

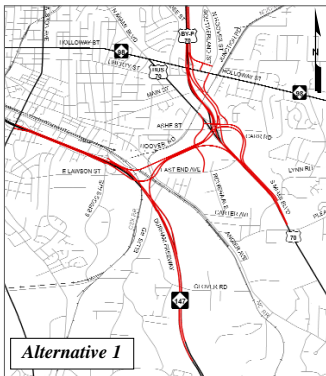


East End Connector

Connecting Durham

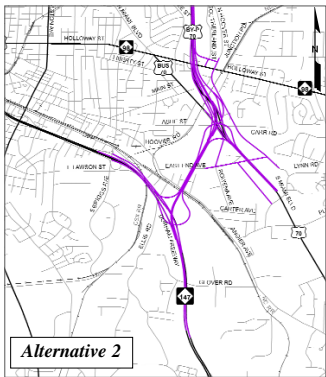


Alternative Descriptions: The North Carolina Department of Transportation (NCDOT) is proposing to construct the East End Connector in Durham. The proposed project would provide a new multi-lane freeway connector between the Durham Freeway (NC 147) and US 70 (Miami Boulevard). Several alternatives have been studied. The No-Build Alternative will be carried forward as the baseline to compare other alternatives. The alternative that considered improving existing roadways had significant impacts to surrounding communities and would not provide sufficient capacity to meet the project purpose and need. Analysis of Alternate Modes of Transportation showed that these services cannot meet the purpose and need of this project because transit would serve only a fraction of the travel demand forecasted for the East End Connector. The four Build Alternatives currently under consideration were also studied in the 1982 FEIS document and are described below:



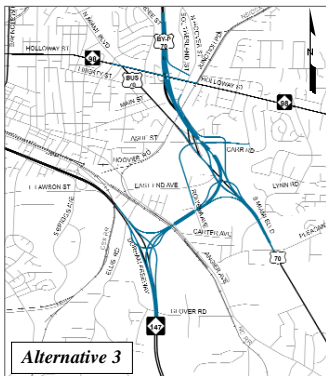
Alternative 1

Alternative 1 is the alignment closest to Durham, running east-west between East End Avenue and Hoover Road. Alternative 1 has the lowest amount of impacts on natural resources (wetlands and streams) and has a moderate impact on residents and businesses. This alternative has a moderate impact on a cemetery. Alternatives 1 and 2 have the highest estimated construction costs and take a moderate amount of right-of-way.



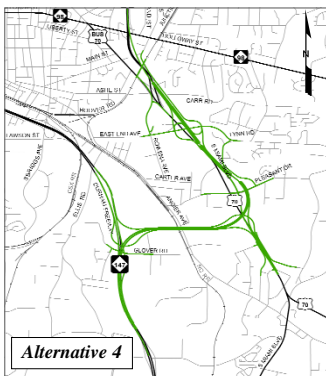
Alternative 2

Alternative 2 is located just south of Alternative 1 and bisects East End Avenue. Alternative 2 has a low amount of natural resource impacts and has the highest impact on residents and businesses. This alternative would have a high impact on churches and a moderate impact on a cemetery. Alternatives 1 and 2 have the highest estimated construction costs and take a moderate amount of right-of-way.



Alternative 3

Alternative 3 is located south of East End Avenue. The alignment interchanges with the Durham Freeway south of Briggs Avenue. Alternative 3 has a low amount of natural resource impacts and the lowest impact on residents and businesses. The estimated construction costs and right of way requirements for Alternative 3 are lowest.



Alternative 4

Alternative 4 is the southernmost alternative and is located close to Glover Road. This alternative has the highest level of impact to natural resources and a moderate impact on residents and businesses. Alternative 4 has a moderate estimated construction cost and the highest right-of-way requirements.

THE PROJECT IMPACTS

Physical Description

	Alt 1	Alt 2	Alt 3	Alt 4
Project Length (Miles)	3.58	3.77	3.61	5.04
Right-of-Way (Acres)	133	119	88	225
Constructability	Highly Complex	Highly Complex	Moderately Complex	Moderately Complex
Costs (Millions)	\$190	\$195	\$135	\$150

Human Environment

	Alt 1	Alt 2	Alt 3	Alt 4
Residences	58	75	36	57
Businesses	28	25	15	23
Churches	1 Church Office	1 Church Office 3 Churches	1 Church Office	1 Church Office
Cemeteries	1 5 Gravesites	1 5 Gravesites	1 0 Gravesites	1 0 Gravesites

Natural Environment

	Alt 1	Alt 2	Alt 3	Alt 4
Wetlands	0.25 Acres	1.05 Acres	1.2 Acres	2.3 Acres
Streams	4,700 Linear Ft.	6,000 Linear Ft.	6,500 Linear Ft.	15,000 Linear Ft.

- Notes:
1. Cost estimates are preliminary and do not include estimates for right-of-way acquisition.
 2. Residential and business impacts are calculated for property improved with a home or building that would be taken for the alternative. This calculation does not include "partial takes" of property that would not impact the home or building.

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COMMENT CARD

Please provide your comments in the space below and return this form to a Project Team Member or place it in the "COMMENT BOX". Thank You!

Name: _____

Address: _____

email address (optional): _____

Alternative 1 Comments: _____

Alternative 2 Comments: _____

Alternative 3 Comments: _____

Alternative 4 Comments: _____

Additional Comments & Questions: _____

Please return this "Comment Form" before leaving the meeting or mail it to the address below.

THANK YOU FOR YOUR PARTICIPATION AND FEEDBACK



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