

"Attention Uwharrie Roads"

Uwharrie Roads Project

Please consider adopting Alternative 3 Half Paved.

This would definitely provide critically needed infrastructure improvements to safely handle high traffic volumes as experienced today.

My family and I have been traveling these roads to access the Green Gap Community since 1978. We have observed a significant change in the number of Visitors visiting the forest due to the recreational popularity of the Off Highway Vehicles Trail System.

Current Road Classifications of ML3 have an attribute of "Low to Moderate" Traffic Volume. These roads have a **High Traffic Volume for this type of gravel road** (Page 6, Draft Environmental Assessment).

Due to a significant change in Traffic Volume experienced yearly by the popularity of Off-Road Recreation, all roads leading to OHV Trailheads should be classified as ML4 or Higher as defined by the usage attribute for ML4 Road Classifications. (Moderate to High Usage).

- Paving Forest Roads 576 (Moccasin Creek Rd.) and 553 (Dutch John Rd) to the Dutch John Trailhead along with separating the Parking Access would definitely reduce roadway traffic congestion. Many in the Green Gap Community as well as Visitors have experienced delayed responses for Medical and Fire Emergencies due to traffic congestion and/or road conditions (potholes, washouts, dust). This would bring the road to a ML5 Classification.
- Improving the Unpaved Forest Roads south of Dutch John Trailhead parking lot to the Green Gap Community and Flatwoods Trailhead by adding additional Turn Outs, culvert replacements, dust abatement, hardening trail crossings and improving visibility by removal of select trees will greatly improve safety and reduce response times in case of emergencies. Approving Alternative 3 would help in moving these roads closer to a ML4 Classification as defined by the attribute "Moderate to High level of use".

Under the Recreation section on page 21, it's stated an increase in visibility for drivers and trail users due to limited dust, and alteration of the visual character of the forest roads. Also, it's stated Alternative 3 would widen the road in several locations making the road more homogeneous and less visually for pleasure driving.

Wow, would one consider driving a pleasure when stopped in the roadway hoping no one will hit them head on due to excessive dust or someone pulling a trailer and crossing into your lane trying to avoid a pot hole? I think the forest would be more visually appealing when there's no dust, no pot holes and a road wide enough to safely navigate due to High Traffic Volumes experienced today.

Under the Transportation section on page 25, Alternative 3 states in conjunction with the increase in traffic speed, collisions are more likely to happen.

- As a benchmark, I have not seen or aware of any increase in collisions on the paved Forest Roads accessing Horse Camps (McLeans and Mullinax Rds.). I agree if someone is speeding may result in collisions more likely to happen. I have seen too many accidents and deaths on these roads as currently designed to handle the excessive usage experienced today.
- Alternative 3. Paved Section, I do not think collisions are more likely to happen by improved visibility (No Dust), greater shoulder width and a line painted at the center of road to help one stay on their side of the road. If speed becomes an issue, install speed bumps. Far too many accidents and close calls occur on these very roadways as designed. Too many times I've had extremely close calls due to limited visibility or someone dodging pot holes.
- Alternative 3. Unpaved Section, I do not think collisions would be more likely to happen having more pull offs to avoid colliding with oncoming traffic, less wash outs and pot holes due to upgrading drainage structures and improving Driver Visibility (Dust Abatement and Tree Removal).

The only portion of the current roadway that has required minimal maintenance year after year has been the paved portion on Moccasin Creek Road. Many years, the unpaved roads have been riddled with pot holes, wash outs due to inadequate drainage (Tech. Memo 19-140, 2020) and exposed roadbed due to excessive OHV usage.

We have struggled many years traveling these roads to access our homes when road maintenance funding was limited. Deferred maintenance issues have been neglected over years due to limited or inadequate funding.

It's time to create a roadway which handles high volumes of traffic safely and effectively.

Please adopt Alternative 3.

Weaver Moody

Sara Moody

James Poulakis

Pat couch

Ken couch

alisher Gardner

Chris Ceceff

amy couch

Dontay Miller

Kay Parker

Gene Parker

Jan Wilcox

Jan Wilcox

Jan Wilcox

Jan Wilcox

Jan Wilcox

Raoid Shuckage

Sally Robinson

Rachelle Moody & Rick

Johnny Cates

Evyn Cates

Wendy Harrison

Jean Miner

Harini - Brian Bank

Deen Wilmeson

Drew Wilmeson

Derek Fisher

Paul & Wilb

Doug Wilb

Eric Wilb

Jacob Wilb

Jacob Wilb

Sincerely,
Tim Moody

Michael Reed

James Poulakis

Pat couch

Ken couch

alisher Gardner

Chris Ceceff

amy couch

Dontay Miller

Kay Parker

Gene Parker

Jan Wilcox

Jan Wilcox

Arnette Smith

Ruby Smith

Susan Poulakis

Jill & Justin
Pico & Susan
Killing