



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

J. ERIC BOYETTE  
SECRETARY

MEMO TO: Public Input Participants

FROM: Bryan Sowell, PE  
Division 12, Project Engineer

DATE: December 20, 2022

SUBJECT: **Public Involvement Summary - Updated**  
STIP Project R-4045/BR-0012  
Improvements to US 74 and Replacement of Bridge 48 and 49  
on US 74, Cleveland County

**Online Public Involvement**

A Public Meeting held August 25, 2022, and then open to comment via a public input website: <https://publicinput.com/US74-Mooresboro> from August 25<sup>th</sup> through September 8<sup>th</sup>, 2022.

During this period a total of 107 comments were received via written comments at the meeting and afterward by phone, e-mails and comments on the website.

**PROJECT SUMMARY:**

The N.C. Department of Transportation proposes to improve U.S. 74 from Mooresboro to the Shelby Bypass in Cleveland County, a distance of approximately 1.2 miles. The proposed work would include:

- Closing driveway access along U.S. 74
- Replacing the current intersection of U.S. 74 and Academy Street/Lattimore Road with an interchange.
- Replacement of the U.S. 74 Bridges over Sandy Run Creek.

The project is federally funded and included in the State Transportation Improvement Program (STIP) as Project Numbers R-4045 and BR-0012.

*Mailing Address:*  
NC DEPARTMENT OF TRANSPORTATION  
STRUCTURES MANAGEMENT UNIT  
1581 MAIL SERVICE CENTER (MAIL)  
RALEIGH, NC 27699-1581

*Telephone:* (919) 250-4082  
*Customer Service:* 1-877-368-4968

*Website:* www.ncdot.gov

*Physical Address*  
NC DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION 3  
1000 BIRCH RIDGE DR.  
RALEIGH, NC 27610

## STATISTICAL OVERVIEW OF COMMENTS:

### Comments Received

- 107 comments were received

### Comment Types

- Emails: 1
- Online Comments: 7
- Paper Survey at Meeting: 98
- Hotline Calls: 1

### Preferences for Interchange Alternative

There were 91 comments expressing a preferences between the four interchange concepts: 1, 1A, 2 or 2A:

- 77 supported Alternate 1
- 6 supported Alternate 1A
- 1 supported Alternate 2
- 7 supported Alternate 2A

### Preferences for Service Road Access for Duncan Road and Church

There were 91 comments expressing a preference for Service Road Options 1, 2 or 3:

- 88 supported Option 3
- 2 supported Option 2
- 1 supported Option 1 or 2

### Preferences for Service Road Access to Mobile Home Park from E. Main Street

There were 6 comments received supporting the construction of a service road from E. Main Street to the mobile home park near the bridge and none opposing.

### Comment Subjects

The vast majority of comments received preferences for either or both the interchange and the Service Roads.

Other general comments were received on seven subjects. A summary of the comments and Department responses are listed below:

## GENERAL RESPONSE TO COMMENTS

### Extend East Main Street Service Road

There were two comments received suggesting that the East Main Street Service Road be extended across Sandy Run Creek to connect with Broadway Drive. One of the two comments additionally suggested putting the US 74 bridge onsite detour to the south with a new bridge instead of a temporary one and when the work on US 74 was complete, extend the service road near East Main Street across the new bridge to connect with Broadway Road.

#### Response

Extending the E. Main Street Service Road across Sandy Run Creek utilizing the detour bridge from US 74 is an interesting concept because it improves connectivity and utilizes a bridge that would already be part of the onsite detour. However, it also poses a few difficulties.

The bridge crosses Sandy Run Creek. One of the design parameters requires that the bridge convey a 100-year storm underneath. A new bridge with the existing clearance would meet that requirement. However, Broadway Road is 17 feet lower than US 74. Raising the service road enough to have a bridge that would clear the 100-year flood would impact the Sandy Run Cycles business that the service road was built to serve.

Also, the service road proposed to the mobile homes would have to be widened to serve as a full street. The topography drops quickly from the east edge of the driveway. The widening would either require substantial fill or taking the mobile homes the service road was intended to serve.

For these reasons, the Department is not willing to pursue the concept.

### Specific Property Impacts

There three comments that specifically inquired about impacts to their property from either the footprint or potential flooding .

#### Response

If specific help is needed in understanding what was shown on the public meeting maps, you can contact the Department to make detailed inquires. The full impact of the project will not be determined until the final design is complete. During that design issues such as utility impacts or hydraulic drainage

will be evaluated and the final footprint determined. Any specific flooding concerns would be addressed at during this phase During final design, the Department will look into the concerns and determine whether there would be impacts from the proposed design if so, what measures are appropriate.

### **Improvements to the Intersection of Main Street and Academy Street**

Six comments were received suggesting no improvements should be made to the intersection of Main Street and Academy Street citing the number of relocations. Three comment were received recommending improvements of Main Street and Academy citing the amount of truck traffic using the intersection. One of the three inquired whether the intersection would be widened enough to handle trucks.

#### Response

~~The decision of whether to improve the intersection of Main Street and Academy Street has not yet been made but will be in the near future. The factors weighing into that decision will include the public input received, the costs, and the impacts such as relocations and streams. If the decision is to improve the intersection, it would be improved to handle truck traffic.~~

**Correction: The above was written shortly after the time of the public meeting and was accurate at that time but since then, the decision has been made to make no improvements along Main Street or the intersection of Main St. and Academy St.**

### **Move Option 3 South to Property Line**

A suggestion was received to move Service Road Option 3 south to the property line. Since the west end of Service Road 3 is already at the property line, it is assumed this comment is intended to address the east end of the proposed service road.

#### Response

The location of the east end was for two reasons:

- It directly connects with an existing haul road on the grading company property.
- It is the closest connection to Duncan Road and to the church.

For these reasons, the design will remain as proposed.

Will look at minimizations in final design to get as close as possible to property lines to minimize overall impacts.

### **Duration and Construction Safety Concern**

A comment was received stating safety concerns of having children and living at the edge of a construction zone over the duration of construction. This particular concern was at the west end of proposed Service Road 3.

#### Response

The Department has chosen a Design Build approach specifically to try to minimize impacts and to minimize the duration of construction. The Department shares the concern of safety in the work zone will take all reasonable precautions to create a safe work zone. The duration of construction for the service roads, should be considerably less than for the work on US 74 overall project.

### **Service Road to Two Parcels via Redbird Lane**

Two parcels are owned by the same property holder located at the NW corner of the pair of bridges over Sandy Run Creek. A service road was evaluated to re-establish access via a service road and bridge from Redbird Lane to the two parcels. In contacts with the owner prior to the meeting and during the meeting, he has expressed a preference to be relocated so long as fair compensation is offered.

#### Response

All properties impacted by the project will received an offer based on a fair market appraisal. The Department or its representative will work with all properties affected during the Right of Way acquisition phase of the project. This is anticipated to begin in 2024.

