



1074 Arbor Drive • Lakemont GA 30552 • P: 706.508.3711 • info@waysouth.org

Preserving community, protecting the land — working for a responsible Corridor K and to stop Interstate 3

10 Key questions to ask NCDOT about Corridor K

1. Why does the DOT insist on a new, four-lane highway, failing to consider an improved two-lane corridor utilizing existing NC28 and NC143?
2. Wouldn't the project's stated purposes be served at less cost and with less impact to mountain streams and wetlands by pursuing well-designed upgrades and improvements to our existing roads?
3. Doesn't DOT's own data show that there is no transportation need for such a massive highway, and that current roads will still provide acceptable levels of service in 2030?
4. Shouldn't DOT's claim of potential economic benefit have been drawn from consultation with economic experts, not road engineers? Who provided the analysis that supports the DOT assumption that significant economic development in Graham County will result from the intrusive construction of a landscape altering, four-lane highway?
5. Shouldn't the wellbeing of small businesses and small towns be taken into consideration with the known effect of four-lane bypasses on small towns? Haven't we learned from communities like Andrews who have suffered from being cut off from commerce by four lane bypasses?
6. Isn't it true that DOT already has the plans for the continuation of the four-lane from Robbinsville to Andrews, calling for two **mile**-long tunnels through the currently unspoiled Snowbird mountains, but that that exorbitantly expensive plan is on the shelf because it was holding up the current section under consideration?
7. Shouldn't DOT study and disclose the impact of the Graham County construction section on the full Corridor K project from Cleveland, TN, to Dillsboro, NC?
8. Why doesn't DOT address the potential hazards or proposed remediation strategies for geological hazards such as the potential for pyritic, acid-producing rock formations that would pollute our clean waters and miles of trout streams? Why doesn't the DOT provide the basic level of geological information that is found in other states' DEIS for road construction in mountainous terrain? Why didn't DOT analyze the geologic hazards such as slope failure from tilted rocks and pyritic-bearing rock formations?
9. Isn't it true that the massive highway construction could produce unstable graded slopes which could fail long after construction just like we see happening on I-40, the Great Smoky Mountains National Park, and the Blue Ridge Parkway?
10. Isn't the four-lane alternative an invitational supplement to Interstate 3? Won't this project lay down another missing link for this disastrous Savannah to Knoxville Interstate, bringing I-3 that much closer to reality in Southern Appalachia?

You have an opportunity to stop this spoilage and advocate for the two-lane substitute: a less destructive, less polluting, far-less-expensive alternative which has not even been considered by the DOT.

Come to a DOT meeting and let your concerns be HEARD. NCDOT meetings held **Oct 27-29**. Written comments accepted until **Nov 30**. More details about public input opportunities and learn more about Corridor K at www.CorridorK.org, or contact info@waysouth.org, 706-508-3711.