

PUBLIC COMMENT SIGNUP SHEET

OCTOBER 16, 2019

Pursuant to N.C. Gen. Stat. §153A-52.1, the Henderson County welcomes public comment at its meetings. Please note that each speaker is limited to three (3) minutes, unless a different time limit is announced. Also, the Board may adopt rules limiting the number of persons speaking taking the same position on a given issue, and other rules regarding the maintenance of good order.

Each speaker should be aware and by their signatures hereto they agree that their comments may be recorded (by audio-visual recordings, photography or other means), and may be (but are not required to be) broadcast by the County as a part of the broadcast of this meeting, or as a part of the County's programming on its local video channel(s). By their signature they further agree that Henderson County is and will be the sole owner of all rights in and to such programming. The undersigned hereby indemnifies Henderson County, its employees and agents, against any and all claims, damages, liabilities, costs and expenses arising out of the use of the undersigned's images and words in connection therewith.

1. ~~Larry Marshall~~
PRINTED NAME
~~70 Hawkins Spring Rd~~
~~Flat Rock, NC 28731~~
MAILING ADDRESS

~~Larry Marshall~~
SIGNATURE
~~Hawkin Spring Rd Erosion~~
Topic

2. ~~Carl McMurray~~
PRINTED NAME
~~113 E Hilltop Dr~~
~~Saluda NC 28773~~
MAILING ADDRESS

~~Carl McMurray~~
SIGNATURE
~~31 Hawkins Spring Rd~~
Topic

3. ~~Gayle Kemp~~
PRINTED NAME
~~27 Southchase Dr~~
~~Fletcher 28732~~
MAILING ADDRESS

~~Gayle Kemp~~
SIGNATURE
~~287(g)~~
Topic

4. ~~Howard Bakken~~
PRINTED NAME
~~101 Stillwater Ln~~
~~H'ville 28791~~
MAILING ADDRESS

~~Howard Bakken~~
SIGNATURE
~~191 Widening~~
Topic

5. BJ Dan McCutchan
PRINTED NAME

SIGNATURE

MAILING ADDRESS

Topic

6. Robert Coffey
PRINTED NAME

Robert Coffey
SIGNATURE

108 Benhurst Court
Hendersonville, NC 28791
MAILING ADDRESS

191 Widening
Topic

7. Phil Rasmussen
PRINTED NAME

[Signature]
SIGNATURE

123 Hayward Park Dr
Hendersonville 28791
MAILING ADDRESS

Change in Scope of Work
Topic

8. RICHARD FRIEDENBERGER
PRINTED NAME

[Signature]
SIGNATURE

255 Winder
Hendersonville NC 28739
MAILING ADDRESS

NC 191 project
Topic

9. BJ MASON
PRINTED NAME

[Signature]
SIGNATURE

249 S. Rugby Rd
HN 28791
MAILING ADDRESS

191 project
Topic

10. _____
PRINTED NAME

SIGNATURE

MAILING ADDRESS

Topic

<https://americasvoice.org/blog/immigration-101-287g/>

Immigration 101: What is 287(g)?

by Anna Núñez on March 7, 2018

In the interior of the United States, the federal responsibility of immigration enforcement is carried out by U.S. Immigration and Customs Enforcement (ICE), an agency under the U.S. Department of Homeland Security (DHS). ICE sometimes gets help, however, from local police officers participating in a program known as 287(g).

Through the 287(g) program, ICE deputizes local or state law-enforcement agencies to enforce federal immigration laws and was first implemented as part of the Illegal Immigration Reform and Immigrant Responsibility Act of 1996 (IIRAIRA).

Under 287(g), ICE-trained police officers screen jailed immigrants, determine immigration status, and hold immigrants for ICE agents to pick up for deportation. Currently, ICE has 287(g) agreements with 75 law enforcement agencies in 20 states, the majority in Texas with 24.

Problems with 287(g)

287(g) has drawn sharp criticism for eroding trust between the police and immigrant communities, as well as for wasting taxpayer dollars. The program has proved costly for localities that agree to dedicate resources, training, and manpower to its implementation; ICE only covers partial costs. Ed Gonzalez, the Sheriff of Harris County, Texas in February 2017 terminated its 287(g) agreement for an annual cost-savings of \$675,000. Implementing 287(g) in North Carolina cost Mecklenburg County \$5.3 million and Alamance County \$4.8 million. In Virginia, 287(g) cost \$6.4 million in its first year for Prince William County, forcing a property tax hike and dip into "rainy day" funds. Arizona Sheriff Joe Arpaio created a \$1.3 million deficit in just three months.

One ICE tactic used to lure local officials into 287(g) participation is through a prison payment incentive — an intergovernmental service agreement where ICE pays a city or county to hold undocumented immigrants in local jails. This arrangement can be profitable for jails, at the expense of immigrants who have done nothing besides live in the U.S. without papers.

The greatest cost of 287(g) programs, however, may be the destroyed trust between immigrants and local police, which can make police work less effective and harm everyone living in the community. Big city police chiefs and mayors argue that sharing information about the immigration status of people in their custody undermines public safety by driving immigrants deeper into the shadows and making them unwilling to cooperate with investigations.

Fearing deportation, immigrants are already avoiding reporting crimes, declining to serve as courthouse witnesses, and skipping doctors' appointments. Houston Police Chief Art Acevedo and Los Angeles Police Chief Charlie Beck both announced decreases in sexual assault and domestic violence reports by immigrants. In Florida, an undocumented bicyclist was deported after being hit by a car; police reportedly demanded his immigration status before offering medical aid. In Georgia and Texas, routine traffic stops are leading to deportation.

Advocates also cite civil rights abuses with 287(g), widespread racial profiling, discrimination against Latinos, and targeting of populations with no criminal history or safety threat. The American Immigration Council has pointed out that 287(g) isn't even particularly effective at identifying those who have committed serious crimes.

287(g) doesn't protect jurisdictions from liability

<https://americasvoice.org/blog/immigration-101-287g/>

Importantly, 287(g) agreements do not protect local jurisdictions from the constitutional problems of holding immigrants just for being undocumented.

Immigration enforcement is a civil law matter, not criminal. Holding people in criminal custody for a civil infraction violates the Fourth Amendment protection against unreasonable seizures. And, when the federal government demands that a local jurisdiction hold immigrants past when they should be released, those demands violate the 10th Amendment by forcing states to do the federal government's bidding. Federal judges have also found that holding immigrants who don't face criminal charges for more than 48 hours is also unconstitutional. This is true for local law enforcement officials whether or not they participate in 287(g).

Local law enforcement agencies may face enormous liability risks because of the illegalities inherent in 287(g) actions, stated a March 2018 joint report from the American Immigration Council, American Immigration Lawyers Association, National Immigrant Justice Center, and Southern Poverty Law Center. Regardless of 287(g) agreements, ICE with its detainer program is asking local law enforcement to break the law and risk litigation and costly financial payouts, such as this \$145,000 settlement payment.

As an April 2017 ACLU letter to sheriffs stated:

The bottom line is that 287(g) agreements cost counties money while damaging public safety and community trust in law enforcement.

Resources:

- Joint report by National Immigration Justice Center, American Immigration Council, American Immigration Lawyers Association, National Immigration Law Center, and Southern Poverty Law Center
 - Report | Assumption Of Risk: Legal Liabilities For Local Governments That Choose To Enforce Federal Immigration Laws
- American Immigration Council (AIC)
 - The 287(g) Program: An Overview
- American Immigration Lawyers Association (AILA)
 - AIM: Living Under 287(g)
- American Civil Liberties Union (ACLU)
 - 287(g) Agreements
 - Local Police Should Just Say No to Federal Agreements That Make Their Officers Part of Trump's Deportation Force
 - Backgrounder on ICE Detainers and the Fourth Amendment: What Do Recent Federal Court Decisions Mean?
 - Know Your Rights: What To Do If You're Stopped by Police, Immigration Agents Or The FBI
- Immigration Legal Resource Center (ILRC)
 - National Map of Local Entanglement with ICE
- Migration Policy Institute
 - Delegation and Divergence: A Study of 287(g) State and Local Immigration Enforcement
- National Immigration Law Center (NILC)
 - Understanding Trump's Executive Order Affecting Deportations and "Sanctuary" Cities

EXPANDED LISTING OF ACRONYMS RELATED TO Immigration 10/10/2019

- **AG** Attorney General of the USA
- **AILA** American Immigration Lawyers Association
- **ALC** Alien Labor Certification
- **ARC** Alien Registration Card [Permanent Resident= GREEN CARD]
- **BCC** I-186 or I-586 Non-Resident Border Crossing Card
- **BIA** Board of Immigration Appeals
- **Biometrics** [Fingerprints, Signatures, Photos & other materials used to identify]
- **BP** Border Patrol
- **CCA** Child Citizenship Act
- **CMT** Crime of Moral Turpitude
- **COB** Country of Birth **COC** Country of Citizenship
- **CSPA** Child Status Protection Act
- **D&D** Detention and Deportation
- **DACA** Deferred Action for Childhood Arrivals: receive a 2-year period of deferred action from deportation and become eligible for a work permit. Cancellation of DACA on hold as of 9/19. Supreme Court ruling expected 2020.
- **DIA** Delegation of Immigration Authority, section 287g Partnership with state and local law enforcement agencies to identify and remove aliens who are amenable to removal from the US [1996]. NC counties participating: Cabarrus, Gaston, Henderson, and Nash
- **ER** Expedited Removal
- **ICE** US Immigration and Customs Enforcement
- **INFOPASS** Online appointment system for an appointment with a local officer
- **ITIN** Individual Taxpayer Identification Number = 9 digits, beginning with 9
- **NAFTA** North American Free Trade Agreement
- **O/S** Out of Status, or Over Stay
- **RAW** Replenishment Agricultural Worker **SAW** Special Ag Worker
- **TPS** Temporary Protected Status
- **USCIS** US Citizen and Immigration Services (formerly INS)
- **287g** See: **DIA**

LEAGUE OF WOMEN VOTERS INFORMATION SHEET: ACRONYMS

- **AILA** American Immigration Lawyers Association
- **NIF** National Immigration Forum
- Two sources to check out info related to immigration
- **ARC** Alien Registration Card (Permanent Residents = Green Card)
- **Biometrics** [Fingerprints, Signatures, Photos & other materials used to identify]
- **CSPA** Child Status Protection Act
- **D&D** Detention and Deportation
- **DACA** Deferred Action for Childhood Arrivals receive a 2-year period of deferred action from deportation and become eligible for a work permit. Eligibility exists to those who entered the US when younger than 16 years of age and have been in the US for five years prior to June 15, 2012, under the age of 31 as of June 15, 2012, have either graduated from high school or equivalent, enrolled in school or are a veteran of the US military, pass a background check which shows they are not a threat to the country (no felonies). Cancellation of DACA on hold as of 9/19. Supreme Court ruling expected 2020.
- **DED** – Deferred Enforcement Departure, formerly Extended Voluntary Departure) allows certain individuals from designated countries and regions facing political or civic conflict or natural disaster to stay in the US -- temporary benefit. Only Liberia has this this designation at present. Set to expire March 2020.
- **DIA** Delegation of Immigration Authority, section **287(g)** is a partnership with state and local law enforcement agencies to identify and remove undocumented immigrants who are amenable to removal from the US (1996). In NC four counties participating are Cabarrus, Gaston, Henderson, and Nash.
- **ITIN** Individual Taxpayer Identification Number – 9 digits, beginning with 9.
- **TPS** Temporary Protected Status similar to DED except that TPS is granted by the Department of Homeland Security. DED is granted by the President.
- **USCIS** US Citizen and Immigration Services (formerly INS)

What CAN I DO? Each One Reach One!

Know your candidates and ask effective questions of them BEFORE the election.

Join a book club or discuss current issues in your circle OR expand your circle to include more than “the choir”

Learn HOW to listen effectively to those who differ with you and engage in “trying to understand their views” by asking questions

Dialogue is the only way to bridge gaps – take yourself out of your comfort zone

Politely speak up when you hear someone make slurs and stereotypical comments about our immigrant population

Write letters to the editor or call your legislator (The phone numbers are available on local, state, and national websites.)

Introduce yourself and extend a welcome to someone new in your faith congregation.

Learn a new language and begin to experience how difficult it is to learn a new language

Adopt a first generation college student or be a volunteer at Boys and Girls Club

Participate in the 30 minute Silent Vigil held monthly on the third Friday at 4 PM in front of the Historic Court House -- Signs are already made.

Start a cooking class with people from immigrant population and engage in building relationships

Listen to and read a variety of news sources to widen your perspective on Immigration and Migration

Consider being a sponsor for someone who is being detained

Join in the Cultural Celebrations of Diversity right here in Hendersonville

Practice “active listening - . Seek first to understand the other person’s viewpoint.

Prepared by LWVHC Immigration Committee -- October – 2019

For further info, contact Lee Luebbe, leeluebbe60@gmail.com

4. Section 203(a) of the INA prescribes preference classes for allotment of Family-sponsored immigrant visas as follows:

FAMILY-SPONSORED PREFERENCES

First: (F1) Unmarried Sons and Daughters of U.S. Citizens: 23,400 plus any numbers not required for fourth preference.

Second: Spouses and Children, and Unmarried Sons and Daughters of Permanent Residents: 114,200, plus the number (if any) by which the worldwide family preference level exceeds 226,000, plus any unused first preference numbers:

A. (F2A) Spouses and Children of Permanent Residents: 77% of the overall second preference limitation, of which 75% are exempt from the per-country limit;

B. (F2B) Unmarried Sons and Daughters (21 years of age or older) of Permanent Residents: 23% of the overall second preference limitation.

Third: (F3) Married Sons and Daughters of U.S. Citizens: 23,400, plus any numbers not required by first and second preferences.

Fourth: (F4) Brothers and Sisters of Adult U.S. Citizens: 65,000, plus any numbers not required by first three preferences.

A. FINAL ACTION DATES FOR FAMILY-SPONSORED PREFERENCE CASES

On the chart below, the listing of a date for any class indicates that the class is oversubscribed (see paragraph 1); "C" means current, i.e., numbers are authorized for issuance to all qualified applicants; and "U" means unauthorized, i.e., numbers are not authorized for issuance. (NOTE: Numbers are authorized for issuance only for applicants whose priority date is **earlier** than the final action date listed below.)

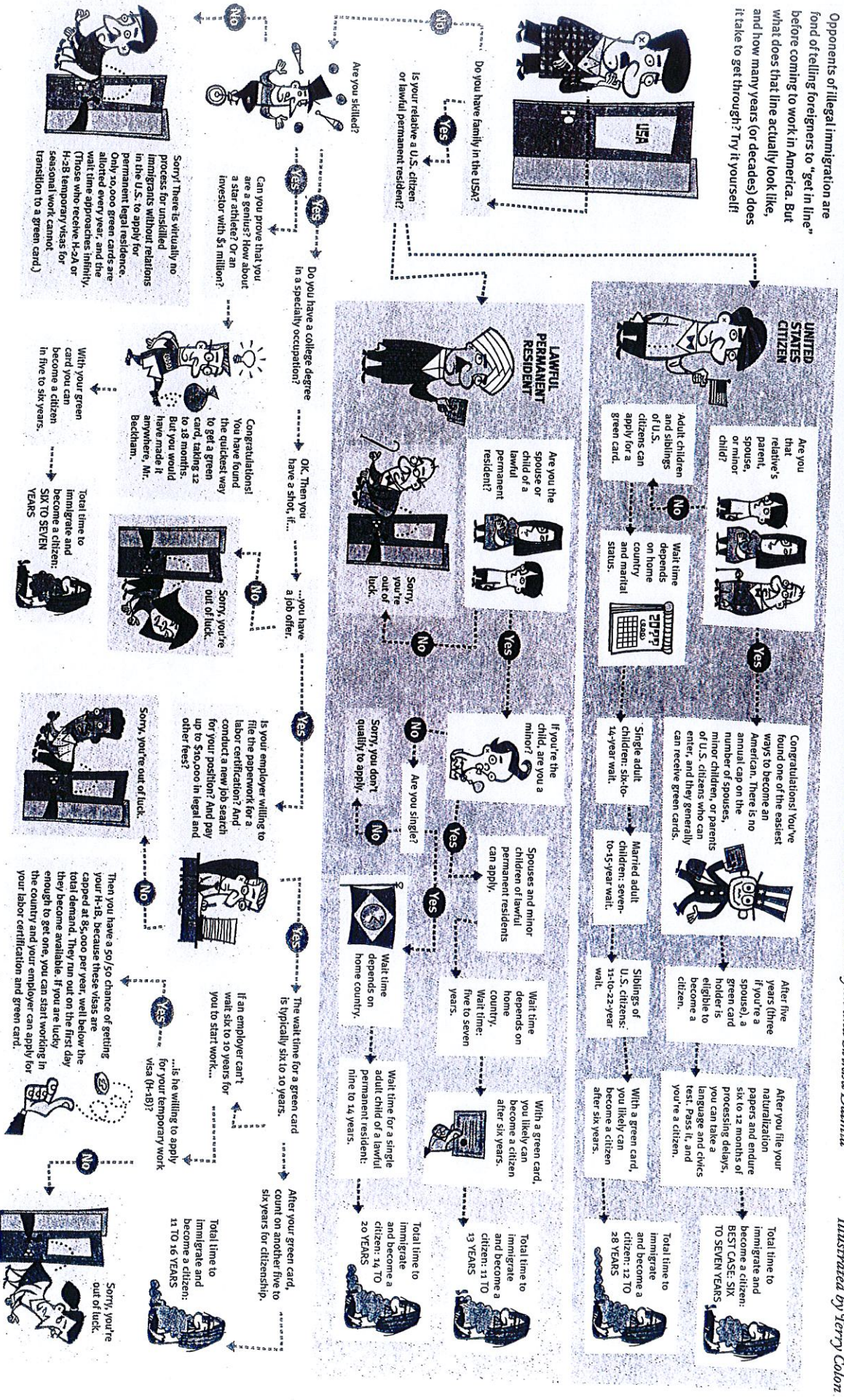
<u>Family-Sponsored</u>	All Charge-ability Areas Except Those Listed	CHINA-mainland born	INDIA	MEXICO	PHILIPPINES
F1	15JAN13	15JAN13	15JAN13	08AUG97	01JUL08
F2A	C	C	C	C	C
F2B	01JUN14	01JUN14	01JUN14	01AUG98	01SEP08
F3	15SEP07	15SEP07	15SEP07	22FEB96	01APR98
F4	22NOV06	22NOV06	01OCT04	15DEC97	08JUL98

What Part of Legal Immigration Don't You Understand?

Nike Flynn and Shiba Dalmia

Illustrated by Terry Colon

Opponents of illegal immigration are fond of telling foreigners to "get in line" before coming to work in America. But what does that line actually look like, and how many years (or decades) does it take to get through? Try it yourself!



Sorry! There is virtually no process for unskilled immigrants without relations in the U.S. to apply for permanent legal residence. Only 20,000 green cards are allotted every year, and the wait time approaches infinity. (Those who receive H-2A or H-2B temporary visas for seasonal work cannot transition to a green card.)

With your green card you can become a citizen in five to six years.

Total time to immigrate and become a citizen: SIX TO SEVEN YEARS

Sorry, you're out of luck.

Then you have a 50/50 chance of getting your H-1B, because these visas are capped at 85,000 per year, well below the total demand. They run out on the first day they become available. If you are lucky enough to get one, you can start working in the country and your employer can apply for your labor certification and green card.

Sorry, you're out of luck.

Total time to immigrate and become a citizen: 11 TO 16 YEARS

(Flynn is director of government affairs and Dalmia is a senior policy analyst at Reason Foundation. This chart was developed by Reason Foundation in collaboration with the National Foundation for American Policy.)

The Onion Layers of 191

Good Morning. Today, we want to talk about onions. Since the 2016 election there have been many statements and so-called facts stated, that when checked have proven false.

For the past year, there has been a lot of discussion about changing the scope of work for NCDOT's R-2588B project to widen 191 to 4-lanes. Much of this discussion has been presented in these chambers and has been perceived as falling on deaf ears.

For the past few months, as the 191 Alliance has been peeling away the onion layers of the two 191 projects (W-5506 and R-2588), new findings continue to surface. In the following presentations, we will present some of our findings and offer you a revised plan for the scope of work for the R-2588B project.

We offer these findings to you, our representatives, voted into office by the people and not by business and industry. The actions of those not representing the people, or having concern for our county residents, have deliberately provided misinformation and guidance to the Board of Commissioners and the public at-large.

Let's start with a statement made in April 2019. Mr. Larry Rogers, representing Partners for Economic Progress, stated in these chambers, that the majority of businesses along 191 were in favor of widening 191 to a 4-lane roadway as described in R-2588B.

In May of 2019, the 191 Alliance completed a face-to-face survey of the businesses located along 191 from Mountain Rd to NC-280. Following are the findings of that survey:

- 28 business were surveyed;
- 25 of the 28 businesses responded;
- 3 businesses did not respond;
- Of the 25 businesses that responded:
 - 72% (18) OPPOSED to the current NCDOT roadway widening;
 - 24% (6) were IN FAVOR of the current NCDOT roadway widening;and

FACTS VS FICTION

IMMIGRATION 101 SERIES

Session 1

The Myth of Duplicated Services

Thursday, September 12, 2019

Session 2

The Myth of 'Just Get in Line'

Thursday, October 10, 2019

Session 3

The Myth of Economics/Crime: 'The Undocumented Immigrant Population'

Thursday, November 14, 2019

WHEN 11am - 1pm; program starts promptly at 11:30am

WHERE St. Francis Room, Immaculate Conception Church, 208 7th Avenue West (Handicapped parking entrance on Church Street)

WHAT Informed panelists address key issues and answer questions in the complex arena of immigration

FREE AND OPEN TO THE PUBLIC

*You're
Invited...*

to Immigration 101,
a three part series
developed by the
League of Women
Voters of Henderson
County with its
Community Partners.

*Bring
Your
Lunch*

**BEVERAGES PROVIDED
PROGRAM FROM 11:30 AM -1 PM**

**Henderson
County
Community
Partners
Developing
Strength
Through
Diversity and
Informed
Dialogue**

Community Partners

- Blue Ridge Community College
- Blue Ridge & Literary Council
- El Centro
- Episcopal Church of the Holy Family
- First Congregational United Church of Christ Hendersonville
- Heart of Hendersonville
- Henderson County Public Schools
- Immaculate Conception Roman Catholic Church
- La Capilla de Santa Maria
- Pisgah Legal Services
- St. James Episcopal Church
- True Ridge
- Unitarian Universalist Fellowship of Hendersonville

*Q&A Following
The Presentation*

- 4% (1) were NEUTRAL regarding the current NCDOT roadway widening.
- Overall, nearly 75% of the businesses that will be impacted by the R-2588B project are OPPOSED to the current NCDOT roadway project.

Overall Recommendations:

The 191 Alliance recommends the Henderson County Board of Commissioners should:

- Carefully re-evaluate information previously provided to the Board in April 2019 regarding the extent of support for the NCDOT project on the part of businesses currently operating along SR191.
- Carefully review the responses received from the businesses operating along SR191, taking note of the significant opposition to the currently proposed R-2588B project.
- Carefully reconsider the 191 Alliance citizen petition to the Board to re-visit the current, over-design proposed by the NCDOT. The subject petition has been signed by over 2,300 citizens concerned with the negative impacts that will result from the unnecessarily excessive scope of the road widening.
- Request and carefully consider public input for re-evaluating the NCDOT design and to consider more cost-effective road widening approaches that will better sustain the rural, agricultural character of the project area, which properly designed and constructed, will mitigate potential environmental, health and safety impacts. The 191 Alliance will be providing the Board with recommendations for an alternative roadway improvement design for the area between Mountain Rd and School House Rd.
- Move forward diligently with the above-noted recommendations to provide the affected businesses and residents along the SR191 corridor with clarity on this important project and to mitigate the public's concerns regarding unavoidable loss of property, reduction of property values, and marketability of potentially affected properties.

- Further, addressing these matters expediently will potentially reduce costs for construction, without sacrificing traffic flow or public safety, while not incurring unnecessary costs and legal challenges associated with premature eminent domain proceedings.

TABLE 1: OVERALL SUMMARY OF SR191 BUSINESSES REGARDING NCDOT R-2588B ROAD WIDENING

No.	Business Name	Address or Physical Location	Opposed	In Favor	Neutral	No Response
1	Dollar General	25 Westside Village Road	X			
2	Subway	45 Westside Village Road	X			
3	AAA Marketing Services	2920 Haywood Road	X			
4	Historic Johnson Farm	3346 Haywood Road	X			
5	Studio 191	2925 Haywood Road	X			
6	Open Arms Pregnancy Center	2939 Haywood Road	X			
7	Huskey Chiropractic	3173 Haywood Road	X			
8	Ledford's Custom Shop	3177 Haywood Road		X		
9	Mill Pond Cemetery	SE Corner of S. Rugby/191	X			
10	Super-Sod Farm Operations	583 Jeffress Road (Office)		X		
11	Living Web Farms	220 Grandview Lane	X			
12	The Greenhouse Moto Café	4021 Haywood Road	X			
13	Piano Lab	4023 Haywood Road				
14	GAIA Herbs	4076 Haywood Road				X
15	Pro Pest Pest Management	101 Hooper Lane	X			X
16	Van Wingerden Greenhouse	4078 Haywood Road				X
17	Van Wingerden International	4112 Haywood Road		X		
18	The Landings of Mills River	4143 Haywood Road	X			
19	Crawford Climate Control	4144 Haywood Road		X		
20	Handle With Care Computers	4144 Haywood Road	X			
21	Mirror Mirror Family Hair Salon	4144 Haywood Road	X			
22	Mills River Family Chiropractic	4170 Haywood Road			X	
23	Mills River Barber	4176 Haywood Road		X		
24	Mills River Wash & Fold	4176 Haywood Road		X		
25	Taqueria El Taco Loco	4180 Haywood Road	X			
26	Waycaster Tire & Auto Services	4180 Haywood Road	X			
27	Mills River Creamery	4193 Haywood Road	X			
28	Cono Sur	4195 Haywood Road	X			
Number of Business Responses by Category			18	6	1	3
Percentage of Responses by Category (vs. Those Surveyed)			64.29%	21.43%	3.57%	10.71%
Percentage of Responses by Category (vs. Those Responding)			72.00%	24.00%	4.00%	12.00%

TABLE 2: SUMMARY OF SR191 BUSINESS RESPONSES TO NCDOT R-2588B WIDENING PROJECT BY ALTERNATIVE DESIGN SECTION

No.	Business Name	Address or Physical Location	Section A*				Section B**				Section C***					
			Opposed	In Favor	Neutral	No Response	Opposed	In Favor	Neutral	No Response	Opposed	In Favor	Neutral	No Response		
1	Dollar General	25 Westside Village Road	X													
2	Subway	45 Westside Village Road	X													
3	AAA Marketing Services	2920 Haywood Road	X													
4	Historic Johnson Farm	3346 Haywood Road	X													
5	Studio 191	2925 Haywood Road	X													
6	Open Arms Pregnancy Center	2939 Haywood Road	X													
7	Huskey Chiropractic	3173 Haywood Road	X													
8	Ledford's Custom Shop	3177 Haywood Road		X												
9	Mill Pond Cemetery	SE Corner of S. Rugby/191														
10	Super-Sod Farm Operations	583 Jeffress Road (Office)							X							
11	Living Web Farms	220 Grandview Lane					X									
12	The Greenhouse Moto Café	4021 Haywood Road					X									
13	Piano Lab	4023 Haywood Road								X						
14	GAlA Herbs	4076 Haywood Road														X
15	Pro Pest Management	101 Hooper Lane												X		
16	Van Wingerden Greenhouse	4078 Haywood Road														X
17	Van Wingerden International	4112 Haywood Road														
18	The Landings of Mills River	4143 Haywood Road												X		
19	Crawford Climate Control	4144 Haywood Road												X		
20	Handle With Care Computers	4144 Haywood Road												X		
21	Mirror Mirror Family Hair Salon	4144 Haywood Road												X		
22	Mills River Family Chiropractic	4170 Haywood Road													X	
23	Mills River Barber	4176 Haywood Road													X	
24	Mills River Wash & Fold	4176 Haywood Road													X	
25	Taqueria El Taco Loco	4180 Haywood Road													X	
26	Waycaster Tire & Auto Services	4180 Haywood Road													X	
27	Mills River Creamery	4193 Haywood Road													X	
28	Cono Sur	4195 Haywood Road													X	
Number of Business Responses by Road Section and Category			8	1	0	0	2	1	0	1	0	1	8	4	1	2
Percentage of Responses by Category vs. Total Category Respondents			88.89%	11.11%	0.00%	0.00%	50.00%	25.00%	0.00%	25.00%	0.00%	25.00%	53.33%	26.67%	6.67%	13.33%

Breakdown of Responses vs. Number of Businesses Surveyed and Number of Businesses Responding									
Response Versus		Opposed		In Favor		Neutral		No Response	
Total	%	Total	%	Total	%	Total	%	Total	%
Number of Businesses Surveyed	18	64.29%	6	21.43%	1	3.57%	3	10.71%	
Number of Businesses Responding	18	72.00%	6	24.00%	1	4.00%	3	12.00%	

* Section A of the proposed SR191 re-design extends from the intersections 191/Mountain Road to 191/North-South Rugby Road.

** Section B of the proposed SR191 re-design extends from the intersections of SR191/Rugby Road to SR191/Schoolhouse Road.

*** Section C [SR191/Schoolhouse Road to SR191/Boylston (SR280)] will be widened to 5-lanes, at the behest of the Mills River Town Council. No re-design is proposed for Section C.

Presentation to the Henderson County Board of Commissioners
Summary of Survey of Businesses Regarding NCDOT R-2588B Widening of SR191

I am speaking to you as a concerned resident of Henderson County and member of the 191 Alliance. I and many other local citizens are opposed to the NCDOT design for widening SR191 from SR280 to Mountain Road. The proposed design has not adequately considered the needs and input of the residents and businesses that front or directly access SR191. Rather than undertaking a Smart Development approach, one that considers all users and those affected by the roadway project, the NCDOT has proposed a "one size fits all", overdesign for the full roadway. This despite public input seeking to reduce the scope and scale of the project.

One of the factors cited in support of the road widening was a statement made to the Board of Commissioners by a representative of the Partners for Economic Progress at the April 17, 2019 Board Meeting. As documented in the Meeting Minutes, the representative indicated that 66% of the businesses along SR191 were in favor of the road widening. No data or other information was presented to substantiate this claim. Based on feedback we had received from some area businesses, the 191 Alliance decided it would be appropriate to conduct a formal objective survey of businesses along the proposed project footprint.

The survey was completed May 9-20, 2019 by a team of four individuals. The survey data were analyzed from several perspectives. First the data were analyzed for the overall project footprint. Second the data were analyzed with regard to three sections of the overall project footprint. In the case of the latter, business responses were tallied for Section A (Mountain Road to Rugby Road), Section B (Rugby Road to Schoolhouse Road), and Section C (Schoolhouse Road to SR280). These road sections correspond to proposals for alternative, Smarter Development, less costly designs in Sections A and B. We understand that the design of Section C currently calls for a 5-lane highway, as requested by the Town of Mills River.

The findings have been tabulated and a Report of Findings has been prepared, a copy of which is being submitted to the Board today. The findings of the survey strongly contradict the contention of the Partners for Economic Progress, as will be very evident from the brief summary of the statistical findings of the survey I will present now.

Overall Results & Conclusions:

- 28 business were surveyed;
- 25 of the 28 businesses responded;
- 3 businesses did not respond;
- Of the 25 businesses that responded:
 - 72% (18) of the respondents were OPPOSED to the current NCDOT roadway widening;
 - 24% (6) of the respondents were IN FAVOR of the current NCDOT roadway widening; and

Presentation to the Henderson County Board of Commissioners
Summary of Survey of Businesses Regarding NCDOT R-2588B Widening of SR191

- 4% (1) of the respondents was NEUTRAL regarding the current NCDOT roadway widening.
- Overall, nearly 75% of the businesses that will be impacted by the R-2588B project are OPPOSED to the current NCDOT roadway project.

Results by Road Section:

- **SECTION A** (Mountain Road to Rugby Road) included 9 businesses:
 - All 9 businesses responded to our survey;
 - 8 (88.89%) of the businesses in this section were OPPOSED to the current NCDOT road widening; and
 - 1 (11.11%) of the businesses in this section was IN FAVOR of the current NCDOT road widening;

In Section A, nearly 90% of the businesses that will be impacted by the R-2588B project are OPPOSED to the current NCDOT roadway project. The 191 Alliance will be presenting an alternative design for this section of the project footprint; and

- **SECTION B** (Rugby Road to Schoolhouse Road) included 4 businesses:
 - 4 of the 5 businesses responded;
 - 2 (50%) of the businesses in this section were OPPOSED to the current NCDOT road widening; and
 - 1 (25%) of the businesses in this section was IN FAVOR of the current NCDOT road widening;

In Section B, 50% of the businesses that will be impacted by the R-2588B project are OPPOSED to the current NCDOT roadway project. The 191 Alliance will be presenting an alternative design for this section of the project footprint; and

- **SECTION C** (Schoolhouse Road to SR280) included 15 businesses:
 - 8 (53.33%) of the businesses in this section were OPPOSED to the current NCDOT road widening;
 - 4 (26.67%) of the businesses in this section were IN FAVOR of the current NCDOT road widening;
 - 1 (6.67%) of the businesses in this section was NEUTRAL regarding the current NCDOT road widening; and
 - 2 (13.34%) did not respond to our survey;

The 191 Alliance will not be presenting an alternative design for this section of the project footprint at this time. We understand this section will be widened to 5 lanes at the request of the Mills River Town Council.

It should be noted, however, that the current NCDOT road widening plan is OPPOSED by over 53% of the businesses surveyed in Section C; roughly twice the number of businesses in Section C that are in favor of the road widening.

Presentation to the Henderson County Board of Commissioners
Summary of Survey of Businesses Regarding NCDOT R-2588B Widening of SR191

Overall Conclusions:

- The significant majority of businesses operating along SR191 are OPPOSED to road widening as currently proposed by NCDOT; and
- The majority of businesses in each of the 3 Sections (A, B, C) of the overall project also were OPPOSED to road widening as currently proposed by NCDOT.

Overall Recommendations:

The 191 Alliance recommends the Henderson County Board of Commissioners should:

- Carefully re-evaluate information previously provided to the Board in April 2019 regarding the extent of support for the NCDOT project on the part of businesses currently operating along SR191.
- Carefully review the responses received from the businesses operating along SR191, taking note of the significant opposition to the currently proposed R-2588B project.
- Carefully reconsider the 191 Alliance citizen petition to the Board to re-visit the current, over-design proposed by the NCDOT. The subject petition has been signed by over 2,300 citizens concerned with the negative impacts that will result from the unnecessarily excessive scope of the road widening.
- Request and carefully consider public input for re-evaluating the NCDOT design and to consider more cost-effective road widening approaches that will better sustain the rural, agricultural character of the project area, which properly designed and constructed, will mitigate potential environmental, health and safety impacts. The 191 Alliance will be providing the Board with recommendations for alternative roadway improvement designs for Sections A and B.
- Move forward diligently with the above-noted recommendations to provide the affected businesses and residents along the SR191 corridor with clarity on this important project and to mitigate the public's concerns regarding unavoidable loss of property, reduction of property values, and marketability of potentially affected properties.
- Further, addressing these matters expediently will potentially reduce costs for construction, without sacrificing traffic flow or public safety, while not incurring unnecessary costs and legal challenges associated with premature eminent domain proceedings.

The Onion Layers of 191 – 2

As the 191 Alliance keeps peeling away the onion layers of the two 191 projects, new findings continue to surface.

After reviewing several years worth of Transportation Advisory Committee, Planning Board and Board of Commissioners minutes, there appears to be a lack of full disclosure, transparency, incomplete or inaccurate recording, and perhaps a lot of inappropriate discussion in either closed sessions or as back room politics.

Such appearances of impropriety are not conducive to quality governing or public trust.

In peeling back some of the onion layers of Brian Burch's May 15th update on the 191 W-5506 and R-2588B projects, there was a kernel of truth in what was said, yet further truth and fact can be found in what was not said.

1. First, Mr Burch was referenced as the "chief in charge of NCDOT" thus giving him more credibility than he should have had.
2. Mr. Hawkins asked for an update of the 3-lane expansion between Rugby and West (Henderson High School). This expansion does not exist, nor was Mr. Hawkins corrected by Mr. Burch.

Referencing R-2588B – the 4-lane expansion of 191

3. Mr. Burch stated that DOT had meet with several communities but did not indicate which communities or the results of those meetings. Two communities do not constitute several.

4. Mr. Burch indicated that there would be a 5 ft. bike path on each side of the roadway. This does not exist in the plans.

5. He also stated that the section between Rugby and West (schools) was a pathway, configured for curb and gutter. There has not been any discussion regarding the makeup of the pathway – dirt, gravel, concrete, or whether or not it meets ADA (American Disabilities Act) requirements.

6. Mr. Burch stated that one public workshop was held where DOT presented its preferred plan. This was not a workshop but an informal session to tell the public what DOT was going to do.

Referencing W-5506 – school safety project

7. Mr Burch stated that DOT designed W-5506 to incorporate **ALL** needed items including turn lanes, longer turn lanes, paved shoulders; all those features thought necessary. The design was poorly done and not completed as planned.

8. Based on lack of funds and undue burden on ROW, Mr. Bruch stated that the scope of W-5506 was thus reduced. There is no public record of this change in the scope of work being discussed.

The Board did not react to this statement as new information, thus giving the impression that the BOC already knew about the change. Yet, public documents have not revealed any indication of the scope being reduced. This significant information should have been made public.

9. Mr. Burch stated that DOT uses existing ROW and roadway in their design process, yet in front of Triple Creek, this is not the case. Reasons given for the offset were environmental commitments, new and existing sewer lines, a creek, FEMA flood

studies, and ecological concerns. No environmental impact statement for the project has been filed.

10. Mr. Burch stated that Division 14 sits down with the stakeholders of all its projects. This was not the case. Such stakeholder consultations regarding 191 should have included the major stakeholder -- the public.

11. When asked about air pollution, Mr. Burch casually stated there would not be any significant increase, yet DOT's projected traffic counts compared to EPA data would say otherwise.

12. Burch stated that the 4-lane expansion made good engineering and community sense, that it is better to be proactive than reactive.

Yet, when people marry, they do not go out and buy adult clothing for their yet to be born baby, a 6 year old child, or even a 13 year old teenager. They wait until their child's growth requires the adult clothing, usually between 17 and 20 years of age. Why permanently alter the character and life quality of the project area in an effort to meet modeling forecasts for years in the future, which thus far have been based on incomplete or inaccurate data?

These are only a few onion layers that have been presented concerning Mr. Burch's testimony. There are many more layers and far too many inconsistencies that should not have been ignored.

This revelation of facts alone should call for the Board to revisit the DOT plan to widen 191.

As our representatives, you can still apply proper direction, and smart growth and development to the 191 corridor.

The Onion Layers of 191 – 3

You have just heard only a few of the many layers of the 191 onion that have been peeled away. Our continued research of the 191 project keeps bringing new information to light.

For the past year there has been a lot of discussion concerning the widening of 191 from a 2-lane country road to a 4-lane median-divided highway. The majority of the proposed road widening discussion has been initiated by county residents with very little interaction on the part of either the NC Department of Transportation (DOT), or the Henderson County Board of Commissioners (BOC). The former has not held any public workshops on the project to gain public input, and the latter has not held any public forum on the proposed road expansion project.

It is incomprehensible that DOT presented only one plan to the BOC and that plan was accepted. Again there does not seem to be any public record of this plan being discussed within TAC, the Planning Board or BOC.

When building a new home the homeowner looks at several plans. Business, industrial and military leaders all look at more than one plan of action before making any decision. Such acceptance of the DOT plan, without any other comparisons, suggesting back room politics.

To date, the only concession to the project has been to install a left-turn lane for Haywood Knolls residents and widening 191 from School House Rd to NC-280 from 4 lanes to 5 lanes, as requested by the Mills River Town Council. These changes were implemented without any public input.

Understandably, there is a lot of anger and upset over the lack of public information, transparency and implied back room politics. Any project of significance that has the potential to impact county residents, whether it is transportation, housing or business, should be discussed openly and the public surveyed accordingly. BOC members should first serve the public interest.

When a public survey is conducted the desired result should have a 95% confidence level with a variation of percentage points. We have seen this with many political surveys discussed in the media.

To properly represent county residents the Board needs to conduct an appropriate, non-bias survey on all projects that will significantly impact our county and residents.

Henderson County is divided into five districts. Each board member is assigned a district to represent. In the case of District 3, which includes 191, there are 10,625 residential homes.

To conduct a proper survey regarding the widening of 191 to 4-lanes, or for that matter Kanuga Rd, the Balfour Parkway, or any other project impacting county residents, a minimum of 371 residents for a 95% confidence level +/- 5% points or 970 residents for a 95% confidence level of +/-3% points would need to be surveyed. This has not been done in any of the districts for 191 or any of the aforementioned projects.

The next 191 Alliance speaker will present a proactive plan for the expansion of 191.

R-2588B – A Suggested Revision to the Scope of Work

Having heard some of the misinformation that the union layers of 191 has revealed, and the need for prudent smart growth and the need for looking at more than a single plan, that was not even developed with BOC or public input, the 191 Alliance is thus presenting you a plan that is:

- Less costly
- More efficient
- Achieves greater safety
- Includes environmental stewardship
- Allows for smart growth

Like building a house, the homeowners will draw up a floor plan and present that plan to an architect, who then fleshes out the architectural and engineering aspects of the home. There is also constant contact between the homeowner and architect for progress reports, problems that might arise, and changes that need to be made.

While the homeowner does not need not be an architect or engineer to develop a plan, he/she will outline what is wanted, and the various costs and constraints of the plan. This is wise stewardship.

In this presentation I will not be providing the entire plan for the revision of work for R-2588B as my time is limited to about 3 minutes. I will however present highlights of the plan in the form of slides and provide you a written document detailing more aspects of the plan.

R-2588B – A Suggested Revision to the Scope of Work

Following is a suggested revision of R-2588B's scope of work for the section between Mountain Road (SR-1381) and School House Rd. (SR-1426). This section is divided into two parts – A and B, as defined and discussed below. Section C, which encompasses School House Rd to NC-280 is not part of this revision as the Mills River Town Council has requested an alternative design from NCDOT. While we do not concur with the Council's alternative, and believe that there is a better solution to both the Council's request and the R-2588B plan for this section, it will not be discussed here.

Section A

1. Section A should be limited to a 3-lane roadway extending from the intersection of 191 and Mountain Road (SR-1365) to the intersection of 191 and North/South Rugby Road (SR-1309).
2. Right-of-way (ROW) acquisition for Section A between Mountain Road and the North/South Rugby should be limited to that required for a 3-lane roadway. This section would be a 3-lane roadway with the middle lane acting as a left turn lane for all intersections, and subdivisions with the remainder of the lane acting as a median.
3. The east end of the proposed 3-lane Section A of 191 would terminate at the intersection of Mountain Road with its current configuration. If Section B was a 4-lane roadway, it would have to narrow to a 3-lane configuration at some point between Rugby Middle School and before the intersection. Note that 191 beyond Mountain Road and Mountain Road are 2-lane roads.
4. The west end of Section A would remain the same as currently configures, but with the addition of a westbound right-turn lane onto North Rugby. Currently, there is an "off ramp" that could be utilized as part of this turn lane with a Yield sign on it. This turn lane will enhance traffic flow at this intersection and reduce accidents.

If 191 is converted to 4-lanes, and residents on the north side of the road need to turn left, the current design will force them to turn right and then make a U-turn at an intersection that already exhibits a high accident rate.

5. If Section A is limited to 3-lanes, as proposed herein, extremely long left-turn lanes can be installed for both schools, which will effectively eliminate traffic congestion that occurs during student drop-off and pick-up hours (which are the only times traffic congestion occurs on 191).
6. The entrance to Rugby Middle School would be moved eastward so that it is opposite the entrance to Johnson Farm. Moving the entrance would allow a

longer right turn lane for the school, providing an additional staging area for busses and cars, and removing vehicles farther from the baseball/soccer field, thereby making those amenities safer for children. The traffic light could also be moved to the new entrance and will serve both the school and Johnson Farm instead of its current single use for the school. Since both the school and Johnson Farm are County property, there should be no ROW expense or impact on current utilities.

7. There are three (3) alternatives to handle traffic turning right into West Henderson High School.
 - a. Extend the right-turn lane so that it begins between Bradley Road and the entrance to the tennis courts. This will require additional expansion of the roadway that borders the soccer field.
 - b. Use the tennis court entrance as a right-turn only entrance for the school. The entrance could be moved westward to provide a short turn lane. With this approach the entrance would be extended to go around the athletic fields toward the school's back parking lots.
 - c. Purchase either the 7 Horseshoe Drive lot (35°21'46.6"N 82°30'45.5"W) or the 21 Bradley Road lot (35°21'44.2"N 82°30'46.7"W) and construct a roadway from Bradley road through the lot onto school property and then around the athletic fields to the back parking lots.

This approach will get school drivers off of 191 and keep those that go to the school via Bradley Road from going onto 191, thus resulting in a traffic reduction, reduced congestion, and improved safety.

Section B

1. Section B should be a 3-lane, roadway extending from the intersection of 191 and North/South Rugby Road to School House Road. .
2. Right-of-way acquisition for this section should be limited to that required for a 4-lane divided roadway. Additional ROW acquisition would need to be determined for turn lanes onto Grandview Ln. (SR-1310) and School House Road (SR-1426).
3. The ROW would be enhanced by
 - a. Adding fill dirt where necessary;
 - b. Creating shoulders; and
 - c. Installing safety features, such as guard wires (not rails or concrete medians).
4. Since there is only one (1) subdivision in this section, a right-hand turn lane for the subdivision is optional. Similarly a right-turn lane for Grandview Ln. could be a trade-off for one at South Rugby.

5. At the east end of this section (North/South Rugby – 191 intersection), the following would be constructed:
 - a. A right-turn lane from North Rugby onto 191
 - b. A right turn lane from 191 (heading west) onto North Rugby (the current old roadway portion can be reconnected just before the stop light, thus saving time and increasing safety)
 - c. A right turn lane from 191 (heading east) onto South Rugby
 - d. A right turn lane from South Rugby onto 191 needs to be determined.

6. There are two (2) bridges in this section of 191.
 - a. The first bridge, closest to Rugby Rd, is constructed to allow water to flow between two farm fields when the French Broad River overflows. The expected lifespan of this bridge has been met and will need to be replaced. Instead of replacing the bridge with another bridge, it is more cost effective in many ways to replace it using large culverts. Eliminating this bridge would be a significant cost savings.
 - b. The other bridge, closest to School House Rd, crosses the French Board River. This bridge has met its expected lifespan and will need to be replaced. There are two (2) construction options for replacing this bridge.
 - i. Option 1 is to build a single bridge that would accommodate 4 lanes of traffic. In this option, a 3-lane roadway will be marked via paint in the center of the bridge. The areas outside of the marked roadway could be used for pedestrians and/or bicycle pathways, or fishing.
If this option is selected, a temporary bypass bridge could be deployed, such as a Bailey Bridge or MLC60 scissoring bridge.
 - ii. Option 2 would be to build two bridges with each bridge being constructed for 2-lanes of traffic and bikeway/pathway. Each bridge would be marked for 1-lane of traffic and the area outside the marked roadway could be used for pedestrian and/or bicycle traffic or fishing from the bridge.
 - c. Under both options, if 191 becomes a 4-lane highway all that will be needed is to remark the bridge(s) as opposed to retrofitting construction, which would cost significantly more.
 - d. Mr. Burch of Division 14 has stated that culverts cannot be used per federal guidelines. However, it should be noted that variances can be requested and in this situation should be.

7. At the west end of the section, at School House Rd, the 3-lanes would terminate into the 4- or 5-lanes that Mills River has requested.
 - a. The westbound lane would run directly into the westbound lane of the 4/5-lane road. This would be similar to the current 191 that runs into Brevard Road, just north of the Blue Ridge Parkway entrance;

- b. The westbound center lane would become the left-turn lane for School House Road; and
 - c. For the eastbound lanes from NC-280 to School House Rd., see below.
8. Based on Mills River's request for 5 lanes
- a. The westbound lane from the east would expand into two (2) lanes (see 7a above)
 - b. The center turn lane would become a turn lane into the waste treatment facility
 - c. The inside eastbound lane would continue on to the eastbound lane for Section B
 - d. The outside eastbound lane would become a turn lane for School House Rd.
9. Based on Mills River having only 4 lanes, two scenarios are suggested.
- a. Scenario 1
 - i. The westbound lane from the east would continue to Hooper Lane where it would expand to 2 lanes.
 - ii. The inside eastbound lane would become a turn lane into the waste treatment facility
 - iii. The outside eastbound lane would continue eastward and could also be a right turn lane for School House Rd.
 - b. Scenario 2
 - i. The westbound lane from the east would continue to Hooper Lane where it would expand to 2 lanes.
 - ii. The inside eastbound lane would continue eastward and could also be a turn lane into the waste treatment facility
 - iii. The outside eastbound lane could become a right turn lane for School House Rd.
 - c. Scenario 2 is probably preferable given the lack of traffic that turns into the waste treatment facility

The Economics

The suggested scope of work calls for a more modest widening of 191 between North/South Rugby Road and Mountain Road, while at the same time allowing future expansion of 191 between North/South Rugby and School House Rd. By allowing for the future improvements, if warranted, DOT will not have to retrofit (at greater cost, according to DOT's Division 14 engineer, Brian Burch) when a variety of new technologies are implemented into the roadway at the time of a possible future expansion.

Furthermore, the suggestion that it will cost more to build R-2588B in the future, if the project is cancelled and reintroduced at a later date, is not an accurate statement. According to economic theory and practice, while it seems costs rise over time, the

reality is that today's increased costs are higher because they have adjusted to the rate of inflation.

In other words, \$1 in 1980 is equivalent in purchasing power to about \$3.10 in 2019, a difference of \$2.10 over 39 years. The 1980 inflation rate was 13.50%. The current inflation rate (2018 to 2019) is 2.00%. If this number holds, \$1 today will be equivalent in buying power to \$1.02 next year. (CPI Inflation Calculator – <http://www.in2013dollars.com/>).

Many factors come into play when projecting costs. While we can determine current costs to some degree, we have significant difficulty determining projected costs for many reasons. As technology is implemented, its costs come down. The desktop computer of the early 1990's originally cost between \$3000 and \$8000. Today, you can buy more computing power than your original desktop for less than \$500.

DOT has a dismal record for cost projection. When R-2588B let for bids, the results were significantly higher than estimated. Currently we do not know the cost overrun for the School Safety project. Additionally, the State has a poor record for writing comprehensive contracts that include significant details, completion times, penalties, and/or incentives.

Bridges Vs Culverts

When roads cross waterways or drainage areas either a bridge or culvert may be a good solution. Which one to choose is not easy and is dependent upon five (5) criteria and several engineering factors.

The criteria for consideration are:

1. Purpose of structure
2. Cost of materials, including delivery to site
3. Cost of installation
4. Longevity of structure
5. Maintenance of structure

With regard to engineering factors, the main factor for bridges is the height of bridge. Other factors include bridge span and road width.

In the case of culverts, the water area is the main factor in determining the clear dimensions of culvert vent (i.e. the clear span and clear height of vent). Also, the number of vents is of importance. The difference between the road level and bed level is a secondary factor responsible for increasing the weight of fill above the culvert and thereby affecting the thickness of the culvert wall. Bearing capacity of soil is another factor. Soil investigation shows that culverts are preferred when the bearing capacity of the soil is low. It is well known that stress distributions under culverts are almost, differently from bridge case, where the stress distribution under the abutment is not uniform.

Because of the many different styles of bridges and culverts, a direct cost comparison between the two is difficult to determine without identifying the type of bridge and type of culvert that is under consideration for a particular area and use. With that said, generally speaking, when a bridge and comparable culvert are compared the cost of installing and maintain a culvert is between 25% and 75% less than the cost of the comparable bridge.

In 2017, the Kentucky Transportation Cabinet did a Bridge and Culver Construction Costs comparison. The below charts depicts their findings. Kentucky, however was not the only state to have conducted such comparisons. Minnesota, Iowa, Virginia, Oregon, Tennessee, and New Jersey are among several states and state agencies to have conducted similar studies over the past several years.

Bridge Construction Costs (2017 Dollars)

Bridge Description	Avg. Cost (S.F. Deck Area)
Single Span PCI Beams on End Bents	\$225.00
Single Span Spread Box Beams on End Bents	\$182.00
Single Span Side By Side Box Beams on End Bents	\$220.00
Single Span PCI Beams on Breastwall Abutments	\$290.00
Single Span Spread Box Beams on Breastwall Abutments	\$240.00
Single Span Side By Side Box Beams on Breastwall Abutments	\$270.00
Single Span Slab Bridge on Breastwall Abutments	\$285.00
Multi-Span Bridge Costs are appropriate for Bridges with Lengths Greater than 200ft. A multi-span bridge with Lengths less than 200ft should use an average between the single span and multi span prices.	
Multi-Span PCI Beams on End Bents	\$130.00
Multi-Span Spread Box Beams on End Bents	\$160.00
Multi-Span Side By Side Box Beams on End Bents	\$200.00
Multi-Span Spread Box Beams on Breastwall Abutments	\$200.00
Multi-Span Side By Side Box Beams on Breastwall Abutments	\$220.00
Welded Steel Plate Girders	\$250.00
Cost Data Using 2017 Dollars.	
Increase cost by 5% every year if using Turner Building Cost Index.	
Increase cost by 13% per year if using Avg. Increase of 2014-2017	

Reinforced Concrete Box Culvert Construction Costs (2017 Dollars)

Culvert Box Width	Fill Height (Over Top Slab)	Avg. Cost (C.F.)	Maximum Cost (C.F.)	Minimum Cost (C.F.)
4ft	0ft to 5ft	\$55.00	\$110.00	\$24.00
	5ft to 10ft	\$70.00	\$152.00	\$82.00
	10ft to 20ft	\$20.00	\$123.00	\$16.00
	> 20ft	\$42.00	\$103.00	\$29.00
5ft	0ft to 5ft	\$70.00	\$134.00	\$32.00
	5ft to 10ft	\$49.00	\$178.00	\$21.00
	10ft to 20ft	\$28.00	\$42.00	\$22.00
	> 20ft	\$40.00	\$86.00	\$23.00
6ft	0ft to 5ft	\$42.00	\$67.00	\$20.00
	5ft to 10ft	\$35.00	\$56.00	\$19.00
	10ft to 20ft	\$24.00	\$120.00	\$22.00
	> 20ft	\$30.00	\$56.00	\$24.00
7ft	0ft to 5ft	\$51.00	\$74.00	\$28.00
	5ft to 10ft	\$28.00	\$31.00	\$18.00
	10ft to 20ft	\$26.00	\$31.00	\$24.00
	> 20ft	\$24.00	\$33.00	\$20.00
8ft	0ft to 5ft	\$32.00	\$47.00	\$17.00
	5ft to 10ft	\$24.00	\$71.00	\$13.00
	10ft to 20ft	\$25.00	\$49.00	\$12.00
	> 20ft	\$32.00	\$55.00	\$19.00
9ft	0ft to 5ft	\$57.00	\$63.00	\$34.00
	5ft to 10ft	\$18.00	\$32.00	\$15.00
	10ft to 20ft	\$19.00	\$21.00	\$14.00
	> 20ft	\$28.00	\$30.00	\$25.00
10ft	0ft to 5ft	\$27.00	\$42.00	\$15.00
	5ft to 10ft	\$18.00	\$52.00	\$22.00
	10ft to 20ft	\$17.00	\$50.00	\$15.00
	> 20ft	\$31.00	\$61.00	\$15.00
12ft	0ft to 5ft	\$23.00	\$81.00	\$23.00
	5ft to 10ft	\$25.00	\$132.00	\$17.00
	10ft to 20ft	\$17.00	\$25.00	\$16.00
	> 20ft	\$15.00	\$37.00	\$15.00
14ft	0ft to 5ft	\$19.00	\$34.00	\$18.00
	5ft to 10ft	\$13.00	\$31.00	\$18.00
	10ft to 20ft	\$26.00	\$79.00	\$22.00
	> 20ft	\$23.00	\$70.00	\$20.00
16ft	0ft to 5ft	\$23.00	\$31.00	\$23.00
	5ft to 10ft	\$24.00	\$41.00	\$10.00
	10ft to 20ft	\$37.00	\$62.00	\$17.00
	> 20ft	\$50.00	\$83.00	\$23.00
20ft	0ft to 5ft	\$25.00	\$41.00	\$20.00
	5ft to 10ft	\$27.00	\$46.00	\$20.00
	10ft to 20ft	\$33.00	\$35.00	\$35.00
	> 20ft	\$23.00	\$45.00	\$20.00

Cost Data Using 2017 Dollars.

Increase cost by 5% every year if using Turner Building Cost Index.

Increase cost by 6% if using Avg. Class A Concrete Increased Costs.

Bridge #1

This bridge was built to allow water to flow and drain between two different farmlands when the French Broad River overflows. It is the eastern most bridge on 191.

There is no need to build a new bridge. It will be less costly to install set of steel or concrete culverts than it would be to build either one 4-lane wide bridge or two 2-lane bridges.

The Pipe-Arch Culvert would be ideal for this location.

Bridge #2

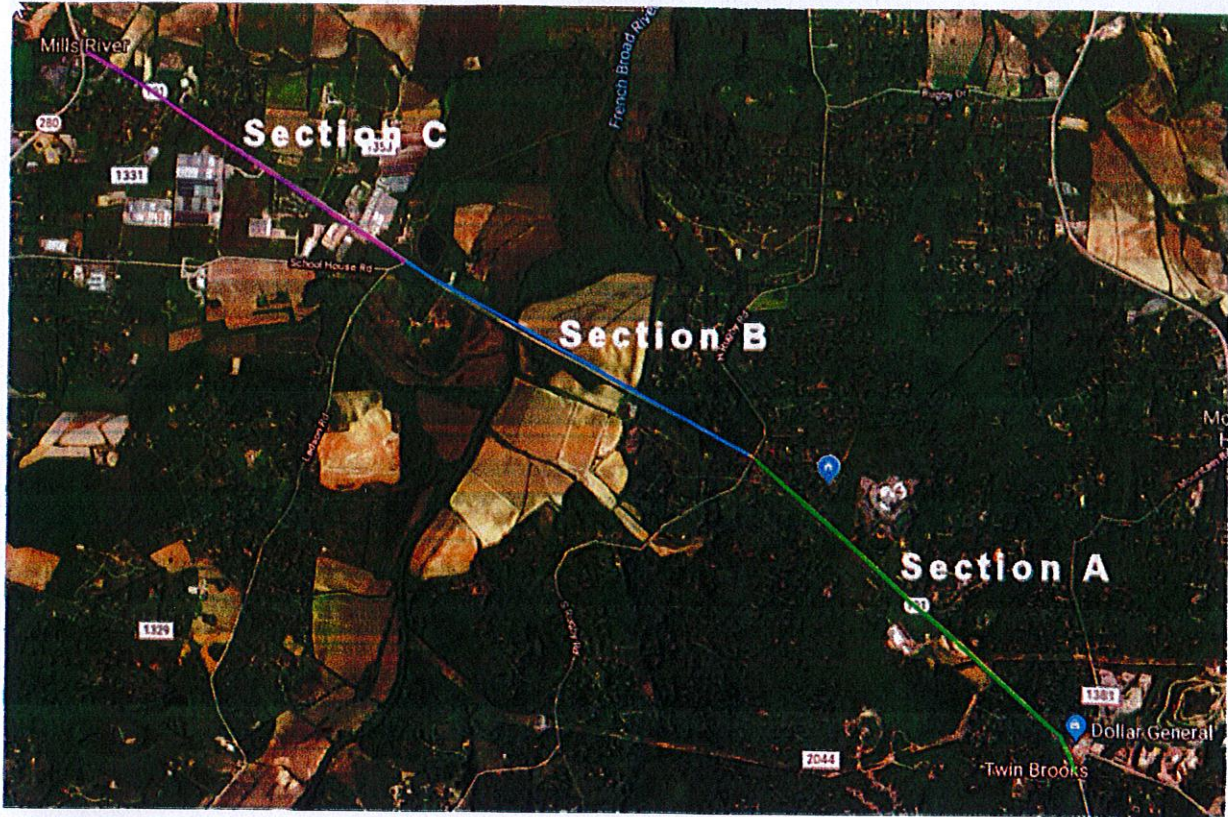
This bridge spans the French Broad river which regularly overflows its banks. It is the western most bridge on 191 between Mountain Rd and NC-280.

1. There are four options for replacing this bridge:
2. Construct a single bridge 4-lanes wide
3. Construct two bridges, each 2-lanes wide.
4. Construct one set of a single or multiple vent culvert whose length is the width of a 4-lane road
5. Construct two sets of a single or multiple vent culvert. Each set would have a length equal to the width of a 2-lane road.

The Arch Culvert or the Metal Box Culvert would be ideal for building a roadway across the river. Both types offer the advantages of durability, shorter construction period, easy installation, long service life, and cost savings.

During the construction period, there is no need to stop or detour traffic. To maintain traffic flow, DOT should work one area at a time, and should also deploy portable bridge systems such as Bailey Bridges, or MLC60 scissoring bridge.

Maps



The **GREEN** line represents Section A the area between Mountain Rd and North/South Rugby intersections.

The **BLUE** line represents Section B, the area between North/South Rugby and School House Rd. intersections.

The **PURPLE** line represents section, the area between School House Rd and NC-280 intersections.

Possible Additional Entrances to West Henderson High School

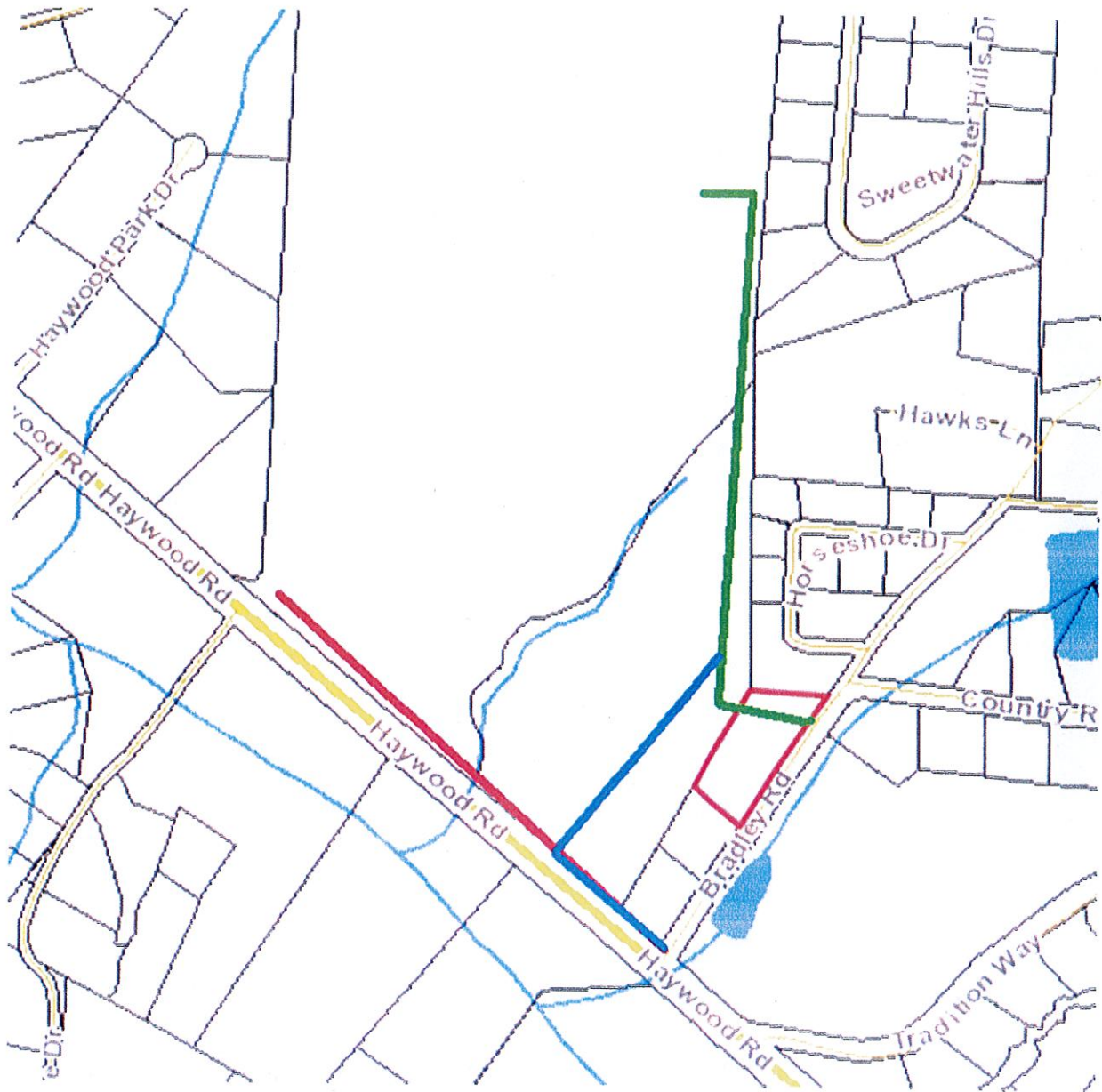


The **GREEN** entrance is a preferred approach as it will reduce student traffic on 191 that comes from areas not adjacent to 191

The **BLUE** entrance frees up the current main entrance to the school, allowing more time for student traffic coming from the western portion of 191.

The **RED** entrance is an extension of the current turn lane. This approach will get more students into a turn lane, enabling better traffic flow coming from the eastern end of 191.

A combination of the GREEN and BLUE routes or GREEN and RED routes could also increase greater student vehicle flow and increased traffic flow along 191.



The lot outlines on Bradley Rd, is 1.45 acres, has no buildings, and is valued at \$40,400 (Deed # 1358/557)

Changing the Entrance to Rugby Middle School



The **BLUE** entrance extends the right turn lane from its current position to opposite the Johnson Farm entrance. This gets far more vehicles off the main trough fare to Hendersonville.

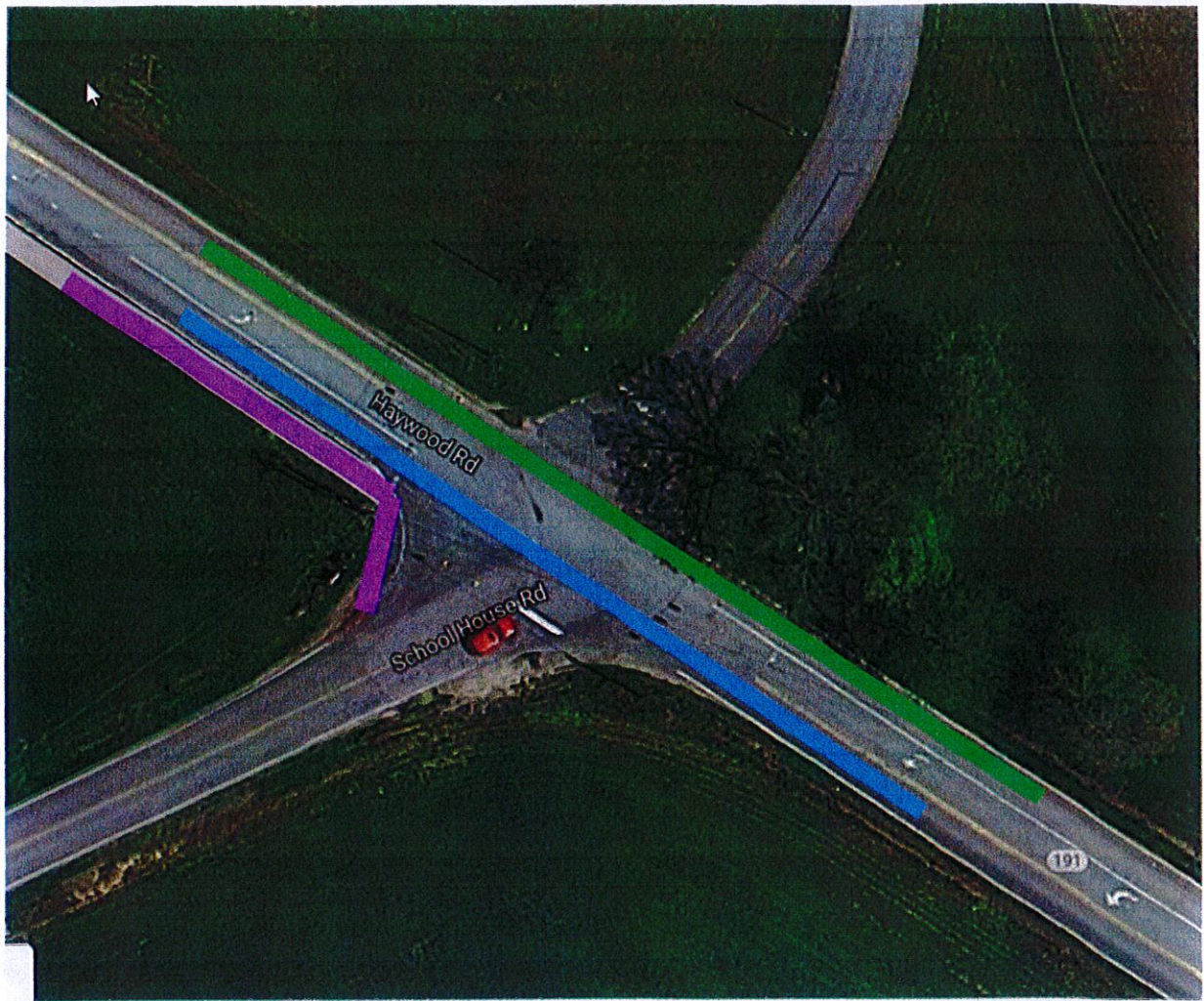
The **GREEN** line represents an off-road staging area for Rugby Middle School. This more than doubles the off-road staging area that currently exists at Rugby Middle School. The property is county owned and can be developed as a parking lot for Johnson Farm and overflow parking for both Rugby Middle School and West Henderson High School.



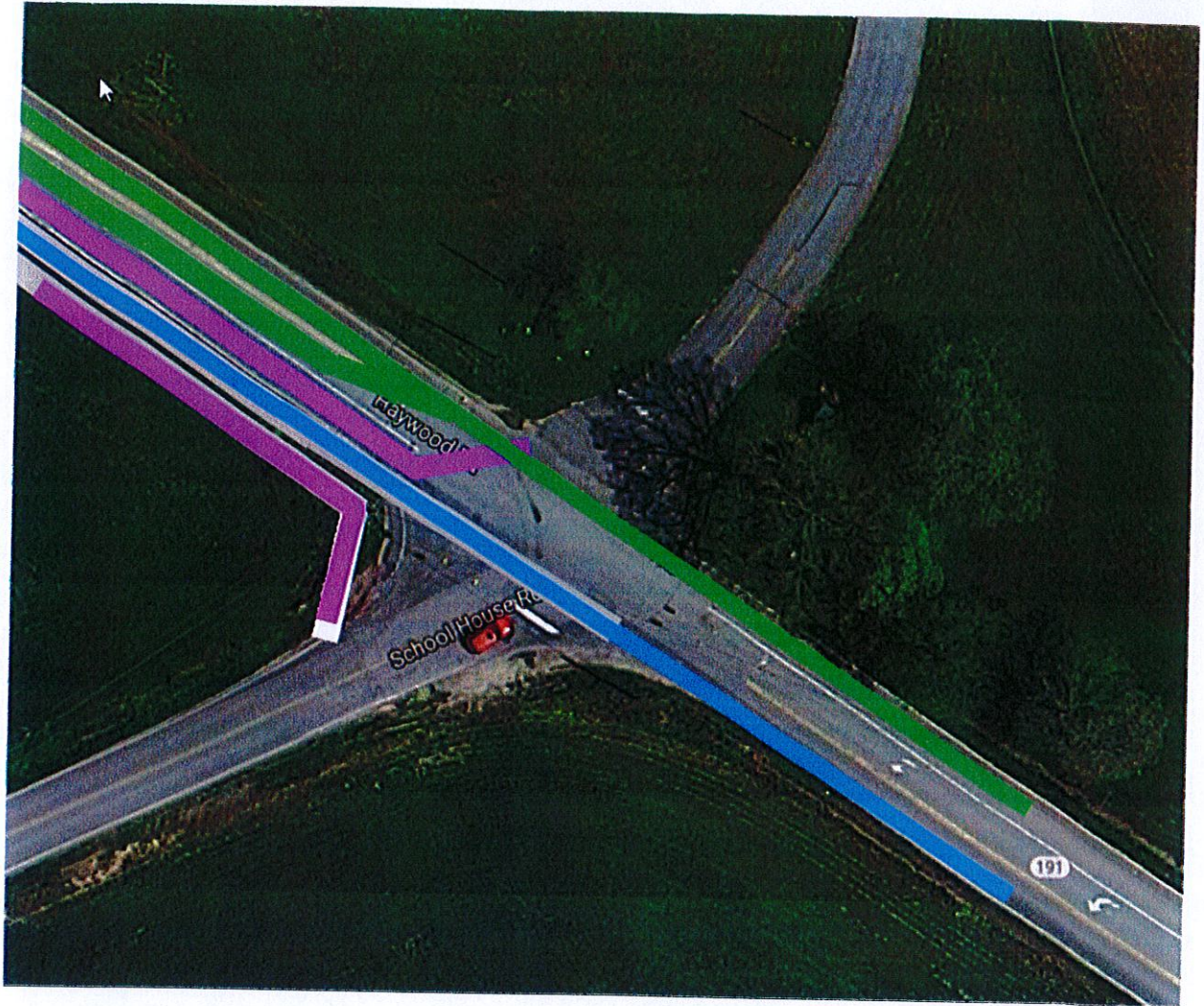
191 and North/South Rugby Intersection



191 – School House Rd Intersection based on 4-lanes to NC-280



191 – School House Rd Intersection based on 5-lanes to NC-280





ExpressVote®

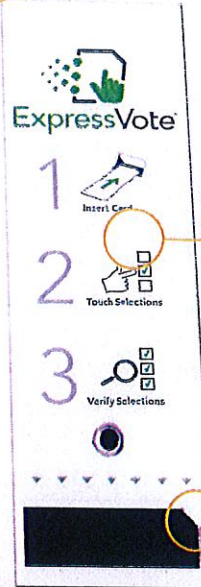
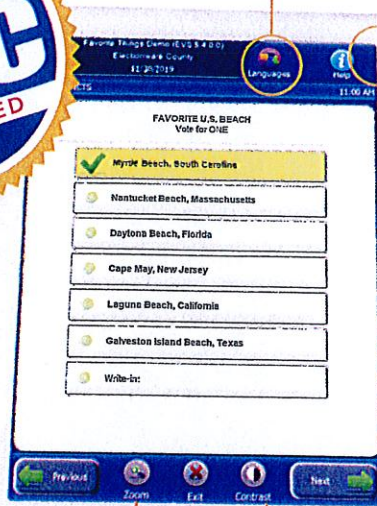
Universal Voting System as a Marker



Multilingual

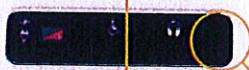
Touch Screen and Display

Allows voters to easily make vote selections and review their selection.



Instruction Panel

A visual guide that shows voters how to use the ExpressVote.



Card Slot

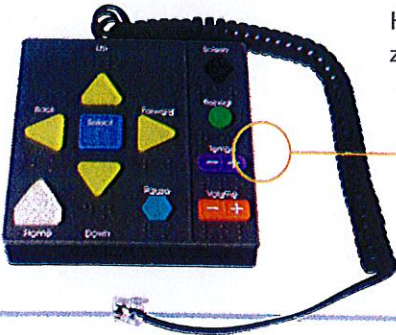
Where the voter inserts their card to activate selections.

Visual Aids

High contrast and zoom functionality.

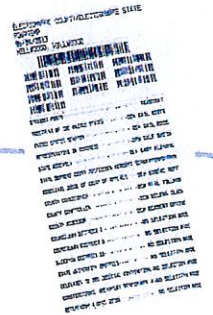
Front Access Panel

Headphone jack, a port for a Sip-and-Puff device or two-position rocker switch, and Audio-Tactile Keypad make the unit ADA friendly.



Audio-Tactile Keypad

Enables ADA voters to control audio and navigate the ballot.



ACTIVATING THE VOTE SESSION:

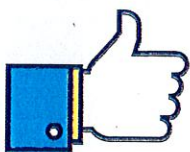
Election officials can configure the ExpressVote to best fit their needs. The voter receives an activation card to begin the process.

- If only one ballot style is programmed for the election, a blank card activates the vote session.
- Multiple ballot styles with a blank card prompt poll workers to select the correct ballot style for the voter.
- A card with an activation barcode displays the correct options for the voter if the election has multiple ballot styles.

ExpressVote Key Features

As a marker, the ExpressVote handles the entire marking process, eliminating marginal marks and the need for voter mark interpretation. Voters utilize the touch screen to mark their vote selections, receiving a verifiable paper vote record upon completion. The ExpressVote is used during early voting or in precincts and vote centers on Election Day to serve every eligible voter, including those with special needs.

EASY TO SET UP AND USE



The one-step startup and poll-closing procedure make the ExpressVote an ideal device for poll workers. The intuitive design offers streamlined simplicity for poll workers and election staff. The ExpressVote is also small, lightweight and easy to move.

CONTROLLED AND REDUCED COSTS



Traditional ballot printing costs can be significantly reduced by eliminating the need for pre-printed paper ballots. Voters activate their vote session, make their selections and receive a paper record to cast. This process consumes 70 percent less paper than traditional ballots.

INNOVATIVE DESIGN



Voters review a summary page and can make changes before receiving their verifiable paper vote record. The ExpressVote prevents overvotes and undervoting with prompts and on-screen feedback. ExpressVote in marking mode neither stores nor tabulates vote counts. The system produces a verifiable paper record for each voter.

VERIFIABLE PAPER RECORD



After all selections are made, a human- and machine-readable paper record is produced that includes text and an optical scan barcode. Votes are digitally scanned for tabulation on an ES&S DS200®, DS450® or DS850® device.

SECURE



The ExpressVote Universal Voting System utilizes a variety of functions to ensure election data and cast vote records are secure. In its current certification as a marking device, no vote data is stored in the device. Its system functions are only executable during election events, in the manner and order intended by election officials performing their duties.

For more information visit www.essvote.com

ELECTIONWARE COUNTY/ELECTIONWARE STATE
FT ENGLISH (EVS 5.2.2.0-EVS 5.2.3.0)
11/01/2022
PRECINCT ONE, PRECINCT ONE



FAVORITE DOG BREED-----
RESCUE DOG

FAVORITE U.S. BEACH-----
CAPE MAY, NEW JERSEY

FAVORITE WAY TO SPEND FREE TIME-----
WATCHING TV
READING

PROPOSITION 1-----
NO

PROPOSITION 2-----
NO



One Stop

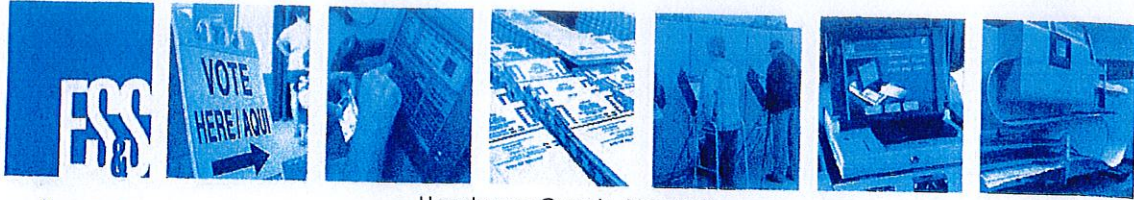
Henderson County, NC BOE
Purchase Proposal Quote
 Submitted by Election Systems & Software

Purchase Solution Includes:

Quantity	Item Description	Price
Tabulation Hardware		
ExpressVote Ballot Marking Device:		
50	ExpressVote BMD Terminal (Includes Terminal, Internal Backup Battery, ADA Keypad, Headphones, Power Supply with AC Cord, and One (1) Standard 4GB Memory Device)	\$166,250.00
50	Soft-Sided Case	\$8,750.00
ExpressVote Add-Ons:		
20	ExpressVote Printer (For Printing of ExpressVote Activation Cards)	\$14,500.00
Election Services		
X	Equipment Installation	\$5,250.00
X	1 Year Hardware and Firmware Warranty	Included
Shipping & Other		
X	Shipping and Handling	\$2,240.00
X	Customer Loyalty Discount and Trade-In Allowance. Equipment Being Traded-In by Customer Includes: 158-IVotronic Terminal (Voter, ADA, and/or Supervisor) 158-IVotronic RTAL Booth WITH Printer	(\$19,475.00)
Total Purchase Solution		\$177,515.00
Payment Terms		
Amount due within thirty (30) calendar days of contract execution:		\$88,757.50
Amount due within thirty (30) calendar days of delivery of Hardware and/or Software:		\$88,757.50
Annual Post-Warranty License and Maintenance and Support Fees (Fees are Based Upon a 1-Year Customer Commitment to Subscribe to the Following Services)		
Annual Post-Warranty Hardware Maintenance and Support Fees:		
50	HMA ExpressVote BMD - Extended Warranty with Annual Maintenance	\$6,000.00
Annual Post-Warranty Firmware License and Maintenance and Support Fees:		
50	Firmware License - ExpressVote	\$3,250.00
Total Annual Post-Warranty License and Maintenance and Support Fees		\$9,250.00

Footnotes:

1. This quote is an estimate and is subject to final review and approval by both ES&S and the Customer.
2. Rates valid for 60 days and thereafter may change.
3. Any applicable (City & State) sales taxes have not been included in pricing and are the responsibility of the customer.
4. The quantity of service days reflects a reasonable estimate for implementation and selected ongoing election services. Quantities may change depending on specific Customer needs.
5. Annual Software License, Maintenance and Support Services for the Electionware Software quoted above will be invoiced upon expiration of Customer's current Software License Maintenance and Support Services Agreement.
6. ES&S will coordinate and pay for the pickup and transportation of the trade-in equipment from Customer's site on a date to be mutually agreed upon by the parties. ES&S is responsible for preparing, packaging and palletizing the trade-in equipment for shipment.



ADA

Henderson County, NC BOE
Purchase Proposal Quote
 Submitted by Election Systems & Software

Purchase Solution Includes:

<u>Quantity</u>	<u>Item Description</u>	<u>Price</u>
Tabulation Hardware		
ExpressVote Ballot Marking Device:		
45	ExpressVote BMD Terminal (Includes Terminal, Internal Backup Battery, ADA Keypad, Headphones, Power Supply with AC Cord, and One (1) Standard 4GB Memory Device)	\$149,625.00
45	Soft-Sided Case	\$7,875.00
Election Services		
X	Equipment Installation	\$4,725.00
X	1 Year Hardware and Firmware Warranty	Included
Shipping & Other		
X	Shipping and Handling	\$2,075.00
X	Customer Loyalty Discount and Trade-In Allowance. Equipment Being Traded-In by Customer Includes: 162-iVotronic Terminal (Voter, ADA, and/or Supervisor) 162-iVotronic RTAL Booth WITH Printer	(\$32,400.00)
Total Purchase Solution		\$131,900.00
Payment Terms		
Amount due within thirty (30) calendar days of contract execution:		\$65,950.00
Amount due within thirty (30) calendar days of delivery of Hardware and/or Software:		\$65,950.00
Annual Post-Warranty License and Maintenance and Support Fees (Fees are Based Upon a 1-Year Customer Commitment to Subscribe to the Following Services)		
Annual Post-Warranty Hardware Maintenance and Support Fees:		
45	HMA ExpressVote BMD - Extended Warranty with Annual Maintenance	\$5,400.00
Annual Post-Warranty Firmware License and Maintenance and Support Fees:		
45	Firmware License - ExpressVote	\$2,925.00
Total Annual Post-Warranty License and Maintenance and Support Fees		\$8,325.00

Footnotes:

1. This quote is an estimate and is subject to final review and approval by both ES&S and the Customer.
2. Rates valid for 60 days and thereafter may change.
3. Any applicable (City & State) sales taxes have not been included in pricing and are the responsibility of the customer.
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QUOTATION

PO Box 13216 · New Bern, NC 28561
800.682.4500 (Toll Free) · 252.637.9320 (Fax)
www.printelect.com

DATE: 10/08/2019

CUSTOMER INFORMATION:

CUSTOMER Henderson County Board of Elections
CONTACT Beverly Cunningham, Director
ADDRESS
CITY Hendersonville
STATE NC
ZIP
EMAIL bcunningham@hendersoncountync.gov

Product #	Product Description	Quantity	Cost	Total
2252-01	VC ExpressVote Booths	40	175.00	7,000.00
2252-03	VC ExpressVote ADA Kits	40	45.00	1,800.00

Subtotal \$8,800.00
Shipping TBD
Total

Comments: Quote valid for 30 days.

Office Use Only:

Thank you for purchasing from Printelect!
Account Manager: Michelle Mrozkowski

Voter's choice ExpressVote Booth



Item# 2252-01..... \$195.00

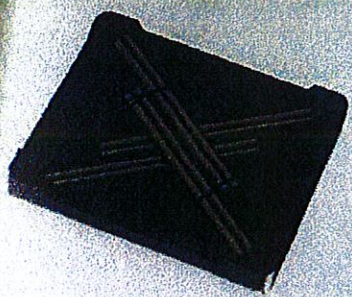
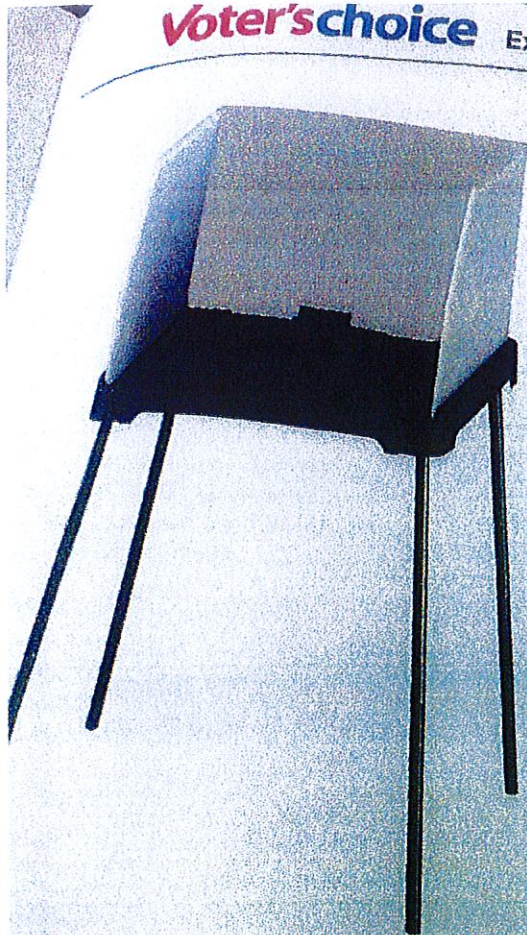
Printelect is proud to introduce another innovative product to its line of election supplies: the Voter's Choice ExpressVote Booth. This booth is a first of its kind, purpose-built solution for the deployment and use of the ES&S ExpressVote. This booth features an expansive tabletop with a corrugated plastic privacy panel and integrated metal legs. A custom-designed and removeable ExpressVote kickstand anchor bar secures the ExpressVote Booth to the table, while optional ADA leg sets lower this unit to an accessible-friendly height. When the anchor bar is removed, the booth can be used as a paper ballot solution with a completely smooth and unobstructed tabletop! This flexibility is unrivaled in the industry today. A corrugated plastic storage box rounds out the features of this easy-to-use, lightweight solution for deploying the ExpressVote machine.

Features

- Easy to assemble design
- Expansive tabletop easily accommodates an ExpressVote and accessories
- Removable anchor bar allows booth to be converted to a paper ballot-friendly booth!
- Lightweight corrugated privacy panel and box
- Integrated legs are attached to booth via steel cable and bungee
- Option ADA leg kit ensures 100% compliance with ADA guidelines

Specifications

- Weight: 17 lbs.
- Writing surface: 24.75"W x 19.5"D
- Packed size: 27"W x 22.25"D x 3.75"H
- Overall height: 59.5"
- Tabletop height: 40.5"
- Footprint: 33"W x 27"D
- Overall height, ADA: 50.5" Sl. S
- Tabletop height, ADA: 31.5" 32"



ADA Leg Kit
Item# 2252-03
\$45.00