

DO IT ONCE AND DO IT RIGHT: BUILD A TRUE BYPASS OF BLOWING ROCK

A FEW QUESTIONS TO ASK DOT AT THE PUBLIC HEARING ON AUGUST 26. BE THERE.

● WHY SHOULD BLOWING ROCK ACCEPT DESTRUCTION OF ITS COMMUNITY TO ACCOMMODATE REGIONAL TRAFFIC?

● WHY ARE YOU PROPOSING TO USE THE GREEN PARK HISTORIC DISTRICT AND THE BOLLINGER-HARTLEY HOMES THAT ARE PROTECTED UNDER STATE AND FEDERAL LAWS?

● WHY IS BLOWING ROCK THE ONLY TOWN IN THE REGION THAT DOES NOT HAVE A TRUE BYPASS?

● WHERE IS THE TRAFFIC GOING DURING CONSTRUCTION?

● WHY WOULD YOU WANT TO BUILD A BYPASS ANYWHERE ELSE?

● DOES A NEW BYPASS ROAD COST MORE THAN 17% OF THE BUDGET OF THE STATE OF NORTH CAROLINA?

● IS IT FISCALLY RESPONSIBLE TO BUILD A ROAD THAT DOES NOT MEET FEDERAL GUIDELINES FOR INTRASTATE HIGHWAYS?

DO IT ONCE AND DO IT RIGHT. BUILD A TRUE BYPASS OF BLOWING ROCK

August 15, 2002

DRAFT LETTER TO THE EDITOR

As the former Mayor of a city that, among other things, is known for its dedication to historic preservation and quality of life, I am disturbed when I see other towns that have similar characteristics threatened unnecessarily. As we are on the coast well know, Blowing Rock has long been a destination resort and continues to attract retirees and tourists in large numbers.

That could change. The attributes that make Blowing Rock special among the mountain towns in the State are its historic district, its small village ambiance, the quiet demeanor, and the pristine mountain air and beauty. Your elevation insures that most of the time it is cooler than the towns off the mountain, a real advantage in hot summers like the one this year.

Change might come in the form of a 4 to 5 lane highway that would bisect the town, introduce exponentially greater traffic flow, and change the visual landscape of the town, the temperature, and the peace. In place of the wonderfully narrow Valley Boulevard that meanders past the old Green Park Inn, through the encompassing historic district, and the adjacent Ross-designed golf course, DOT wants to insert a highway with traffic lights, retaining walls and a median strip.

In 1993, the Federal Highway Administration turned down DOT's plan to use the Green Park Historic District to site a highway that would have destroyed more than 20 properties, adversely impacted at least another 150, and created a host of other problems. After nearly ten years and hundreds of thousands of dollars, the DOT has published a Draft Environmental Impact Study that proposes essentially the same route they have advocated since 1989, the "non-bypass bypass". We would ask that DOT do the fiscally and humanly desirable thing: build the real bypass highway and save a village and a lifestyle that all North Carolina citizens value. Even though it would be more costly, it would preserve a mountain heritage for our future generations. DOT doesn't mess around with our tidal creeks, wetlands, or scenic vistas, so why similarly impact the high country? The public hearings for this project are on August 26. I urge those of you who think that preserving the legacy and quality of life of Blowing Rock to be important, to write this newspaper, the Blowing Rocket in Blowing Rock, NC, and the North Carolina DOT.

Hamilton Hicks

Wilmington

PROTECT OUR HERITAGE

Blowing Rock, NC, the jewel of the Blue Ridge, and a destination resort for more than one hundred years, is at risk. Citizens of North Carolina should be outraged at the North Carolina Department of Transportation's plans to destroy this historic town. On August 22, at a public hearing, NCDOT will put forward its plan to build a multi-lane highway through this charming town.

For more than a dozen years, residents of Blowing Rock have waged war on the North Carolina Department of Transportation's plans to widen U.S. Highway 321 through the center of their village. Despite three surveys conducted over a period of ten years that demonstrate clearly citizen opposition to the widening, the NCDOT has persisted in its plans to site a multi-lane highway through the Green Park Historic District and through the heart of the village.

If DOT has its way, Blowing Rock will have the dubious distinction of being the only town along the entire North Carolina corridor of U.S. Highway 321 Bypass not to be bypassed. NCDOT's plans to turn a village street into a highway is ludicrous. The highway will not provide efficient and safe transportation, as mandated by law, but it will destroy more than 24 buildings and adversely impact more than 150 additional buildings. The magnitude of social and economic upheaval is extraordinary. Yet, NCDOT claims that there is no prudent alternative. There is. A highway that goes east of Blowing Rock is one of the routes DOT is rejecting in favor of destroying the village.

The Department needs to build a highway, not a village street. It needs to bypass the town, not cut through it like a conquering foe. It needs to be fiscally responsible by building a highway that will provide safe, efficient transportation for many years to come, not destroy a town and then build a sensible bypass.

Unfortunately, many communities arrive too late at an understanding of the importance of history and the comfort that a sense of continuity gives to a society. The citizens of Blowing Rock recognize all too well what destruction of their historic town will mean to them; they have fought valiantly to protect it. They are raising money to fight DOT in court if they must. Now it is time for citizens from everywhere in North Carolina to voice their opposition to this arrogant destruction of one of our most cherished small towns. The public hearings on this highway are on August 22; make your voice heard on this issue before then. Write the NCDOT, the editor of this newspaper, your representative or the Concerned Citizens of Blowing Rock, Blowing Rock, NC 28036.

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INTEGRITY

Integrity is a way of describing the interrelation of design elements. Although most people do not consciously think about such things, it is the smooth integration of design elements that makes a room, a town, an object pleasing to us both in its function and in its appearance. When certain elements of a design become distorted to accommodate a disparate function, the sense of beauty and harmony are destroyed.

Blowing Rock, North Carolina, a small village that traces its appeal as a destination resort to the 19th century, is in danger of losing its integrity. The North Carolina Department of Transportation has a better idea: to turn the meandering road that winds through the Green Park Historic District and past the Blowing Rock Country Club's Ross-designed golf course into a 4 to 5 lane highway. The proposed "improvement" of U.S. Highway 321 raises the question: what constitutes "improvement"? That question brings us back to integrity of design and intent.

U. S. Highway 321 bypass enters North Carolina in the southern part of the State at Gastonia and travels north through Boone to Tennessee. According to NCDOT's Origin and Destination study, 88% of the traffic on the Blowing Rock section of U.S. Highway 321 is through traffic; in other words, those cars and trucks have nothing whatsoever to do with Blowing Rock itself. The village is simply unfortunate enough to be in the way of all that traffic. Everywhere else in the State, NCDOT has built bypasses around the towns. Why single out Blowing Rock for destruction? Four surveys over ten years demonstrate that the residents object strongly to putting a multi-lane highway through their village.

NCDOT has no intention of helping Blowing Rock solve its traffic problems. Instead, it plans to exacerbate those problems, destroy the ambiance of the town, introduce a jarring architectural element into the village atmosphere, and provide a road that does not solve the transportation problems for Blowing Rock or for western North Carolina. The road actually bisects the town, cutting off the growing residential areas from the essential services of the town. The highway that will destroy the character of Blowing Rock will not meet the design standards for intrastate highways. Sight distances are too short, the speed limit will be 35 rather than the design standard of 55; the grades will be in excess of 6 degrees, and the highway within the town limits of Blowing Rock will have over 190 access points. The neither form nor design supports the intended function.

The proposed project is, by anyone's standards, a violation of the basic elements of design. The form does not achieve the intended function of the highway. Further, the highway violates the integrity of the existing design elements and ignores the social and economic impacts the proposed changes will impose on the residents. The highway, if built along the existing corridor, would destroy 24 residences and businesses and so seriously impact an additional 150 that they will be rendered valueless. This impact is of such an extraordinary magnitude that it is difficult to understand how DOT can even contemplate, let alone, defend such an action, especially considering that the historic

494 words

properties and district that will be used for the project are protected under federal and state law.

In place of stone walls, there will be retaining walls intruding with ugly abruptness on the landscape and serving as sounding boards for the trucks gearing down for the five traffic lights along the 2.3 mile stretch of road through Blowing Rock. Gone will be the quiet and the clean air of the mountain village that sits at the Continental Divide. Gone will be the access to businesses along the corridor; a median will divide the highway and the citizens of Blowing Rock. Green will give way to asphalt that will absorb the summer heat and warm the mountain air.

It is time for the people of North Carolina to say to NCDOT, "Do not destroy this historic town. Do not violate the integrity of design or of human values." It is also time to say to the Federal Highway Administration that the review process is designed to stop such bad decisions. If this process does not work, then what recourse do citizens have?

I suggest that people in this State who care about the decision-making processes in our agencies and about the rights of residents to protect their habitats and their property, write your representative, this newspaper and Concerned Citizens of Blowing Rock, PO Box 1830, Blowing Rock, NC 28605 before the August 26 public hearings for this project and voice your objections to this proposed travesty.

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521 words

RESPECTING THE LAW

When state agencies begin to look for ways to circumvent federal law, citizens need to be watchful. The citizens of Blowing Rock, NC have been watchful for more than a dozen years as the North Carolina Department of Transportation attempted to interpret the law to suit their desire to site a multi-lane highway through Blowing Rock. On August 26, the citizens will listen to NCDOT defend their choice and respond with their strong critique of the agency's plans.

State law requires improvement of U.S. Highway 321 Bypass throughout the state, from Gastonia to the Tennessee border north of Boone. The law does not require that the "improvements" be along the existing corridor. Indeed, every town in North Carolina has been bypassed, with the exception of Blowing Rock. There, the Department of Transportation persists in its plans to site the multi-lane "bypass" in the middle of Blowing Rock, virtually turning a village street into a highway that will carry cars and trucks through Blowing Rock. The Department's Origin and Destination Study concludes that 88% of the traffic is through traffic; that is, trucks and cars that will not stop in Blowing Rock.

It is disturbing when an agency proposes to use property that is protected under federal and state statutes to build a highway that does not meet federally mandated guidelines. The proposed widening along the existing corridor would pass through the Green Park Historic District within feet of the portico of the Green Park Inn and skirt the Ross-designed golf course of the Blowing Rock Country Club. This is a violation of section 4(f) of the National Transportation Act of 1969, as amended, as well as of state law.

The social and economic impacts on this destination resort would be of extraordinary magnitude. NCDOT estimates four construction seasons and they are notorious for underestimating construction times, during which time the town will be nearly impassable. NCDOT claims not, but one has only to look at the topography to figure out that the thousands of cars and trucks that travel through Blowing Rock each year will use Main Street or Green Hill Road where some of Blowing Rock's most prestigious homes are located. More than 24 residences and businesses will be destroyed and another 150 so adversely impacted that their value will be reduced dramatically. The long term change is the destruction of the ambiance that the law is designed to protect. That will be destroyed when the first bulldozers arrive and cannot be restored.

Even though NCDOT has acknowledged that 88% of the traffic that travels through Blowing Rock is just that: through traffic, the agency has consistently rejected the proposal to build a bypass east of Blowing Rock, stating in one breath that it is too costly and, in the next, that they will eventually have to build a bypass. The department should respect the spirit of the law, the citizens of Blowing Rock, and the safety of the traveling public and Appalachian State University students and build a safe, efficient highway now. If the department does not make that decision, it is quite possible that a court will make that decision. The citizens of Blowing Rock are accumulating a war chest to litigate if they must.

Citizens in this state who care about preserving law as well as heritage need to write NCDOT and tell the agency that the spirit and the letter of the law are important to the people of this State. So is preserving human habitats, past and present. Citizens who oppose NCDOT's plan to build a 4 to 5 lane highway through Blowing Rock can write to Concerned Citizens of Blowing Rock at PO Box 1830, Blowing Rock, NC 28605, or they can write their representative, the Federal Highway Administration, or to this newspaper.

ROUGH DRAFT OF HAND-OUT, July 28, 2002

WHY WIDEN THE EXISTING 321 THROUGH BLOWING ROCK WHEN BUILDING A BYPASS NOW WOULD PROVIDE A TOTAL OF SIX LANES AT LESS COST, LESS INTERRUPTION TO BUSINESSES AND LESS ADVERSE IMPACT ON THE CHARACTER OF BLOWING ROCK?

The majority of the citizens of Blowing Rock oppose widening the existing corridor of U.S. Highway 321 and Valley Boulevard or placing an "improved" 321 anywhere in Blowing Rock.

Four separate surveys conducted in 1992(2), 1999 and 2000 confirm that opposition. The 1999 survey conducted by the Town of Blowing Rock showed 64.25% of citizens opposed to the widening of the existing highway; that was an increase of 7.25% over the survey conducted in 1992 by the Town. A survey completed by the Blowing Rock Merchants' Association showed two-thirds of the membership opposed to the widening. The 1992 survey conducted by Concerned Citizens showed 75.36% of citizens opposed.

There are good reasons for the opposition. The presence of a bypass anywhere in Blowing Rock will destroy the ambiance of the town, thus eroding the tourism-based economy and the value of residential real estate. Dirt, noise and pollution are the very conditions people come to Blowing Rock to escape.

The real tragedy of the plans the North Carolina Department of Transportation has to put the 321 bypass through Blowing Rock is the fact that the road will be inadequate to provide "safe, efficient" transportation; that is the legal mandate for intrastate roads. The faults are numerous:

- Inadequate sight distance
- Speed limits of 35 mph
- Numerous traffic lights
- Steep grades
- More than 100 entrances and exits within the 2 3/10 mile distance
- Level of Service will still be level D on parts of the road

But the adverse impacts on the community are even more dramatic:

- Use of the Green Park Historic District
- Noise pollution
- Environmental pollution
- Destruction of the character of Blowing Rock
- Adverse economic impact during construction and subsequent to construction
- Destruction of 24 businesses and residences
- Substantial adverse impact on at least another 160 buildings
- Visual pollution created by the road and the necessary retaining walls

The real tragedy is that after NCDOT has destroyed the town and its economy, the transportation problem will not be solved. By DOT's own admission, they will have to build a bypass anyway within a very short time. In 1993, Fred Eidson, then the Board of Transportation representative for District 11, estimated 20 years; we have used nine of those now. By the time the current project is completed, DOT will have to begin making plans to build another road.

MYTH AND FACT

MYTH: A tunnel bypass would be visible from Green Hill Road

FACT: The convex surface of the Blue Ridge crest, combined with the natural growth of 20' to 30' trees, effectively blocks downward vision, just as it does at Thunder Hill Overlook. (Figure 1A) and Figure 1B

The original design for a tunnel bypass of Blowing Rock, submitted by Concerned Citizens of Blowing Rock, placed the bypass farther east and farther below Green Hill Road, thus reducing the grades from DOT's 25% grades to 6% or less.

Figures 2 & 3 present DOT's bypass alternatives 4A and 4B as compared with the tunnel route submitted by Concerned Citizens of Blowing Rock.

Figure 4 illustrates the relative rates of climb of the routes.

MYTH: A tunnel bypass will be visible from the Thunder Hill Overlook.

FACT: The curvature of the crest and the existing trees, supplemented by some minimal planting, will hide the tunnel bypass. Figures 4, 5 and 6

MYTH: The Problem is Cost.

FACT: Building a bypass will be quicker and, ultimately, less expensive than widening the existing road and then building a bypass. One is cheaper than two. NCDOT is notorious for being unable to estimate the cost of projects accurately. The original cost estimate of \$35.4 million for the whole R-2237 project beginning at State Road 268 in Lenoir and continuing to the four-lane section north of Blowing Rock is now \$117,740 million for Sections B and C. That number is sure to go up regardless of which route DOT chooses. The highway, as designed by Concerned Citizens and reviewed years ago by professional engineers, is less expensive construction than that proposed by NCDOT.

The North Carolina Department of Transportation and the Federal Highway Administration have the opportunity to build a highway that will open up views of Blackberry Valley, protect Blowing Rock, an irreplaceable gem in the history of our State, and provide safe, efficient transportation on a limited access bypass.

Citizens of Blowing Rock, the State of North Carolina and those who have an appreciation of our heritage need to insist that both agencies act responsibly.

TO: The North Carolina Department of Transportation
The Federal Highway Administration

PUBLIC HEARING: PROJECT R-2237C
BLOWING ROCK ASSEMBLY GROUNDS

Ladies and Gentlemen,

I am here tonight as a resident of Blowing Rock and a member of the steering committee of Concerned Citizens of Blowing Rock.

It is disappointing and, I have to admit, appalling to stand here giving testimony opposing placing a 4 to 5 lane highway through Blowing Rock. I testified nearly 10 years ago, opposing the use of Blowing Rock for the "improved" U.S. Highway 321 Bypass. Now, we know that 88% of the traffic that travels that road is through traffic, not destined for Blowing Rock. Yet, NCDOT persists in its plan to sacrifice ^{the citizens'} its quality of life.

Why hold public workshops and public hearings when DOT does not heed the voice of the majority of the citizens or of its governing body. Three surveys conducted in 1992 and 1999 illustrate, as you well know, that the citizens of Blowing Rock do not want a 4 or 5 lane highway through any part of Blowing Rock. You have seen these numbers on numerous occasions, but here they are once again.

RESULTS OF THREE SEPARATE SURVEYS

	Surveys Mailed	Response	Opposed to Widening 321	Favoring Widening	No Opinion
1. Concerned Citizens * March 1992	2214	56.82%	75.36%	22.26%	2.38%
2. Town of B-R ** Summer 1992	1350	42%	57%	27%	14.5%
3. Town of B-R *** September 1999	2206	44%	64.25%	29.57%	6.17%

Sources for Surveys

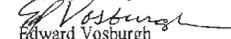
- * Concerned Citizens purchased mailing labels from the tax offices of both Watauga and Caldwell Counties for all property owners in Blowing Rock
- ** Town of Blowing Rock sent a survey to 1350 water meter customers soliciting input for a Comprehensive Plan.
- *** Town of Blowing Rock, Vision 2000 Community Survey.

In 1992 The Town of Blowing Rock published a Comprehensive Plan. The overwhelming majority of the citizens responded that preserving the character of the Town was very important to them. In 1996 Don Holycross, Town Manager, on behalf of the Town Council, sent a letter to NCDOT stating that none of the routes presented was acceptable; yet no new ideas have been forthcoming despite expenditures of hundreds of thousands of dollars. In August, 2002, the Town Council passed a resolution and sent it NCDOT stating that they were not in favor of any highway that passed through the town of Blowing Rock. We doubt that NCDOT will take that message seriously either.

If we are to have public hearings and public workshops, complete with golf shirts made in Guatemala, then they must mean something. Those of us who have fought for the past twelve and a half years the plan to have a highway come anywhere through our town no longer believe that NCDOT listens or responds to the will of the people. We have plenty of evidence to the contrary. We understand that the real work of defeating this plan will not be done here in this room, but in the written testimony from expert witnesses submitted on behalf of those who want to preserve Blowing Rock.

The socio-economic impact on this town will be of overwhelming magnitude if NCDOT is able to get preferred plan approved by the Federal Highway Administration. We hope that the Federal Highway Administration is serious about enforcing standards for highways and the laws that protect historic properties because we have no confidence in DOT's willingness to hear the will of the majority of the citizens of this town.

Thank you for your attention.


Edward Vosburgh
Blowing Rock, NC
August 26, 2002

COMMENT SHEET

US 321 Improvements

Corridor Public Hearing

R-2237C

Project 6.739001T

Caldwell and Watauga Counties

August 26, 2002

NAME: Cynthia Wadsworth

ADDRESS: 181 Crassy Kree Way

COMMENTS AND/OR QUESTIONS: Blowing Rock

Anything near Blowing Rock
would ruin our "village"

More people injured, animals
killed, business ruined - in other
words our peace would be gone. That
is why so many of us came to Blowing
Rock STAY AWAY from Blowing Rock itself.
Go UNDER THE PARKWAY!

4A or 4B

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1599 Phone: (919) 250-4092 Fax: (919) 250-4208
E-mail: cgoode@dot.state.nc.us

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Mr. Tappett, please rescue the citizens of Blowing Rock

On this issue:

CITIZENS

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Thank you, Frank & Mayanne Warren

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COMMENT SHEET

US 321 Improvements

Corridor Public Hearing

R-2237C

Project 6.739001T

Caldwell and Watauga Counties

August 26, 2002

NAME: Frank & Mayanne Warren

ADDRESS: 162 Laurel Dr. P.O. Box 1251 Blowing Rock, NC 28605

COMMENTS AND/OR QUESTIONS: We vote for the "No-Build" alternative.

None of the other "alternatives" are acceptable to the citizens of Blowing Rock, as evidenced by the large and vociferous turnout in your 8-26-02 meeting.

We are most definitely against widening 321 through the city limits of Blowing Rock. My contentions against widening are: 1. Your emphasis on traffic safety is misleading because you do not tell the whole story. Your main concern should be to limit the severity of bodily injuries and the frequency of fatalities. The facts are, the widening of 321 will increase the frequency of accidents. But, most importantly, it will also increase the severity of the accidents. There will be

Comments may be mailed to: C. B. Goode, Jr., P. E. Manager of the Office of Human Environment 1583 Mail Service Center

E-mail: cgoode@aot.state.nc.us

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much more severe bodily injuries per accident and many more fatalities. SPEED kills and maims - slower driving (the present conditions) does not!

Only 12% of total traffic is destined for Blowing Rock. The design will be for the other 88% to speed through Blowing Rock faster than they now can. The speed limit will be raised from the present 35 MPH to 45 or 55 MPH which means speeders will speed through here on the 4-lane highway at a rate of 60 MPH to 70 MPH, and higher. Open highways through cities and speed are what maims and kills - not congested, slow driving.

Auto accident severity is the most important consideration and we had only one traffic fatality on 321 for that 3 year period. (these are your figures from your study) That is very, very low, however traffic deaths and severe bodily injuries will increase significantly if 321 is widened from Blackberry Rd to Aho Rd, as proposed. Also, speed increases the property damage severity as well.

2. The congested traffic on 321 only occurs 3-4 months out of the year.

3. Why put the residents of Blowing Rock through this misery just to better accommodate convenience for the small towns of Jenoir, Hickory, and perhaps Lincolnton? Just to allow the relatively small numbers of their citizens who work in Boone or attend ASU to sleep in another 15 minutes?

4. The projected 6 year period which that section will be closed to traffic will devastate the economy of Blowing Rock. It will bankrupt most of the business in Blowing Rock!

COMMENT SHEET

US 321 Improvements

Corridor Public Hearing

R-2237C

Project 6.739001T

Caldwell and Watauga Counties

August 26, 2002

NAME:

Frank + Mayme Warren (continued from page

ADDRESS:

162 Laurel Dr Blowing Rock, NC 28605

COMMENTS AND/OR QUESTIONS:

There are two additional alternatives presented by citizens at your 8-26-02 meeting for the DOT to consider. They are:

1. Prohibit any truck traffic from travelling 321 from Lenoir to Blowing Rock and vice-versa. The exceptions would be P/U, vans, and artisan/utility trucks. The DOT could route all trucks from Charlotte and all points south and southeast up Hwy 17 to 421. All trucks from Asheville, Greenville, and Atlanta Hwy's to 221 to 105 and highways north to Tenn. All trucks from Tenn Hwy 81 to 181 to 321 to Boone.

This alone, would remove most of the present congestion

Comments may be mailed to:

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

Manager of the Office of Human Environment

1583 Mail Service Center

Raleigh, NC 27699-1599

Phone: (919) 250-4092

Fax: (919) 250-4208

E-mail: cgoode@dot.state.nc.us

(over)

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If you must build a highway:
2. Build your by-pass from Lenoir via Hwy 18 to 421. Or from Hwy 40 build it on the present Hwy 16 to 421.

These two alternatives are more feasible and workable than 1A, 1B, 4A, and 4B and they would be much more acceptable.

Most sincerely,

Frank Warren

P.S. If you widen 321 through Blowing Rock, it is very important for you to know that you will cause another problem for the residents of Blowing Rock. This problem probably has not yet been considered by you.

Auto insurance rates will inevitably INCREASE for the residents of Blowing Rock because they live and drive in a higher risk zone due to the increased frequency and severity of auto accidents on 321 due to increased SPEED!

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TO: MR. WILLIAM GILMORE, MANAGER August 20, 2002
PDEA BRANCH, NCDOT

FROM: FRANK & MAYANNE WARREN
BLOWING ROCK, N.C. - RESIDENTS

Re: PROPOSED HIGHWAY THROUGH BLOWING ROCK, N.C.

B-249 We are protesting your plans to put a highway through Blowing Rock, N.C. Your plan would definitely have an adverse effect upon the quality of life to the residents of Blowing Rock, N.C. The Town of Blowing Rock, N.C. should not be used as a major thoroughfare for traffic.

This is an appeal to you to withdraw your plans and to stay out of the Town of Blowing Rock, N.C. with your highway.

Thank you for hearing our appeal and we wish to thank you in advance for obliging our request. We sincerely believe that the withdrawal of your plans is best for all concerned.

CC: Concerned Citizens of Blowing Rock, Inc.
P.O. Box 1830
Blowing Rock, NC 28605-1830

Most sincerely,
Frank G. Warren - 828.395.9109
Mayanne W. Warren
162 Laurel Dr. P.O. Box 1251
Blowing Rock, NC 28605

Subject: regarding project # 6.739001T

Date: Wed, 28 Aug 2002 08:36:01 -0400

From: "Diane Whalen" <diane.whelen@broughtonhospital.org>

To: <cgoode@dot.state.nc.us>

As a resident of the foothills of North Carolina I am very concerned about the proposed "bypass" for the existing Blowing Rock Bypass (321). The environmental and community impacts associated with a bypass would be greater than those associated with the widening. The cost of building an alternative bypass alone should be a deterring factor. Even if you were not concerned about our environment, the beauty of "our mountains" that can never be replaced, the state of North Carolina is in such poor financial shape - who could justify such an expense! I feel very strongly that the existing 321 be widened if necessary.

Thank you

Diane Whalen - a NC citizen and state employee.

Subject: Widening of 321 in Blowing Rock

Date: Sun, 25 Aug 2002 10:00:34 EDT

From: Belindawight@aol.com

To: cgoode@DOT.state.nc.us

Dear Mr. Goode,

I am writing you to show my support of the widening of the 321 by-pass as it presently exists through Blowing Rock, NC. I feel strongly that cutting any alternate routes would be disruptive environmentally by scarring mountainsides. Changing the present route would also be more costly financially to our state and its tax payers. Also, the present route does not disturb the quaint downtown area of Blowing Rock. Again, I strongly support keeping the 321 route as it is today and widening as needed.

Sincerely,
Belinda Wight

COMMENT SHEET

US 321 Improvements

Corridor Public Hearing

R-2237C

Project 6.739001T

Caldwell and Watauga Counties

August 26, 2002

NAME:

Betsy J George Wilcox

ADDRESS:

372 Wonderland Woods

COMMENTS AND/OR QUESTIONS:

We want NO widening of 321.

CITIZENS PARTICIPATION
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*Thanks,
Betsy Wilcox*

Comments may be mailed to:
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Manager of the Office of Human Environment
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Raleigh, NC 27699-1599 Phone: (919) 250-4092 Fax: (919) 250-4208
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