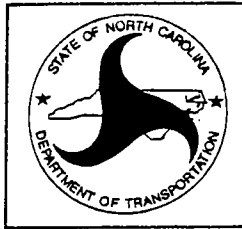


**SECTION A.3**

**NEWSLETTERS AND WORKSHOP HANDOUTS**  
**Newsletters**



# US 74 Shelby Bypass Study (R-2707) NEWSLETTER

May 1995

Volume 1, Issue 1

## Project Background

This is the first in a series of Public Information Newsletters prepared as a part of the US 74 Shelby Bypass Corridor Study and Environmental Impact Statement. The study is conducted to identify potential corridors for a highway designed to interstate standards. During the study, economic, social and environmental aspects of the study area will be analyzed to identify alternative alignments which create the least negative impacts.

## The Next Step: First Citizens Informational Workshop

The first **Citizens Informational Workshop** for the US 74 Shelby Bypass Corridor Study and Environmental Impact Statement will

be held on **Tuesday, May 9, 1995, from 5 to 8 p.m. at Jefferson Elementary School, 1166 Wyke Road.** The purpose of this informal workshop is to inform the public of the project's progress and to present the preliminary alternatives for comments. Aerial photographs showing the preliminary alternatives and other displays will be presented at the workshop. Members of the study team will be available to discuss the project and answer questions.

The NCDOT will provide auxiliary aids and services for disabled persons who wish to participate in the workshop. To receive special services, please contact Ms. Cindy Sharer, PE, at the following address: NCDOT, Planning and Environmental Branch, P.O. Box 25201, Raleigh, NC 27611 or call (919) 733-3141 or fax (919) 733-9794 to give adequate notice prior to the date of the workshop.

## The Planning Process

The planning process is currently in the middle of the second of six phases:

### Phase 1

Data Collection  
Inventory of Planning Issues  
Document Community Concerns  
Transportation Needs Study

### Phase 2

Alternatives Identification  
First Citizens Informational Workshop  
Initial Field Investigation  
Corridor Refinement  
Second Citizens Informational Workshop  
Selection of Corridors for Further Study

### Phase 3

Functional Design  
Detailed Field Studies  
Environmental Analysis  
Technical Reports

### Phase 4

Draft Environmental Impact Statement (DEIS)  
Pre-Hearing Open House  
Corridor Public Hearing

### Phase 5

Review of Comments of the DEIS  
Review Public Hearing Transcript  
Selection of Preferred Alternative

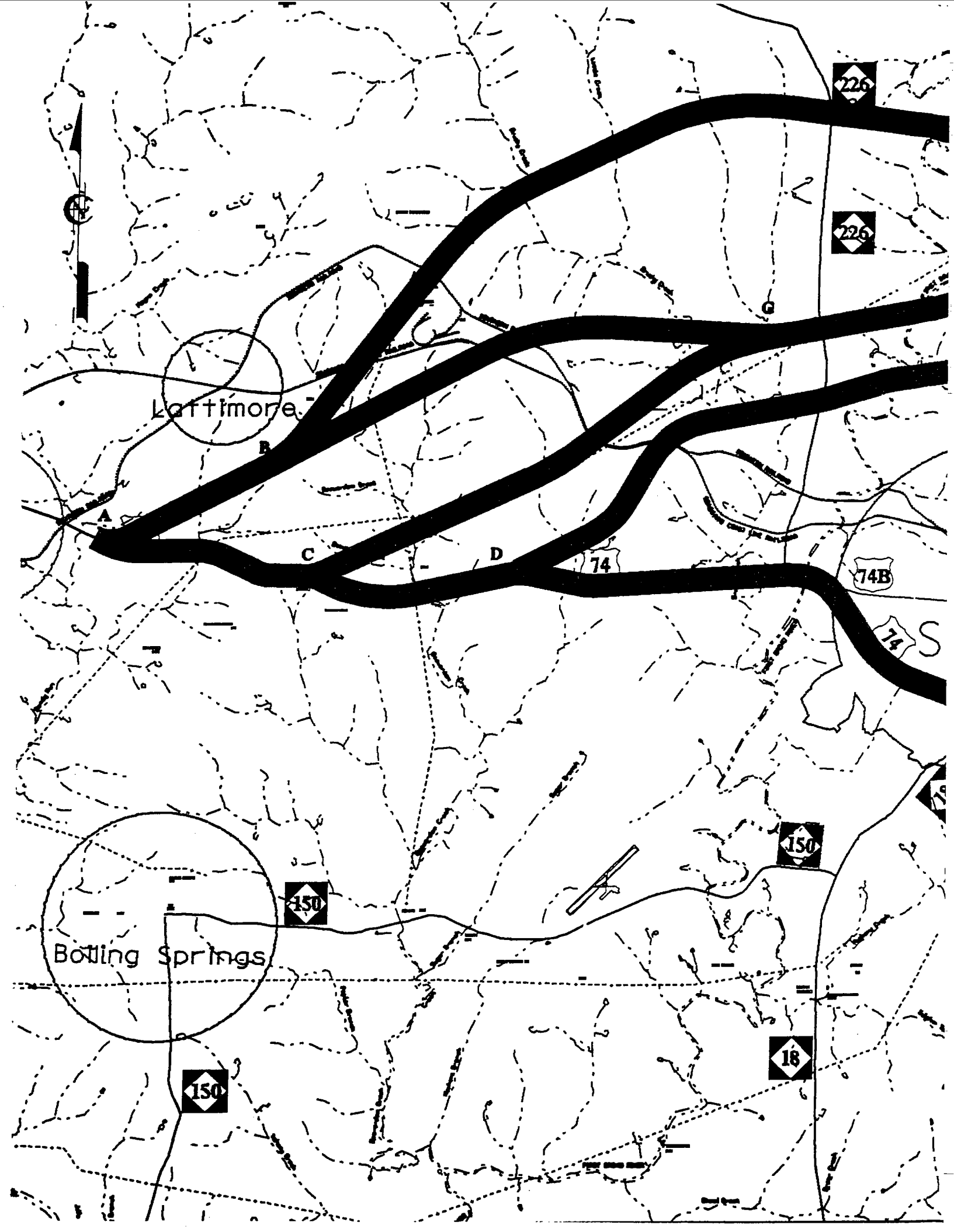
### Phase 6

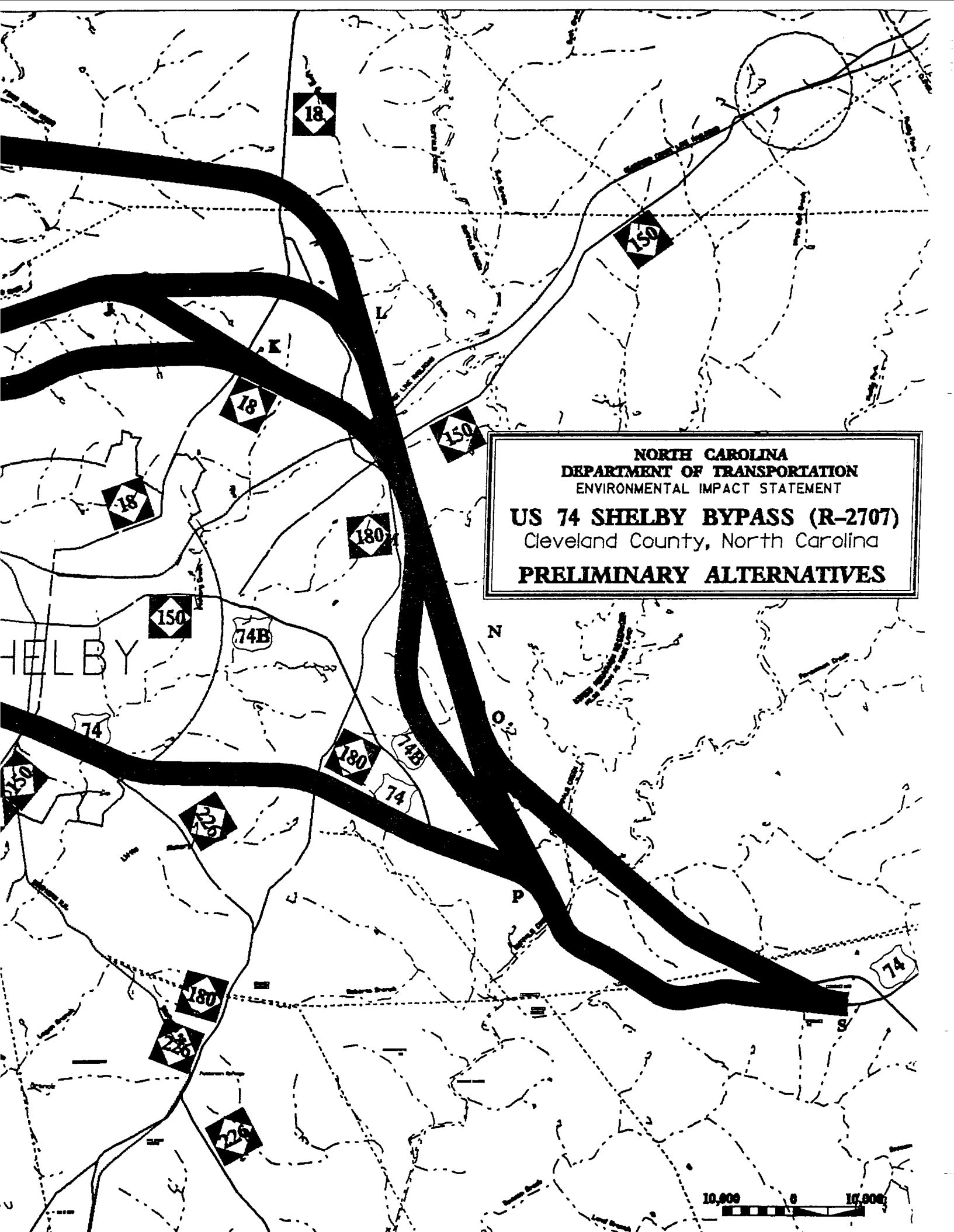
Final Environmental Impact Statement (FEIS)  
Record of Decision

The study team has completed Phase 1 and has identified preliminary alternatives. Initially, 28 possible corridor segments were developed. After refinement and reduction of the less-desirable segments, 16 possible alternatives were retained for further evaluation. The preliminary alternatives evaluation is based on investigations of three major areas:

- **Environmental:** potential wetlands, floodplains, water resources, hazardous materials and farmlands.
- **Social Issues:** potential impacts to existing neighborhoods, community facilities, and recreational areas, and cultural resources; and relocations of residences, businesses and non-profit organizations.
- **Engineering Factors:** safety, traffic, constructibility, and those directly affecting construction costs such as length, number of interchanges, number of bridges for grade separations and stream crossings, and maintenance of existing traffic during construction also were considered.

The study team would like to receive your comments on these preliminary alternatives as a part of our evaluation. The corridors for detailed study will be selected following a second Citizens Informational Workshop, to be held in Summer 1995.





**NORTH CAROLINA**  
**DEPARTMENT OF TRANSPORTATION**  
 ENVIRONMENTAL IMPACT STATEMENT  
**US 74 SHELBY BYPASS (R-2707)**  
 Cleveland County, North Carolina  
**PRELIMINARY ALTERNATIVES**

10,000 0 10,000

## You CAN Be Involved!

In addition to the public workshop, you also can participate in the study process in one or more of the following ways:

- ☛ **Arrange a small group meeting for your group or organization.** The study team will be available throughout most of the study process to meet and discuss the project in informal question-and-answer sessions with neighborhood groups and civic organizations. For details, call the US 74 Shelby Bypass Study Hotline at 480-7225 (local to Shelby area residents).
- ☛ **Add your name to the mailing list.** If you would like to receive future newsletters or meeting notices and have not already requested to be on the mailing list, call the US 74 Shelby Bypass Hotline at 480-7225.
- ☛ **Call or write the study team.** The local project hotline provides direct contact between citizens and the NCDOT study team. Verbal comments will continue to be documented and considered during the study. Call the project hotline at 480-7225. You may also write to the US 74 Shelby Bypass Study or directly to NCDOT at the following addresses:

**US 74 Shelby Bypass Study**  
De Leuw, Cather & Company  
401 Harrison Oaks Blvd.  
Suite 200  
Cary, NC 27513

Mr. H. Franklin Vick, PE, Manager  
Planning and Environmental Branch  
North Carolina Department of Transportation  
P.O. Box 25201  
Raleigh, NC 27611

### **US 74 Shelby Bypass Study**

Corridor Study and Environmental Impact Statement:  
Around the City of Shelby in Cleveland County  
State Project No. 8.1801001  
(TIP No. R-2707)

#### **First Citizens Informational Workshop**

**Tuesday, May 9, 1995**

**5:00 - 8:00 p.m.**

**Jefferson Elementary School**

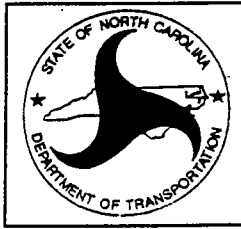
**Project Hotline (Local to Shelby Area Residents)**  
**480-7225**

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**US 74 Shelby Bypass Study**  
De Leuw, Cather & Company  
401 Harrison Oaks Blvd.  
Suite 200  
Cary, NC 27513

### **Take a Look...**

On the inside of this newsletter is a map of the US 74 Shelby Bypass project area showing the preliminary alternative segments that connect to make 16 corridor alternatives.



# US 74 Shelby Bypass Study (R-2707) NEWSLETTER

November 1995

Volume 1, Issue 2

## Project Background

This is the second in a series of public information newsletters prepared as a part of the US 74 Shelby Bypass Corridor Study and Environmental Impact Statement. The study is being conducted to identify reasonable and feasible corridors for a highway built to interstate standards. Economic, social and environmental aspects of the study area will be analyzed in detail to identify the impacts of the reasonable and feasible alternative corridors.

## The Next Step: Second Citizens Informational Workshop

The second Citizens Informational Workshop for the US 74

Shelby Bypass will be held on **Thursday, November 30, 1995, from 4 to 7 p.m. at Jefferson Elementary School, 1166 Wyke Road.** The project's progress and the reasonable and feasible alternatives established as a result of studies conducted during Phase 1 and 2 of the planning process, will be presented. Aerial photographs showing the reasonable and feasible alternatives and other displays will be presented. Members of the study team will be available to discuss the project and answer questions.

The NCDOT will provide auxiliary aids and services for disabled persons who wish to participate in the workshop. To receive special services, please contact Ms. Cindy Sharer, PE, at the following address: NCDOT, Planning and Environmental Branch, P.O. Box 25201, Raleigh, NC 27611 or call (919) 733-3141 or fax (919) 733-9794 to give adequate notice prior to the date of the workshop.

## The Planning Process

The planning process is at the end of the second of six phases:

### Phase 1

Data Collection  
Inventory of Planning Issues  
Document Community Concerns  
Transportation Needs Study

### Phase 2

Alternatives Identification  
First Citizens Informational Workshop  
Initial Field Investigation  
Corridor Refinement  
Selection of Corridors for Further Study  
Second Citizens Informational Workshop

### Phase 3

Functional Design  
Detailed Field Studies  
Environmental Analysis  
Technical Reports

### Phase 4

Draft Environmental Impact Statement (DEIS)  
Pre-Hearing Open House  
Corridor Public Hearing

### Phase 5

Review of Comments of the DEIS  
Review Public Hearing Transcript  
Selection of Preferred Alternative

### Phase 6

Final Environmental Impact Statement (FEIS)  
Record of Decision

Since the May 9, 1995 citizens informational workshop, the study team has evaluated the preliminary alternatives presented at the workshop, and the citizen input received before and after the workshop. The results of these evaluations were used to determine those alternatives which were no longer competitive, and those which should be carried forward for detailed evaluation as reasonable and feasible alternatives.

As a result of citizen input, several refinements and modifications of the preliminary alternatives were included in the corridor analysis/selection process. The reasonable and feasible alternatives from this selection process are shown inside this newsletter.

## Reasonable and Feasible Alternatives Established for Project

The enclosed map shows the reasonable and feasible alternatives established as a result of the studies described in The Planning Process on the front page. This map also reflects the refinements and modifications made to the alternatives since the first workshop. The reasonable and feasible alternatives include: Build alternatives and an Upgrade alternative. The Build alternatives consist of construction of a highway on new location with full control of access. The Upgrade alternative consists of improving the

existing US 74 Bypass to a facility with full control of access.

The map also indicates the preliminary alternatives eliminated as a result of previous studies. These alternatives were deemed not to be reasonable and feasible for reasons of higher impacts to the natural environment, greater impacts to homes and businesses, and/or poor traffic service.



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### Next Steps in the Study

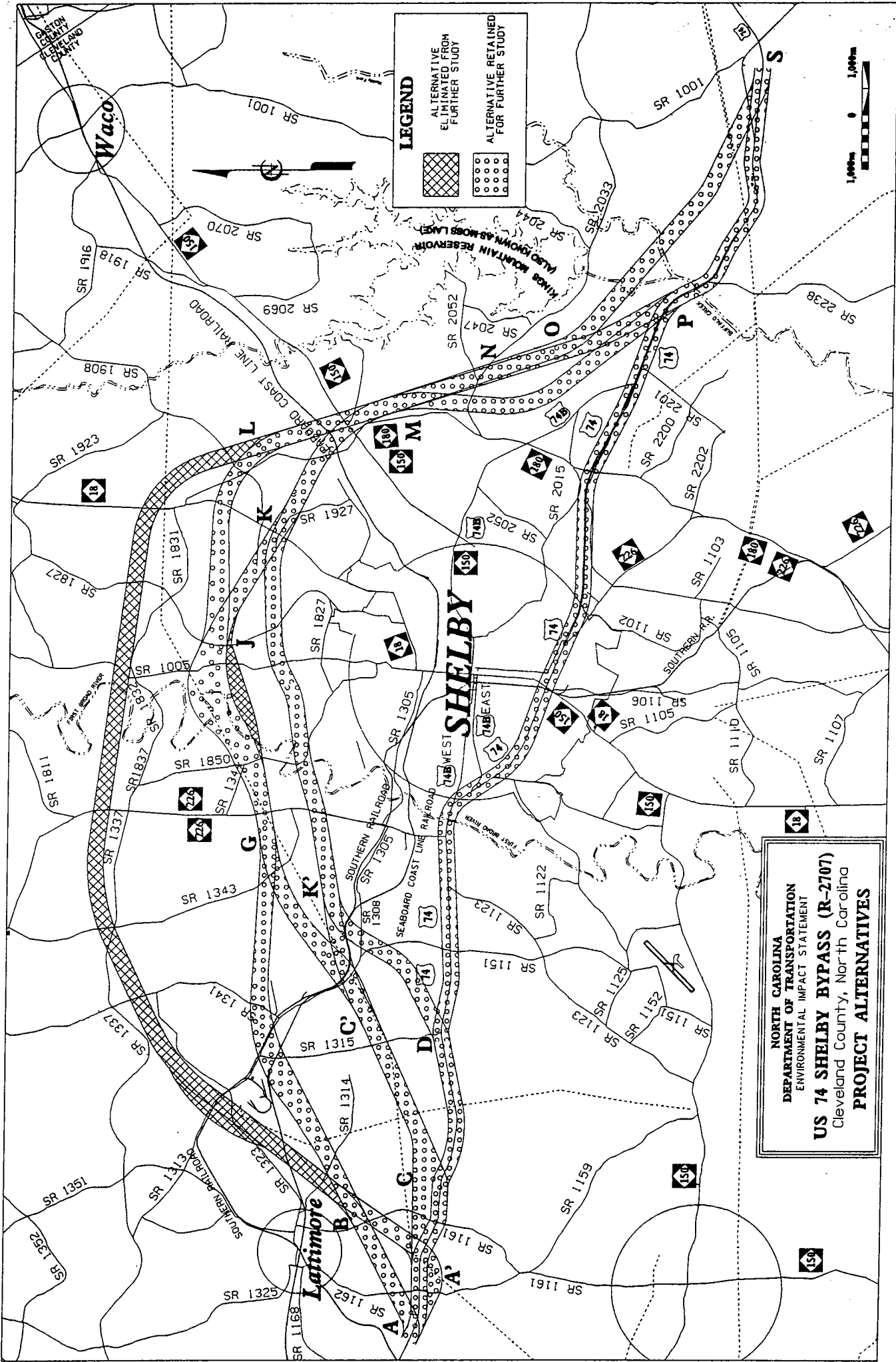
In the next stage of the study, the reasonable and feasible alternatives will be evaluated to determine the impacts of each. During this phase, several other alternatives will be considered in addition to the reasonable and feasible alternatives, including: a No Build alternative; a Transportation Systems Management Alternative; and a Multimodal Alternative.

The following elements will be studied in detail for the reasonable and feasible alternatives:

- Land Use
- Relocations
- Cultural Resources
- Community Facilities
- Utilities
- Air Quality
- Noise
- Hazardous Materials Sites
- Topography

- Soils
- Traffic Service
- Geology
- Farmlands
- Plant Communities
- Wildlife
- Water Resources
- Wetlands
- Protected Species
- Unique Natural Areas
- Aesthetic Values
- Estimated Costs

This information, along with summaries of citizen participation in the project and descriptions of the alternatives identification and evaluation process, will be incorporated into a draft environmental document.



NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 ENVIRONMENTAL IMPACT STATEMENT  
**US 74 SHELBY BYPASS (R-2707)**  
 Cleveland County, North Carolina  
**PROJECT ALTERNATIVES**



## You CAN Be Involved!

In addition to the public workshop, you also can participate in the study process in one or more of the following ways:

- ☛ **Arrange a small group meeting for your group or organization.** The study team will be available throughout most of the study process to meet and discuss the project in informal question-and-answer sessions with neighborhood groups and civic organizations. For details, call the US 74 Shelby Bypass Study Hotline at 480-7225 (local to Shelby area residents).
- ☛ **Add your name to the mailing list.** If you would like to receive future newsletters or meeting notices and have not already requested to be on the mailing list, call the US 74 Shelby Bypass Hotline at 480-7225.
- ☛ **Call or write the study team.** The local project hotline provides direct contact between citizens and the NCDOT study team. Verbal comments will continue to be documented and considered during the study. Call the project hotline at 480-7225. You may also write to the US 74 Shelby Bypass Study or directly to NCDOT at the following addresses:

**US 74 Shelby Bypass Study**  
De Leuw, Cather & Company  
401 Harrison Oaks Blvd.  
Suite 200  
Cary, NC 27513

Mr. H. Franklin Vick, PE, Manager  
Planning and Environmental Branch  
North Carolina Department of Transportation  
P.O. Box 25201  
Raleigh, NC 27611

### **US 74 Shelby Bypass Study**

Corridor Study and Environmental Impact Statement:  
Around the City of Shelby in Cleveland County  
State Project No. 8.1801001  
(TIP No. R-2707)

#### **Second Citizens Informational Workshop**

**Thursday, November 30, 1995**

**4:00 - 7:00 p.m.**

**Jefferson Elementary School**

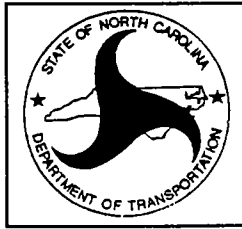
**Project Hotline (Local to Shelby Area Residents)**  
**480-7225**

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**US 74 Shelby Bypass Study**  
De Leuw, Cather & Company  
401 Harrison Oaks Blvd.  
Suite 200  
Cary, NC 27513

### **Take a Look...**

On the inside of this newsletter are maps of the US 74 Shelby Bypass project area showing the reasonable and feasible alternatives for detailed study.



# US 74 Shelby Bypass Study (R-2707) NEWSLETTER

January 1999  
Volume 1, Issue 3

## DEIS Available for Review

This is the third in a series of public information newsletters prepared as a part of the US 74 Shelby Bypass Corridor Study. The study is being conducted to identify a preferred corridor for a US 74 Shelby Bypass. Economic, social and environmental aspects of the study area for three reasonable and feasible alternative corridors were analyzed in detail in a Draft Environmental Impact Statement (DEIS).

The Draft Environmental Impact Statement is available for review at the Cleveland County Memorial Library, the Spangler Branch Library, the Cleveland Community College Library, the Gardner-Webb University Library, the Cleveland County offices and Shelby City Hall.

## The Next Step: Pre-Hearing Workshop

The Pre-Hearing Open House Workshop for the US 74 Shelby Bypass will be held on Tuesday, January 19, 1999 from 4:00

pm to 8:00 pm at the Cleveland Community College gymnasium, 137 South Post Road in Shelby. This workshop will be informal. Representatives from the NCDOT will be present to answer questions on a one-to-one basis.

The Corridor Public Hearing will be held on Tuesday, January 26, 1999 at the same location listed above. The hearing will begin at 7:00 pm. The Public Corridor Hearing is a formal meeting which is held to receive comments from the public relating to the US 74 project; the proceedings of this hearing will be recorded and a transcript will be prepared to assist in the selection of a preferred project alternative.

NCDOT will provide auxiliary aids and services for disabled persons who wish to participate in the pre-hearing. To receive special services, please contact Mr. Carl Goode, PE, at the following address: NCDOT, Citizens Participation Unit, P.O. Box 25201, Raleigh, NC 27611 or call (919) 250-4092 or fax (919) 250-4208 to give adequate notice prior to the date of the workshop.

## The Planning Process

The planning process is in the middle of the fourth of six phases.

### Phase 1

Data Collection  
Inventory of Planning Issues  
Document Community Concerns  
Transportation Needs Study

### Phase 2

Alternatives Identification  
First Citizens Informational Workshop  
Initial Field Investigation  
Corridor Refinement  
Selection of Corridors for Further Study  
Second Citizens Informational Workshop

### Phase 3

Functional Design  
Detailed Field Studies  
Environmental Analysis  
Technical Reports

### Phase 4

Draft Environmental Engineering Statement (DEIS)  
Pre-Hearing Open House  
Corridor Public Hearing

### Phase 5

Review of the Comments on the DEIS  
Review Public Hearing Transcript  
Selection of Preferred Alternative

### Phase 6

Final Environmental Impact Statement (FEIS)  
Record of Decision

Since the November 30, 1995 citizens informational workshop, the study team has completed a detailed evaluation of the reasonable and feasible corridors. The results of this evaluation were compiled in the Draft Environmental Impact Statement. Any questions relating to this document can be addressed at the Pre-Hearing.

## **Description of the Draft Environmental Impact Statement**

The Draft Environmental Impact Statement (DEIS) evaluates all aspects of the proposed project. Chapter 1 discusses the purpose and need for the project. A summary of each project alternative is included in Chapter 2. While Chapter 3 provides an inventory of all existing manmade and natural features, Chapter 4 identifies all the possible impacts on these same features. Chapter 5 lists the agencies and organizations to whom copies of the DEIS are circulated. A description of all the coordination and public involvement is provided in Chapter 6. Finally, Chapter 7 includes a list of the individuals responsible for the preparation of the DEIS.

**Project Hotline Number  
(Local to Shelby Area Residents)**

**480-7225**

## **Contact Us With Your Comments and Concerns**

If you have any questions about the US 74 environmental study, please contact us. Call Dana Brantley, US 74 Project Manager, at 480-7225 (local to Shelby residents) or (919) 677-0230, or address your correspondence to:

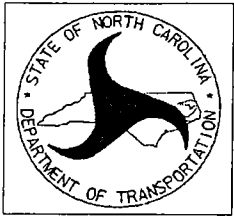
Ms. Dana Brantley, P.E., AICP  
Project Manager, US 74 Study  
De Leuw, Cather & Company  
401 Harrison Oaks, Blvd., Suite 200  
Cary, NC 27513

or

Mr. William D. Gilmore, PE, Manager  
Planning and Environmental Branch  
North Carolina Department of Transportation  
P.O. Box 25201  
Raleigh, NC 27611

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**US 74 Shelby Bypass Study**  
De Leuw, Cather & Company  
401 Harrison Oaks Blvd.  
Suite 200  
Cary, NC 27513



# US 74 Shelby Bypass Study (R-2707)

## NEWSLETTER

May 2000  
Volume 1, Issue 4

This is the fourth in a series of Public Information Newsletters prepared as a part of the US 74 Shelby Bypass Corridor Study and Environmental Impact Statement.

### **The NCDOT Announces the Selection of the Preferred Alternative!**

The North Carolina Department of Transportation (NCDOT), in cooperation with Federal and State environmental resource and regulatory agencies, the Town of Shelby, and Cleveland County has selected Alternative 21 as the Preferred Alternative for the US 74 Shelby Bypass (see Figure 1).

Alternative 21 is the southernmost alternative on the north side of Shelby and is one of the ten most reasonable and feasible alternatives evaluated in the Draft Environmental Impact Statement that was published in fall of 1998.

Alternative 21 was selected as the Preferred Alternative or the Least Environmentally Damaging Practicable Alternative (LEDPA) for the following reasons:

- Fewer noise impacts.
- Fewer prime farmland impacts.
- Fewer wetlands impacts.
- Lesser construction cost.
- Consistency with town and county land use plans and policies.

A detailed description of Alternative 21 as well as the benefits and impacts will be described in the upcoming Final Environmental Impact Statement (FEIS). The FEIS is due out in the fall of 2000.

### **Description of the Final Environmental Impact Statement**

Like the Draft Environmental Impact Statement (DEIS), the Final Environmental Impact Statement (FEIS) will evaluate all aspects of the proposed project.

In addition, the FEIS will include the following new information:

- A discussion of reasons for selection of the LEDPA or Preferred Alternative.
- A summary of public participation activities held since publication of the DEIS.
- A summary of official Corridor Public Hearing comments.
- Updates to existing conditions (for example, new community facilities).
- Agency comments to the DEIS, and the NCDOT responses to those comments.
- Detailed natural resource impact data for the Preferred Alternative.
- Updated traffic data for the Preferred Alternative.

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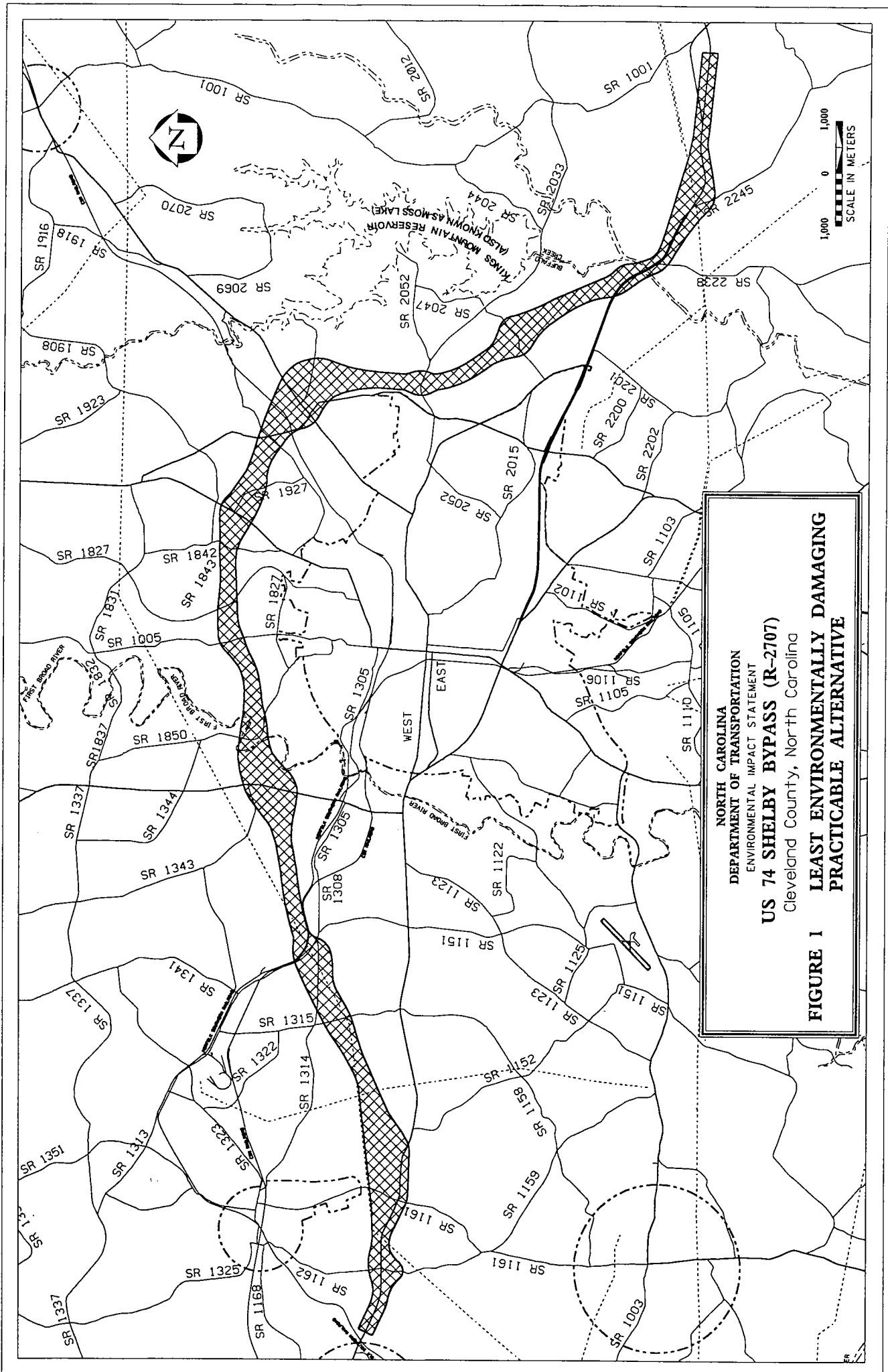
### **US 74 Shelby Bypass Project Hotline**



480-7225

(Local to Shelby Area Residents)

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NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 ENVIRONMENTAL IMPACT STATEMENT  
**US 74 SHELBY BYPASS (R-2707)**  
 Cleveland County, North Carolina  
**FIGURE 1 LEAST ENVIRONMENTALLY DAMAGING  
 PRACTICABLE ALTERNATIVE**

# The Project

## Development Process

The study team has completed Phase Five and has identified the Preferred Alternative for the US 74 Shelby Bypass Project. Phase Six of the Project Development Process is currently underway.

### Phase 1

Data Collection  
Inventory of Planning Issues  
Document Community Concerns  
Transportation Needs Study

### Phase 2

Alternatives Identification  
First Citizens Informational Workshop  
Initial Field Investigation  
Corridor Refinement  
Second Citizens Informational Workshop  
Selection of Corridors for Further Study

### Phase 3

Functional Design  
Detailed Field Studies  
Environmental Analysis  
Technical Reports

### Phase 4

Draft Environmental Impact Statement (DEIS)  
Pre-Hearing Open House  
Corridor Public Hearing

### Phase 5

Review of Comments on the DEIS  
Review Public Hearing Transcript  
Selection of Preferred Alternative

### Phase 6

Wetland Delineation  
Archaeological Studies  
Preliminary Roadway Design  
Final Environmental Impact Statement (FEIS)  
Record of Decision (ROD)  
Pre-Hearing Open House  
Design Public Hearing

## Project Background

Following the refinement of early alternatives through analysis and evaluation, 25 detailed alternatives were established and investigated in depth. Of these, ten were determined reasonable and feasible, based on citizen input, environmental issues, social issues, and engineering factors. From the ten reasonable and feasible alternatives, the Preferred Alternative was selected based on a combination of issues and information.

The ten reasonable and feasible alternatives were reviewed with Federal and State environmental resource and regulatory agencies in order to gain their concurrence with the selection of the LEDPA or the Preferred Alternative.

## Issues/Concerns Continuously Looked At Throughout The US 74 Study

- **Citizen Input:** throughout the US 74 study process, public input has been received and evaluated to help refine the study alternatives.
- **Environmental Issues:** potential wetlands, floodplains, water resources, hazardous materials, farmlands and threatened and endangered species.
- **Social Issues:** potential impacts to existing neighborhoods, community facilities, recreational areas, cultural resources; as well as relocations of residences, businesses and non-profit organizations.
- **Engineering Factors:** safety, traffic, constructibility, and factors directly affecting construction costs such as length, number of interchanges, number of bridges for grade separations and stream crossings, as well as maintenance of existing traffic during construction.

## Next Steps in the US 74 Study

Now that a Preferred Alternative has been selected for the proposed US 74 Shelby Bypass, the final phase of the project development process will begin. Preliminary roadway design will be performed for the Preferred Alternative, which includes the establishment of a roadway centerline and right-of-way limits within the corridor to a level of detail which enables the identification of individual property impacts for residents/businesses in the study area. Detailed wetland delineation and other natural resource studies will be performed to assist the roadway designers in avoiding and minimizing impacts to sensitive natural resource features.

After the FEIS is approved and circulated, a Record of Decision (ROD) will be issued by the Federal Highway Administration (FHWA). The final step in the project development process will be the Design Public Hearing, where interested persons can view the preliminary roadway design for the project location and can make formal comments regarding the roadway design.

A citizens informational workshop will be held in the

Summer of 2000 to provide further information on the preliminary design as it progresses. The specific date, time, and place for the workshop will be announced in the next newsletter.

## Contact Us With Your Comments and Concerns

If you have any questions about the US 74 environmental study, please contact us. Call Dana Brantley, US 74 Project Manager, at 480-7225 (local to Shelby residents) or (919) 677-0230, or address your correspondence to:

Ms. Dana Brantley, P.E., AICP  
Project Manager - US 74 Study  
Parsons Transportation Group, Inc.  
401 Harrison Oaks Blvd., Suite 200  
Cary, NC 27513

or

Ms. Jennifer Harrison, Project Manager  
Project Development and Environmental Analysis  
Branch  
North Carolina Department of Transportation  
1548 Mail Service Center  
Raleigh, NC 27699-1548

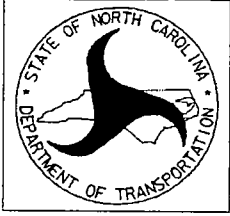
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### US 74 Shelby Bypass Study

Parsons Transportation Group, Inc.  
401 Harrison Oaks Blvd.  
Suite 200  
Cary, NC 27513

### Take a Look...

On the inside of this newsletter is a map showing the Preferred Alternative for the proposed US 74 Shelby Bypass.



# US 74 Shelby Bypass Study (R-2707) NEWSLETTER

July 2000  
Volume 1, Issue 5

## Project Background

This is the fifth in a series of public information newsletters prepared as a part of the US 74 Shelby Bypass Corridor Location Study. The Final Environmental Impact Statement (FEIS) is in progress and the preliminary roadway design is underway.



## Citizens Informational Workshop

A citizens informational workshop for the proposed US 74 Shelby Bypass Study will be held on **Thursday, July 27, 2000, from 4:00 p.m. to 7:00 p.m. at the Cleveland Community College gymnasium, 137 South Post Road in Shelby.** This workshop is to inform the public of the project's progress and to present the preliminary roadway designs within the corridor selected as the Least Environmentally Damaging Practicable Alternative (LEDPA), Alternative 21. A map showing the LEDPA or Preferred Alternative is presented inside this newsletter. The preliminary roadway designs, which will be displayed at the upcoming workshop, will provide residents with more detailed information on the potential effects to their homes/businesses and properties. Representatives from the North Carolina Department of Transportation (NCDOT) and Parsons Transportation Group will be present to answer questions and receive comments.

The NCDOT will provide auxiliary aids and services for disabled persons who wish to participate in the workshop. To receive special services, please contact Mr. Carl Goode P.E., at the following address: NCDOT, Project Development and Environmental Analysis Branch, 1548 Mail Service Center, Raleigh, NC 27699-1548 or call (919) 250-4092 or fax (919) 250-4208 to give adequate notice of your needs prior to the date of the workshop.

## Frequently Asked Questions

Below are some questions commonly asked by citizens:

**Question:** How soon will I know definitely if my home, business or property will be impacted by this project?

**Answer:** *After the FEIS is published and a Record of Decision is approved, a Design Public Hearing will be held. The Design Public Hearing is tentatively scheduled for early 2002. A map will be displayed at this hearing to inform the public of the anticipated right-of-way location for the project. The right-of-way location is subject to modifications based on comments received at the hearing, but those changes are typically minor. Final right-of-way plans will be prepared following the hearing. Once these plans are complete, a right-of-way agent will contact the property owners whose properties are impacted by this project.*

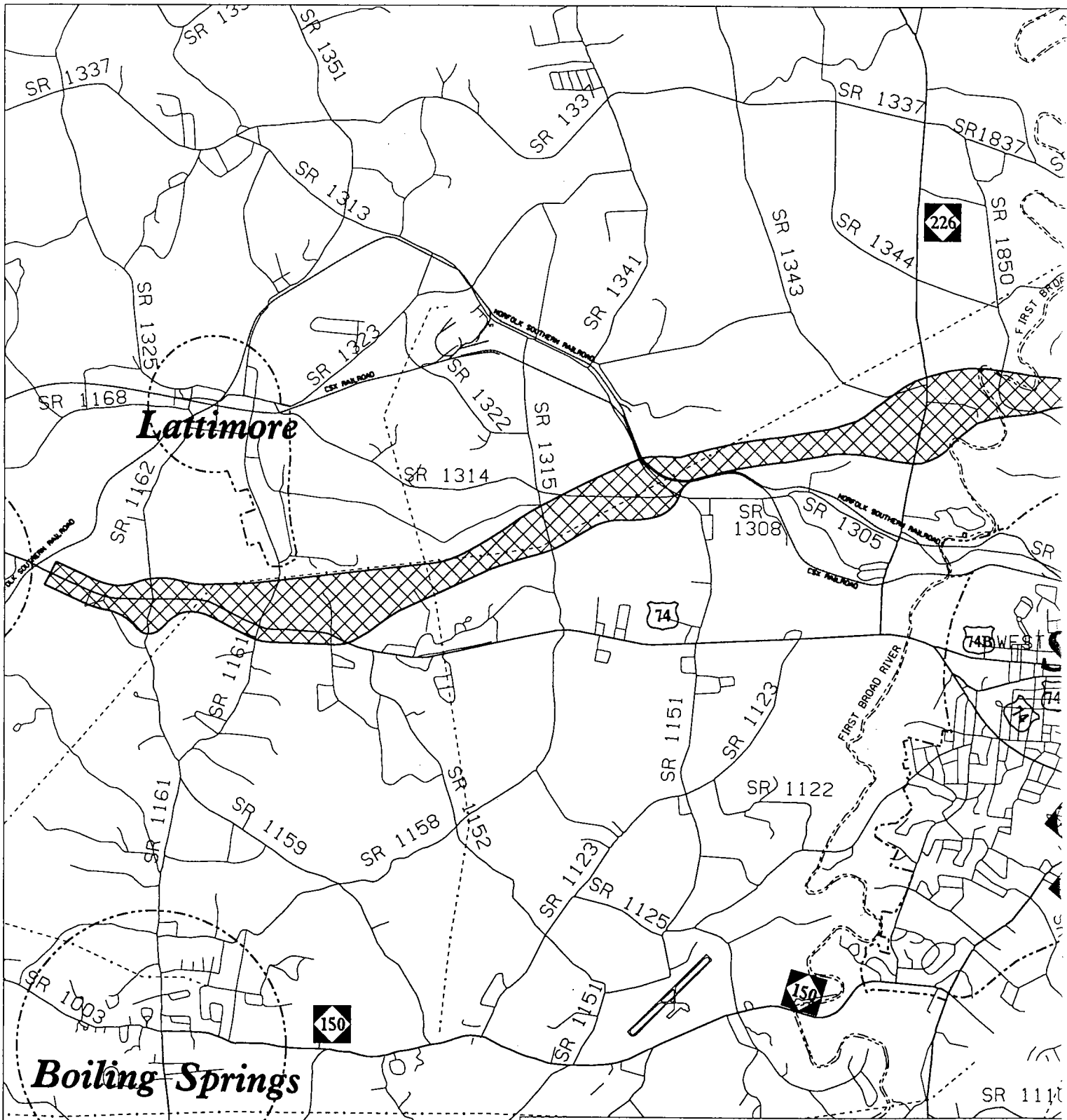
**Question:** What opportunities do I have to comment on this project?

**Answer:** *You can contact project team members at any time during this study (see back page for contact information). The public also will have the opportunity to comment on the proposed design at citizens informational workshops and at the Design Public Hearing.*

**Question:** What is the significance of the various colored flags on stakes in the ground near my property?

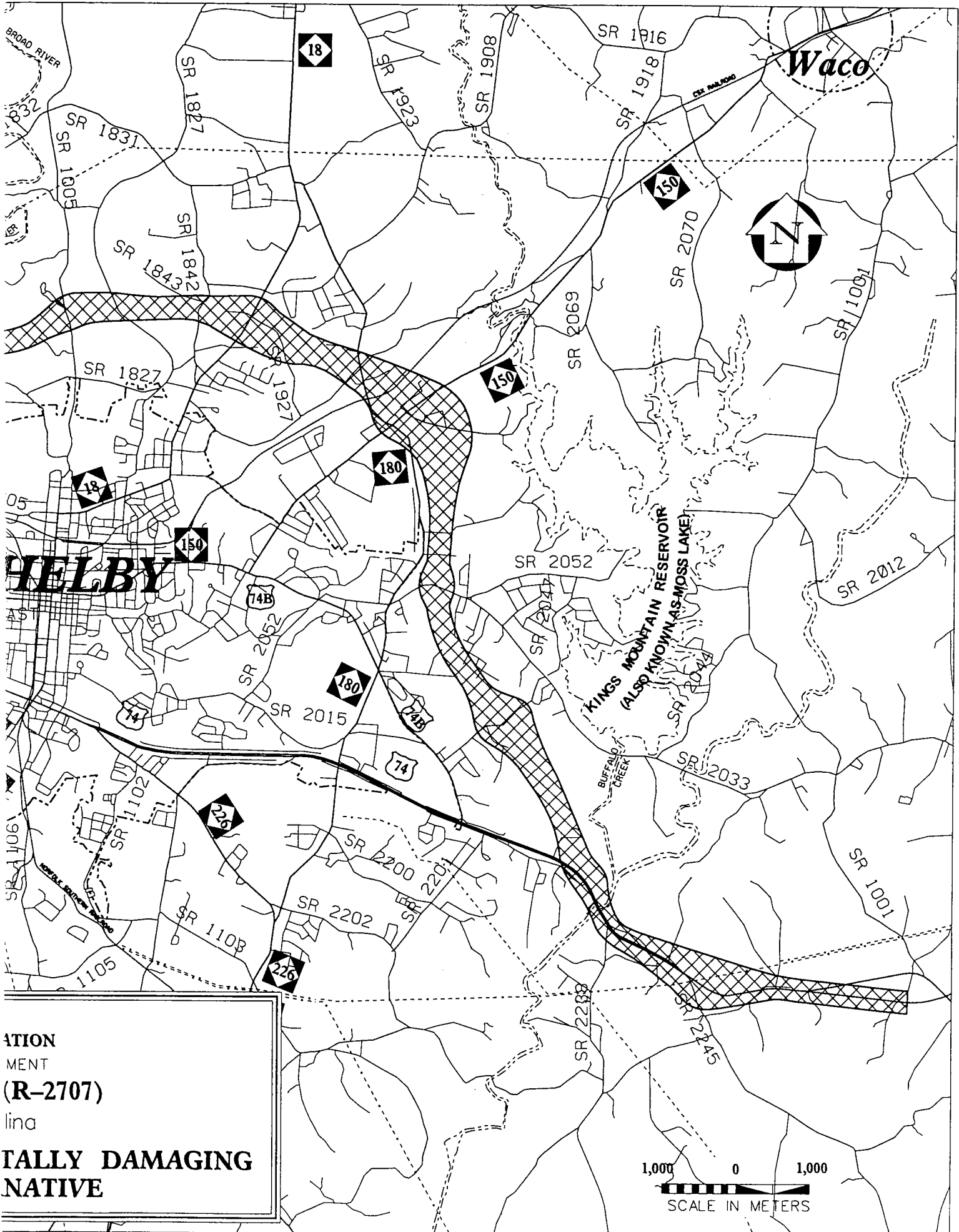
**Answer:** *Some of the flags were placed by NCDOT to identify the edges of the Preferred Alternative corridor. Environmental specialists, such as biologists, have placed flags to identify wetland boundaries, streams and locations of threatened and endangered species. In addition, some flags are being placed for field surveys for the preparation of future right-of-way acquisition plans.*



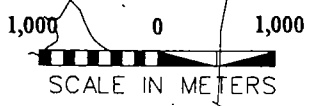


NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 ENVIRONMENTAL IMPACT STATEMENT  
**US 74 SHELBY BYPASS**  
 Cleveland County, North Carolina

**FIGURE 1**    **LEAST ENVIRONMENTALLY PRACTICABLE ALTERNATIVE**



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(R-2707)  
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**TALLY DAMAGING  
NATIVE**



## Your Input is Important to Us!

Now that preliminary roadway design is underway for the Preferred Alternative, it is important for area residents and business owners with potential project concerns to attend the citizens informational workshop on July 27, 2000; and/or contact project team members with their concerns. Since the preliminary design is ongoing, additional information concerning the homes, businesses, and other features along the route will enable the project team to adjust the design to minimize impacts to the human and natural environment. Workshop visitors can also obtain information concerning anticipated impacts to their properties, relocation assistance, and right-of-way acquisition procedures.

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### US 74 Shelby Bypass Project Hotline



**480-7225**

**(Local to Shelby Area Residents)**

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## Contact Us With Your Comments and Concerns

If you are unable to attend the workshop or have any questions about the US 74 Shelby Bypass environmental study, please contact us at:

Ms. Dana Brantley, P.E., AICP  
Project Manager - US 74 Study  
Parsons Transportation Group, Inc.  
401 Harrison Oaks Blvd., Suite 200  
Cary, NC 27513  
Telephone: (919) 677-0230; Fax: (919) 677-7820  
Email address: [dana.brantley@parsons.com](mailto:dana.brantley@parsons.com)

Or

Ms. Jennifer Harrison, Project Manager  
Project Development and Environmental Analysis Branch  
North Carolina Department of Transportation  
1548 Mail Service Center  
Raleigh, NC 27699-1548  
Telephone: (919) 733-7844, ext. 209; Fax: (919) 733-9794  
Email address: [jharrison@dot.state.nc.us](mailto:jharrison@dot.state.nc.us)

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### US 74 Shelby Bypass

Parsons Transportation Group, Inc.  
401 Harrison Oaks Blvd.  
Suite 200  
Cary, NC 27513

### Take a Look...

On the inside of this newsletter is a map showing the Preferred Alternative corridor for the proposed US 74 Shelby Bypass. More detailed information will be available at the upcoming July 27<sup>th</sup> workshop.

**SECTION A.3**

**NEWSLETTERS AND WORKSHOP HANDOUTS**

**Workshop Handouts**

# **US 74 Shelby Bypass Corridor Study Environmental Impact Statement**

May 9, 1995

Jefferson Elementary School

## **Citizens Informational Workshop US 74 Shelby Bypass EIS, R-2707**

The Division of Highways, North Carolina Department of Transportation (NCDOT) and De Leuw, Cather & Company, a Raleigh-based engineering firm, are beginning the engineering and environmental study for the proposed relocation of the US 74 Shelby Bypass in Cleveland County. The study will include alternative corridor evaluations, preliminary engineering, traffic analysis, environmental evaluations, and the preparation of an environmental impact statement.

The purpose of this workshop is to initiate the project's public involvement program, to provide information concerning the environmental study process, to receive comments from the public and interested agencies concerning the project, to present the preliminary corridors, and to introduce the members of the study team.

Representatives of the NCDOT and De Leuw, Cather & Company are available to answer questions you may have concerning the project.

The project study window is shown on the enclosed map. The proposed relocation will provide a four-lane divided highway through the project area, connecting with existing US 74 on each end. The approximate length of existing US 74 through the study area is 9 kilometers (5.5

miles).

This information package details the project planning process and the public involvement program. This citizens workshop is the first opportunity of several for the people of this community to be informed and to comment on this project. You are encouraged to view the slide presentation and examine the project maps and displays. Please ask questions if you have any, and complete the enclosed questionnaire and comment sheet.

### **US 74 Shelby Bypass Study**

Corridor Study and Environmental Impact  
Statement: Around the City of Shelby in  
Cleveland County  
State Project No. 8.1801001  
(TIP # R-2707)

North Carolina Department of Transportation  
Planning and Environmental Branch  
PO Box 25201  
Raleigh, NC 27611

#### **Project Hotline**

(local to Shelby Area Residents)

**480-7225**

# Corridor Project Overview

The NCDOT study will identify and evaluate several alternate corridors for the proposed roadway. Evaluation factors will include engineering, environmental, social, and economic impacts of the proposed action.

The engineering portion of the study will focus on developing a series of safe and efficient build alternates based on the past, current, and future travel demands in the study window. Other alternatives to be evaluated in the study include the "No-Build" or "Do-Nothing" Alternative, the

Improve Existing Facilities Alternative, and the Transportation Systems Management Alternative.

Evaluation factors will include engineering, environmental, social, and economic impacts of the proposed action.

The major environmental impacts to be investigated in this study include Air Quality, Floodplains, Noise, Protected Plant and Animal Species, Water Resources, and Wetlands. The environmental

study will produce Draft and Final Environmental Impact Statements. Detailed environmental evaluations of the alternates will be presented in these reports along with comments and correspondence received from local, state, and federal agencies as well as the public throughout the study process.

Social issues that will be analyzed include potential alterations to existing neighborhoods, community facilities, and recreational areas. An estimate of relocated residences, businesses, and non-profit organizations will be determined for each alternate. The effects of the project on the elderly, handicapped, transit-dependent, and minorities will also be addressed. The study will identify and assess impacts on architecturally and archaeologically important cultural and historic resources.

The economic impacts on the local or regional economy such as the effects of the project on development and employment opportunities will be examined. Impacts of the proposed action on established business districts and highway-related businesses are also included in the study.

## Planning Process

The planning process utilized by this study involves an interdisciplinary team to research and coordinate the environmental analyses and corridor location studies for the project. The intent

of this process is to investigate all reasonable transportation alternatives and evaluate the merits of each, and to analyze the impacts to the manmade and natural environments. The planning process is divided into six phases:

**PHASE 1**

**Data Collection, Inventory of Planning Issues, Document Community Concerns, Transportation Needs Study**

This phase of the study included compiling an inventory of planning issues and community concerns, gathering necessary project related information, and determining the transportation needs in the study area.

**PHASE 2**

**Alternatives Identification, First Citizens Informational Workshop, Initial Field Investigation, Corridor Refinement, Second Citizens Informational Workshop, Selection of Corridors for Further Study**

This is the current phase of the study. Preliminary corridors were developed based on the data collected, issues identified, and the expressed community concerns. Following this, the First Citizens Informational Workshop, initial field investigations will aid in refining and evaluating the preliminary corridors. The results of this study will be presented at the next Citizens Informational Workshop. Based on the evaluation of corridors and the public comment, the final corridors for detailed study will be selected.

**PHASE 3**

**Functional Design, Detailed Field Studies, Environmental Analysis, Technical Reports**

Engineering functional design, detailed field studies, and environmental determinations will begin for each of the final corridors.

Technical reports will be prepared in many of the areas of environmental evaluation.

For questions or concerns regarding the Corridor Project, call the Project Hotline at:

**480-7225**

**PHASE 4**

**Draft Environmental Impact Statement (DEIS), Pre-Hearing Open House, Corridor Public Hearing**

Once all studies are completed, the Draft Environmental Impact Statement will be written. This report will summarize and compare the results of the engineering and environmental evaluations. After a complete review of the report, a Pre-Hearing Open House will be held to discuss the results, and soon afterward, a Corridor Location Public Hearing will be held.

**PHASE 5**

**Review Comments of the DEIS, Review Public Hearing Transcript, Selection of Preferred Alternative**

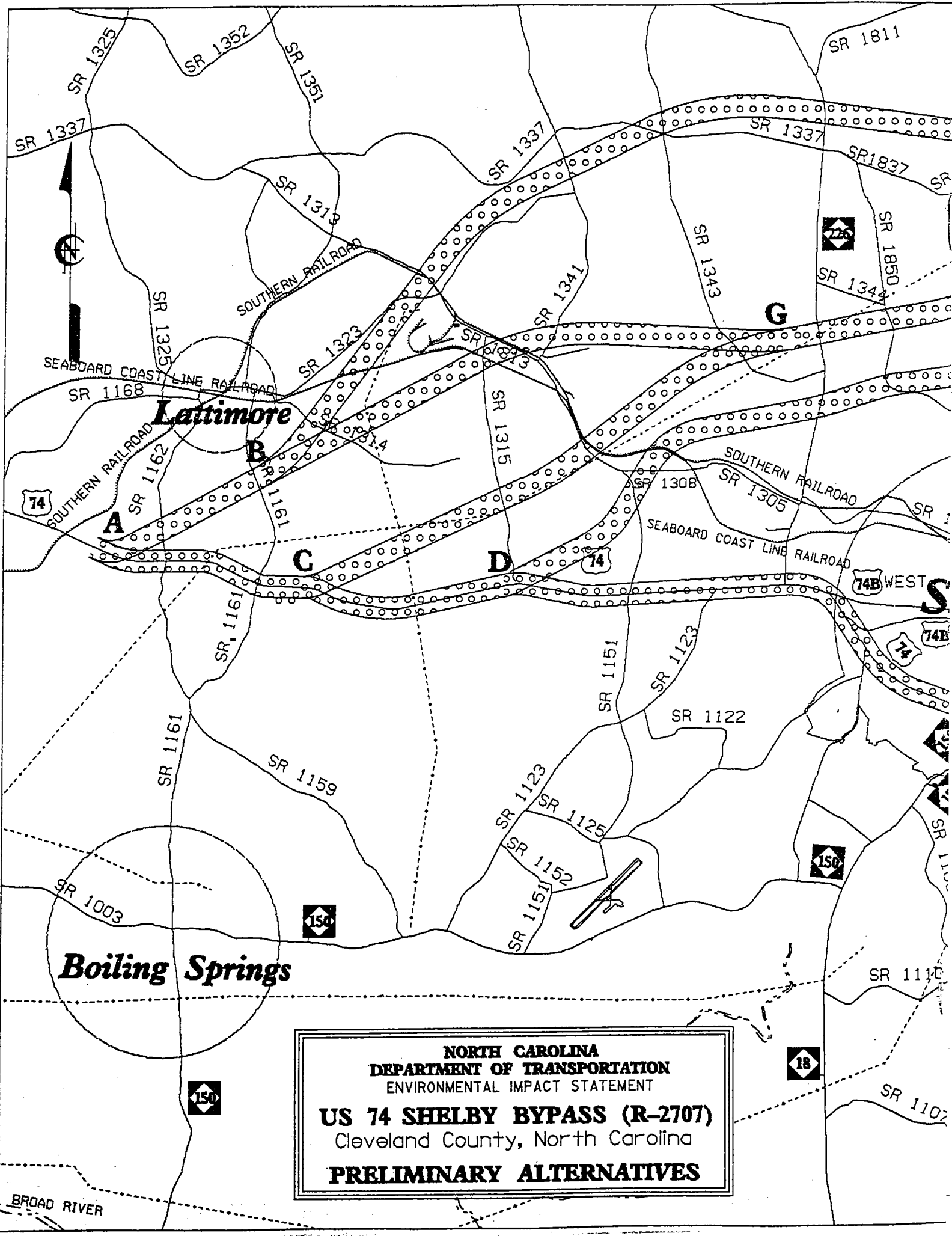
After the Corridor Public Hearing, final selection of a Preferred Alternative will be made by the NCDOT with input from local, state, and federal agencies, local officials, and the public. All Comments on the Draft Environmental Impact Statement and the Public Hearing transcript will be reviewed during the decision process.

**PHASE 6**

**Final Environmental Impact Statement (FEIS), Record of Decision**

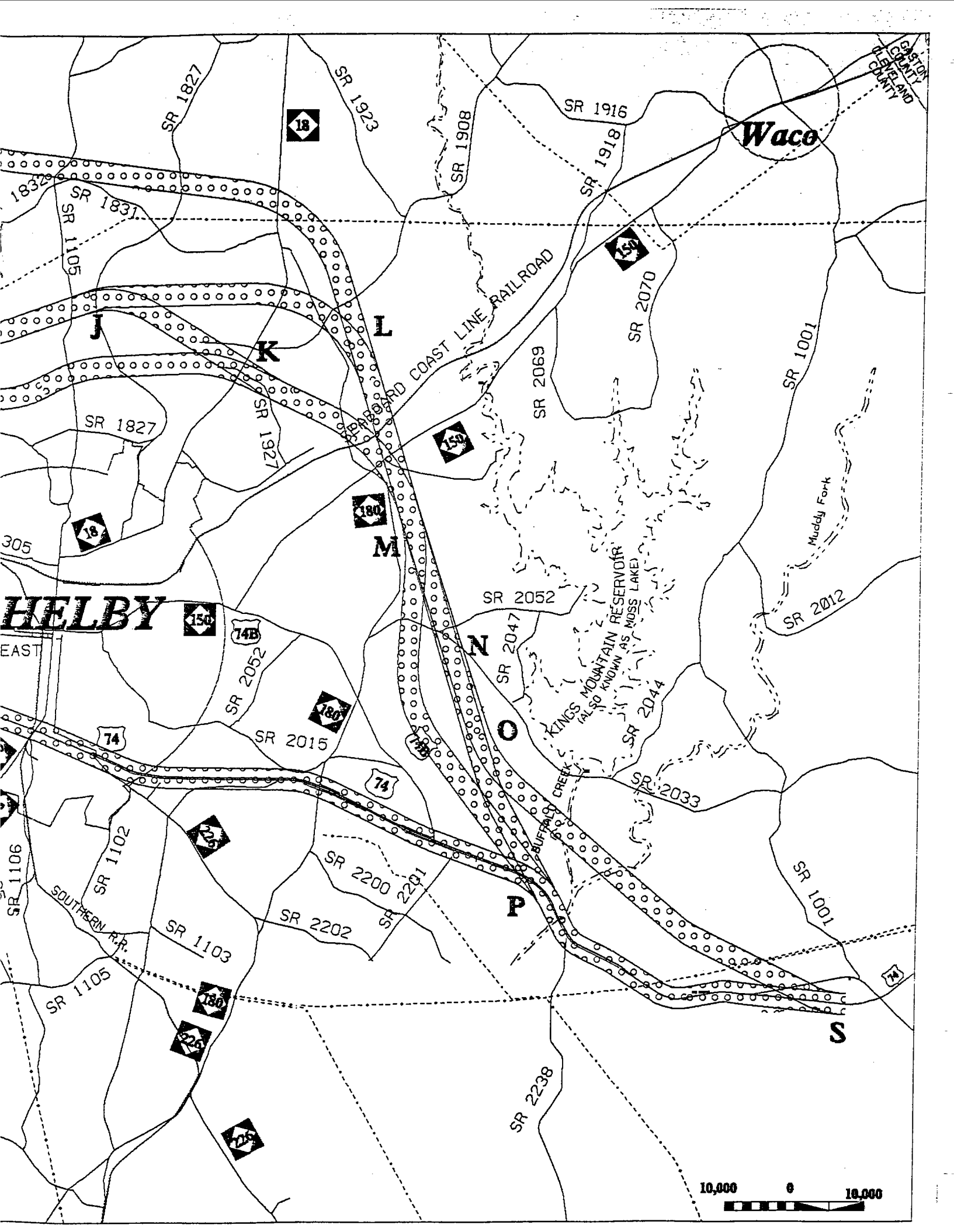
During the final phase of the project, the Final Environmental Impact Statement will be written for the Preferred Alternative. Final comments on the project will be solicited and a Record of Decision will be completed.

This would complete the planning process for the project. Should a build alternative be selected as the Preferred Alternative, the design process will follow the planning process. During design, additional opportunities for public involvement will occur.



**NORTH CAROLINA**  
**DEPARTMENT OF TRANSPORTATION**  
 ENVIRONMENTAL IMPACT STATEMENT  
**US 74 SHELBY BYPASS (R-2707)**  
 Cleveland County, North Carolina  
**PRELIMINARY ALTERNATIVES**





EASTLAND COUNTY  
EASTLAND COUNTY

Waco

HELBY

EAST

GULF COAST LINE RAILROAD

KINGS MOUNTAIN RESERVOIR  
(ALSO KNOWN AS MOSS LAKE)

Muddy Fork

SOUTHERN R.R.



# Public Involvement Program

The early and continued involvement of the citizens who may be affected by the study's outcome is a vital part of the planning process for the proposed project.

Public involvement provides the citizens with the opportunity to participate in the planning process, to convey comments to the NCDOT, and to understand the overall study process and schedule.

A project questionnaire and comment sheet is provided with this brochure. Please answer the questions on the sheet, and provide any other pertinent project comments. The sheet can be returned to the comment box at the registration table or can be mailed to the address on the back of the questionnaire. Persons indicating their name and address on the comment sheet and checking the appropriate space will be added to the project mailing list to receive newsletters and upcoming workshop announcements.

A project hotline is available for public comments, suggestions, or inquiries concerning the corridor study. The hotline service is available Monday through Friday during regular business hours. If it is inconvenient to call during office hours, send a note to the address on the comment sheet and it will be delivered to the appropriate study team member, who will respond to the inquiry within two working days.

In addition to this workshop, there will be two more citizens workshops for this study. At the second Citizens Informational Workshop, the project team will present the modified corridors and receive public comment for the selection of the alternatives for detailed study. The Pre-Hearing Open House will be held one or two weeks prior to the Corridor Public Hearing. The Corridor Public

Hearing Map will be displayed for public review. Throughout the project, small group meetings will be held with interested citizens organizations, neighborhood associations, business groups, and civic groups. Meetings for informal presentations and question and answer sessions can be arranged by contacting the project hotline.

Project newsletters will be published and mailed to all persons on the mailing list periodically throughout the study. The newsletters are designed to keep citizens informed of the study progress between public informational workshops.

Finally, the public will be invited to comment formally on the project during the Corridor Public Hearing. Prior to the hearing, an informal Pre-Hearing Open House will be held to present and discuss the results of the engineering and environmental evaluations.

Each of the above elements of the public involvement program are important aspects of this corridor study, and the overall highway planning process. The public involvement program is an integral part of this study, and citizens are encouraged to participate fully.

## Public Involvement Opportunities

Citizens Informational Workshops  
One-On-One Discussions  
Comments Sheets  
Small Group Meetings  
Project Hotline  
Newsletters  
Pre-Hearing Open House

## Next Steps in the Process

### **Initial Field Investigation:**

Obtain biological data through field surveys of stream crossings, including identification of potential wetlands, plant communities, and habitat for protected species.

### **Corridor Refinement:**

Modify corridors based on the data gathered during the field investigation, and prepare information for public review of the corridors.

### **Second Citizens Informational Workshop:**

Hold second citizens informational workshop to present the refined corridors and receive public comment for the selection of the alternatives for detailed study.

## For Further Information...

### **Write:**

US 74 Shelby Bypass Study  
De Leuw, Cather & Company  
401 Harrison Oaks Blvd.  
Suite 200  
Cary, NC 27513

### **Call:**

US 74 Relocation Study  
Hotline (Local to Shelby Area  
Residents)  
**480-7225**

# NOTES

**NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
 US 74 Shelby Bypass Corridor Study and Environmental  
 Impact Statement  
 State Project No. 8.1801001 (NCDOT TIP # R-2707)**

**PROJECT QUESTIONNAIRE AND COMMENT SHEET  
 Citizen Informational Workshop - May 9, 1995**

**1. Do you think there is a need for improvements to the US 74 Bypass? \_\_\_\_\_**  
 If you answer "No", please use the next sheet to comment about the project.

If "Yes", please rate the following factors that describe the needs for improvement:

	<u>Not important</u>	<u>Mildly important</u>	<u>Very important</u>
Improve Safety			
Increase Traffic Capacity			
Improve the Traffic Flow			
Provide Four-lane Freeway linking major NC Cities			

Comments: \_\_\_\_\_

**2. Please rate the following Alternate Corridor Evaluation factors:**

	<u>Not important</u>	<u>Mildly important</u>	<u>Very important</u>
<b>Engineering Factors:</b> Travel Time			
Traffic Capacity			
Traffic Safety			
Construction Costs			
<b>Environmental Impacts:</b> Air Quality			
Noise			
Protected Plant and Animal Species			
Floodplains			
Water Resources			
Wetlands			
Farmlands			

	<u>Not Important</u>	<u>Mildly Important</u>	<u>Very Important</u>
<b>Social Impacts:</b> Neighborhoods			
Community Facilities			
Recreational Areas			
Relocations: Residences			
Businesses			
Non-Profit Organizations			
Elderly, Handicapped, Transit-Dependent and Minorities			
Architectural and Archaeological Cultural and Historic Resources			
<b>Economic Impacts:</b> Development Opportunities			
Employment Opportunities			
Established Business Districts			
Highway-Related Businesses			

3. A study area map is provided on this form for you to indicate any areas on the map which should be avoided and why.

Additional Comments and Information: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Please leave this questionnaire and comment sheet at the registration table or mail form to:

US 74 Shelby Bypass Study  
 De Leuw, Cather & Company  
 401 Harrison Oaks Blvd.,  
 Suite 200, Cary NC 27513

Name \_\_\_\_\_

Address \_\_\_\_\_

City/State/Zip \_\_\_\_\_

Please add my name to the project mailing list \_\_\_\_\_

# **US 74 Shelby Bypass Corridor Study Environmental Impact Statement**

November 30, 1995

Jefferson Elementary School

## **Citizens Informational Workshop US 74 Shelby Bypass EIS, R-2707**

The Division of Highways, North Carolina Department of Transportation (NCDOT) and De Leuw, Cather & Company, a Raleigh-based engineering firm, are beginning the engineering and environmental study for the proposed relocation of the US 74 Shelby Bypass in Cleveland County. The study will include alternative corridor evaluations, preliminary engineering, traffic analysis, environmental evaluations, and the preparation of an environmental impact statement.

The purpose of this workshop is to provide information concerning the environmental study process, to receive comments from the public and interested agencies concerning the project, and to present the reasonable and feasible alternative corridors.

Representatives of the NCDOT and De Leuw, Cather & Company are available to answer questions you may have concerning the project.

The project study window is shown on the enclosed map. The proposed relocation will provide a four-lane divided highway through the project area, connecting with existing US 74 on each end. The approximate length of existing US 74 through the study area is 26 kilometers (16 miles).

This information package details the project planning process and the public involvement program. This citizens workshop is the first opportunity of several for the people of this community to be informed and to comment on this project. You are encouraged to view the slide presentation and examine the project maps and displays. Please ask questions if you have any.

### **US 74 Shelby Bypass Study**

Corridor Study and Environmental Impact  
Statement: Around the City of Shelby in  
Cleveland County  
State Project No. 8:1801001  
(TIP # R-2707)

North Carolina Department of Transportation  
Planning and Environmental Branch  
PO Box 25201  
Raleigh, NC 27611

### **Project Hotline**

(local to Shelby Area Residents)  
**480-7225**

## Reasonable and Feasible Alternatives

The corridor segments initially selected for detailed study as reasonable and feasible alternatives were those retained as a result of the second tier analysis presented at the September 1995 steering committee meeting. These alternatives were generally judged to be lower in natural, social and/or cultural impacts; more direct; and more suitable in terms of future design considerations than the corridors eliminated from further consideration.

The reasonable and feasible alternatives include two variations of a northern alternative (designated Northern (I) Alternative [A-B-G-J-L-

M-N-O-S] and Northern (II) Alternative [A-A'-B-G-J-L-M-N-O-S]); two variations of a southern alternative (designated Southern (I) Alternative [A-C-C'-K'-K-M-P-S], and Southern (II) Alternative [A-C-D-K'-K-M-P-S]); three crossovers (Segments C'-G, J-K, and O-P), and the Upgrade alternative (A-C-D-P-S). These alternatives are defined in the individual sketches on pages 6 and 7. A map with an overview of all of the alternatives is on pages 4 and 5. A total of 25 possible alternatives can be created from the various corridor segment combinations.



## Next Steps in the Process

### Detailed Field Studies:

Investigate existing conditions in the study area in general, and in greater detail in proximity to the reasonable and feasible alternatives, including identification of community facilities, architectural resources, noise receptors, hazardous materials sites, natural resource features, and other potentially impacted features.

### Environmental Analysis:

Using information gathered in the field studies and through data gathering from other sources, evaluate degree of impacts for each reasonable and feasible alternative as accurately as possible,

i.e., quantitatively by estimating acreages, number of affected residences and businesses, etc.; and qualitatively by assessing changes in accessibility, compatibility with existing and proposed land use, etc.

### Technical Reports:

In conjunction with the field studies and environmental analysis, prepare documents summarizing various aspects of these studies, such as noise, air quality, natural resources, hydraulics, and architectural resources.

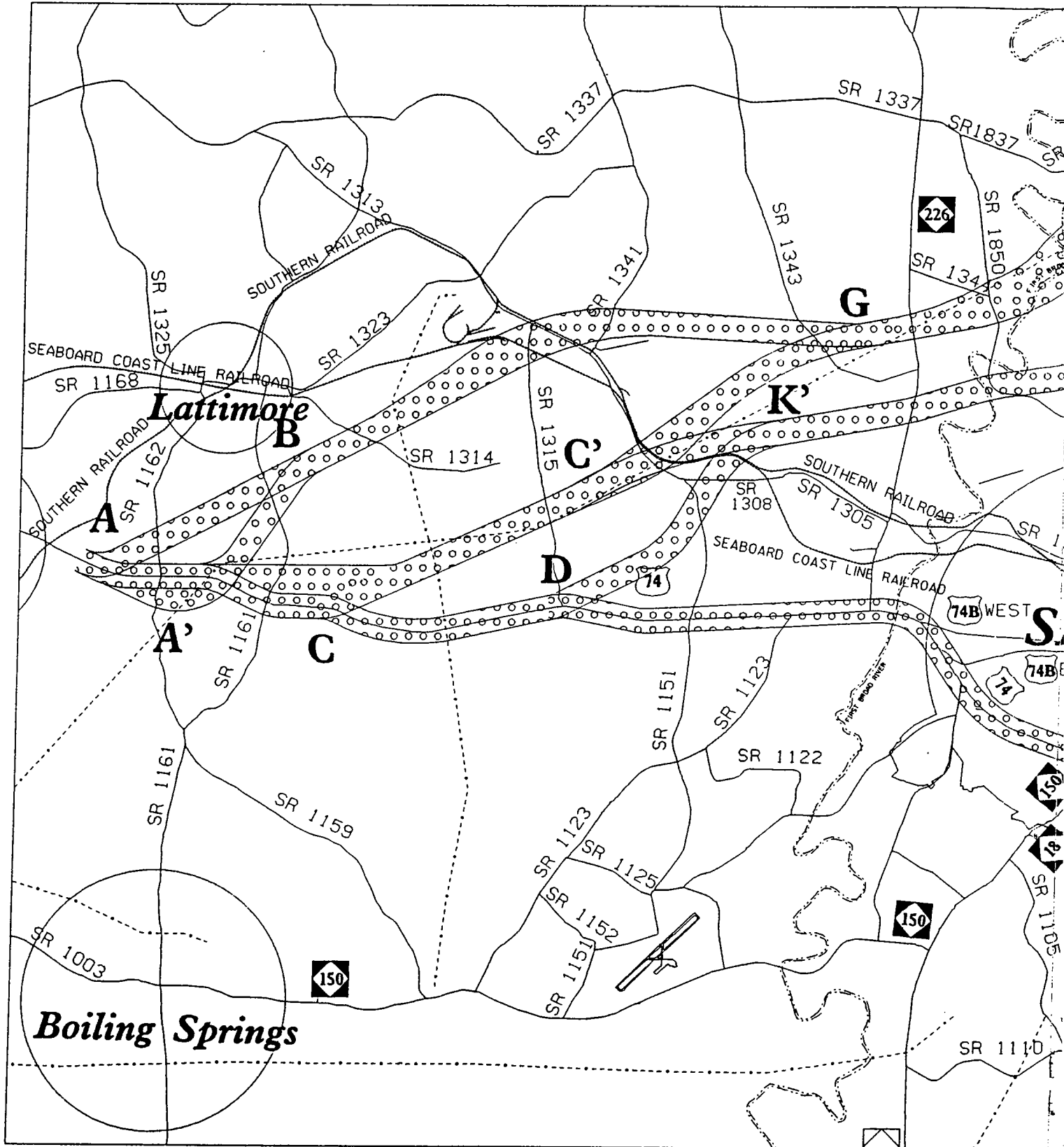
## For Further Information...

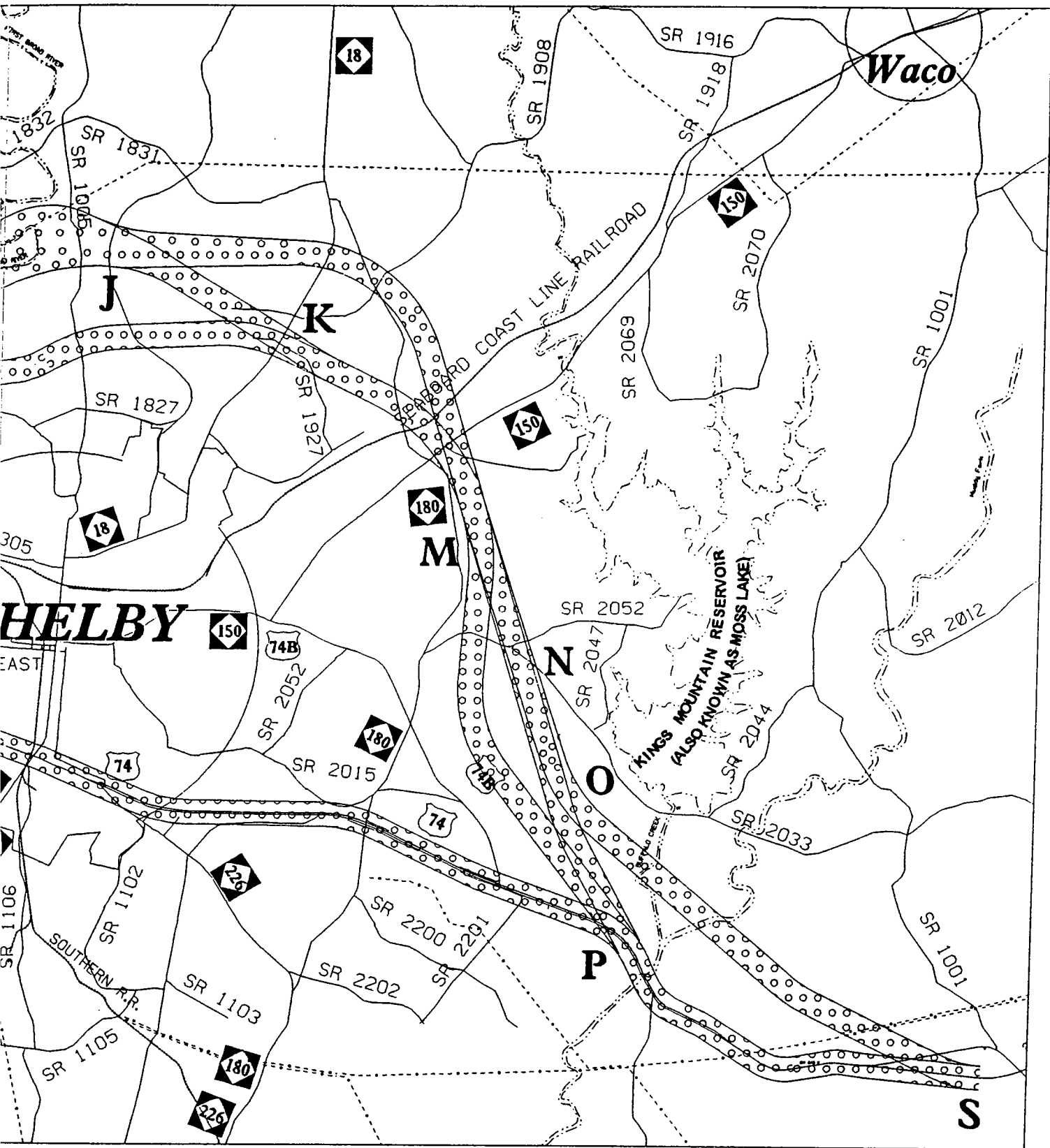
### Write:

US 74 Shelby Bypass Study  
De Leuw, Cather & Company  
401 Harrison Oaks Blvd.  
Suite 200  
Cary, NC 27513

### Call:

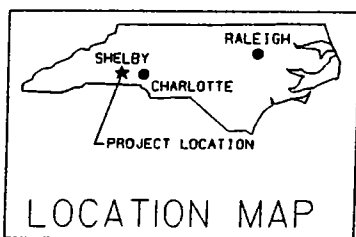
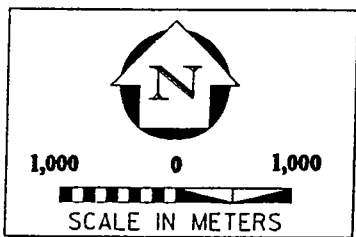
US 74 Relocation Study  
Hotline (Local to Shelby Area  
Residents)  
**480-7225**



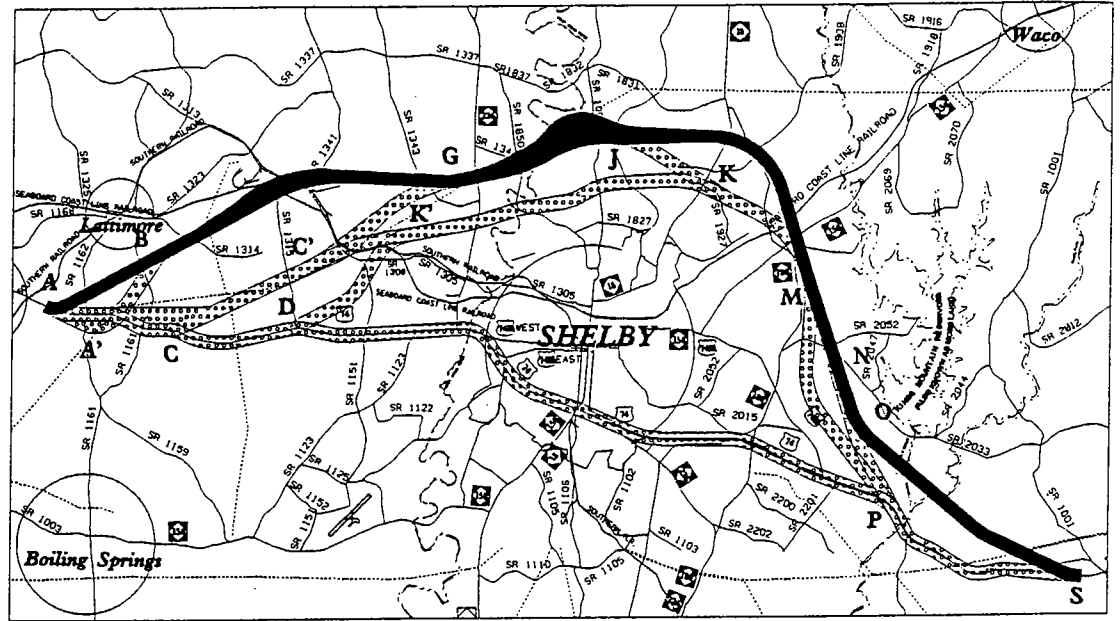


NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
 ENVIRONMENTAL IMPACT STUDY  
 US 74 SHELBY BYPASS (R-2707)  
 CLEVELAND COUNTY, NORTH CAROLINA

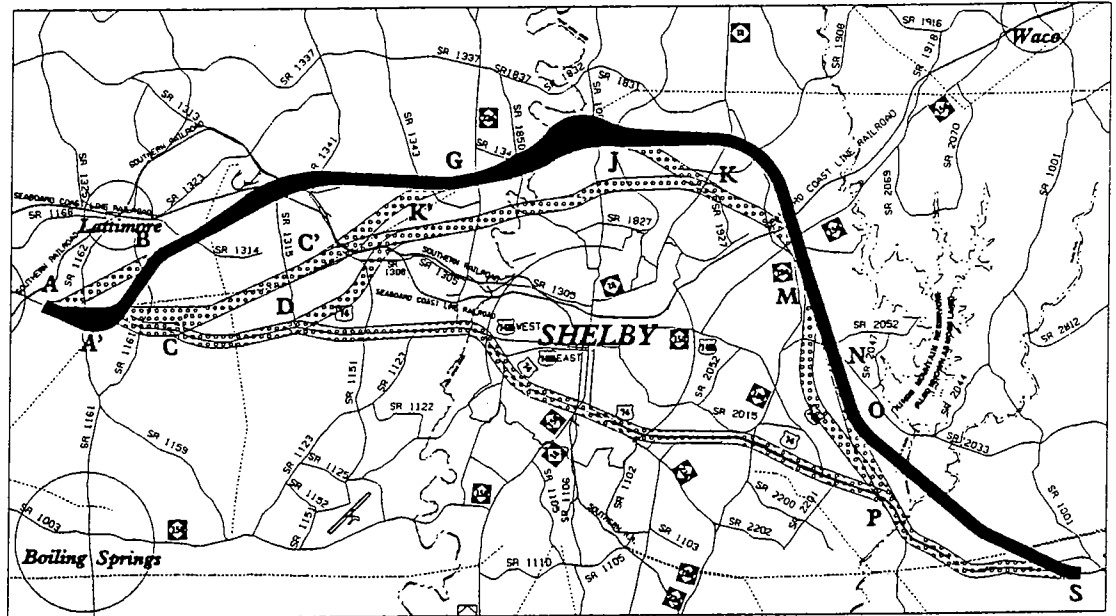
REASONABLE AND  
 FEASIBLE ALTERNATIVES



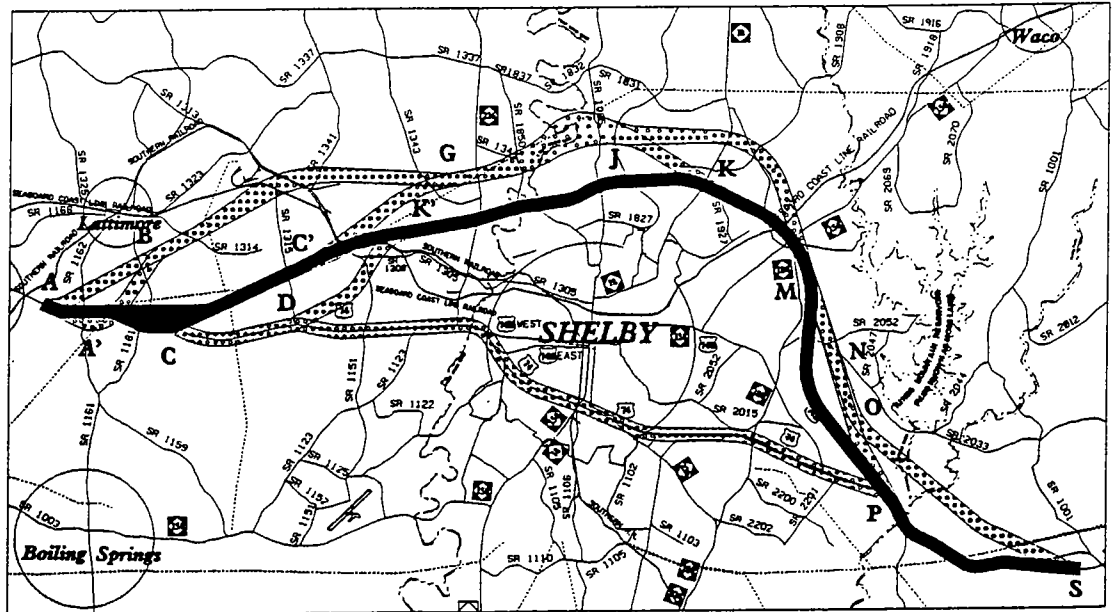
NORTHERN (I)  
ALTERNATIVE

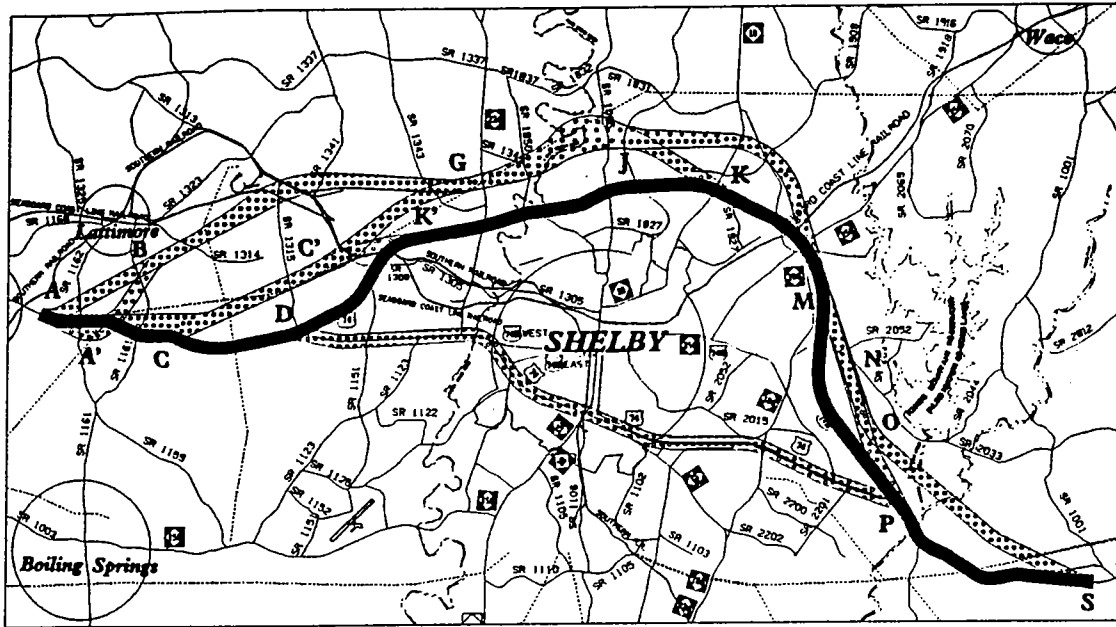


NORTHERN (II)  
ALTERNATIVE

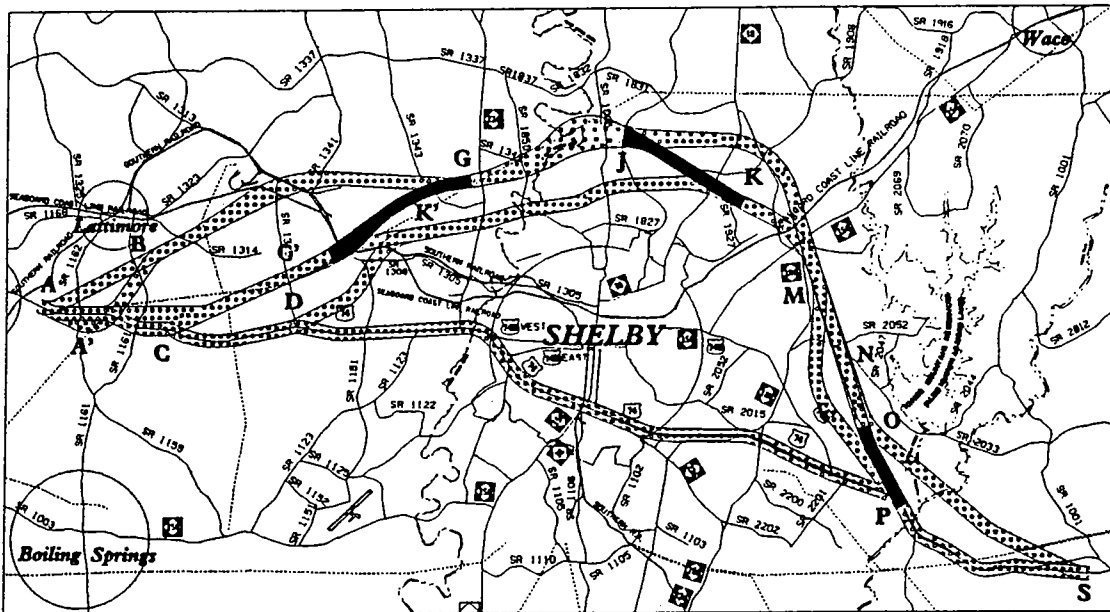


SOUTHERN (I)  
ALTERNATIVE

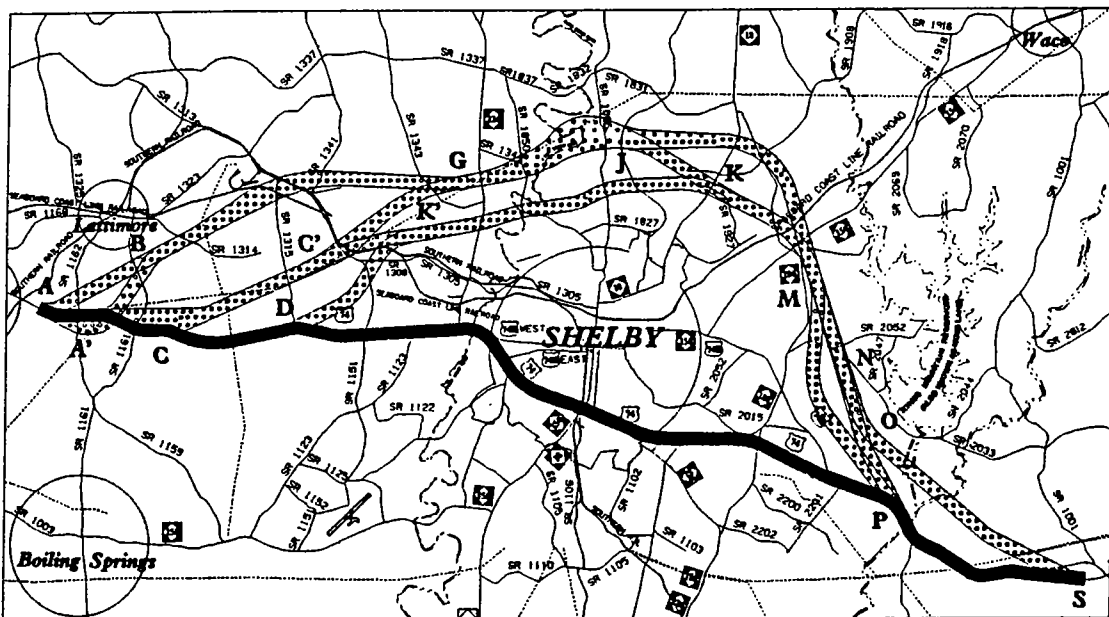




**SOUTHERN (II)  
ALTERNATIVE**



**CROSSOVERS  
(C'-G, J-K, & O-P)**



**UPGRADE  
ALTERNATIVE**

# NOTES

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**US 74**

**SHELBY BYPASS**

**Project No. 8.1801001**

**TIP No. R-2707**

**Cleveland County**

**Corridor Prehearing Open House**

**Cleveland Community College**

**January 19, 1999**

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## **PURPOSE OF PREHEARING OPEN HOUSE**

Welcome to today's prehearing open house for Project R-2707, the proposed US 74 Bypass of Shelby from US 74 west of Shelby to US 74 east of Shelby. The purpose of this open house is to acquaint you with the proposed alternate corridors for this project and to provide you with the opportunity to ask questions about the project prior to the upcoming formal public hearing. Department of Transportation representatives are here to answer questions and take your comments regarding this project. There is also a comment sheet attached to this handout on which you may submit written comments. Comments presented at this function will be reviewed and considered the same as the spoken and written comments received at the formal public hearing. There is also a sign up sheet available where you can register to speak at the public hearing.

## **PROJECT NEED**

The concept of a US 74 Bypass of Shelby was first included in the 1979 Thoroughfare Plan for Shelby. In 1991, a feasibility study for the US 74 Bypass was prepared which showed possible bypass locations on either side of town. The latest Thoroughfare Plan for Shelby jointly adopted by local governments and the NCDOT in 1994 shows a bypass on the north side of Shelby. The Thoroughfare Plan is a long-range transportation system plan developed by the local governments and the state.

The proposed improvement of the US 74 corridor in the Shelby area is of vital importance to the local region and to the State of North Carolina. The NCDOT proposes to construct the US 74 project to increase the capacity of the US 74 corridor, thereby improving traffic service, reducing future traffic congestion, and improving safety. Future traffic projections indicate that without improvements this portion of US 74 will become very congested and increasingly unsafe. Traffic delays on the existing facility will continue to rise, as will accident rates, which already exceed statewide rates for similar facilities.

An important secondary purpose of the project is to strengthen the economy of the area by establishing a more efficient corridor for commuters, commercial traffic, and other local and regional users. Increased mobility will lower operating costs for businesses relying on US 74 for transport of goods and services. This will allow the businesses to grow and thereby expand options for employment and places of residence for many commuters by reducing travel times.

## **PROJECT DESCRIPTION**

It is proposed to construct a four lane divided freeway with full control of access on new location to bypass the existing four-lane section of US 74 through Shelby. In addition, it is proposed to improve the existing US 74 to a fully controlled access



facility from the eastern terminus of the bypass with US 74 to SR 1001 and from the western terminus of the bypass with US 74 to 0.6 mile west of SR 1162. Full control of access means that there will be no driveway connections and no access to the roadway except at interchanges.

Several alternative routes are being shown during the public hearing process as described in the Draft Environmental Impact Statement. These routes are shown as corridors which are approximately 1000 ft. wide. The ultimate right of way for the roadway will be a minimum of 325 ft. wide with wider areas at interchanges. This means that the final footprint of the project will be much less than the corridors shown now.

The location of the roadway will not be selected until comments are received from the public as a part of the public hearing process. These comments are just one of the factors used in selecting a route. Other factors include impacts to the natural environment, human impacts, including the relocation of homes, project costs, service to the thousands of motorists who will use the facility, and safety. All of these items, including the public comments will thoroughly reviewed before a decision is made. A decision is expected in May.

## **THE PUBLIC HEARING**

A formal public hearing will be held for this project on January 26, 1999 at the Cleveland Community College at 7PM. The hearing is held to solicit and gather public comments regarding the selection of alternatives for this project. It is not held to be a public debate between citizens and Department of Transportation personnel or a debate among citizens with opposing views. It is held in a formal setting and will be recorded so that a record is made. You may register to speak at this hearing at today's prehearing open house or just prior to the public hearing. Those who do not register will also be given the opportunity to speak. In addition, the opportunity for written comments will be provided. These comments will be received for a minimum of 30 days after the hearing and will be reviewed and addressed as though they were spoken at the hearing.

## **WHAT IS DONE WITH THE INPUT?**

A post hearing meeting will be held after the comment period has ended. This meeting will be attended by DOT staff representing Planning, Design, Citizens Participation, and others who play a role in the development of a project. When appropriate, representatives from local staff and officials also attend as well as representatives from the Federal Highway Administration.

All spoken and written issues are discussed at this meeting. Most issues are resolved at the post-hearing meeting. The Department considers safety, costs, service to traffic, social impacts, environmental impacts, and public comments in

making decisions. Complex issues may require additional study and may be further reviewed by higher management, Board of Transportation members, and the Secretary of Transportation.

Minutes of the post hearing meeting are made and are available to the public. You may request a copy of these minutes on the attached comment sheet.

## **CORRIDOR SELECTION PROCESS**

After the post hearing meeting, the Manager of the Project Development and Environmental Analysis Branch will convene a meeting of the standing Corridor Selection Committee comprised of higher management. After reviewing the post hearing information and being briefed by the appropriate staff, this committee will select a recommended corridor. This recommendation will be sent to the State Highway Administrator for his concurrence and the concurrence of the Chief Planning and Environmental Officer, the Deputy Secretary for Transportation, and the Secretary of Transportation. When this has been achieved, a news release announcing the selected corridor will be sent to the local media for publication.

## **RIGHT OF WAY PROCEDURES**

After the route is selected and the final design is completed, the proposed right of way limits will be staked on the ground. A Right of Way Agent will contact affected owners of property and a meeting will be arranged. The agent will explain the plans and the property owner will be advised as to how the project will affect him. The agent will inform you of your rights as a property owner. Professionals who are familiar with real estate values will evaluate or appraise your property. The evaluations or appraisals will be reviewed for completeness and accuracy and then the Right of Way Agent will make a written offer to you. The current market value of the property at its highest and best use when it is appraised will be offered as compensation. The Department of Transportation must:

1. *Treat all owners and tenants equally.*
2. *Fully explain the owner's rights.*
3. *Pay just compensation in exchange for property rights.*
4. *Furnish relocation advisory assistance.*

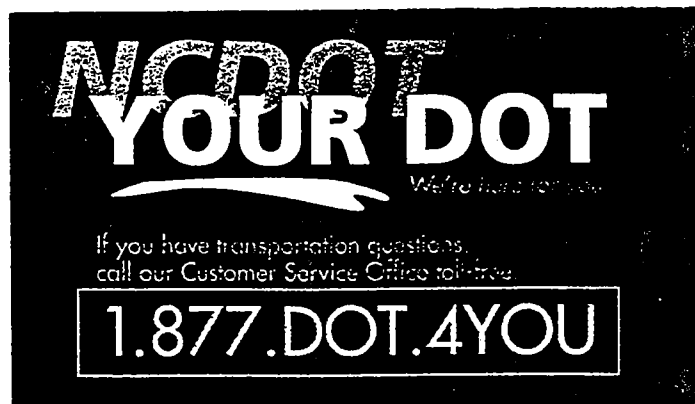
## **RELOCATION ASSISTANCE**

If you are a relocatee, that is, if your residence or business is to be acquired as a part of the project, additional assistance in the form of advice and compensation is available. In addition to being contacted by a Right of Way Agent, you will also be contacted by a Relocation Agent. This agent can provide you with assistance on

locations of comparable housing and/or commercial establishments, moving procedures, and moving aid. Moving expenses may be paid for you. Additional monetary compensation is available to help homeowners cope with mortgage increases, increased value of comparable homes, closing costs, etc. A similar program is available to assist business owners. Your Relocation Agent can explain this assistance in greater detail.

TENTATIVE SCHEDULE

Begin Right of Way - June, 2002  
Let To Contract - June, 2004



**NCDOT**  
**YOUR DOT**  
*We're here for you*

If you have transportation questions,  
call our Customer Service Office toll-free

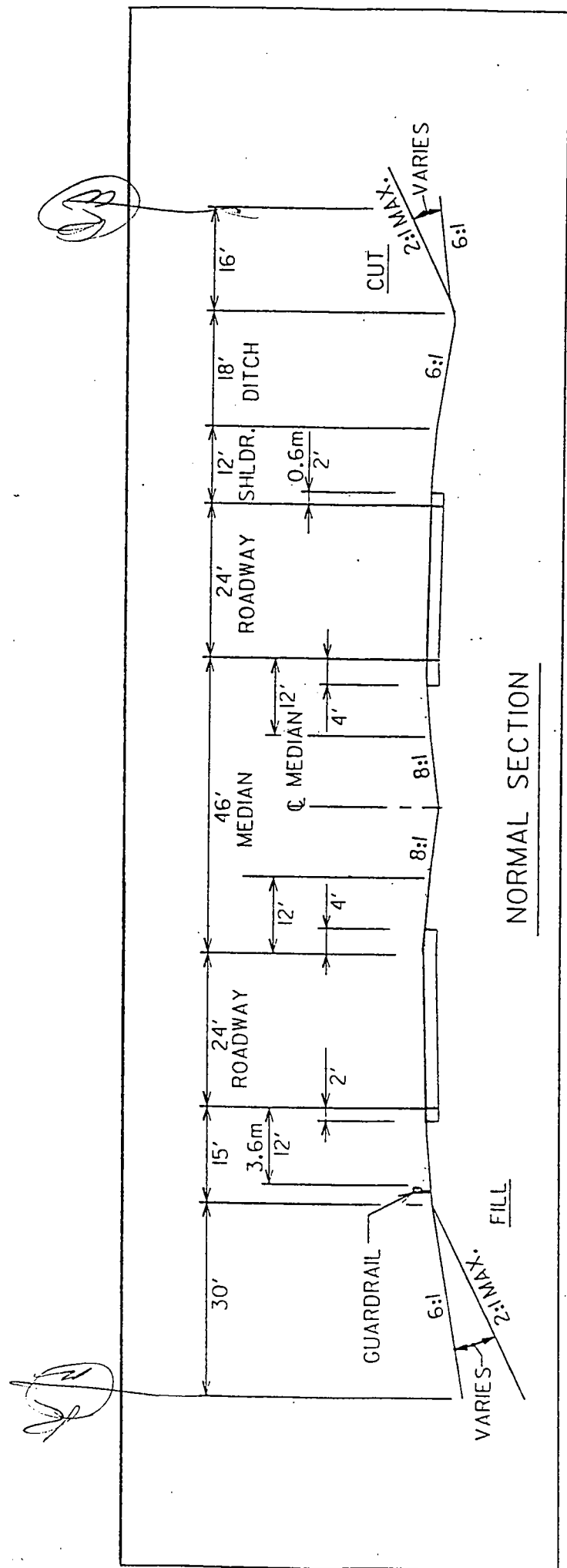
**1.877.DOT.4YOU**

## SUMMARY OF IMPACTS FOR 10 REASONABLE AND FEASIBLE ALTERNATIVES

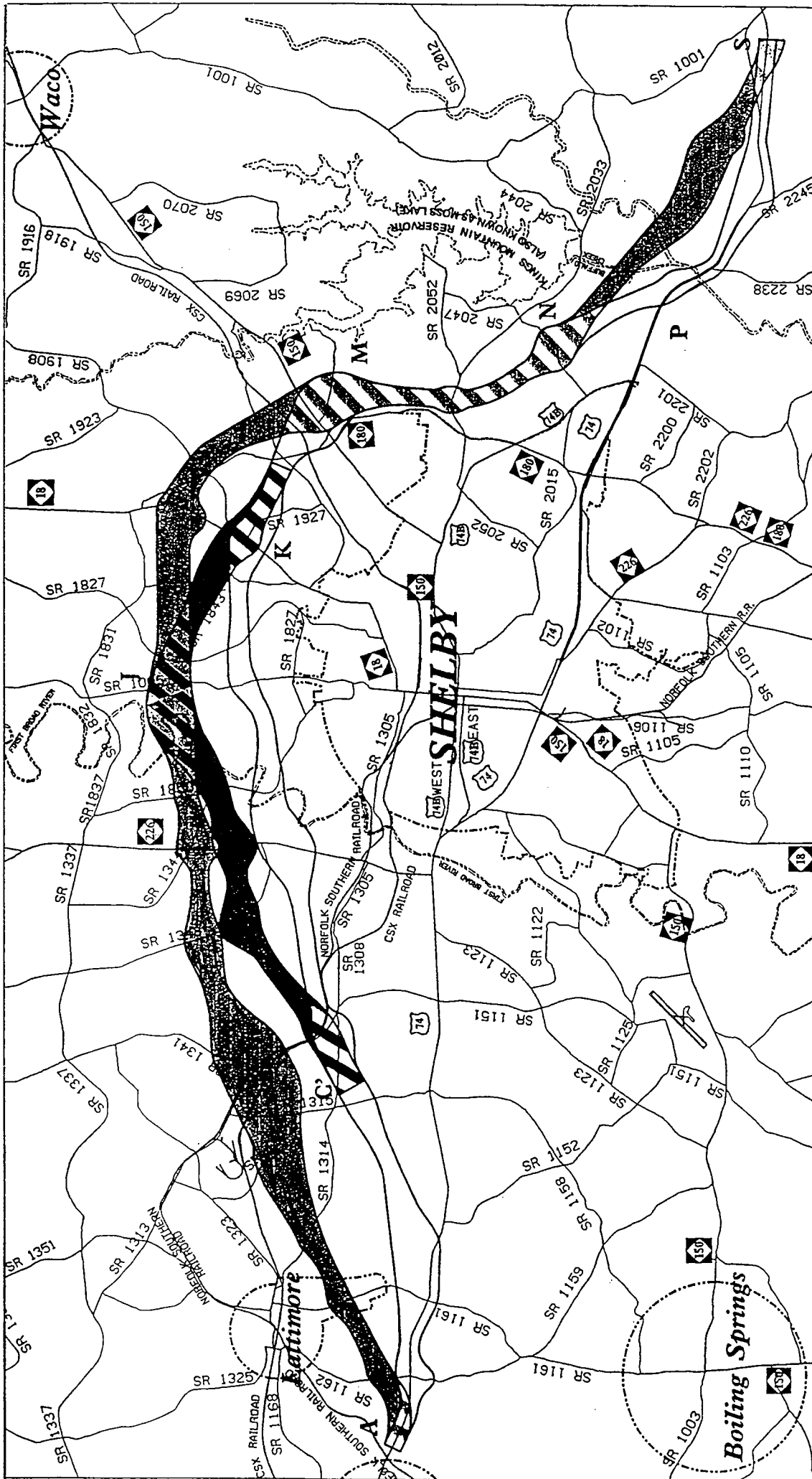
IMPACT	Build Alternative									
	1	3	7	9	13	15	16	18	19	21
Community Facilities Potentially Affected (1)	7	7	8	8	7	7	8	8	7	7
Residences Relocated	202	219	166	183	255	272	219	236	218	235
Businesses Relocated	9	25	17	33	16	32	24	40	26	42
Non-Profit Organizations Relocated	3	3	4	4	3	3	4	4	3	3
Total Relocations	214	247	187	220	274	307	247	280	247	280
Parks and Recreational Sites Affected (2)	1	1	0	0	1	1	0	0	0	0
Historic Sites Adversely Affected	0	0	0	0	0	0	0	0	0	0
Noise Receptors with 10 or 15 dBA Minimum Increase	150	100	149	99	141	91	140	90	131	81
Noise Receptors Equal to or Exceeding 66/71 dBA Criterion	74	63	68	57	99	88	93	82	95	84
Total Impacted Noise Receptors Without Barriers	188	141	184	137	205	158	201	154	194	147
Total Impacted Noise Receptors With Barriers	112	105	109	102	116	109	113	106	117	110
Hazardous Materials Sites Potentially Affected	6	7	5	6	6	7	5	6	5	6
Prime Farmland (3): Hectares [Acres]	169 [414]	161 [395]	164 [401]	156 [382]	145 [356]	137 [337]	140 [343]	132 [324]	129 [317]	121 [298]
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Stream Crossings	38	36	36	34	38	36	36	34	37	35
Floodplain Encroachments	8	4	8	4	11	7	11	7	10	6
Forest Land (3): Hectares [Acres]	142 [351]	123 [303]	139 [343]	119 [295]	129 [318]	109 [270]	126 [310]	106 [261]	132 [326]	112 [277]
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Wetlands (3, (4)): Hectares [Acres]	0.213 [0.526]	0.000 [0.000]	0.213 [0.526]	0.000 [0.000]	0.213 [0.526]	0.000 [0.000]	0.213 [0.526]	0.000 [0.000]	0.213 [0.526]	0.000 [0.000]
Palustrine Open Water (3): Hectares [Acres]	0.986 [2.437]	0.853 [2.108]	0.956 [2.363]	0.823 [2.034]	0.846 [2.091]	0.713 [1.762]	0.816 [2.017]	0.683 [1.688]	0.826 [2.042]	0.693 [1.713]
Surface Waters (3): Hectares [Acres]	2.087 [5.158]	1.596 [3.944]	1.820 [4.499]	1.329 [3.285]	2.077 [5.132]	1.586 [3.918]	1.810 [4.473]	1.319 [3.259]	1.820 [4.498]	1.329 [3.284]
Right-of-Way Cost: Millions	\$33.613	\$39.598	\$28.768	\$34.753	\$38.644	\$44.629	\$33.799	\$39.784	\$37.579	\$43.564
Construction Cost: Millions	\$167.000	\$163.100	\$164.800	\$160.900	\$164.900	\$161.000	\$162.700	\$158.800	\$159.800	\$155.900
Total Cost: Millions	\$200.613	\$202.698	\$193.568	\$195.653	\$203.544	\$205.629	\$196.499	\$198.584	\$197.379	\$199.464

ALTERNATIVE IDENTIFICATION LEGEND
1: A-J-M-N-S (a) (b)
3: A-J-M-N-P-S (b) (c)
7: A-J-K-M-N-S (a) (b)
9: A-J-K-M-N-P-S (b) (c)
13: A-C-J-M-N-S (a) (d)
15: A-C-J-M-N-P-S (c) (d)
16: A-C-J-K-M-N-S (a) (d)
18: A-C-J-K-M-N-P-S (c) (d)
19: A-C-K-M-N-S (a) (d) (e)
21: A-C-K-M-N-P-S (c) (d) (e)

- Notes:
- (1) "Community Facilities Potentially Affected" include all facilities which fall within the corridors; these are not necessarily all relocatees. There were no schools within the corridors, so there are no schools included in these totals, although schools may sustain other impacts from highway proximity. A total of 10 churches, and 3 cemeteries were identified within the various reasonable and feasible alternative corridors.
  - (2) The one recreational facility identified is a privately owned golf facility and is not a Section 4(f) parkland property.
  - (3) This quantity is prorated from corridor-wide data to represent a typical average right-of-way width impact.
  - (4) Reflects bridging of either of the two wetland sites on Beaverdam Creek.

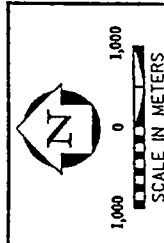
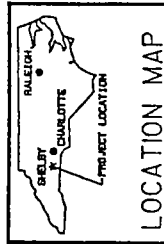


NORMAL SECTION

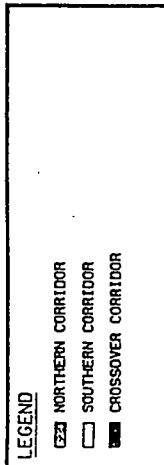


NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
 ENVIRONMENTAL IMPACT STUDY  
 US 74 SHELBY BYPASS (R-2707)  
 CLEVELAND COUNTY, NORTH CAROLINA

EXHIBIT 2-14 REASONABLE AND FEASIBLE ALTERNATIVES



NOTE: SEE TABLE 2-9 FOR SEGMENT DEFINITIONS FOR THE 10 REASONABLE AND FEASIBLE ALTERNATIVES.



**COMMENT SHEET**

US 74 – Shelby Bypass

Corridor Prehearing Open House

R-2707

Project 8.1801001

Cleveland County

January 19, 1999

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

COMMENTS AND/OR QUESTIONS:

Comments may be mailed to:

C. B. Goode, Jr., P. E., Manager of Citizens Participation

N. C. Department of Transportation, Division of Highways

P. O. Box 25201

Raleigh, NC 27611

Phone: (919) 250-4092 Fax: (919) 250-4208 E-mail: [cgoode@doh.dot.state.nc.us](mailto:cgoode@doh.dot.state.nc.us)

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**US 74**

**SHELBY BYPASS**

**Project No. 8.1801001**

**TIP No. R-2707**

**Cleveland County**

**Corridor Public Hearing**

**Cleveland Community College**

**January 26, 1999**

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## PURPOSE OF PROJECT

The NCDOT proposes to construct the US 74 Bypass of Shelby to increase the capacity of the US 74 corridor between Charlotte and Asheville, thereby improving traffic service, reducing existing and future traffic congestion, and improving safety. A secondary purpose of the project is to strengthen the economy of the area by providing more efficient and safer travel for commuter, commercial traffic, and other users.

## PURPOSE OF PUBLIC HEARING

Tonight's hearing is one step in the Department of Transportation's procedure for including the public as a part of the project's planning process. The Department of Transportation is soliciting your views on the location for the proposed US 74 Bypass of Shelby.

The Department of Transportation's views of the above are set forth in the Draft Environmental Impact Statement. Copies of this report have been and are available at the Department of Transportation's Division Office in Shelby.

## YOUR PARTICIPATION

Now that the opportunity is here you are urged to participate by making your comments and/or questions a part of the Official Public Hearing Transcript. This may be done by having them recorded here tonight, writing them on the comment sheet and leaving it with a Department of Transportation representative here tonight or by submitting them in writing during the 30 day period following tonight's hearing to the following address:

Mr. C. B. Goode, Jr., P. E.  
Manager of Citizens Participation  
P. O. Box 25201  
Raleigh, NC 27611

Everyone present is urged to participate in the proceedings. It is important, however, that **THE OPINIONS OF ALL INDIVIDUALS BE RESPECTED REGARDLESS OF HOW DIVERGENT THEY MAY BE FROM YOUR OWN.** Accordingly, debates, as such, are out of place at public hearings. Also, the public hearing is not to be used as a **POPULAR REFERENDUM** to determine the alignment by a majority vote of those present.

## **WHAT IS DONE WITH THE INPUT?**

A post hearing meeting will be held after the comment period has ended. This meeting will be attended by DOT staffs representing Planning, Design, Citizens Participation, and others who play a role in the development of a project. When appropriate, representatives from local staff and officials also attend as well as representatives from the Federal Highway Administration.

All spoken and written issues are discussed at this meeting. Most issues are resolved at the post-hearing meeting. The Department considers safety, costs, service to traffic, social impacts, environmental impacts, and public comments in making decisions. Complex issues may require additional study and may be further reviewed by higher management, Board of Transportation members, and the Secretary of Transportation.

Minutes of the post hearing meeting are made and are available to the public. You may request a copy of these minutes on the attached comment sheet.

## **CORRIDOR SELECTION PROCESS**

After the post hearing meeting, the Manager of the Project Development and Environmental Analysis Branch will convene a meeting of the standing Corridor Selection Committee comprised of higher management. After reviewing the post hearing information and being briefed by the appropriate staff, this committee will select a recommended corridor. This recommendation will be sent to the State Highway Administrator for his concurrence and the concurrence of the Chief Planning and Environmental Officer, the Deputy Secretary for Transportation, and the Secretary of Transportation. When this has been achieved, a news release announcing the selected corridor will be sent to the local media for publication.

## **STATE-FEDERAL RELATIONSHIP**

This is a proposed Federal-aid Highway Project and will be constructed under the Federal-aid Highway Program. Funding for this project will be 80% from Federal funds and 20% from State funds. The Board of Transportation is responsible for the selection, scheduling, location, design, and construction of the project. The Board is responsible for 100% of the maintenance of the roadway after it is built. The Federal Highway Administration is responsible for the review and approval of the previously mentioned activities to ensure that the project is designed and constructed to Federal-aid standards.

## PROJECT NEED

The concept of a US 74 Bypass of Shelby was first included in the 1979 Thoroughfare Plan for Shelby. In 1991, a feasibility study for the US 74 Bypass was prepared which showed possible bypass locations on either side of town. The latest Thoroughfare Plan for Shelby jointly adopted by local governments and the NCDOT in 1994 shows a bypass on the north side of Shelby. The Thoroughfare Plan is a long-range transportation system plan developed by the local governments and the state.

The proposed improvement of the US 74 corridor in the Shelby area is of vital importance to the local region and to the State of North Carolina. The NCDOT proposes to construct the US 74 project to increase the capacity of the US 74 corridor, thereby improving traffic service, reducing future traffic congestion, and improving safety. Future traffic projections indicate that without improvements this portion of US 74 will become very congested and increasingly unsafe. Traffic delays on the existing facility will continue to rise, as will accident rates, which already exceed statewide rates for similar facilities.

An important secondary purpose of the project is to strengthen the economy of the area by establishing a more efficient corridor for commuters, commercial traffic, and other local and regional users. Increased mobility will lower operating costs for businesses relying on US 74 for transport of goods and services. This will allow the businesses to grow and thereby expand options for employment and places of residence for many commuters by reducing travel times.

## PROJECT DESCRIPTION

It is proposed to construct a four lane divided freeway with full control of access on new location to bypass the existing four-lane section of US 74 through Shelby. In addition, it is proposed to improve the existing US 74 to a fully controlled access facility from the eastern terminus of the bypass with US 74 to SR 1001 and from the western terminus of the bypass with US 74 to 0.6 mile west of SR 1162. Full control of access means that there will be no driveway connections and no access to the roadway except at interchanges.


Several alternative routes are being shown during the public hearing process as described in the Draft Environmental Impact Statement. These routes are shown as corridors which are approximately 1000 ft. wide. The ultimate right of way for the roadway will be a minimum of 325 ft. wide with wider areas at interchanges. This means that the final footprint of the project will be much less than the corridors shown now.

The location of the roadway will not be selected until comments are received from the public as a part of the public hearing process. These comments are just one of the factors used in selecting a route. Other factors include impacts to the natural environment, human impacts, including the relocation of homes, project costs,

service to the thousands of motorists who will use the facility, and safety. All of these items, including the public comments will thoroughly reviewed before a decision is made. A decision is expected in May.

### TENTATIVE SCHEDULE

Right of way acquisition is scheduled to begin in June, 2002. Construction is scheduled to begin in June, 2004. These dates are subject to change based on availability of funds and obtaining environmental permits.



**NCDOT**  
**YOUR DOT**  
*We're here for you*

If you have transportation questions,  
call our Customer Service Office toll-free:

**1.877.DOT.4YOU**



Traffic signals and many driveways along existing US 74 add to congestion through the Shelby area. The amount of traffic is expected to increase in the future.

## SUMMARY OF IMPACTS FOR 10 REASONABLE AND FEASIBLE ALTERNATIVES

IMPACT	Build Alternative									
	N	3	7	9	13	15	16	18	19	21
Community Facilities Potentially Affected (1)	7	7	8	8	7	7	8	8	7	7
Residences Relocated	202	219	166	183	255	272	219	236	218	235
Businesses Relocated	9	25	17	33	16	32	24	40	26	42
Non-Profit Organizations Relocated	3	3	4	4	3	3	4	4	3	3
Total Relocations	214	247	187	220	274	307	247	280	247	280
Parks and Recreational Sites Affected (2)	1	1	0	0	1	1	0	0	0	0
Historic Sites Adversely Affected	0	0	0	0	0	0	0	0	0	0
Noise Receptors with 10 or 15 dBA Minimum Increase	150	100	149	99	141	91	140	90	131	81
Noise Receptors Equal to or Exceeding 66/71 dBA Criterion	74	63	68	57	99	88	93	82	95	84
Total Impacted Noise Receptors Without Barriers	188	141	184	137	205	158	201	154	194	147
Total Impacted Noise Receptors With Barriers	112	105	109	102	116	109	113	106	117	110
Hazardous Materials Sites Potentially Affected	6	7	5	6	6	7	5	6	5	6
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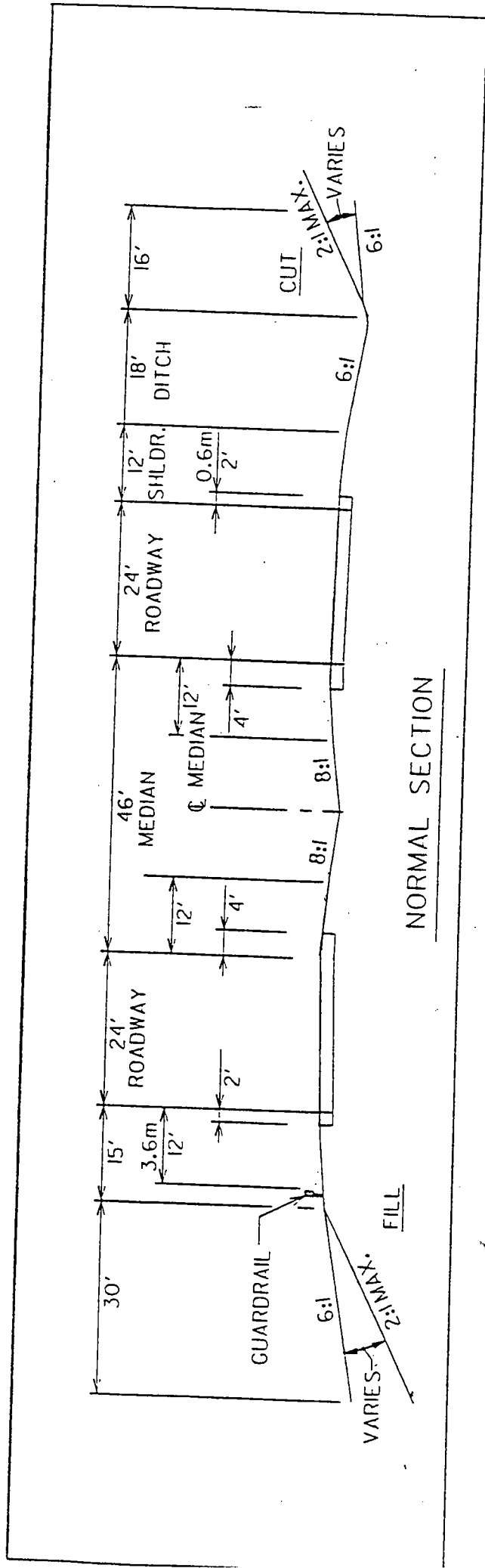
ALTERNATIVE IDENTIFICATION LEGEND
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9: A-C-K-M-N-S (a) (d) (e)
10: A-C-K-M-N-P-S (c) (d) (e)

NORTHERN

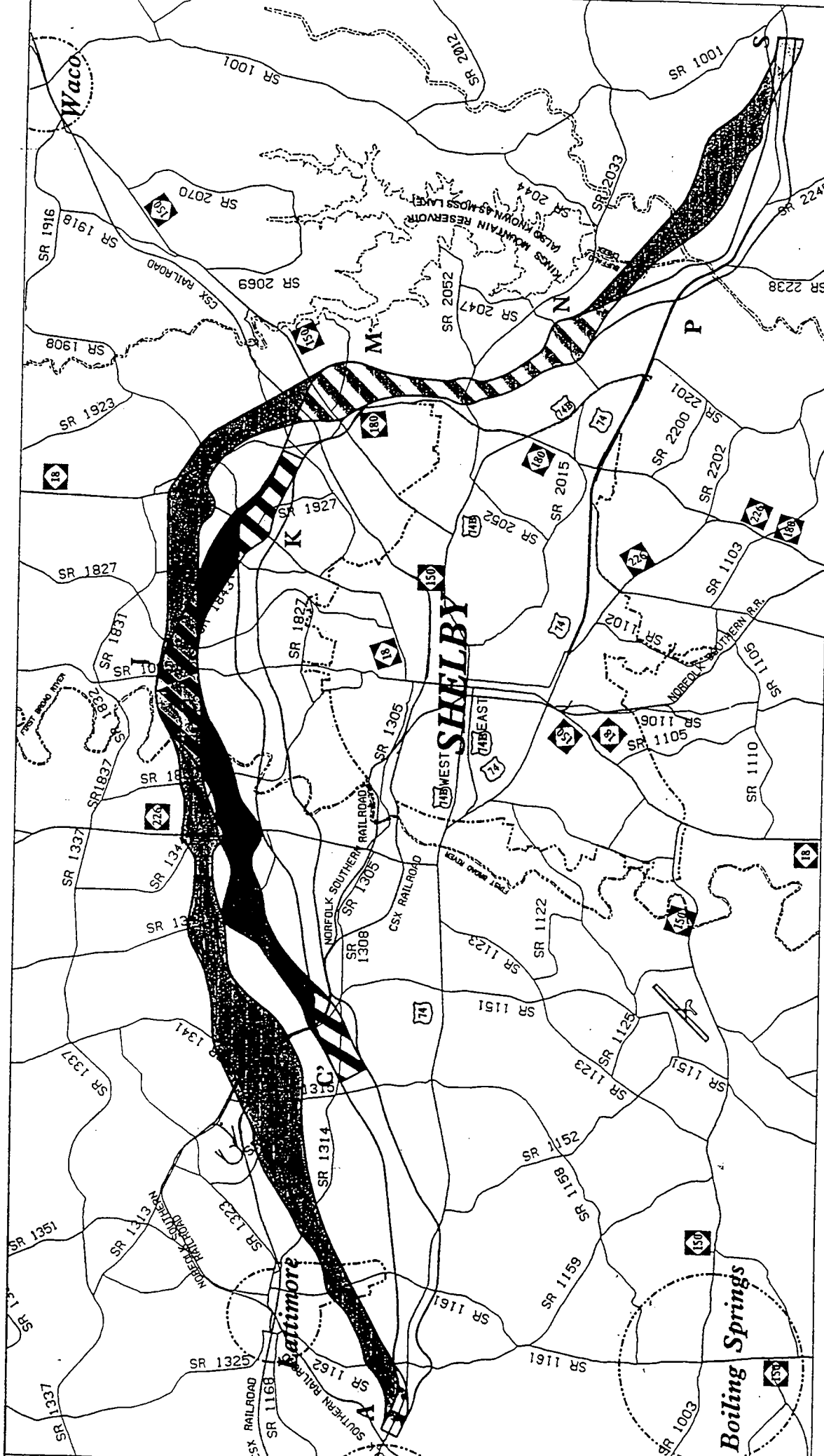
SOUTHERN

**Notes:**

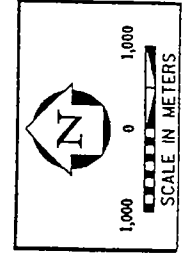
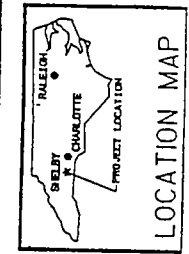
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- (2) The one recreational facility identified is a privately owned golf facility and is not a Section 4(f) parkland property.
- (3) This quantity is prorated from corridor-wide data to represent a typical average right-of-way width impact.
- (4) Reflects bridging of either of the two wetland sites on Beaverdam Creek.



NORMAL SECTION



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
 ENVIRONMENTAL IMPACT STUDY  
 US 74 SHELBY BYPASS (R-2707)  
 CLEVELAND COUNTY, NORTH CAROLINA



NOTE: SEE TABLE 2-5 FOR SEGMENT DEFINITIONS FOR THE 10 REASONABLE AND FEASIBLE ALTERNATIVES.

**LEGEND**




-  NORTHERN CORRIDOR
-  SOUTHERN CORRIDOR
-  CROSSOVER CORRIDOR

EXHIBIT 2-14 REASONABLE AND FEASIBLE ALTERNATIVES



**COMMENT SHEET**

US 74 – Shelby Bypass

Corridor Public Hearing

R-2707

Project 8.1801001

Cleveland County

January 26, 1999

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

COMMENTS AND/OR QUESTIONS:

Comments may be mailed to:

C. B. Goode, Jr., P. E., Manager of Citizens Participation  
N. C. Department of Transportation, Division of Highways  
P. O. Box 25201  
Raleigh, NC 27611

Phone: (919) 250-4092 Fax: (919) 250-4208 E-mail: [cgoode@doh.dot.state.nc.us](mailto:cgoode@doh.dot.state.nc.us)

**US 74 SHELBY BYPASS  
ENVIRONMENTAL IMPACT STATEMENT  
CLEVELAND COUNTY  
NORTH CAROLINA  
FEDERAL AID PROJECT NUMBER NHF-74(14)  
STATE PROJECT NUMBER 8.1801001  
TIP NUMBER R-2707**

**CITIZENS INFORMATIONAL WORKSHOP  
JULY 27, 2000**

**Cleveland Community College**

**Project Information Handout**

Note: The information provided on Page 2 of this handout, distributed at Citizens Informational Workshop #4, has changed since the handout was prepared and distributed. The definition of Fiscal Year under the "Right-of-Way Acquisition and Construction Schedule" section would currently be:

For NCDOT, this is from October 1 to September 30; e.g., FY 2001 is from October 1, 2000 to September 30, 2001.

Some of the tentative ROW and construction dates in this section of the handout have also changed. However, in the interests of presenting the actual information that the public received at that workshop, the handout will be presented herein without revisions.

**Note: This sheet is not a part of the original handout distributed at Citizens Informational Workshop #4.**

**US SHELBY BYPASS ENVIRONMENTAL STUDY (R-2707)**  
**Information Handout**

**Description of the Proposed Project**

The proposed project involves constructing a four-lane, controlled access freeway on new location to bypass the existing four-lane section of US 74 through Shelby. This project will also improve existing US 74 to a full control of access facility from the eastern bypass terminus to west of SR 1001, and from the western bypass terminus to west of SR 1162.

**Where Are We Currently in The Study Process?**

The final phase of the project development process for the proposed US 74 Shelby Bypass is underway. Preliminary roadway designs are being developed for the Least Environmentally Damaging Practicable Alternative (LEDPA), or Preferred Alternative. This includes the establishment of a roadway centerline and right-of-way limits within the corridor to a level of detail which will enable the identification of individual property impacts for residents/businesses in the study area. Detailed wetland delineation and other natural resource studies, as well as archaeological studies, are being performed to assist the roadway designers in avoiding and minimizing impacts to sensitive natural and cultural features.

The Final Environmental Impact Statement (FEIS) is also underway. This document, like the Draft Environmental Impact Statement (DEIS) previously prepared and published, will evaluate all aspects of the proposed project. In addition, the FEIS will include the following new information:

- A discussion of reasons for selection of the LEDPA or Preferred Alternative.
- A summary of public participation activities held since publication of the DEIS.
- A summary of official Corridor Public Hearing comments.
- Updates to existing conditions (for example, new community facilities).
- Agency comments to the DEIS, and the NCDOT responses to those comments.
- Detailed natural resource impact data for the Preferred Alternative.
- Updated traffic data for the Preferred Alternative.

After the FEIS is approved and circulated, a Record of Decision (ROD) will be issued by the Federal Highway Administration (FHWA). The final step in the project development process will be the Design Public Hearing, where interested persons can view the preliminary roadway design for the project location and can make formal comments regarding the roadway design.

The tentative project schedule for major remaining project milestones is shown below.

**Tentative Project Schedule for Remaining Project Development Work Tasks**

<b>Project Milestone</b>	<b>Tentative Completion Date</b>
Citizens Informational Workshop	July 2000
FEIS	July 2001
Record of Decision	November 2001
Design Public Hearing	January 2002

**US SHELBY BYPASS ENVIRONMENTAL STUDY (R-2707)  
Information Handout**

**Right-of-Way Acquisition and Construction Schedule**

The project will be broken up into five segments for the purposes of right-of-way acquisition and construction scheduling. Each of these segments has a tentative schedule for beginning right-of-way acquisition and construction, as shown below.

<b>Segment Designation</b>	<b>Approximate Segment Limits</b>	<b>Approximate Length</b>	<b>TENTATIVE DATE</b>	
			<b>ROW Acquisition</b>	<b>Construction Letting</b>
R-2707 A	West of SR 1162 to west of SR 1314	3.9 miles	PY	PY
R-2707 B	West of SR 1314 to west of NC 226	1.6 miles	FY 2002	FY 2005
R-2707 C	West of NC 226 to west of NC 150	5.4 miles	FY 2002	FY 2004
R-2707 D	West of NC 150 to existing US 74 west of SR 2238	5.1 miles	FY 2003	FY 2005
R-2707 E	Existing US 74 west of SR 2238 to west of SR 1001	2.8 miles	PY	PY

FY = Fiscal Year (for NCDOT, this is from July 1 to June 30; e.g., FY 2001 is from July 1, 2000 to June 30, 2001)  
PY = Post Year (after FY 2006)

**Ways in Which Citizens Can Provide Input for This Project**

There are several ways in which area residents and business owners with project concerns can provide input. You can provide verbal comments at this workshop, and/or leave a written comment form (attached) with the project team. You can call or write project team contact persons (page 3) to obtain information concerning anticipated impacts to your property, relocation assistance and right-of-way acquisition procedures. You can contact those same persons at any time during the project process to provide input on new developments in the study area which might affect the highway location or design. Since the preliminary design is ongoing, such information concerning the homes, businesses, and other features along the route will enable the project team to adjust the design and right-of-way location to minimize impacts to the human and natural environments.

After preliminary design is complete, a design hearing map will be developed for display at the Design Public Hearing, where interested persons can view the preliminary roadway design for the project location and will again have an opportunity to make comments regarding the proposed roadway design.

**US SHELBY BYPASS ENVIRONMENTAL STUDY (R-2707)**  
**Information Handout**

**List of Project Team Contacts**

The following is a list of project team members from whom you can obtain project information, or whom you can contact to provide project input:

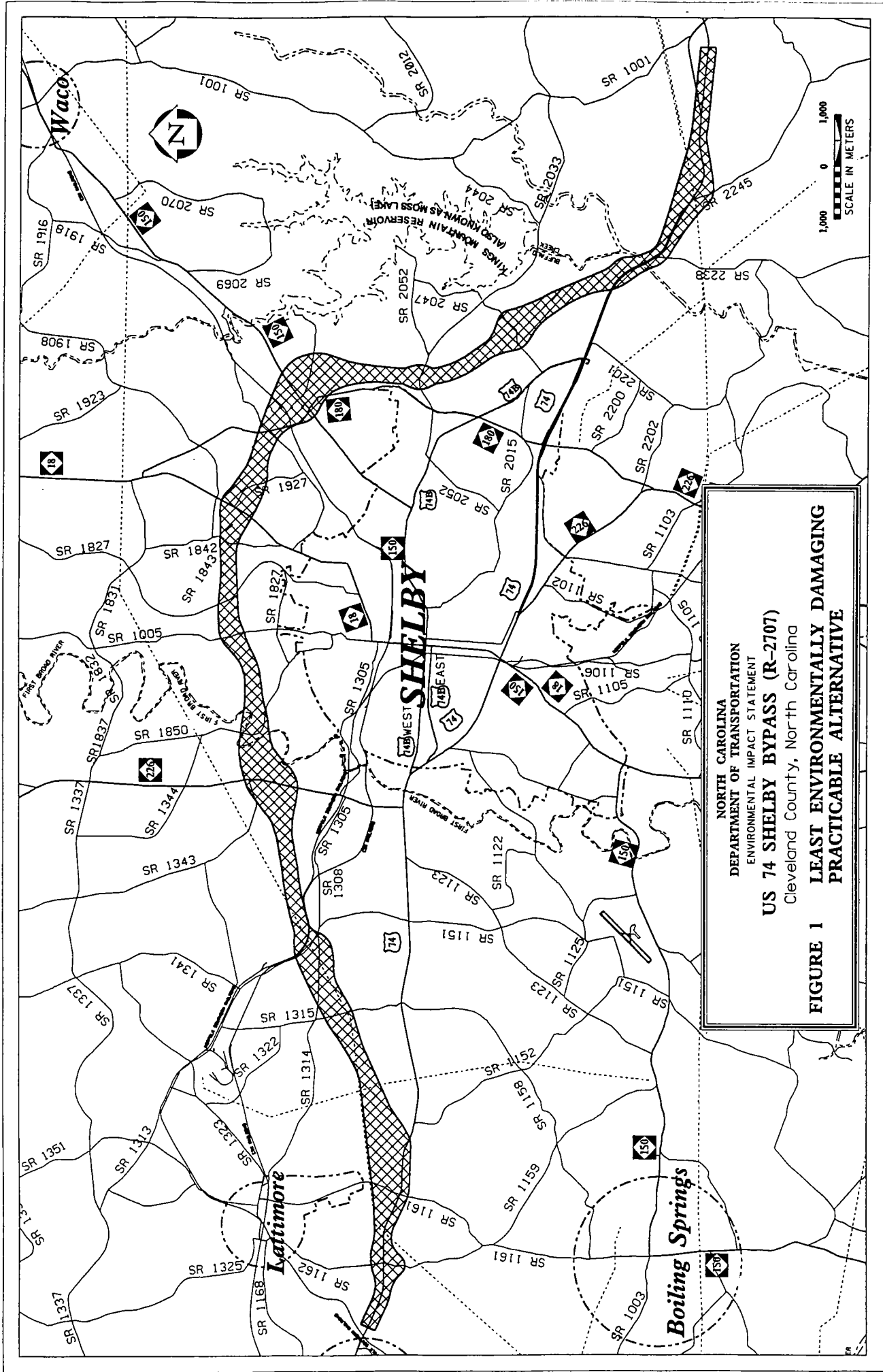
<b>Name</b>	<b>Position/ Function</b>	<b>Address</b>	<b>Telephone # [Fax #]</b>	<b>Email Address</b>
Michael L. Holder	Division Engineer, NCDOT Division 12	P.O. Box 47 Shelby, NC 28151-0047 (Location: 1710 E. Marion Street)	(704) 480-5400 [(704) 480-5401]	mholder@dot.state.nc.us
Steve Whisnant	Right-of-Way Agent, NCDOT Division 12	330 South Lafayette Street Shelby, NC 28150	(704) 480-5472	swhisnant@dot.state.nc.us
John Shoemaker	Area Negotiation Office, NCDOT Division 12	716 West Main Street Albemarle, NC 28001	(704) 982-9181 [(704) 982-3148]	jshoemaker@dot.state.nc.us
Dan Grissom	Division Construction Engineer, NCDOT Division 12	P.O. Box 47 Shelby, NC 28151-0047 (Location: 1710 E. Marion Street)	(704) 480-5400 [(704) 480-5401]	dgrissom@dot.state.nc.us
Carl Goode	Assistant Manager, NCDOT Project Development and Analysis Branch (Citizens Participation)	P.O. Box 25201 Raleigh, NC 27611	(919) 250-4092 [(919) 250-4208]	cgoode@dot.state.nc.us
Ron Allen	Project Engineer, NCDOT Roadway Design Unit	P.O. Box 25201 Raleigh, NC 27611	(919) 250-4016 [(919) 250-4036]	rallen@dot.state.nc.us
Jennifer Harrison	Project Development Engineer, NCDOT Project Development and Analysis Branch	1548 Mail Service Center Raleigh, NC 27699-1548	(919) 733-7844, ext. 209 [(919) 733-9794]	jharrison@dot.state.nc.us
Dave Cochran	Roadway Manager, Parsons Transportation Group	401 Harrison Oaks Blvd. Suite 200 Cary, NC 27513	(919) 677-0230 [(919) 677-7820]	dave.cochran@parsons.com
Dana Brantley	Planning Manager, Parsons Transportation Group	401 Harrison Oaks Blvd. Suite 200 Cary, NC 27513	480-7225* (919) 677-0230 [(919) 677-7820]	dana.brantley@parsons.com

\* Project hotline; local to Shelby area residents.

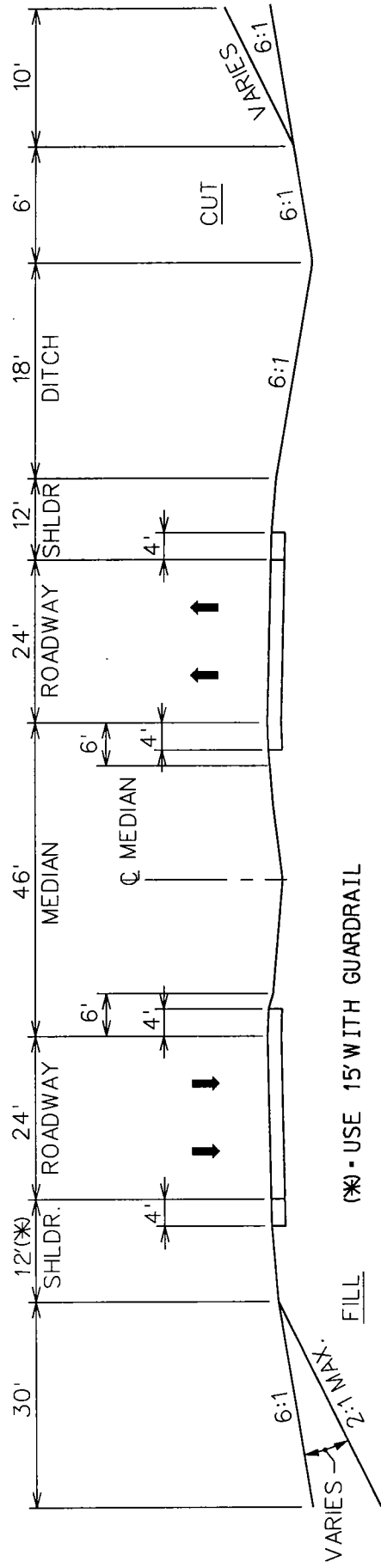
If you are in doubt as to which person or group to contact, please call Dana Brantley at the above listed number. She will direct you to the party appropriate for addressing your concerns or providing you information.

**Additional Project Information**

The following sheets include the corridor location map for the LEDPA, or Preferred Alternative (Alternative 21), a typical section sketch, and a comment form.



NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 ENVIRONMENTAL IMPACT STATEMENT  
**US 74 SHELBY BYPASS (R-2707)**  
 Cleveland County, North Carolina  
**FIGURE 1 LEAST ENVIRONMENTALLY DAMAGING  
 PRACTICABLE ALTERNATIVE**



NORMAL SECTION

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
 US 74 SHELBY BYPASS  
 ENVIRONMENTAL IMPACT STUDY (R-2707)  
 CLEVELAND COUNTY, N.C.

TYPICAL SECTION



**US 74 SHELBY BYPASS ENVIRONMENTAL IMPACT STUDY (R-2707)**  
**PROJECT COMMENT FORM**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Are You Currently on the US 74 Shelby Mailing List (please circle):            YES            NO

Date Comments Sent: \_\_\_\_\_

1. What are the issues or priorities associated with this highway project which you feel are most important to the community at large?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

2. What are the issues or priorities associated with this highway project which you feel are most important to you (if different than the community's issues)?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

3. Please describe and provide the location(s) of any features of the study area (for example, cemeteries or possible historic sites) which you feel should be avoided by the highway improvements (If maps are needed to help define locations, please let us know and we will provide you with the necessary mapping).

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please feel free to attach additional sheets or make additional comments.

Please return comment forms to:

Dana V. Brantley, P.E., AICP  
US 74 Shelby Bypass Environmental Study (R-2707)  
Parsons Transportation Group, Inc.  
401 Harrison Oaks Blvd., Suite 200  
Cary, NC 27513  
E-Mail: [dana.brantley@parsons.com](mailto:dana.brantley@parsons.com)  
Phone: 480-7225 Fax: (919) 677-7820

Jennifer Harrison  
US 74 Shelby Bypass Environmental Study (R-2707)  
NC Department of Transportation  
1548 Mail Service Center  
Raleigh, NC 27699-1548  
E-Mail: [jharrison@dot.state.nc.us](mailto:jharrison@dot.state.nc.us)  
Phone: (919) 733-7844 x 209 Fax: (919) 733-9794



**SECTION A.3**

**NEWSLETTERS AND WORKSHOP HANDOUTS  
Corridor Public Hearing Transcript**

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OFFICIAL PUBLIC HEARING TRANSCRIPT  
Corridor Public Hearing for US 74 Shelby Bypass  
Cleveland Community College  
January 26, 1999  
T.I.P. # R-2707

Good evening ladies and gentlemen and welcome to tonight's corridor public hearing for the US 74 Bypass of Shelby that extends from existing US 74 west of Shelby to existing US 74 east of Shelby. My name is Carl Goode and I'm the Manager of Citizens Participation for the Division of Highways and I'll be your Moderator for this evening's public hearing.

Before I continue, I'd like to introduce to you some other people who are here with us this evening representing various functions within the Department of Transportation. All of either have or will have a role to play in this project. First of all we have the Division Engineer from here in Shelby Mr. Ray Spangler. With him, we have Mr. Joe Lamb. From our Right of Way Department, we have Mr. Charlie Parker and Mr. Steve Whisnant. From our Relocations Department, we have Mr. Dave Fuller and Mr. Darryl Harris. From our Locations and Surveys Unit we have Mr. Gene Anders. From our Roadway Design Unit, we have Mr. John Alford, Mr. Ron Allen, and Mr. Glenn Mumford. And from our private engineering firm Deluke Cather who have prepared the environmental document for this project we have Ms. Dana Brantley, Mr. Victor Chevez, and Ms. Jennifer Glasco. Also with us this evening, we have our Board of Transportation Members from this area, Ms. Ann Gaither and Ms. Gaither would like to speak to you for a moment.

Ms. Ann Gaither: Good evening. I would just like to add my welcome and tell you how pleased we are that tonight is here. There's been a lot of work done to prepare for tonight. Those of us that have been introduced tonight have been working with the Transportation Committee here in Cleveland County, with your Chamber of Commerce Officials, and we are very excited about this project. We welcome your input and we thank you for being here and being willing to speak. Because of the numbers, we guess there are about 400 some here tonight. We're going to ask that those of you who speak limit your conversation with this group please. If all of us spoke for 10 minutes, we would be here until in the morning. So since we didn't bring breakfast, would you please limit your comments and let's say that 5 minutes will be the absolute maximum time that anybody should speak. We would appreciate a little shorter time than that if you can say what you need to say in a little shorter period of time. We're interested in hearing what you have to say and certainly want you to feel free to do that. And again, welcome for tonight.

Moderator: Thank you Ms. Gaither. If you would please turn to your handouts. There's some information there I would like to go over with you. The

47 US 74 Bypass of Shelby should increase the capacity of the US 74 corridor  
48 between Charlotte and Asheville, thereby improving traffic service, reducing  
49 existing and future traffic congestion, and improving safety. Now this is a project  
50 that is a part of US 74 Corridor that goes from Asheville all the way to  
51 Wilmington. We've got several projects along this corridor to improve US 74.  
52 There's the Rockingham and Hamlet Bypass, the Monroe Bypass, we're redoing  
53 US 74 through Roberson County. We have several projects, and this is one of  
54 them, to improve US 74 all the way through the state of North Carolina.

55  
56 Now this portion of existing US 74 in Shelby is very congested. We tried to show  
57 some of that here. I realize the lights in the room are fairly bright and it's difficult  
58 to see some of this but I think all of you have traveled it and many of you  
59 mentioned it to me that we do have a lot of traffic out on US 74 and it does  
60 create a lot of congestion. The route does have a high accident rate, higher  
61 comparable rate in the state.

62  
63 Now tonight's public hearing is one step in our process in making you the  
64 general public a part of the planning process for the project. Tonight's hearing is  
65 to gather comments on the selection of the alternative corridors that we have  
66 developed for a long study process. We started with something like 25 corridors.  
67 We're down to two basic ones with cross-overs which give us 10 possible  
68 combinations. These have been determined to be the most reasonable and  
69 feasible corridors and we're asking for your input into the selection of these  
70 corridors.

71  
72 We do ask that you participate in this process. We have a couple of ground  
73 rules that we would like to go by. First of all this is a public hearing and we do  
74 not like to look at it as a public debate. I nor anyone else who is here, is here to  
75 argue with you. That's not our purpose, we want to hear what you have to say.  
76 So we don't want to turn this into a debate between me and you. I can't possibly  
77 out-debate all of you. And by the same token, we realize that some of you may  
78 have differing opinions among yourselves and that's perfectly fine and  
79 acceptable. We just ask that you give every one the opportunity to express his  
80 opinion whether you agree with it or not and do so in a civil manner. And with  
81 that we should have a good hearing.

82  
83 Another ground rule, as Ms. Gaither has indicated, we do have over 30 people  
84 who have signed up already and even at 5 minutes a piece that's 2 ½ hours, so  
85 we ask that you limit your comments to around 5 minutes so that you can provide  
86 opportunity for those down on the list to speak as well. We will try to be fair with  
87 everybody. After we finish with that list, we'll open the floor up for any general  
88 comments that we may have at that time.

89  
90 This is a formal public hearing. It is being recorded. We will have a transcript  
91 made of this. We will have an actual recorded and written record of the  
92 proceedings. In addition, we will accept written comments. There's a comment

93 sheet attached to your handout on which you may submit written comments.  
94 You can leave them here tonight or you can mail them to me at the address  
95 shown. We'll accept these for 30 days from tonight. I will try to provide ample  
96 opportunity for written comments. And written comments will be reviewed and  
97 considered the same as if they were spoken here tonight. So you may speak  
98 here tonight for the record, you may send in written comments or you may do  
99 both.

100

101 After the comment period is ended, the staff will meet at what we call a post  
102 hearing meeting and we will go over each and every comment that we receive  
103 here tonight as part of this process and each and every written comment that we  
104 receive. We will try to resolve as many of the issues as we can at this meeting.  
105 We try to incorporate all the comments that we get if at all possible and practical.  
106 Additional issues if we can't resolve them are ultimately resolved by the higher  
107 management and the Board of Transportation and the Secretary. We will have  
108 minutes of that meeting and they will made public if you so desire and request a  
109 copy of those. At that meeting, the staff will make a recommendation to a  
110 committee that we have set up to select corridors. We will provide them with our  
111 input and your input along with the environmental impacts that we determine, the  
112 costs and all of the other data that we have accumulated on this project to help  
113 make a selection of a corridor to help go forth with. This is ultimately passed to  
114 the Secretary and the Deputy Secretary for their approval.

115

116 This is a Federal Aid Project. That is it's 80% Federal funds and 20% State  
117 funds. And the relationship and requirements are there in your handout.

118

119 Now I have written a little bit here for you on the need and the description. I'll let  
120 you read that. For the sake of time, I won't go through all of that.

121

122 Right now our schedule, and this is a pretty strict schedule that we are going to  
123 have to follow, but we anticipate right of way to begin, right of way acquisition to  
124 begin in June 2002 and construction to begin in June of 2004.

125

126 Once this corridor is selected, we will come back in about 15 to 18 months with a  
127 design public hearing which will show the actual right of way and a quick grid of  
128 the project within one of these corridors. But these corridors are a minimum of  
129 1000 feet wide, in some places wider than that. The ultimate roadway, the  
130 typical right of way will be about 325 to 350 feet. So, for the most part, we want  
131 to get three roadways within one of these corridors. Now the right of way will be  
132 wider than other interchange areas and places like that. But the corridors are  
133 wider than the roadway at this point in time to give us the opportunity to  
134 maneuver the roadway within that corridor to try to miss these homes and  
135 environmental factors and things like that if possible.

136

137 Now you have a summary of impact for the 10 reasonable alternatives. I tried to  
138 list them there and I didn't do this last week and I apologize for that, but

139 Alternative #1 is the Northern Corridor and Number 21 is the Southern Corridor  
140 and those in between are various combinations of the cross-overs of corridors.  
141 Another thing, the cost on these listed here, of course estimates based on what  
142 we know now, but they are 1998 dollars, there are not adjusted for inflation. So  
143 it's going to get more detail at that, we'll have a cost that does reflect our future  
144 dollars, inflation.

145  
146 I have here also a typical section that is labeled normal section here. It just  
147 shows how if you cut a slice out of the proposed roadway what it would look like.  
148 We're looking at two 12 foot lanes in each direction separated by a 46 foot  
149 grassed median. It will be a controlled access facility, that is no access to the  
150 roadway except at interchanges so there won't be any driveways or intersections  
151 or anything like that.

152  
153 And then you have a small map. I realize there is not a whole lot of detail but in  
154 order to put it in 8 ½ by 11 to get it in to the handout, we had to do that.

155  
156 And last, is the comment sheet on which you may submit written comments and  
157 it has my name and phone number and address there and you can contact me  
158 by writing me at any time. And we also have in there our Customer Service Toll  
159 Free Number which we encourage you to use for any transportation question or  
160 problem which you may have.

161  
162 At this time, I need to go to the map and briefly go through the project a little bit  
163 with you. The Gold color there is what we have listed as our Southern  
164 Alternative and the Green is our Northern Alternative. And we have some cross-  
165 overs in there. Combining the two corridors with cross-overs we can get 10  
166 possible routes out of these. Again as I mentioned earlier, the corridors are a  
167 minimum of 25 feet wide, I mean not 25 but 1000 feet wide and this gives us  
168 room for flexibility and room to move the roadway within that corridor to minimize  
169 impacts.

170  
171 Now the project begins on existing US 74 just west of Broadway Road here. It  
172 extends north of town and ends up on existing 74 east of town just west of Stony  
173 Point Road. In getting there, we cross several roads and we show proposed  
174 interchanges and grade separations on the map here around the interchanges  
175 that are triangle shaped representing proposed grade separations and by grade  
176 separation I mean a bridge over or under the road to keep the cross road open.

177  
178 The Northern Alternative, we're showing of course an interchange of existing US  
179 74, we show a grade separation at Peachtree Street, a grade separation here  
180 onto West Lee Street, and one over Artee Road and then an interchange there  
181 at McSwain Road with the grade separation here over the railroad track and  
182 Washburn Switch Road. The reason this corridor is brought from out there, first  
183 of all is a lot of industry and things in that area and it gives us a wider area for  
184 flexibility. We also have the railroad tracks in there and there's two of them we

185 have to have a bridge over those, and because of the railroad track, the  
186 interchange is back here from McSwain as opposed to Washburn Switch and  
187 we have to build an access road from here to there. So it will give us a little  
188 more room. We have grade separation at the Chatfield interchange at Polkville  
189 Road and NC 226, Metcalf Street, a grade separation here at North Lafayette  
190 and one at Lithia Springs an interchange at NC 18, an interchange at NC 150,  
191 and then something different from last week, we had a number of questions and  
192 I've had several letters regarding Fairview and Elizabeth Avenue. Our map was  
193 inspected last week and we went back and checked. We are proposing a bridge  
194 that breaks up the residents at Fairview and at Elizabeth. So, like I say, we have  
195 had several questions regarding that and we will check (inaudible) windows.  
196

197 At this point, the corridors come together and then follow a common line. We  
198 think it may cause a delay through here. We've got several openings and we are  
199 trying to make our way through there. We split back out here and here we have  
200 an interchange with US 74. Now the southern part here at McBrayer Homestead  
201 Road we have an interchange here with existing US 74 and depending on where  
202 your are here the interchange west of the Bradley Road area or a grade  
203 separation there. Plato Lee Road, a grade separation and an interchange here  
204 at Washburn Switch Road, an interchange again at NC 226 at Lithia Springs  
205 Road we have a grade separation, an interchange at NC 18, NC 150 and then  
206 back here from US 74 on here and here and I know I might have it left out last  
207 week but there's an interchange to Bethlehem Road.  
208

209 I do need to go over some right of way information with you. Once a project  
210 route is selected and approved, the design is completed, the proposed right of  
211 way will be staked on the ground. The affected property owners will be  
212 contacted by a Right of Way Agent. This agent will ask you questions about  
213 your property, he will inform you of your rights and try to gather as much  
214 information as he can about your property to help him to ascertain the value.  
215 When he is with you, he will explain the plans to you and he will tell you exactly  
216 how you will be affected by the project.  
217

218 The Department will have a professional appraisal made of your property, the  
219 use our professional staff appraisers or hiring a local fee appraisers to do this.  
220 For compensation, the current market value of the property is the amount that we  
221 offer for the property rights, not the tax value but the market value. Generally  
222 they look at prior sales in the area and appraise the property in much the same  
223 way as another state agent will do to determine the current market value. During  
224 this process, the Department must treat all owners and tenants equally, must  
225 fully explain owners rights, must pay just compensation in exchange for property  
226 rights, must furnish relocation advisory assistance if that is needed, and must  
227 initiate any legal action if a settlement cannot be reached. Now if you are a  
228 relocatee, that is if your property your home or your business is to be relocated  
229 as a result of the project, a relocation officer will also contact you and he will offer  
230 assistance to you and explain the procedures to you. He can help you with the



231 location of comparable housing if you need this. He can help you with moving  
232 aid. In addition to the market value of your dwelling, we have other funds  
233 available for such things as moving expenses, closing cost, increases in rents  
234 and mortgage, and other incidental items such as closing cost and things like  
235 that.

236

237 Having gone through that , at this time, I'm going to open the floor up to you for  
238 your comments. I'm going to ask that you use a microphone and ask that you  
239 come up and use that for two reasons, Number 1, so our tape recorder can hear  
240 you and Number 2 so that everyone else can hear you. This is a large room and  
241 I don't think many people can hear somebody talking from their seat. So I would  
242 ask that you use the microphone that is available here and I'll try to go through  
243 our list.

244

245 Unidentified Male: Please say that there is a video being taken of this  
246 and they said that anybody that don't want to be shown on TV on that on the  
247 video should say so.

248

249 Moderator: Okay. The community college here is taping this proceeding  
250 and they ask that anyone who does not want to be taped announce that before  
251 you start speaking and they will turn off the machine. Some people are camera  
252 shy but they are video taping this and along that line I would like to offer a whole  
253 lot of gratitude to the institution here because they have been extremely helpful  
254 the school and the staff, in last week and this week in putting things together and  
255 in setting up chairs and all kinds of things and they've been very cordial and  
256 helpful and we really appreciate that. But I'll start through the list and we will  
257 continue. First of all we have Mr. Dee Freeman.

258

259 Dee Freeman: Good evening ladies and gentlemen. My name is  
260 Dee Freeman and I am here representing the City of Shelby. The Mayor could  
261 not be here tonight and he has been out of town this week and he asked that I  
262 step in for him. So I'm here representing the Mayor and the members of City  
263 Council to express the City of Shelby opinion in this particular project.

264

265 But first I would like to commend Ms. Gaither and other officials of  
266 D.O.T. by expressing appreciation to the Department of Transportation for all  
267 the work that you do, not only on the Shelby Bypass problem but all the other  
268 problems that you undertake and you exercise for the good of our community.  
269 Particularly to Ray for all the work that you do and the cooperation that the city  
270 has over the years in various projects and efforts that we undertake. I really do  
271 appreciate your efforts.

272

273 This evening though is dedicated to the Shelby Bypass and we  
274 would like to express, first of all, our appreciation for getting us to this point and  
275 as you said earlier Ms. Gaither, this evening it is really good to be here at this  
276 point in time to have the opportunity to have a hearing and to get the process

277 moving along. If anything I'd like to leave you with tonight as far as expression  
278 of the selection of that corridor, let's keep the process going and get the project  
279 selected, get that corridor selected and move ahead with trying to get this project  
280 as a reality to this community.

281  
282 I will tell you that City Council has already made a selection as far  
283 as offering opinion as where the corridor should go and that is listed on the map  
284 as the Southern Alternative. Back when you first made that selection the  
285 designation was the southern most northern route. And there's a little bit of logic  
286 to that and the logic falls where the city and our concern is for the city and our  
287 concerns were with regards to management and control of managing our roads  
288 in the area to extend services to provide utilities that it is far more reasonable  
289 and it will be a savings to the taxpayer and to the utilities customer as we expect  
290 the area to grow between the city and that route for the bypass as it will do. That  
291 it would make much more sense for us to limit our expenses and to get those  
292 services to people who need them. So while that was the position of City  
293 Council, that remains the position of the City Council to this day and the route  
294 that the City would encourage the D.O.T. to select.

295  
296 So with those two brief comments, I'm going to sit down and allow  
297 you to continue with receiving folks to come up and make their comments.  
298 Thank you.

299  
300 Moderator: Thank you Mr. Freeman. Mr. Jim Allen.

301  
302 Jim Allen: Ms. Gaither, Mr. Spangler, Mr. Goode, I want to welcome  
303 you here on behalf of the Cleveland County Chamber of Commerce. I'm the  
304 current Chairman. I wanted to extend a warm welcome to you. I would like very  
305 opposite of what Dee Freeman said, I'd like to thank you Ms. Gaither for being so  
306 accessible, so generous with your time helpful to your council and gracious to  
307 your patience. I said the same thing to Ray. We appreciate it very much  
308 because Ray has helped us. We look forward to you throughout the completion  
309 of this project.

310  
311 The Chamber is quite pleased that you are here to initiate this  
312 Highway 74 Bypass Corridor selection process. Upon decision and uncertainty  
313 hanging so long over a 19 mile stretch of this county needs to be radiated as in  
314 the Fall. We hope that the selection process will pay good attention to the  
315 environmental impact concerns of those most directly affected. The Chamber  
316 also hopes that equally too the attempt will be given to routing that well serves  
317 along those economic and developmental interests of the county as a whole.  
318 We understand that we have two post hearing meetings. We hope that you will  
319 be able to hold those meetings on a schedule that will accommodate into  
320 Secretary Norris Tolson's May 1998 speculation when he was here with you Ms.  
321 Gaither to speak to the Chamber and the Rotary Club. He speculated that upon  
322 the selection there would be an announcement made this year which considered

323 a portion that would be better and we wouldn't argue with you when you came  
324 through with this issue in March or April. But we hope that you will be as  
325 expeditious as possible.

326

327 But it is the most hardening aspects of the bypass is the long  
328 secubilous uncertain preserving route to this moment. But Secretary Tolson's  
329 meeting with the Chamber has addressed for the record I think it has been  
330 mentioned, it was said after it was explained for determination in that we ordered  
331 things for D.O.T that the secretary outlined the likely bypass development  
332 schedule. That schedule predicted this very January public hearing that we are  
333 having tonight and the likelihood of a main corridor selection. The schedule held  
334 the bypass design should begin this year and be subject to the public hearing in  
335 the summer of 2001. The Right of Way Acquisition should begin in the Spring of  
336 2002 but the structure should begin in 2004 and the completion in 2008, 2010  
337 should be feasible. That same schedule appears in tact from the draft 7 year  
338 Transportation Improvement Draft Plan of the T.I.P. presently being circulated for  
339 review and comment. We consider that gratifying conformation of Secretary  
340 Tolson commitment to the Bypass as strong and firm. As you have revealed  
341 (inaudible) , please see to it that Bypass prospects are not set back as a result of  
342 the T.I.P review. Please see to it that the Bypass has details including the  
343 (inaudible) document as they appear in the presence.

344

345 We have learned to take nothing for granted. We've learned that  
346 visualance is essential to yours and ours. We hear news reports from  
347 (inaudible). Several are reminded that North Carolina is a big state. A big state  
348 weary of conflicting interests. A big state that political enemies and rapid fanning  
349 municipalities who have (inaudible) that the transportation offers. And the  
350 message that we got out of that from the Chamber is that we need to be aware  
351 of the coming months and years. The Chamber is vigorously opposed and urges  
352 D.O.T to vigorously oppose any fathom of any effort that might have the slightest  
353 intention to jeopardize the final funding of the completion of the 74 Bypass  
354 project within the first decade of the 21<sup>st</sup> century. Members of the hearing panel,  
355 this bypass is for us much, much more than a 19 mile stretch of the concrete and  
356 asphalt. We view this as an essential part of our future and the future of the  
357 good community should (inaudible) the future of the remainder of western North  
358 Carolina. We're not (inaudible) to do it. On other Mondays from what the  
359 (inaudible) Chamber has informed us, they stand firmly behind our efforts to  
360 obtain a new US 74 Bypass in Shelby. That letter goes on to say folks we agree  
361 that this road is critical and necessary to the schedule and continued  
362 development of our area of the state. We are waiting and eager beneficiary of  
363 the good the road can and will produce. The Rutherford County Chamber points  
364 are well taken. The Chief of Cleveland County Chamber confers.

365

366 The economic development of tourism states supplied by a  
367 (inaudible) in Cleveland at the point of a threshold vacant road which is brought  
368 forth from the (inaudible). Tom paints the Highway 74 traffic could show is  
moving steadily toward (inaudible). The Chamber confers Secretary Tolson's

369 belief that we can achieve this project by 2010. Nevertheless we are reminded  
370 to let the use for an opportunity for (inaudible) and cup on the left and we urge  
371 that you guard against anything that will keep from throwing this bypass project  
372 on schedule. We urge you to decide on what's right, what's fair, what is virtually  
373 important to this county and for the (inaudible) of the future. I want to thank you  
374 in advance for the corridor decision that you are going to make. Through you we  
375 (inaudible)..through the new millennium. Thank you for your attention and may  
376 God bless you and your work on this very worthy project. Thank you.

377

378 Moderator: Thank you Mr. Allen. Dennis Davis.

379

380 Dennis Davis: Ms. Gaither, Mr. Goode, Mr. Spangler. I come before  
381 you this evening not to give you a prepared speech but to share with you some  
382 thoughts from my heart and from some of the things that have been going on in  
383 the past few years in trying to expedite this road. This afternoon I was in my  
384 office and I was going through some former correspondence that I had in regard  
385 to the sign. What caught my attention was a letter from the man who wanted to  
386 own a 47 acre farm who were talking about the importance of the impact that this  
387 road was going to have on their lives and the future. This letter is dated June 27  
388 of 1995. We had spent an afternoon in conversation on the porch square in the  
389 pleasant uptown of Shelby, or is that downtown Shelby now? We're working it  
390 out and it's a beautiful place. And we had discussed at some length the  
391 possibilities of where this road might go. Now I have attended every public  
392 meeting that we have held in regards to this bypass from the earliest meetings  
393 we've had when it was arrived down here it was my personal preference which  
394 meant below 74 and I thought that they should expedite this most judiciously and  
395 as expediently as possible and as cheaply as possible which seems to be a  
396 factor in our decision these days .

397

398 But we were told by the experts from both Raleigh and those that  
399 came to visit us, the best thing that we can do as a county was to decide on  
400 something not strongholding ourselves to where we wanted to go. We did not  
401 think this project was going to be postponed for a period of time that would drag  
402 it out well past the year 2000. This particular letter that I picked up dated June  
403 27, 1995 and this ladies and gentlemen we are concerned about the future  
404 struck me as somewhat ironic. That gentlemen is dead and has been buried for  
405 some years now and so he doesn't have to worry about where this road is going  
406 but many of these people do. I feel a little bit like Moses coming before Pharaoh,  
407 "Let my people go". It's time to make the decision. These people have had this  
408 hanging over their heads for sometime. Now that may or may not have been  
409 your fault. We know how things in Raleigh work and money is a factor. But it is  
410 time that we declare where this corridor is going.

411

412 I also continued looking at some correspondence from some other  
413 folks who were concerned about the particular route. Again we joined together  
414 as a community and we joined together as a delegation. I saw them represented

415 back here this evening (inaudible) me, Representative McCleary, Representative  
416 Weatherly at that time all came together in support unanimously to this corridor  
417 being built as quickly as possible. Where it should be built we weren't too  
418 concerned with but we need some relief for the people of this community.  
419

420 I continued looking at some correspondence and I came across  
421 somebody who was concerned that I may have something to do with where this  
422 corridor was going because it might affect me. Let me assure you folks I have  
423 no property anywhere in any of these corridors nor do I intend to purchase any at  
424 any time where this road is built or intend to profit in any way from it. My only  
425 concern here is that you get in a room and get some knowledge of where your  
426 road is going as soon as possible.  
427

428 I also came across a letter from Mr. Larry Goode. I'm sure you're  
429 all familiar with, and I was writing to thank him for some action he had taken to  
430 expedite our terrible traffic situation that we have and if you have ever traveled  
431 Ms. Gaither from one side of Shelby such as the Cleveland Mall over on the  
432 western side over where Representative Price, myself and others live on a  
433 Friday afternoon then you are aware of all the problems that we had. And I  
434 thanked him at that time for moving the truck traffic to the right lane to sort of  
435 expedite. Now I got a lot of problems from some of the truck drivers and I feel  
436 that he is concerned about that too but I do think it is up to them too it would help  
437 to speed up to the plate. Let me get where I am going. A couple of  
438 correspondence here to Garland Garrett who was the former Secretary of  
439 Transportation. I have lobbied both Mr. Hunt and Mr. Garrett, and Norris Tolson  
440 who I consider a great gentlemen and a fine friend who is was here and Mr. Allen  
441 explained to him and lobbied him as well. The Governor himself has been here  
442 in Shelby on several occasions. I've had private conversations with him  
443 regarding the speeding up of this process. He has acknowledged that the traffic  
444 is a terrible situation. But the reason that I bring up this correspondence is  
445 because I had asked him to move the date to May of 1996 because of the  
446 pressure that was worrying many of these people about where they are going,  
447 where the road is going, what should they do with their property. (Inaudible)  
448 was up here at first and he was in correspondence with you at the time asking  
449 some direction of where the road might go and what your next move would be to  
450 move it along as quickly as possible. I was assured that there has been some  
451 correspondence from the Secretary that this could be done in a matter of 6 to 9  
452 months and we could expedite this whole matter. My whole point in doing this is  
453 to simply say to you Ms. Gaither and the others who have responsibility here,  
454 please let's move this project along. Pick a route. Mr. Spangler I don't care  
455 where you go, somebody is going to be mad one way or the other. You've been  
456 in business long enough to do it, but let's move on along and let's get this road  
457 and let's make Cleveland County a better place to live. Thank you.  
458

459 Moderator: Thank you Mr. Davis. Robert Lucas. Robert Lucas. J. B.  
460 Gentry. Mr. Gentry is he here? David Crawford.

461  
462 David Crawford I'm going to tell you something right off the bat, I'm  
463 not a speaker.. I'm here representing a group called Citizens for Equitable  
464 Bypass Solutions. And what we want to talk about is the area from Highway 226  
465 (inaudible). We're in favor of the southern route. We sent a petition in to the  
466 folks of Raleigh. The reason that, one of the big reasons that we think this is the  
467 best route, the northern corridor and this map takes in all these roads. We got  
468 out in the middle of Barbee Road, Caviness Farm Road, Chatfield Road,  
469 Farmville Road, Jordan Drive, West Caviness Road, Greenfield Briar, Washburn  
470 Switch Road, Plato Lee Road, McSwain Road, , Artee Road, Towery Road,  
471 Jones Road) West Lee Street, Broadway Drive, Church Street, and Peachtree  
472 Street are all on that rear corridor on Hwy. 226 west. We're extremely  
473 concerned about the ability of the members of the power company to get to  
474 some of these houses because we feel like a good number of these roads will be  
475 publicized. We're also concerned about the emergency services response time  
476 for the rescue squad. Of course the Number 7 Fire Department is in Weatherly  
477 and the one that we are talking about is mainly for areas east of Weatherly. The  
478 northern corridor crosses through the railroad tracks the (Inaudible)crosses  
479 through the southern corridor, the northern corridor crosses through the City  
480 Limits of Abner come down the middle of the center of the streets behind  
481 Roosevelt that the people in this quiet little town are highly of interest. On the  
482 east side of this route at Barbee Road there is a Madge Harris Property coming  
483 through there. Well Ms. Harris has lived at this house every since it was built  
484 some 72 years ago. She still lives in it today. There's also a cabin, a log cabin  
485 on this property that where if you go by 226 you might know where it is at right  
486 on the right side of the road it is kept and it is 225 years old. And this land this  
487 family has owned for several generations. It was a land grant that came of  
488 ...(Inaudible). There is still family members living on this land. The southern  
489 corridor crosses one railroad track and three roads, Washburn Switch Road,  
490 Artee Road, and Plato Lee Road. Once it crosses Plato Lee Road it merges  
491 back into 74 somewhere on Swain and falls in if you go out it would be more  
492 people friendly. We also feel that the interchange was somewhere west of  
493 Swainsville and nearly the State Road 1162 coming north out of Boiling Springs,  
494 1161 coming south out of Lattimore. If an interchange was put in this area, it  
495 would benefit both towns. Lattimore and of course people on this road know that  
496 Lattimore is also the home of the ..(inaudible) it would make it easier for those  
497 folks to access as well as Boiling Springs and Boiling Springs is fastest road in  
498 town and it is in Cleveland County and we just feel like that they need to be, you  
499 know have a good access to this road. And I guess that's all I've got to say. I  
500 appreciate it.

501  
502 Moderator: Okay. Thank you sir. Ray Towery.

503  
504 Ray Towery: Mr. Crawford has touched on some of the things that I am  
505 going to talk about tonight a little more in detail as it could effect us in town. My  
506 name is Ray Towery and I am the Mayor of the Town of Lattimore. I live at 101

507 Cherry Street in Lattimore. I first of all want to thank the people at D.O.T for  
508 allowing me to have the opportunity to speak to you tonight concerning the  
509 location of the proposed bypass. I strongly urge you to choose the southern  
510 corridor as opposed to the northern route. It would have the least adverse affect  
511 on the citizens of the towns in this surrounding area. The reason I feel that the  
512 southern route is in our best interest are as follows: 1. The northern route  
513 divides our town to put something down on the south side of 74 bypass resulting  
514 in the isolation of part of the south side of the town. 2. The northern route will  
515 result in several cut off points resulting in dead ends. This would result in having  
516 to make people drive further to get into and out of town. No one wants to first  
517 have to go in the opposite direction to get where you're going to go. We are  
518 currently planning a sewer system in town and the northern route will certainly  
519 appear on our installation of a sewer system. Your opening would be effective  
520 for us as we look at it from the viewpoint of the Town of Lattimore to possess our  
521 1161 and West Lee Street, SR 1162 at Peachtree Road, SR 1319 Jones Road,  
522 SR 1320 Towery Road, and SR 1314 Artee Road. We (inaudible) that you have  
523 done on these roads will not be valid to the northern route if the northern route is  
524 used because there will be some extra travel necessary to gain access to 74.  
525 The northern route will be very detrimental to our excellent number of (inaudible)  
526 to the Volunteer Fire Department being able to respond time into the areas cut  
527 off from the south side of 74 for the proposed northern route. I'm sure you  
528 realize the script of nature of loosing some precious time in being able to  
529 respond. That time may mean the difference between success and failure and  
530 maybe even life or death. The same problem exists with the northern route if  
531 that we can cut off urgent personnel responding to 911 calls. Here again,  
532 minutes can be very precious when time is critical in responding. I'm sure  
533 everyone understands this meaning.

534  
535 Traffic will soon increase greatly in the Town of Lattimore and on  
536 the access road leading into town as a medical college which is located in the  
537 heart of town ..(inaudible)... The enrollment is approximately 240 now and the  
538 enrollment is projected to go to a mere 1000 in the next five or six years. Here  
539 again, the northern route will contribute to congestion and possibly make the  
540 roads that are left alone safe and accident prone. The noise level from the  
541 northern route will certainly be much greater and more stressful to the town's  
542 population. The southern route is the most desirable route for the residents of  
543 the surrounding area Lattimore. I would like to see the western end of the  
544 bypass tie in with existing US 74 just east of SR 1161 and east of Mike Harrell's  
545 Tire Store. Then upgrading Business 74 to the controlled access tying in the 74  
546 controlled access in Mooresboro. We would also want to see an access into 74  
547 built near SR 1161. This access would very definitely be a pattern of travel for  
548 the purpose of going to the grocery store, the drug store, the doctor, to do  
549 banking and to the school which is now located just south of Boiling Springs.  
550 The new school which is named Springmore which is being built off of Boiling  
551 Springs on Peachtree Road SR 1162 in Lattimore. We desire at least a

552 (inaudible) on US 74 bypass setting the traffic over to come through Lattimore  
553 from the west side of town.

554

555 I feel many of the points listed in the handout that we had on  
556 January 19 that D.O.T would consider deciding and determining the location has  
557 been already been covered. Some of these points are, number 1 safety. I use  
558 the southern route to cut down on cross traffic coming from cutoff roads.  
559 Number 2, the southern route would be shorter and have less buildings and  
560 (inaudible) should be less costly. Number 3, the southern route will better serve  
561 the public with less inconvenience. And number 4, the southern route would  
562 lead more people, the social impact would be less. The people would feel better  
563 about the bypass.

564

565 Gentlemen, I feel on behalf of the Town of Lattimore and the  
566 surrounding area, I strongly urge you to consider all the reasons that I have  
567 outlined and decide in favor of the southern route. Again, I thank you for hearing  
568 me out in this matter. It puts a greater purpose to us and the town of the  
569 Lattimore community. Thank you very much for your time.

570

571 Moderator: Thank you Mr. Towery. Jim Caviness.

572

572 *Joe*  
573 *Jim Caviness:* Mr. Moderator, Ms. Gaither, and members of the  
574 D.O.T, my name is Joe Caviness . I am serving as Chairman of our Cleveland  
575 County Board of Commissioners. I do appreciate the opportunity to visit with you  
576 this evening and hearing these comments. Thank you for making this possible. I  
577 am a native of the county and have been here a few years and familiar with the  
578 Highway 74 corridor from east to west . In fact the matter of at it is on the  
579 existing US Highway 74 that goes through the city of Shelby over there in the  
580 eastern portion of that and the (inaudible) of the activity of the existing 74 Bypass  
581 was planned and structured. Now remembering the section of reference a few  
582 years ago 1979 when we developed a thoroughfare plan for the area we talked  
583 about the need then for a bypass. And I don't mean that the road route has  
584 been selected aid tonight and the people have the information but I do  
585 appreciate the fact that you are giving us several different chances to be curved  
586 and I think you get the message that we are all in favor of getting on with the  
587 bypass selection corridor and I hope you will accomplish that by getting the  
588 information from our people. Let me just say from a county standpoint, we're  
589 very interested from the (inaudible) county getting from one portion of the county  
590 to the other, plus one portion of the state from here directed east to west. Our  
591 county is very interested in developing our industrial base concluding that they  
592 are persisting existing industry and as we use this highway everyday our county  
593 has purchased an industrial park location just east of the perimeters of this  
594 proposed bypass and we are very much concerned about getting that  
595 accomplished from that standpoint. I think the strength of the economy by ?  
596 accounting will be enhanced greatly by this bypass being defeated. We know  
597 that the industry can use quite a bit of commerce we know it will be used by



598 trucks rather than our railroads and this east west corridor is adding us a part of  
599 the economy of our county and we appreciate your interest in getting this  
600 accomplished. Thank you very much.

601

602 Moderator: Thank you Mr. Caviness. Julian Wray. Is Mr. Wray here?  
603 Dan Spake.

604

605 Dan Spake: I'm Dan Spake representing Spake Concrete Products in  
606 Shelby. Spake Concrete Products Inc. is a block manufacturing facility located  
607 on Highway 180 North in Shelby, one half mile north of the 181-50 intersection.  
608 Spake Concrete Products is 18 (inaudible) and been in business for 36 years. If  
609 the bypass came through our property, it could destroy our business. We are  
610 surrounded by farm and two year old mill and trying to run our plant and lot  
611 owners get the farm and get in complete control like it was in Cleveland County.  
612 We have 35 acres on prime location with natural gas and county water. The  
613 latest cost of moving would be over 2 million dollars times 35 acres of natural  
614 gas and water consuming heavy industrial for Duke Power off of Highway 180.  
615 The (inaudible)...four warehouses, one truck shop, three truck garages and a  
616 pipe yard that cost billions of dollars. A lost of business by not being able to use  
617 the park during the down time will loose tens of millions of dollars in sales and  
618 hundreds of dollars in sales taxes billed directly to Cleveland County and North  
619 Carolina. Our taxes go to Cleveland County, North Carolina, and our business  
620 are still many of the businesses in the county. There's plenty of room for the  
621 bypass to go behind our business and to cut the local quarter if you go in front of  
622 our business and if you take the southern quarter.

623

624 Today several people in Cleveland County invite(inaudible)  
625 American owned block manufacturing company or we can buy from the foreign  
626 owned block manufacturing company that are surrounding which is owned by  
627 Arnold Seamon and is the largest cement company in the world next to Great  
628 Britain. The bypass is where (inaudible)) can control an environmental can  
629 arrange ...Inaudible...Spake Concrete Products is asking not for one penny from  
630 the government. They're just saying the bypass(inaudible) can ...(inaudible)...  
631 when we go right behind it or go right in front of it.

632

633 Moderator: John Rogers.

634

635 John Rogers: Mr. Spangler, Ms. Gaither, we come out here tonight  
636 to voice most of our opinions. I personally know that there are 400+ people to  
637 sign that petition Mr. Crawford alluded to earlier opposing the northern route of  
638 Shelby bypass. I'm going to rehash some of the things that he has already gone  
639 over but in essence of time I would like to finish that with the northern quarter  
640 after getting in if all the roads are going to be cut and all the people will be  
641 cutting their access, you're going to have to give them some where to get out but  
642 just a little getting out. I will ask that the survey be more extensive in the use of  
643 a service road and that it work with the northern corridor. In addition, like I say

644 it's things that Mr. Crawford already alluded to, we're going to talk about  
645 (inaudible) for just a minute. That seems to be, we've seen a lot of that in the  
646 paper here lately with the government and (inaudible) so the handout that ya'll  
647 provided I see that in construction costs alone the northern alternative is what 2,  
648 2million plus over its next closest competitor so to speak alignment. So based  
649 solely on construction estimates that have been provided, it is by far the most  
650 expensive to build. As far as total cost it ranks in the top quarter. In addition to  
651 the construction cost, I think we need to keep in mind maintenance cost. You  
652 know this isn't going to be 200 million dollars we've got to come down just one  
653 time and that's it. You know it is forever profiting. Along the way we should have  
654 a more different scene that you would have in one county, some with more  
655 bridges, more interchanges. The northern corridor is by far the longest therefore  
656 I am concerned with cost. So in essence of time I will limit my comments to that.  
657 We would just like to reiterate our oppositions to the northern corridor compared  
658 to the southern route. Thank you very much.

659  
660 Moderator: Thank you sir. Jacqueline Harmon-Lynn. Jacqueline  
661 Harmon-Lynn. Joe Spangler. Is he not here? Wayne & Kathy Winfield. John  
662 Wortman.

663  
664 John Wortman: Good evening. I'd like to express my opinion  
665 concerning the northern alternative which is the ...(inaudible)... we support the  
666 southern alternative simply because a lot of things that they have illustrated  
667 tonight. But we believe that the social impact will be much greater if the northern  
668 alternative were selected so we support the southern alternative not only for  
669 economic reasons but specifically for social reasons because people's lives are  
670 much more important than economic factors. Not only do we feel that the social  
671 impact would be greater on the northern alternative as displaced homes and  
672 displaced people but also the person can see that the southern alternative  
673 provides for growth and development in the community from the services  
674 provided by the city of Shelby. So I support the southern alternative. Thank you.  
675

676 Moderator: Thank you Mr. Worton. John McBrayer.  
677

678 John McBrayer: Good evening Mr. Moderator. Mr. Spangler, I would  
679 like to say to you, thank you so much for what you've done for Cleveland County.  
680 My name is John McBrayer. I never felt that I would be standing before a group  
681 this large and saying that I would not like to see a historical home in Cleveland  
682 County destroyed or that the road to that home be closed. I am not here to say  
683 that I am against progress because I believe in progress. I've lived in enough  
684 cities like Jacksonville, Florida and I think bypass is there and has some  
685 unknown feelings inside. I've lived in New Orleans with plenty of bypasses all  
686 along that city and I understand progress. I will say that I am for progress and I  
687 am for the routing of the bypass in (inaudible)...Concerned I am about the  
688 (inaudible) of 200 million dollars but I can't fully conquer from that. The idea that

689 if we give Russia 150 and 200 million at a time makes a few million dollars that  
690 we are concerned with that are taxpayers are her in Washington.

691

692 The reason that I am here tonight and I'll try to keep under three  
693 minutes, my concern is a home that was built in 1817 on a (inaudible) by Dr.  
694 Joseph Hamilton who was my relative purchase from Joseph Moore. The  
695 records are inrecible to North Carolina. I was under the (inaudible) that you  
696 have available to you. At that point in time my home place which is at Dogwood  
697 Drive and Highway 74 which is at the very far left side if I may walk to the map, I  
698 will point to the place. The location is about half a mile to east of Reelsboro.

699 I noticed on this map that one of the pages in here that says the  
700 summary of impact and it says historical sites are zero, zero, zero. I'm just a little  
701 bit concerned that I'll take just another minute and I have for you Mr. Goode  
702 these pictures in Raleigh that you should receive in the next few days. And I  
703 have available for you these pictures tonight color photo pictures of the home  
704 place which I have (inaudible) today to my left. Taken back to Sherman  
705 (inaudible) and the stories are about (inaudible) that I have camped there for  
706 three days and two nights. And our great grandfather and great grandmother he  
707 had offered the best angles and so forth and hidden reels and something like  
708 that and frankly she (inaudible). Now I do know that in the 1880's or sometime  
709 my father said that the house was (inaudible)... My concern is this, I'm  
710 concerned that a true historical piece of property that belonged to me or anyone  
711 else might be destroyed. If we're not concerned for plants, we're not concerned  
712 for birds in North Carolina and we would spend money, thousand of dollars to  
713 protect and buy property for small plants and we buy it for bird sanctuaries and I  
714 have no problem with any of that, then please protect historical homes that date  
715 back to pro 1800's and we have proof of this. I have proof that I have sent to  
716 you sir in Raleigh of the best (inaudible)... in 1853. I sent you pictures of Dr.  
717 Hamilton's grave that was in good repair and he was buried in 1824. (inaudible)  
718 My concern is this and I will close on this. My concern is that you leave a right of  
719 way for that home and leave that home available to the ancestors of our family  
720 and to the people of Cleveland County and it is available for people to see. I will  
721 stand even more today and it is available for people from all over the city and I  
722 will make this last statement. It is on the study of a historical group in Asheville  
723 and they have assured me they will conclude as soon as I pay for a thesis, I call  
724 it a thesis, and they have been told to do this and Brian (inaudible) did a search  
725 in Cleveland County for the County Commissioners last year within the state and  
726 had pictures of Dr. Hamilton's store and the home that he showed at (inaudible)  
727 University and other places on the campus. Thank you.

728

729 Moderator: Thank you sir. Billy Powell. Billy B. Powell. Roger Holland.

730

731 Roger Holland: (Inaudible)...I appreciate the opportunity to be here  
732 before you. It looks like what I am going to talk about is not even on the map but  
733 I'll go ahead anyway. In my opinion, the best solution for alleviating the  
734 congestion on existing 74 Shelby Bypass is neither a new (inaudible) bypass.

735 Excuse me. Nor a new southern bypass. The best solution in my opinion is to  
736 upgrade the existing bypass and make unlimited access just as the opposed  
737 new bypass. I've reached this conclusion after studying all the issues involved  
738 with these hyperlatives and these hyperlatives will be reviewed with the  
739 Department of Transportation Draft Environmental Impact Statement dated  
740 September of 1998. And for conversation with folks within our community. A  
741 few things I would like for you to consider to help you, construction of the new  
742 bypass with the result of a complete destruction of many years anticipated land  
743 use, since the existing bypass was filled investments were made here and  
744 around this part of the knowledge for commercial developers. Likewise  
745 (inaudible) feel people in this community might add for Shelby who are born and  
746 raised here have invested in rest of the property know the staff of the bypass  
747 with the expressions yet of a rural more undeveloped area. Opposed location for  
748 the essential upkeep have got many people have invested in the Calvary of the  
749 last thirty four years. Life as an art music just may interest you in that context.  
750 Presently in Cleveland County we're fortunate to have a tremendous contrast in  
751 the developed areas around the existing bypass versus the (inaudible) rural  
752 areas north and south of Shelby. The construction of the new bypass will in time  
753 create a (inaudible) develop between the new construction and the existing  
754 developed areas when ever it is in part to the contrast that makes it such a  
755 beautiful area to live. And also the environmental impact of the new bypass with  
756 the money (inaudible) as prescribed more and more to protect our environment  
757 and natural habitat to a since to create such a destruction to an upgrade to the  
758 exiting bypass which has little or any environmental impact for (inaudible). In  
759 fact, in a letter from (inaudible) who is the state supervisor and the inner states  
760 department of interior he echoed his concerns and also his concern for proper  
761 study in a letter to the North Carolina Department of Transportation dated  
762 November 21, 1997 which in part reads. In our letter January 3, 1995, the  
763 service describes several known occurrences of (inaudible) ... in the project area  
764 and recommended that the surveys for the CCC be conducted in suitable  
765 habitat. In our May 17, 1996 letter which we reviewed the (inaudible) Analysis  
766 Report for the NCDOT was prepared by (inaudible) we noted there was little  
767 environmental information associated with the range of preliminary alternatives  
768 determined were the least environmental damage. The service remains  
769 concerned about the potential impacts of the proposed project for this species,  
770 wetlands and streams. The occurrence of excess files and diplorum within the  
771 project (inaudible)... should have been verified earlier and have been considered  
772 for our developing primary alternatives. We suggest the correct process  
773 employed by the NCDOT is fundamentally (inaudible) and does not allow  
774 accuracy or (inaudible) and secrecy in order to avoid and/or minimize impacts to  
775 significant natural resources. I guess my question is it worth taking these kind of  
776 chances from any of our natural resources. Upgrading the existing bypass would  
777 avoid this particular problem. The cost calculation and feasibility assessment  
778 used to compare the new bypass versus upgrade of the existing bypass utilizes  
779 standard to determine right of way acquisition required for the upgrade on  
780 (inaudible). I suggest that creative engineering to design an upgrade that would

781 expand inward utilizing current media space similar to the recent upgrades on I-  
782 85 Caswell County would dramatically reduce the right of way acquisition cost  
783 the proposed five (inaudible) business relocation time and ultimately the overall  
784 cost of the upgrade on trinity. Currently proposed cost of the new bypass is  
785 approximately \$200 million while the upgrade alternative is approximately \$237  
786 million. By working harder to design within the given parameters within the  
787 extensive system of existing service roads that we have and existing right of  
788 ways it appears reasonable to me that the cost that was thought between two  
789 alternatives would vary substantially. According to NCDOT officials a primary  
790 reason for consideration of the northern bypass with the input and the  
791 endorsements of the citizens of Cleveland County. Based on conversations of a  
792 number of people who supported the northern alternative originally believed that  
793 few understood that the northern route is only one or two miles north of Shelby.  
794 Most people I believe that it goes much farther beyond 15 miles of Shelby. This  
795 is exceptionally long for the fact the upgrade (inaudible) was never ever called as  
796 the real alternative at least they believe that the given the choice that the people  
797 of Cleveland County may confer to main upgrade in the system development  
798 corridor rather than destroying the beauty and lifestyle of unlimited portions of  
799 Cleveland County.

800

801 Moderator: Okay, do you want to continue after everyone else because  
802 we are going to have.

803

804 Roger Holland: I've got one more paragraph if I may.

805

806 Moderator: Real quick.

807

808 Roger Holland: As a new design project is much easier to start from  
809 scratch rather than work along the existing signs multiply and make a  
810 (inaudible)...Sometimes the easiest display is not always the best, an upgrade of  
811 the existing bypass is being complicated would not fit into a typical North  
812 Carolina road, although I believe it would be cost effective and warrant services  
813 in Cleveland County for the next generation better than the other alternatives.  
814 Again, we need to relieve congestion along the 74 bypass and soon as possible I  
815 agree. Let's not make the mistake now or create the problem that our children  
816 and grandchildren will have to struggle with in years to come. The shortest  
817 distance between two points is a straight line. Let us keep it that way.

818

819 Moderator: Blair Crum.

820

821 Blair Crum: Good evening. My name is Blair Crum. I've lived in Shelby  
822 for 23 years now. I currently reside at 259 Conifer Way. A current version of the  
823 southern route would be at my back door and the northern route at my front  
824 door. And like most of us here today, if I knew how to get up the (inaudible)... I  
825 can probably link both of us rather than not have them, but sometimes we must  
826 for if we don't we leave out the picture of what we've got to believe it's okay fo

827 serve the a ...(inaudible)...which is a few and not serve the majority. We must  
828 expect our public service to do what is right for all of our people and our  
829 environment and take the best portion back not the most political back and  
830 serves over the entire community. This bypass system began a number of years  
831 ago and an honest management with good and (inaudible)... a true southern  
832 bypass not referred like that an economical route clearly clearing the highest  
833 birth rate in the county and tying it into the high industrial growth areas of upstate  
834 South Carolina all along I-85 in route to Winston, North Carolina. Then self  
835 (inaudible) came into play. In an intense political case to named in the suit but  
836 the end result being what we see here today, pure information was left less than  
837 a mile of the other. Two routes of which each promises to rate the beautiful  
838 country side of North Carolina and Cleveland County. The political and beautiful  
839 (inaudible) and 18 wheelers townships built more proclaiming an excellent town  
840 of excellent (inaudible) and the destruction of the American dream on the North  
841 Carolina side throughout its limits. If we truly believe the purpose of this bypass  
842 is to move traffic from east of Shelby to west of Shelby on a winds of a mountain  
843 then we are going to pay a horrible price for a piece of mind and a sense of well  
844 being. And this goes accounted all the commissioners of Cleveland County.  
845 From the beginning of the idea of the bypass now, let me (inaudible)...D.O.T  
846 itself has been under intense fire. Let me be in charge of the contrary to public  
847 interest, resignation in the place of the result in reformation process. Who is to  
848 say that those (inaudible) well of Cleveland County are all becoming a victim of  
849 this abuse. I've never really ...(inaudible)...I realize that the law of  
850 (inaudible)...According to my high school geometry and in light of what Roger  
851 said before hand, the shortest distance between two points is still a straight  
852 point. All I'm saying is the passing and official rule .....(inaudible) .....surely  
853 the great and good engineers of D.O.T can operate long on the box well enough  
854 to operate the existing bypass and make it work. If it is done now and will  
855 continue to be done in the future. The solution is before our very eyes. Don't  
856 just miss it by saying it cost too much because at one of the earlier meetings the  
857 D.O.T representative dismissed the study at the current bypass just before  
858 gone. Now all of us here know that if we already have a solution looking for a  
859 problem all we have to do is set up the evaluation so that the cost units will end  
860 up...(inaudible)... Make arrangements so that it is never too late to serve the  
861 role of people and satisfy a few. Recycle the current bypass and make what we  
862 already have what is the best solution. End of story.

863  
864 Moderator: Thank you Mr. Crum. Richard Fletcher.

865  
866 Unidentified Male: Who?

867  
868 Moderator: Richard Fletcher, who is coming.

869  
870 Richard Fletcher: Thank you very much for the opportunity of speaking  
871 tonight. I like most citizens in Cleveland County believe that something should  
872 be done to relieve the traffic congestion on existing Highway 74 Bypass. When

873 ever the first public hearing was held in the Commissioner's Chamber of the  
874 county hall's building to discuss bypass routing, either side north or south of  
875 Shelby several citizens that I spoke in favor of updating the current bypass. Why  
876 lay more asphalt and pour more concrete? I relayed our present situation to that  
877 of Independence Boulevard in Charlotte several years ago. I'm glad I didn't  
878 ..(inaudible).. to you. Still the four lane traffic freeway with numerous stop lights  
879 and access roads. Independence Boulevard now has been widened to a six  
880 lane freeway with limited access and overpasses where road intersections  
881 previously visited. If this could be held in Charlotte, surely a similar approach  
882 can be taken in Shelby where frontage roads already exist on much of the  
883 existing bypass. Due to the existing businesses we would certainly be negatively  
884 affected if traffic is routed around the present location.

885  
886 There was an article in last Sunday's Charlotte Observer which was  
887 entitled endangered spaces. If you haven't read the article, I suggest that you  
888 do. The feelings of this article is that the counties surrounding the Charlotte area  
889 are losing their country side at an alarming rate. Farm, forest and sensitive  
890 ecological areas are giving way to the mark of low density development  
891 connected by new growth. A recent analysis from the Carolina Land  
892 Conservation Network placed at UNC Charlotte concluded that between now and  
893 2020 the fifteen county region around Charlotte and Cleveland County was  
894 included in that fifteen is projected to lose 44 acres of this space each day. I  
895 don't think that's what we want for our county. Improved present bypass may not  
896 be the easiest approach from an engineering standpoint but it can be once it is  
897 done, and I think it is the best approach for the future of our county. Thank you.

898  
899 Moderator: David McBrayer.

900  
901 Unidentified Male: He's not here.

902  
903 Moderator: Ed Hamrick.

904  
905 Ed Hamrick: Good evening Mr. Goode and Mr. Spangler, Ms. Gaither and  
906 staff. I'm here to represent a number of property owners in the county including  
907 myself that could be intentionally affected by either of the routes chosen.  
908 Several of the property owners also are involved in the current right of way  
909 acquisition for the Highway 180 north and south of Polkville Road and we are  
910 very concerned with the outward stay of right of way firm and agents who have  
911 been hired by the North Carolina Department of Transportation. We feel that they  
912 are not only treating these property owners as vicious spectators but they are  
913 also making ridiculous offers for the property that we own. And we would just  
914 simply like to say that should this project proceed and I'll let the consensus of  
915 Roger Holland, Blair Crum, Richard Fletcher and others as a real estate broker  
916 enters into the natives of Cleveland County, I certainly believe that we should  
917 expand these groups and the existing bypass. I spoke up at the very first county  
918 commissioners meeting. I didn't feel like I was very well received at that

919 meeting. I believe tonight that there is more sentiment here that were on that  
920 route. I would just like to add that if this project does proceed that you be very  
921 careful in how you choose your right of way agent, your right of way associates,  
922 that you are involved with from the point of where they moved the town and are  
923 leasing the condominiums that were tied in and have been used for offices and  
924 residential areas. I'm primarily concerned with the fact that they have offered me  
925 one tenth of the value of the property that I personally own behind Wal-Mart that  
926 houses the daycare center and I can't seem to be able to make any headway  
927 with that. And after some compensation with these agents I seem to think that  
928 they have a problem understanding that this is my retirement and my investment  
929 for the future that they are playing games with that of course I will fight for the  
930 value of my property and spend every dime that I have to, to make sure I get the  
931 fair market value. Thank you very much.

932

933 Moderator: Thank you Mr. Hamrick. Frank Hannah.

934

935 Frank Hannah: To Ms. Gaither, Mr. Spangler, thank you for the  
936 opportunity to allow me to address this group tonight. I do own property in town  
937 but I conquer with sentiments that have been raised by similar people previously.  
938 I would like to propose that we upgrade it and expand the existing 74 bypass for  
939 the following reasons. A full control of access facility with very limited access to  
940 the facility would be tremendous with what we have now. Just look with me over  
941 the Draft Environmental Impact Statement which I am reading and it is not easy  
942 reading and it's definitely not that (inaudible) in Chapter 2 on page 21 they  
943 conclude upgrading proposals for the upgrading for the existing bypass in  
944 conjunction with the northern bypass and virtually all these road improvements  
945 include time and intersections. Very few grade separations or bridges are  
946 mentioned and I contend that this is a flaw in the basic design of this road where  
947 the road is at maximum capacity now. Equally on data which is shown in this  
948 manual later for the traffic estimated in the year 2020 some umpteen years  
949 posted. The development of this proposed northern bypass shows traffic  
950 virtually at the same level as it is now and that is 30 to 35 thousand cars per day  
951 and I'm sure that is an average of every 24 hours. But I think that shows the  
952 problem we have and I propose that the existing 10 miles of the Shelby bypass  
953 virtually from the west or the east termini be maximally enhanced and develop a  
954 grade separations, medium barriers, widening six lanes as proposed in the draft  
955 document but with intersections comprised of clover leaves and diamond  
956 engrossed and egressed for each intersection. And I think that would equally  
957 handle 50 to 60 thousand vehicles per day. We see it in action in Charlotte,  
958 we've seen it in Gaston County. Those who drive down at Interstate 85 through  
959 Greenville, South Carolina see the tremendous enhancement that is being done  
960 on Interstate 85. And I personally think that with the quality of engineers we've  
961 got in North Carolina, with the engineering expertise and design of some of  
962 these that are available, this could be an attractive facility and wouldn't be just a  
963 network of bridges but it could be handsomely done and I think it would handle a  
964 tremendous amount of traffic. I believe in the free enterprise system and I think



965 equally they have put a tremendous amount of money and effort and resources  
966 in the businesses along the existing bypass will see that a trend balancing  
967 significantly and will make many years to build back to the previous level that it is  
968 now if we perceive with the Northern Bypass. I do own land north of town. I  
969 personally don't feel quite as strong about the bypass coming and possibly  
970 through my land as some others do. I personally would not like to see it come  
971 through but I'm not going to stand over in my yard and tell them that I don't think  
972 that's what we need to do. I think we need to look at serious ways to improve  
973 our existing roadways and make them safe and a pleasant and a future vehicle  
974 we need prior to the future. Thank you for your time.

975  
976 Moderator: Thank you sir. Edwin Harrill.

977  
978 Edwin Harrill: My name is Edwin Harrill. I would like to thank everyone for  
979 being given the opportunity to speak on what my point of contention is that we  
980 should review how the interchanges are spaced along here. There are several  
981 and as I see it, you've added some from when we had the other presentation a  
982 little over a week ago. But you could have it come from the existing 74 all the  
983 way over to 150 to be the first interchange. That will leave the vast majority of  
984 waiting in this area that has been developing so fast without any interchange  
985 along there. I think we should consider if not installing the interchanges now, I  
986 understand they are expensive, but we should apply the right of ways for those  
987 while we are applying the right of way around this for other interchanges. If we  
988 run all that traffic back on the existing road, we're going to end up spending to  
989 enhance and maintain roads along more than what these potential interchanges  
990 today have been consistent. We don't have one along the bordered roads, we  
991 don't have one on Elizabeth Road, there's not one on North Lafayette and  
992 there's not one on Plato Lee or (inaudible) or others on the western (inaudible)...  
993 My opinion is to make this thing help alleviate traffic to where it doesn't become  
994 or continue to be a burden to some of these other roads in here that we need to  
995 (inaudible). And that is my problem. Thank you.

996  
997 Moderator: Thank you, Mr. Harrill. Steve Nye.

998  
999 Steve Nye: Thank you very much. I appreciate the opportunity to be  
1000 here tonight. I'm representing the Cleveland County (inaudible)...Commission  
1001 which continues continue to support the US 74 Bypass for Shelby. We  
1002 recognize that a bypass is needed to deter traffic congestion so we will feel safer  
1003 on our roads. Once completed this highway will provide safer efficient  
1004 transportation and for your safety (inaudible)...And the second request is that  
1005 the project be completed as quickly as possible. Thank you very much.

1006  
1007 Moderator: Thank you Mr. Nye. Robert Smith.

1008  
1009 Robert Smith: Good evening. I do not have a prepared speech. In  
1010 fact tonight is the first time that I have seen the map up here. It's not the first

1011 time I have heard this plus I had a newspaper man call me and say did you know  
1012 your house was going to be removed. I said, no sir, I have never heard of this. I  
1013 find it rather interesting proceedings tonight. (Inaudible)... most of the prepared  
1014 speeches and I have read the impact study here which was a very good intimate  
1015 document. And as a professional engineer myself, I see holes in the document.  
1016 One was pointed out, historical sites affected. Obviously, there's no way to put  
1017 that much highway across the county without affecting historical sites. What  
1018 happens here? Do we just look at a map and draw a line across it? Quite  
1019 possible. I see nothing on here that says anything about a railroad crossings.  
1020 Doesn't that cost money? Why isn't it impacted here? I find this entire  
1021 document less likely to need a bypass. I run a company called Specialty  
1022 Lighting. We are the largest manufacturer of lighting for the furniture industry in  
1023 this country. We are a division of the largest privately owned lighting corporation  
1024 in this country. We own 15 different companies. At the urging of Cleveland  
1025 County we have relocated two additional companies ...(inaudible)...We own  
1026 other property that will be affected directly by southern alternative and we have  
1027 to question what we are going to do. We need a bypass and we support a  
1028 bypass, I am very concerned about one thing, this is a very objective impact  
1029 study. Sometimes we have to be subjective because there's nothing here that  
1030 says how many people are impacted. I see 283 locations. Surely 283 locations  
1031 total the southern route impacted 8,000 people. That should be just as important  
1032 as all physical things and all these objective things. Thank you.  
1033

1034 Moderator: Thank you Mr. Smith. Ronnie Sewell.  
1035

1036 Ronnie Sewell: I don't have a prepared speech but just have a few  
1037 notes to go by and I ...(Inaudible)... if you'll bear with me. I'm brought some  
1038 property on Chatfield Road in 1994. Shortly after that I saw in the newspaper  
1039 that they were having some hearings on a southern bypass. For those of you  
1040 who didn't follow this, the southern bypass was showing the other side of 74 and  
1041 it wouldn't even involve anything in this area. At that time, I thought it was a  
1042 great thing for this area because I just moved in this area and they weren't going  
1043 to involve me at all. But I looked in the paper and one of our local attorneys was  
1044 representing a group to move this bypass up to that area where you lived and  
1045 what I ended up moving to. And I found it real hard because why would anybody  
1046 want to move a bypass in front of a yard. I don't understand that. I want  
1047 somebody to explain it to me. I think there is a lot of self interest in this project. I  
1048 think someday we will come up to find out about it a lot of us are getting patted  
1049 on the back, a lot of us are getting our wallets thick. I'm not one of them. This  
1050 bypass is probably not going to affect me in all the ways that it looks. The only  
1051 interest I have is the way we are going about it and I contend here today for the  
1052 now that the Yellow area will be bypassed. I think it is cut and dry. I think we  
1053 need to quit all, the way one of the guys was telling me while a go, get on, get  
1054 the dog and pony show out of it, get all the way to two other houses because  
1055 they haven't even been considered to ...(inaudible)...almost two years ago by a  
1056 man who was not employed by the State, I understand now, so it's being re-

1057 considered. But my contention is that a lot of people know about this bypass  
1058 and have been knowing where is going for a long time. I think it is a sad, sad  
1059 day that we have to deal with this now. A lot of us are totally in it. A lot of you  
1060 people didn't know anything about this until 1994 you weren't even concerned  
1061 with it because we all assumed it was going on the southern route and it was the  
1062 easiest way to go. So we've had water gate, and we've got white water, and so I  
1063 call this muddy water.

1064  
1065 Moderator: Eddie Yelton. Eddie Yelton. Jim Patterson.

1066  
1067  
1068 Jim Patteson: Thank you Mr. Goode. I might have made the wrong  
1069 meeting at the wrong time. I thought this was going to be the time that you ask  
1070 questions instead of answers and now I understand that you're not from the  
1071 State.

1072 Moderator: Yes, I am.

1073  
1074 Jim Patterson: Mr. Spangler, I understand is and he recalls in 1991  
1075 showing the Daily Promote Star came out, came out with a route to go from this  
1076 point sooner to that point. As this gentleman has got through saying the  
1077 southern route. And I thought that this was going to be where we put a bypass  
1078 around Shelby and that's it. Well (inaudible)... around (inaudible) and many of  
1079 us close to that, so I go to Mr. Spangler's office and sure enough, my house is  
1080 sitting right there, two bedrooms it's going right over them. It's going right over  
1081 the two bedrooms. I thought gosh that's going to be great. They're going to  
1082 come in here and take a whole lot of money just for 12 acres of land that they've  
1083 got just to get a corridor to go through that to put a bypass around Shelby. Now  
1084 that's the last (inaudible)... and I forgot about it. I started trying to trying to make  
1085 arrangements to get property elsewhere down in this area, but all of a sudden it's  
1086 like the man said evidently we've got some shighster lawyers got a hold of this  
1087 thing and you don't remember this. You haven't been around here too long you  
1088 want to go a little distance to pack. The Highway Department and all the  
1089 appointments down there are political. Now the people down there can do the  
1090 job so they can't. That's why when a new governor goes in and gets an  
1091 administration change and gets a new group. That's good. Now we've had this  
1092 group that's in there after 1991, this thing has been going on every since. So I  
1093 come up here to ask what it's going to take to get things being done and quit  
1094 standing around and talking about it and (inaudible)... and people saying that it's  
1095 bothering my property. I didn't come over here, my property is the one. I've got  
1096 things to do but as long as you hold meetings like this and everybody says this is  
1097 the way it is going to go in essence we'll be here to doomsday and we'll still have  
1098 a big 18 wheelers eating up our highway at 74. And that's all I want to say about  
1099 this and I'm sorry if I hurt somebody's feelings. I didn't come over here to start  
1100 any arguments but I would like to ask a question Mr. Spangler could answer it or  
1101 if there is anyone there that could answer the question. When our they going to

1102 make a statement as to where, when and let's get on with when? After all these  
1103 meetings?

1104

1105 Moderator: Okay, we'll announce it in May.

1106

1107 Jim Patterson: In May? Of what year?

1108

1109 Moderator: You'll find out this year. It's going to come out this year.  
1110 Okay, this next name I can't quite read.

1111

1112 Unidentified Male: I don't recognize it.

1113

1114 Moderator: Okay, I'll come back to it. Ralph Gilbert.

1115

1116 Ralph Gilbert: Thank you Mr. Goode for this opportunity. Thank you  
1117 Ann. Everybody else has referred to you as Ms. Gaither, but I have known you  
1118 almost as long as your parents have, and she's my friend. I'm here to speak  
1119 about the bypass. Forty nine years ago I made my first appraisal for the  
1120 Department of Transportation. I have made appraisals from not quite from  
1121 Manteo to Murphy but from certainly Greensboro to Murphy. Eight years ago I  
1122 became a county commissioner. That year that I was first on the county  
1123 commission, we had four meetings, public hearings, to pick out the location. We  
1124 had one meeting in Shelby, one at the Number Three School, one at Forest  
1125 Springs, and one in Longdale I believe somewhere like that. It was a general  
1126 consensus of all those who were there to choose the location of this Shelby  
1127 Bypass which we sorely need to go on the upper north of Shelby and that's  
1128 where it's been worked up. I have been appraising for the North Carolina  
1129 Highway Commission for forty nine years. I have never seen a road go  
1130 anywhere in North Carolina or Tennessee or Virginia that did not benefit every  
1131 citizen in the county. I have no agenda other than the fact that I will like to see a  
1132 bypass go somewhere within this area and I would like for you to go at it a little  
1133 more rapidly than we have been able to do over the years. And if I say I have no  
1134 agenda then I have never known a property owner whose real property was  
1135 appropriated by the highway that didn't benefit financially. The person who  
1136 benefits the least is the person who has a total taking or that's all you can pay  
1137 them for. But if you take a partial taking, chances are there is your well paid  
1138 being taken and your well paid for any damages that is done to that demand. I'm  
1139 reminded of several of your (inaudible)...down in (inaudible) that appraisers meet  
1140 the property on I-40 up near Marion. And I don't know whether Ray remembers  
1141 that but he remembers a lot of the things that I did. And this pan had 200 acres  
1142 of land and this has been a long time ago. And the Department of  
1143 Transportation appropriated forty acres out of the middle of his 200 acres. And  
1144 George Stought and I who appraise it independently for the Highway Department  
1145 found no damages to amend the property because he was left with four corridors  
1146 that are down in Coby. The trial was later on several times that we were up in  
1147 Marion getting ready to try it. Judge Falls of Cleveland County was the Superior

1148 Court Judge presiding that day and the attorney from Marian who happened to  
1149 also be a good friend of mine ask the judge to continue it. The judge said no,  
1150 we're not going to continue it, we're going to try it today because the State has  
1151 their witnesses here and you have yours. Let me tell you this, we had many sells  
1152 of \$200 an acre land and we... Mr. Hallstory the attorney from Marion said well if  
1153 you're not going to try it, we'll just take the countersuit because you so and so  
1154 know that I've sold one of those properties for \$190 thousand dollars, which is  
1155 far more than this whole 200 acres were worth for the land. So everybody is  
1156 going to benefit and we don't need personal agendas trying to tell us where to  
1157 go. The State has great designers, great engineers, and they do the best job.  
1158 They'll save us the most money of any choice here. Thank you.  
1159

1160 Moderator: Will Rucker. Is Mr. Rucker here. Okay if there is anybody's  
1161 name here that I have missed there's one I couldn't read so if I have missed you.  
1162

1163 Ms. Gaither: I believe Dr. Gettleman should have been on the list.  
1164

1165 Moderator: All right come around here.  
1166

1167 Dr. Gettleman: Thank you Dr. Goode, I signed up at the initial  
1168 meeting on last week. I'm pleased that the process of selecting a location for  
1169 this road can soon be inspected. I urge that this be done with deliberate speed.  
1170 We were impacted at Williams Creek Shugren Nursery which I now operate to  
1171 the Shugren Farm where I now live, and Shugren Farm Developer.. Despite that,  
1172 I have never tried to (inaudible) not in my back yard. I have corresponded with  
1173 all of the directed politicians and board members about this over time including  
1174 Mr. Tolson, I have not corresponded with you but I feel that have got the urge. In  
1175 fact I have in my large portfolio of correspondence a letter from you indicating  
1176 that this meeting that I thought would take place in December of 1996. That's  
1177 two years ago, roughly at the most. We're worried about that the project was  
1178 over funded. The reason we think for the entire process was proposed and we  
1179 know how complicit the cost as far in that I no longer have the resources to  
1180 develop my nursery because of this progress. The cost to you right now today is  
1181 a modest six figured number, every year that we delay. That's a good deal of  
1182 funding. So in addition to soon selecting the rotation of this, I urge that the state  
1183 accelerate right of way purchases because there is no linkage between the  
1184 purchase of right of way and the natural construction which might take many  
1185 many years to run.  
1186

1187 Now I have a hard time arguing with the position of numerous of  
1188 my neighbors who have suggested that this road be put around 74 the way it is  
1189 now. They actually bring up a lot of interesting points in regards to the shortness  
1190 of it and in fact it actually comes over our present (inaudible)... I don't have any  
1191 argument with that. But I would have an argument with that if it delayed the  
1192 decision of the process but you would have to go right back to the decision  
1193 making process because you would have to go right back to square one and.

1194 they know they can't do that and we're going to have to put it up here. What I  
1195 want your department to do is do it and let's get on with it. Thank you.

1196  
1197 Moderator: Okay, do we have others who would like to speak for the  
1198 record? Now is your opportunity to do it. If you would like to make a statement  
1199 for the record I'd certainly like to hear from you. If not I'll still accept written  
1200 comments thirty days after tonight. If you would, please state your name for the  
1201 record.

1202  
1203 Mark Champion: Oh yes, my name is Mark Champion. I own some  
1204 property on the intersection of Carter Road and Haley Ray. I guess real briefly I  
1205 just want to kind of re-iterate what everybody is saying because I would like to  
1206 move on with this. We have twenty tenants who fit kind of in the intersection and  
1207 they are disturbed that are going to have to be kicked out of a place to live and  
1208 we are just trying to reassure them that there will be relocation fees and ya'll will  
1209 not kick them out. In fact, we will acquire ...Again, I have an opinion and I think  
1210 my wife does and she would like to settle this now because it kind of amazing  
1211 how it is, but nevertheless I would like to see it move on and again what Ms.  
1212 Gaither was saying, regardless of what you do, let's move this thing on so that  
1213 things can be satisfied where they are or don't look for any further places  
1214 whatever the case might be. Because I want to look up and see anything  
1215 missing from my \$70 thousand home. Thank you.

1216  
1217 Moderator: Okay, thank you sir. Do we have any others? Yes sir. We'll  
1218 get you.

1219  
1220 Sandy Weatherby: My name is Sandy Weathersby. I'm from Charlotte, I  
1221 am with a company called Weatherspoon Group. I wear a different hat tonight.  
1222 We were working on a project at the northeast corner of 150 and 180 to build a  
1223 supermarket for Food Lion. We worked on that project at length. We had a fair  
1224 amount of communication with the Highway Department. We had started  
1225 construction and we are one of the few parcels in the corridor that has been  
1226 taken. The good news about this meeting tonight is that it is tonight and not  
1227 later. I think we could have been spared the waste of time on our behalf and on  
1228 Food Lion's behalf if could have been had as it had been originally scheduled or  
1229 anticipated. I'm just here to re-iterate. I'm glad you're moving ahead. I hope  
1230 that the citizens of the county and the city (inaudible). Thank you.

1231  
1232 Moderator: Thank you sir. Okay.

1233  
1234 Tom Bailey: My name is Tom Bailey. I have a medical practice on North  
1235 Lafayette Street. First of all, I'd like to re-iterate the point that probably the best  
1236 solution I think is upgrading the current bypass. I think that would really be the  
1237 best conclusion and minimize the structure. Second, I also was a little worried  
1238 because I think the really duty at making the decision has gone on too long. And  
1239 if we haven't made a decision, I would like to back it up and like you said get on

1240 with it and get it done. And the third, if the bypass is going to go we can either  
1241 be for the northern or southern one, I would like to say that I think that I think that  
1242 between 226 and 18, North Lafayette Street is actually a main road which is the  
1243 main route through town which is a vital interchange there where we can isolate  
1244 the shoulder, the town itself from access. Everything else sort of turns away  
1245 from the shoulder and completely bypasses North Hampton Street which is the  
1246 main route artery for the interchange.

1247  
1248 Moderator: We thank you sir. Do we have others? Yes sir. Yes sir.

1249  
1250 Unidentified Male: Mr. Goode, Ms. Gaither, thank ya'll for privilege of  
1251 commenting. I had not intended to speak. I am very much involved with the  
1252 bypass. If you take the northern route I have three pieces of property with  
1253 buildings on them that you could take. If you take the southern route I have,  
1254 thank goodness for the southern route. I appreciate it and I hope you get on with  
1255 it in May.

1256  
1257 Moderator: Thank you. Anybody else like to speak for the record? Yes  
1258 sir.

1259  
1260 David Gaught: My name is David Gaught and I built my home 22 ½  
1261 years ago. I'm right close. When I built I sat on the front porch and I would look  
1262 out at the pasture and I would see the horses run. When you build this I'm going  
1263 to look out the door from here maybe to the parking lot and I'm going to walk into  
1264 the trucks moving up and down the highway here. Is this right to tell me it's  
1265 going to come down and wipe us all out. I know some people who don't own  
1266 some property but (inaudible)... and watch these trucks run up and down the  
1267 road because I'm only a half a block from it.

1268  
1269 Moderator: Okay, we determine the compensation if there's no right of  
1270 way on your property that we acquire then there's no monetary compensation  
1271 there.

1272  
1273 David Gaught: Well it's not going through my property. I just got  
1274 through sitting here and watching. Is there going to be any kind of landscape  
1275 when it's going to make it where we don't where we don't see ourselves  
1276 (inaudible)...

1277  
1278 Moderator: Where there has been some landscaping at this point in time  
1279 we haven't done any of the design work so we don't know exactly where exactly  
1280 it will be or the details such as landscaping. That's something that we will  
1281 consider and it is something that we do use. Thank you sir.

1282  
1283 Anyone else for the record? Yes sir.

1284

1285 Unidentified Male: Let me say one other thing. Of all the other projects I  
1286 have ever worked on, I have never known the North Carolina Department of  
1287 Highways (inaudible) or the highway commission fund that didn't take very good  
1288 care of the environment, the ecological impact and everything else. It's always a  
1289 (inaudible), we do have some great planners, some great engineers, and they go  
1290 to do the best job for their business.

1291

1292 Moderator: Thank you Mr. Crum. Yes sir

1293

1294 Steve Truelove: My name is Steve Truelove. I'm the administrator for  
1295 that rest home that is in the corner of 150-180. I'm definitely going to be  
1296 impacted by that (inaudible). I like the idea that if it wasn't so political to revamp  
1297 the present bypass. The thing I haven't really heard asked tonight or nobody  
1298 brought any attention to accept in editorial in the paper a couple of weeks ago is  
1299 the impact that this bypass is going to make on the existing 74 bypass as far as the  
1300 businesses and everything is there. I travel 14 states. Any time you see a major  
1301 highway go around the city like that, "Welcome to Kings Mountain, North  
1302 Carolina", it's normal kill to that town. Shelby doesn't deserve that. I've lived  
1303 here all my life. It wasn't so much politics in this place they could widen 74  
1304 bypass, take care of this problem and let the folks who would build on 74 and  
1305 prospered continue to prosper. Thank you.

1306

1307 Kenneth Cash: Good evening my name is Kenneth Cash. I'm a  
1308 (inaudible) in this community and I have been here 48 years and it's just  
1309 interesting to me this evening to think that what seems to generate most actions  
1310 amongst the people tonight is the notion regarding (inaudible)... which is the  
1311 notion to revamp and upgrade what they will do with 74 and again my notion is if  
1312 they can do it in Independence they can do it here.

1313

1314 Unidentified Female: No women have spoken so it's my turn.  
1315 Somebody else pulled this out a little bit ago and were making the comment  
1316 about what was going on here. Well what this gentleman has said was the  
1317 businesses they are only already existing on the current bypass and how  
1318 everything is not listed on there at all. I own property on one of these corridors  
1319 and am a partner in property off of one of these corridors and it really convinced  
1320 me turning into here tonight with the time frame we're working in on getting a  
1321 decision made as to what we will do with our property after the decision has  
1322 been made. But gosh, you know, I guess I'm naïve I didn't realize we could even  
1323 bring up the subject of the current bypass and where we are now. When the  
1324 bypass goes over there with what we have (inaudible). They've got all those  
1325 businesses and there's nothing mentioned in here about them and that seems to  
1326 me like one of the biggest impacts that we could possibly make. And I only  
1327 came up here to say that because we went around the room as well as letters  
1328 get lost in the mail or they get lost in the shuffle, and that is my comment, thank  
1329 you.

1330



1331 Moderator: Okay do we have others? If not I thank you very much for  
1332 your attendance and your comments. I appreciate your participation in this  
1333 process. Thank you.

1334

1335

1336

1337

1338

Hearing adjourned.

1339

1340

1341

1342

1343

C. B. Goode, Jr., P. E.

1344

Moderator

1345

Citizens Participation Unit

1346

1347 CBGjr:dnh

1348 February 15, 1999

1349