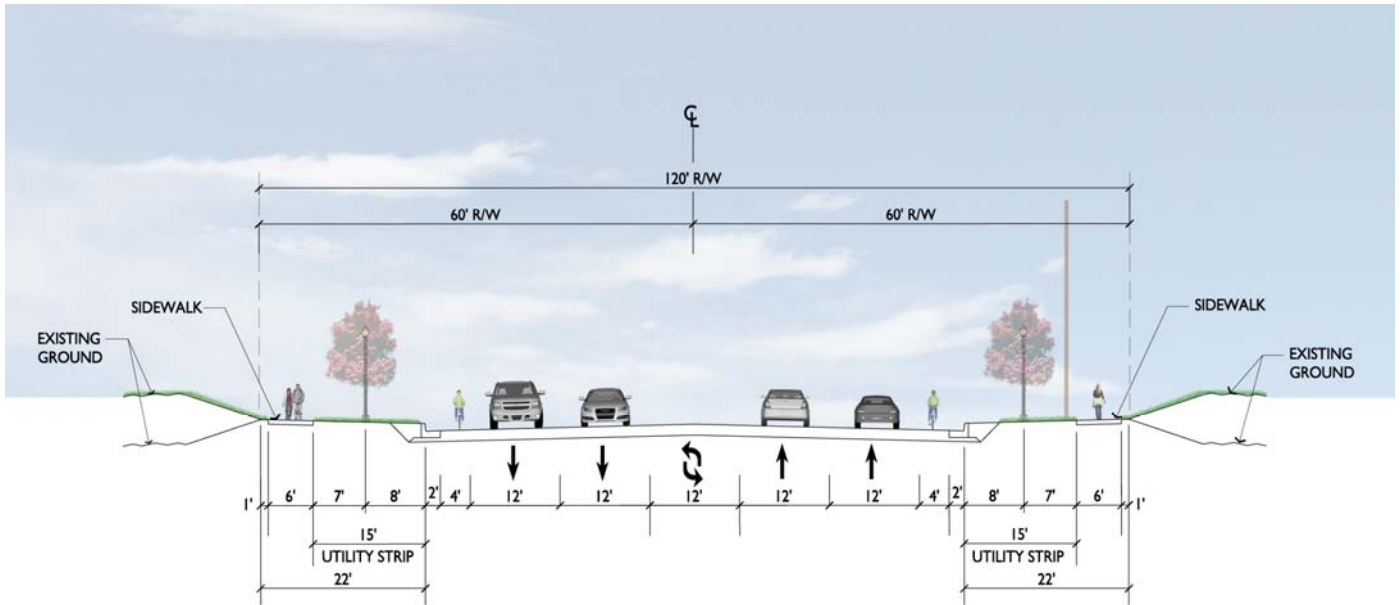
Typical Section from Memorial Drive to the Transition to a Grade Separation



Typical Section of the Transition to a Grade Separation



Typical Section of the Bridge



Typical Section from the Easternmost Bridge Approach to Evans Street

5. Summary of Project Impacts

This section presents a summary of the impacts of the Selected Alternative (also listed in **Table 2**).

Land Use and Transportation Plans

Alternative J-Modified is consistent with local land use and transportation plans, including the *Horizons Comprehensive Plan* (February 2004) and *Horizons Plan Update* (December 2010), *Center City – West Greenville Revitalization Plan* (December 2005, March 2006), and *Greenville Urban Area Thoroughfare Plan* (2005).

Natural Resources

There are no streams, wetlands, High Quality Waters, or Outstanding Water Resources in the project study area, and therefore no impacts occur to these resources. No distinct biotic communities were identified in the project study area, which is urban with maintained-disturbed vegetated areas. The terrestrial species expected to be found in the study area are those found in urban environments and are not likely to be negatively impacted as a result of project construction. Alternative J-Modified is not anticipated to affect any federally protected species or federal species of concern.

Cultural Resources

- HPO issued the following determination for Alternative J-Modified:
 - No Adverse Effect on the Tobacco Warehouse Historic District and Boundary Increase if the right of way is restricted to 120 feet wide and the design returns to existing grade before the Historic District Boundary.

- No Effect on the Pure Oil Station (located on the northwest corner of Tenth and Evans Streets), given that the roadway taper ends before the property boundary and ties into the existing curb. Final roadway design must require no permanent easement or property taken from this parcel.

FHWA, in consultation with the North Carolina State Historic Preservation Office (HPO), determined on June 30, 2009 that Alternative J-Modified will have No Effect on the Great Swamp Primitive Baptist Church, Jacob W. Higgs House, Perkins Town – Cherry View Historic District, or the Pure Oil Station (given commitments). Historic resources and community facilities are shown on **Figure 5**.

HPO and FHWA determined that the proposed project would have No Adverse Effect on the Tobacco Warehouse Historic District and Boundary Increase given the conditions that the roadway returns to existing grade before the Historic District boundary and is restricted to a 120-foot total right of way width from the eastern bridge approach to Evans Street. It was also determined that the proposed project would have No Adverse Effect on the Dickinson Avenue Historic District, with the commitment that coordination occurs between NCDOT Historic Architecture Group and HPO during final design on the following details: landscape treatment, brick façade retaining walls, decorative guardrail on the bridge, and the pedestrian path (sidewalks on the bridge and connecting to Dickinson Avenue). There will be no impact to historic structures in the historic districts.

In a memorandum dated February 14, 2006, the HPO stated that, based on their knowledge of the area, it is unlikely any archaeological resources that may be eligible for inclusion in the National Register of Historic Places will be affected by the project. HPO therefore recommended that no archaeological investigation be conducted in connection with this project. A copy of the February 14, 2006 correspondence was included in the EA.

Section 4(f) / 6(f) Resources

Resources protected under Section 4(f) of the DOT Act of 1966 include publicly owned public parks, recreation areas, historic resources, and wildlife and waterfowl refuges. As explained in the EA, FHWA has determined that Beatrice Maye Park is not considered a resource protected under Section 4(f). A copy of this correspondence is included in **Appendix B**.

The following sites inside the study area are historic resources protected under Section 4(f):

Properties Listed in the National Register of Historic Places:

- **Dickinson Avenue Historic District**, roughly including properties facing Dickinson Avenue between Reade Circle and Tenth Street and Pitt, Atlantic, and Albemarle Streets north from Tenth Street.
- **Greenville, North Carolina Tobacco Warehouse Historic District and Greenville, North Carolina Tobacco Warehouse Historic District Boundary Increase**, including properties on Eighth, Ninth,

Tenth, Eleventh, Twelfth, Ficklen, Pitt, and Washington Streets and the north side of Eleventh Street flanking Clark Street.

Properties Previously Determined Eligible for the National Register:

- **Perkins Town-Cherry View Historic District**, roughly bounded by West Fifth Street (formerly Martin Luther King, Jr. Drive) and Albemarle, Fleming, Tyson, and Bancroft Streets.

Properties Evaluated and Determined Eligible for the National Register:

- **Jacob W. Higgs House**, 1112 Dickinson Avenue (also designated as a Local Landmark by the City of Greenville).
- **Great Swamp Primitive Baptist Church**, 911 Forbes Street.
- **Pure Oil Station**, West Ninth and Evans Streets.

Through coordination with HPO and given the project commitments described in the *Cultural Resources* section of this FONSI, FHWA issued a *de minimis* finding for the Tobacco Warehouse Historic District and Boundary Increase after considering impact avoidance (which resulted in a No Adverse Effect), minimization, and mitigation measures for this project. A copy of the historic concurrence and FHWA *de minimis* finding is included in **Appendix B**. A Section 4(f) evaluation for the use of these resources is not required.

Section 6(f) of the Land and Water Conservation Act protects recreation lands that have received Land and Water Conservation Fund money. No Section 6(f) resources are in the study area.

Relocations

Alternative J-Modified would require the relocation of 30 residences, 24 businesses, and seven institutions. The seven institutional organizations include one medium-sized church, three non-profit organizations, and three other institutions that offer counseling, food services, and/or worship services. No schools or other community facilities would be impacted.

Social Effects

Although the proposed project would directly impact the Farmville Boulevard neighborhood through relocations, it would result in the least fragmentation compared with other alternatives studied (as summarized in the EA). **Figure 6** shows the location of neighborhoods in West Greenville. During public meetings and through a petition to the City, residents on Farmville Boulevard (between Line Avenue /Bancroft Avenue and Fourteenth Street) expressed their desire to be relocated rather than having the project only impact a portion of the properties (by widening to only one side of the road). Alternative J-Modified would affect the Higgs Brothers neighborhood through relocations and changes to access. Minor impacts to cohesion are anticipated within the Higgs Brothers neighborhood and between the Higgs Brothers and Higgs Town neighborhoods.

Farmville Boulevard currently acts as a physical barrier within central West Greenville. With the construction of the connector in conjunction with other redevelopment in the area, overall east-west connectivity is anticipated to improve through West Greenville. The new median, sidewalks, bicycle lanes, and aesthetic landscaping elements are expected to enhance the traveling experience for residents and visitors and may encourage additional movement north and south across Farmville Boulevard and along the new connector.

The demographic study area population is 97.5% minority and 31.7% below poverty level. An environmental justice analysis was performed to determine the potential impacts of this project on these residents. The analysis concluded that with the avoidance, minimization, and mitigation actions proposed as part of this project, there are no disproportionately high and adverse effects on minority and low-income populations. A benefits/burdens analysis determined that the construction of this project would result in improvements to vehicular, pedestrian, and bicycle access for minority and low-income populations, as well as for other residents in Greenville and surrounding communities. With knowledge of the City's Tenth Street Connector Supplemental Relocation Program, residents on Farmville Boulevard stated that they would prefer to live in a quieter, local residential neighborhood rather than live on a four-lane road with heavy traffic. Therefore, numerous residents may benefit from the City's relocation program as a result of this project.

Economic Effects

The proposed project would affect businesses through relocations, changes in access, and potential changes in pass-by travel patterns. Alternative J-Modified would require the relocation of 24 businesses, many of which are rentals. NCDOT will offer relocation assistance to businesses that will be directly impacted by this project as part of the Uniform Relocation Assistance and Real Property Acquisition Policies Act (1970, as amended in 1987).

Indirect and Cumulative Effects

This project is anticipated to have no short-term and minimal long-term adverse indirect effects. The new road will provide a direct connection between west and east Greenville and is expected to reduce travel time by half. The new connector is anticipated to help facilitate a change in land use in West Greenville from residential to office / institutional / multi-family and mixed use / office / institutional, which was identified as part of the City's approved comprehensive plan. No short-term or long-term cumulative effects are expected.

Flood Hazard Evaluation

No change to a FEMA floodplain or floodway is anticipated as a result of this project. The project will not encroach upon established special flood hazard areas or floodways.

Traffic Noise Analysis

The 2030 Alternative J-Modified condition predicted that 33 noise receivers (representing 104 dwelling units, one church, and one historic site) will exceed the Noise Abatement Criteria (NAC). Of the receivers that exceed the NAC, most of these are actually relocated as a result of the selected alternative. The receivers that exceed the NAC along the corridor are primarily residential, with a few

churches and historic districts. These potentially impacted receivers are located in close proximity along the corridor and include multiple streets and driveways with direct access to the roadway.

Temporary noise impacts during construction are expected.

Noise barriers are not recommended as part of this project. Any break in a continuous noise barrier would reduce or eliminate its effectiveness. For a noise wall design to be effective in a residential setting, highway designs must deny driveway access to the proposed roadway and close side street access points, which is not reasonable for this location. In addition, noise abatement walls along the corridor would limit sight distance to vehicles entering from side streets and adjacent developments, causing a potential safety hazard.

Air Quality Analysis

Pitt County conforms with air attainment standards for all air pollutants regulated under the National Ambient Air Quality Standards. Neither a detailed microscale “hotspot” analysis nor a detailed PM2.5 microscale analysis is required. This project was determined to have low potential for Mobile Source Air Toxic (MSAT) effects. Temporary degradation of the air quality in the project area may result due to dust and exhaust from construction equipment. During construction the Engineer will monitor dust conditions and implement appropriate dust control measures as are deemed necessary.

Hazardous Materials

According to a geotechnical report by NCDOT (October 9, 2009), 21 possible petroleum underground storage tank (UST) facilities, four dry cleaners, two body shops, and one garage were identified within the proposed project corridor. It is anticipated that low monetary and scheduling impacts will result from these sites. No hazardous waste sites or apparent landfills were identified within the project limits.

Table 2 – Impact Matrix for Alternative J-Modified

Relocations	Alternative J-Modified Impact
Residential	30
Business	24
Institutional (Church / Non-Profit)	1 / 6 ¹
Total Relocations	61
Low-Income Relocates	27
Minority Population Impacts ²	39
Vacant /Abandoned Properties (Not included in Relocation Total)	7
Wetlands (acres)	0
Stream Impacts (linear feet)	0
Schools Affected ³	0
Recreation Areas and Parks ⁴	1
Cemeteries Affected	0
Archaeological Sites Affected	0
Historic Property Impacts ⁵	No structures taken – see note below.
Federally Protected Species Present in Corridor	0
100-Year Floodplain and Floodway Crossings	0
Hazardous Materials Sites ⁶	Low Impacts Anticipated – see note below.
Impacted Noise Receivers ⁷	33

Table 2 Footnotes:

¹ – Includes one medium-sized church; three non-profits; and three other institutions that offer counseling, food services, and/or worship services.

² – Minority population impacts (included in the reported 61 total relocations) include 30 residential relocations, 3 business relocations, and 6 non-profit or other organizations that offer counseling, food services, and/or worship services.

³ – Sadie Saulter Elementary School will no longer operate as a regular K-5 school after the 2010 school year. Instead, it is being converted to a Pre-Kindergarten center and office building.

⁴ – FHWA has determined that a Section 4(f) evaluation for minor impacts to the Beatrice Maye Garden Park is not required.

⁵ – NCDOT, FHWA, and HPO concurred on June 30, 2009 that Alternative J-Modified would have No Effect on the Great Swamp Primitive Baptist Church, Jacob Higgs House, Perkins Town/Cherry View Historic District, and the Pure Oil Station (with commitments). Alternative J-Modified will have No Adverse Effect (with commitments) on the Dickinson Avenue Historic District and the Tobacco Warehouse Historic District and Boundary Increase. FHWA intends to use HPO's concurrence as a basis of a "de minimis" finding, pursuant to Section 4(f).

⁶ – Twenty-one possible UST facilities, four dry cleaners, two body shops, and one garage were identified within the project corridor. Low monetary and scheduling impacts resulting from these sites are anticipated.

⁷ – Twenty-two receivers (representing 68 dwelling units and one church) would exceed the NAC in the 2030 No Build condition.

6. Comments and Coordination

6.1 Circulation of the Environmental Assessment

The EA for this project was approved by the FHWA and NCDOT on September 29, 2010. Copies of the approved EA were circulated to the following federal, state, and local agencies for review and comments. Written comments were received from agencies noted with an asterisk (*). Comments are listed in **Section 6.2**, and copies of these letters are included in **Appendix A**.

Federal Agencies

- U.S. Army Corps of Engineers
- * U.S. Department of the Interior, Fish and Wildlife Service
- * U.S. Environmental Protection Agency
- Advisory Council on Historic Preservation
- U.S. Department of Housing and Urban Development
- Federal Railroad Administration
- U.S. Geological Survey

State Agencies

- NC Department of Administration – State Clearinghouse
- NC Department of Environment and Natural Resources, Division of Coastal Management
- NC Dept of Environment and Natural Resources, General Distribution (to Div. of Water Quality)

Local Agencies

- City of Greenville
- Greenville Urban Area Municipal Planning Organization
- Pitt County (Commission, Manager, Emergency Management, Sherriff)
- Pitt County Memorial Hospital
- East Carolina University

The EA and Combined Public Hearing maps were available for public review in Greenville at the following locations. The Public Hearing maps were also posted on NCDOT's website.

- NCDOT Division 2 Engineer's Office (105 Pactolus Highway / NC 33)
- City of Greenville Public Works Department (1500 Beatty Street)
- Sheppard Memorial Library (530 Evans Street)

6.2 Agency Comments Received on the Environmental Assessment

Agency comments regarding the contents of the EA are as follows, and copies of agency letters are included in **Appendix A**.

U.S. Department of the Interior, Fish and Wildlife Service (October 20, 2010)

“Due to the urban nature of the project area and lack of fish and wildlife habitat, the Service does not have any concerns for this project. We concur that the project will have no effect on federally threatened or endangered species. The Service appreciates the opportunity to comment on this project.”

Response: Comment noted.

U.S. Environmental Protection Agency (November 8, 2010)

“Chapter 5, Pages 47 to 51 of the EA, includes the summary of the full Environmental Justice analysis that was performed in the U-3315 Community Impact Assessment issued October of 2009. EPA requests a copy of this document for further review. Table 17 concerning the demographics of the study area compared to the City of Greenville and Pitt County is unclear to EPA with respect to Item #1 Principle regarding ‘disproportionately high and adverse human health and environmental effects on minority and low-income populations.’ EPA acknowledges that a substantial amount of public involvement and community input was part of the NEPA process for the proposed project. EPA requests that a copy of the aforementioned report cited in the EA on Environmental Justice issues be forwarded for formal review as part of the EA.”

Response: A copy of the *U-3315 Community Impact Assessment* has been made available to the EPA. The following text is taken from the Social Effects section of the Executive Summary of the EA and summarizes the conclusions drawn from community studies for the project:

While Alternative J-Modified would directly impact the Farmville Boulevard neighborhood through relocations, it would result in the least fragmentation compared with the previously studied roadway alignments. Residents on Farmville Boulevard between Line Avenue / Bancroft Avenue and Fourteenth Street have expressed the desire during public meetings and through a petition to the City of Greenville to be relocated rather than have the project only impact a portion of the properties (by widening to only one side of the road).

Farmville Boulevard currently acts as a physical barrier within central West Greenville. With the construction of the connector in conjunction with other redevelopment in the area, overall connectivity is anticipated to improve through West Greenville. The median, sidewalks, bicycle lanes, and landscaping elements are expected to enhance the traveling experience for residents and visitors and may encourage additional movement north and south across Farmville Boulevard and along the new connector.

The demographic study area population is 97.5% minority and 31.7% below poverty. An environmental justice analysis was performed to determine the potential impacts of this project on these residents. The analysis concluded that with the avoidance, minimization, and mitigation actions proposed as part of this project, there are no disproportionately high and adverse effects on minority and low-income populations. A benefits/burdens analysis determined that the construction of this project would result in improvements to vehicular, pedestrian, and bicycle access for minority and low-income populations, as well as for other residents in Greenville and surrounding communities. With the City's Tenth Street Connector Supplemental Relocation Program, residents on Farmville Boulevard have stated that they would prefer to live in a residential neighborhood rather than live on a four-lane roadway with heavy traffic; the potential benefit to residents as part of this program would only be provided to the community as part of this project.

6.3 Public Officials Meeting

A meeting was held with local elected officials on November 16, 2010 at the Greenville City Hall. The meeting was held prior to the Pre-Hearing Open House and Combined Public Hearing (see below). Three City Council Members, the Mayor, and the City Manager attended the meeting, as well as several local residents. The purpose of the meeting was to provide a project update and answer questions about the project. NCDOT, City, and consultant staff reviewed the project background, presented the Public Hearing maps, provided the officials with an overview of the Pre-Hearing Open House and Public Hearing, and answered questions/comments. The Public Hearing maps were displayed and available for the local officials to review.

During this meeting, a Council member expressed concern about potential air quality and noise impacts to residents on Davenport Street (one block north of Farmville Boulevard), whose homes would border the project corridor upon relocation of houses on Farmville Boulevard. NCDOT provided the City of Greenville with a separate *Air Quality and Noise Analysis Summary*. This document summarized findings of previous technical reports, noting that Air Quality is not adversely impacted by the project and that a noise wall or vegetation buffer is not currently recommended. The document is available in the project files.

6.4 Pre-Hearing Open House and Combined Public Hearing

In accordance with 23 USC 128, the North Carolina Department of Transportation certifies that a public hearing for the subject project has been held, and the social, economic, and environmental impacts, consistency with local community planning and goals and objectives, and comments from individuals have been considered in the selection of the Selected Alternative for the project.

A Pre-Hearing Open House and Combined Public Hearing were held on November 16, 2010 at the Ronald G. Michels Center in Greenville. These meetings were announced via newsletter, the City's webpage, and in *The Daily Reflector*. The newsletter was mailed to approximately 1,200 study area residents and/or property owners and others who expressed interest in the project. Based on the sign-in sheets, 92 citizens attended the Open House and Public Hearing.

The Pre-Hearing Open House was held on the second floor in a multi-purpose room, from 4:30 to 6:30 pm with a drop-in format. Public Hearing maps were displayed, and a repeating PowerPoint presentation was also set up in an adjacent room. NCDOT, City, and consultant staff were on hand to discuss the project with attendees. Attendees could also visit a mapping station to print selected sections of the Public Hearing maps on 8.5 x 11" paper. The Combined Public Hearing immediately followed, beginning at 7:00 pm in the adjoining ballroom. Following the Hearing, a summary of comments was prepared.

6.5 Summary of Combined Public Hearing Comments

The following five comments were stated during the Public Hearing on November 16, 2010. No objections to the Selected Alternative were raised.

Comment #1 – *“My biggest concern has been and still is establishing some type of supplemental funding for the business owners just as the City of Greenville has done for homeowners.” The local business owner anticipates a \$250,000 deficiency with the required relocation of her business. The resource meeting on November 9, 2010 for the business owners was more designed to help new businesses starting up or existing businesses trying to expand. She would like to see programs offered that would help business owners forced to relocate.*

Response: NCDOT will work with each business owner individually, while still conforming with the Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970 and the North Carolina Relocation Assistance Act. The City of Greenville considered this request for a supplemental relocation assistance plan for affected business owners but is not able to offer supplemental assistance at this time due to municipal budget restrictions. The City organized a meeting on November 9, 2010 with local resource representatives whose organizations or agencies offer assistance, grants, or loans to small businesses in the Greenville area. Some of the programs discussed at this meeting may be applicable to the businesses affected by the proposed project and could serve as supplemental assistance.

Comment #2 – *“You have on the cost estimate for the right-of-way \$26,000,000 and some change. How did you come up with that figure? Was that based on estimates that those properties are worth? Is it based on tax value?” He also requested a copy, if possible, of the figures used to determine the right-of-way costs and asked if local appraisers are involved with the cost estimates.*

Response: During the hearing, Mr. Doug Askew with the NCDOT Right-of-Way Unit answered the citizen’s question as follows: NCDOT has an appraisal section with state certified general appraisers that provided an estimated value. The appraiser looked at each individual parcel and how it was being affected to estimate the ballpark figure of \$26,000,000. At this point it is just an estimate, not an appraised value. When final right-of-way plans are done, the Right-of-Way Branch will meet with each parcel owner to review property impacts, down to the hundredth of an acre. At that time a certified general appraiser who is familiar with the area will determine what the property is worth.

Comment #3 – *“I’d like to know about the stoplights. Are there a lot of them on that road? Are we going to have to stop at every little bit?” She also asked if the signal control system put in a few years ago would be incorporated with these signals and if these traffic lights would slow down traffic flows.*

Response: The combination of a straightened roadway alignment and improved signals, from Memorial Drive to Evans Street, will result in a reduced overall travel time. The existing five signalized intersections within the project corridor will remain and be upgraded. The upgraded signals would be incorporated with the existing signal system. NCDOT’s signal unit will analyze the traffic patterns to determine signal timings.

Comment #4 – *“How are you going to determine fair market value for the houses that you are purchasing? Most of us live in West Greenville so are you going to compare our house to somebody who stays in Brook Valley or what you call a so-called depressed neighborhood?”*

Response: The appraisals will be calculated in the same way as if you were going to sell your home. The appraisers will find several homes within the area that are comparable to your home. The appraiser will adjust the property value depending on the different features or improvements made to the house. For instance a 3 bedroom/2 bathroom house will have a higher value than a 3 bedroom/1 bathroom house. The varying features will be evaluated and weighted to determine specific property values. Working within federal guidelines, NCDOT will evaluate each relocation on a case-by-case basis to try to best meet the needs of each relocatee.

Comment #5 –*Expressed concern that her business compared to a business in an industrial park is not going to be appraised as well. She also asked about the program additional assistance referenced in the handout on page 9: “If you are a relocatee, that is, if your residence or business is to be acquired as part of the project, additional assistance in the form of advice and compensation is available.” Speaker asked, “What is the additional monetary compensation available to help with mortgage increases?”*

Response: Individual questions of this nature are best answered by our NCDOT Right of Way agents. The citizen has been provided with NCDOT’s contact information, but NCDOT will be contacting affected property owners individually during the right of way acquisition phase of the project (presently scheduled to begin in 2012).

The following comments were received via mail, email, or telephone within the comment period ending December 15, 2010:

Comments on Pedestrian and Bicycle Accommodations

- *“For safety, please extend the designated bike lane all the way across Memorial Drive for about 3 blocks on Stantonburg Road to the beginning of the TIP project.”*
- *“The proposed bicycle lanes to be included are a fantastic addition to the area. Thank you! Having safe intersections that allow cyclists and pedestrians to cross is essential, as are lights with timers instead of cross loop sensors which cyclists cannot switch. It would be a great safety enhancement to continue the bike lanes through the Memorial Drive intersection and all the way*

to Farm Drive. Doing so would facilitate cyclists being able to ride between the medical and main campuses and safely cross Memorial Drive. As the project is currently designed; ending the bike lanes at Memorial Drive creates a more dangerous intersection.”

- *“I am very pleased that lanes for bicycles and sidewalks for pedestrians are included in TIP Project U-3315. It concerns me that they end at Memorial Drive. Please consider extending a safe passage for cyclists and pedestrians across Memorial Drive. This will give a great gateway for them to enter and travel all throughout the medical center and ECU East Campus.”*
- *“I am writing regarding the 10th Street Connector project. As I understand it, the plan currently has bike lanes in it but they are planned to be capped at Evans and also at Memorial intersections. I would like to express my concern about this decision and hope that these lanes can be continued through those major intersections so that this project can truly be a connector for the two main campuses and can avoid introducing bicycles into two major intersections at each end. The street widening project goes up to Moye Avenue and beyond Evans Street so extending the lanes at least this far just makes sense. Thank you for your consideration of this issue.”*

Response to Comments above: During design phase, analysis will determine whether bicycle accommodations can safely and cost-effectively be extended westward through the Memorial Drive intersection and eastward through Evans Street. Designers will consider whether to direct bicycles to merge into traffic or onto a separate facility, if available.

- *“This is to let you know I support the bike paths and sidewalks for the new Tenth Street Connector in Greenville, connecting ECU’s East and West Campuses. Any construction should include them.”*

Response: Comment acknowledged.

- *“Please ensure that there are proper pedestrian crossings (and bike) at Memorial Drive and Stantonsburg Road. The Arlington Boulevard/Stantonsburg Road intersection functions well as an example. Also, ensure that pedestrians can cross either on the elevated section of Tenth Street or on the “ground level” across the railroad tracks. It would be imperative to properly light all sections of road as these are not currently well lit areas. It would be best to install the “blue light” call boxes along the corridor in conjunction with PCMH, Greenville, and ECU police.”*

Response: Pedestrian crosswalks will be added during the final design of the project, and dedicated phasing and pedestrian signals will be designed to accommodate safe crossing. Parallel sidewalks are proposed along the elevated section of the Tenth Street Connector as well as the ground level section along the retaining walls and up to the railroad right-of-way. The City will install lighting for the project through an encroachment agreement with NCDOT. Emergency call boxes are not currently planned for the project.

- *“I would like a multi-purpose trail along 10th Street wide enough to allow strollers, wheelchairs along with pedestrians and bicycles.”*

Response: The current design for the project includes six-foot sidewalks behind the curbs and four-foot bicycle lanes beside the travel lanes on both sides of the roadway. This will separate the bicyclists from the pedestrians and provide ample width for pedestrians, strollers, and wheelchairs on the sidewalks.

Comments on Access

- *“I own Parcels 199A and 206 on the map and my concern is that driveways on Farmville Boulevard that I have now may not be there after improvements. I own from Line Avenue to Manhattan except Parcel 205 on Farmville Boulevard and the only access I will have shown on the map is on Watauga Avenue; a street to nowhere and I am requesting at least one access on Farmville Boulevard preferable on or near Parcel 199A that fronts it. Parcel 199A consists of 4 parcel numbers plus parcel number for 206; please take this into consideration on your final approval of map.”*

Response: This request will be considered during future design phases, and an answer provided to you. Should you have more questions or desire to coordinate further, please contact NCDOT or FHWA (information included in **Section 10** of this FONSI).

- *Individual lives at 903 Dickinson Avenue and requested that the City keep Clark Street and Tenth Street open rather than closing Clark Street to through traffic at the railroad.*

Response: The portion of Tenth Street that intersects with Clark Street is being relocated. Tenth Street is proposed to be shifted to the north and elevated to allow for a bridge over the CSX railroad tracks west of Clark Street. In an effort to increase the safety of pedestrians, motorists, rail passengers, and train crews, the slip ramp from Dickinson Avenue to Tenth Street has been removed to eliminate the multiple crossings of the CSX railroad at this intersection. Tenth Street will need to be accessed from Clark Street using 11th Street and Green Street.

Comments on the Proposed Bridge

- *“The bridge is a monstrosity to the neighborhood. A tunnel preserves the neighborhood, the water problem is solvable, and the disruption to railroad traffic during construction is temporary. The bridge will be there for the next 100 years. The bridge would cut off the neighborhood and create a tower of mud and steel in the middle of the neighborhood; whereas a tunnel would have no impact on the neighborhood.”*

Response: During the planning phase of the project, NCDOT and the City completed a Grade Separation Study, which evaluated the feasibility, advantages, and disadvantages of both a tunnel and a bridge to cross the CSX rail line. Based on the Grade Separation Study, the option to bridge Tenth Street over the CSX Transportation rail line is the most feasible option. This recommendation is based on lower project costs and no disruptions to CSX operations. Storm drainage and sanitary

sewer pumping, permanent lift station maintenance, and off-site traffic detours are not required for the bridge, as compared to the tunnel option. The project Steering Committee formally decided that the bridge option is the preferred option. CSX Transportation reviewed the Grade Separation Study and stated their preference for the bridge.

Miscellaneous Comments

- *"I offer the following comments:*
 1. *The values of the houses to be demolished are too low for owners to be able to purchase new homes elsewhere. Relocation funds, especially for the renters, must be found and utilized.*
 2. *Will the family homes that are the "new" abutters be 246 feet away from particulate emissions for health safety reasons (for the elderly and youngsters)?*
 3. *Publicize your data showing that continuous transit is healthier than idling at traffic stops."*

Response:

1. When establishing the compensation amount for a condemned home, NCDOT considers the cost to purchase and finance comparable housing. Additionally and as a benefit to residents being relocated as part of the project, the City has established a supplemental relocation assistance program in addition to NCDOT's Relocation Policy. The City will work with individual residents who qualify for this program.
 2. The homes along existing Farmville Boulevard are closer than the homes that will abut the proposed Tenth Street Connector. The distance will range between 110 and 147 feet from the proposed edge of pavement, which is significantly further than existing homes.
 3. An Air Quality Analysis Technical Memorandum was prepared to assess the potential impacts. The overall air quality emissions were marginally higher for the No Build alternative compared to the Build alternative. This can be attributed to a high level of "stop and go" traffic and turning movements associated with the existing geometry. In response to comments a summary of the memorandum will be prepared, distributed to the City and included with the FONSI.
- *"After attending public hearing on Tuesday, November 16, 2010 at 7:00 pm concerning Farmville Boulevard being widened, I am greatly concerned after looking at maps. I had no idea of the size of the project and land of mine that would be taken. I was under the impression that it was going to take about 20 feet of my property. It now appears to be taken a lot more than 20 feet of my property that I originally thought was going to be taken. Also, on the maps it appears that my driveways on Farmville Boulevard are being taken as well. I have spoken to several people at this meeting and was told that I just wanted it to be known that I want to keep my driveways on Farmville Boulevard as I was told they were grandfathered in and would get them. I have enclosed a map showing lots I own. Also, I have interest in purchasing what will be left on #205 if you purchase the whole lot. On the map that I have enclosed for your viewing, I have drawn where I would like driveways on Farmville Boulevard if possible. If I can purchase balance of lot #205 one large entrance would be sufficient. Please be advised that prior to the November 30, 2009 I was just the mortgage holder and was told at that time that the new road would only*

take 20 feet by owners, so therefore, this is why I have not attended any meetings prior to November 16, 2010. The business that I now own was closed down by the City of Greenville for several reasons and I had to foreclose on this building as well as the land for these reasons. I now own it because of the foreclosure. I have future plans to tear down existing (sic) building or some of it and replace with new building facing Farmville Boulevard. Thanks so much for your consideration."

Response: This request will be considered during design phases, and an answer provided to you. Should you have more questions or desire to coordinate further, please contact NCDOT or FHWA (information included in **Section 10** of this FONSI).

7. Revisions to the Environmental Assessment

During the January 26, 2010 meeting for scoping final roadway designs, NCDOT requested that the bridge typical section be revised to include a four-foot wide concrete median island instead of the 12-foot median proposed in the EA. The revised typical section is included in **Section 4**.

8. Wetlands Finding

No jurisdictional streams or wetlands were identified in the project study area. This project is not anticipated to impact any wetlands, due to the urban setting of the project.

9. Floodplain Finding

The Federal Emergency Management Agency (FEMA), in cooperation with federal, state, and local governments, has developed floodway boundaries and Flood Insurance Rate Maps (FIRMs) for Pitt County. The project study area is not located in the 100-year floodplain. Based on review of the FIRMs (Number 3720468800J, Panels 4677, 4678, 4687, and 4688), the project will not encroach upon established special flood hazard areas (SFHA) or floodways. To date, no Letter of Map Revision (LOMR) has been issued to revise base flood elevations, SFHAs, or floodways associated with the Tar River or Green Mill Run in the project vicinity.

10. Basis for Finding of No Significant Impact (FONSI)

The Environmental Assessment documents a study of the impacts of the proposed project. Based upon this study and on comments received from federal, state, local agencies and the general public, it is the finding of the FHWA that this project will not cause a significant adverse impact to the human or natural environment. No significant impacts to natural, social, ecological, cultural, economic, or scenic resources are expected. The proposed project is consistent with local plans, and the project has been coordinated with federal, state, and local agencies. In view of this evaluation, it has been determined that a FONSI is applicable for this project. Therefore, neither an Environmental Impact Statement nor further environmental analysis is required.

The following individuals can be contacted for additional information on the proposed project:

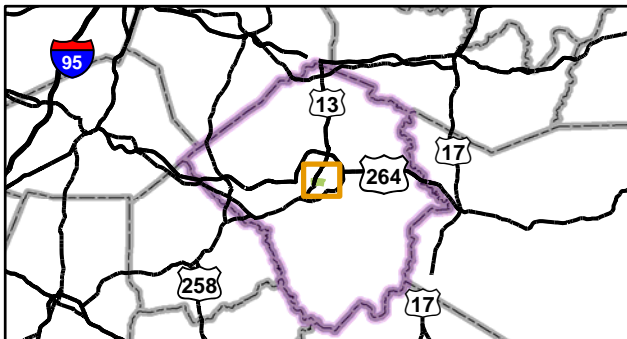
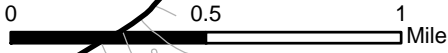
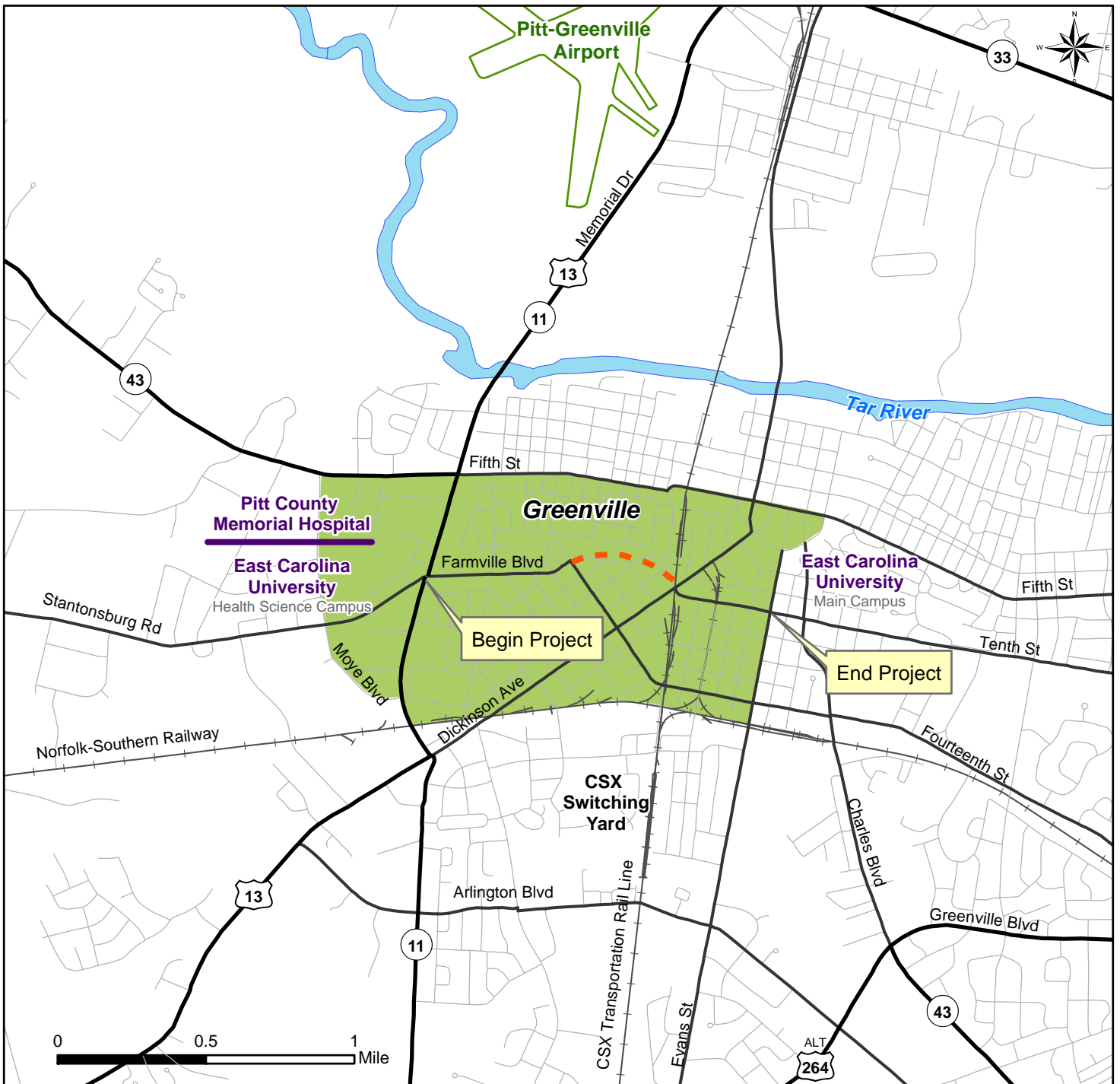
John F. Sullivan III, P.E.

Division Administrator
Federal Highway Administration
310 New Bern Avenue, Suite 410
Raleigh, North Carolina 27601
Telephone: (919) 856-4346

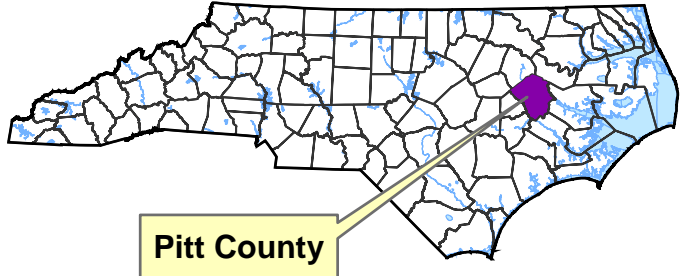
Gregory J. Thorpe, Ph.D.

Branch Manager
Project Development and Environmental Analysis Branch
North Carolina Department of Transportation
1548 Mail Service Center
Raleigh, North Carolina 27699-1548
Telephone: (919) 707-6000

FIGURES



--- Project as shown in the Thoroughfare Plan (2005)



Stantonsburg Road/Tenth Street Connector
 (Project U-3315)
 Greenville, Pitt County, NC

Legend

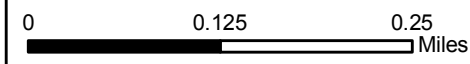
- Highways
- Major Roads
- Secondary Roads
- Study Area
- Railroad

Figure 1
Project Vicinity Map





**Stantonsburg Road/Tenth Street Connector
(Project U-3315)**
Greenville, Pitt County, NC



Kimley-Horn
and Associates, Inc.

- Legend**
- Study Area
 - Parcel Boundary
 - Railroad
 - Stream

Figure 2
Project Study Area





Farmville Boulevard



Tenth Street



Fourteenth Street



Intersection of Dickinson Avenue, Grand Avenue, and Tenth Street, facing southwest. The CXS Rail Line crosses north/south through this intersection.



Line Avenue



Aerial of the project corridor from Dickinson Avenue/Tenth Street to Farmville Boulevard/Line Avenue, facing northwest.



Intersection of Farmville Boulevard and Fourteenth Street, facing east.



Dickinson Avenue



Beatrice Maye Garden Park on Farmville Boulevard

Stantonsburg Road/Tenth Street Connector
(Project U-3315)
Greenville, Pitt County, NC



**Stantonsburg Road/Tenth Street Connector
(Project U-3315)**
Greenville, Pitt County, NC

0 0.125 0.25
Miles

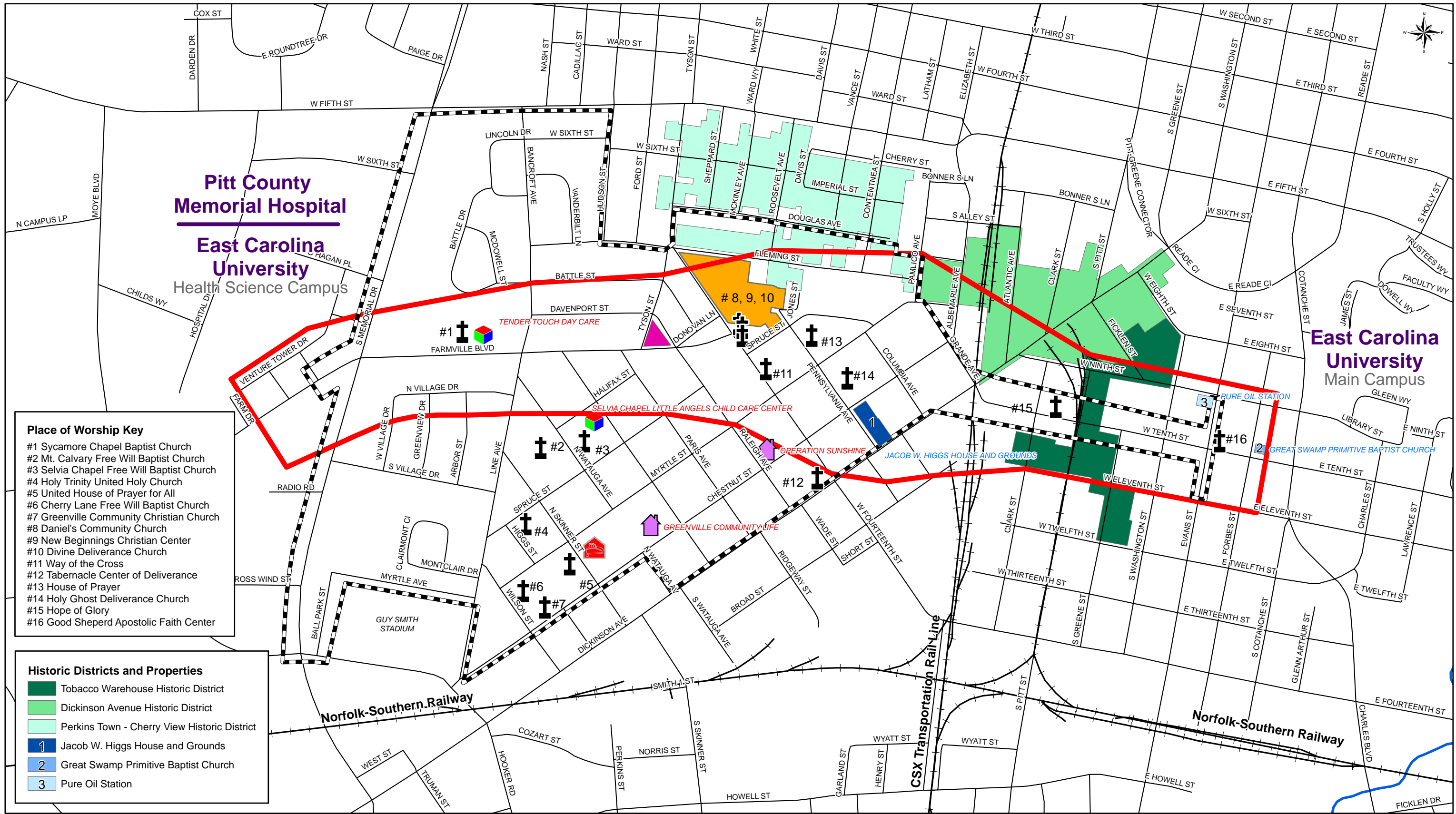
Kimley-Horn
and Associates, Inc.

Legend

- Study Corridor
- Sadie Sautler Elementary School
- Study Area
- Alternative J-Modified
- Beatrice Maye Park
- Historic District / Property
- Railroad

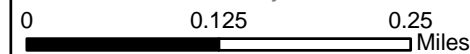
Figure 4
Alternative J-Modified





**Stantonsburg Road/Tenth Street Connector
 (Project U-3315)**

Greenville, Pitt County, NC



Kimley-Horn
 and Associates, Inc.

Legend

- Direct Community Impact Area (DCIA)
- Area of Potential Effect (APE)
- Railroad

Community Facilities

- Fire Station
- Community Center

Day Care

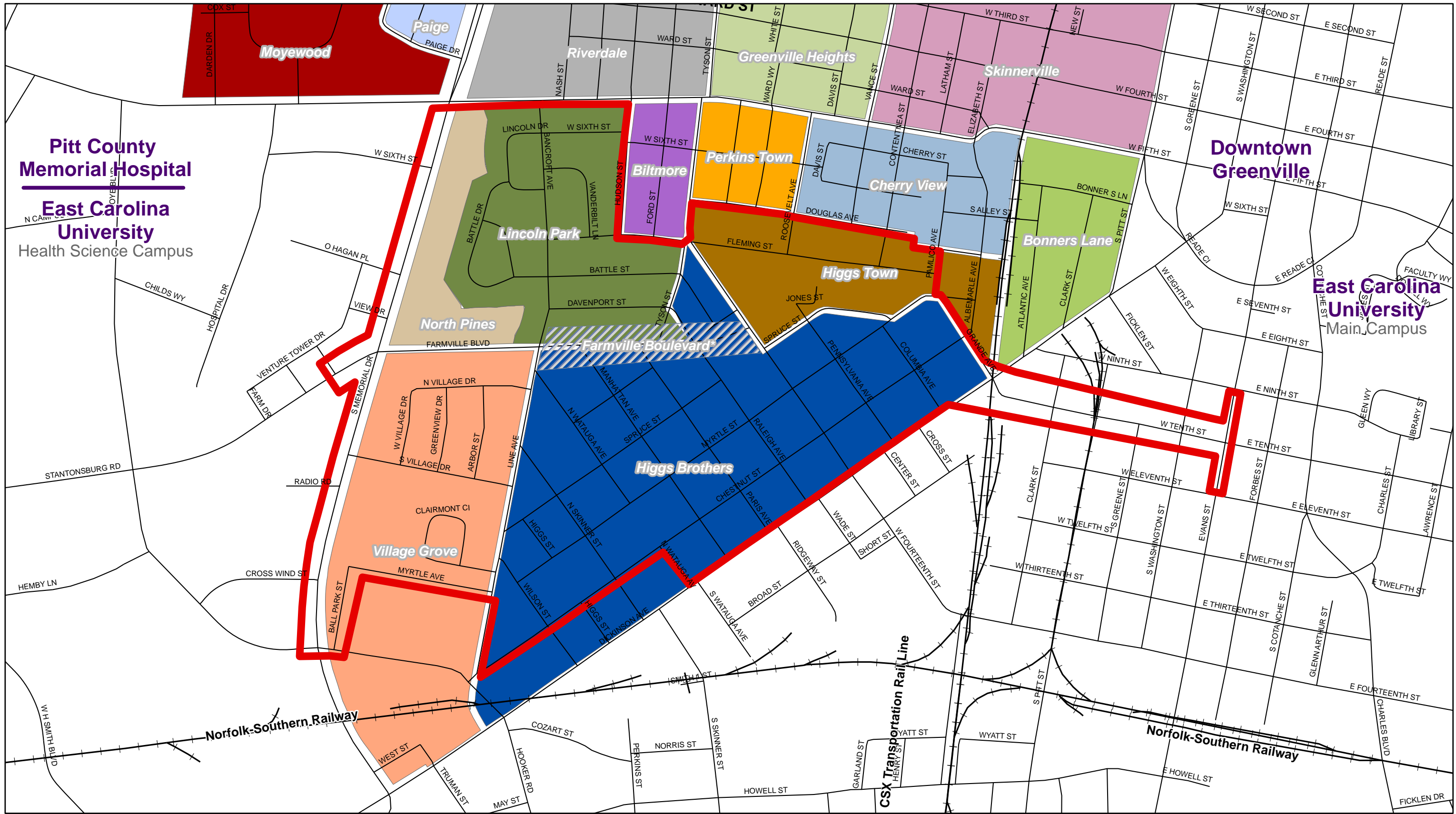
- Place of Worship

Sadie Sautler Elementary School

- Beatrice Maye Garden Park

Figure 5
Historic Resources and
Community Facilities





**Stantonsburg Road/Tenth Street Connector
(Project U-3315)**

Greenville, Pitt County, NC

0 0.125 0.25 Miles



Kimley-Horn
and Associates, Inc.

Legend




-  Direct Community Impact Area (DCIA)
-  Railroad
-  Farmville Boulevard*

Figure 6

West Greenville Neighborhoods



Source: City of Greenville GIS Department
*Farmville Boulevard is not a city-designated neighborhood

APPENDIX A

EA COMMENTS RECEIVED FROM FEDERAL AGENCIES

**United States Department of the Interior – Fish and Wildlife Service
October 20, 2010**

**United States Environmental Protection Agency
November 8, 2010**



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Raleigh Field Office
Post Office Box 33726
Raleigh, North Carolina 27636-3726

October 20, 2010

RECEIVED
Division of Highways

OCT 25 2010

Preconstruction
Project Development and
Environmental Analysis Branch

Gregory J. Thorpe, Ph.D.
North Carolina Department of Transportation
Project Development and Environmental Analysis
1548 Mail Service Center
Raleigh, North Carolina 27699-1548

Dear Dr. Thorpe:

This letter is in response to your request for comments from the U.S. Fish and Wildlife Service (Service) on the Federal Environmental Assessment for the proposed Stantonsburg Road/Tenth Street Connector from Memorial Drive to SR 1702 (Evans Street) in the City of Greenville, Pitt County, North Carolina (TIP No. U-3315). These comments provide scoping information in accordance with provisions of the National Environmental Policy Act (42 U.S.C. 4332(2)(c)) and Section 7 of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531-1543).

Due to the urban nature of the project area and lack of fish and wildlife habitat, the Service does not have any concerns for this project. We concur that the project will have no effect on federally threatened or endangered species. The Service appreciates the opportunity to comment on this project. If you have any questions regarding our response, please contact Mr. Gary Jordan at (919) 856-4520, ext. 32.

Sincerely,

for

Pete Benjamin
Field Supervisor

cc: Tom Steffens, USACE, Washington, NC
Travis Wilson, NCWRC, Creedmoor, NC
Chris Militscher, USEPA, Raleigh, NC
John Sullivan, FHWA, Raleigh, NC

NOV 15 2010

Construction
Project Development and
Environmental Analysis Branch

**U. S. ENVIRONMENTAL PROTECTION AGENCY
REGION 4 RALEIGH OFFICE
Terry Sanford Federal Courthouse
310 New Bern Avenue
Raleigh, North Carolina 27601**

Date: November 8, 2010

Dr. Gregory J. Thorpe, Ph.D.
Manager, Project Development and Environmental
Analysis Branch
North Carolina Department of Transportation
1548 Mail Service Center
Raleigh, North Carolina 27699-1548

SUBJECT: EPA Review Comments for the Environmental Assessment for the Proposed
Stantonsburg Road/Tenth Street Connector, Greenville, Pitt County, N.C.; TIP No.: U-
3315

Dear Dr. Thorpe:

The U.S. Environmental Protection Agency (EPA) has reviewed the subject document and is providing comments in accordance with Section 309 of the Clean Air Act and Section 102(2)(C) of the National Environmental Policy Act (NEPA). The North Carolina Department of Transportation (NCDOT) and the Federal Highway Administration (FHWA) are proposing to construct an urban connector with both widening and new location elements from Memorial Drive to SR 1702 (Evans Street) in Greenville, Pitt County.

The preferred alternative (i.e., J-Modified) includes widening Farmville Road to a new location segment to a widening of Tenth Street. The proposed project is not expected to have any impacts to jurisdictional wetlands and streams. The proposed project is expected to have potentially substantial impacts to human resources, including 30 residential relocations, 24 business relocations, 1 church and 6 other non-profit institutions, *de minimus* effects to the Dickinson Avenue Historic District and the Tobacco Warehouse Historic District and Boundary Increase, 33 impacted noise receptors (representing 104 dwelling units, 1 church and 1 historic site exceeding the Noise Abatement Criteria) and 1 recreation impact to the Beatrice Maye Garden Park. Of the 61 total relocations, NCDOT and FHWA identified 39 minority population impacts and 27 low-income population impacts. The Environmental Assessment (EA) also identified 21 possible UST facilities, 4 dry cleaners, 2 body shops, and 1 garage within the project corridor. NCDOT and FHWA anticipate *'low monetary and scheduling impacts from these sites'* (Footnote #5 to Table S-2).

The EA identifies the purpose and need as providing a grade separation at the CSX line from the eastern portion of Greenville to Pitt County Memorial Hospital (PCMH), increase direct connectivity between PCMH and East Carolina University main campus, and providing a 'gateway' into the City of Greenville. A number of preliminary options and alignments were considered during a public input process as described in the EA (e.g., Citizens Informational Workshops, Citizens Advisory Committee meetings, and a Steering Committee). Based on public input, the Steering Committee eliminated the "No-build option, and Options A, B, C, D, E, and F" from further consideration on November 29, 2007. Chapter 3 of the EA identifies the relocation and other differences between additional alignments considered, including Options G, H and J and further modifications to these alignments. Table 13 of the EA includes relocation comparisons between Alternatives G-modified, H, and J-modified. Option J modified has the highest number of total relocations of the three alternatives.

Chapter 5, Pages 47 to 51 of the EA, includes the summary of the full Environmental Justice analysis that was performed in the *U-3315 Community Impact Assessment issued October of 2009*. EPA requests a copy of this document for further review. Table 17 concerning the demographics of the study area compared to the City of Greenville and Pitt County is unclear to EPA with respect to Item #1 Principle regarding 'disproportionately high and adverse human health and environmental effects on minority and low-income populations'. EPA acknowledges that a substantial amount of public involvement and community input was part of the NEPA process for the proposed project (Summary of meetings identified on Pages S-8 and S-9).

EPA requests that a copy of the aforementioned report cited in the EA on Environmental Justice issues be forwarded to Mr. Christopher Militscher of my staff for formal review as part of the EA. We also request a copy of the FONSI when it becomes available. Please feel free to call Mr. Militscher should you have any questions concerning these comments at 919-856-4206.

Sincerely,



Heinz J. Mueller, Chief
NEPA Program Office
USEPA Region 4

cc: C. Coleman, FHWA

APPENDIX B

**HISTORIC (SECTION 106) CONCURRENCE FORMS INCLUDING FHWA “DE MINIMIS”
FINDING AND CORRESPONDENCE REGARDING BEATRICE MAYE GARDEN PARK
(SECTION 4(F) EVALUATION NOT REQUIRED)**

Federal Aid #: STP-0220(26)

TIP#: U-3315

County: Pitt

CONCURRENCE FORM FOR ASSESSMENT OF EFFECTS

Project Description: **Stantonsburg Road/Tenth Street Connector, Greenville**

On **June 30, 2009** representatives of the

- North Carolina Department of Transportation (NCDOT)
- Federal Highway Administration (FHWA)
- North Carolina State Historic Preservation Office (HPO)
- Other

Reviewed the subject project and agreed on the effects findings listed within the table on the reverse of this signature page.

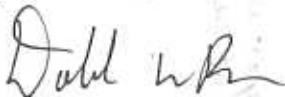
Signed:



Representative, NCDOT

6-30-09

Date



FHWA, for the Division Administrator, or other Federal Agency

6-30-09

Date

Representative, HPO

Date


State Historic Preservation Officer

6-30-09

Date

Federal Aid #: STP-0220(26)

TIP #: U-3315

County: Pitt

Property and Status	Alternative	Effect Finding	Reasons
GREAT SWAMP PRIMITIVE BAPTIST CHURCH (DOE)		NO EFFECT	No construction activity
JACOB HIGGS HOUSE (DOE & LD)		NO EFFECT	No construction activity
PERKINS TOWN - CHERRY VIEW HD (DOE)		NO EFFECT	No construction activity
TOBACCO WAREHOUSE HD & BOUNDARY INCREASE (NR)		NO ADVERSE EFFECT	Design returns restricted back to grade 120' ROW
DICKINSON AVENUE HD (NR)		NO ADVERSE EFFECT	landscape treatment, retaining wall, guardrail, abutments pedestrian path CONSULT w/ Historic Archit. & HPO during final Design
PURE OIL STATION (DOE)		NO EFFECT	taper ends before prop. ties into existing curb no easement, ROW acquisition

Initialed: NCDOT VEP

FHWA DB

HPO Dye

FHWA intends to use SHPO's concurrence as a basis of a "de minimis" finding for the following properties, pursuant to Section 4(f): Tobacco Warehouse District



Greenville Recreation & Parks Department

P.O. Box 7207
Greenville, NC 27835-7207

Phone (252) 329-4567
Fax (252) 329-4062

November 2, 2009

Mr. Clarence Coleman, Preconstruction and Environment Director
ATTN: Mr. Ron Lucas
Federal Highway Administration
North Carolina Division
310 New Bern Avenue, Suite 410
Raleigh, NC 27601

RE: Stantonsburg Road/Tenth Street Connector Project, TIP No. U-3315

Dear Mr. Coleman:

The City of Greenville, in partnership with the North Carolina Department of Transportation, is developing the referenced project that will extend Tenth Street to connect with Stantonsburg Road at its intersection with Memorial Drive. Through the project's development process, three alternatives are now being studied in detail for this project. It has been identified that the Beatrice Maye Garden is in the project study area and that the project may require the acquisition of land from the Beatrice Maye Garden for the project. The City understands that Section 4(f) of the US Department of Transportation Act of 1966 may apply to a publicly owned park. The purpose of this letter is to document the City's agreement with and support of the project, as well as to address the Department's concerns about the potential for a Section 4(f) issue.

The Recreation & Parks Department is responsible for the Beatrice Maye Garden and is aware of the referenced project's potential impacts to the park. The park area is a triangular piece of open space land approximately one-half acre in size and is bordered by Farmville Boulevard, Tyson Street, and Davenport Street. (Attached is a Vicinity Map and photos of the area.) The open space was dedicated in honor of Mrs. Maye for her support and dedication to the citizens of Greenville on October 20, 2002. There are currently no amenities available in the open space area, such as: parking, picnic tables, playgrounds, recreational fields, lighting, public buildings, or facilities on the property. Our department's plan for this park area includes the addition of future garden beds, landscaping, and gravel pathways.

The City understands that Section 4(f) applies to any significant publicly owned public park or recreation area. As defined by the Federal Highway Administration (*Section 4(f) Policy Paper*, March 1, 2005), "Significance" means "that in comparing the availability and function of a park or recreational area with the park or recreation objectives of the community or authority, the resource in question plays an important role in meeting those objectives."

COG-#844353-v2

*Working to positively impact the health, economy, natural environment & well being
of the Greenville Community.*

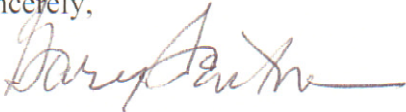
Stantonsburg Road/Tenth Street Connector Project
November 2, 2009
Page 2

By the above definition, the Beatrice Maye Garden does not fall under the term "significance" for the purposes of Section 4(f) as applied to publicly owned park or recreation area. The open space area primarily functions as an honorary tribute to Mrs. Maye. It does not function in the same capacity as the City's other parks or recreational areas that might be considered under Section 4(f). In reference to this Section, the open space area may be considered as an incidental, secondary, or occasional park.

In conclusion, the Recreation & Parks Department is aware of the referenced project's potential impacts to the Beatrice Maye Garden park area. In consideration of our department's planned improvements, it has determined that the potential impacts to the park area by the Stantonsburg Road/Tenth Street Connector Project will be acceptable.

If you have any questions or require additional information, please contact the City's project manager, City Engineer David Brown at (252) 329-4525 or dbrown@greenvillenc.gov.

Sincerely,



Mr. Gary Fenton, Director
Department of Recreation and Parks

cc: Wayne Bowers, City Manager
David T. Brown, PE, City Engineer
Wes Anderson, Director of Public Works
Merrill Flood, Director of Community Development





Van Duyn, Meredith

Subject: FW: U-3315: Greenville is cleared to select and recommend a preferred alternative

From: Ron.Lucas@dot.gov [mailto:Ron.Lucas@dot.gov]

Sent: Friday, November 13, 2009 10:03 AM

To: Devens, Thomas E

Cc: Ron.Hairr@kimley-horn.com

Subject: U-3315, Greenville

Ted:

The FHWA North Carolina Division office has received a letter dated November 2, 2009 from the City of Greenville's Park and Recreation Department in regards to the Beatrice Maye Garden. After reviewing the letter and photographic attachments, the FHWA has determined that a section 4(f) evaluation for the use of the Beatrice Maye Garden is not required. This determination has been made consistent with 23 CFR 774 of the Code of Federal Regulations.

Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.