

APPENDIX B4

PUBLIC COMMENT LETTERS AND RESPONSES

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Memorandum

DATE: June 15, 2009
TO: Jeff Dayton – NCTA GEC
FROM: Jill Gurak
CC: Jennifer Harris - NCTA
RE: Record of Telephone Conversation
PROJECT: U-3321 – Gaston County East West Connector

Date of Conversation: June 15, 2009
10:45-11:20 am

Spoke With: Ms. Harriett Harrison Armstrong
704-825-2373

Ms. Armstrong (also related to the Harrison family who own the Harrison Family Dairy Farm) lives off Southpoint Road, but also owns the Carolina Speedway land and surrounding parcels.

Ms. Armstrong and her relatives will be directly affected by the Detailed Study Alternatives that pass through the Speedway (Segment J1f) (DSAs 5, 9, 23, 27, 64, 68, 77, and 81). This property was her great grandfather's and she has a deed dated 1857.

1 [She stated she has been collecting names on a petition and has 600 so far. She is working with Stopthetollroad.com and Mr. Toole.

She stated her husband's family had property on Southpoint Rd that was taken by Duke Energy and does not want to be "hit again".

Her family also has about 100 head of beef cattle on and/or near the Harrison Family Dairy Farm site. Her two brothers both have health issues and she is the only one able to speak on her family's behalf.

She stated she will try to come to the meetings the week of June 22.

Appendix B4 – Public Comment Letters

**Table B4-1: Harriett Harrison Armstrong
Document: Ic001**

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
1	Comment Noted	Collecting names on a petition and has 600 so far.	NCTA acknowledges receipt of the petition submitted by Ms. Armstrong.

JON R. BABINGTON
1408 GAITHER ROAD
BELMONT, NC 28012
PHONE: 704 825-3835
e-mail jonbabington@gmail.com

lc002

JUNE 12, 2009

JILL GURAK, PE, AICP
PBS&J
1616 EAST MILLBROOK ROAD, SUITE 310
RALEIGH, NC 27609

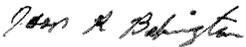
DEAR JILL:

1 I HAVE BEEN ASKED BY SOME IMPORTANT MEN TO OBTAIN ALL THE ADDRESSES OF
PROPERTY OWNERS THAT ARE GOING TO BE AFFECTED BY YOUR CHOSEN ROUTE, WHICH
I THINK YOU COULD SEND ME A PRINT OUT WITH NO TROUBLE.

2 YOU ARE AWARE THAT THE AREA FOR THIS ROUTE HAS MORE AIR POLLUTANTS THAN ANY
OTHER PLACE ON THIS SIDE OF THE MISSISSIPPI. THIS ROAD WILL MAKE THE AIR
3 UNBREATHABLE, AND THE SOUTH FORK OF THE CATAWBA IS NOW THE MOST DISTRESSED
AND POLLUTED RIVER IN THE U.S. ACCORDING THE DAILY PAPERS. FORTY YEARS AGO
WHEN I MOVED HERE THE RIVER WAS FORTY FEET DEEPER, BUT NOW HAS THAT MUCH
TOXIC MATERIALS DOWN TO DUKE ENERGY'S CANAL WHERE THIS IS FLUSHED DOWN RIVER
DURING THE DAY AND SENT BACK UP STREAM AT NIGHT. THIS IS SOMETHING DUKE
ENERGY COULD CORRECT.

4 AN ILLEGAL CHEMICAL DUMP SITE WITH HUNDREDS OF RUSTED 55 GALLON DRUMS SATURATED
THE GROUND AND HAS BEEN LEAKING INTO THE RIVER FOR MANY YEARS. THE ARMY CORPS
OF ENGINEERS WOULD HAVE ALL THIS TO MOVE BEFORE WET LANDS CAN BE REPLACED. JUST
FOR YOUR INFORMATION, I WAS AN ENGINEER FOR WESTERN ELECTRIC DESIGNING CIRCUITS
FOR THE SOUTHEAST U.S., A MILITARY AIRCRAFT DESIGNER FOR LOCKHEED AIRCRAFT IN
MARIETTA, GA., AND WAS OFFERED A JOB AT "NASA" WITH MARTIN AS A ROCKET ENGINEER.
THEY HAD LOADED ME DOWN WITH TOO MUCH WORK SO I CAME BACK TO GASTONIA AND
BOUGHT STEWART CONSTRUCTION COMPANY. THIS COMPANY WAS A GENERAL CONTRACTOR
WITH UNLIMITED LICENSE IN N.C. AND S.C. I RAN AND OPERATED THIS BUSINESS FOR
TWENTY-FIVE YEARS BY BUILDING LARGE PLANTS IN GASTONIA. I CLOSED THE BUSINESS
5 WHEN I RETIRED. THIS ROUTE WILL BE LOADED WITH VINYL HOUSES, SHOPPING CENTERS
AND MORE SCHOOLS TO BUILD THAT WE CAN NOT AFFORD. I DO NOT UNDERSTAND YOUR
6 STATEMENT ON DUKE'S PROPERTY THAT NO FURTHER STUDY WILL BE DONE HERE. WHY?

YOURS TRULY,



JON R. BABINGTON

Appendix B4 – Public Comment Letters

**Table B4-2: John Babington
Document: Ic002**

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
1	Air Quality	I have been asked by some important men to obtain all the addresses of property owners that are going to be affected by your chose route, which I think you could send me a print out with no trouble.	Property owner names and addresses are a matter of public record and are available on-line at the Gaston County Web site GIS page: http://egov1.co.gaston.nc.us/website/ParcelDataSite/WelcomePage.html . The Gaston County Web site GIS page also has several project-related layers that can be displayed, including DSA 9 (Preferred Alternative) corridor boundaries and DSA 9 preliminary right of way limits.
2	Air Quality	You are aware that the area for this route has more air pollutants than any other place on this side of the Mississippi. This road will make the air unbreathable.	The Charlotte-Gastonia-Rock Hill air quality region is a non-attainment area for ozone, meaning the area is exceeding the National Ambient Air Quality Standards (NAAQS) for this pollutant. The North Carolina Division of Air Quality develops the State Implementation Plan (SIP) to describe how North Carolina will maintain or achieve compliance with the NAAQS in non-attainment and maintenance areas. For transportation resources, the region is evaluated as a whole for conformity with the SIP through the region's long range transportation plans and transportation improvement programs. At this time, the Gaston Urban Area Metropolitan Planning Organization's (MPO's) Long Range Transportation Plan and the Mecklenburg Union MPO's Long Range Transportation Plan have been determined to be in conformity with the State's plans to comply with the NAAQS. This topic is addressed in more detail in Section 2.5.2.2 of the Final EIS.
3	Water Resourcesand the South Fork of the Catawba is now the most distressed and polluted river in the U.S. according the daily papers. Forty years ago when I moved here the river was forty feet deeper, but now has that much toxic materials down to Duke Energy's canal where this is flushed down river during the day and sent back up stream at night. This is something Duke Energy could correct.	Duke Energy's operations and their effects on the South Fork Catawba River are not within the purview of the Gaston East-West Connector project and its lead agencies. Siltation of the rivers is recognized in the Draft EIS. Section 6.2.2.5 of the Draft EIS states: "The Catawba River, South Fork Catawba River, and Catawba Creek have been impacted by silt and sediment build-up. Boat navigation has been affected in the Catawba River north of the Allen Steam Station and in the South Fork Catawba River north of the Allen Steam Station canal outlet. Mud islands can be seen in the Catawba River during periods of drought." Section 6.2.3 of the Draft EIS goes on to say: "The DSAs that cross the South Fork Catawba River and Catawba River north of the Allen Steam Station (DSAs 4, 9, 22, 27, 58, 68, 76, and 81) would cross the rivers in areas that are less navigable due to siltation, and therefore would have less impact on recreational uses of the rivers." DSA 9 is the Preferred Alternative.

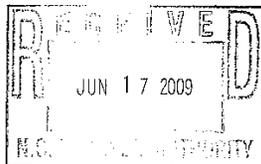
Appendix B4 – Public Comment Letters

**Table B4-2: John Babington
Document: Ic002**

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
4	Hazardous Materials	An illegal chemical dump site with hundreds of rusted 55 gallon drums saturated the ground and has been leaking into the river for many years. The Army Corps of Engineers would have all this to move before wet lands can be replaced.	Studies for hazardous materials were conducted for the Detailed Study Alternatives as summarized in Section 4.6 of the Draft EIS. The NCDOT Geoenvironmental Unit updated this study for the Preferred Alternative on October 28, 2009. This updated study is summarized in the Final EIS Section 2.5.2.6 . Soil and groundwater assessments will be conducted on each of the potentially contaminated properties within the Preferred Alternative before right -of-way acquisition in order that the degree and extent of contamination can be assessed.
5	Indirect and Cumulative Effects	This route will be loaded with vinyl houses, shopping centers and more schools to build that we cannot afford.	In accordance with NCDOT procedures, a qualitative <i>Indirect and Cumulative Effects Assessment for the Gaston East-West Connector</i> (ICE report) was prepared and is summarized in Chapter 7 of the Draft EIS. The qualitative analysis concludes that all Detailed Study Alternatives (DSAs) have a "High" potential for accelerated growth and indirect land use effects in Gaston County. A <i>Quantitative Indirect and Cumulative Effect Analysis</i> was prepared for the Preferred Alternatives and is summarized in Section 2.5.5 of the Final EIS. The quantitative indirect and cumulative effects assessment provides more detail regarding potential land use changes and indirect and cumulative impacts to water quality and other notable resources.
6	Air Quality	I do not understand your statement on Duke's property that no further study will be done here. Why?	In a letter dated August 7, 2007, included in Appendix A-5 of the Draft EIS, Duke Energy specifically notes that Segment K1D would cross over a retired ash basin. In conjunction with Duke's modernization process, the letter states that this basin is the subject of design and permitting to construct a storage area for Coal Combustion Products. The decision to eliminate Corridor Segment K1D is discussed further in Section 2.3.4.2 of the Draft EIS.

JON R. BABINGTON
1408 GAITHER ROAD
BELMONT, NC 28012
PHONE: 704 825-3835
e-mail jonbabington@gmail.com

lc003



JUNE 12, 2009

JENNIFER HARRIS, PE
NORTH CAROLINA TURNPIKE AUTHORITY
5400 GLENWOOD AVENUE, SUITE 400
RALEIGH, NC 27612

DEAR JENNIFER:

AS YOU ARE THE PE FOR THE GARDEN PARKWAY, IS IT NOT YOUR DUTY TO RECOGNIZE HISTORICAL SITES ON THIS ROAD/ROUTE. OR ARE YOU GOING ON THE CONTRACT WITH CAROLINA COASTAL CONTRACTORS THAT WAS TO LOCATE THESE SITES? THEY CERTAINLY MISSED THE SUBJECT OF STOWESVILLE, STOWES FACTORY, GAITHER MILL, STOWESVILLE CEMETERY, AND THE OLD METHODIST CHURCH. ENCLOSED YOU WILL FIND ALL THE EVIDENCE NEEDED. IT IS NOT MY PLACE TO BRING THIS TO LIGHT. IS IT YOUR JOB OR CAROLINA COASTAL CONTRACTORS? WHAT IS YOUR JOB IF NOT TO CHECK ON ARCHAEOLOGICAL SITES? I WOULD LIKE FOR YOU TO SEND A COPY OF THE REPORT TO BRYAN OVERTON AND GIVE ME HIS NEW TELEPHONE NUMBER, E-MAIL, AND ADDRESS. IF YOU DO NOT CARE TO CONFIRM THIS INFORMATION OR HAVE IT DONE, IT WILL BE SO NOTED FOR FUTURE REFERENCE.

YOURS TRULY,

Jon R. Babington
JON R. BABINGTON

the South Fork Catawba w EXHIBIT 1
of Belmont north of the N
belong to the Catawba Heights
those to the south are in the Paw Creek watershed.
Areas of unincorporated South Point Township
south of Belmont belong to the Neal Branch-
Beaverdam Creek watershed.^[5]

File ID 37-04840^[1]
0980966^[2]

Website <http://www.cityofbelmont.org/>

History

Settlement in the Belmont area began around the colonial-era Fort at the Point, built in the 1750s by Dutch settler James Kuykendall and others near the junction of the South Fork and Catawba Rivers^[6]. The fort was built because of ongoing hostilities with the Cherokee, but it was apparently never attacked.

The South Point Community, located about 2-1/2 miles south of present-day downtown Belmont, was the site of Stowesville Mill^[8]. Founded by Jasper Stowe and Associates in 1853, it was one of the first three cotton mills in operation in Gaston County^[9].

Abram Stowe (1842-1897) returned to the area after serving in the Civil War. He built a handsome Greek Revival home (still the oldest known structure in Belmont) and opened a small mercantile store. He later became postmaster and town depot agent for the new Atlanta and Richmond Air Line Railway, which was constructed in 1871. Additional stores were soon built near the community's railroad stop, Garibaldi Station. The station was named for John Garibaldi, who had supervised construction of a water tank near the new railroad^[10]. Existing settlers in the South Point community moved north to be closer to the railroad^[6].

In 1872, Father Jeremiah O'Connell, a Roman Catholic missionary priest, purchased a 500-acre (2.0 km²) tract known as the Caldwell farm, less than one mile (1.6 km) north of Garibaldi Station. The land was then donated to the Benedictine Monks of Saint Vincent's Arch-abbey in Latrobe, Pennsylvania, for the establishment of a religious community and school^[10]. Belmont Abbey, officially named "Mary Help of Christians Abbey," was founded in 1876 by Bishop Leo Haid, and still functions today. The Abbey operates Belmont Abbey College, a liberal-arts college. Bishop Haid is said to have been the one who suggested changing the name of the town to Belmont.^[11]

In 1883, the name of Garibaldi Station was formally changed to Belmont. In 1895, by an act of the North Carolina General Assembly, an area within a 1/4 mile radius from the intersection of Main Street and the railroad was incorporated as the Town of Belmont^[10].

Belmont was still a small town at the turn of the century, with a population of only 145. The organization of Chronicle Mills in 1901 marked the beginning of Belmont's development as a textile center. It was founded by Robert Lee Stowe Sr. (1866-1963), his brother Samuel Pinckney Stowe (1868-1956), and Abel Caleb Lineberger (1859-1948, son of Caleb John Lineberger, who had founded Gaston County's second textile mill, the Woodlawn, or "Pinhook," Mill in Lowell, North Carolina in 1852). Chronicle was the first of the nearly twenty mills built in Belmont through 1930, expanding the town population to 3,793.

Demographics

http://en.wikipedia.org/wiki/Belmont,_North_Carolina

5/21/2009

EXHIBIT 2

2000
*estimated by NC Dept of Revenue & Budget.

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General History and Characteristics

Gaston County is located in the South-Central Piedmont section of North Carolina . It is bounded on the east by the Catawba River and Mecklenburg County , on the west by Cleveland County , on the north by Lincoln County and on the south by York County , South Carolina . Gaston was formed from a lower portion of Lincoln County in 1846.

Gaston County is one of one hundred counties created by the North Carolina State Legislature. It ranks 74th in size consisting of approximately 364.5 square miles, and is seventh in population with approximately 190,000 people recorded during the 2000 Census. The County has fifteen incorporated towns.

The topography of the County is gently rolling to hilly, with several pronounced ridges, including Kings Mountain Pinnacle, Spencer Mountain , Jackson 's Knob, Paysour Mountain and Crowders Mountain . Elevations above sea level in Gaston County range from 587 feet in the southeast corner to 1,705 feet at the Pinnacle of the Kings Mountain ridge in the southwest. The average elevation is estimated at 825 feet.

The County has a temperate climate characterized by moderate temperature variations and moderate humidity. The average temperature is about 60 degrees Fahrenheit, ranging from an average winter temperature of 43 degrees to a summer average of 78 degrees. The average annual precipitation is 44 inches, and the average relative humidity is 54 percent. The primary components of the drainage system in Gaston County are the Catawba River with the South Fork River as its major tributary.

The early settlers of Gaston County were principally Scotch Irish, Pennsylvania Dutch, and English. Upon their arrival, they found a few Catawba Indians remaining, but this tribe soon moved to South Carolina . In anticipation of an attack by the Cherokees, who were then engaged in border warfare, a fort was constructed at the junction of the Catawba and South Fork Rivers . Relations were maintained with the few Indians in the area, and there is no indication that the fort was ever necessary.

Early Gaston County never knew the agricultural prosperity which some of the other counties of the State enjoyed. Normally, the small farms were self-sufficient, but the crop yield was relatively low. Corn, one of the more abundant and prosperous crops, was quickly converted into whiskey by one of the forty-eight licensed distilleries in the County. By 1870, Gaston was known as the "Banner Corn Whiskey County of Carolina." In addition to distilleries, mines in various parts of the County yielded in varying quantities--gold, lime, sulfur, tin, and iron. Furnaces for smelting ore were founded early around Mount Holly , Bessemer City , and High Shoals.

Between 1845 and 1848, the industrial boom in Gaston County had its origin. During this three-year period, the first three cotton mills in the County were established. Some authorities say that the first one was established by Thomas R. Tate on Mountain Island , the present site of Duke Power Company's Mount Holly steam plant. Other sources say that the first mill was established by the Linebergers and others on the South Fork River near McAdenville. Most sources agree that among the first three mills in operation in the County was the Stovesville Mill, founded by Jasper Stowe and Associates in the Point Section of Belmont . Gaston County still leads all other counties in the country both in the number of spindles in operation and in the number of bales of cotton consumed.

Today Gaston County enjoys a diverse industrial base with over 4,000 businesses employing nearly 95,000 workers. 33% of the employment is in the service sector, 26% in manufacturing, 23% in retail and wholesale

Come Grow With Us



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A welcome from from our Pastor, Barbara Boyd Mayo
The South Point Story

Map and driving directions.
Welcome, Encourage, Celebrate, and Enable
Current Weather Conditions and Forecast
Send us an e-mail message.

Our facilities are handicapped accessible.

Our Purpose is to...

Welcome people to faith in Jesus Christ and membership in God's family.

Encourage them in their walk with Christ.

Celebrate God's presence in our lives.

Enable them to be ministers into the world.

Welcome

We all need a place where we really get know each other and don't have to wear name tags! No one needs to be famous, but it's nice to be known and loved. We aim to be a place where families can grow stronger, where lasting friendships thrive, where hurts are healed and victories are shared as we explore what it means to have faith in Jesus Christ.

Encourage

There is no such thing as a perfect Christian, not this side of Heaven. We all struggle with our wandering thoughts, our divided hearts and our stubborn will. None of us is perfect. BUT... all of us can be growing! God is working to make us the kind of people He wants us to be. There is no doubt, God is the one who causes the growth in our lives. But God asks us to do a little planting and a little watering and, from time to time, even a little weeding. We want to encourage every person, no matter how old, in their walk with Christ through genuine and authentic relationships.

Celebrate

Here at South Point, we strive to celebrate God's presence in our lives, together as we gather to worship each Sunday morning, but also individually as we strive to live out our faith each day.

We gather to celebrate, worship, and praise God each Sunday morning at 11:00am. We welcome anyone whom God has led to be with us.

Enable

South Point is a ministry team. Each of us functions in a ministry service to accomplish Christ's mission. We must, therefore, follow Jesus' example and serve others.

At South Point we place a high value on enabling people to discover their unique, God-given gifts rather than just filling slots where there is a need. We value the time you give serving in ministry and want it to be meaningful to you.

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Church History



South Point United Methodist Church located two and a half miles south of Belmont, North Carolina was organized in the summer of 1877 as a Sunday school in Gaither's Factory, a cotton warehouse, formerly called Stovesville Mill. This is only a short distance from the present location of the church.

Interest in a church for the South Point Community grew; therefore, a building committee was selected. The committee selected was Rufus Rankin, Artie Armstrong, and Thomas Williams.

On March 2, 1878, Thomas Williams and wife, Martha A. Williams, deeded to the trustees of South Point Methodist Episcopal Church South

three and one-fourth acres more or less. Trustees at this time were W. R. Rankin, L. A. Ford, and John Carr. Mr. and Mrs. Williams deeded another one-half acre more or less on September 28, 1891 to the trustees. Serving at this time were W. G. McKee, W. A. Armstrong, R. A. Stowe, G. L. McKee, and Thomas Williams.

The late John L. Loftin and Jesse Houston cut the first tree for the church and others from the community also cut timber for the building. The framing of the church was hewn out by hand. Several hundred dollars were borrowed from the late John Price Neagle to help pay for the materials for the church. This was paid back to Mr. Neagle after the church was organized.

In 1878 when the building was completed, all the interested families joined together and formed the South Point Methodist Episcopal Church South. A complete list of the charter members is not available, but there were approximately twenty-nine. The following are some of the charter members: Artie Armstrong, Allen Armstrong, Mrs. Ellic Beaty Armstrong, John A. Armstrong, Robert Armstrong, Andrew Beaty, Robert Beaty, Mose Blackwelder, Mr. and Mrs. John Carr, Mrs. Julie Beaty McCarver, Mrs. Isabella Armstrong Leeper, George L. McKee, Mrs. Addie Beaty McKee, Wiley G. McKee, Laura McKee, Mrs. Emily McKee Fite, Mrs. Minerva McKee, Rufus Rankin, Mrs. W. R. Rankin, Mrs. A. J. Rankin, Mrs. Nannie Beaty Robinson, Mrs. Laura E. Stowe, Miss Margaret Smith, John Smith, Mr. and Mrs. Thomas Williams.

Serving as the first minister was the Rev. Julius Harris.

The first wedding in the church was May 20, 1879, when Rev. Julius Harris married John Franklina Leeper and Mary Isabella Armstrong. Mary Isabella was the daughter of Artie Armstrong, one of the members of the building committee.

To our knowledge we have no written records until January, 1892 when Rev. L. A. Falls was the minister and W. A. Armstrong was the secretary. It was reported at this First Quarterly Conference of South Point Methodist Episcopal Church South, Stanley Creek Charge, Shelby District that there were fifty enrolled in Sunday School with an average attendance of thirty-five.

At the Second Quarterly Conference in October, 1892 it was reported by Rev. L. A. Falls, minister and W. A. Armstrong, secretary that the minister did not have an alphabetical roll of the church and that the baptisms and marriages had not been recorded.

In 1924 the church building was moved a short distance from where it first stood and five Sunday school rooms were added to the front of the one room building.

In February 1937 plans were made to build an educational building. The following were on the building committee: Rev. C. O. Kennerly, John F. Ellington, F. E. Ellington, Sr., Mrs. F. D. Smith, and Mrs. W. G. Drennan, Sr. The Duke Endowment Fund furnished four hundred dollars on the project and the men of the church donated their time to build this new addition. The building consisted of one large room with a fireplace and a kitchen to be used for recreation and church activities. This unit was dedicated in 1939.

As membership of South Point grew, the members soon realized a larger church was needed. On February 12, 1950, the last service was held in the little white frame church. The structure was removed immediately and ground was broken for a new brick building which stands today on the site occupied by the old church. Services were held in the educational building until the new church was completed.

Rev. M. B. Shives was the minister at the beginning and helped in planning the new church. Members of the building committee were: J. L. Armstrong, Chairman, F. E. Ellington, Sr., W. G. Drennan, Dr., J. R. Ludlum, Warren L. Smith, Mrs. Lester I. Carpenter, Miss Melva Leeper, Rev. Ralph Blanchard, Marvin Helms, Architect, and W. H. Hand and Son, Contractors.

The new church of modern colonial design, brick veneer and concrete construction contains nine classrooms, pastor's study, kitchen, assembly room, two rest rooms and is heated with an oil furnace. The steeple of the church is designed of steel and masonry.

On Sunday, March 4, 1951 the first service was held in the new sanctuary. Rev. R. W. Blanchard, minister, presided at the eleven o'clock service and Dr. W. A. Stanbury, Supt. of the Gastonia District delivered the sermon.

All indebtedness was paid and the church was dedicated Sunday, May 16, 1954 at 10:30 a.m. Rev. C. W. Kirby, Supt. of the Gastonia District delivered the sermon of dedication. Rev. Bayne W. Lefler presided at the impressive service.

Soon after the new church was dedicated, the members of South Point Methodist Church began thinking of becoming a station rather than a two-point charge. On November 4, 1954 property was purchased to build a parsonage. The land consisted of 1.815 acres purchased from Mrs. Johnnie Leeper Gaston. Mrs. Gaston is the daughter of the first couple to be married in the original one room church.

South Point was first a six-point charge, later a four-point charge, a three-point charge, a two-point charge, and then in 1955 a station. Early in 1955, a parsonage committee composed of John W. Bowen, E. L. Murphy, and F. E. Ellington, Sr. was formed. A brick veneer building was constructed. The parsonage contains a full size basement, three bedrooms, study, living room, dining room, one full bath, one half-bath, and is heated with an oil furnace.

In the fall of 1955 the first full-time minister and family moved into the parsonage: Rev. C. C. Phillips, Mrs. Phillips, Angelyn, Joseph, and Bobbie. Open house was held November 11, 1955. The parsonage was dedicated May 1962. Rev. W. A. Kerr was the minister and Rev. B. W. Lefler delivered the message of dedication.

Since the first church was built, South Point has had its own cemetery. It was enlarged in 1963, at which time a set of rules was drawn up by members of the cemetery committee: Frank E. Ellington, Jr., W. A. Neagle, and Willard Joye.

In 1968, we became *South Point United Methodist Church*, when the Methodist Church joined with the Evangelical United Brethren Church to form the United Methodist Church.

On March 9, 1986, a vote was taken to accept a proposal for a new building. In 1986, the building was completed and paid for. On October 4, 1987, a Consecration Service and Open House was held for the new building.

In 1996 a Prayer Garden was erected in front of the fellowship building by Eric "Rocky" Tidd who was earning his Eagle Scout Award.

Four young men from South Point have gone into the ministry. They are as follows: Rev. George Smith, Rev. E. L. Murphy, Rev. E. O. Queen, and Rev. Elton Strickland. Also Mrs. J. D. Rayne, daughter of Mr. and Mrs. Warren L. Smith, became a Rural Worker for the Methodist Church.

South Point United Methodist Church is a connexional church. We belong to the Gastonia District, the Western North Carolina Conference, and the South Eastern Jurisdiction of the General Conference of United Methodist Churches. Pastors are appointed annually at the Western North Carolina Conference held at Lake Junaluska, NC. We presently have 229 members on roll. In the years to come, we hope South Point United Methodist Church will be a shining light in this community.

Church Historians past and present: Ethel Armstrong, Melva Leeper, and Helen Neagle.

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On behalf of South Point United Methodist Church, we invite you to visit and participate in our worship and ministry opportunities. We are a church committed to welcoming people to a relationship with Jesus Christ, encouraging them as they grow as a Christian, and enabling them, in turn, to be in ministry in the world.

At South Point, we are finding that through personal and group Bible study, dynamic biblical preaching, celebratory worship, and warm fellowship, these needs are being met. We look forward to meeting you and enjoying worshipping and growing together.

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Weather Conditions

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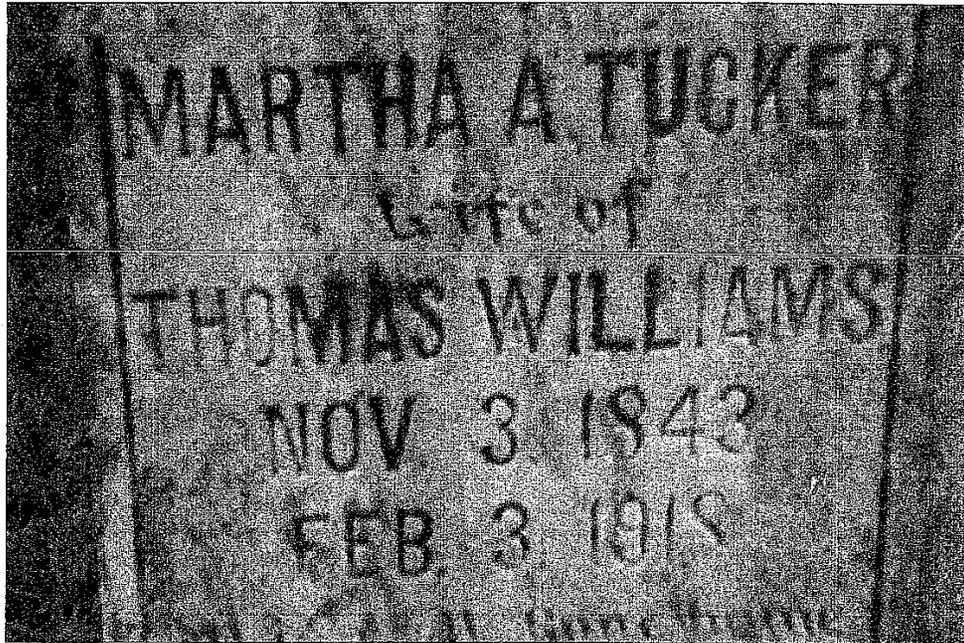
Site search Web search



Last updated: December 16, 2001

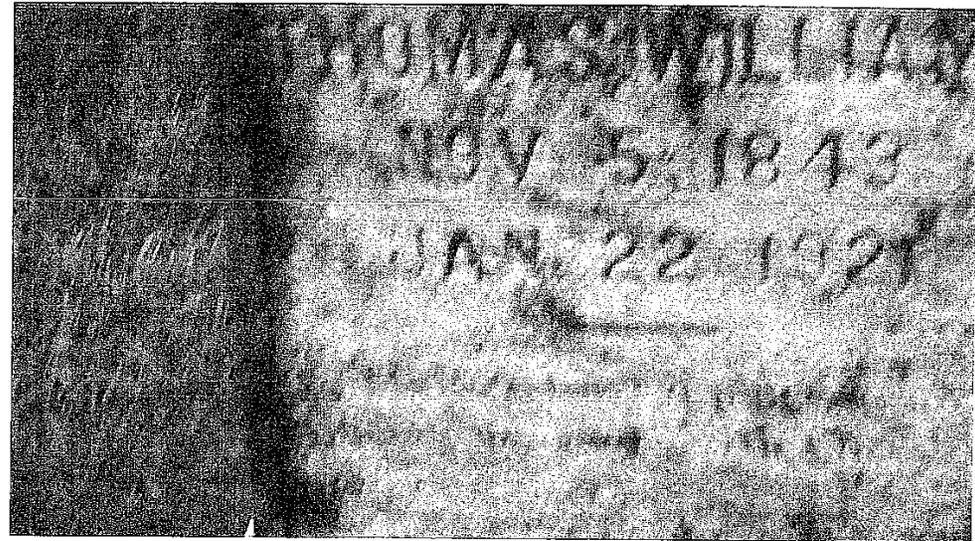
lc003

TOMB STONE MARKER LOCATED AT SOUTH POINT UNITED METHODIST CHURCH, ORGANIZED IN 1877 AS A SUNDAY SCHOOL IN GAITHER'S FACTORY, A COTTON WAREHOUSE FORMERLY CALLED STOWESVILLE MILL, WAS ABOUT 4/10 OF A MILE FROM THE PRESENT LOCATION. IN 1878 WHEN THE CHURCH BUILDING WAS COMPLETED, FAMILIES FORMED THE SOUTH POINT METHODIST EPISCOPAL CHURCH SOUTH. IN 1968 THE CHURCH BECAME SOUTH POINT UNITED METHODIST CHURCH AS IS TODAY.



lc003

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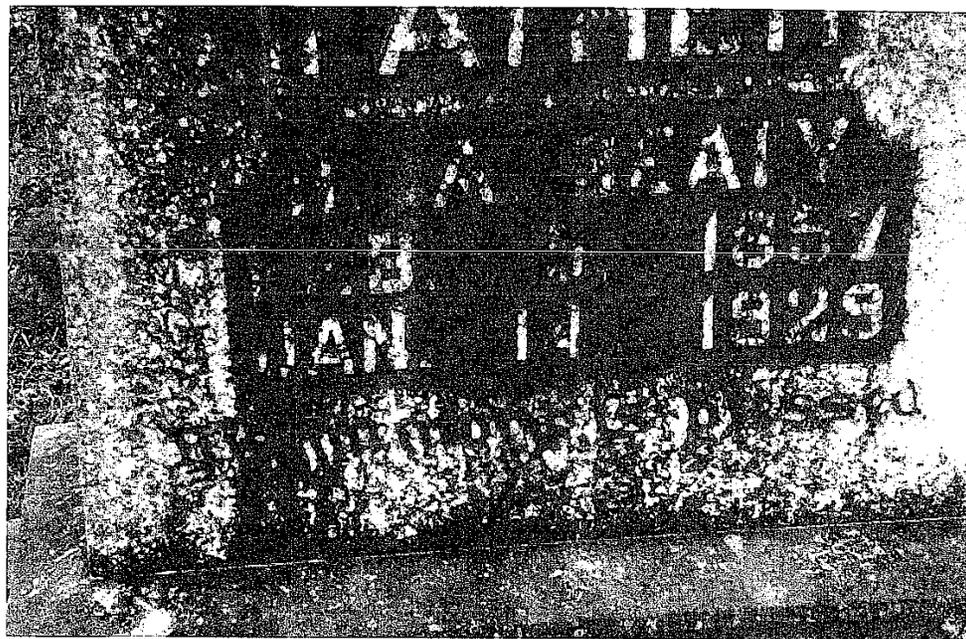
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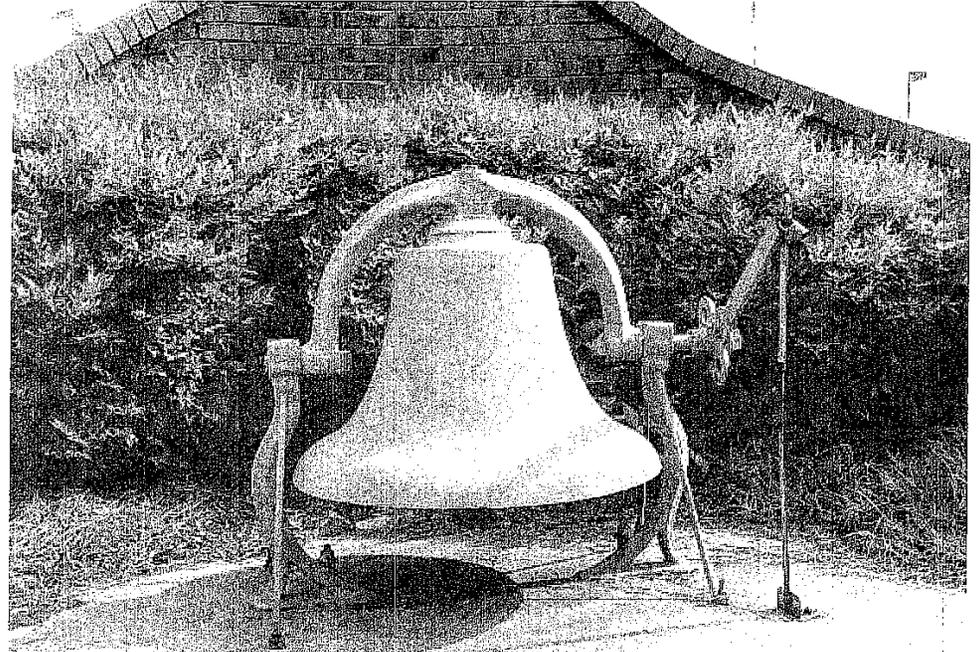


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PICTURE THE GAITHER MILL BELL NOW LOCATED AT THE REDEEMER LUTHERAN CHURCH ON SOUTH NEW HOPE RD GASTONIA

Cemetery Surveys Inc

Cemeteries, Genealogies and Memorials

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STOWESVILLE CEMETERY (Complete)

[Permanent Link to this entry](#)

[About this page](#)

This cemetery is located in Gaston Co., N.C.

From Garrison Blvd, turn right onto New Hopre Rd. Go approx 6 miles and turn left onto Armstrong Ferd Rd. Go .1 mile and turn right onto Oak St. Take an immediate left onto North Lake Wiley Rd.(street sign is missing). Go approx .7 miles and stop. Site is in the woods on the right side.

Original site of cemetery occupying approx. 50x50.

Jacob Stowe (21 Jan 1755-25 Nov 1830)

Nancy Ford Stowe (1765-20 May 1828) Wife of Jacob Stowe.

Lemuel Stowe (20 Apr 1792-1 Nov 1840) Son of Jacob & Nancy Ford Stowe.

Martha Jane Ford (21 Jul 1839-5 Jan 1855)

Martha Stowe (10 Mar 1802-12 Sept 1828)

Harriett Stowe (13 Sept 1827-11 Sept 1828) Daughter of Martha Stowe.

George L. Ford (1808-20 Oct 1840)

Mary M. Ford (1820- 5 Nov 1853) Wife of George Ford.

Elizabeth Ford (Died 7 Mar 1816)

Nathan Ford (Died 9 Mar 1825)

Others are buried here but are unknowns at this time.

Erected A.D. 1981 By The Descendants Of Jacob Reese Stowe.

This cemetery was photographed & surveyed on 18 Aug 2007 by Stephanie Davis.

Panoramas



Thumbnails

Individual Stones

By Names

<http://www.cemeterysurveysinc.com/?p=202762>

5/22/2009



PICTURE OF THE STONE MARKER TAKEN AT THE STOWESVILLE CEMETERY.

lc003

the South Fork Catawba watershed. Eastern parts of Belmont north of the Norfolk Southern Railway belong to the Catawba Heights watershed, while those to the south are in the Paw Creek watershed. Areas of unincorporated South Point Township south of Belmont belong to the Neal Branch-Beaverdam Creek watershed.^[5]

FIPS code	37-04840 ^[1]
GNIS feature ID	0980966 ^[2]
Website	http://www.cityofbelmont.org/

History

Settlement in the Belmont area began around the colonial-era Fort at the Point, built in the 1750s by Dutch settler James Kuykendall and others near the junction of the South Fork and Catawba Rivers^[6]^[7]. The fort was built because of ongoing hostilities with the Cherokee, but it was apparently never attacked.

The South Point Community, located about 2-1/2 miles south of present-day downtown Belmont, was the site of Stowesville Mill^[8]. Founded by Jasper Stowe and Associates in 1853, it was one of the first three cotton mills in operation in Gaston County^[9].

Abram Stowe (1842-1897) returned to the area after serving in the Civil War. He built a handsome Greek Revival home (still the oldest known structure in Belmont) and opened a small mercantile store. He later became postmaster and town depot agent for the new Atlanta and Richmond Air Line Railway, which was constructed in 1871. Additional stores were soon built near the community's railroad stop, Garibaldi Station. The station was named for John Garibaldi, who had supervised construction of a water tank near the new railroad^[10]. Existing settlers in the South Point community moved north to be closer to the railroad^[6].

In 1872, Father Jeremiah O'Connell, a Roman Catholic missionary priest, purchased a 500-acre (2.0 km²) tract known as the Caldwell farm, less than one mile (1.6 km) north of Garibaldi Station. The land was then donated to the Benedictine Monks of Saint Vincent's Arch-abbey in Latrobe, Pennsylvania, for the establishment of a religious community and school^[10]. Belmont Abbey, officially named "Mary Help of Christians Abbey," was founded in 1876 by Bishop Leo Haid, and still functions today. The Abbey operates Belmont Abbey College, a liberal-arts college. Bishop Haid is said to have been the one who suggested changing the name of the town to Belmont.^[11]

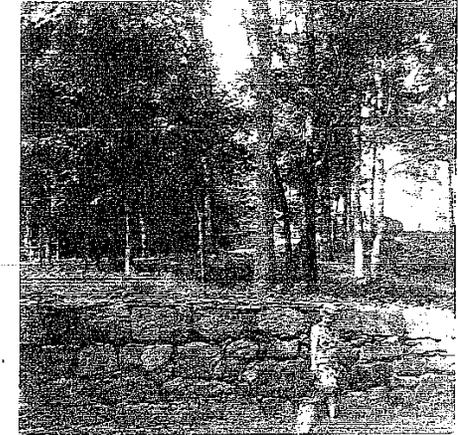
In 1883, the name of Garibaldi Station was formally changed to Belmont. In 1895, by an act of the North Carolina General Assembly, an area within a 1/4 mile radius from the intersection of Main Street and the railroad was incorporated as the Town of Belmont^[10].

Belmont was still a small town at the turn of the century, with a population of only 145. The organization of Chronicle Mills in 1901 marked the beginning of Belmont's development as a textile center. It was founded by Robert Lee Stowe Sr. (1866-1963), his brother Samuel Pinckney Stowe (1868-1956), and Abel Caleb Lineberger (1859-1948, son of Caleb John Lineberger, who had founded Gaston County's second textile mill, the Woodlawn, or "Pinhook," Mill in Lowell, North Carolina in 1852). Chronicle was the first of the nearly twenty mills built in Belmont through 1930, expanding the town population to 3,793.

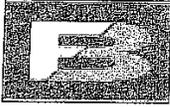
Demographics

http://en.wikipedia.org/wiki/Belmont,_North_Carolina

5/21/2009



PARTIAL FOUNDATION OF STOWES FACTORY (GAITHER MILL) DIRECTLY ON CHOSEN ROUTE BY THE TURNPIKE AUTHORITY AND DOT COMMITTEE.



NORTH CAROLINA
FARM BUREAU

lc003

*County of Gaston by
Wellman and Copel*

*Separate - Gastonia and
Gaston County North
Carolina 1846-1945*

Diary of James W. Reid

600026-0000-1104-00

1700

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HISTORY OF GASTON COUNTY

by Minnie Stowe Pettit

The mill was originally called Woodlawn, but at an early date acquired the name Pinhook by which it became almost universally known.

Because of its location on the road between Stowe's Factory and Mountain Island, it became an important trading center.

Contrary to now prevalent custom, the work of running the mill was divided among the owners as suited each one's ability. Laban Lineberger did the selling. The products of the mill were sometimes exchanged for country produce which was sold at the store run in connection with the mill. Three-fourth yard sheetings were made, and during the War between the States shirting for the soldiers. It was sold to merchants in North and South Carolina and delivered to them from four and six horse teams.

At first the business prospered and a large fortune was made which was mostly lost during the war. If bills were collected at all, payment was made in Confederate money which was without value. After the war 1,000 bales of cotton, worth in Europe \$1.00 per pound in gold, were struck by lightning and destroyed. There was no insurance.

Finally the interests of the others were bought up by Caleb Lineberger. Part of the property is still in the hands of a son, A. C. Lineberger, of Belmont.

Could the murmuring river speak as it flows by the deserted ruins of the mill, it would tell of enterprise, achievement, and success followed by cruel disappointments in the wake of war.

BEGINNING OF TEXTILE INDUSTRY

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STOWE'S FACTORY AND COLONEL JASPER STOWE

Stowe's Factory and the name of Jasper Stowe are inseparably linked. The mill was finished in 1848, two years after Gaston was set up as a county. The Woodlawn Mill, or Pinhook as it was nicknamed, was started a little earlier than Stowe's, in 1845, but both began operations about the same time.

Stowe's was located on the South Fork River in the Point section of the county. Jasper Stowe was the force behind it. In connection with the mill there were a store and a large farm of eleven hundred acres lying on both sides of the river. Edwin Stowe, a brother of Jasper, had charge of the store and farm while Jasper ran the mill. The firm name was J. and E. B. Stowe. Yarns and plain unbleached cloth were manufactured.

In the early years of its operation most of the products were sold from wagons throughout the community. The yarns were used by the women for knitting, weaving, and other purposes. However, occasional shipments were hauled to Charleston until Woodlawn, now Mt. Holly, became the shipping point after the old Lincoln Railroad was built. Old "Uncle Tom," a family slave noted for two things, his devotion to the family and his big feet, was the wagoner. He would take the yarns and cloth to Woodlawn, cracking his whip over two big mules, and bring back the mail. The factory was then a post office known as Stowesville.

lc003

The late Dick Wooten, a Belmont man, whose early life was spent at Stowe's Factory, had in his possession a clock used in the mill when it was first built.

Jasper Stowe was a son of Larkin and Susan Spratt Neal Stowe and a grandson of Jacob and Nancy Ford Stowe. Jacob and his brother, Abraham, were the two pioneers of that name who came to this section from Virginia in 1810.

He was born February 27, 1821, at the Larkin Stowe home, more recently known as the Pegram place, in the New Hope neighborhood of the county. There he lived until he married Mrs. Julia Lecraft Parks of Beaufort, where they made their home for a time. They afterwards lived at the factory, moving from there to Lincolnton where they lived until the wife died. His brother, Edwin, also lost his wife about the same time. Both moved with their children to the factory where a sister, Miss Laura Stowe, later Mrs. H. D. Stowe of Steele Creek, carefully reared the children of both.

Jasper Stowe was a plain unassuming man, free from vanity, full of simplicity, and eager to be of service. Governor Vance said to him during the war: "Stowe, you shall not go to the army. No man in the South can take your place where you are." And it is true no man of the South did more for the women and children than he. They were furnished meat and corn from the farm and yarns from the mill. If a sale were made and payment received at all, it was in Confederate money which was of no value.

The close of the war found him in much reduced circumstances from which he never rallied. But his courage, kindness, and good cheer never failed him. His superior intellect remained undimmed until he was called by death, May 22, 1902, at the home of a brother, Colonel William A. Stowe near Belmont, by whom he lies buried in New Hope Cemetery.

MOUNTAIN ISLAND MILL

The Mountain Island Mill building was started in 1846 by Thomas Tate of Greensboro. The site was chosen for two reasons: one was that there was a partially constructed canal, originally intended to convey cotton to Charleston but which could be easily used for a race; the other was that water power was cheaper than steam. The name was chosen from the little mountain, now almost covered by water, and from Mt. Hechler Mill at Greensboro from which the machinery was moved and started up in its new home during the fall of 1849.

Mr. Tate was a son-in-law of Henry Humphrey who erected and operated the Mt. Hechler Mill at Greensboro. It was largely through marriage with Mr. Humphrey's daughter that Tate came into possession of it.

Short hours were unknown. In those days the mill was operated from sunup to sundown. Men's wages were from twenty-five to forty cents a day. Women received the same for weaving. The pay of small boys was from five to twenty-five cents. There was no age limit and free schools were unknown;

lc003

DAIRY OF JAMES W. REID

REID JOURNAL July 1849

lc003

- Wm. G. Gray, George Neel, and Cornelia Todd here this evening -- They brought Sister Mary home She had been staying over in Paw Creek congregation for 2 weeks ---
13. Friday -- Clear -- Put up the corner boards to the smoke house A.M. Took Isabella Ratchford home p.m.
14. Saturday -- Clear -- Wm. G. Gray, George C. Neel, Cornelia Todd and Sister Mary here last night -- I went to Hoffman's store A.M. Dacey went to Mr. Hall's and staid till I came by from the store. After dinner we came home -- Sister Margaret here this evening --
15. Sabbath -- Rainy A.M. Mr. Hall came on to go to church to N. Hope but he had sore thumb that pained him so that he concluded not to go Wm. R. Holland and wife and I. H. Holland here to night -- Sister Margaret and Mary here last night --
16. Monday -- Clear -- Went over to father's A.M. with Wm. R. Holland and wife and staid till after dinner Went up to the school house p.m. to make the committee men for this District --
17. Tuesday -- Clear -- Dacey and I went to Dallas -- Staid all day -- Dacey bought a dress at 12 1/2 cts per yd. We bought a variety of other little things: such a sugar and coffee nails --
18. Wednesday -- Clear -- Laid the worm of a long division fense in the Bent -- Burrel F. Wells here and bought a Bedstead at \$5.00 He staid till after dinner --
19. Thursday -- Cloudy with rain -- Building fense -- Did n't get quite done owing to the rain coming on
20. Friday -- Cloudy with a great deal of rain -- Confined to the house all day -- Dacey and I were at father's last night --
21. Saturday Cloudy. Cleared off my turnep ground A.M.. Put some weatherboarding on the smoke house p.m. Grand father Rankin was here p.m.
22. Sabbath -- Clear -- Went to church to Goshen. Preaching A.M. from Mat. 13.23 and preaching p.m. from 26 or 6:1 Read a tract entitled the Domestic Altar this evening after I came from Church ---
23. Monday -- Cloudy -- Went down to Larkin Stowe's and O. W. Holland's A.M. Helping to clean wheat p.m. We made 104 1/2 bushels + here Wm. Little and Grief Gray were to day
24. Tuesday -- Cloudy with rain --
245. Wednesday Cloudy -- Put the rafters on the smoke house and finished weatherboarding it. G. W. Gray -- came here p.m. He could n't get across the Ford.
256. Wednesday Thursday -- Cloudy part of the day -- We were at father's last night -- I went up to Mr. Gordon's after some lathes -- Put them on my smoke house and commenced covering this evening -- Grief W. Gray got over the fork A.M.
27. Friday. Cloudy with some rain -- Covered one side of my smoke house and commenced on the other side. Andrew Leeper came after a bedstead Bought one at \$4. Paid the cash -- Grandfather was here for dinner
28. Saturday Cloudy with rain p.m. Went to the tax paying at Stowe's mill and from there to the Muster at Rice's old field -- The candidates for clerk spoke at both places -- Came by Wm. R. Holland's and got my dinner --
29. Sabbath -- Cloudy A.M. clear p.m. At home all day. Mr. Hall preached at Olney
30. Monday -- Clear -- Cut down a shingle tree and made some A.M.

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REID JOURNAL July 1850

17. Wednesday -- Clear -- Went to Wm. Little's again this morning. Working in the p.m. Grief Gray was here for dinner -- Abram Wells and John Mathews here to night.
18. Thursday. Clear. Cleaning up wheat A.M. Went down to John Ratchford's p.m.
19. Friday -- Clear. Went to Stowe's Sawmill A.M. to look at it. They will have it started in a few days. Went to Joseph Ratchford's and took dinner. Came back to John Ratchford's.
20. Saturday -- Clear. Bought 52 lbs of Bacon from John Ratchford and brought it home this morning. Emily Ratchford came with us.
21. Sabbath -- Clear A.M. Cloudy p.m. Went to church at Newhope. Preaching A.M. from Num. 23:10 Preaching p.m. from Job. 22:21. Have the headache this evening: not been very well all day.
22. Monday Cloudy with a little rain p.m. Thrashing wheat A.M. Sent to mill this evening with corn. Set out a few potatoe slips; but the ground was not thoroughly wet.
23. Tuesday -- Cloudy with a good rain p.m. There has more rain fallen this evening than we have had for about 2 months. The crops are cut very short. I trust I feel thankful to the Giver of all good for the present refreshing shower.
- I turned a set Couch posts A.M. We finished thrashing our wheat this evening.
24. Wednesday Cloudy with rain p.m. Dug my Irish potatoes and hoed my sweet potatoes A.M. working in the shop p.m. Went over to father's and drank some new cider and staid till after supper.
25. Thursday -- -- Clear Working in the shop Finished a couch and stained it. Painted the curtains to my carriage p.m. Took a bee gum to night. We got right smart honey.
26. Friday Clear. Helping father to put his Blacksmith shop -- Took a Bee gum last night -- and to day the comb in another one broke loose, by being left without a cover and fell down on the bench. I moved the gum to one side and put the half bushel and pulled the comb in with hoe! We got I suppose 2 gallons. I was sorry that occurred; but it was owing to the hot sun shining on the gum that melted it and caused it to fall.
27. Saturday - Clear. Went to Tax returning at Stowe's Mill. Col. Stowe, Col. Rankin F. Rhenhardt, H. Sherrel, candidates for the legislature addressed the people, also Wm. M. Holland & Col. Mason candidates for Sheriff spoke.
- Came home with the headache.
- Paid my Taxes \$3.15, the same that I paid last year.
28. Sabbath. Cloudy A.M. Some rain p.m. At home all day. Mr. Hall did not preach at Goshen to day. He went to Providence --
29. Monday -- Clear. Varnished the Curtains of the carriage. Working in the shop. Isabella Almira and Jane Ratchford here to day. Elmina staid the others went home --
- Ploughing the cotton to day.
30. Tuesday -- Clear -- Working in the shop all day. Very warm. Begining to need rain --
31. Wednesday. Working in the shop A.M. Helping father to haul some stocks to the mill p.m. Helped Holland to make some cider late this evening ---
- The ground is getting quite dry again Begining to need rain. The crops are so very short in consequence of the drought that it will take a great deal of rain to make any thing like half a crop of corn

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REID JOURNAL July 1851

- Hoffman's Mill to get some scantling but did n't get any. Working in the shop p.m.
10. Thursday. Clear. Working in the shop part of the day. Mr. Freeman was here A.M. I was helping to clean up our golden chaff p.m. but we did n't get done.
11. Friday Cloudy. Heavy rain last night. Finished cleaning the golden chaff wheat A.M. Made 96 bushels Thrashing at the May wheat p.m. Have the headache this evening --
12. Saturday. Thrashing our wheat A.M. Went down to Stowe's Factory p.m.
13. Sabbath. Clear. At home all day Preaching at Goshen but I did not go.
14. Monday -- Clear. Cut our oats and hauled them in Made a poor crop. Dicey went on a visit to Alex. Rankin's. Took all the children.
15. Tuesday Clear. Finished thrashing our wheat. Made 96 bushels of golden chaff and 57 of May wheat Total 153 bush. Nancy J Holland here to night
16. Wednesday Clear Working in the shop at a Safe for myself
17. Thursday -- Clear -- Working in the shop all day.
18. Friday -- Clear A.M. Little rain p.m. Working in the shop all day. A. Rankin was here. We scoured the house yesterday.
19. Saturday -- Cloudy with a good rain this evening. Went to the Tax paying at Stowe's Factory. Made my return and paid my taxes \$2.50.
- Mr. Gordon was here A.M. I paid him \$5.00 on the note he hold on me.
20. Sabbath - Clear Went to church to Newhope. Preaching on the subject of Baptism from Mat. 23:19. I thought that Mr. Hall made rather a poor effort, not so well as I have heard him preach on the same doctrine.
21. Monday. Clear. Working in the shop all day. Finished my safe Mrs. McLean sent after her Bedsteads and took Dr. Barnwell's Trunnel Bedsteads. Uncle I. Holland & wife here for supper.
22. Tuesday -- Clear. Made a wash stand A.M. We went down to Ratchford's p.m.
23. Wednesday. Clear. Cut and hauled 8 stocks to Stowe's mill from Ratchford's. John Ratchford hauled them
24. Thursday. Clear. We came home from Ratchford's A.M. Working in the shop p.m. Abe is helping Ratchford to cut and haul stocks to day.
25. Friday. Clear. Working in the shop all day at a Safe.
26. Saturday. Clear. Working in the shop A.M. Finished dressing off my safe and brought it in the house.
- Went in Batheing p.m.
- Mr. Hill, B. Johnston Jno Mathews & J. P. Neegle here this evening. Mother paid me \$5 for the safe I sold her.
27. Sabbath. Clear. We went to church at Goshen Preaching A.M. I Cor 1:18 Preaching p.m. from Ps. 48:14
- Elmina Ratchford came home with us from church and staid till after dinner.
28. Monday Clear. Went after my scantling and plank at Stowe's Mill, Mr. Ratchford and Father brought it all. Put part of it in the kiln
29. Tuesday. Clear A.M. good rain this evening. Went to Dallas after Mother. Bought a flax coat at \$2.20
- Father hauled part of the pillars for his house.
30. Wednesday Clear part of the day. Some rain p.m. We finished the pillars for our houses to day. Hauled 2 loads.

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REID JOURNAL May, June 1854

see her mother is lying very low with the flux.

There are a good many cases of it in the country round.

29. Monday. Cloudy with some rain Ploughed and hoed some corn. One of Wallace Henry's children died this evening. I have to make the coffin Some of the rest of his children are lying very low and he is sick himself.

30 Tuesday. Cloudy with some rain p.m. Finished the coffin for Wallace Henry's child A.M. Uncle R. Rankin and aunt Ann were here this evening. Dacey went to Wallace Henry's A.M.

31. Wednesday. Cloudy p.m. and it suddenly turned very cool with a brisk wind from N. E. and some rain Hoed corn all day --

1st. June. Thursday. Cloudy with some rain A M and very cool. Went to LeRoy Stowe's Blacksmith shop and got my horse shod. . Went to see A. Reid and Aaron Hand who are both very sick.

2 Friday. Clear. I was at A. Hand's last night to sit up. Finished ploughing and hoeing my bottom corn A.M. Isaac Thompson's wife and daughters were here this evening.

I have felt quite bad from sitting up last night.

3. Saturday. Cloudy and cool. Went to Abram Stowe's Mill with wheat. Hauled a load of plank from Gordon's mill this evening. Dacey went to see A Rankin's child which is sick.

4. Sabbath. Clear. Went to church at Newhope. Preaching A.M. from 2 Cor. 6:1 and p.m. from Math. 6.19. Mr. Hall and wife were here last night. I went to see A. Rankin's little Boy and Aaron Hand this evening.

5 Monday. Clear. Green Flower's and Caleb Hoffman came to build a piazza and ceil my house -- They got at work after dinner.

Violet is very sick to day with some thing like the flux.

6. Tuesday. Cloudy with some rain Helping my hands to frame and put up my piazza. We got it up p.m. Violet is not much better to day Mrs Gullick and daughter Margaret here for dinner.

A. Rankin's second son Theodore died to day. I am making the coffin.

7 Wednesday. Cloudy with rain p.m. Went to the burial of A. Rankin's son a.m. Cut some wheat p.m. Violet has been very sick to day; but we think here better this evening. My workmen left this evening as Violet was so ill and Dacey not well it did not suit for us to have much company.

8 Thursday. Clear. Finished cutting Father's large field of wheat and commenced at mine this evening. Had John M. Wilson here helping to tie wheat.

Dr. McLean was here to see Violet this evening. Mrs. Freeman was here.

9. Friday. Clear. Finished cutting my wheat A.M. after which we all went up to Mr. Gordon's and helped him to finish his.

Josephine is very sick and Catharine is not well.

10 Saturday. Clear. Finished cutting father's wheat A.M.

Josephine & Catharine are not better; but a good deal worse. Violet we think better.

I do not feel well myself this evening.

11 Sabbath. Clear part of the day. Our children are not any better Dr. McLean was here A.M. We sent for Elmina and she and Isabella came up this evening.

12 Monday. Clear part of the day. Our lovely little daughter Margaret Josephine died this morning about 6 o'clock. She had lain but 3 days. It was the flux and teething with which she died Aged 1 year

REID JOURNAL Nov., Dec. 1867

Went to Mr. Gordon's p.m. I have not been very well -- Headache.

24. Sabbath. Cloudy with a little rain Went to church at New Hope Preaching from Rom 8:28. Columbus Kennedy is here to night.

25 Monday Cloudy a.m. Took the Rev Columbus Kennedy to Robt Rankin's Came home and went to mill at the Factory. Alex Ford was here a.m. Mother is here to night.

26 Tuesday Cloudy a.m. clear p.m. Went to Dallas Court Did n't get home until night.

27 Wednesday. Cloudy Cut about 14 stalks to haul to the sawmill. Had Wilson Baird and Miles helping me.

28. Thursday. Cloudy a.m. Clear p.m. Hauled 8 stalks to the mill Had Wilson, Man. Gaston and Miles helping me. Hauled a load of plank for John Underwood.

29 Friday. Cloudy with rain p.m. Hauled 3 stalks to Jasper Stowe's sawmill. Had Miles helping me. Jasper Stowe was here this morning before day to borrow my saddle to ride fox hunting

30 Saturday Clear and very cold. Freeman came down and went with me to Stowe's factory after 100 volumes of Sabbath School books that Jasper Stowe presented to New Hope Church Went to Lawson Ford's after a web of cloth they were weaving for us. Nov 1867

1st Sabbath. Clear and very cold At home all day. Read 2 small Books through.

2 Monday. Clear. Cut some stalks Went to Gordon's sawmill. Sister Margaret and Fanny are here to night. Dacey went on a visit to Rebecca Rankin's.

3 Tuesday Cloudy. Cloudy part of the Killed 2 hogs. They weighed 190 and 180. They were very fat.

4. Wednesday. Rainy. Went to Stowe's Shoals. a.m. Mended some bridles and buggy harnesses p.m.

5 Thursday. Clear. Working on my wagon a.m. Hauled a load of lumber from Gordon's mill p.m. Melissa Holland is here to night. Sister Margaret's family were here until bedtime.

6. Friday hauled 4 stalks to Stowe's mill and one to Gordon's. Hauled one load of lumber home.

7 Saturday Clear. Went to Gordon's mill early this morning. After I came home I went to New Hope church to attend to some business connected with the supply of our church with the gospel.

8. Sabbath. Clear. Went to church at New Hope Preaching from Rev. 14:13. The congregation held an Election for Deacon. J. P. Matthews was elected.

9 Monday. Clear. Went to Alcorn's store after sole leather but did not get any. Halfsoled John's shoes p.m. Sent to mill a.m.

10. Tuesday. Clear. Got up with the headache this morning. Lay in bed until 10 o'clock. Working on my buggy harness p.m.

Got my new mixed coat home that Rebecca Rankin was making for me.

11 Wednesday Cloudy Hauled 4 loads of Stalks to Stowe's mill and two loads of weatherboarding home. Had Miles helping me.

12 Thursday. Rainy with Thunder a.m. Blew down some fencing. Working on the road at the lower end of the plantation Ross Gaston is here to night. Mr. Matthews was here to grind some sausages on my mill.

13 Friday Clear and very cold. Helped John Underwood to kill hogs a.m. Hauled up the shingles Brimer made for me.

14 Saturday. Clear. Piled up the shingles a.m. that I hauled up

REID JOURNAL Jan., Feb. 1868

- 18 Saturday. Clear. Went to Goshen Church expecting preaching there but there was no body there. I came past Stowes Sawmill. Reading this evening.
- 19 Sabbath. Clear. Went to church at the school house near Mr. Freeman's. Mr. Kennedy preached from Ps 112:1
- 20 Monday Rainy a.m. Went to see Jas. H. Ford and take him some potatoes. Went from there to the Sawmill to cut up more slabs for drying my plank. Split some rails p.m. Mr. Freeman is here to night.
- 21 Tuesday. Clear and cold. Making rails. Mrs. Jas. H. Ford was here. I gave her a gallon of Molasses and 12 lbs flour
I am not well this evening -- pain in my bowels
22. Wednesday. Clear. Repairing the gates at Mother's Lay in bed with the headache p.m.
- 23 Thursday. Cloudy and rainy Hauled up the pine shirgles Brimer made and piled them up Hauled a load of pine up.
- 24 Friday. Cloudy. Making rails most of the day.
- 25 Saturday. Clear. Washed and hung my pork Went to Stowes Mill to see about my plank. Put John D. Underwood & wife over the Pork
- 26 Sabbath. Cloudy. Went to church at New Hope Preaching from Luke 13:24
- 27 Monday. Cloudy with some rain. Working some in the shop making a plow. Mr. Hall was here p.m. He paid me \$15.00 the balance for the cows he bought from me some time since
Elmina Leeper is here to night.
- 28 Tuesday. Cloudy Hauled firewood a.m. Elmina went home p.m.
- 29 Wednesday. Cloudy with rain and snow. F. W. Leeper was here for dinner. Zoe went home with him.
- 30 Thursday. Clear and cold. Hewing the sills for my dining room. Mr. Matthews was here for dinner.
- 31 Friday. Clear Still hewing lumber all day. John Ratchford here to day for dinner. He went to went to the Factory and is coming here to night.

Feb. 1868

- 1st Saturday. Clear and cold. Finished hewing my lumber this morning. Rebecca Rankin here to day.
- 2 Sabbath. Clear. Went to church at New Hope preaching from Col 1:18.
- 3 Monday. Clear. Cut some sawstalks a.m. and hauled some to Mr. Gordon's mill.
- 4 Tuesday Cloudy. Halfsoled Laura's shoes a.m. Cleaning up the Fork banks p.m.
- 5 Wednesday. Cloudy with rain.
Turned a set of bed posts for John D. Underwood Went to Stowe's sawmill to take my pland out of the Kiln
- 6 Thursday. Clear Hauled my plank from Stowe's Had 4 loads. Mr. Matthews was here and paid the his subscription to New Hope church.
- 7 Friday Cloudy. Still clearing up the Fork bank Mr Matthews was here after a load of shucks he bought from Wesley Stowe.
- 8 Saturday Cloudy. Still cleaning round the Fork and ditches. They were dymg my Coat and pants.
- 9 Sabbath. Cloudy Went to church at New Hope Small congregation. Had the headache all day.
- 10 Monday. Cloudy. Went to Mr. Gordon's to repair his sawmill.

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REID JOURNAL Nov., Dec. 1871

- Jenkins' to pay him some money borrowed.
19. Sabbath. Cloudy. At home all day. Finished reading "Abbott's Corner stone" a very interesting and instructive book and one in which I hope I have been greatly benefitted in its perusal.
20. Monday. Cloudy with a little drizzling rain. Worked some on the road a.m. Went down to the R. R. bridge p.m. George Martin castrated some pigs for me this morning. Dicey went on a visit to W. W. Noland's.
- 21 Tuesday. Cloudy with rain p.m.
Went to the Factory to sell my bale cotton Went to Jenkins's p.m. but did not find him at home.
22. Wednesday. Clear Took my bale cotton to the Factory. It weighed 342 lbs and they gave 16 1/2 cts per lb. Went to the sawmill p.m.
23. Thursday. Cloudy. Assisted John Underwood in moving the lumber house across the R. Road We had 15 or 18 hands and it took us nearly all day. We moved it on pine logs peeled and took it about 40 yds.
- 24 Friday. Rainy Have had the headache all day. Uriah R. Hand died to day at 1 oclock and his son John last night at 11 oclock. I went up this evening. I found it truly a "House of mourning".
O. R. Hand lived an ungodly life, though he was an obliging neighbor and good citizen. He had no time given him on his deathbed for repentance being sick but a few days. In health is the time to make our peace with God and prepare for eternity. I have no faith in deathbed repentance after having spent a life time in sin and rebellion against God.
- 25 Saturday. Cloudy a.m. Clear p.m. Went to the burial of Uriah R. Hand and his son John. They were buried both in the same grave. Alex Hand is lying low with the same disease, typhoid pneumonia. They were buried at Goshen graveyard.
- 26 Sabbath. Cloudy. We all went to church at New Hope. Mr Kennedy preached an ordination sermon with the view of ordaining the elders elect; but as they were not all present, he postponed it until the next day's preaching.
- 27 Monday. Clear. Went to see Alex Hand. Found him better. Sent to mill and hauled out some manure a.m. Went to Stowe's Shoals after tombstones. Hauled the base rock and two of the tombstones down to New Hope Church. I have three to haul tomorrow.
- 28 Tuesday. Cloudy. Hauled the balance of the tombstones to New Hope church a.m. Hauled firewood p.m.
Elmina & Jane Leeper are here to night.
29. Wednesday Clear and cool p.m. Hauled up some crossties that were left in the wood for firewood &c. Hauled some rails and stovewood a.m. and 3 saw logs to the sawmill p.m.
The children went home with Elmina and Jane to stay until Friday. I am getting pretty well through hauling.
- 30 Thursday. Cloudy with snow p.m. Put the cabbage and hauled pinetops & covered the. Worked on the road toward Oliver's Ford.
Dec. 1871
- 1st Friday. Snowed all night and some this morning. Cleared off p.m. Went to the Post Office p.m. Settled with Titman & Jenkins Owed them \$2.25 F. W. Leeper here to night. The snow has gone off rapidly. It was 4 or 5 inches deep.
- 2 Saturday. Clear. Sent John to Stowe's mill. Preparing to kill hogs on Monday. F. W. Leeper went home this morning.

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REID JOURNAL Dec. 1871

- 23 Saturday. Cloudy. Working some in the shop John Brimer was here
- 24 Sabbath. Rainy last night & to day. We all went to church. Preaching from Rom 8:28
The weather is very foggy and not so cold as it was a few days ago.
- 25 Monday. Christmas. Clear p.m. Went with Emma, Laura, Kate and Nannie Underwood to A. b. Titman's I cam home a.m. Helped John Underwood to repair his well-bucket p.m.
26. Tuesday. Cloudy. Took some wool to Fite's carding machine. Went to Love's store while it was being carded. Hunted partridges p.m. but did not find any. Emma went to J. F. Pegrans with Mr Matthews girls She rode in their carriage.
27. Wednesday. Clear p.m. Went to mill to Stowe's but did not get my grain ground. Left the wheat and brought the corn back and sent it to the other mill Mac and Elva Hall were for dinner and Emma & Laura went with them to Caleb Lineberger's.
- 28 Thursday. Clear. Working some in shop. The girls came home p.m. John Mc. and Elva came with them and after dinner they went to the singing at A. B. Titman's. I went with them Mr. Thompson Sue Pegrans & Mary Martin came home with us.
29. Friday. Cloudy Went to New Hope to put up some tombstones. Dr. Noland & family A. Stowes family and John Underwood's here for dinner. Our company left this morning.
30. Saturday. Cloudy. Lay in bed with the headache a.m. Dicey went to Andre's Store.
- 31 Sabbath. Cloudy. Emma & I went to church at Goshen. Mr. Kennedy preached by appointment of presbytery.
- This day closes the present year 1871. All its events ara of the past. Whatever has been done that was wrong can never be recalled: it must stand on record in the courts of heaven there and then to be brought to light in the day of final accounts.
- This has been to me and family a year of signal prosperity. We have been unusually blessed with good health. I have made an abundance of the good things of this life. and besides enough of money independent of the proceeds of my farm to send Emma one year to school which cost me about \$300.00.
- I feel under renewed obligations to render unto God grateful Thanks for the many and distinguished blessings bestowed on me ard my family the past year hoping that He may still continue to bless us for time to come unworthy and ungrateful as I have been. May God, in mercy grant unto us as a family grace to improve the blessings conferred on us in such a way as will be for our spiritual interest and for his own glory I would ask for the blessed Redeemer's sake. Amen.

[This is the end of the volume James W. Reid Journal 1871.]

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REID JOURNAL Aug. 1873

- report of the number of the children of precinct to Dallas; but he was not going, so I took it to John T. Dicksons to get him as he was going to Dallas tomorrow to take it up. Sent John to mill with corn p.m. A. J. Jenkins sent after the wheat I borrowed from him. Had the headache again to day.
- 9 Saturday. Clear. Went to New Hope to work on the grave yard. We cleaned it off very nicely. John went to the singing at Goshen. Not doing any thing p.m.
- 10 Sabbath. Cloudy p.m. with some rain p.m. Went to church at New Hope Had 2 sermons.
- 11 Monday. Hard rain p.m. Sowed my turneps a.m. Went to mill at Stowe's. They gave me three very large Watermelons. I suppose they would weigh 40 lbs each. They made some that weighed from 50 to 62 lbs. the largest ever made in this part of the country. They are of an exceedingly fine quality of melons The neighbors have been carrying them off for a week past.
12. Tuesday. Cloudy p.m. with rain Trimming off the ditches on the branch a.m. Commenced breaking up my bottoms for sowing wheat. John D. Underwood was plowing for me with a two horse plow. I plowed with my two horse plow. Eat two of the melons I got at Stowe's yesterday. The three weighed 139 lbs.
- 13 Wednesday. Great deal of rain a m and some last night. Couldnt plow any to day. Mowed some along the ditches in the bottom.
- 14 Thursday. Cloudy with rain p.m. Went to Craig's tanyard. Took a calf hide and sheepskins. Bo't a side of leather for \$1.50 Came home and commen'd making a pair of shoes for Dicey.
- Wm. G. Ford came after my buggy to take his family up to his brother in law Clark's near Lincolnton.
- 15 Friday. Clear. Finished Dicey's shoes Took Dicey over to F. W. Leeper's to see Elmira who is sick
- 16 Saturday. Clear Went up to A. B. Titman's this morning. Jenkins threshed my oats They came before dinner. I made 114 bushels Put my chaff and straw and finished before night. They threshed a few bushels for John Underwood J. L. Stowe was here this morning.
17. Sabbath. Cloudy with rain p.m. Went to church at Goshen. Mr. Johnston preached one sermon and then went down to the school house and preached p.m. I got wet a little before I got home. Emma went to see Elmira Leeper and and to church at the schoolhouse p.m. Great appearance of rain coming up.
- 18 Monday. Cloudy with rain p.m. Went to the Factory. John went with me to get a pair shoes but there were none there would fit him. He went to Love's Store p.m. and got a pair at \$2.25. I mended an old pair of boots and a pair of shoes p.m. Haul'd a load of stove wood. Worked my young mule to the wagon for the first time. W. G. Ford brought my buggy home.
19. Tuesday. Cloudy. Made a pair of shoes for Emma. Dicey came home from F. W. Leeper's a.m. Threatens rain this evening.
20. Wednesday. Cloudy with a little rain a.m. Took a plow to Jenkins' shop to get laid The creek was very high last night from the rain last night. Dicey went to see Hetty Ratchford this morning and she didn't get back this evening.
- I helped John Underwood to cover the porch to the old house.
21. Thursday. Cloudy with a hard rain p.m. Helped Joan Underwood to finish covering the porch a.m. Mended my buggy harness and greased them. Dicey came home a.m.

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REID JOURNAL Jan. 1874

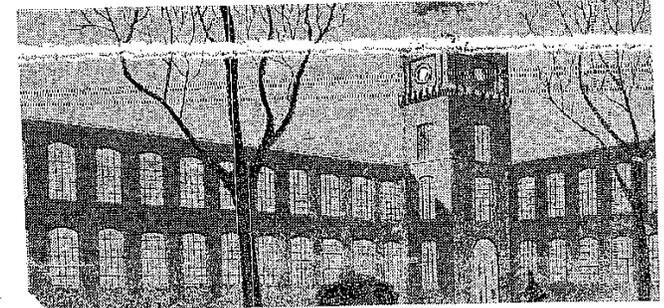
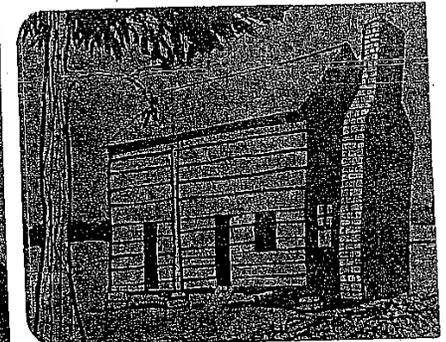
here a.m. Got 2 1/2 bushels oats Emma went to Ander's Store p.m.
 15 Thursday. Clear. Went to I. L. Stowes to help him raise a barn.
 Having but few hands and being a very cold day we didn't get done.
 16. Friday. Cloudy and very cold. Went to Stowe's Mill with corn
 after I came home I went to the P.O. Sent John to mill p.m. with
 wheat. I went to see Robinson the Section Master p.m. to fill out a
 paper for getting pay for a calf the R. R. killed last Aug. for me.
 17. Saturday. Cloudy. Had the headache a.m. Hauled firewood a.m.
 Rev. Thos. Ward White of Reidville Female College came here a.m. I
 paid him all the bills for Laura's board and tuition behind \$89.08.
 18 Sabbath. Cloudy and very cold. Went with Mr. White to Goshen
 Church. He preached for Mr. Johnston. He went with Mr. Johnston to
 Jasper Stowe's. Went to Mother's to a prayer meeting after I came
 home from church but there was no one there but my own family.
 19. Monday. Clear. Mr. White came from Stowe's a.m. and after
 dinner I went with him to Lineberger's factory and from there to Mr.
 Lineberger's house. He wanted to see his daughters in regard to going
 to Reidville female College
 20. Tuesday. Cloudy. Went with Mr. White to Tuckaseege Station on
 the Lincoln R. R. He took the train for Charlotte 3 oclock p.m.
 Mother came here p.m.
 21. Wednesday. Cloudy. Split up some stovewood a.m. Went to the
 post office to take a letter I had written to Rev. Mr. Morrison.
 22 Thursday. Cloudy. Went to Stowe's Shoals. They met there to
 organize a Grange. Gen D. H. Hill and Dr. Columbus Mills made
 speeches.
 F. W. Leeper came past for dinner. A. G. Buckner of Asheville sent
 after his horse. He left him here to be sold when he attended
 Presbytery.
 23 Friday. Clear. Went to the P.O. p.m. Mother went home p.m.
 Elmina Leeper came after Jane.
 24. Saturday. Clear. Hauled cordwood a.m. Put up 6 or 7 cords.
 Laura and Kate went on a visit to J. L. Stowe's.
 25 Sabbath. Clear and cold. Went to church at New Hope Preaching
 from Mat 25:3. Have the cold and a headache.
 26 Monday. Clear and cold. Lay in bed a.m. with the cold and
 headache.
 Killed a pig. It weighed 132 lbs being 7 months old. Hung the pork I
 killed before Christmas. Elmina Leeper is here. She came this
 morning. R. Horseley was here to buy corn.
 27. Tuesday. Cloudy. Very unwell a.m. Lay in bed a while. Hauled
 some firewood p.m. Dicey went with Elmina to W. G. Rankir's on a
 visit. John Reid (Col) was here to buy corn. I sold him 25 bushels
 and Miles 15 at 75 cts pr. B. He paid the cash.
 28 Wednesday. Clear. Lay in bed all day with a pain in my head.
 Emma, Laura and Zoe went to a party at Caleb Lineberger's
 29 Thursday. Clear. Took calomel last night. Made me very sick
 Feel better this evening. Sent John to Love's Store after a
 registered letter from Rev. Wm. N. Morrison of Asheville containing
 \$44. Paid by Joseph Henry of Henderson County.
 Elmina Leeper is here to night.
 30 Friday. Clear. I feel pretty well to day. Hauled cord wood a.m.
 and put it up p.m. Did not finish by half day's work. Dicey went to
 Ander's Store p.m. R. Horseley came after corn I sold him 25 bushels
 at 75 cts pr bushel.

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ROBERT LEE STOWE

PIONEER IN TEXTILES

by LeGette Blythe



source of energy for driving the plants. The fast flowing water of the two Catawbas and their tributaries had provided comparatively cheap power for the operation of the early mills built along their banks. But waterpower was available only beside the streams and the placing of textile plants was limited to the regions touched by these watercourses. The use of steampower, however, had enabled enterprising mill men to build plants inland from the streams, and Gastonia, Cherryville, Bessemer City and other communities, and now little Belmont, were textile centers that shortly would make Gaston County the premier cotton manufacturing region of the nation.

As the Stowes began their textile manufacturing careers many other changes had taken place in that business in their region. These changes had begun even before Robert Lee Stowe was old enough to know anything of the world of business. When he was but three years old, in fact, the Woodlawn Mill, still commonly called Pinhook, had been reorganized as the Woodlawn Manufacturing Company. Two years later the Springs Shoals Manufacturing Company, on the site of old Adam Springs' home above the South Fork at what would become McAdenville, was incorporated with Jasper Stowe as one of the partners. Two years later the name was changed to McAden Mills, and three years after the name was changed, in 1884, it was listed as the largest cotton mill in the county. It employed about a hundred operatives and produced daily about 3,000 pounds of yarns and warps. And, amazingly for that day, the plant was equipped, through installation of "Edison electric lights," to operate twenty-four hours a day. By that year, when Robert Lee Stowe was eight, seven mills were operating, and profitably, in Gaston County.

One of the seven was the former old Stowe's Factory at Stovesville on the South Fork a little way southwest of Belmont, one of the three original waterpowered mills in the county. During the War Between the States Stowe's Factory had been of such great service to the cause of the Confederacy that when Jasper Stowe had sought to enlist in the Confederate army he had been ordered by Governor Zebulon B. Vance to continue at his post.

"No man in the South can take your place where you are," the Governor had declared. But after the war the mill had come upon difficult times and it was sold to Thomas H. Gaither. The new owner lived in Charlotte, where he operated a mercantile business. He frequented, while the plant on the South Fork and usually made the trips to and from the factory by train. Once as he was coming from Charlotte the train wrecked, and out of that mishap grew a story that Mr. Stowe often related with much amusement.

"Mr. Gaither had the reputation of being pretty tight," Mr. Stowe would begin. "I don't know about that, but at any rate, the story went, he was riding in the caboose of a freight train out from Charlotte to pay a visit to his factory when something happened and the train ran off the track and the car in which he was riding—and maybe others—turned over. In those days the railway cars were little wooden ones with stoves in them to keep the passengers warm. When the car in which Mr. Gaither was riding tipped over, he was pinned under some of the seats and couldn't get out. The stove was turned over, too, and pretty soon the wooden car caught on fire and began burning fiercely. Mr. Gaither twisted and pulled, but he couldn't get his leg loose, and the fire was coming closer. They said he had got out his pocketknife and was getting ready to try to cut off his leg to free himself, when two strapping young Negro men came running in and managed to get him loose just in time, and pulled him from the wreckage.

"Well, old man Gaither was awful thankful and he kept telling those boys how grateful he was to them for saving his life. 'Now, boys,' he said, 'I run a store over in Charlotte and if you boys will come over to Charlotte to my store, I will reward you for saving my life.'

"Some time after that, maybe six months, those boys got a chance to go to Charlotte, and they went to Mr. Gaither's store.

"'Mr. Gaither, do you remember us?' one of them asked him, as they stood there grinning.

"He looked them over carefully. 'No,' he said, 'I can't say that I know you at all.'

ROBERT LEE STOWE

"We's the boys that pulled you out of the train wreck and saved your life," the boy said. "You told us to come over to yo' store and you'd give us a reward."

"Well, yes, now," he said, "I do remember you. Come on back. I want to fix you boys up."

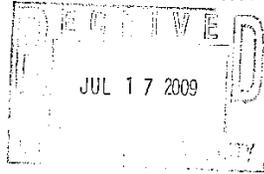
"He led them to the back of the store where he kept his chewing tobacco. Then he picked up a plug, put it under the knife blade that he had for cutting tobacco, and cut the plug half in two. Then he handed each boy a half-plug."

Appendix B4 – Public Comment Letters

**Table B4-3: John Babington
Document: Ic003**

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
1	Cultural Resources	As you are the P.E. for the Garden Parkway, is it not your duty to recognize historical sites on this road/route. Or are you going on the contract with Carolina Coastal Contractors that was to locate these sites? They certainly missed the subject of Stowesville, Stowes Factory, Gaither Mill, Stowesville Cemetery, and the old Methodist church. Enclosed you will find all the evidence needed. It is not my place to bring this to light. Is it your job or Carolina Coastal Contractors? What is your job if not to check on archeological sites?	Historic sites and archaeological sites are addressed in Sections 5.2 and 5.3 of the Draft EIS. Stowe's Mill is mentioned in Section 5.3.1.2, based on information provided by Mr. Babington at the August 2008 Citizens Informational Workshop series. The information attached to this comment letter (Document Ic003) was forwarded to Coastal Carolina Research, who performed the intensive archaeological survey for the Preferred Alternative. The results of this survey, including an assessment of the Stowe's Mill area, are summarized in Section 2.5.3.2 of the Final EIS.

lc004



Curt and Cheryl Cedar
931 Edgewater Drive
Belmont, NC 28012
(704) 829-7999

Gary and Charla Clark
207 Colonial Drive
Belmont, NC 28012
(704) 829-0424

July 16, 2009

Dear Mr. Joyner, Mr. Dayton and Ms. Harris:

Attached is a letter that Charla Clark and I drafted as part of our oral comments to be presented to you by Charla Clark on June 23, 2009 at the Forestview High School public hearing. Charla presented to you part of the comments written below due to time constraints. We would like to also present these to you as our written comments.

Sincerely,

Cheryl L. Cedar
Charla R. Clark

lc004

Curt and Cheryl Cedar
931 Edgewater Drive
Belmont, NC 28012
(704) 829-7999

Gary and Charla Clark
207 Colonial Drive
Belmont, NC 28012
(704) 829-0424

June 20, 2009

David Joyner
Executive Director
NC Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578

Jeff Dayton
Engineer
NC Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578

Jennifer Harris P.E.
NC Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578

Dear Mr. Joyner, Mr. Dayton and Ms. Harris:

I am writing to you because I will not be in town to express my views in person. I am not in favor of this Garden Parkway (the Toll Road to Nowhere) for several reasons listed below:

1. My House will be taken for this project. A house chosen due to the quite secluded neighborhood that takes us away from the hectic City life and is a safe haven for our children, where they are exposed to nature's beauty both in flora and fauna.
2. I know that the meager offering for our lovely family friendly home will not replace it in kind.
3. There is not enough money to finish this parkway if there is enough money to even get it started. Initially you quoted \$755 Million for the first leg of the parkway and you now state on your website that the first leg is up to 910 Million. This parkway will stop near 321 and dump traffic through a historic neighborhood for who knows how long. Senator Hoyle stated that he does not have the money for the second phase and does not know if he will ever get the money for the second phase. That alone is reason enough not to complete the project.

David Joyner
Jeff Dayton
Jennifer Harris, P.E.
June 20, 2009
Page 2

- 4. Gaston County takes a great deal of pride in their history and culture and to have it spoiled by the dumping of traffic would go against any cities historical societies platforms. Small historic towns are the foundation of this Country and especially the state of North Carolina one of the original 13 colonies. It is a cultural, educational, and entertainment draw to come to a quaint, small town that reminds you of a simpler life.
- 5. You are stating that we are going to save more time getting from Belmont to the airport than it actually takes to get there right now without another needless route.
- 6. You are saving us 1 to 3 minutes from Gastonia to Belmont at a cost. Do you honestly think that people will pay to save a measly 1 to 3 minutes of time. NO.
- 7. You are building this parkway which in turn will take away money from the roads that we currently need to have widened due to development in the area. (i.e., Southpoint Road and New Hope Road). You are not even taking into consideration the traffic jams that we are going to have due to the increased amount of traffic due to the increased amount of development that will take place because of this parkway, without any forethought of the impact
- 8. We currently have the worst air quality on the East Coast. Building this parkway will throw us over the dangerous level of ozone we are already experiencing.
- 9. Once again Belmont is being divided just like a portion of I-85 has divided our town on the North side.
- 10. You are displacing people that have been in there homes for 30 years and more. These are people who cannot afford to start over with another mortgage or move.
- 11. You will disrupt the ecosystem of our river by building your bridge across it. No matter the length of the bridge, it will disrupt the life in the river. It will also disrupt the view of the homeowners in the area, which is the sole purpose of them building their homes on the stretch of the river in the first place.
- 12. How many times do you think that someone will pay a toll for a road that goes nowhere? ZERO. Once someone pays to travel this route and sees that it will not take them where they need to be (I.e., 485 to I-85), I can guarantee you that they will not do it again!
- 13. 485 already connects to I-85, it is not sufficient, put the funds there to improve it instead of decimating Belmont and Gastonia!

10 Not to mention the businesses (I.e., Jim's Bait and Tackle, Villa Roma Restaurant, to name a couple), Carolina Speedway and such that have been around for years, that will be wiped out due to this TOLL ROAD TO NOWHERE. This is the tradition of Belmont and what we are all about.

11 Now I will point out what this money would be better used for:

- 1. Finishing 485.
- 2. Widening I-85.
- 3. Widening Hwy. 74 and fixing the Catawba River bridge that is at the end of its lifespan. (Do we want a repeat of the Minnesota bridge collapse?).

David Joyner
Jeff Dayton
Jennifer Harris, P.E.
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- 12 4. If you are so interested in a Toll Road. Widen I-85 and make an HOV lane that is a Toll Lane so then people can make the choice to pay for speed and less travel time.
- 5. In my conversations with public officials, they state that highway money can't be used for the school system. Well this rule needs to be changed. WE NEED TO SAVE OUR GOOD, HARDWORKING, UNDERPAYED TEACHERS FOR OUR CHILDREN!!!! Our children are suffering due to these economic times where we have to cut budgets to save money and the budget we cut is for education. State money is state money and should be able to be allocated for education where there is obviously a need. It is a shame to have money allocated for a toll road that is not needed when it is so desperately need for education.

In closing, it is evident by your own numbers that there will not be sufficient traffic or funds to complete or maintain this project. So with that in mind, please tell me again why we are doing this? Last but not least, if you are dead set on this toll road, let it take your house and not mine!!

Sincerely,

Cheryl S. Cedar

Charla R. Clark

Appendix B4 – Public Comment Letters

**Table B4-4: Curt and Cheryl Cedar, Charla and Gary Clark
Document: Ic004**

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
1	Right-Of-Way Acquisition and Relocations	I know that the meager offering for our lovely family friendly home will not replace it in kind.	Section 3.2.3.2 of the Draft EIS discusses relocation assistance. The NCTA follows the relocation policies of the NCDOT. The policies ensure that comparable replacement housing is available for relocatees prior to construction of state and/or federally assisted projects.
2	Land Use and Transportation Planning	There is not enough money to finish this parkway if there is enough money to even get it started. Initially you quoted \$755 Million for the first leg of the parkway and you now state on your website that the first leg is up to 910 Million. This parkway will stop near 321 and dump traffic through a historic neighborhood for who knows how long. Senator Hoyle stated that he does not have the money for the second phase and does not know if he will ever get the money for the second phase. That alone is reason enough not to complete the project.	<p>The ultimate project would extend from I-85 west of Gastonia to I-485 in Mecklenburg County, as described and evaluated in the Draft EIS. However, construction of large transportation projects such as the Gaston East-West Connector, I-485 in Charlotte, I-540 in Raleigh, etc., are typically constructed in phases as funding becomes available. Construction phases are determined after the environmental planning phase is completed based on availability of funding. The intent is to build as much of the project in the first phase as possible, with the remainder constructed as soon as possible after that. At this time, based on available information, NCTA is planning on initially constructing the entire length of the project, with four lanes from I-485 to US 321 and two lanes from US 321 to I-85. The section from US 321 to I-85 would be upgraded to four lanes by 2035.</p> <p>However, in order to respond to concerns expressed prior to, and as part of, the public review process for the Draft EIS, the NCTA studied traffic forecasts for a potential interim project phase ending at US 321. The studies indicate there would be an increase in traffic along US 321 from the Gaston East-West Connector north to Stagecoach Road for a distance of approximately 3/4 mile. Beyond Stagecoach Road, the traffic is estimated to generally be the same with or without the interim project phase. Under both an interim phase for the project and the ultimate project, a corridor-level analysis indicates US 321 would operate under capacity and at acceptable levels of service from Robinson Road to US 29-74 through the year 2030. Therefore, the project would not be expected to have an impact on the Yorkchester historic district.</p> <p>Also, updated cost estimates for the Preferred Alternative (from I-85 to I-485) are included in Section 2.3.4 of the Final EIS.</p>
3	Land Use and Transportation Planning	You are stating that we are going to save more time getting from Belmont to the airport than it actually takes to get there right now without another needless route.	Origin and destination travel time estimates are reported in the Draft EIS in Section C.2 of Appendix C. These values are output from the approved Metrolina Regional Travel Demand Model that was used to forecast traffic for the proposed project. The origin/destination travel time savings estimates are comparisons between the No-Build Alternative for the year 2030 and the New Location Alternative (Toll Scenario) for the year 2030.

Appendix B4 – Public Comment Letters

**Table B4-4: Curt and Cheryl Cedar, Charla and Gary Clark
Document: Ic004**

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
			<p>These travel times would not necessarily correlate to travel times experienced today. As shown in Table C-4 in Appendix C of the Draft EIS, travel time savings under the New Location Alternative for trips within Gaston County are greatest (8-9 minutes) for trips starting and ending in southern Gaston County, reflecting the increased mobility the proposed project would provide within southern Gaston County. For trips between southern Gaston County and western Mecklenburg County, the travel time savings would be greater, ranging from 9-28 minutes depending on origin and destination (Table C-5 in Appendix C of the Draft EIS). These time savings are representative of these specific trips. Travel times of other trips within the project study area may vary.</p> <p>Travel time savings in 2030 realized by constructing the proposed project compared to the No-Build Alternative would be substantial for many specific origin/destination pairs, and the project also would have an effect on overall average travel times for trips throughout the project study area. In addition, the proposed project would provide an additional east-west route between Gaston County and Mecklenburg County that would operate at LOS D or better through 2035, which is a traffic flow benefit that cannot be achieved under either the Improve Existing Roadways Alternatives or the No-Build Alternative.</p>
4	Land Use and Transportation Planning	You are saving us 1 to 3 minutes from Gastonia to Belmont at a cost. Do you honestly think that people will pay to save a measly 1 to 3 minutes of time. NO.	See response to Comment 3 of the Clark's and Cedar's letter (Document Ic004).
5	Land Use and Transportation Planning	You are building this parkway which in turn will take away money from the roads that we currently need to be widened due to development in the area. (i.e., Southpoint Road and New Hope Road). You are not even taking into consideration the traffic jams that we are going to have due to the increased amount of traffic that will take place because of this parkway, without any forethought of the impact.	<p>Transportation options for urban areas are evaluated and prioritized in long range transportation plans (LRTPs). The LRTP for Gaston County is prepared by the Gaston Urban Area Metropolitan Planning Organization (MPO). The LRTP for Mecklenburg County is prepared by the Mecklenburg-Union MPO. Both 2035 LRTP's include the Gaston East-West Connector as part of their plans.</p> <p>The interchange ramps and cross streets in the immediate vicinity of the proposed project were designed to adequately carry projected 2035 traffic volumes.</p>
6	Air Quality	We currently have the worst air quality on the East Coast. Building this parkway will throw us over the dangerous level of ozone we are currently experiencing.	See response to Comment 2 in Mr. Jon Babington's letter (Document Ic002).

Appendix B4 – Public Comment Letters

**Table B4-4: Curt and Cheryl Cedar, Charla and Gary Clark
Document: Ic004**

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
7	Right of Way Acquisition and Relocations	You are displacing people that have been in there homes from 30 years and more. These are people who cannot afford to start over with another mortgage or move.	Section 3.2.3.2 of the Draft EIS discusses relocation assistance. The NCTA follow the relocation policies of the NCDOT. The policies ensure that comparable replacement housing is available for relocatees prior to construction of state and/or federally assisted projects.
8	Water Resources	You will disrupt the ecosystem of our river by building your bridge across it. NO matter the length of the bridge, it will disrupt the life in the river. It will also disrupt the view of the homeowners in the area, which is the sole purpose of them building their homes on the stretch of the river in the first place.	Water resources are discussed in Section 6.2 of the Draft EIS. Work within and near the Catawba River and South Fork Catawba River will require permits from the US Army Corps of Engineers (Section 404 permit), the NC Division of Water Quality (Section 401 Water Quality Certification), and a modification of Duke Energy's license with the Federal Energy Regulatory Commission (FERC). The views from some properties along the Catawba River and South Fork Catawba River will be altered by construction of the project. As discussed in Section 4.5.3 of the Draft EIS, "During final design for the Preferred Alternative, NCTA will investigate the feasibility and reasonableness of incorporating cost-effective treatments for the bridge sides, piers, and railing in order to enhance aesthetics."
9	Land Use and Transportation Planning	How many times do you think that someone will pay a toll for a road that goes nowhere? ZERO. Once someone pays to travel this route and sees that it will not take them where they need to be (i.e., 485 to I-85), I can guarantee you that they will not do it again!	Based on the <i>Gaston East-West Connector Preliminary Traffic and Revenue Forecast Final Report</i> (October 12, 2006), available on the NCTA Web site, a financing plan that includes tolls for the project has been deemed financially feasible. A final investment grade traffic and revenue study, needed to sell bonds, will be prepared during the final design phase of the project. The ultimate project extends from I-85 west of Gastonia to I-485 in Mecklenburg County and the NCTA intends to build the ultimate project as soon as possible.
10	Land Use and Transportation Planning	Not to mention the businesses (i.e., Jim's Bait and Tackle, Villa Roma Restaurant, to name a couple), Carolina Speedway and such that have been around for years, that will be wiped out due to this TOLL ROAD TO NOWHERE. This is the tradition of Belmont and what we are all about.	The Preferred Alternative for the Gaston East-West Connector was selected because it provided the best overall balance between impacts to the human, physical, cultural and natural environments, as discussed in Section 2.2 of the Final EIS. Impacts to businesses were minimized to the extent practicable based on the information available to date.

Appendix B4 – Public Comment Letters

**Table B4-4: Curt and Cheryl Cedar, Charla and Gary Clark
Document: Ic004**

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
11	Alternatives Considered	Now I will point out what this money would be better used for: 1. Finishing 485. 2. Widening I-85. 3. Widening Hwy. 74 and fixing the Catawba River bridge that is at the end of its lifespan. (Do we want a repeat of the Minnesota bridge collapse?).	<p>The Gaston Urban Area 2035 LRTP includes the Gaston East-West Connector as their number one priority. The LRTP also includes the widening (from four to six lanes) of the US 29-74 bridge over the Catawba River as a project to be built by 2025.</p> <p>As discussed in Section 2.2.5 of the Draft EIS, Mass Transit Alternatives and Improve Existing Roadways Alternatives (which included widening I-85) were considered, but determined not able to meet the project's purpose and need. However, mass transit could provide additional mode choices for travelers in Gaston County. Both mass transit and roadway improvements are included in the Gaston Urban Area Long Range Transportation Plan, and there is a need for both in Gaston County.</p>
12	Alternatives Considered	If you are so interested in a Toll Road. Widen 1-85 and make an HOV lane that is a Toll Lane so then people can make the choice to pay for speed and less travel time.	High-occupancy vehicle (HOV) and high-occupancy toll (HOT) lanes were considered, as discussed in Section 2.2.6 of the Draft EIS. These options were eliminated from consideration for the reasons stated in Section 2.2.6.5 of the Draft EIS.

Kirsten G. D'Amore, M.D.
 1030 Robinson Road
 Gastonia, NC 28056
 (704) 862-0137
 kdamore@carolina.rr.com

July 10, 2009

Ms. Jennifer Harris, PE
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27699-1578

Dear Ms. Harris,

I am writing to you out of my concerns regarding the construction of the proposed Garden Parkway or East-West Connector in Gaston County, NC. I am strongly opposed to the building of this road for multiple reasons. I feel that the road will have a strong negative impact on the environment and what is left of the remaining open farmland and forested land in Gaston County, not to mention the negative impact on the Catawba River. Talk of this road makes all the environmental protection discussion in our government regarding reduced emissions, preservation of open land and reduction of deforestation in our state look like more hypocrisy. The proposed road is stated to be needed to "reduce congestion and pollution" and the environmental survey indicates that the route has been chosen to meet national requirements of preserving farmland and having the least environmental impact. In all honesty the road will only serve to create more pollution, traffic and development along the road's route and interchanges. There is no way that farmland or forested land will be "preserved". Given the track record of recent development in Gaston County I predict more high density, low cost housing which will only create more traffic and utilization of services. The recent developments that have been built in Gaston County speak to what terrible stewards we are of our land. I have significant doubt that the need for more schools, open green space, preservation of trees, building of parks, greenways and other recreational facilities will be addressed. Local citizens are not going to use the road for short trips around town and traffic on local roads will certainly be worse. Citizens of Gaston County are not in support of the Garden Parkway and are not going to pay to use a road on a daily basis. As far as reducing congestion on I-85, we all know that there are alternative to that problem and not a valid reason to construct the Garden Parkway, displace families, businesses and spoil the environment.

This road has been discussed for several decades and I learned at the open house meeting that the road is proposed to meet the anticipated growth and congestion over the next 30 years. Much has changed in our society and world since 30 years ago and will likely continue. Our country is moving towards smaller, more fuel efficient vehicles with more reliance on public and alternative transportation. Building another superhighway is a temporary, band-aid type approach applying outdated planning and thinking to our future

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5 transportation needs. Instead of a new road we need these efforts to be directed to providing the citizens of Gaston County alternative means of transportation, an improved busing system, consideration for light rail and how about bike lanes and side walks! Especially in strained economic times this road is not the answer to Gaston County's problems.

I strongly oppose this road and personally know of few citizens who are in favor of its' construction. Thank you for consideration to my thoughts and opinions.

Sincerely,


 Kirsten G. D'Amore, M.D.
 Gaston County Citizen

Appendix B4 – Public Comment Letters

**Table B4-5: Kirsten D’Amore
Document: Ic005**

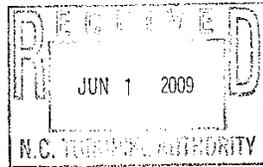
COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
1	Farmland	I feel that the road will have a strong negative impact on the environment and what is left of the remaining open farmland and forested land in Gaston County, not to mention the negative impact on the Catawba River.	<p>Farmland and voluntary agricultural districts (VADs) were considered in the evaluation of all the DSA’s, and in the selection of the Preferred Alternative. DSA 9 is one of the alternatives that would have the least impact on farmland and VADs. It should also be noted that DSA 9 is consistent with Gaston County’s land use plan.</p> <p>Regarding forest land, the Preferred Alternative has the least impact to forest land, as listed in Table 6-4 of the Draft EIS.</p> <p>Consistent with NC regulations, prior to construction an Erosion and Sedimentation Control Plan will be developed to minimize impacts to the Catawba River. The preventative measures to be considered could include dikes, berms and silt basin containment measures during construction, the rapid re-seeding of disturbed areas, careful management of herbicides, pesticides, and de-icing materials, and the avoidance of direct runoff into the Catawba River.</p> <p>Please also see response to Comment 5 in Mr. John Babington’s letter (Document Ic002).</p>
2	Farmland	The proposed road is stated to be needed to "reduce congestion and pollution" and the environmental survey indicates that the route has been chosen to meet national requirements of preserving farmland and having the least environmental impact. In all honesty the road will only serve to create more pollution, traffic and development along the road’s route and interchanges. There is no way that farmland or forested land will be "preserved".	The purpose and need for the project is stated in Section 1.3 of the Draft EIS. Also, see response to Comment 1 in Ms. Kristin D’Amore’s letter (Document Ic005).
3	Public Involvement	Citizens of Gaston County are not in support of the Garden Parkway and are not going to pay to use a road on a daily basis.	Public comment received during the review period is summarized in Section 3.3 of the Final EIS. Comments in support of the project and in opposition to the project were received. The project has the support, through adopted resolutions, of several local entities, including the Town of Cramerton, the Gaston Urban Area MPO, Gaston Regional Chamber of Commerce, Montcross Chamber of Commerce, Gaston Travel and Tourism Advisory Board, Gaston 2012, and Gaston Together. The project continues to be the number one priority in the Gaston Urban Area MPO 2035 Long Range Transportation Plan.

Appendix B4 – Public Comment Letters

**Table B4-5: Kirsten D’Amore
Document: Ic005**

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
4	Alternatives Considered	As far as reducing congestion on I-85, we all know that there are alternatives to that problem and not a valid reason to construct the Garden Parkway, displace families, businesses and spoil the environment.	The Draft EIS rigorously explored and objectively evaluated a range of reasonable alternatives, as required by 23 CFR 771.123(c). While existing and future deficiencies of I-85 and US 29-74 are acknowledged in the Draft EIS, improving these specific roadways are not identified as purposes for this project. The project purpose is to improve east-west transportation mobility in the area around the City of Gastonia, between Gastonia and the Charlotte metropolitan area, and particularly to establish direct access between the rapidly growing area of southeast Gaston County and western Mecklenburg County. The Draft EIS adequately demonstrates that improving I-85 or other area roadways cannot effectively meet this project purpose.
5	Alternatives Considered	Building another superhighway is a temporary, band-aid type approach applying outdated planning and thinking to our future transportation needs. Instead of a new road we need these efforts to be directed to providing citizens of Gaston County alternative means of transportation, an improved busing system, consideration for light rail and how about bike lanes and sidewalks!	Transportation options for urban areas are evaluated and prioritized in long range transportation plans (LRTPs). The LRTP for Gaston County is prepared by the Gaston Urban Area Metropolitan Planning Organization (MPO). The LRTP for Mecklenburg County is prepared by the Mecklenburg-Union MPO. Both LRTPs include plans for pedestrians, bicycles, rail, public transportation, and air transportation, as well as streets and highways. Both LRTPs include the Gaston East-West Connector. The GUAMPO ranks the Garden Parkway as the top transportation priority for the Gaston Urban Area. The Mecklenburg-Union MPO includes the Garden Parkway from I-485 to the Gaston County line as number 243 of the projects listed. Please note that 90 percent of the project is located in Gaston County.

Ic006



James Daughtridge
100 Henry Chapel Road
P.O. Box 1407
Belmont, NC 28012

May 26, 2009

Dear Jeff Dayton,

Ref: East-West Toll Road

While there are several reasons why I oppose the East-West Toll Road through Gaston County, I would like to comment on just a few.

Our country is seeing debt levels at heights that we never imagined. Our schools are being asked to make severe cut backs along with the police departments, fire departments, and many corporations. The county's homeless are still sleeping in the gutter and freezing outside in the winter. Our existing roads are in dire need of repair and the late 1930's Wilkinson Blvd. Bridge is nearing the completion of its life cycle.

1 The new proposed toll road serves no real purpose other than to certainly destroy Belmont as we know it today. It will only aid in increasing the South Point and Belmont traffic congestion; wreck havoc on the school traffic for the schools that are in close proximity of the proposed road (South Point High School is approximately 1.5 miles from the proposed intersection and other schools are within close proximity); and destroy the continuity of the small town environment and neighborhoods. I and many taxpayers in Belmont and the surrounding areas do not believe the Toll Road, that we do not need and do not want, is the best use of our tax dollars.

In closing, I ask that you please oppose the Toll Road and avoid the disruption that the East-West connector will cause to the South Point peninsula and many other surrounding areas.

Sincerely,

J DAUGHTRIDGE

James E. Daughtridge, Jr.

Appendix B4 – Public Comment Letters

**Table B4-6: James Daughtridge
Document: Ic006**

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
1	Purpose and Need for Action	The new proposed toll road serves no real purpose other than to certainly destroy Belmont as we know it today. It will only aid in increasing the South Point and Belmont traffic congestion; wreck havoc on the school traffic for the schools that are in close proximity of the proposed road (South Point High School is approximately 1.5 miles from the proposed intersection and other schools are within close proximity); and destroy the continuity of the small town environment and neighborhoods. I and many taxpayers in Belmont and the surrounding areas do not believe the Toll Road, <u>that we do not need and do not want</u> , is the best use of our tax dollars.	The purpose and need for the project is described in Section 1.3 of the Draft EIS. Traffic on some segments of some secondary roads in the project study area may increase, while on other roads or segments traffic may decrease as traffic patterns redistribute to include the presence of the proposed project. Overall, as discussed in Appendix C of the Draft EIS, congested vehicle hours traveled and congested vehicle miles traveled in Gaston County are expected to be less in 2030 with proposed project in place compared to the No-Build Alternative.

July 15, 2009

Jennifer Harris P.E.
NC Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578

Dear Ms. Harris:

I am writing to you today to express my concern over the Garden Parkway recommended alternate 9. I live on South New Hope Road and this 'recommended' route would take most of my yard and all of my families' property next door. My grandfather bought this farm in 1923 with the hopes of passing it along to his children and his children's children. I am the third generation to live here. Our home is paid for and my husband and I look forward to spending the rest of our lives here. This proposed road will disturb many beautiful properties and force folks from my area to pick up their lives after 30, 40, even 50 years or more in the same area.

1 [Currently, citizens in Belmont and Gastonia get to the Charlotte airport in less time than the Turnpike Authority states that they will be able to using the proposed connector. Southern Gaston County goes about its business just fine without this expensive road to nowhere.

Our homes are modest, not mansions, but they are home. We take care of our neighbors and friends. There are business people, politicians and developers who would love to see our homes demolished and hauled away so this needless parkway can be built. Please do not let this happen.

2 [I ask you to kindly consider any input that you can bring forward to the proper officials affiliated with this project that will result in the removal of the East-West Connector ("Garden Parkway") from any future transportation plans.

My family, my friends and I will greatly appreciate any and all efforts you might make to help stop this needless thoroughfare.

Regards,

Robbie Howe

Appendix B4 – Public Comment Letters

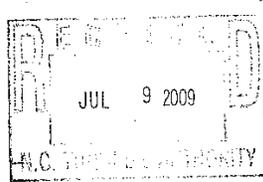
**Table B4-7: Bobbie Howe
Document: Ic007**

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
1	Land Use and Transportation Planning	Currently, citizens in Belmont and Gastonia get to the Charlotte airport in less time than the Turnpike Authority states that they will be able to using the proposed connector.	See response to Comment 3 of the Clark's and Cedar's letter (Document Ic004).
2	Comment Noted	I ask you kindly to consider any input that you can bring forward to the proper officials affiliated with this project that will result in the removal of the East-West Connector ("Garden Parkway") from any future transportation plans.	See response to Comment 5 in Ms. Kristin D'Amore's letter (Document Ic005).

lc008

July 8, 2009

Mr. David Joyner
Executive Director
N C Turnpike Authority
Raleigh, N. C. 27699



Dear Mr. Joyner,

I am writing to express my concerns about the Gaston East-West Connector. The cost of approximately 1.2 billion is too much to spend on a road that will destroy so many homes and disrupt the surrounding communities. Spend this money on widening I-85 and the
1 [Catawba River bridge on Hwy. 74. I do not think people will spend money to travel a road
2 [that will not save significant time. I live in the Bud Wilson Road area and have yet to talk to anyone who says they will pay to travel this road. It appears this road will provide access for the development of David Hoyle and Robert Pittenger's property. I moved to this area for country peace and quiet--this will be lost for what?--their gain and the loss of 438 homes. The necessary tax support of 45 million per year for forty years for the toll revenue short fall is ridiculous--put this money to better use--education and NEEDED
3 [road improvements. I feel this road will be another "Greenville toll road". PLEASE do not recommend this project.

Thank you,

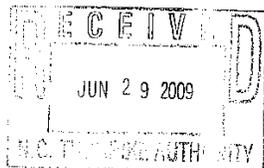
Marilyn Long
Marilyn Long
(email mtlong@bellsouth.net)

Appendix B4 – Public Comment Letters

**Table B4-8: Marilyn Long
Document: Ic008**

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
1	Alternatives Considered	Spend this money on widening I-85 and the Catawba River bridge on HWY 74.	See response to Comment 11 of the Clark's and Cedar's letter (Document Ic004).
2	Land Use and Transportation Planning	I do not think people will spend money to travel a road that will not save significant time.	Travel time savings are discussed in Appendix C of the Draft EIS. The travel time savings in 2030 realized by the constructing the proposed project compared to the No-Build Alternative would be substantial for many specific origin/destination pairs, and the project also would have an effect on overall average travel times for trips throughout the project study area. For more details, see response to Comment 3 in Mr. John Medlin's letter (Document Ic011).
3	Alternatives Considered	I feel this road will be another "Greenville toll road".	Preliminary traffic and revenue studies prepared for the Gaston East-West Connector showed that the project would be viable as a toll road. Final investment grade traffic and revenue studies will be prepared prior project construction. In order to obtain the funding needed, the final investment grade study will need to demonstrate that the project would generate sufficient revenue.

James E. Mason, Jr.
Marveta R. Mason
1281 Dorchester Road
Gastonia, North Carolina 28056



June 24, 2009

Ms. Jennifer Harris
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, North Carolina 27699-1578

Dear Ms. Harris:

1 I am a long-time resident of Gaston County and I am writing to express my strong concerns and dissatisfaction about the proposed Gaston East-West Connector (Garden Parkway) and Alternative 9 Recommended. I do not see the need to spend this type of money for this Parkway. As an Engineer, I do understand areas must be developed for future growth. But I do not feel this Parkway (toll-road) is needed. Or is the right thing to do. Please consider my concerns & suggestions as noted below:

- 2 • Consider the construction & widen of existing roadways such as I-85, NC 29/74 and other NC roadways, not constructing a major Garden Parkway (toll-road)
- The construction costs are too high during these current economic times
- We need to spend money to bring businesses back into Gaston County, not how fast you can drive to Mecklenburg
- For example, we have no money to keep a lot of our teachers in the classrooms
- Our communities, friends & families need jobs not more taxes, bonds or tolls
- A toll road is just another expense for our local families
- 3 • This Parkway will increase traffic concerns along US321, NC274 & NC279
- 4 • It will destroy thousands of trees & affect hundreds of animals
- It will destroy hundreds of homes, force many families to up-root and will require us to start-over
- It will force some home owners to move further from friends & family
- 5 • There will be many relocation issues & concerns for many of our families
- 6 • There will be negative impact on the air quality for our communities
- 7 • This parkway will increase the noise levels
- 8 • It will increase congestions around our schools, churches & local businesses
- 9 • The sight & sound of traffic is not pleasant & can leave us feeling more stressed
- 8 • I see this parkway will cause heavier traffic through our peaceful communities
- 5 • It will decrease the our property value
- 9 • It will be an eye-sore for the nearby home owners & businesses

Ms. Harris
Page 2

10 I feel this is just another "fast-track" public review process with little or no concerns of the people living within these communities. I feel our comments will not even be considered. I have heard that someone(s) will be making a lot of money if this Parkway is pushed through.

11 I do understand the need to plan for the future, but this Parkway is WRONG. This money can be better spent on things that keep jobs within Gaston County.

Also, I do not believe that the benefits of this proposed Parkway & more traffic compare favorably to the benefits of keeping our homes, property and the environment "as-is".

The sight and sound of traffic, on the other hand, are not pleasant, and can leave us feeling stressed. It is also well known that more traffic gives off more pollutants that decrease air quality. This is why many of us moved outside the city limits. Please, let us keep these few remaining communities, such as White Oaks "as-is".

Sincerely,

James E. Mason, Jr. &
Marveta R. Mason

White Oak Community Home Owners
1281 Dorchester Road
Gastonia, NC 28056

Appendix B4 – Public Comment Letters

**Table B4-9: James and Marveta Mason
Document: Ic009**

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
1	Purpose and Need for Action	I am a long-time resident of Gaston County and I am writing to express my strong concerns and dissatisfaction about the proposed Gaston East-West Connector (Garden Parkway) and Alternative 9 Recommended. I do not see the need to spend this type of money for this Parkway. As an Engineer, I do understand areas must be developed for future growth. But I do not feel this Parkway (toll-road) is needed.	Comment acknowledged.
2	Alternatives Considered	Consider the construction & widen of existing roadways such as I-85, NC 29/74 and other NC roadways, not constructing a major Garden Parkway (toll-road)	See response to Comment 11 of the Clark's and Cedar's letter (Document Ic004).
3	Land Use and Transportation Planning	This parkway will increase traffic concerns along US321, NC274 & NC279.	See response to Comment 1 in Mr. James Daughtridge's letter (Document Ic006).
4	Protected Species and Wildlife	It will destroy thousands of trees & affect hundreds of animals. It will destroy hundreds of homes, force many families to up-root and will require us to start-over.	The Preferred Alternative for the Gaston East-West Connector was selected because it provided the best overall balance between impacts to the human, physical, cultural and natural environments, as discussed in Section 2.2 of the Final EIS. Impacts to natural communities and wildlife are discussed in Section 6.3 of the Draft EIS.
5	Right-Of-Way Acquisition and Relocations	There will be many relocation issues & concerns for many of our families. It will decrease our property value.	Property values in the project study area are a function of a number of factors. While some properties values may decrease based on the location of the proposed alignment, others may increase based on the geographic orientation and the provision of access.
6	Air Quality	There will be negative impacts on air quality for our communities.	Air quality is addressed in Section 4.2 of the Draft EIS, and is updated for the Preferred Alternative in Section 2.5.2.2 of the Final EIS. See response to Comment 2 in Mr. Jon Babington's letter (Document Ic002).
7	Noise	This parkway will increase the noise levels.	The proposed project would raise noise levels in many locations. Noise abatement is addressed in Section 4.1.6 of the Draft EIS and in Section 2.5.2.1 of the Final EIS. Noise abatement measures will be implemented where reasonable and feasible according to state and federal regulations.
8	Land Use and Transportation Planning	It will increase congestions around our schools, churches & local businesses. I see this parkway will cause heavier traffic through our peaceful communities.	See response to Comment 1 in Mr. James Daughtridge's letter (Document Ic006).

Appendix B4 – Public Comment Letters

**Table B4-9: James and Marveta Mason
Document: Ic009**

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
9	Noise	The sight & sound of traffic is not pleasant & can leave us feeling more stressed. It will be an eye-sore for the nearby home owners & businesses.	Visual resources are discussed in Section 4.5 of the Draft EIS. Due to natural changes in elevation, the project's cut slopes in areas outside of floodplains, and tall trees within the area, much of the roadway would not be visible from areas outside the project's immediate vicinity. The project's landscaping plan and the zoning requirements of the Garden Parkway Interchange District and Garden Parkway Overlay District also will enhance and maintain aesthetics for residents and businesses, as well as those using the Gaston East-West Connector.
10	Public Involvement	I feel this is just another "fast-track" public review process with little or no concerns of the people living within these communities. I feel our comments will not even be considered. I have heard that someone(s) will be making a lot of money if this Parkway is pushed through.	Public involvement was, and continues to be, integral to the project development and decision-making process. As described in Section 9.1 of the Draft EIS, there have been numerous opportunities for public input and comment throughout the EIS process. Citizens Informational Workshops were held in 2003, 2006, and 2008. Public Hearings and Pre-Hearing Open Houses were held in 2009. Sixteen small group meetings were held with local organizations. There is a project website and toll-free telephone number. All comments received are considered, although not everyone's concerns can be addressed per individual preference. Public involvement activities and input received after the Draft EIS are summarized in Section 3.3 of the Final EIS.
11	Alternatives Considered	I do understand the need to plan for the future, but this Parkway is WRONG. This money can be better spent on things that keep jobs within Gaston County.	Comment acknowledged.
12	Land Use and Transportation Planning	This is why many of us moved outside the city limits. Please, let us keep these few remaining communities, such a White Oaks "as-is".	Impacts to neighborhoods were avoided or minimized where possible in developing the study corridors and the preliminary designs for the Detailed Study Alternatives. Several homes in the White Oaks subdivision (14 homes on Dorchester Rd) would be directly impacted by the preliminary design for DSA 9 (Preferred Alternative) shown in the Draft EIS and the Final EIS.

lc010

June 01, 2009

To: State Clearing House
Attn: Valerie McMillian

Re: Garden Parkway
Draft Environmental Impact Statement (DEIS)
Comment Period



1 [This letter is submitted to formally request an extension of the comment period, currently scheduled to end on July 17, 2009. Justification is as follows:

2 [After a brief review of some of the sections of the report, I have noted several deficiencies and errors in the analysis and conclusions drawn. Thus, I believe that the DEIS deserves a close examination in its entirety. This review will require a great deal of time because the report is very extensive (MANY pages). The required time would have been available had it been released as originally scheduled. Note that the DEIS was originally scheduled to be released in January of 2009. Later, the date was changed to "first quarter of 2009." The report was eventually released on approximately May 1, 2009. At no time did the original comment deadline change. So, even though the report was issued three months late, the comment period did not appropriately shift.

Your consideration of this request is greatly appreciated.

Regards,

John R Medlin
John R Medlin, PE, PMP
1259 Dorchester Rd
Gastonia, NC 28056
704-236-2774

Appendix B4 – Public Comment Letters

**Table B4-10: John Medlin
Document: Ic010**

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
1	Public Involvement	This letter is submitted to formally request an extension of the comment period, currently scheduled to end on July 17, 2009.	The comment period was extended to July 21, 2009.
2	Public Involvement	Note that the DEIS was originally scheduled to be released in January 2009. Later, the date was changed to "first quarter of 2009." The report was eventually released on approximately May 1, 2009. At no time did the original comment deadline change. So, even though the report was issued three months late, the comment period did not appropriately shift.	The public review period "clock" is set based on the date a Draft EIS notice of availability is posted in the Federal Register, which for this project was May 22, 2009. Sixty days following that date is July 21, 2009. SAFETEA-LU mandates that the DEIS comment period not exceed 60 days, unless agreement is reached with the lead agencies, the project sponsor, and all participating agencies.

July 19, 2009

Jeff Dayton
c/o North Carolina Turnpike Authority

Re: Gaston East-West Connector
Draft Environmental Impact Statement
Written Comments

Dear Sir,

Included herein as Attachment 1 are specific comments to the referenced document and applicable attachments.

1 As a professional engineer regularly involved in projects costing in the hundreds of millions, and sometimes billions of dollars, I have read many environmental impact statements. I feel that the report developed for this project is the least complete, and least conclusive of them all. The results are not a reflection on the authors, but on the project itself. The proposed project is not financially viable, nor does it meet the intent of the original visionaries. The data reported is both biased toward the "known answer" and incomplete. Furthermore, continued effort on this project is a waste of North Carolina taxpayer's money.

2 Currently, a significant portion of Gaston County, and a smaller portion of Mecklenburg County, is under the shadow of a potential project that will greatly affect property values if built. Those properties in the current study area are effectively frozen. Potential sellers cannot find buyers because of the risk of this project going forward in some to-be-determined configuration. If, because of the lack of local support, or other reasons, this project is not approved to proceed, then the plans for the project MUST be removed from public record. Otherwise, these properties will remain in an economically depressed state.

This project should not be allowed to proceed until the deficiencies listed in the attached are corrected, and issues raised by others are addressed. Thank you for your consideration.

Regards,

John R Medlin, PE, PMP
704-236-2774
1259 Dorchester Rd
Gastonia, NC 28056

Att: Attachment 1

Attachment 1

Traffic

The Final Statement of Purpose and Need (FSPN) and the Draft Environmental Impact Statement DEIS cite a "Need to reduce congestion and improve traffic flow on the sections of I-85, US 29-74 and US321 in the project study area..." Traffic data published in the FSPN and the DEIS indicate that traffic volumes will not be significantly improved by the proposed project and in some cases will actually be worsened.

Projected Traffic Volumes in 2030

Corridor	No-build	Project to 321	Project to I-85
485 to 85	91400	NR	96800
85 crossing Catawba River	193600	NR	185200
74 crossing Catawba River	70500	NR	51000
74 west of the project (phase 2)	37200	NR	44900
85 just north of 321	134600	139300	137400
321 South of Project	20700	22400	25000
321 North of Project	20700	38500	25200
East-West Connector at Catawba River	0	NR	55400
East-West Connector at 321 (east side)	0	14300	20000

NR = Not Reported

As reflected above, the data issued indicates that traffic volumes on I85 at 321 will be worse with the project than without. It doesn't solve the problem, but in fact exasperates it. Traffic on 85 at the Catawba river is only slightly improved (~4%) and will continue to operate at an elevated Level of Service. This minimal improvement is not sufficient to justify the project. The DEIS needs to address this.

3

4

The project initiates additional urban sprawl, and causes a new influx of traffic along the proposed corridor that actually increases the traffic on secondary roads. This increase has not been studied in a secondary impact analysis.

5

In addition, a secondary impact analysis has not been performed on the need and availability of funding for the other additional services needed to accommodate the projected urban sprawl: schools, water, sewer, etc.

6

Where is the study of impacts of the project on air quality in the region? Our area is a non-attainment area and is getting worse everyday. Because the project doesn't significantly improve the situation on the primary corridors, and adds to traffic on the secondary roads, it will in fact make air quality worse. This impact needs to be evaluated before deciding to proceed with this project.

7

As part of the justification for proceeding with the project, the DEIS claims that the project will save 20 to 25 minutes for commuters to travel from Gaston County to the Charlotte airport. Actual current travel time from the center of the study area (Patrick road adjacent to the project corridor) is ~28 minutes. Likewise, travel time to downtown Charlotte is only 35. Apparently, the time savings are significantly overstated and should not be considered as justification to proceed with the project.

8 As indicated by the published data, if the project is built only to 321 and remains that way for many years (if not permanently), the traffic traveling to there on the proposed project exits to 321, then exits onto either Stagecoach Rd or Robinson Rd. Neither of these roads is sufficient to add the projected volume of additional vehicles each day. In one direction Robinson empties back onto an already very busy area on Union road. At the other end, it passes through a one-lane underpass. Stagecoach eventually makes its way to 74, but passes thru neighborhoods and by schools and several churches. The alternative is that the traffic remain on 321 north to reach 74 or I-85, and pass through the historic district of Gastonia and downtown. Again, these secondary impacts have not been studied.

9 Also not addressed by the study are the local impacts if the project is not completed west and north to I-85. If the second phase is not completed, the project will not provide a bypass for 85, or access to the industrial parks built in the Bessemer city area.

10 The FSPN also states a need for improved mobility, access and connectivity within southern Gaston County. The DEIS states that this need will be fulfilled. However, it does not provide evidence that this concept, a local toll road, will work and succeed as proposed. There are no studies provided of like projects that have succeeded. In fact, there is evidence that these projects fail; e.g. I-185 in the Greenville, SC area. This needs to be studied and quantified.

Noise

11 The currently proposed alignment for the project predominately passes through rural areas. As stated in the DEIS, these areas are currently noted for farmlands, and low density housing. Consequently the noise impacts of the project, measured on a per person basis, will be low. However, because the analysis for the need for sound walls/buffers is influenced by these same low population densities, the result is biased. In fact, the sound impact on any one individual is the same whether he has many neighbors, or is isolated. The relative quality of life of the rural resident will be significantly negatively affected. Background noise will change from being relatively non-existent to excessive. This perspective needs to be addressed and evaluated further.

12 How does the proposed project plan address the impact of noise on future development? Will there be mandatory buffer zones? This response seems reasonable, however, the original plan does not account for this. The stated plan is that in essence only the property needed for the actual project right of way will be purchased. Buffer zones will not be obtained. This will result in a situation where the environment of existing residents is affected to a greater degree than future residents. The study needs to address and quantify this inequity.

13 Table 3-5 in Appendix G lists impacts by neighborhood and by DSA. Some of the segments are not included in the analysis. For example, segment JX4, part of the recommended DSA 9, is not listed. This affects the White Oak Subdivision at a C1 level. There are currently 14 residences in this neighborhood. If the proposed alignment for DSA 9 were to be built, only 4 of those residences would remain, and three of those would have part of their residential lots purchased for right of way (and be subject to noise levels between 66 and 71 dBA). If an alternate access were provided, two more of the residences could remain, but the level would be C2. In addition, 4 other residences are affected by segment JX4 (part of DSA 9). This omission of segment JX4 analysis suggests that other errors may exist in the analysis of the routes and that the analysis should be repeated and completed. Are these residences along JX4 even considered in the totals for impacted residences?

14 Construction noise is being assumed to be mitigated by vegetation screens. This will not be the case along much of the alignment because the proposed route passes through open farm land and neighborhoods. Other mitigation schemes should be considered, and their costs included in the analysis.

Financial

15 At this time, the study indicates a \$35MM/yr shortfall. This calculation was performed based on preliminary traffic count predictions. Since the DEIS was issued, additional traffic data has been published, and the numbers quoted at public hearings have changed. Does the study accurately predict the shortfall, or will the calculation indicate a change?

16 The estimated toll is being advertised as \$2.50 in 2015, or \$0.11 per mile, subject to change based on supply and demand. Is there a maximum amount that can/will be charged if usage is significantly less than predicted?

Is the calculation for revenue weighted by actual travel miles predicted?

Environmental

17 The DEIS has an extensive discussion on the way the state of NC is avoiding a sanction on highway projects related to submission of the SIP for atmospheric compliance. It even goes so far as to say that the project will not be stopped because the state has a plan for mitigating the requirements. The traffic studies indicate that the project will substantially increase the total number of vehicle miles traveled in the area. Presumably, this increase in VMT will increase air emissions and will have a negative impact on the regional ozone non-attainment status. However, there is no analysis that evaluates this issue, much less a plan for actually improving air quality, nor is there any documentation or discussion on how the project will improve air quality. This approach is irresponsible and dangerous to the health of the citizens of the region. A plan for actually mitigating the effects, not the requirements, needs to be developed.

18 In addition, there is no discussion or analysis on the impact of traffic congestion on secondary roads created by suburban sprawl. These areas will likely contribute to further air quality degradation. These effects need to be analyzed and quantified.

19 In Table 3-7: General Environmental Justice Evaluation for Toll Facility, many issues are presented, and then dismissed with no basis provided. The authors simply provide a convenient response; e.g. the stated concern of "Diversion of traffic through neighborhoods" elicited the response of "No potential for disproportionately high and adverse impact" and "Very limited potential for diverted traffic through neighborhoods containing special populations." This method is unscientific and subjective and needs to be addressed.

Local Support

20 State law requires that the Turnpike Authority demonstrate local support for the project to proceed. The comments solicited at the public hearings make it apparent that only community leaders and developers are supporting the project; i.e. those who will gain financially from the project. The data presented in the DEIS support this notion; e.g. traffic will not improve, air quality will be worsened, urban sprawl will accelerate. By definition, this has become a special interest project, not one being built for the good of the general public. The current residents and many local businesses are generally opposed to the project. The opposition is being voiced not only by citizens immediately adjacent to the proposed routes, but also by others across the county and the state. Only a few hundred homes are proposed to be affected, yet thousands of signatures have been collected opposing the project. The demonstration of local support has not been provided.

21 The project is being planned for future citizens, not the current ones. The current citizens will be unwillingly sacrificing property values and solitude for those who will come after. The DEIS does not address this issue completely and should be required to do so.

Appendix B4 – Public Comment Letters

**Table B4-11: John Medlin
Document: Ic011**

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
1	General Comment	I feel that the report developed for this project is the least complete, and least conclusive of them all. The results are not a reflection on the authors, but on the project itself. The proposed project is not financially viable, nor does it meet the intent of the original visionaries. The data reported is both biased toward the "known answer" and incomplete.	The Draft EIS meets FHWA and CEQ guidelines. The Draft EIS evaluated a range of reasonable alternatives, as required by 23 CFR 771.123(c). The preliminary traffic and revenue study for the proposed project indicated it could be financially viable as a toll facility.
2	Right-Of-Way Acquisition and Relocations	Potential sellers cannot find buyers because of the risk of this project going forward in some to-be-determined configuration. If, because of the lack of local support, or other reasons, this project is not approved to proceed, then the plans for the project MUST be removed from public record. Otherwise, these properties will remain in an economically depressed state.	A Preferred Alternative has been identified for the project, Detailed Study Alternative 9. Based on the <i>financing plan for the project, which includes the Gaston East-West Connector Preliminary Traffic and Revenue Forecast Final Report</i> (October 12, 2006), available on the NCTA Web site, the project has been deemed financially feasible. The project is scheduled to begin construction in 2011 and the first phase open to traffic in 2014.
3	Land Use and Transportation Planning	Traffic data published in the FSPN and the DEIS indicate that traffic volumes will not be significantly improved by the proposed project and in some cases will actually be worsened...[table titled <i>Projected Traffic Volumes in 2030</i>]. As reflected above, the data issued indicates that traffic volumes on I85 at 321 will be worse with the project than without. It doesn't solve the problem, but in fact exasperates it. Traffic on 85 at the Catawba river is only slightly improved (~4%) and will continue to operate at an elevated Level of Service. This minimal improvement is not sufficient to justify the project. The DEIS needs to address this.	<p>Traffic forecasts and operations and regional travel demand statistics are described in detail in Appendix C of the Draft EIS and in Section 2.2.6.3 (Improve Existing Roadways Alternatives) and Section 2.2.7.2 (New Location Alternatives) of the Draft EIS. Appendix C includes forecasts and operations analyses for I-85, US 321, and US 29-74. As discussed in these sections, the Improve Existing Roadways Alternatives that include widening I-85 would achieve only minimal improvements to traffic flow on I-85. A widened I-85 (widened to 8-10 lanes) would continue to operate at LOS E and F in 2030. Most improvements to traffic flow achieved by increasing capacity would be offset by the increase in traffic volumes attracted to a widened I-85 (a phenomenon known as Braess's Paradox), as described in Section C.1.2 of the Draft EIS).</p> <p>The New Location Toll Alternative would reduce traffic volumes on I-85 primarily from NC 279 eastward compared to the No-Build Alternative, although levels of service would remain at LOS E or F in 2030. Similar to the Improve Existing Roadways Alternatives, there is not a large reduction in traffic volumes predicted to occur on I-85 because with the project in place, trips that are diverted to the Gaston East-West Connector from I-85 are replaced with different trips on I-85 that would like to use I-85 but had not in the past due to congestion. Overall, however, there is less congested vehicle hours and miles traveled with the New Location Toll Alternative in place, reducing the duration of congestion in the network.</p> <p>More importantly, however, the New Location Alternative provides an additional east-west route between Gaston and Mecklenburg Counties that would operate at LOS D or better through 2035, which is a traffic flow benefit</p>

Appendix B4 – Public Comment Letters

**Table B4-11: John Medlin
Document: Ic011**

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
			that cannot be achieved under either the Improve Existing Roadways Alternatives, the No-Build Alternative, or any other type of alternative evaluated (TSM Alternative, TDM Alternative, Mass Transit/Multimodal Alternatives). This additional new east-west route also improves the reliability of the east-west network. If an incident occurs on one of the local east-west routes or river crossings, the impact to travel would be less due to the additional option the new route provides.
4	Land Use and Transportation Planning	The project initiates additional urban sprawl, and causes a new influx of traffic along the proposed corridor that actually increases the traffic on secondary roads. This increase has not been studied in a secondary impact analysis.	See response to Comment 1 in Mr. James Daughtridge's letter (Document Ic006).
5	Indirect and Cumulative Effects	In addition, a secondary impact analysis has not been performed on the need and availability of funding for the other additional services needed to accommodate the projected urban sprawl: schools, water, sewer, etc.	Gaston County and Mecklenburg County each prepare comprehensive land use plans to aid in determining projected population and land uses. These plans are used by local governments to help determine capital improvements needed to accommodate anticipated growth, and it is the responsibility of local government to provide services such as water, sewer, and schools to their populations. The comprehensive land use plans of both Gaston County and Mecklenburg County include the Gaston East-West Connector. Since the Gaston East-West Connector is included in the comprehensive plans for the area, it is assumed that the project is being taken into account when planning is conducted for other services. It is not the responsibility of NCTA or FHWA to ensure that these facilities are being provided. Also, see response to Comment 5 of Mr. Jon Babington's letter (Document Ic002).
6	Air Quality	Where is the study of impacts of the project on air quality in the region? Our area is a non-attainment area and is getting worse every day. Because the project doesn't significantly improve the situation on the primary corridors, and adds to traffic on the secondary roads, it will in fact make air quality worse. This impact needs to be evaluated before deciding to proceed with this project.	See response to Comment 2 in Mr. Jon Babington's letter (Document Ic002).
7	Land Use and Transportation Planning	As part of the justification for proceeding with the project, the DEIS claims that the project will save 20 to 25 minutes for commuters to travel from Gaston County to the Charlotte airport. Actual current travel time from the center of the study area (Patrick road adjacent to the project corridor) is ~28 minutes. Likewise, travel time to downtown Charlotte is only 35. Apparently, the time savings are significantly overstated and should not be considered as justification to proceed with the project.	See response to Comment 3 of the Clark's and Cedar's letter (Document Ic004).
8	Land Use and Transportation Planning	As indicated by the published data, if the project is built only to 321 and remains that way for many years (if not permanently), the traffic traveling to there on the proposed project exits to 321, then exits onto either Stagecoach Road or Robinson	The ultimate project would extend from I-85 west of Gastonia to I-485 in Mecklenburg County, as described and evaluated in the Draft EIS. However, construction of large transportation projects such as the Gaston East-West

Appendix B4 – Public Comment Letters

**Table B4-11: John Medlin
Document: Ic011**

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
		Road. Neither of these roads is sufficient to add the projected volume of additional vehicles each day. In one direction Robinson empties back onto an already very busy area on Union road. At the other end, it passes through a one-lane underpass. Stagecoach eventually makes its way to 74, but passes thru neighborhoods and by schools and several churches. The alternative is that the traffic remains on 321 north to reach 74 or I-85, and pass through the historic district of Gastonia and downtown. Again, these secondary impacts have not been studied.	<p>Connector, I-485 in Charlotte, I-540 in Raleigh, etc., are typically constructed in phases as funding becomes available. Construction phases are determined after the environmental planning phase is completed based on availability of funding. The intent is to build as much of the project in the first phase as possible, with the remainder constructed as soon as possible after that. At this time, based on available information, NCTA is planning on initially constructing the entire length of the project, with four lanes from I-485 to US 321 and two lanes from US 321 to I-85. The section from US 321 to I-85 would be upgraded to four lanes by 2035.</p> <p>However, in order to respond to concerns expressed prior to, and as part of, the public review process for the Draft EIS, the NCTA studied traffic forecasts for a potential interim project phase ending at US 321. The studies indicate there would be an increase in traffic along US 321 from the Gaston East-West Connector north to Stagecoach Road for a distance of approximately 3/4 mile. Beyond Stagecoach Road, the traffic is estimated to generally be the same with or without the interim project phase. Under both an interim phase for the project and the ultimate project, a corridor-level analysis indicates US 321 would operate under capacity and at acceptable levels of service from Robinson Road to US 29-74 through the year 2030. Therefore, the project would not be expected to have an impact on the Yorkchester historic district.</p>
9	Land Use and Transportation Planning	Also not addressed by the study are the local impacts if the project is not completed west and north to I-85. If the second phase is not completed, the project will not provide a bypass for 85, or access to the industrial parks built in the Bessemer City area.	The intent is to build the ultimate project as soon as possible. At this time, based on available information, NCTA is planning on initially constructing the entire length of the project, with four lanes from I-485 to US 321 and two lanes from US 321 to I-85. The section from US 321 to I-85 would be upgraded to four lanes by 2035.
10	Purpose and Need for Action	The FSPN also states a need for improved mobility, access and connectivity within southern Gaston County. The DEIS states that this need will be fulfilled. However, it does not provide evidence that this concept, a local toll road, will work and succeed as proposed. There are no studies provided of like projects that have succeeded. In fact, there is evidence that these projects fail; e.g. I-185 in the Greenville, SC area. This needs to be studied and quantified.	Section 2.2.7.3 of the Draft EIS describes how the New Location Alternative (Toll Scenario) would meet the project's purpose and need. Based on the proposed financing plan, which includes the <i>Gaston East-West Connector Preliminary Traffic and Revenue Forecast Final Report</i> (October 12, 2006), available on the NCTA Web site, the project has been deemed financially feasible. A final investment grade traffic and revenue study, needed to sell bonds, will be prepared during the final design phase of the project.

Appendix B4 – Public Comment Letters

Table B4-11: John Medlin
Document: Ic011

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
11	Noise	The currently proposed alignment for the project predominately passes through rural areas. As stated in the DEIS, these areas are currently noted for farmlands, and low density housing. Consequently the noise impacts of the project, measured on a per person basis, will be low. However, because the analysis for the need for sound walls/buffers is influenced by these same low population densities, the result is biased. In fact, the sound impact on any one individual is the same whether he has many neighbors, or is isolated. The relative quality of life of the rural resident will be significantly negatively affected. Background noise will change from being relatively non-existent to excessive. This perspective needs to be addressed and evaluated further.	<i>A Final Traffic Noise Technical Memorandum for the Gaston East-West Connector</i> (July 2008) was prepared in accordance with 23 CFR 772 - Procedures for Abatement of Highway Traffic Noise and Construction Noise. Noise issues are summarized in Section 4.1 of the Draft EIS. The total numbers of noise-sensitive receptors (these include residences, churches, businesses, libraries, etc.) estimated to be impacted (as defined in 23 CFR 772) by each Detailed Study Alternative based on 2030 noise contours are listed in Table 4-4 in the Draft EIS. Appendix G includes the 2030 noise contour maps. The noise analysis was updated for the Preferred Alternative based on the refined preliminary designs and 2035 forecasted traffic, as summarized in Section 2.5.2.1 of the Final EIS. The 2035 noise contour maps for the Preferred Alternative are included in Appendix J of the Final EIS.
12	Noise	How does the proposed project plan address the impact of noise on future development? Will there be mandatory buffer zones? This response seems reasonable, however, the original plan does not account for this. The stated plan is that in essence only the property needed for the actual project right of way will be purchased. Buffer zones will not be obtained. This will result in a situation where the environment of existing residents is affected to a greater degree than future residents. The study needs to address and quantify this inequity.	In accordance with NCDOT Traffic Noise Abatement Policy, the Federal/State government is not responsible for providing noise abatement measures for new development when building permits are issued within the noise impact area of a proposed highway project after the “Date of Public Knowledge”. The “Date of Public Knowledge” of the location of the proposed highway will be the approval date of the Record of Decision (ROD). For development occurring after this Date of Public Knowledge, local governing bodies are responsible to insure that noise compatible designs are utilized along the proposed route. There will be no mandatory buffer zones for the project. Noise contours have been developed for local government consideration in developing land use controls.
13	Community Characteristics and Resources	Table 3-5 in Appendix G lists impacts by neighborhood and by DSA. Some of the segments are not included with the analysis. For example, segment JX4, part of recommended DSA 9, is not listed. This affects the White Oak subdivision at a C1 level. There are currently 14 residences in this neighborhood. If the proposed alignment for DSA9 were to be built, only 4 of those residences would remain, and three of those would have part of their residential lots purchased for right of way (and be subject to noise levels between 66 and 71dBA). If an alternate access were provided, two more of the residences could remain, but the level would be C2. In addition, 4 other residences are affected by segment JX4 (part of DSA 9). This omission of segment JX4 analysis suggests that other errors may exist in the analysis of the routes and that the analysis should be repeated and completed. Are these residences along JX4 even considered in the totals for impacted residences?	Impacts to the White Oak subdivision from preliminary designs in Corridor Segment JX4 (DSAs 5, 9, 23, 27, 77, and 81) were inadvertently left out of the table. Impacts to the White Oak subdivision from other DSAs are listed in Table 3-5. The errata section of the Final EIS lists this correction. The neighborhood impacts to the White Oak subdivision would be categorized as D1 - Relocation of Homes in Midst of Neighborhood, since the majority of the 14 lots in the subdivision would be impacted. The conclusions regarding neighborhood impacts would not change as a result of this correction. As listed in Section 2.5 of the Draft EIS, DSA 9 (the Preferred Alternative) would continue to be in the middle range of total named and rural neighborhood impacts (corrected to be 26 impacted neighborhoods with the range being 21 to 33 impacted neighborhoods).

Appendix B4 – Public Comment Letters

**Table B4-11: John Medlin
Document: Ic011**

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
			<p>Regarding numbers of relocations, relocations in the White Oak neighborhoods were included in the relocation estimates discussed in Section 3.2.3.1 of the Draft EIS.</p> <p>Noise impacts to receptors in White Oak were included in the sum of the total estimated noise impacts by alternative. Detailed noise analysis was conducted in locations where groups of receptors could benefit from noise abatement. Segment JX4 and the White Oaks subdivision were modeled in detail (See Figure 4-1(a-b) for noise study areas), but noise barriers were determined to not be feasible and reasonable in this area.</p>
14	Noise	Construction noise is being assumed to be mitigated by vegetation screens. This will not be the case along much of the alignment because the proposed route passes through open farmland and neighborhoods. Other mitigation schemes should be considered, and their costs included in analysis.	As discussed in Section 4.1.5.3 of the Draft EIS, "Overall, construction noise impacts are expected to be minimal and temporary. Furthermore, shielding provided by surrounding wooded areas, hills, structures, and other natural and man-made features are considered sufficient to moderate the effects of intrusive construction noise."
15	Land Use and Transportation Planning	At this time, the study indicates a \$35MM/yr shortfall. This calculation was performed based on preliminary traffic count predictions. Since the DEIS was issued, additional traffic data has been published, and the numbers quoted at public hearings have changed. Does the study accurately predict the shortfall, or will the calculation indicate a change?	<p>Funding to construct the project will be from multiple sources over the course of several years. The majority of this project will be funded through the sale of revenue bonds, which will be repaid with the tolls collected along this roadway. A final investment grade traffic and revenue study, needed to sell bonds, will be prepared during the final design phase of the project.</p> <p>In addition to toll revenue bonds, the \$35 million/year appropriation from the NC General Assembly will back the sale of additional bonds. This \$35 million per year of "gap" funding is fixed unless the NC General Assembly changes the amount. Any additional needed funds will come from other sources.</p>
16	Land Use and Transportation Planning	The estimated toll is being advertised as \$2.50 in 2015, or \$0.11 per mile, subject to change based on supply and demand. Is there a maximum amount that can/will be charged if usage is significantly less than predicted? Is the calculation for revenue weighted by actual travel miles predicted?	The cost of tolls will be based on a number of factors, including the cost of the project, the type of toll-collection system used, travel distances, and the type of vehicle driven. The cost of the tolls for the Gaston East-West Connector will be determined prior to opening day.

Appendix B4 – Public Comment Letters

**Table B4-11: John Medlin
Document: Ic011**

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
17	Air Quality	<p>The DEIS has an extensive discussion on the way the state of NC is avoiding a sanction on highway projects related to submission of the SIP for atmospheric compliance. It even goes so far as to say that the project will not be stopped because the state has a plan for mitigating the requirements. The traffic studies indicate that the project will substantially increase the total number of vehicle miles traveled in the area. Presumably, this increase in VMT will increase air emissions and will have a negative impact on the regional ozone non-attainment status. However, there is no analysis that evaluates this issue, much less a plan for actually improving air quality, nor is there any documentation or discussion on how the project will improve air quality. This approach is irresponsible and dangerous to the health of the citizens of the region. A plan for actually mitigating effects, not the requirements, needs to be developed.</p>	<p>Transportation conformity is discussed in the Draft EIS in Sections 4.2.2 and 4.2.5.1. At the time the Draft EIS was published, the proposed project was included in the approved Long Range Transportation Plans (LRTPs) for the Gaston Urban Area MPO and the Mecklenburg-Union MPO. A conformity determination for these LRTPs was made on June 8, 2005 and FHWA and FTA issued the conformity finding on June 30, 2005. The transportation conformity determinations were made for ozone and carbon monoxide. Since the project was part of a conforming plan, its effects on ozone would have been considered in the conformity determination.</p> <p>Since then, the GUAMPO and MUMPO LRTPs were updated to 2035. USDOT made a conformity determination on the 2035 LRTPs and TIPs on May 3, 2010. A copy of this letter, along with USEPA's April 22, 2010 review, can be found in Appendix K of this Final EIS.</p> <p>As discussed in Section 2.5.2.2, the current refined preliminary design for the Preferred Alternative was not completely consistent with the project's concept and scope included in the travel demand model used for the May 3, 2010 conformity determination. After the May 3, 2010 conformity determination made by the USDOT, the GUAMPO prepared an amendment to the <i>2035 LRTP</i> and <i>2009-2015 TIP</i> so that the project design concept and scope included in the LRTP and TIP is consistent with the Preferred Alternative. GUAMPO made a conformity determination on the amended <i>2035 LRTP</i> and <i>2009-2015 TIP</i> on August 24, 2010. USDOT issued a conformity determination on the amendments on October 5, 2010. A copy of the USDOT letter is included in Appendix K of this Final EIS.</p>
18	Air Quality	<p>In addition, there is no discussion or analysis on the impact of traffic congestion on secondary roads created by suburban sprawl. These areas will likely contribute to further air quality degradation. These effects need to be analyzed and quantified.</p>	<p>The purpose and need for the project is described in Section 1.3 of the Draft EIS. Traffic on some segments of some secondary roads in the project study area may increase, while on other roads or segments traffic may decrease as traffic patterns redistribute to include the presence of the proposed project. Overall, as discussed in Appendix C of the Draft EIS, congested vehicle hours traveled and congested vehicle miles traveled in Gaston County are expected to be less in 2030 with proposed project in place compared to the No-Build Alternative.</p> <p>Regarding air quality, see response to Comment 17 in Mr. John Medlin's letter (Document Ic011)</p>

Appendix B4 – Public Comment Letters

**Table B4-11: John Medlin
Document: Ic011**

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
19	Community Characteristics and Resources	In Table 3-7: General Environmental Justice Evaluation for Toll Facility, many issues are presented, and then dismissed with no basis provided. The authors simply provide a convenient response; e.g. the stated concern of "Diversion of traffic through neighborhoods" elicited the response of "No potential for disproportionately high and adverse impact" and "Very limited potential for diverted traffic through neighborhoods containing special populations". This method is unscientific and subjective and needs to be addressed.	As discussed in Section 3.2.5 of the Draft EIS, "The consideration of environmental justice impacts in the development of toll projects is a relatively new realm. Research revealed that Texas is the only state that has guidance to assist in assessing such effects for toll projects." A qualitative assessment was performed following this guidance, as described in Section 3.2.5 of the Draft EIS. Impacts to low-income and/or minority populations resulting from implementing the Gaston East-West Connector as a toll facility are not anticipated to be disproportionately high and adverse.
20	Public Involvement	State law required that the Turnpike Authority demonstrate local support for the project to proceed. The comments solicited at the public hearings make it apparent that only community leaders and developers are supporting the project; i.e. those who will gain financially from the project. The data presented in the DEIS support this notion; e.g. traffic will not improve, air quality will be worsened, urban sprawl will accelerate. By definition, this has become a special interest project, not one being built for the good of the general public. The current residents and many local businesses are generally opposed to the project. The opposition is being voiced not only by citizens immediately adjacent to the proposed routes, but also by others across the county and the state. Only a few hundred homes are proposed to be affected, yet thousands of signatures have been collected opposing the project. The demonstration of local support has not been provided.	Public comment received during the review period is summarized in Section 3.3 of the Final EIS. Comments in support of the project and in opposition to the project were received. The project has the support, through adopted resolutions, of several local entities, including the Town of Cramerton, the Gaston Urban Area MPO, Gaston Regional Chamber of Commerce, Montcross Chamber of Commerce, Gaston Travel and Tourism Advisory Board, Gaston 2012, and Gaston Together. The project continues to be the number one priority in the Gaston Urban Area MPO 2035 Long Range Transportation Plan.
21	Land Use and Transportation Planning	The project is being planned for future citizens, not the current ones. The current citizens will be unwillingly sacrificing property values and solitude for those who will come after. The DEIS does not address this issue completely and should be required to do so.	The purpose and need for the project is stated in Section 1.3 of the Draft EIS. Potential changes in property values are not required to be addressed in the EIS. Factors affecting property values vary widely, and it is not possible to predict changes in property values attributed solely to the proposed project.

July 13, 2009

Jennifer Harris, PE
1578 Mail Service Center
Raleigh, NC 27699-1578

Dear Ms Harris,

My letter is in regards to the proposed toll road that runs from Charlotte's I-485 to I-85. My comments are both on the toll road itself as well as the recommended "Alternative 9" route. I have property that will be adjacent to this toll road and may or may not be affected by its construction. My comments are not based on my locality, but rather on the practicality and feasibility of such a toll road as proposed.

A toll road has to provide an advantage to the end user to justify the additional costs of its use. As a commuter from Gastonia to Charlotte, I know the costs incurred each week at the pump, and this varies greatly based on the fluctuations in gas prices per gallon from week to week. I also make a modest attempt to budget these costs in balancing the money I receive through my paycheck and the costs incurred for my living expenses. Many people like myself are strained by the high cost to commute in to work, and adding a toll both going to and coming from Charlotte is not at all a consideration.

As I study "Alternative 9", I would be one of the many travellers who would simply bypass that stretch of road that begins at I-85 between Bessemer City and Hwy. 321 and go directly to the Hwy. 321 exit and travel south and jump on the toll road at that ramp. "Alternative 9" is far too close to the access of Hwy. 321. I believe that stretch of toll road called "Alternative 9" will see the least amount of travel by commuters. Those who live north of I-85, residing on and along Hwy. 321, are not going to travel south on I-85 to get on to the toll road. Their most likely, and realistic choice, will either to take I-85 north into Charlotte as they have always done, or travel south on Hwy. 321 and proceed to get on the toll road where it intersects at that point.

Those commuters who live south of I-85, residing on and along Hwy. 321, will have the option to travel north on Hwy. 321 to I-85 and either proceed north to Charlotte, or drive south on I-85 to pick up the toll road entrance and proceed to Charlotte. The last alternative is to simply travel south on Hwy. 321 and enter the toll road at this juncture. These alternatives would have to be weighed out carefully depending on what area of Charlotte you may be employed or chose to travel to.

So, my first point is that "Alternative 9", as well as the other alternative routes, are not practical from the point where the toll road intersects Hwy. 321. The alternatives are all too close to Hwy. 321 to warrant any use of the toll road when Hwy. 321 is free to travel

2 and as a commuter, I want to save as much as I can in my commuter costs. If the toll road has any practicality at all, it rests in that stretch of road that will be developed from Hwy. 321 to the I-485 Beltway. It must also be kept in mind that the purpose of I-485
3 was to ease traffic around Charlotte along I-77 and initiating a toll road into this beltway can only be seen in the future as contributing to the traffic congestion which it was aimed to relieve.

4 It is my understanding that a toll road receives no federal funding in its maintenance and upkeep. Toll roads are built with state funds, ie taxpayer dollars, and then the taxpayer has to pay to travel upon them..... a double taxation for North Carolinians, unless I was not a resident of North Carolina. Can the state actually realize any "true" income from a toll road when the costs of road maintenance, toll booth employees, and electronic service companies are all considered as part of the operating costs involved in employing a toll road for such a short stretch of roadway? I believe it would be more feasible to build the road using federal and state funding as well as those along the road who will gain through the development along such a road. Surely there will be housing projects, shopping centers, business parks, and other commercial and non-commercial ventures popping up all along this stretch of road. This road opens up to new development and why should those who will benefit from it not have to contribute to its development? Why not impose a fee to directly support the financial needs of the road to be constructed? Why should those who travel the toll road pay for its construction while developers simply rake in their profits from land sales or residential and commercial development? For the true nature of this toll road as I see it is not for the commuter, but for land developers. Surely this growth will bring in new tax dollars to the community as well as the state, so why does the commuter have to pay additionally?
5 Build the road and "they will come".....the land developers and builders, and so will tax revenue, less the expenses incurred to operate a toll road.

6
7 Norfolk Southern has shown interest in an intermodal terminal at the Charlotte Douglas airport area. Has the "North Carolina Waybill Analysis Executive Summary", by the DOT Rail Division, November 2006, been reviewed in deciding whether or not a toll road has any merit to the development of this intermodal terminal? I feel that this clearly points to the facts that the toll road will have little benefit with regards to intermodal trucking, and thus, cannot place hopes in generating substantial revenue from truckers, nor realize any expectations that truckers will use the toll road as a means to access either I-85 from Charlotte or vice versa.. As a licensed CDL tractor-trailer driver, I feel that NCTA is a bit misinformed on this subject.

My comments are not against an intermodal terminal, but rather once again, the practicality and feasibility of a toll road used as an advantage to trucking companies in transporting truck freight, and specifically, intermodal rail freight.

When pricing is given on the delivery of a truck commodity, pricing of that delivery is the competition that decides which of the hundreds of trucking companies will get to deliver that specific load. It can be equated to you or I when we go out to buy a product in a

store, we comparison shop and choose the product we want at the lesser value, if only to save a few dollars. The trucking industry is the same. The costs of travelling a toll road has to be built into the trucking companies bid to haul that freight. Three, five, or seven dollars can be the deciding factor that loses a bid on freight transportation, especially if there are a number of trailer loads needing delivery. It all adds up rather quickly and cuts in to profit margins. To save money, especially the smaller trucking companies or the owner-operators, they will follow the present routes in to and around Charlotte which are "free", and do the same thing as the toll road.....get the freight to its destination.

The toll road only offers one lane, freight that originates at the intermodal terminal and goes south on I-85 and vice versa. It offers no advantage to I-77, and if going north on I-85, a truck driver simply takes I-485. And, it is just as simple, and at no cost, to take I-485 to I-85 south. Was this not the purpose of I-485, to take you around Charlotte to access of I-85 or I-77? So why would a trucking company authorize any company employee to use a toll road when there are other alternatives that are just as viable and cost free? Plus, there are other alternatives to getting over to I-85 south by going south on I-77 and travelling a connector road that will bring you to I-85 south, we call it "cutting through the woods".

Another reason why both truckers and trucking companies do not favor toll roads is because it is a means of "tracking" the driver. Toll receipts have the date and time stamped on them. If a driver is over on his driving hours, it could be suicide to go through a toll booth and then have an accident sometime later, in the heavy Charlotte traffic. Lawyers use such to win cases. Good for their clients, but self incriminating for the driver and the company he/she drives for. Tolls are a driver's enemy with regards to hours of service. Toll roads are avoided by drivers when at all possible, and with all the alternative roads in and out of Charlotte, I suspect truck travel may be far less than projected or relied upon as a revenue generator.

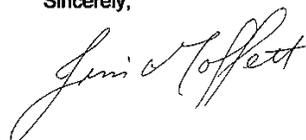
Again, I have no problem with an intermodal terminal, but how much freight do you expect will come in via the NS? It appears most freight comes into Charlotte and most of that is coal. Farm products and food commodities were next and consumer goods, which is what intermodal truck shipments are, is actually a small percentage of the overall rail shipments. Items shipped by intermodal rail are items which have no immediacy. Many manufacturers and retailers work off of freight called "JIT" or "Just In Time". They wait until their inventory needs become low, at some established figure, and then order a resupply or additional goods. This eliminates warehousing and its costs, as well as investing large sums of money that have to be tied up in product awaiting to be used. The trucking industry can meet the needs of JIT, whereas, the rail industry cannot due to time tables and the nature of "building" rail cars all going the same direction. A commodity may sit on a side rail for days before getting moved. By this time, a trucking company would have already had the product to its consignee. Intermodal rail freight has a distinct disadvantage over trucking and thus ships far less than what is brought in to the Charlotte area by truck. In a semi-monthly national

newspaper published for the trucking industry, THE TRUCKER, Vol.22, No.13, July 1-14, 2009 states in their business section found on page 27 that, "For the first five months of 2009, carload traffic was down 19.6 percent on US railroads. In 2009 through May 2009, intermodal traffic was down 16.9 percent." It also states that shipments of coal were down by 15.8 percent. These figures, and more, were reported by the Association of American Railroads who monitor rail freight. Volumes in intermodal freight have declined sharply and will most likely remain so until the economy as a whole begins to rebound.....if it does.

10 Do we really need a toll road to service a proposed intermodal terminal? I cannot see any reasons to tie the need for a toll road with the need for an intermodal terminal, certainly not now, and with the uncertainty of the future, I think a "better wait and see" outlook at this time would be more appropriate than investing dollars in what could become a black eye for the NCTA and the state.

11 If I honestly saw a need and a benefit for a toll road at this time, or for the future, I would not have written this letter. This proposed toll road, and whatever "Alternative" may be considered, makes less sense at this time than it does make sense to have. It seems to offer no real pluses, and has more detracting reasons as to why it should not be built at all. But if it were to be built, then the most viable stretch of the entire proposal would be a road from I-485 to Hwy. 321. I would then let growth take its course and in time, revisit the extension that would go from Hwy. 321 and connect to I-85 and re-exam the "alternative" routes at that time. It may be wiser to simply expand Hwy. 321 to draw users of the toll road down to it.

Sincerely,



Jim Moffett
PO Box 2723
Gastonia, NC 28053

Phone: 704-861-6894
Email: jim@pnqusa.net

Appendix B4 – Public Comment Letters

Table B4-12: Jim Moffet
Document: Ic012

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
1	Land Use and Transportation Planning	"Alternative 9" is far too close to the access of HWY 321. I believe that stretch of toll road called "Alternative 9" will see the least amount of travel by commuters. Those who live north of I-85, residing on and along HWY 321, are not going to travel south on I-85 to get on to the toll road. Their most likely, and realistic choice, will either to take I-85 north into Charlotte as they have always done, or travel south on HWY 321 and proceed to get on the toll road where it intersects at that point.	Detailed Study Alternative 9 (DSA 9 - the Preferred Alternative) and the other DSAs all extend from I-85 west of Gastonia to I-485 in Mecklenburg County. The Preferred Alternative has numerous interchanges to allow drivers to choose the interchange location most convenient for their trip. Drivers may also choose to use I-85 or other area roadways to reach their destinations. Section 2.3.5 in the Final EIS lists the 2035 projected traffic volumes for the Preferred Alternative.
2	Alternatives Considered	If the toll road has any practicality at all, it rests in that stretch of road that will be developed from HWY 321 to the I-485 Beltway.	The ultimate project would extend from I-85 west of Gastonia to I-485 in Mecklenburg County, as described and evaluated in the Draft EIS. However, construction of large transportation projects such as the Gaston East-West Connector, I-485 in Charlotte, I-540 in Raleigh, etc., are typically constructed in phases as funding becomes available. Construction phases are determined after the environmental planning phase is completed based on availability of funding. The intent is to build as much of the project in the first phase as possible, with the remainder constructed as soon as possible after that. At this time, based on available information, NCTA is planning on initially constructing the entire length of the project, with four lanes from I-485 to US 321 and two lanes from US 321 to I-85. The section from US 321 to I-85 would be upgraded to four lanes by 2035.
3	Land Use and Transportation Planning	It must also be kept in mind that the purpose of I-485 was to ease traffic around Charlotte along I-77 and initiating a toll road into this beltway can only be seen in the future as contributing to the traffic congestion which it was aimed to relieve.	I-485 and the Gaston East-West Connector are both part of the Mecklenburg-Union MPO's long range transportation plan, which describes the overall plan for streets and highways in the region, as well as other modes of travel. During final design, an Interchange Modification Report for the proposed interchange at I-485 must be prepared and approved by the FHWA. According to FHWA policy (www.fhwa.dot.gov/programadmin/fraccess.cfm), the IMR must show that the operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility.

Appendix B4 – Public Comment Letters

**Table B4-12: Jim Moffet
Document: Ic012**

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
4	Land Use and Transportation Planning	It is my understanding that a toll road receives no federal funding in its maintenance and upkeep. Toll roads are built with state funds, i.e. taxpayer dollars, and then the taxpayer has to pay to travel upon them.....a double taxation for North Carolinians, unless I was not a resident of North Carolina. Can the state actually realize any “true” income from a toll road when the costs of road maintenance, toll booth employees, and electronic service companies are all considered as part of the operating costs involved in employing a toll road for such a short stretch of roadway?	Based on the proposed financing plan and information in the Gaston East-West Connector Preliminary Traffic and Revenue Forecast Final Report (October 12, 2006) , available on the NCTA Web site, the project has been deemed financially feasible. A final investment grade traffic and revenue study, needed to sell bonds, will be prepared during the final design phase of the project. North Carolina legislation requires that tolls be removed once the debt on the bonds has been paid. The project may also be funded in part by federal credit assistance from the United States Department of Transportation under the Transportation Infrastructure Finance and Innovation Act – or TIFIA -- program. STIP funds may be used. Appropriations from the NC Legislature (i.e. “Gap Funding” in the currently approved amount of \$35 million per year) are also anticipated. The exact mix of funding will be determined during final design.
5	Indirect and Cumulative Effects	Surely there will be housing projects, shopping centers, business parks, and other commercial and non-commercial ventures popping up all along this stretch of road.	In accordance with NCDOT procedures, a qualitative <i>Indirect and Cumulative Effects Assessment for the Gaston East-West Connector</i> was prepared and is summarized in Chapter 7 of the Draft EIS. The qualitative analysis concludes that all Detailed Study Alternatives (DSAs) have a "High" potential for accelerated growth and indirect land use effects in Gaston County. A quantitative indirect and cumulative effects report was prepared for the Preferred Alternative and is summarized in Section 2.5.5 of the Final EIS. The quantitative assessment provides more detail regarding potential land use changes and indirect and cumulative impacts to water quality and other notable resources with and without the project.
6	Land Use and Transportation Planning	For the true nature of this toll road as I see it is not for the commuter, but for land developers. Surely this growth will bring in new tax dollars to the community as well as the state, so why does the commuter have to pay additionally?	The purpose and need for the project is described in Section 1.3 of the Draft EIS. As discussed in Section 1.1 of the Draft EIS, "traditional (non-toll) transportation funding for this project is not likely in the foreseeable future."

Appendix B4 – Public Comment Letters

**Table B4-12: Jim Moffet
Document: Ic012**

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
7	Alternatives Considered	Norfolk Southern has shown interest in an intermodal terminal at the Charlotte Douglas airport area. Has the “North Carolina Waybill Analysis Executive Summary”, by the DOT Rail Division, November 2006, been reviewed in deciding whether or not a toll road has any merit to the development of this intermodal facility?	<p>The Charlotte-Douglas International Airport’s proposed intermodal facility (which includes a Norfolk Southern rail line) is independent of the Gaston East-West Connector. The NCTA has coordinated with, and will continue to coordinate with, the Charlotte-Douglas International Airport, Charlotte DOT, and NCDOT regarding the designs of the eastern terminus of the Gaston East-West Connector in relation to the roadway access planned for the intermodal facility (See Section 2.3.1 of the Final EIS).</p> <p>Neither project depends on the other. However, the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) recognizes that both projects may benefit from the presence of the other. The MUMPO <i>2035 Long Range Transportation Plan</i> (Chapter 11) states that “Development of the proposed airport intermodal facility – and construction of the freeway that will become the Garden Parkway – are projects that enable attracting and maintaining air cargo business at the airport. The intermodal facility will allow the airport to interface with the trucking industry and railroad.”</p> <p>In a meeting with NCTA on November 4, 2009, the Charlotte-Douglas International Airport estimated that the airport’s intermodal facility would generate 500 trucks per day soon after opening, and ultimate volumes of approximately 1,200-1,500 trucks per day.</p>
8	Land Use and Transportation Planning	Toll roads are avoided by drivers when at all possible, and with all the alternative roads in and out of Charlotte, I suspect truck travel may be far less than projected or relied upon as a revenue generator.	<p>For the 2035 traffic forecasts discussed in Section 2.3.5 of the Final EIS, truck percentages were determined by examining 2009 16-hour intersection turning movement counts, NCDOT historic truck data, the Metrolina regional travel demand model truck percentages, and previous traffic forecasts for Gaston East-West Connector. From this data, overall truck percentages were separated into two standard classifications - duals (single-unit trucks with at least one dual-axled tire) and TTSTs (multi-unit trucks with single and twin trailers). This method is current accepted practice in travel demand modeling.</p> <p>If the toll road saves enough time compared to other potential routes, trucks and other vehicles will choose to pay the toll and use the roadway. The cost of using the toll road is accounted for in the travel demand modeling by applying a time penalty along the roadway that accounts for the cost of paying the toll. Therefore, a tolled Gaston East-West Connector generally would attract less traffic than a non-toll Gaston East-West Connector, and this is taken into consideration in the traffic forecasts</p> <p>Also, planned projects and employment centers that generate trucks are accounted for in the Metrolina regional travel demand model. Employment growth by Traffic Analysis Zone (TAZ) (a specific area in the model region</p>

Appendix B4 – Public Comment Letters

**Table B4-12: Jim Moffet
Document: Ic012**

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
			similar to a Census Tract) is estimated by local government planning staff and takes into account known planned projects in the area, such as the Charlotte-Douglas International Airport projects.
9	Land Use and Transportation Planning	Again, I have no problem with an intermodal terminal, but how much freight do you expect will come in via NS?	The Gaston East-West Connector is independent of the proposed intermodal freight terminal at Charlotte-Douglas International Airport. In a meeting with NCTA on November 4, 2009, the Charlotte-Douglas International Airport estimated that the airport's intermodal facility would generate 500 trucks per day soon after opening, and ultimate volumes of approximately 1,200-1,500 trucks per day. Also, see response to Comment 7 in Mr. Jim Moffet's letter (Document Ic012).
10	Land Use and Transportation Planning	Do we really need a toll road to service a proposed intermodal terminal? I cannot see any reasons to tie the need for a toll road with the need for an intermodal terminal, certainly not now, and with the uncertainty of the future, I think a "better wait and see" outlook at this time would be more appropriate than investing dollars in what could become a black eye for the NCTA and the state.	Section 1.2 includes a list of needs for the project. Section 1.3 includes a list or purposes for the project. Only alternatives that meet the project purpose need to be carried forward for more detailed study. Servicing the intermodal terminal is not a stated purpose or need for the Gaston East-West Connector project. The Charlotte-Douglas International Airport's proposed intermodal facility is independent of the Gaston East-West Connector. The NCTA has coordinated with, and will continue to coordinate with, the Charlotte-Douglas International Airport, Charlotte DOT, and NCDOT regarding the designs of the eastern terminus of the Gaston East-West Connector in relation to the intermodal facility. Neither project depends on the other.
11	Purpose and Need for Action	If I honestly saw a need and a benefit for a toll road at this time, or for the future, I would not have written this letter. This proposed toll road, and whatever "Alternative" may be considered, makes less sense at this time than it does make sense to have. It seems to offer no real pluses, and has more detracting reasons as to why it should not be built at all.	With the Gaston East-West Connector in place, travel times in 2030 are expected to be substantially shorter for many trips. Trips across southern Gaston County are expected to be almost 10 minutes shorter, and trips across the Catawba River are estimated to be 20-30 minutes shorter. In addition, the Gaston East-West Connector would provide benefits to travelers who do not use it, as it would reduce overall congestion throughout Gaston County by 6-7 percent in 2030.

June 16, 2009

NC Turnpike Authority,

I am writing this letter to let you know how disheartening it is to know the governing officials in our county are considering the most poorly thought out waste of taxpayer's money. While toll roads may be an effective solution for traffic problems for some other areas of our state, I feel a toll road will only create even more problems for our county.

You are expecting some 50,000 cars a day to pass over South Point Road and only 14,000 cars to exit at 321. That means that 20 to 40 thousand cars a day will filter into Belmont and other exits on to the secondary roads that will not be able to handle the traffic. These roads are already congested and there are no plans to widen them. That does not make sense.

1 The delicate eco-system of the peninsula is also in jeopardy. This small piece of Heaven is now going to
2 be destroyed so a road that we have to pay to drive on can be built. Use the \$35 million allotted a year
3 for the toll road to make other logical improvements. On the Turnpike Authority's website they show
4 the number of cars on I-85 constantly increasing. It will always be over crowded even if a toll road is
built. So widen it. There is right of way to do so. Widen and repair the Hwy. 74/Catawba River Bridge. Fix
the 321/I-85 interchange. It is extremely dangerous. People use the Cats buses to ride to Charlotte.
Look into a light rail to cut the air pollution. If they ride the bus they would use the light rail. All of these
things would be used over a toll road that will probably never extend to I-85. To me, that pretty much
makes that toll road useless.

5 It does not make our trip to the airport shorter as stated By the TPA. It takes me 15 minutes to get there
on Wilkinson Blvd. Why would I pay money to get on the toll road and it take me 20 to 25 minutes to get
to the airport? Someone has not done their homework. These facts come straight off of the TPA's
website. So how are we suppose to trust them if their facts are incorrect? There are many other facts
that simply just don't make sense.

6 I know you all have received numerous phone calls, letters and e-mails regarding this "toll road to no
where" Please listen to what the citizens of Gaston County are saying to you. We don't want a toll road.
7 We don't want urban sprawl that this road will bring. We don't want our homes or businesses taken by
8 the road no matter what route it would take. We don't want to be the house that is stuck right beside
the road (like I would be) with a huge depreciation in the value of our property so that we can't even
sell. As tax payers we don't want to be paying for this road for the next 40 years when there are other
roads around this area that haven't even been finished in this time of economic crisis.

Let go of this 20 year battle and fight for something that the citizens of Gaston County can be proud of
and that legitimately makes sense. This Garden Parkway does not!

Sincerely,
Heather Pierce

Appendix B4 – Public Comment Letters

**Table B4-13: Heather Pierce
Document: Ic013**

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
1	Alternatives Considered	Use the \$35 million allotted a year for the toll road to make other logical improvements.	The "gap funding" provided by the State Legislature is designated specifically for the Gaston East-West Connector. Only the State Legislature can change where funding is allocated.
2	Alternatives Considered	On the Turnpike Authority's website they show the number of cars on I-85 constantly increasing. It will always be over crowded even if a toll road is built. So widen it. There is right of way to do so. Widen and repair the Hwy 74/Catawba River Bridge. Fix the 321/I-85 interchanges. It is extremely dangerous.	See response to Comment 3 of the Clark's and Cedar's letter (Document Ic004). The Gaston Urban Area 2035 LRTP includes the Gaston East-West Connector as their number one priority. The LRTP also includes the widening (from four to six lanes) of the US 29-74 bridge over the Catawba River as a project to be built by 2025.
3	Alternatives Considered	People use the Cats buses to ride to Charlotte. Look into light rail to cut the air pollution. If they ride the bus they would use the light rail.	The Draft EIS rigorously explored and objectively evaluated a range of reasonable alternatives as required by 23 CFR 771.123(c). As discussed in Section 2.2, a wide range of alternatives was included in the first screening of alternatives, and equally considered for their ability to meet the project purpose based on a set of evaluation criteria described in Section 2.2.1 of the Draft EIS. Only alternatives that meet the project purpose need to be carried forward for more detailed study. For alternatives that were eliminated from detailed study, brief discussions of the reasons are included. The alternatives evaluated in the first screening included Mass Transit and Multimodal Alternatives, and as described in Section 2.2.5, these types of alternatives would not meet the project's purpose and need.
4	Alternatives Considered	All of these things would be used over a toll road that will probably never extend to I-85.	Based on the Gaston East-West Connector Preliminary Traffic and Revenue Forecast Final Report (October 12, 2006), available on the NCTA Web site, a financing plan that includes tolls for the project has been deemed financially feasible. A final investment grade traffic and revenue study, needed to sell bonds, will be prepared during the final design phase of the project. The ultimate project extends from I-85 west of Gastonia to I-485 in Mecklenburg County and the NCTA intends to build the ultimate project as soon as possible.
5	Land Use and Transportation Planning	It does not make our trip to the airport shorter as stated by the TPA. It takes me 15 minutes to get there on Wilkinson Blvd. Why would I pay money to get on the toll road and it take me 20 to 25 minutes to get to the airport?	Travel time savings are discussed in Appendix C of the Draft EIS. The travel time savings in 2030 realized by the constructing the proposed project compared to the No-Build Alternative would be substantial for many specific origin/destination pairs, and the project also would have an effect on overall average travel times for trips throughout the project study area.

Appendix B4 – Public Comment Letters

**Table B4-13: Heather Pierce
Document: Ic013**

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
6	Indirect and Cumulative Effects	We don't want urban sprawl that this road will bring.	In accordance with NCDOT procedures, a qualitative Indirect and Cumulative Effects Assessment for the Gaston East-West Connector was prepared and is summarized in Chapter 7 of the Draft EIS. The qualitative analysis concludes that all Detailed Study Alternatives (DSAs) have a "High" potential for accelerated growth and indirect land use effects in Gaston County. A more detailed quantitative indirect and cumulative effects assessment was prepared for the Preferred Alternatives and is summarized in Section 2.5.5 of the Final EIS. The quantitative assessment provides more detail regarding potential land use changes and indirect and cumulative impacts to water quality and other notable resources with and without the proposed project.
7	Right-Of-Way Acquisition and Relocations	We don't want our homes or businesses taken by the road no matter what route it would take. We don't want to be the house that is stuck right beside the road (like I would be) with a huge depreciation in the value of our property so that we can't even sell.	See response to Comment 5 in Mr. James and Ms. Marveta Mason's letter (Document Ic009).
8	Alternatives Considered	As taxpayers we don't want to be paying for this road for the next 40 years when there are other roads around this area that haven't even been finished in this time of economic crisis.	See response to Comment 15 in Mr. John Medlin's letter (Document Ic011).

July 21, 2009

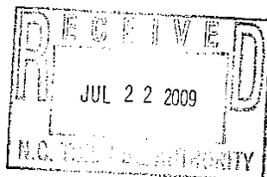
To: Jeff Dayton
 Engineer
 NC Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27699-1578
 919-788-7148

From: Debra Porter
 2214 Rufus Ratchford Rd.
 Gastonia, NC 28056
 704-517-9688

Dear Sir:

I would like it known that I am not in favor of the Garden Parkway Toll Road. The main reasons are listed below. I know you have many letters and emails to read and I do appreciate you taking the time to review my concerns.

- 1 [1. If the toll road can not be completed as first designed, why make an even bigger mess of things by dumping the toll road traffic off on US 321 in a primarily residential section? That road is already narrow, winding and carries large tractor trailers that compete for the space with local drivers.
- 2 [2. Could we not use the 35 million on improving local road projects and perhaps a new, wider bridge coming out of Belmont?
- 3 [3. If you do succeed in bringing the toll road and the urban sprawl that will come with it, where are all the newly planted families' children going to go to school? The schools are full and even the newest high school, Forestview has many portable and temporary classrooms to accommodate the over flow now. Looking into the future, where is there going to be open and affordable land to build new schools that is needed now and later?
- 4 [4. Have you ever driven on a toll road up north? They have proven to me to be some of the worst roads to drive on and are always in need of pothole repair. Not to mention the costs to pass from point A to point B. These roads never pay for themselves and you know the toll fees are never removed, there will always be upkeep on a road. So, the claim or statement that our parkway will pay for itself can not be true.
- 5 [5. I am going to be more personal in my concern now. If you look where I live on Rufus Ratchford Rd. the parkway will pass through the back half of our 10 acres and take our horse barn with it. It will not take our house but, we will be left with the road noise and unsightly view of it. If we were compensated for our acreage, barn and were left with 5 to 7 acres, that would not be enough land to build another barn and sustain our 4 horses.



5 [Where could you find a nice brick ranch with 10 acres, fenced pasture and a barn just 30 minutes from the Charlotte Douglas Airport? Not even asking how much that set-up would cost to try to duplicate staying in Gaston County.

6 [6. This last question is puzzling to me. There is a stretch of road on South Union Road at the intersection of Wilson Farm Road that has brand new street lights burning every evening of the year and there are no houses along this stretch, only empty acreage and cows. Why do I as a Gaston County taxpayer have to pay the utility bill on those street lights for the recently annexed parcel id # 212361, owned by 4 Star Investors Development? Just because our senator, David Hoyle has an interest in this 154 acre parcel and just because they may want to build large, expensive homes on it, the section 9 has become the chosen and recommended route instead of a more northern route that would pass through this parcel id # 212361. I don't like the presumption of the city that the road would not pass through this parcel and that there was enough pull in politics that these costly street lights have already been installed and are burning nightly. You would have a hard time convincing me that politics did not have a hand in this matter.

I would appreciate your reply to my questions and concerns.

Thank you for your time.

Debra Porter

704-517-9688

Appendix B4 – Public Comment Letters

**Table B4-14: Debra Porter
Document: Ic014**

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
1	Alternatives Considered	If the toll road cannot be completed as first designed, why make an even bigger mess of things by dumping the toll road traffic off on US 321 in a primarily residential section? That road is already narrow, winding and carries large tractor trailers that compete for the space with local drivers.	See response to Comment 8 in Mr. John Medlin's letter (Document Ic011).
2	Alternatives Considered	Could we not use the 35 million on improving local road projects and perhaps a new, wider bridge coming out of Belmont?	See response to Comment 1 in Ms. Heather Pierce's letter (Document Ic013).
3	Indirect and Cumulative Effects	If you do succeed in bringing the toll road and the urban sprawl that will come with it, where are all the newly planted families' children going to go to school? The schools are full and even the newest high school, Forestview has many portable and temporary classrooms to accommodate the over flow now. Looking into the future, where is there going to be open and affordable land to build new schools that is needed now and later?	The Gaston County School District is responsible for planning school facilities. The NCTA will continue to coordinate with Gaston County Schools to share information and aid in planning. The latest coordination efforts are described in Section 2.5.1.5 of the Final EIS.
4	Design	Have you ever driven on a toll road up north? They have proven to me to be some of the worst roads to drive on and are always in need of pothole repair. Not to mention the costs to pass from point A to point B. These roads never pay for themselves and you know the toll fees are never removed; there will always be upkeep on a road. So, the claim or statement that our parkway will pay for itself cannot be true.	Based on the proposed financing plan and information in the <i>Gaston East-West Connector Preliminary Traffic and Revenue Forecast Final Report</i> (October 12, 2006), available on the NCTA Web site, the project has been deemed financially feasible. A final investment grade traffic and revenue study, needed to sell bonds, will be prepared during the final design phase of the project. North Carolina legislation requires that tolls be removed once the debt on the bonds has been paid.
5	Right-Of-Way Acquisition and Relocations	I am going to be more personal in my concern now. If you look where I live on Rufus Ratchford Road the parkway will pass through the back half of our 10 acres and take our horse barn with it. It will not take our house but, we will be left with the road noise and unsightly view of it. If we were compensated for our acreage, barn and were left with 5 to 7 acres, that would not be enough land to build another barn and sustain our four horses. Where could you find a nice brick ranch with 10 acres, fenced pasture and a barn just 30 minutes from the Charlotte Douglas Airport? Not even asking how much that set-up would cost to try to duplicate staying in Gaston County.	Section 3.2.3.2 of the Draft EIS discusses relocation assistance. The NCTA follow the relocation policies of the NCDOT. The policies ensure that comparable replacement housing is available for relocatees prior to construction of state and/or federally assisted projects.

Appendix B4 – Public Comment Letters

**Table B4-14: Debra Porter
Document: Ic014**

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
6	General Comment	<p>There is a stretch of road on South Union Road at the intersection of Wilson Farm Road that has brand new street lights burning every evening of the year and there are no houses along this stretch, only empty acreage and cows. Why do I as a Gaston County taxpayer have to pay the utility bill on those street lights for the recently annexed parcel id# 212361, owned by 4 Star Investors development? Just because our senator, David Hoyle has an interest in this 154 acre parcel and just because they may want to build large, expensive homes on it, the section 9 has become the chosen and recommended route instead of a more northern route that would pass through this parcel id# 212361. I don't like the presumption of the city that the road would not pass through this parcel and that there was enough pull in politics that these costly street lights have already been installed and are burning nightly. You would have a hard time convincing me that politics did not have a hand in this matter.</p>	<p>The reasons for selecting Detailed Study Alternative 9 as the Recommended Alternative are described in Section 2.5 of the Draft EIS. The reasons for selecting Detailed Study Alternative 9 as the Preferred Alternative are described in Section 2.2 of the Final EIS.</p>

Ms. Jennifer Harris
NCTA
1578 Mail Service Center
Raleigh, NC 27699-1578

16015
Timothy + Darlene G.
3527 Chapelwood Drive
Gastonia, NC 28052
Return Response Requested
This is not a letter of
agreement.

Dear Jennifer,

This letter is in regards too the Draft EIS. I have used

your Website on the Public Notice of the new East-West Connector

that is thru the Linwood Rd area. And by the looks of it coming

down Lewis Road area. I live on Chapelwood Drive at the very

1 end. My question is how much of the land is going to be

taken up + will this cause delays. There will be

construction + traffic for people trying to get to their jobs +

School on time, exactly how long will construction be?

Are people going to have to give up their homes + land for this

project? I just got this card in the mail + I couldn't attend

the public hearing at Forestview High School on 6/23/09.

Any information you can provide will be appreciated I am

concerned about what will be happening + when it will begin

in our area. We are against any road coming thru our

property, because a property owner now a days can't get a

another piece of property the amount they have in the county.

However there are very few el have found but the price

is higher for 1 lot than what el had + have funny

2 acreage now. el won't go no further. Please write + inform

me on the conditions of the project. + when the month +

day + year it will begin. If we have to give up our

land + can find another property. Sincerely,

near our work + if the price is

within the means of fair value, we

will agree.

Darlene + Timothy George
June 24, 2009

Appendix B4 – Public Comment Letters

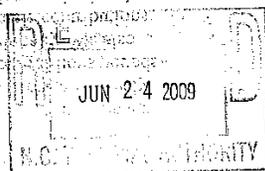
**Table B4-15: Timothy & Darlene George
Document: Ic015**

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
1	Right-Of-Way Acquisition and Relocations	My question is how much of the land is going to be taken up & will this cause delays. There will be construction & traffic for people trying to get to their jobs & school on time, exactly how long will construction be? Are people going to have to give up their homes for this project?	The Preferred Alternative (DSA 9) would require approximately 1,600 acres of land for right of way. As discussed in Section 3.2.6.2 of the Draft EIS, maintenance of traffic and sequencing of construction would be planned and scheduled in order to minimize traffic delays throughout the Project Study Area. Construction would last several years to complete the project. The project will require relocation of homes and businesses. Section 3.2.3.2 of the Draft EIS discusses relocation assistance. The NCTA follows the relocation policies of the NCDOT. The policies ensure that comparable replacement housing is available for relocatees prior to construction of state and/or federally assisted projects.
2	General Comment	Please write & inform me on the condition of the project & when the month & day & year it will begin. If we have to give up our land & can find another property near our work & if the price is within the means of loan value, we may agree.	The current project schedule anticipates the first sections of the project will open to traffic in 2014. Right of way acquisition will begin in 2011. Section 3.2.3.2 of the Draft EIS discusses relocation assistance. The NCTA follows the relocation policies of the NCDOT. The policies ensure that comparable replacement housing is available for relocatees prior to construction of state and/or federally assisted projects.

Bruce's Iron and Metal, Inc.

4604 South York Road Gastonia, North Carolina 28052
Phone: (704) 864-3671 Fax: (704) 853-0347

June 23, 2009



Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578

Dear Ms. Harris,

I would like to address several issues related to the proposed Garden Parkway and its effect on Gaston County and in particular the effect on my business. I am part owner and General Manager of Bruce's Iron & Metal, Inc. located on the proposed 321 interchange of the Garden Parkway. We have approximately 37 acres of which 15 acres are actively used for the purpose of recycling scrap metal. We recycle on average 5.5 millions pounds of scrap metal monthly. We service industrial accounts locally and regionally. We also provide services to the local community and have been active in charitable contributions for over 60 years. Now after 60 years at our location, your proposed highway is aimed right through the middle of our property.

1 [Needless to say, moving or relocating a scrap yard will be a daunting and very expensive task. We are a healthy, debt free company. The idea of facing heavy debt to relocate is not an option that any company would desire. We have serious concerns that no one from your task force has had the courtesy of ever contacting us to inquire about how this could affect 18 above average paying jobs in Gaston County. We hope at some point that if we are the site, that someone with some authority will visit to walk the site and get a feel for the problems and expensive task which will face us and you.

2 [As part of our business, we utilize 10 of our own trucks as well as many commercial truckers. We take exception to DOT studies about the effect of stopping the parkway at 321. If you stop the parkway at 321 and divert traffic north to I-85 you will create a parking lot in the city of Gastonia. 321 from the city limits north is tight and dangerous. It cannot handle increased trucking safely. Truckers will find shortcuts from the proposed 321 exchange to 74 west and 85 south. For any one trucking, saving time and mileage increases profits. If the intermodal facility is built in Mecklenburg, then you have a bigger mess.

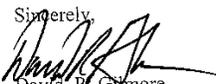


Bruce's Iron and Metal, Inc.

4604 South York Road Gastonia, North Carolina 28052
Phone: (704) 864-3671 Fax: (704) 853-0347

3 [We understand the big picture and are for growth and progress. But, we would like to see it done the right way the first time. We need managed growth, not urban sprawl and secondary road gridlock. It is our opinion that the road should be further south in the County. It is a shame that you cannot work with South Carolina and tie it into I-85 around Blacksburg. It seems all perimeter highways are obsolete as they are finished. Lets not make this mistake this time.

We do appreciate the attention and time that you take in reviewing our concerns. We understand the difficult task this is. Please feel free to contact me if you have any questions or comments.

Sincerely,

David R. Ginnore
General Manager



Appendix B4 – Public Comment Letters

**Table B4-16: Bruce’s Iron and Metal, Inc.
Document: Ic016**

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
1	Right-Of-Way Acquisition and Relocations	We have serious concerns that no one from your task force has had the courtesy of ever contacting us to inquire about how this could affect 18 above average paying jobs in Gaston County. We hope at some point that if we are the site, that someone with some authority will visit to walk the site and get a feel for the problems and expensive task which will face us and you.	Project team representatives visited the Bruce’s Iron & Metal site and met with the General Manager on April 21, 2010.
2	Land Use and Transportation Planning	As part of our business, we utilize 10 of our own trucks as well as many commercial truckers. We take exception to DOT studies about the effect of stopping the parkway at 321. If you stop the parkway at 321 and divert traffic north to I-85 you will create a parking lot in the city of Gastonia. 321 from the city limits north is tight and dangerous. It cannot handle increased trucking safely. Truckers will find shortcuts from the proposed 321 exchange to 74 west and 85 south. For any one trucking, saving time and mileage increases profits. If the intermodal facility is built in Mecklenburg, then you have a bigger mess.	<p>The ultimate project would extend from I-85 west of Gastonia to I-485 in Mecklenburg County, as described and evaluated in the Draft EIS. However, construction of large transportation projects such as the Gaston East-West Connector, I-485 in Charlotte, I-540 in Raleigh, etc., are typically constructed in phases as funding becomes available. Construction phases are determined after the environmental planning phase is completed based on availability of funding. The intent is to build as much of the project in the first phase as possible, with the remainder constructed as soon as possible after that. At this time, based on available information, NCTA is planning on initially constructing the entire length of the project, with four lanes from I-485 to US 321 and two lanes from US 321 to I-85. The section from US 321 to I-85 would be upgraded to four lanes by 2035.</p> <p>However, in order to respond to concerns expressed prior to, and as part of, the public review process for the Draft EIS, the NCTA studied traffic forecasts for a potential interim project phase ending at US 321. The studies indicate there would be an increase in traffic along US 321 from the Gaston East-West Connector north to Stagecoach Road for a distance of approximately 3/4 mile. Beyond Stagecoach Road, the traffic is estimated to generally be the same with or without the interim project phase. Under both an interim phase for the project and the ultimate project, a corridor-level analysis indicates US 321 would operate under capacity and at acceptable levels of service from Robinson Road to US 29-74 through the year 2030.</p> <p>The Charlotte-Douglas International Airport’s intermodal facility is scheduled to open in late 2010. Please see response to Comment 7 in Mr. Jim Moffett’s letter (Ic012).</p>

Appendix B4 – Public Comment Letters

**Table B4-16: Bruce’s Iron and Metal, Inc.
Document: Ic016**

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
3	Alternatives Considered	It is our opinion that the road should be further south in the County. It is a shame that you cannot work with South Carolina and tie it into I-85 around Blacksburg. It seems all perimeter highways are obsolete as they are finished.	<p>The process by which the Detailed Study Alternatives, and their locations, were developed are described Chapter 2 of the Draft EIS.</p> <p>The purpose of the project, as stated in Section 1.3 of the Draft EIS, is to "improve east-west transportation mobility in the area around the City of Gastonia, between Gastonia and the Charlotte metropolitan area, and particularly to establish direct access between the rapidly growing area of southeast Gaston County and western Mecklenburg County." A longer project extending into South Carolina might serve this purpose, but it would be significantly more expensive and create substantially more impacts than the Detailed Study Alternatives considered in the Draft EIS.</p>

July 31, 2009

George Hoops
GEORGE.HOOPS@FHWA.DOT.GOV
HDA-NC
919-747-7022

Dear Mr. Hoops,

As a concerned citizen of Gaston County, North Carolina I am writing in opposition to the Garden Parkway Toll Road planned for South East Gaston County. I moved to Gaston County in 1993 specifically to stay out of Charlotte and Mecklenburg County and all of the problems associated with urban sprawl in that area. I found Southeast Gaston County to be reasonably close to Charlotte that I could take advantage of its amenities when I wanted but not have to live in the middle of it on a daily basis. Now this proposed road will threaten all of that.

This road project will bring Charlotte's Urban Sprawl and all of it wonders right here to Gaston County. Have you ridden along 485 to see what has happened at the exits from this road? There are more people, more congestion, more air pollution, more noise and many other negative things.

1 [It has been said this road will bring needed development to Gaston County. The type of development that follows these projects is more big box stores, more strip malls, more retail and more gas stations. More opportunity for people to spend money they don't have on things they don't need. The only people who really stand to benefit from this are the speculators and developers who are touting this project as good for Gaston County.

2 [Has anyone considered the increased traffic on side roads, increased burden on schools, increased need for water and wastewater treatment capacity, more storm water runoff to our creeks and streams? I drive I85 everyday and if the real goal of this project is to reduce congestion then why not widen 85 as 77 was widened north of Charlotte. Could the reason be that no politicians or developers will make money on this deal?

I moved to Gaston County by choice and accept that it is more rural and doesn't have all the shopping and dining opportunities of Charlotte. That is fine.

This project is a complete waste of money that could be spent more effectively on projects that will bring a positive impact to Gaston County. Rather than just building more, let's improve what we already have.

I believe this project is being pushed because a few people mostly local politicians who own large tracts of land along the proposed road and some developers stand to make a lot of money. These few will benefit at the expense of many. Let's keep Gaston County, Gaston County.

Do not build this road.

Bill Gintert
3320 Cameo Trail
Gastonia, NC. 28056
704-853-8986

Appendix B4 – Public Comment Letters

**Table B4-17: Bill Gintert
Document: Ic017**

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
1	Indirect and Cumulative Effects	It has been said this road will bring needed development to Gaston County. The type of development that follows these projects is more big box stores, more strip malls, more retail and more gas stations.	A <i>Quantitative Indirect and Cumulative Effect Analysis</i> was prepared for the Preferred Alternatives and is summarized in Section 2.5.5 of the Final EIS. The quantitative indirect and cumulative effects assessment provides more detail regarding potential land use changes and indirect and cumulative impacts to water quality and other notable resources.
2	Land Use and Transportation Planning	Has anyone considered the increased traffic on side roads, increased burden on schools, increased need for water and wastewater treatment capacity, more storm water runoff to our creeks and streams?	Traffic on some segments of some secondary roads in the project study area may increase, while on other roads or segments traffic may decrease as traffic patterns redistribute to include the presence of the proposed project. Overall, as discussed in Appendix C of the Draft EIS, congested vehicle hours traveled and congested vehicle miles traveled in Gaston County are expected to be less in 2030 with proposed project in place compared to the No-Build Alternative. Local governments are responsible for planning infrastructures such as schools and water and wastewater facilities. Local governments have included the Gaston East-West Connector in their planning documents. The NCTA will continue to coordinate with local governments to share information and aid in planning. A <i>Quantitative Indirect and Cumulative Effects Analysis</i> has been prepared for the Preferred Alternative. This analysis is included in the Final EIS in Section 2.5.5 and provides additional information on potential water quality impacts. The NCTA will be required to obtain a Section 401 Water Quality Certification from the NC Division of Water Quality and a Section 404 Individual Permit from the US Army Corps of Engineers for project impacts to Waters of the United States. Water quality modeling, which will include modeling of stormwater runoff, will be performed during the permit phase of the project.