

Burgaw Bypass Feasibility Study, March 1995



Burgaw Bypass News Story, October 2023

The Importance of Long-Range Planning

Case Study: The Burgaw Bypass (R-3302)

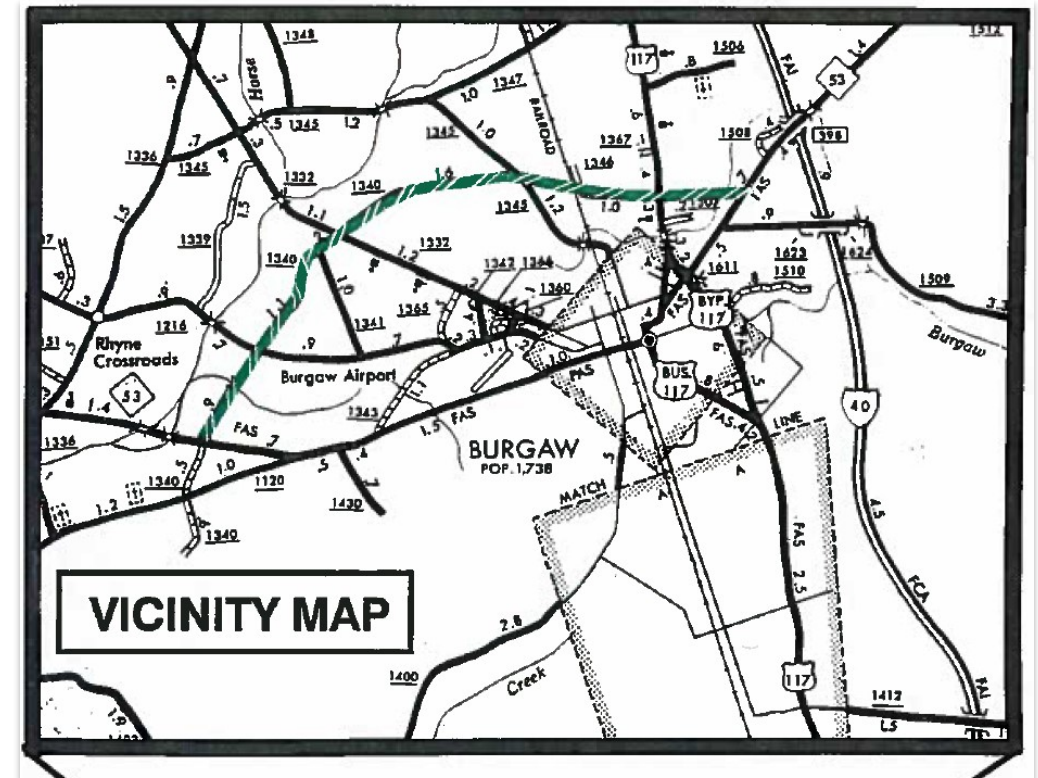
The Burgaw Bypass: What & Why

WHAT

- NC 53 Bypass around the north side of Burgaw
- Approx. 6 miles long – combination of new and existing routes

WHY

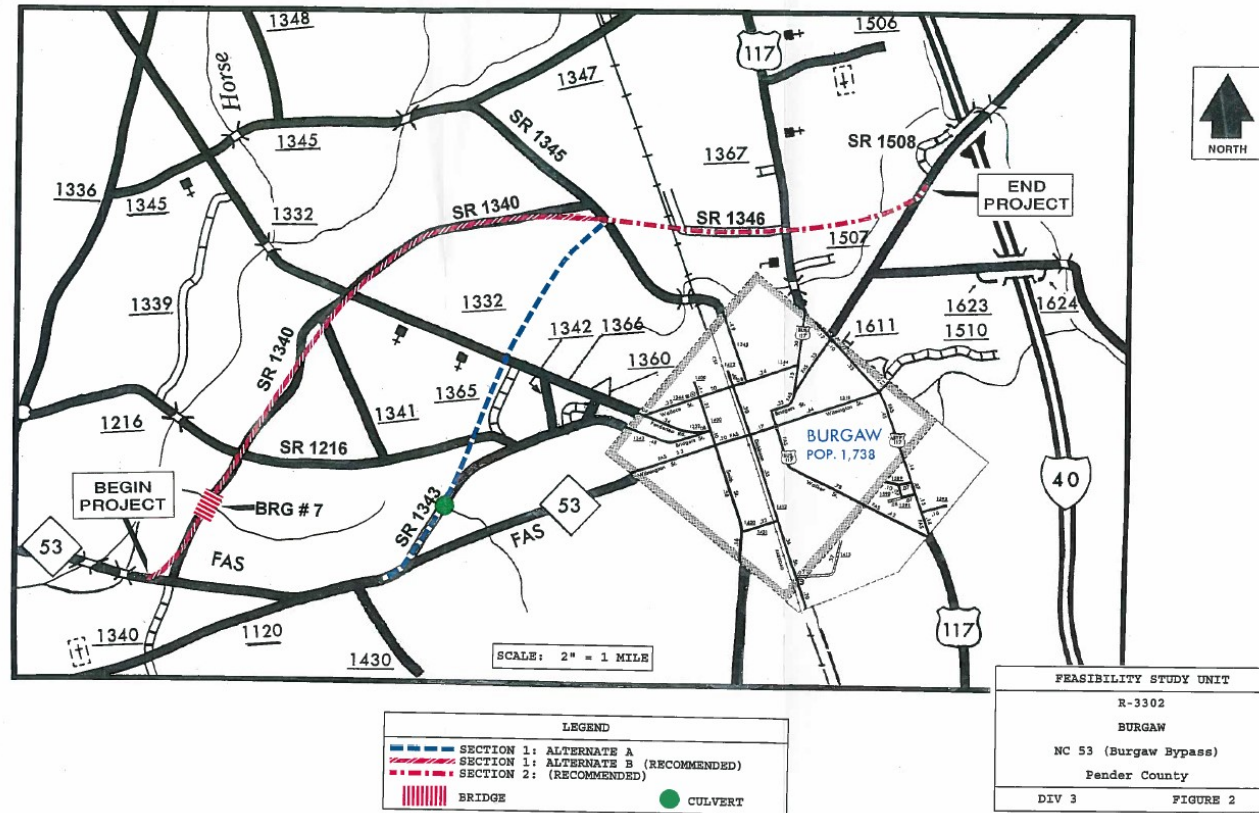
- Reduce truck traffic in Burgaw's downtown
- Improve safety for all
- Reduce congestion along existing NC 53



The Burgaw Bypass: Project History

1995

Burgaw Bypass Feasibility Study



A feasibility study presents **recommended** cross sections for improvements, **general corridors** of improvements, and **estimated cost** of construction and right-of-way.

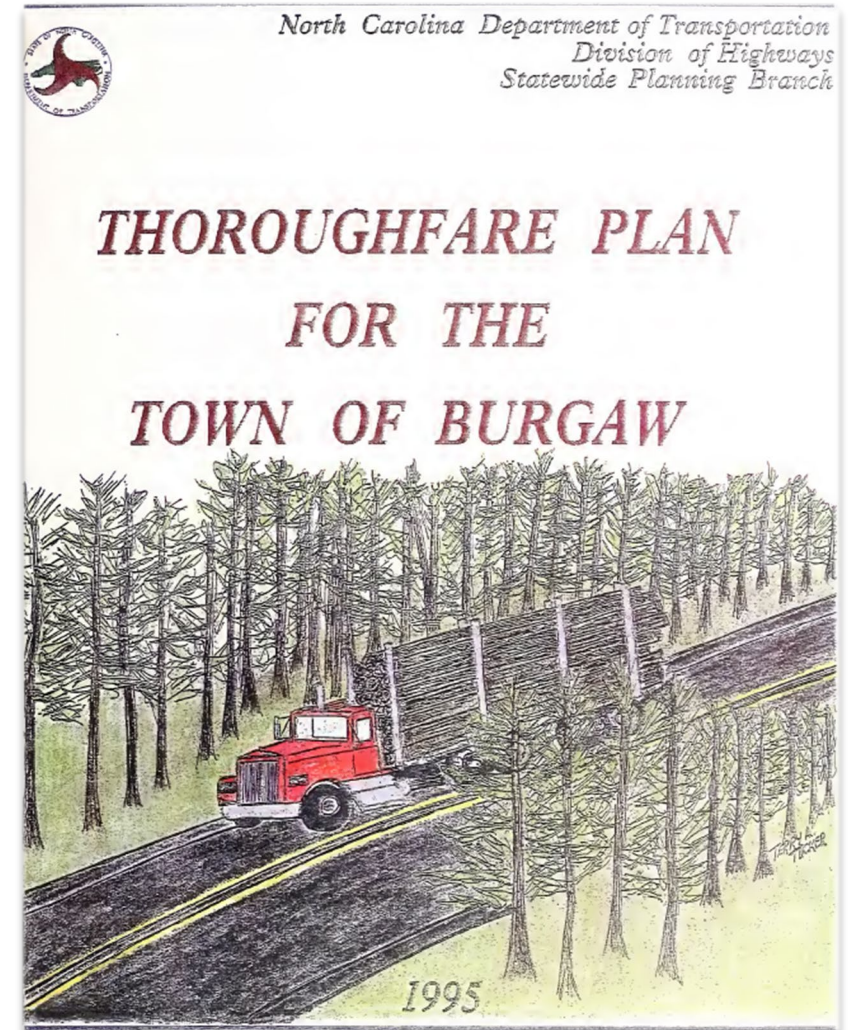
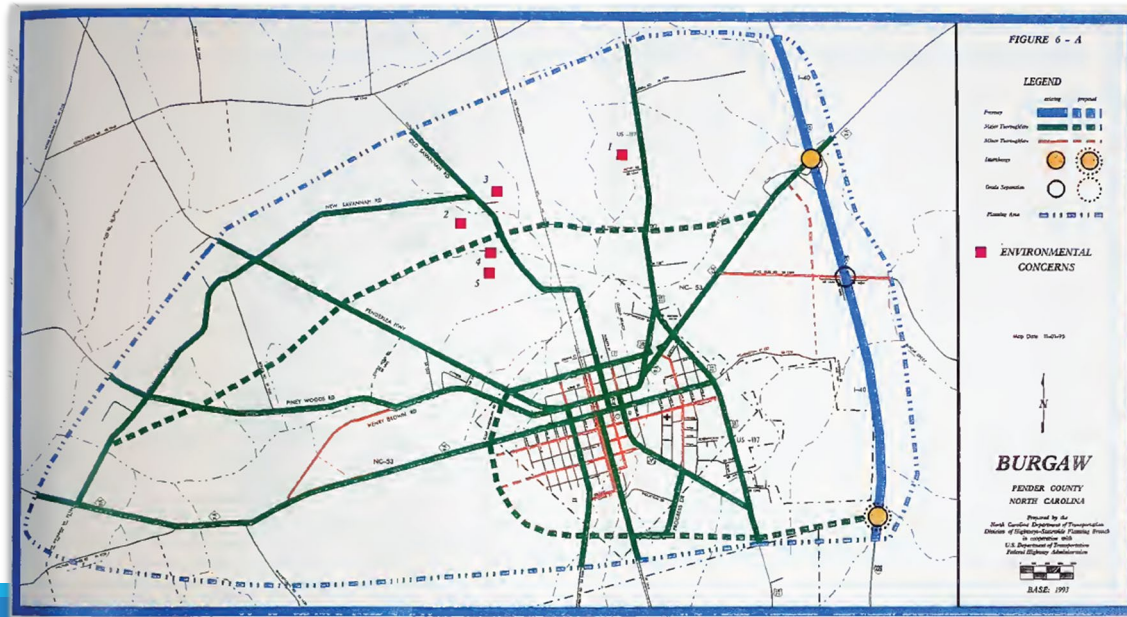
This study attempts to **identify** any **potential** environmental, permitting, or other observed **issues** that deserve consideration in the planning and construction stages.

The Burgaw Bypass: Project History

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Burgaw Bypass Feasibility Study Burgaw Thoroughfare Plan

A thoroughfare plan study uncovers the **need** for new facilities, plus identifies existing **future deficiencies** in the transportation system.



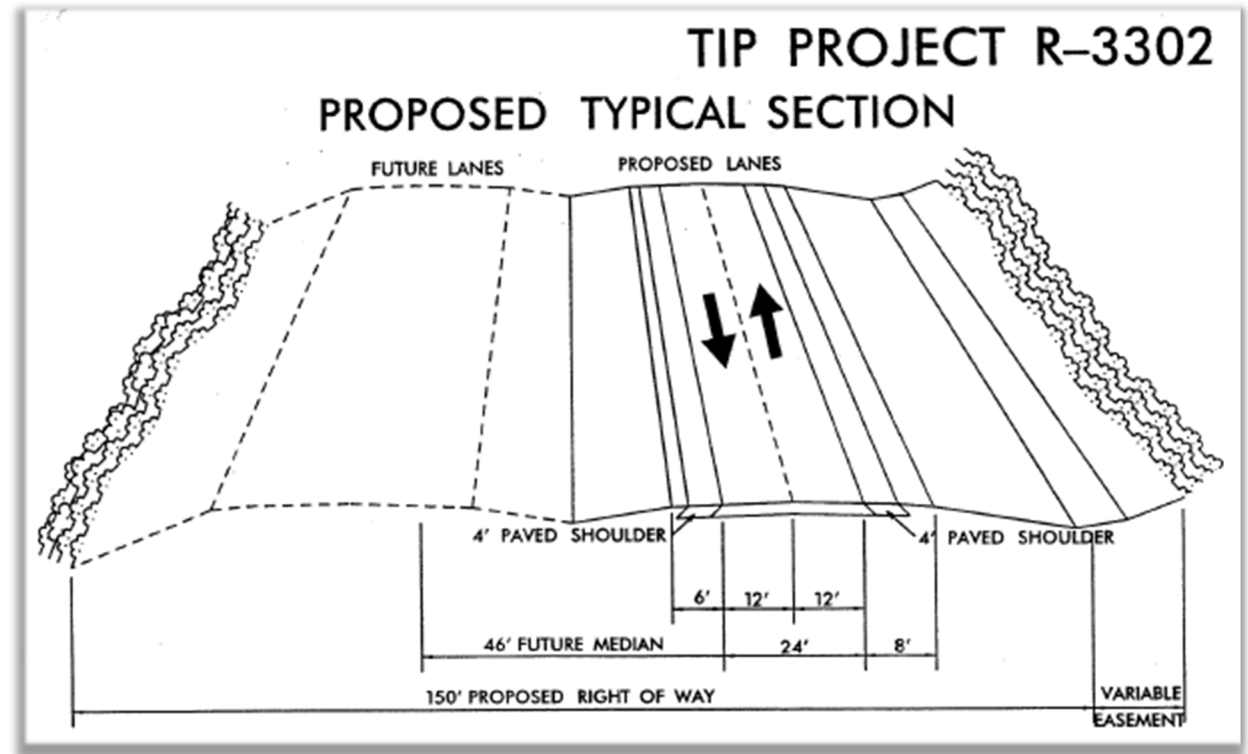
The Burgaw Bypass: Project History

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Burgaw Bypass Feasibility Study

Burgaw Thoroughfare Plan

Project funded in the STIP for ROW – TIP # R-3302



The Burgaw Bypass: Project History

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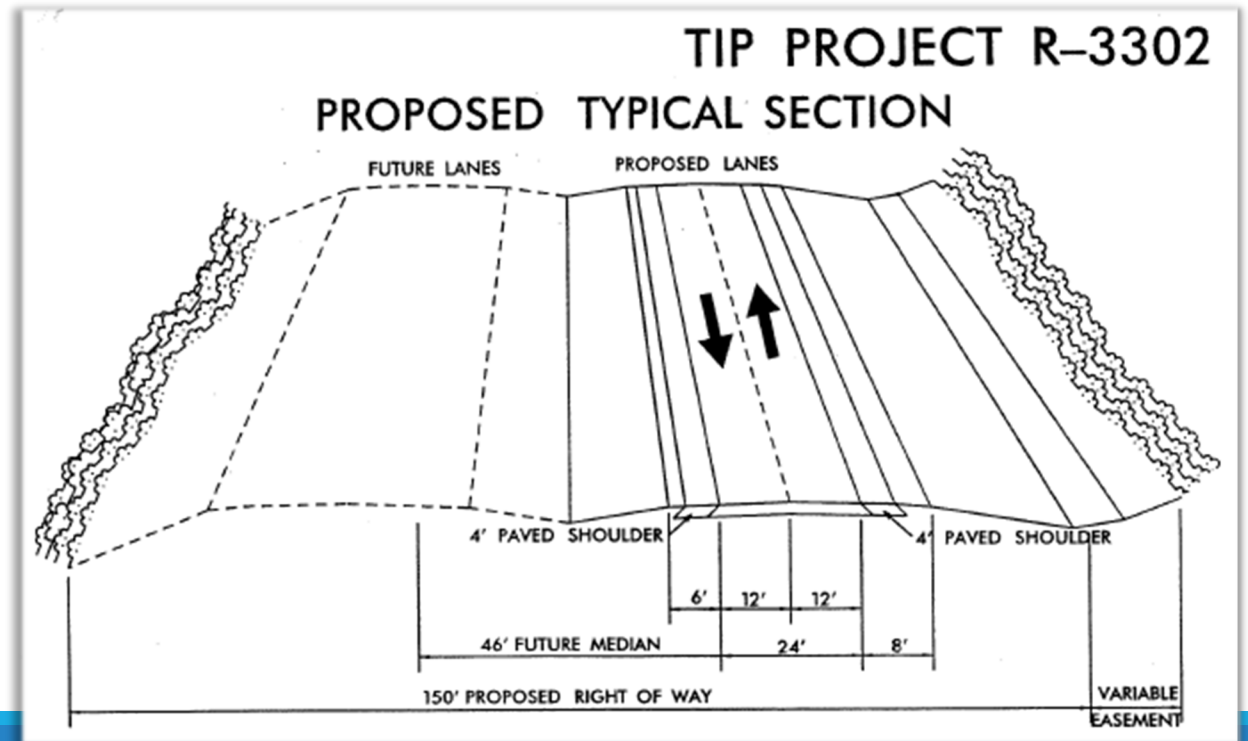
Burgaw Bypass Feasibility Study

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2003

R-3302 funded in the STIP for ROW and Construction



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2004-05

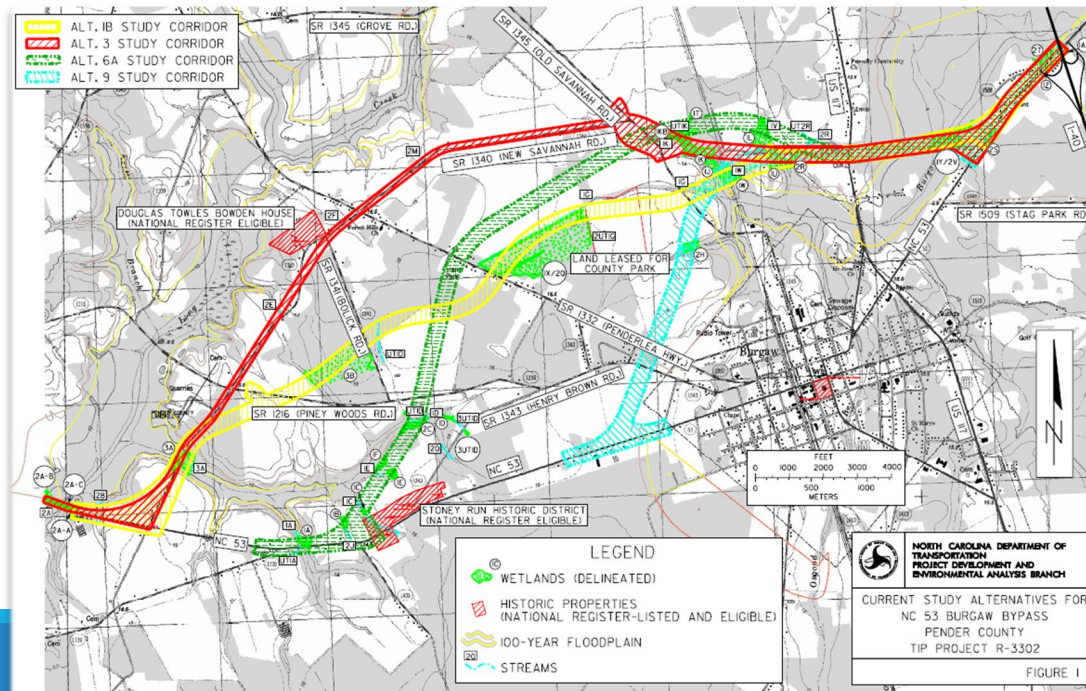
Environmental Assessment completed

Merger Process continues – LEDPA

The Merger process is the part of project development where we work to select the **Least Environmentally Damaging Practicable Alternative (LEDPA)**.

Examples of stakeholders:

- US Fish and Wildlife Service
- US Army Corps of Engineers
- US EPA
- Federal Highway Admin.
- NC Division of Water Quality
- NC Wildlife Resource Commission
- Several NCDOT Units



The Burgaw Bypass: Project History

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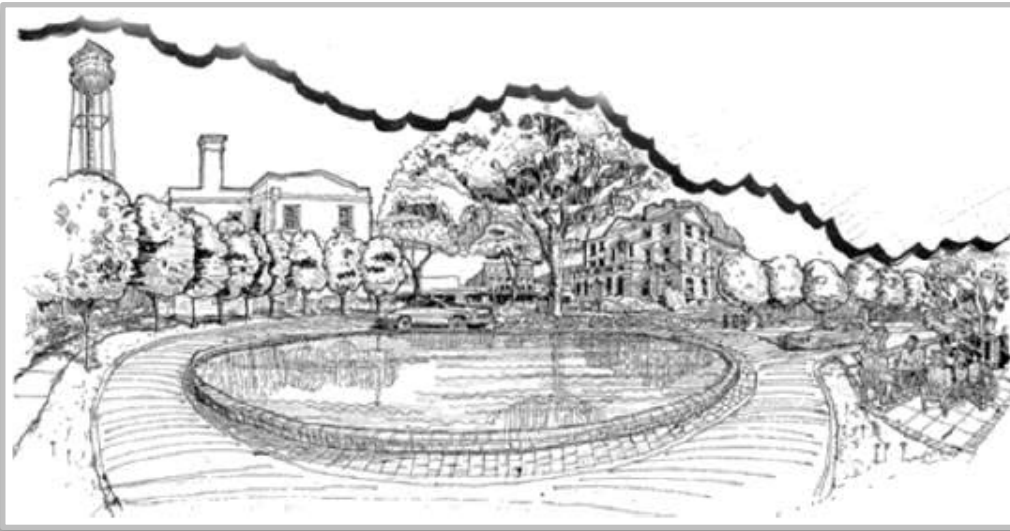
2004-05

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Meanwhile, the **NC 53 Corridor Study** was completed in **2006**.

"In collaboration with state and local officials, [this vision] will lead to a safe, efficient, aesthetically pleasing gateway through the heart of Burgaw – one worthy of a community post card."

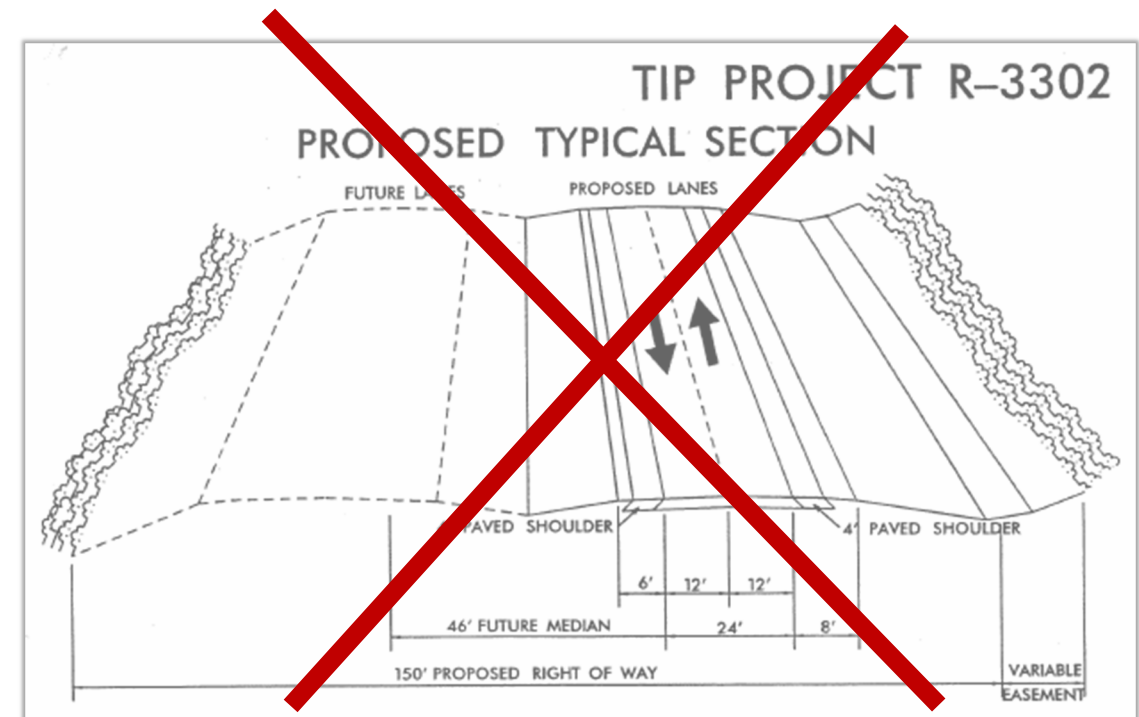
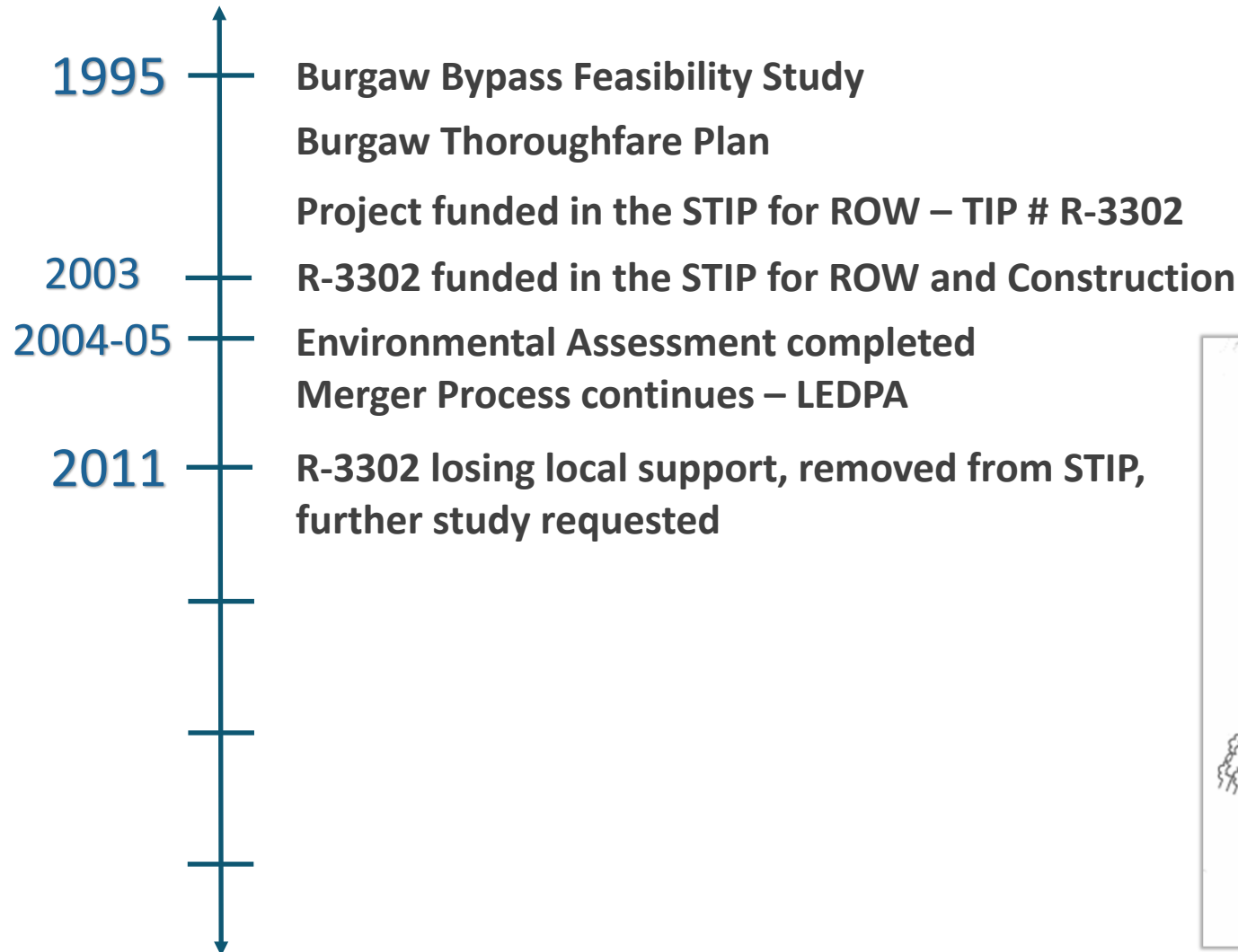


"[NC 53] is a signature east-west corridor within the Town of Burgaw, which serves a dual role as 1) a state highway satisfying the needs of **regional mobility** and 2) a **gateway connection** to downtown for visitors from points north and south via Interstate 40 and US 117..."

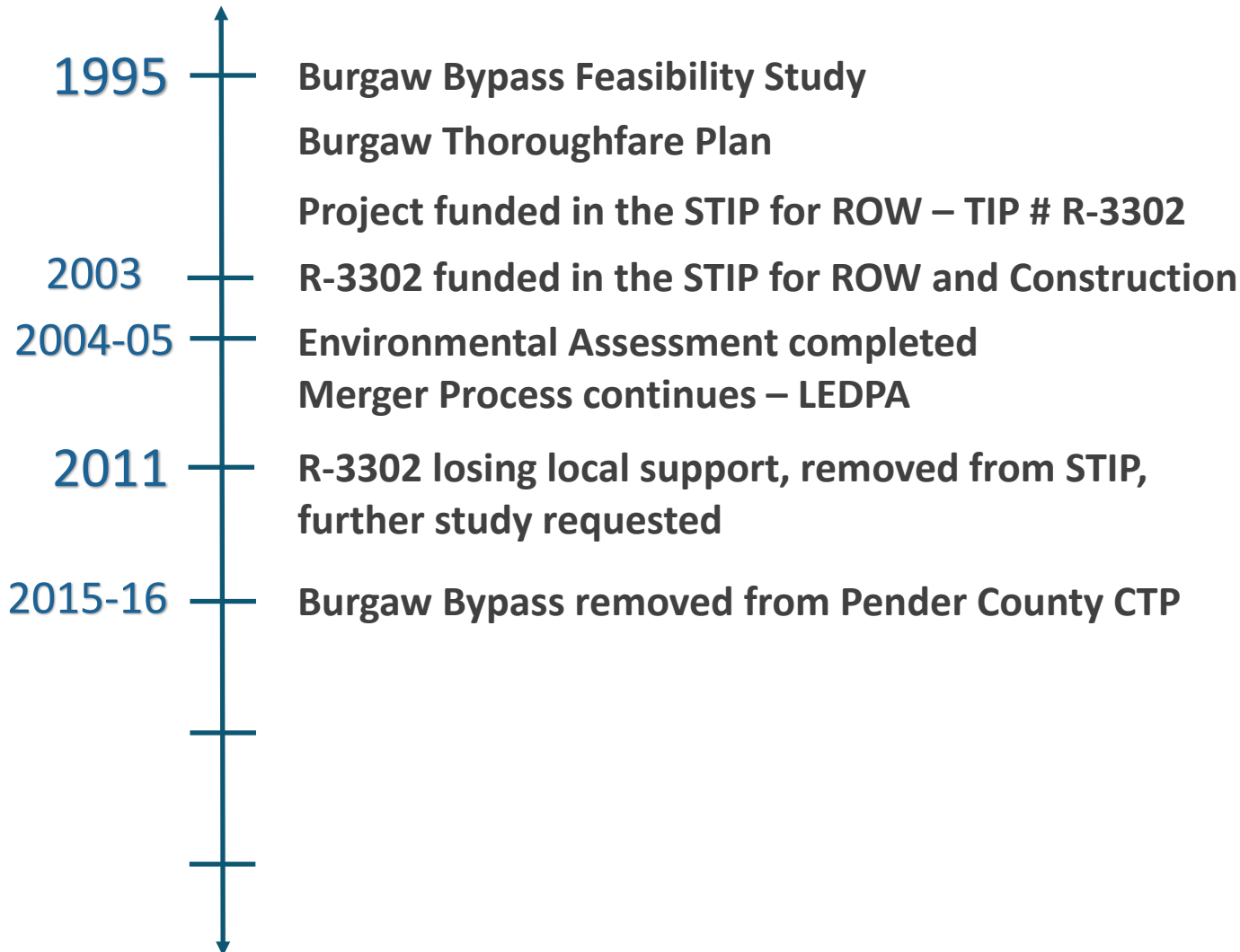
"One of the guiding principles for this study is that the heavy volume of tractor trailers **must be reduced** before most of the streetscape improvements proposed in the corridor can be implemented.

"The high volume of truck traffic can be limited by identifying an existing alternative truck route or a **bypass** of the community."

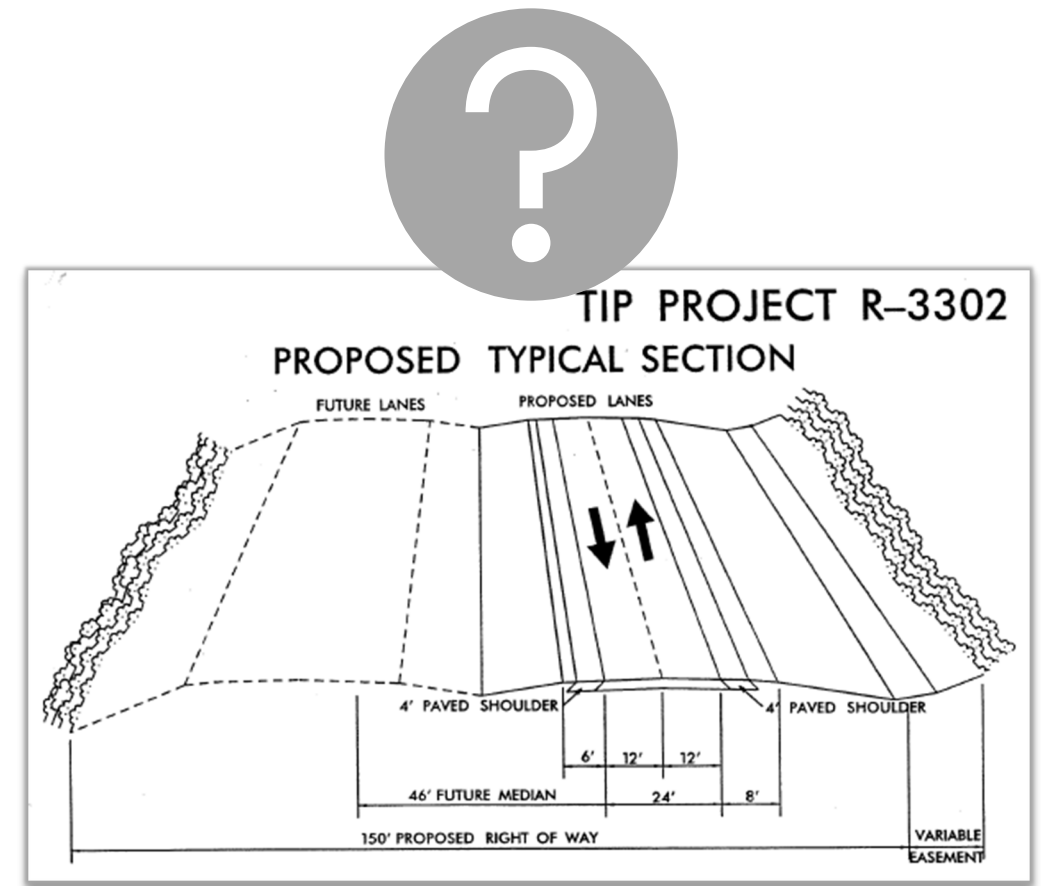
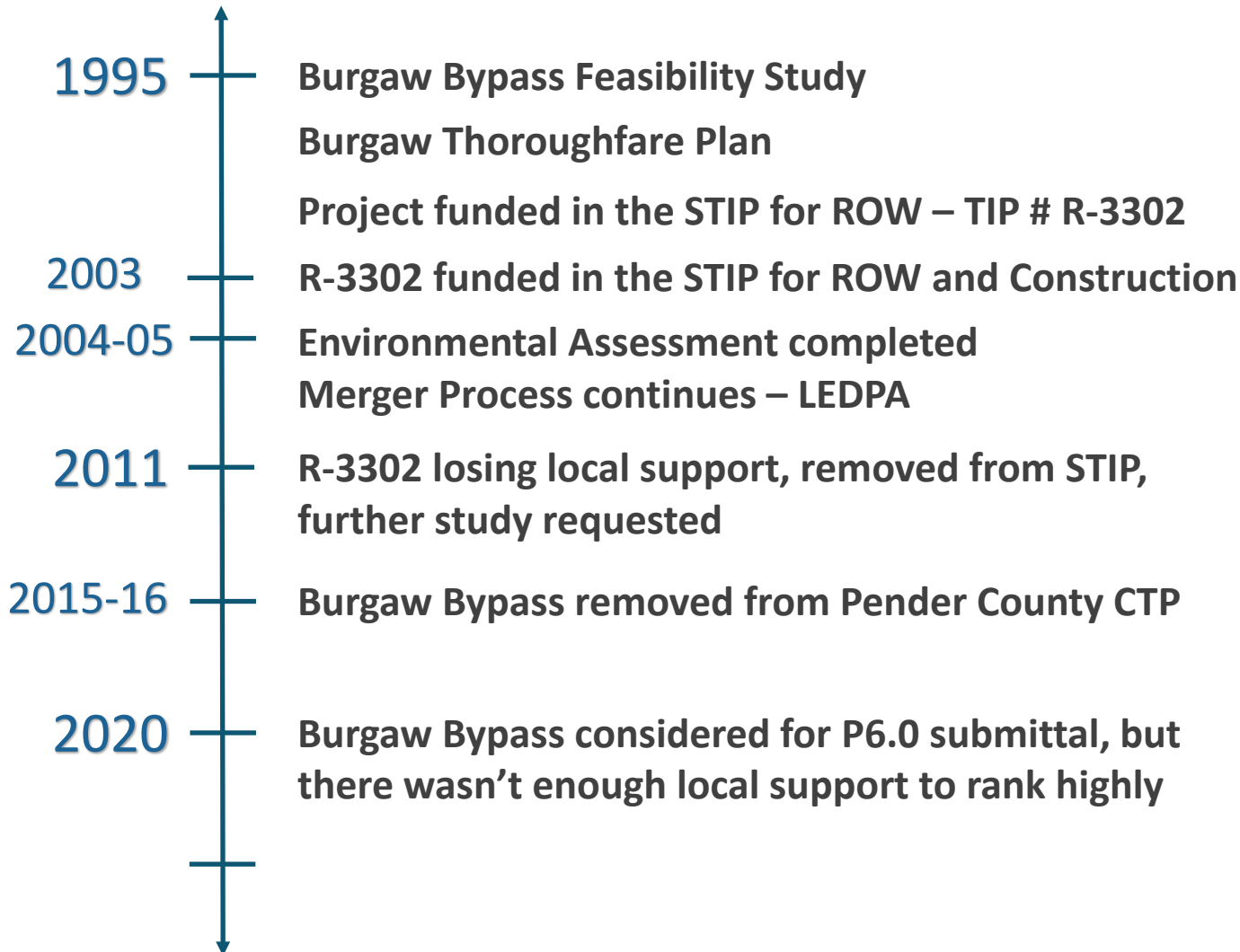
The Burgaw Bypass: Project History



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The Burgaw Bypass: Project History



The Burgaw Bypass: Project History

1995	Burgaw Bypass Feasibility Study Burgaw Thoroughfare Plan Project funded in the STIP for ROW – TIP # R-3302
2003	R-3302 funded in the STIP for ROW and Construction
2004-05	Environmental Assessment completed Merger Process continues – LEDPA
2011	R-3302 losing local support, removed from STIP, further study requested
2015-16	Burgaw Bypass removed from Pender County CTP
2020	Burgaw Bypass considered for P6.0 submittal, but there wasn't enough local support to rank highly
2023	Local newspaper suggested renewed interest in Burgaw Bypass Pender County CTP update begins



The Burgaw Bypass: Why This Matters

NEED

- The problem isn't solved
- Truck traffic increases
- Congestion and safety issues persist

OPPORTUNITY

- There seems to be lingering public interest
- Planning offers a chance to be proactive instead of reactionary
- The process can take time
- Pender County CTP Update

"A bypass would definitely help alleviate some of the truck traffic going through Burgaw.

These large trucks are not providing business to the downtown area.

Rerouting trucks away from downtown would also make our roadways much safer for pedestrians and other motorists."

- Local business owner -

Questions & Discussion
