

APPENDIX A

COORDINATION AND PUBLIC INVOLVEMENT

SECTION A.1
SCOPING RESPONSES



IN REPLY REFER TO

DEPARTMENT OF THE ARMY
WILMINGTON DISTRICT, CORPS OF ENGINEERS
P.O. BOX 1890
WILMINGTON, NORTH CAROLINA 28402-1890

January 24, 1995



Planning Division

Mr. H. Franklin Vick, P.E., Manager
Planning and Environmental Branch
Division of Highways
North Carolina Department of Transportation
Post Office Box 25201
Raleigh, North Carolina 27611-5201

Dear Mr. Vick:

This is in response to your letter of December 2, 1994, requesting our comments on the initiation of the environmental study for "US 74, Shelby, Cleveland County, TIP No. R-2707, State Project No. 8.1801001" (Regulatory Branch Action I.D. No. 199500864).

Our comments involve impacts to U.S. Army Corps of Engineers' projects, flood plains, and other jurisdictional resources, primarily waters and wetlands. The proposed roadway does not cross any Corps-constructed flood control or navigation project. Enclosed are our comments on the other issues.

We appreciate the opportunity to comment on this project. If we can be of further assistance, please contact us.

Sincerely,

Wilbert V. Paynes
Acting Chief, Planning Division

Enclosure

U.S. ARMY CORPS OF ENGINEERS, WILMINGTON DISTRICT, COMMENTS ON:

"US 74, Shelby, Cleveland County, TIP No. R-2707, State Project No. 8.1801001" (Regulatory Branch Action I.D. No. 199500864)

1. FLOOD PLAINS: POC - Bobby L. Willis, Plan Formulation and Flood Plain Services Branch, at (910) 251-4728

This study area for the proposed project is located in the jurisdiction of the city of Shelby and Cleveland County, in which Shelby is a participant in the National Flood Insurance Program (NFIP). Cleveland County has had flood hazard areas identified but does not participate in the NFIP. From a review of the October 1981 Shelby Flood Insurance Rate Map (FIRM), it appears that there are both detail and approximate study streams in the study area. The detail study streams have 100-year flood elevations determined and a floodway defined. For any detail study streams that may be involved, a certification will be required indicating that new and modified structures will not cause any rise in the 100-year natural water surface elevations. If changes in the floodways are required, these changes should be coordinated with the city for modification to the flood insurance map and report. We also suggest coordination with the city for compliance with their flood plain ordinance.

Even though Cleveland County does not participate in the NFIP, flood hazard areas (approximate study streams) have been identified, as noted on the July 1991 Cleveland County FIRM. We recommend that any crossings of these streams be designed so there will be no more than 1-foot increase in the 100-year water surface elevations.

2. WATERS AND WETLANDS: POC - Steve Lund, Asheville Field Office, Regulatory Branch, at (704) 271-4857

Department of the Army (DA) permit authorization, pursuant to Section 404 of the Clean Water Act of 1977, as amended, will be required for the discharge of excavated or fill material, including construction debris, into waters of the United States or any adjacent and/or isolated wetlands. Please provide sufficient information for our evaluation of environmental impacts for all construction corridors which you are considering. Included should be wetland and soils mapping, indicating wetland and soils types, and data regarding endangered species, cultural resources, and fish and wildlife habitat. Adverse environmental impacts should be avoided and then minimized. Mitigation must be provided to compensate for unavoidable impacts. Our comments will be provided in response to such information. Because of this early review and evaluation, we would expect a most expeditious processing of your application for the specific activity requiring Federal authorization.

Questions or comments concerning DA permits may be directed to Mr. Lund.

Philip Edwards

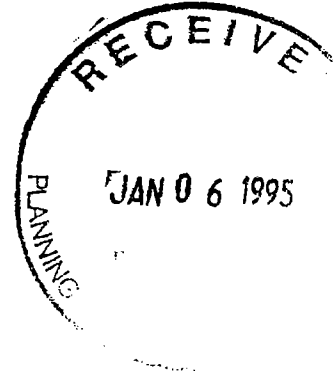


United States Department of the Interior

FISH AND WILDLIFE SERVICE
Asheville Field Office
330 Ridgefield Court
Asheville, North Carolina 28806

January 3, 1995

TAKE
PRIDE IN
AMERICA



Mr. H. Franklin Vick, P.E.
Planning and Environmental Branch
Division of Highways
North Carolina Department of Transportation
P.O. Box 25201
Raleigh, North Carolina 27611-5201

Dear Mr. Vick:

Subject: Scoping for the Shelby Bypass, US 74, Cleveland County, North Carolina, T.I.P. No. R-2707

In your letter of December 2, 1994 (received on December 12, 1994), you requested information regarding potential environmental impacts that could result from the subject project for your use in the preparation of an environmental assessment. The following comments are provided in accordance with the provisions of the Fish and Wildlife Coordination Act, as amended (16 U.S.C. 661-667e), and Section 7 of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531-1543) (Act).

According to the information provided in your letter, the proposed project will involve the construction of a 14 to 15 mile long four-lane divided highway with full control of access. The purpose of this project is to provide a shorter route from Asheville to Charlotte than the current I-26/I-85 route. Beaverdam Creek, the Broad River, Brushy Creek, Hickory Creek, Roberts Creek, and Buffalo Creek are located within the project area.

The U.S. Fish and Wildlife Service (Service) is particularly concerned about the potential impacts the proposed action may have on the federally threatened dwarf-flowered heartleaf (Hexastylis naniflora) and on stream and wetland ecosystems within the project impact area. The Service conducted a site inspection on December 28, 1994. We prefer the alternative that involves widening the existing road since this will likely minimize potential adverse impacts to the above mentioned resources and will not contribute significantly to further fragmentation of wildlife habitats.

Hexastylis naniflora is known from Cleveland County and may occur within the project impact area. Hexastylis naniflora is a rare, low-growing herbaceous plant species in the birthwort family (Aristolochiaceae). The species is currently known from a small portion of the upper piedmont of

North Carolina and South Carolina (eight counties). The species was officially listed as threatened on April 14, 1989, due to imminent threats and long-term vulnerability.

Hexastylis naniflora grows in acidic soils along bluffs and adjacent slopes, in boggy areas next to streams and creekheads, and along the slopes of nearby hillsides and ravines. It often occurs in stands of mixed hardwoods with an understory of mountain laurel (Kalmia latifolia) or rhododendron (Rhododendron sp.) and other acidiophiles. Hexastylis naniflora grows in Pacolet sandy loams (not on heavy clays typical of the piedmont), Madison gravelly sandy loam and Musella fine sandy loam. Soil type is believed to be important, as is moisture and acidity. This species appears to be self-maintaining where shrubs are rare and light gaps are present. Three known populations of Hexastylis naniflora occur around the town of Boiling Springs along Sandy Run Creek and one population occurs along Brushy Creek just south of Polkville. The Service recommends that surveys be conducted for this species in potentially suitable habitat within the project impact area.

The Service's review of the subject environmental assessment would be greatly facilitated if the document contained the following information:

- (1) Information on potential habitat for, and/or presence of the federally listed dwarf-flowered heartleaf within the project impact area. The legal responsibilities of a Federal agency or their designated non-Federal representative under Section 7 of the Act are on file with the Federal Highway Administration and the North Carolina Department of Transportation.
- (2) A description of the fishery and wildlife resources within existing and required additional rights-of-way and any areas, such as borrow areas, that may be affected directly or indirectly by the proposed road construction.
- (3) Acreage and description of the creeks, streams, or wetlands that will be filled as a consequence of the proposed road construction. Wetlands affected by the proposed project should be mapped in accordance with the Federal Manual for Identifying and Delineating Jurisdictional Wetlands. We recommend contacting the U.S. Army Corps of Engineers, Asheville Regulatory Field Office (704/271-4854), to determine the need for a Section 404 Clean Water Act permit.
- (4) Linear feet of any water courses that will be relocated as a consequence of the proposed project.
- (5) Acreage of upland habitat, by cover type, that will be eliminated because of the proposed project.

- (6) Description of all expected secondary and cumulative environmental impacts associated with this proposed work.
- (7) An analysis of the crossing structures considered (i.e., spanning structure, culverts) and the rationale for choosing the preferred structure(s).
- (8) Mitigation measures that will be employed to avoid, eliminate, reduce, or compensate for habitat value losses associated with any of the proposed project.

We appreciate the opportunity to provide these scoping comments and request that you continue to keep us informed as to the progress of this project. In any future correspondence concerning this project, please reference our Log Number 4-2-95-031.

Sincerely,



Brian P. Cole
Field Supervisor

CC:

- Ms. Linda Pearsall, Director, North Carolina Natural Heritage Program,
P.O. Box 27687, Raleigh, NC 27611
- Ms. Stephanie Goudreau, North Carolina Wildlife Resources Commission,
320 S. Garden Street, Marion, NC 28752

Philip Edwards



North Carolina Department of Cultural Resources



James B. Hunt, Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
William S. Price, Director

January 5, 1995

MEMORANDUM

TO: H. Franklin Vick, P.E., Manager
Planning and Environmental Branch
Division of Highways
Department of Transportation

FROM: David Brook *David Brook*
Deputy State Historic Preservation Officer

SUBJECT: Proposed improvements to US 74, Shelby, Cleveland
County, TIP R-2707, State Project 8.1801001, CH
95-E-4220-0384

We have received information concerning the above project from the State Clearinghouse.

The following properties are within the general area of the project and are listed in the National Register of Historic Places:

- Banker's House, 319 North Lafayette Street, Shelby
- Dr. Victor McBrayer House, 507 North Morgan Street, Shelby
- O. Max Gardner House (Webbley), 403 South Washington Street, Shelby
- Cleveland County Courthouse, Shelby
- Central Shelby Historic District, Shelby
- Masonic Temple, 203 South Washington Street, Shelby
- Joseph Suttle House, north side of SR 1126, 0.9 mile east of junction with SR 1127
- Irvin-Hamrick House, north side of SR 1153, 0.2 mile northeast of junction with SR 1152

The following property is included on the state study list and is protected by preservation covenants held by Preservation North Carolina, a statewide nonprofit organization:

El Nido, 520 West Warren Street, Shelby



H. F. Vick
January 5, 1995, Page 2

We understand that the North Carolina Department of Transportation will conduct a survey of historic architectural resources within the project's area of potential effect.

There are no known recorded archaeological sites within the project boundaries. However, the project area has never been systematically surveyed to determine the location of significance of archaeological resources. We recommend that a comprehensive survey be conducted by an experienced archaeologist to identify the presence and significance of archaeological remains that may be damaged or destroyed by the proposed project. Potential effects on unknown resources should be assessed prior to the initiation of construction activities.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966 and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106, codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

DB:slw

cc: State Clearinghouse
N. Graf
B. Church
T. Padgett
Barbara Wishy, Preservation North Carolina

AND NATURAL RESOURCES
DIVISION OF ENVIRONMENTAL HEALTH

Inter-Agency Project Review Response

Project No. 95-0384
County Cleveland

Project Name: US DOT

Type of Project USFH

The applicant should be advised that plans and specifications for all water system improvements must be approved by the Division of Environmental Health prior to the award of a contract or the initiation of construction (as required by 15A NCAC 18C.0300 et. seq.). For information, contact the Public Water Supply Section, (919) 733-2460.

This project will be classified as a non-community public water supply and must comply with state and federal drinking water monitoring requirements. For more information the applicant should contact the Public Water Supply Section, (919) 733-2321.

If this project is constructed as proposed, we will recommend closure of ___ feet of adjacent waters to the harvest of shellfish. For information regarding the shellfish sanitation program, the applicant should contact the Shellfish Sanitation Branch at (919) 726-6827.

The spoil disposal area(s) proposed for this project may produce a mosquito breeding problem. For information concerning appropriate mosquito control measures, the applicant should contact the Public Health Pest Management Section at (919) 726-8970.

The applicant should be advised that prior to the removal or demolition of dilapidated structures, an extensive rodent control program may be necessary in order to prevent the migration of the rodents to adjacent areas. The information concerning rodent control contact the local health department or the Public Health Pest Management Section at (919) 733-6407.

The applicant should be advised to contact the local health department regarding the requirements for septic tank installations (as required under 15A NCAC 18A.1900 et. seq.). For information concerning septic tank and other on-site waste disposal methods, contact the On-Site Wastewater Section at (919) 733-2895.

The applicant should be advised to contact the local health department regarding the sanitation facilities required for this project.

If existing water lines will be relocated during the construction, plans for the water line relocation must be submitted to the Division of Environmental Health, Public Water Supply Section, Plan Review Branch, 1330 St. Mary's Street Raleigh, North Carolina, (919) 733-2460.

P. B. Ch.
Reviewer

LEH/PWS
Section/Branch

12/22/94
Date

State of North Carolina
Department of Environment,
Health and Natural Resources
Division of Environmental Management

James B. Hunt, Jr., Governor
Jonathan B. Howes, Secretary
A. Preston Howard, Jr., P.E., Director



January 27, 1995

MEMORANDUM

To: Phillip Edwards
From: Eric Galamb *EG*
Subject: Water Quality Checklist for EA/EIS Documents
US 74 in Shelby
Cleveland County
TIP #R-2707

The Water Quality Section of the Division of Environmental Management requests that the following topics be discussed in the EA/EIS documents:

- A. Identify the streams potentially impacted by the project. The stream classifications should be current.
- B. Identify the linear feet of stream channelization/relocations. If the original stream banks were vegetated, it is requested that the channelized/relocated stream banks be revegetated.
- C. Number of stream crossings.
- D. Will permanent spill catch basins be utilized? DEM requests that these catch basins be placed at all water supply stream crossings. Identify the responsible party for maintenance.
- E. Identify the stormwater controls (permanent and temporary) to be employed.
- F. Please ensure that sediment and erosion control measures are not placed in wetlands.
- G. Wetland Impacts
 - i) Identify the federal manual used for identifying and delineating jurisdictional wetlands.
 - ii) Have wetlands been avoided as much as possible?
 - iii) Have wetland impacts been minimized?

- iv) Mitigation measures to compensate for habitat losses.
 - v) Wetland impacts by plant communities affected.
 - vi) Quality of wetlands impacted.
 - vii) Total wetland impacts.
 - viii) List the 401 General Certification numbers requested from DEM.
- H. Borrow/waste areas should avoid wetlands to the maximum extent practicable. Prior to the approval of any borrow/waste site in a wetland, the contractor shall obtain a 401 Certification from DEM.
- I. Did NCDOT utilize the existing road alignments as much as possible? Why not (if applicable)?
- J. Please provide a detailed discussion for mass-transit as an option.
- K. To what extent can traffic congestion management techniques alleviate the traffic problems in the study area?
- L. Please provide a conceptual mitigation plan to help the environmental review. The mitigation plan may state the following:
1. Compensatory mitigation will be considered only after wetland impacts have been avoided and minimized to the maximum extent possible.
 2. On-site, in-kind mitigation is the preferred method of mitigation. In-kind mitigation within the same watershed is preferred over out-of-kind mitigation.
 3. Mitigation should be in the following order: restoration, creation, enhancement, and lastly banking.

DEM is also concerned about secondary wetland impacts. For DEM to concur with an alternative in the mountains or the piedmont, DOT will need to commit to full control of access to the wetland parcels or DOT to purchase these parcels for wetland mitigation.

Please note that a 401 Water Quality Certification cannot be issued until the conditions of NCAC 15A: 01C.0402 (Limitations on Actions During NCEPA Process) are met. This regulation prevents DEM from issuing the 401 Certification until a FONSI or Record of Decision (ROD) has been issued by the Department requiring the document. It is recommended that if the 401 Certification application is submitted for review prior to the sign off, the applicant states that the 401 should **not** be issued until the applicant informs DEM that the FONSI or ROD has been signed off by the Department.

Written concurrence of 401 Water Quality Certification may be required for this project. Applications requesting coverage under our General Certification 14 or General Permit 31 (with wetland impact) will require written concurrence. Please be aware that 401 Certification may be denied if wetland impacts have not been avoided and minimized to the maximum extent practicable.

us311.sco

State of North Carolina
Department of Environment,
Health and Natural Resources
Division of Environmental Management



James B. Hunt, Jr., Governor
Jonathan B. Howes, Secretary
A. Preston Howard, Jr., P.E., Director

January 4, 1995

MEMORANDUM

TO: Melba McGee, Legislative & Intergovernmental Affairs
FROM: Monica Swihart, Water Quality Planning
SUBJECT: Project Review #95-0384; Scoping Comments - NC DOT
US 74 Bypass Around City of Shelby, TIP No. R-2707

The Water Quality Section of the Division of Environmental Management requests that the following topics be discussed in the environmental documents prepared on the subject project:

- A. Identify the streams potentially impacted by the project. The stream classifications should be current.
- B. Identify the linear feet of stream channelizations/relocations. If the original stream banks were vegetated, it is requested that the channelized/relocated stream banks be revegetated.
- C. Number of stream crossings.
- D. Will permanent spill catch basins be utilized? DEM requests that these catch basins be placed at all water supply stream crossings. Identify the responsible party for maintenance.
- E. Identify the stormwater controls (permanent and temporary) to be employed.
- F. Please ensure that sediment and erosion and control measures are not placed in wetlands.
- G. Wetland Impacts
 - 1) Identify the federal manual used for identifying and delineating jurisdictional wetlands.
 - 2) Have wetlands been avoided as much as possible?
 - 3) Have wetland impacts been minimized?
 - 4) Discuss wetland impacts by plant communities affected.
 - 5) Discuss the quality of wetlands impacted.
 - 6) Summarize the total wetland impacts.
 - 7) List the 401 General Certification numbers requested from DEM.

Melba McGee
January 4, 1995
Page 2

- H. Will borrow locations be in wetlands? Borrow/waste areas should avoid wetlands to the maximum extent practicable. Prior to approval of any borrow/waste site in a wetland, the contractor shall obtain a 401 Certification from DEM.
- I. Did NCDOT utilize the existing road alignments as much as possible? Why not (if applicable)?
- J. To what extent can traffic congestion management techniques alleviate the traffic problems in the study area?
- K. Please provide a conceptual mitigation plan to help the environmental review. The mitigation plan may state the following:
 - 1. Compensatory mitigation will be considered only after wetland impacts have been avoided and minimized to the maximum extent possible.
 - 2. On-site, in-kind mitigation is the preferred method of mitigation. In-kind mitigation within the same watershed is preferred over out-of-kind mitigation.
 - 3. Mitigation should be in the following order: restoration, creation, enhancement, and lastly banking.

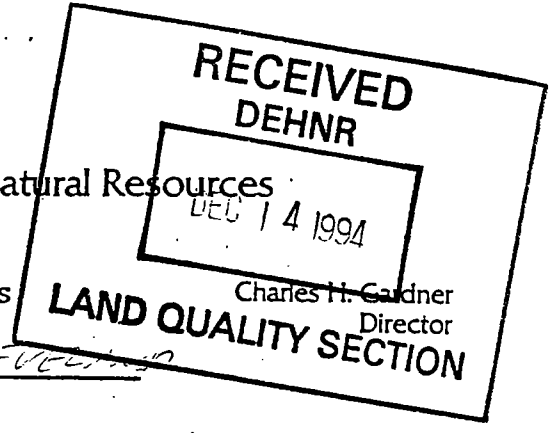
Please note that a 401 Water Quality Certification cannot be issued until the conditions of NCAC 15A: 01C.0402 (Limitations on Actions During NCEPA Process) are met. This regulation prevents DEM from issuing the 401 Certification until a FONSI or Record of Decision (ROD) has been issued by the Department requiring the document. If the 401 Certification application is submitted for review prior to issuance of the FONSI or ROD, it is recommended that the applicant state that the 401 will not be issued until the applicant informs DEM that the FONSI or ROD has been signed by the Department.

Written concurrence of 401 Water Quality Certification may be required for this project. Applications requesting coverage under our General Certification 14 or General Permit 31 will require written concurrence. Please be aware that 401 Certification may be denied if wetland impacts have not been avoided and minimized to the maximum extent practicable.

10807.mem
cc: Eric Galamb



State of North Carolina
 Department of Environment, Health, and Natural Resources
 Division of Land Resources



James G. Martin, Governor
 William W. Cobey, Jr., Secretary

PROJECT REVIEW COMMENTS

Project Number: 95 0384 County: CLEVELAND

Project Name: 0384

Geodetic Survey

This project will impact geodetic survey markers. N.C. Geodetic Survey should be contacted prior to construction at P.O. Box 27687, Raleigh, N.C. 27611 (919) 733-3836. Intentional destruction of a geodetic monument is a violation of N.C. General Statute 102-4.

This project will have no impact on geodetic survey markers.

Other (comments attached) NO COMMENT

For more information contact the Geodetic Survey office at (919) 733-3836.

C. Noel Higgins
 Reviewer *MS*

12-14-94
 Date

Erosion and Sedimentation Control

No comment

This project will require approval of an erosion and sedimentation control plan prior to beginning any land-disturbing activity if more than one (1) acre will be disturbed.

If an environmental document is required to satisfy Environmental Policy Act (SEPA) requirements, the document must be submitted as part of the erosion and sedimentation control plan.

If any portion of the project is located within a High Quality Water Zone (HQW), as classified by the Division of Environmental Management, increased design standards for sediment and erosion control will apply.

The erosion and sedimentation control plan required for this project should be prepared by the Department of Transportation under the erosion control program delegation to the Division of Highways from the North Carolina Sedimentation Control Commission.

Other (comments attached)

For more information contact the Land Quality Section at (919) 733-4574.

David Ward
 Reviewer

12/14/94
 Date

State of North Carolina
Department of Environment,
Health and Natural Resources
Division of Soil and Water Conservation

James B. Hunt, Jr., Governor
Jonathan B. Howes, Secretary
C. Dewey Botts, Director



January 4, 1995

MEMORANDUM

TO: Melba McGee
FROM: David Harrison *DH*
SUBJECT: US 74 Bypass, Shelby, Cleveland County.
Project No. 95-0384.

The proposed project involves construction of 14 to 15 miles of a four-lane divided highway around the City of Shelby. The Environmental Assessment should include an estimate of the amount of prime, unique, and statewide important farmland that will be impacted.

DH/tl



☒ North Carolina Wildlife Resources Commission ☒

512 N. Salisbury Street, Raleigh, North Carolina 27604-1188, 919-733-3391
Charles R. Fullwood, Executive Director

MEMORANDUM

TO: Melba McGee, Office of Policy Development
Dept. of Environment, Health, & Natural Resources

FROM: Stephanie E. Goudreau, Mt. Region Coordinator
Habitat Conservation Program

DATE: December 19, 1994

Stephanie E. Goudreau

SUBJECT: State Clearinghouse Project No. 95-0384, Scoping
comments for US 74 Bypass around Shelby, Cleveland
County (TIP #R-2707).

This correspondence is in response to a request by you for our preliminary comments regarding a proposal by the North Carolina Department of Transportation (NCDOT) to construct a four-lane bypass of US 74 around Shelby in Cleveland County. Alternatives include widening the existing US 74 Bypass, constructing four lanes on new location, and the No Build Alternative. Both northern and southern bypass locations will be investigated for the new location alternatives. Major streams in the project area include the Broad River, Beaverdam Creek, Brushy Creek, Hickory Creek, Roberts Creek, and Buffalo Creek.

In general, we prefer the alternative that involves widening an existing roadway because this alternative usually minimizes impacts to fishery and wildlife resources. However, we will provide additional comments when the Environmental Assessment (EA) is available for review.

The following information should be included in the EA that will be prepared for this project:

- 1) Description of fishery and wildlife resources within the project area, including a listing of federally or state designated threatened, endangered, or special concern species. The Natural Heritage Program (919/733-7795) should be contacted for locations of listed fish and wildlife species.
- 2) Description of waters and/or wetlands affected by the project.

- 3) Project map identifying wetland areas. Identification of wetlands may be accomplished through coordination with the U.S. Army Corps of Engineers (Corps). If the Corps is not consulted, the person delineating wetlands should be identified and criteria listed.
- 4) Description of project activities that will occur within waters or wetlands, such as fill or channel alteration. Acreages of wetlands impacted by alternative project designs should be listed. Project sponsors should indicate whether the Corps has been contacted to determine the need for a 404 Permit under the Clean Water Act. Contact is Mr. Steve Lund at 704/271-4857.
- 5) Description of project site and non-wetland vegetative communities.
- 6) The extent to which the project will result in loss, degradation, or fragmentation of wildlife habitat.
- 7) Any measures proposed to avoid or reduce impacts of the project or to mitigate for unavoidable habitat losses.
- 8) A list of document preparers which shows each individual's professional background and qualifications.

Thank you for the opportunity to review and comment on this project. If you have any questions regarding these comments, please contact me at 704/652-4257.

cc: Mr. Chris Goudreau, District 8 Fisheries Biologist
Mr. Jack Mason, District 8 Wildlife Biologist
Ms. Janice Nicholls, USFWS, Asheville

Clayton, North Carolina 27520
December 20, 1994

MEMORANDUM

TO: Melba McGee, Policy Development

FROM: Don H. Robbins, Staff Forester *DHR*

SUBJECT: DOT EA/Scoping for US 74 Shelby Bypass on New Location in Cleveland County

PROJECT: #95-0384 and TIP # R-2707

DUE DATE: 1-3-95

Our District 12 personnel have reviewed the above subject proposed highway project and have indicated the following -

"The two northern most routes will impact more pine plantations and agriculture lands than the other two routes. We prefer the southern most route since it will impact little rural lands as well as being the shorter route. Our second choice would be the first route to the north for the same reasons."

Since woodland will be involved, the EA document should address the following:

1. The total forest land acreage by types that would be taken out of forest production as a result of new right-of-way purchases and all construction activities.
2. The productivity of the forest soils as indicated by the soil series that would be involved within the proposed project.
3. The impact upon existing greenways within the area of the proposed project.
4. The provisions that the contractor will take to sell any merchantable timber that is to be removed. This practice is encouraged to minimize the need for piling and burning during construction. If any burning is needed, the contractor should comply with all laws and regulations pertaining to debris burning.
5. The provisions that the contractor will take during the construction phase to prevent erosion, sedimentation and construction damage to forest land outside the right-of-

way and construction limits. Trees outside the construction limits should be protected from construction activities to avoid:

- a. Skinning of tree trunks by machinery.
- b. Soil compaction and root exposure or injury by heavy equipment.
- c. Adding layers of fill dirt over the root systems of trees, a practice that impairs root aeration.
- d. Accidental spilling of petroleum products or other damaging substances over the root systems of trees.

We would hope that a route could be chosen that would have the least impact to forest and related resources in that area.

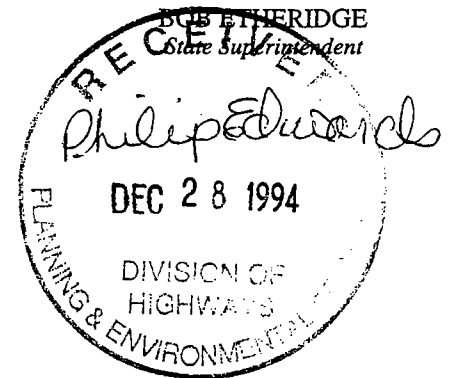
pc: Warren Boyette - CO
Howard Williams - D12
File



NORTH CAROLINA DEPARTMENT OF PUBLIC INSTRUCTION

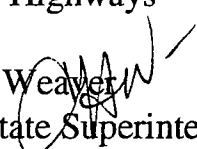
301 North Wilmington Street, Education Building
Raleigh, NC 27601-2825

December 20, 1994



MEMORANDUM

TO: H. Franklin Vick, P.E., Manager
Planning and Environmental Branch
Division of Highways

FROM: Charles H. Weaver 
Assistant State Superintendent
Auxiliary Services

RE: US 74, Shelby, Cleveland County, TIP No. R-2707, State Project No.
8.1801001

Please find attached communication from Jerry McSwain, Associate Superintendent for Cleveland County Schools, relative to subject project.

mrl

Enclosure


CLEVELAND COUNTY SCHOOLS

December 16, 1994

DEC 20 1994


Mr. Charles H. Weaver
North Carolina Department of Public Instruction
301 North Wilmington Street
Education Building
Raleigh, North Carolina 27601-2825

Dear Mr. Weaver:

In reference to your letter dated December 7, 1994, the Cleveland County Schools have no preference as to the route for the US 74 Bypass in Cleveland County. In reviewing the alternatives, we found that none of the routes will affect schools in our system.

Please call if you have questions or wish to discuss this matter further.

Sincerely,


Jerry McSwain
Associate Superintendent

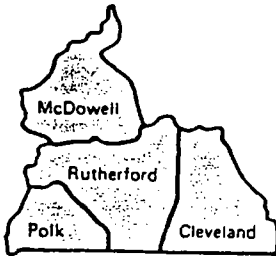
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ISOTHERMAL
PLANNING AND DEVELOPMENT COMMISSION

P. O. BOX 841
RUTHERFORDTON, N. C. 28139-0841

(704) 287-2281
FAX # (704) 287-2735

FRED WILLIAMS
Chairman
PAUL D. HUGHES
Executive Director



Executive Committee

Fred Williams
Hugh King
Robert Irvin
Kathleen McMillian
Earl Daniels
Charles Abernathy
Matthew Dolge

REGIONAL CLEARINGHOUSE
N.C. INTERGOVERNMENTAL REVIEW PROCESS
REVIEW AND COMMENT FORM

TO: Mr. Lane Alexander, Cleveland County Manager
FROM: Noel Wilson, Clearinghouse Coordinator

This office received the attached information about a proposal which could affect your jurisdiction.

If you need more information, contact the applicant directly.

If you wish to comment on this proposed action, complete this form with comments and return to this office by 12-29-94.

If you need additional time to obtain more information or to provide comments, please contact this office as soon as possible. An extension of the review period may be possible.

If no comment is received by the above date, it will be assumed that you have no comments regarding this proposal.

STATE APPLICATION IDENTIFIER # 95-E-4220-0384

COMMENTER'S NAME BILL McCARTER TITLE PLANNING DIRECTOR

REPRESENTING CLEVELAND COUNTY

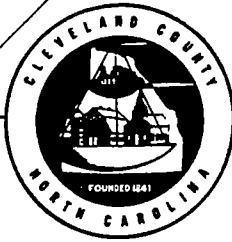
(Local Government)
ADDRESS P.O. Box 1210, SHELBY, NC 28151

PHONE 704 - 484 - 4947 DATE 12-15-94

Provide comments below or in an attachment to this page.

ATTACHED

"Cleveland County
Grows Greater"



P. O. BOX 1210 SHELBY, NORTH CAROLINA 28151-1210
Planning: (704) 484-4979 Mapping: (704) 484-4849

PLANNING & ZONING/MAPPING

M E M O R A N D U M

TO: Chrys Baggett, Director
State Clearing House
Dept. Of Administration

FROM: Bill McCarter, Planning Director *BM*
Cleveland County

SUBJECT: **US 74 Bypass, Cleveland County**
TIP # R-2707, State Project # 8.1801001

DATE: December 19, 1994

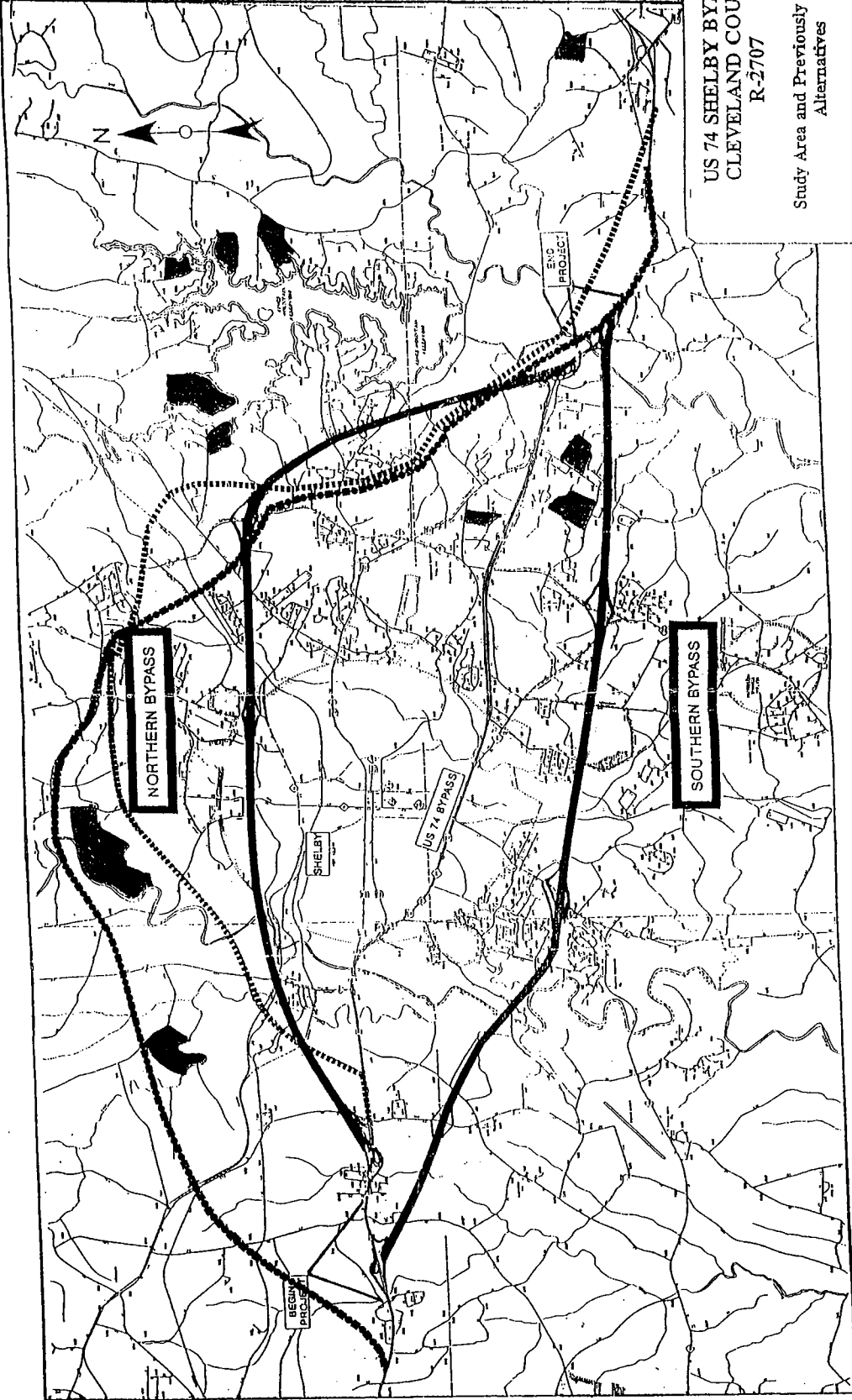
Cleveland County has a "Transportation Partnership" consisting of representatives from the business community and local government. This group held a series of four public meetings across the county in early 1994, which revealed strong support for a northern bypass. Attached are resolutions of support from local governments, agencies, and citizen groups.

To help you gauge the impact on land use/socioeconomic features, subdivisions developed since 1990 are highlighted on the attached map.

NEW SUBDIVISION DEVELOPMENT
 SINCE 1990. B. McCARTER

Legend

- Alternatives presented in the 1991 Feasibility Study
- 7/27/94 Shelby Recommended Thoroughfare Plan - Alternate A
- 7/27/94 Shelby Recommended Thoroughfare Plan - Alternate B



Note: Preliminary alternatives are not limited to those presented on this map; other alternatives will be investigated during the course of this study as well.

CLEVELAND COUNTY PLANNING BOARD

Resolution

In Support of Northern Direction of US 74 Shelby By-Pass

WHEREAS, the 1994 opening of the US 74 connector west to I-26 will cause immediate congestion on the present US 74 By-Pass in Shelby, and

WHEREAS, the present by-pass has experienced an explosion of business creating more local congestion that feeds from numerous side roads and driveways, and

WHEREAS, the Transportation Committee of Cleveland County has studied the By-Pass situation for several years, and

WHEREAS, the Transportation Committee of Cleveland County has been directed by NCDOT in January, 1994, to choose a direction for the new By-Pass, and

WHEREAS, the Transportation Committee of Cleveland County held four public meetings in February-March, 1994, at which community input was sought and that input strongly supported the NCDOT's recommendation for a northern direction, and

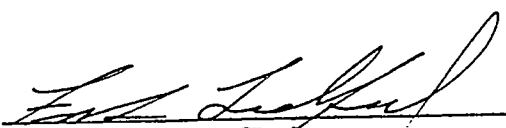
WHEREAS, the NCDOT Thoroughfare Planning Division reminded the Transportation Committee that a route in the northern direction serves not only as a By-Pass, but also improves local traffic patterns by allowing more efficient and safe movement, and

WHEREAS, the NCDOT has determined that even with present and projected improvements to the existing By-Pass, a new By-Pass will be needed to handle existing and projected traffic volumes.

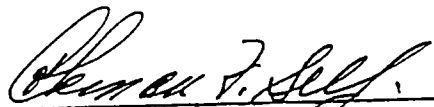
LET IT NOW THEREFORE, BE RESOLVED, that the Cleveland County Planning Board fully endorses the Transportation Committee of Cleveland County's recommendation for a northern direction of the NCDOT corridor study for the location of the new U.S. 74 By-Pass.

BE IT FURTHER RESOLVED, that we ask the NCDOT to give priority treatment and expeditious funding to complete this project by the year 2000.

ADOPTED THIS 21st DAY OF MARCH, 1994.



Frank Ledford, Chairman



Coleman Self, Vice Chairman

"Cleveland County
Grown Greater"



NUMBER 04-94

Resolution

IN SUPPORT OF NORTHERN DIRECTION OF US HIGHWAY 74 BY-PASS AROUND THE CITY OF SHELBY

WHEREAS, the North Carolina Department of Transportation has determined that a new US 74 by-pass is essential, as maximum improvements to the existing US 74 by-pass will not adequately address the future growth in traffic, nor the immediate congestion to be caused by the US 74 link to I-26 scheduled to open in the summer of 1994;

WHEREAS, the Transportation Committee of Cleveland County, which consists of civic leaders and representatives of business and government throughout the county, has studied the US 74 by-pass for several years and most recently held a series of public meetings to solicit the comments of our community, resulting in strong support for the North Carolina Department of Transportation's recommendation for a northern direction; and,

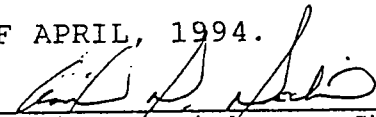
WHEREAS, the North Carolina Department of Transportation Thoroughfare Planning Division indicated to the Transportation Committee that a route in the northern direction serves not only as a by-pass but also improves local traffic patterns by allowing more efficient and safe movement.

LET IT NOW, THEREFORE, BE RESOLVED, that the Cleveland County Board of Commissioners fully endorses the Transportation Committee of Cleveland County's recommendation for a northern direction of the NCDOT corridor study for the location of the new US 74 by-pass; and,

BE IT FURTHER RESOLVED, that the Cleveland County Board of Commissioners supports the continued improvements to the existing US 74 by-pass as identified on the NCDOT Transportation Improvement Program (TIP), increasing its priority ranking; and,

BE IT FURTHER RESOLVED, that we, the Cleveland County Board of Commissioners, implore the North Carolina Department of Transportation to give priority ranking and expeditious funding to complete this project by the year 2000.

ADOPTED THIS THE 5TH DAY OF APRIL, 1994.



Cecil D. Dickson, Chairman
CLEVELAND COUNTY BOARD OF COMMISSIONERS



TRANSPORTATION ADMINISTRATION OF CLEVELAND COUNTY, INC.

RESOLUTION IN SUPPORT OF
NORTHERN DIRECTION OF US HIGHWAY 74 BY-PASS
AROUND THE CITY OF SHELBY

- WHEREAS, the 1994 opening of the US Highway 74 link west to I-26 will cause immediate congestion on the present 74 by-pass in Shelby, and
- WHEREAS, The present by-pass has experienced an explosion of business creating more local congestion that feeds from numerous side and driveways, and
- WHEREAS, The Transportation Committee of Cleveland County has studied the bypass situation for several years, and
- WHEREAS, The Transportation Committee of Cleveland County has been directed by NC-DOT in January, 1994, to choose a direction for the new by-pass, and
- WHEREAS, The Transportation Committee of Cleveland County held four public meetings in February-March, 1994, at which community input was sought and that input strongly supported the NC-DOT's recommendation for a northern direction, and
- WHEREAS, The NC-DOT Thoroughfare Planning reminded the Transportation Committee that a route in the northern direction serves not only as a by-pass but also improves local traffic patterns by allowing more efficient and safe movement, and
- WHEREAS, The NC-DOT has determined that even with present and projected improvements to the existing by-pass, a new by-pass will be needed to handle existing and projected traffic volumes.

LET IT NOW THEREFORE, BE RESOLVED, that the Transportation Administration of Cleveland County, Inc. (TACC) fully endorses the Transportation Committee of Cleveland County's recommendation for a northern direction of the NC-DOT corridor study for the location of the new U.S. Highway by-pass.

BE IT FURTHER RESOLVED, that we ask the NC-DOT to give priority treatment and expeditious funding to complete this project by the year 2000.



Ronnie Blackburn, President

4/21/94
Date

CLEVELAND COUNTY
Economic Development Commission

**RESOLUTION ENDORSING
NORTHERN DIRECTION OF US HIGHWAY 74 BY-PASS
AROUND THE CITY OF SHELBY**

- WHEREAS,** Efficient highway systems are a critical element in retaining and recruiting industry, and
- WHEREAS,** Existing industry and firms seeking sites for new operations require a transportation network which moves products and personnel quickly and safely throughout Cleveland County, and
- WHEREAS,** The 1994 opening of the US Highway 74 link west to I-26 will cause immediate congestion on the present 74 by-pass in Shelby, and
- WHEREAS,** The present by-pass has experienced an explosion of business creating more local congestion that feeds from numerous side roads and driveways, and
- WHEREAS,** The Transportation Committee of Cleveland County has studied the by-pass situation for several years, and
- WHEREAS,** The Transportation Committee of Cleveland County was directed by NC DOT in January 1994 to choose a direction for the new by-pass, and
- WHEREAS,** The Transportation Committee of Cleveland County held four public meetings in February-March 1994, at which community input was sought and that input strongly supported the NC DOT's recommendation for a northern direction, and
- WHEREAS,** The NC DOT Thoroughfare Planning reminded the Transportation Committee that a route in the northern direction serves not only as a by-pass but also improves local traffic patterns by allowing more efficient and safe movement, and
- WHEREAS,** The NC DOT has determined that even with present and projected improvements to the existing by-pass, a new by-pass will be needed to handle existing and projected traffic volumes.

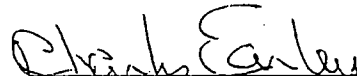


311 East Marion Street
Post Office Box 1210
Shelby, NC 28151-1210
704-480-1900 Fax
704-484-4999 Phone

CHARLOTTE
REGION
America's New Business Horizon

LET IT NOW, THEREFORE, BE RESOLVED, that the Cleveland County Economic Development Commission fully endorses the Transportation Committee of Cleveland County's recommendation for a northern direction of the NC DOT corridor study for the location of the new U. S. Highway 74 by-pass.

BE IT FURTHER RESOLVED, that we ask the NC DOT to give priority treatment and expeditious funding to complete this project by the year 2000.



Charles F. Earley, Chairman
Economic Development Commission

3-24-94

(Date)

Cleveland County
C H A M B E R

RESOLUTION IN SUPPORT OF
NORTHERN DIRECTION OF US HIGHWAY 74 BY-PASS
AROUND THE CITY OF SHELBY

WHEREAS, The 1994 opening of the US Highway 74 link west to I-26 will cause immediate congestion on the present 74 by-pass in Shelby, and

WHEREAS, The present by-pass has experienced an explosion of business creating more local congestion that feeds from numerous side roads and driveways, and

WHEREAS, The Transportation Committee of Cleveland County has studied the by-pass situation for several years, and

WHEREAS, The Transportation Committee of Cleveland County has been directed by NC DOT in January 1994 to choose a direction for the new by-pass, and

WHEREAS, The Transportation Committee of Cleveland County held four public meetings in February-March, 1994, at which community input was sought and that input strongly supported the NC DOT's recommendation for a northern direction, and

WHEREAS, The NC DOT Thoroughfare Planning reminded the Transportation Committee that a route in the northern direction serves not only as a by-pass but also improves local traffic patterns by allowing more efficient and safe movement, and

WHEREAS, The NC DOT has determined that even with present and projected improvements to the existing by-pass, a new by-pass will be needed to handle existing and projected traffic volumes.

LET IT NOW THEREFORE, BE RESOLVED, that the Board of Directors of Cleveland County Chamber fully endorses the Transportation Committee of Cleveland County's recommendation for a northern direction of the NC DOT corridor study for the location of the new U. S. Highway 74 by-pass.

BE IT FURTHER RESOLVED, that we ask the NC DOT to give priority treatment and expeditious funding to complete this project by the year 2000.



President

April 19, 1994

RESOLUTION REGARDING U.S. 74 BYPASS

The citizens of Cleveland County are being asked to consider the proposed new route of US 74, which travels in an East-West direction through Cleveland County. The purpose of the new section is to bypass the City of Shelby. The economic interests of the State of North Carolina and Cleveland County, together with the best interests of the traveling public, will best be served by the bypass being routed through an area lying north of the City of Shelby.

A northern route would benefit transportation by connecting the growing population and industry of Cleveland County with the fast-developing economy along the Interstate 40 corridor. The only arteries connecting the industrial area of southern Cleveland County with Interstate 40 are the two-lane highways through the City of Shelby. With a northerly route of US 74, traffic will be able to quickly and smoothly connect with Highways 180, 18, 150 and 226.

US 74, by traveling a northerly route, will further connect our educational center of Boiling Springs to the northern portion of our state and nation by allowing the traffic from Interstate 40, Interstate 26 and Interstate 85 easy access into Gardner Webb University and Boiling Springs. Moreover, the traveling public will certainly benefit by the beautiful scenery of the South Mountains and the Blue Ridge as they pass through the rural areas of our county.

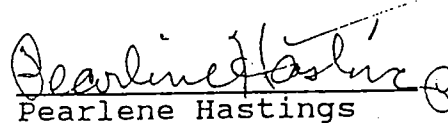
The Upper Cleveland County Chamber has been pursuing and


continues to press for a lake to be built on the First Broad River for the purpose of a long-range water supply and recreation for our county. This move has been enhanced by the strong backing of Congressman Taylor. The northern route of US 74 will not only enhance the recreational benefits of such a lake, but act as a catalyst for tourism into our county.

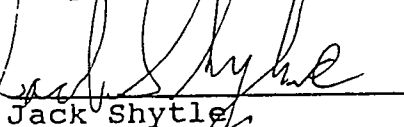
Upper Cleveland Chamber's study supports the conclusion that a northern route in Cleveland County will in the long run be less expensive and less disruptive to the residents of our county. The route may be slightly longer, but with the cost of property and the fewer dislocations of residents from their homes, it will be less expensive now and certainly in the future.

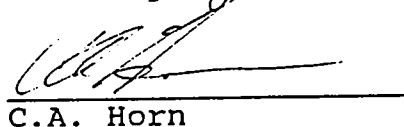
Considering our county's plan for the future as to the water system and natural gas, a northern bypass of US 74 will lead to a systematic development of all of Cleveland County. This will lead to jobs for the children coming out of our improved school system.

Respectfully submitted.


Pearlene Hastings


Ralph Dixon


Jack Shytle


C.A. Horn

Adopted by the full Board of Directors of Upper Cleveland Chamber of Commerce in regular session on February 7, 1994.

CLEVELAND TOMORROW

RESOLUTION IN SUPPORT OF NORTHERN DIRECTION OF US HIGHWAY 74 BY-PASS AROUND THE CITY OF SHELBY

- WHEREAS, The 1994 opening of the US Highway 74 link West to I-26 will cause immediate congestion on the present 74 By-pass in Shelby, and
- WHEREAS, The present By-pass has experienced an explosion of business creating more local congestion that feeds from numerous side roads and driveways, and
- WHEREAS, The Transportation Committee of Cleveland County has studied the By-pass situation for several years, and
- WHEREAS, The Transportation Committee of Cleveland County has been directed by NC DOT in January 1994 to choose a direction for the new By-pass, and
- WHEREAS, The Transportation Committee of Cleveland County held four (4) public meetings in February - March, 1994, at which community input was sought and that input strongly supported the NC DOT's recommendation for a northern direction, and
- WHEREAS, The NC DOT Thoroughfare Planning reminded the Transportation Committee that a route in the northern direction serves not only as a By-pass but also improves local traffic patterns by allowing more efficient and safe movement, and
- WHEREAS, The NC DOT has determined that even with present and projected improvements to the existing By-pass, a new By-pass will be needed to handle existing and projected traffic volumes.

LET IT NOW THEREFORE, BE RESOLVED, that the Leadership Council of *Cleveland Tomorrow* fully endorses the Transportation Committee of Cleveland County's recommendation for a northern direction of the NC DOT corridor study for the location of the new U. S. Highway 74 By-pass.

BE IT FURTHER RESOLVED, that we ask the NC DOT to give priority treatment and expeditious funding to complete this project by the year 2000.

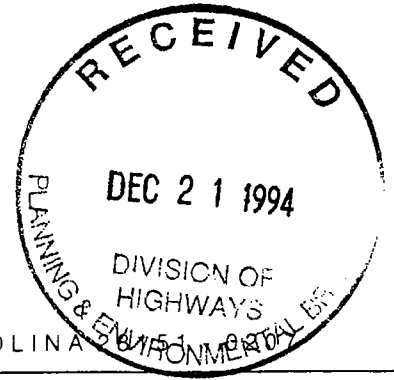
Brownie Glaster, president

Signature

4-20-94

Date

Bissett/Cobb



CITY OF SHELBY

BOX 207 - WASHINGTON AT GRAHAM ST. - SHELBY NORTH CAROLINA

December 19, 1994

H. Franklin Vick, PE, Manager
Planning and Environmental Branch
NC Department of Transportation
Division of Highways
P. O. Box 25201
Raleigh, NC 27611-5201

Dear Mr. Vick:

RE: US 74 Bypass

Thank you for the opportunity to comment on subject project. During the past year, the City of Shelby has engaged in an extensive thoroughfare planning process with the DOT. An integral part of this process was an evaluation of US 74 Bypass alternative.

After public hearings throughout Cleveland County, we concluded that "Alternate A" identified in the Shelby Thoroughfare Plan was the preferred location for the US 74 Bypass. We believe that "Alternate A" will offer maximum benefits and minimal environmental impact to Cleveland County and the City of Shelby.

We appreciate your support of this important project. Please advise me if additional information is needed.

Cordially yours,

Geo. W. Clay, Jr.
George W. Clay, Jr., Mayor

cc: Danny Hawkins

RESOLUTION IN SUPPORT OF
NORTHERN DIRECTION OF US HIGHWAY 74 BY-PASS
AROUND THE CITY OF SHELBY

- WHEREAS, The 1974 opening of the US Highway 74 link west to I-26 will cause immediate congestion on the present 74 by-pass in Shelby, and
- WHEREAS, The present by-pass has experienced an explosion of business creating more local congestion that feeds from numerous side roads and driveways, and
- WHEREAS, The Transportation Committee of Cleveland County has studied the by-pass situation for several years, and
- WHEREAS, The Transportation Committee of Cleveland County has been directed by NC DOT in January 1994 to choose a direction for the new by-pass, and
- WHEREAS, The Transportation Committee of Cleveland County held four public meetings in February-March, 1994, at which community input was sought and that input strongly supported the NC DOT's recommendation for a northern direction, and
- WHEREAS, The NC DOT Thoroughfare Planning reminded the Transportation Committee that a route in the northern direction serves not only as a by-pass but also improves local traffic patterns by allowing more efficient and safe movement, and
- WHEREAS, The NC DOT has determined that even with present and projected improvements to the existing by-pass, a new by-pass will be needed to handle existing and projected traffic volumes.

LET IT NOW THEREFORE, BE RESOLVED, that the Town of Belwood fully endorses the Transportation Committee of Cleveland County's recommendation for a northern direction of the NC DOT corridor study for the location of the new U. S. Highway 74 by-pass.

BE IT FURTHER RESOLVED, that we ask the NC DOT to give priority treatment and expeditious funding to complete this project by the year 2000.

(signature)

Robert W. Davis, Mayor

(date)

4-5-94



Town of Boiling Springs

P.O. BOX 1014
BOILING SPRINGS, N.C. 28017
704-434-2357

MAX HAMRICK
Mayor

COMMISSIONERS
ROBERT B. HAMRICK, MAYOR PRO-TEM
JERRY BRYSON
WILLIAM K. ELLIOTT
BILL ELLIS
ALBERT GLENN

RESOLUTION OF SUPPORT
NORTHERN DIRECTION US HIGHWAY 74 BYPASS
CITY OF SHELBY, NC

RICK HOWELL
Town Administrator

MARGRETTA McKEE
Clerk

- WHEREAS, The 1994 opening of the US Highway 74 connector to Interstate 26 through Rutherford and Polk County will cause immediate congestion on the present US 74 bypass in Shelby and Cleveland County; and
- WHEREAS, The existing US 74 bypass has experienced an explosion of business creating more local traffic congestion that ingress and egress from numerous side roads, driveways and streets; and
- WHEREAS, The Transportation Committee of Cleveland County has studied the US 74 bypass situation for several years and was directed by NCDOT in January 1994 to choose a direction for the proposed bypass; and
- WHEREAS, The Transportation Committee of Cleveland County held four public meetings in February-March 1994 to solicit public input on a bypass direction; and
- WHEREAS, The public expressed at these meetings a support for a northern direction as recommended by NCDOT; and
- WHEREAS, The NCDOT Thoroughfare Planning Branch reminded the Transportation Committee that a route in the northern direction would serve not only as a bypass but also better serves local traffic patterns on already heavily traveled streets and would improve the efficiency and safe movement of this traffic; and
- WHEREAS, The NCDOT has determined that even with present and projected improvements to the existing bypass, a new bypass will still be needed to handle existing and projected traffic volumes.
- NOW, THEREFORE BE IT RESOLVED that the Mayor and Boiling Springs Town Board of Commissioners fully endorse the recommendation of the Transportation Committee of Cleveland County that a northern direction be studied by NCDOT for the location of a new US 74 bypass.
- BE IT FURTHER RESOLVED that we ask NCDOT to give priority treatment and funding in an expeditious manner so that this project may be completed by the year 2000.

ADOPTED THIS THE 4TH DAY OF APRIL, 1994


Max J. Hamrick

Mayor


Margretta B. McKee
Town Clerk

RESOLUTION IN SUPPORT OF
NORTHERN DIRECTION OF US HIGHWAY 74 BY-PASS
AROUND THE CITY OF SHELBY

WHEREAS, The 1994 opening of the US Highway 74 link west to I-26 will cause immediate congestion on the present 74 by-pass in Shelby, and

WHEREAS, The present by-pass has experienced an explosion of business creating more local congestion that feeds from numerous side roads and driveways, and

WHEREAS, The Transportation Committee of Cleveland County has studied the by-pass situation for several years, and

WHEREAS, The Transportation Committee of Cleveland County has been directed by NC DOT in January 1994 to choose a direction for the new by-pass, and

WHEREAS, The Transportation Committee of Cleveland County held four public meetings in February-March, 1994, at which community input was sought and that input strongly supported the NC DOT's recommendation for a northern direction, and

WHEREAS, The NC DOT Thoroughfare Planning reminded the Transportation Committee that a route in the northern direction serves not only as a by-pass but also improves local traffic patterns by allowing more efficient and safe movement, and

WHEREAS, The NC DOT has determined that even with present and projected improvements to the existing by-pass, a new by-pass will be needed to handle existing and projected traffic volumes.

LET IT NOW THEREFORE, BE RESOLVED, that the Mayer Council of Case fully endorses the Transportation Committee of Cleveland County's recommendation for a northern direction of the NC DOT corridor study for the location of the new U. S. Highway 74 by-pass.

BE IT FURTHER RESOLVED, that we ask the NC DOT to give priority treatment and expeditious funding to complete this project by the year 2000.

(signature) Virginia F. Pearson

4/9/94
(date)

RESOLUTION IN SUPPORT OF
NORTHERN DIRECTION OF US HIGHWAY 74 BY-PASS
AROUND THE CITY OF SHELBY

WHEREAS, The 1994 opening of the US Highway 74 link west to I-26 will cause immediate congestion on the present 74 by-pass in Shelby, and

WHEREAS, The present by-pass has experienced an explosion of business creating more local congestion that feeds from numerous side roads and driveways, and

WHEREAS, The Transportation Committee of Cleveland County has studied the by-pass situation for several years, and

WHEREAS, The Transportation Committee of Cleveland County has been directed by NC DOT in January 1994 to choose a direction for the new by-pass, and

WHEREAS, The Transportation Committee of Cleveland County held four public meetings in February-March, 1994, at which community input was sought and that input strongly supported the NC DOT's recommendation for a northern direction, and

WHEREAS, The NC DOT Thoroughfare Planning reminded the Transportation Committee that a route in the northern direction serves not only as a by-pass but also improves local traffic patterns by allowing more efficient and safe movement, and

WHEREAS, The NC DOT has determined that even with present and projected improvements to the existing by-pass, a new by-pass will be needed to handle existing and projected traffic volumes.

LET IT NOW THEREFORE, BE RESOLVED, that the Town of Earl fully endorses the Transportation Committee of Cleveland County's recommendation for a northern direction of the NC DOT corridor study for the location of the new U. S. Highway 74 by-pass.

BE IT FURTHER RESOLVED, that we ask the NC DOT to give priority treatment and expeditious funding to complete this project by the year 2000.

SIGNATURE: Lawrence Ellis

4/2/94

RESOLUTION IN SUPPORT OF
NORTHERN DIRECTION OF US HIGHWAY 74 BY-PASS
AROUND THE CITY OF SHELBY

- WHEREAS, The 1994 opening of the US Highway 74 link west to I-26 will cause immediate congestion on the present 74 by-pass in Shelby, and
- WHEREAS, The present by-pass has experienced an explosion of business creating more local congestion that feeds from numerous side roads and driveways, and
- WHEREAS, The Transportation Committee of Cleveland County has studied the by-pass situation for several years, and
- WHEREAS, The Transportation Committee of Cleveland County has been directed by NC DOT in January 1994 to choose a direction for the new by-pass, and
- WHEREAS, The Transportation Committee of Cleveland County held four public meetings in February-March, 1994, at which community input was sought and that input strongly supported the NC DOT's recommendation for a northern direction, and
- WHEREAS, The NC DOT Thoroughfare Planning reminded the Transportation Committee that a route in the northern direction serves not only as a by-pass but also improves local traffic patterns by allowing more efficient and safe movement, and
- WHEREAS, The NC DOT has determined that even with present and projected improvements to the existing by-pass, a new by-pass will be needed to handle existing and projected traffic volumes.

LET IT NOW THEREFORE, BE RESOLVED, that the Town of Fallston fully endorses the Transportation Committee of Cleveland County's recommendation for a northern direction of the NC DOT corridor study for the location of the new U. S. Highway 74 by-pass.

BE IT FURTHER RESOLVED, that we ask the NC DOT to give priority treatment and expeditious funding to complete this project by the year 2000.

Mayor
(signature) May Boyce

4-6-94
(date)

RESOLUTION IN SUPPORT OF NORTHERN DIRECTION OF
US HIGHWAY 74 BY-PASS AROUND THE CITY OF SHELBY

WHEREAS, the opening of the US Highway 74 link west to I-26 will cause immediate congestion on the present 74 by-pass in Shelby, and

WHEREAS, the present by-pass has experienced an explosion of business creating more local congestion that feeds from numerous side roads and driveways, and

WHEREAS, the Transportation Committee of Cleveland County has studied the by-pass situation for several years, and

WHEREAS, the Transportation Committee of Cleveland County has been directed by NC DOT in January, 1994 to choose a direction for the new by-pass, and

WHEREAS, the Transportation Committee of Cleveland County held four public meetings in February-March, 1994, at which community input was sought and that input strongly supported the NC DOT's recommendation for a northern direction, and

WHEREAS, the NC DOT Thoroughfare Planning reminded the Transportation Committee that a route in the northern direction serves not only as a by-pass but also improves local traffic patterns by allowing more efficient and safe movement, and

WHEREAS, the NC DOT has determined that even with present and projected improvements to the existing by-pass, a new by-pass will be needed to handle existing and projected traffic volumes.

NOW THEREFORE, BE IT RESOLVED, by the City Council of the City of Kings Mountain, North Carolina fully endorses the Transportation Committee of Cleveland County's recommendation for a northern direction of the NC DOT corridor study for the location of the new U.S. Highway 74-by-pass.

BE IT FURTHER RESOLVED, that we ask the NC DOT to give priority treatment and expeditious funding to complete this project by the year 2000.

Passed and adopted this 26th day of April, 1994.

THE CITY OF KINGS MOUNTAIN, NORTH CAROLINA

BY: G. Scott Neisler
G. Scott Neisler, Mayor

Attest:

Marilyn H. Sellers
Marilyn H. Sellers, City Clerk

Approved as To Form:

Clayward C. Corry, Jr., City Attorney

RESOLUTION IN SUPPORT OF
NORTHERN DIRECTION OF US HIGHWAY 74 BY-PASS
AROUND THE CITY OF SHELBY

WHEREAS, the city of Kingstown is Cleveland County's newest incorporated community, located approximately four miles north of the city of Shelby; and

WHEREAS, Kingstown is concerned with the efficient movement of traffic along all radial highways feeding into the Shelby area and US 74, but especially US 226 which most directly affects the Kingstown area; and

WHEREAS, the completion of US-74 to I-26 in the summer of 1994 will cause immediate congestion in the Shleby area along the present By-pass; and

WHEREAS, the NCDOT Thoroughfare Planning Branch has confirmed that a northern US-74 By-pass would serve not only through traffic, but also improve local traffic patterns on the radial highways around Shelby; and

WHEREAS, the Transportation Committee of Cleveland County held four public meetings throughout the county, at which time community input was sought which also confirmed citizen support for a northern US-74 By-pass.

LET IT NOW THEREFORE, BE RESOLVED, that Kingstown fully endorses the Transportation Committee of Cleveland County's recommendation for a northern U.S. 74 By-pass.

BE IT FURTHER RESOLVED, that we ask the NCDOT to proceed immediately with a corridor study and give priority treatment and expeditious funding to complete construction by the year 2000.

Adopted the 11th day of April, 1994.

Clarence J. Blittson
(Signature)

April 11, 1994
(Date)

Attested to by
Town Clerk,
Shawn C. Martin

RESOLUTION IN SUPPORT OF
NORTHERN DIRECTION OF US HIGHWAY 74 BY-PASS
AROUND THE CITY OF SHELBY

WHEREAS, the 1994 opening of the US 74 connector west to I-26 will cause immediate congestion on the present US 74 By-Pass in Shelby, and

WHEREAS, the present by-pass has experienced an explosion of business creating more local congestion that feeds from numerous side roads and driveways, and

WHEREAS, the Transportation Committee of Cleveland County has studied the By-Pass situation for several years, and

WHEREAS, the Transportation Committee of Cleveland County has been directed by NCDOT in January, 1994, to choose a direction for the new By-Pass, and

WHEREAS, the Transportation Committee of Cleveland County held four public meetings in February-March, 1994, at which community input was sought and that input strongly supported the NCDOT's recommendation for a northern direction, and

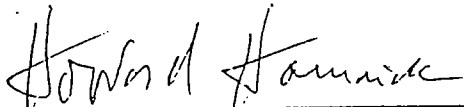
WHEREAS, the NCDOT Thoroughfare Planning Division reminded the Transportation Committee that a route in the northern direction serves not only as a By-Pass, but also improves local traffic patterns by allowing more efficient and safe movement, and

WHEREAS, the NCDOT has determined that even with present and projected improvements to the existing By-Pass, a new By-Pass will be needed to handle existing and projected traffic volumes.

LET IT NOW THEREFORE, BE RESOLVED, that the Lattimore Town Council fully endorses the Transportation Committee of Cleveland County's recommendation for a northern direction of the NCDOT corridor study for the location of the new U.S. 74 By-Pass.

BE IT FURTHER RESOLVED, that we ask the NCDOT to give priority treatment and expeditious funding to complete this project by the year 2000.

ADOPTED THIS 9th DAY OF May, 1994.



Howard Hamrick, Mayor

RESOLUTION IN SUPPORT OF
NORTHERN DIRECTION OF US HIGHWAY 74 BY-PASS
AROUND THE CITY OF SHELBY

- WHEREAS, The 1994 opening of the US Highway 74 link west to I-26 will cause immediate congestion on the present 74 by-pass in Shelby, and
- WHEREAS, The present by-pass has experienced an explosion of business creating more local congestion that feeds from numerous side roads and driveways, and
- WHEREAS, The Transportation Committee of Cleveland County has studied the by-pass situation for several years, and
- WHEREAS, The Transportation Committee of Cleveland County has been directed by NC DOT in January 1994 to choose a direction for the new by-pass, and
- WHEREAS, The Transportation Committee of Cleveland County held four public meetings in February-March, 1994, at which community input was sought and that input strongly supported the NC DOT's recommendation for a northern direction, and
- WHEREAS, The NC DOT Thoroughfare Planning reminded the Transportation Committee that a route in the northern direction serves not only as a by-pass but also improves local traffic patterns by allowing more efficient and safe movement, and
- WHEREAS, The NC DOT has determined that even with present and projected improvements to the existing by-pass, a new by-pass will be needed to handle existing and projected traffic volumes.

LET IT NOW THEREFORE, BE RESOLVED, that the Lawndale Board of Commissio fully endorses the Transportation Committee of Cleveland County's recommendation for a northern direction of the NC DOT corridor study for the location of the new U. S. Highway 74 by-pass.

BE IT FURTHER RESOLVED, that we ask the NC DOT to give priority treatment and expeditious funding to complete this project by the year 2000.

(signature) Richard Hunt, Mayor

April 14, 1994
(date)

TOWN OF MOORESBORO

MOORESBORO, N. C. 28114

RESOLUTION IN SUPPORT OF NORTHERN DIRECTION OF US HIGHWAY 74 BY-PASS AROUND CITY OF SHELBY

- WHEREAS, The 1994 opening of the US Highway 74 link west to I-26 will cause immediate congestion on the present 74 by-pass in Shelby, and
- WHEREAS, The present by-pass has experienced an explosion of business creating more local congestion that feeds from numerous side roads and driveways, and
- WHEREAS, The Transportation Committee of Cleveland County has studied the by-pass situation for several years, and
- WHEREAS, The Transportation Committee has been directed by NC DOT in January, 1994 to chose a direction for the new by-pass, and
- WHEREAS, The Transportation Committee held four public meetings in late winter 1994 at which community input was sought and that input strongly supported the NC DOT's recommendation for a northern direction, and
- WHEREAS, The NC DOT Thoroughfare Planning reminded the Transportation Committee that a route in the northern direction serves not only as a by-pass but also improves local traffic patterns by allowing more efficient and safe movement, and
- WHEREAS, The NC DOT has determined that even with present and projected improvements to the existing by-pass, a new by-pass will be needed to handle existing and projected traffic volumes.

LET IT NOW THEREFORE, BE RESOLVED, that the Town of Mooresboro fully endorses the Cleveland County's Transportation Committee for a northern direction of the NC DOT corridor study for the location of the new U.S. Highway 74 by-pass.

BE IT FURTHER RESOLVED, that we ask the NC DOT to give priority treatment and expeditious funding to complete this project by the year 2000.

Jane P. Hamrick
Jane P. Hamrick, Mayor

5-4-94

Date

(SAMPLE RESOLUTION)

RESOLUTION IN SUPPORT OF
NORTHERN DIRECTION OF US HIGHWAY 74 BY-PASS
AROUND THE CITY OF SHELBY

- WHEREAS, The 1994 opening of the US Highway 74 link west to 1-26 will cause immediate congestion on the present 74 by-pass in Shelby, and
- WHEREAS, The present by-pass has experienced an explosion of business creating more local congestion that feeds from numerous side roads and driveways, and
- WHEREAS, The Transportation Committee of Cleveland County has studied the by-pass situation for several years, and
- WHEREAS, The Transportation Committee of Cleveland County has been directed by NC DOT in January 1994 to choose a direction for the new by-pass, and
- WHEREAS, The Transportation Committee of Cleveland County held four public meetings in February-March, 1994, at which community input was sought and that input strongly supported the NC DOT's recommendation for a northern direction, and
- WHEREAS, The NC DOT Thoroughfare Planning reminded the Transportation Committee that a route in the northern direction serves not only as a by-pass but also improves local traffic patterns by allowing more efficient and safe movement, and
- WHEREAS, The NC DOT has determined that even with present and projected improvements to the existing by-pass, a new by-pass will be needed to handle existing and projected traffic volumes.

LET IT NOW THEREFORE, BE RESOLVED, that the Town of Ballston Spg. NC fully endorses the Transportation Committee of Cleveland County's recommendation for a northern direction of the NC DOT corridor study for the location of the new U. S. Highway 74 by-pass.

BE IT FURTHER RESOLVED, that we ask the NC DOT to give priority treatment and expeditious funding to complete this project by the year 2000.

Mayor J. D. Willingham Jr
(signature)

April 4, 1994
(date)

RESOLUTION IN SUPPORT OF
NORTHERN DIRECTION OF US HIGHWAY 74 BY-PASS
AROUND THE CITY OF SHELBY

- WHEREAS, The 1974 opening of the US Highway 74 link west to I-26 will cause immediate congestion on the present 74 by-pass in Shelby, and
- WHEREAS, The present by-pass has experienced an explosion of business creating more local congestion that feeds from numerous side roads and driveways, and
- WHEREAS, The Transportation Committee of Cleveland County has studied the by-pass situation for several years, and
- WHEREAS, The Transportation Committee of Cleveland County has been directed by NC DOT in January 1994 to choose a direction for the new by-pass, and
- WHEREAS, The Transportation Committee of Cleveland County held four public meetings in February-March, 1994, at which community input was sought and that input strongly supported the NC DOT's recommendation for a northern direction, and
- WHEREAS, The NC DOT Thoroughfare Planning reminded the Transportation Committee that a route in the northern direction serves not only as a by-pass but also improves local traffic patterns by allowing more efficient and safe movement, and
- WHEREAS, The NC DOT has determined that even with present and projected improvements to the existing by-pass, a new by-pass will be needed to handle existing and projected traffic volumes.

LET IT NOW THEREFORE, BE RESOLVED, that the Polkville Town Council fully endorses the Transportation Committee of Cleveland County's recommendation for a northern direction of the NC DOT corridor study for the location of the new U. S. Highway 74 by-pass.

BE IT FURTHER RESOLVED, that we ask the NC DOT to give priority treatment and expeditious funding to complete this project by the year 2000.

(signature) Jack B. Skyles

4-7-94
(date)



CAROLINAS TRANSPORTATION COMPACT
UNC Charlotte Urban Institute
Charlotte, North Carolina 28223

H.E. "Sonny" Timmerman
Executive Director
704/547-2317

*RESOLUTION
SUPPORTING THE NORTHERN DIRECTION OF THE
US 74 BY-PASS AROUND THE CITY OF SHELBY*

WHEREAS the Carolinas Transportation Compact is a regional organization concerned with transportation issues which affect the Charlotte, NC - SC region as a whole, as well as the local issues affecting each individual Compact member;

WHEREAS Cleveland County, and the City of Shelby, are concerned with the immediate congestion on the existing US 74 By-Pass caused by the opening of the western link of US 74 to I-26;

WHEREAS the existing US 74 By-Pass in the City of Shelby has experienced a large number of businesses with direct access to the route, creating even more congestion caused by the local traffic accessing that artery;

WHEREAS the situation on the existing US 74 By-Pass has been studied for several years by the Cleveland County Transportation Committee, and gaining public input concerning this issue through a series of public meetings, has recommended a new by-pass in a northern direction;

WHEREAS this northern location for a new by-pass, which serves not only as a by-pass, but also improves the local traffic patterns, has also been recommended by the North Carolina Department of Transportation;

WHEREAS this route is critical to the efficient movement of traffic and goods within the Compact region, and beyond;

LET IT NOW BE RESOLVED that the Board of the Carolinas Transportation Compact unanimously endorses the recommendation for a northern direction of the North Carolina Department of Transportation corridor study for the location of the new US 74 By-Pass, and requests that this project be given priority treatment and expeditious funding in order for completion by the year 2000.

The above resolution was passed unanimously by the Board of the Carolinas Transportation Compact at their meeting on Wednesday, March 23, 1994.

Thomas J. Harrelson
Interim Executive Director

March 22, 1994

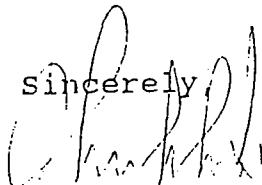
Mr. Danny Hawkins
c/o Chamber of Commerce
200 South Lafayette Street
Shelby, North Carolina 28150

Dear Danny:

On behalf of the Gardner-Webb University family I want to thank you and your committee members for the extensive work you have done on the Shelby Bypass issue. We believe that the construction of a Highway 74 bypass is the number one priority. Thus we are pleased to endorse the Transportation Committee's recommendation for the northern route.

If I can be of help on this issue please call on me.

Sincerely,



M. Christopher White
President

MCW:ke