

APPENDIX B

Project Commitments ("Green Sheets")

**Winston-Salem Northern Beltway
Forsyth County
Federal-Aid Project No. NHF-0918 (14)
State Project Nos. 6.628001T, 8.2625101
TIP Project Nos. R-2247, U-2579, and U-2579A**

In addition to the Section 404 Conditions, Regional Conditions, State Consistency Conditions, the North Carolina Department of Transportation (NCDOT) Guidelines for Best Management Practices for the Protection of Surface Waters, General Certification Conditions, and Section 401 Conditions of Certification, the following special commitments have been agreed to by NCDOT:

Project Development and Environmental Analysis:

1. Archaeological site 31FY570**, a historic cemetery, will require avoidance or compliance with North Carolina General Statute, Chapter 70.
2. Temporary construction easements may be needed on the historic Clayton Family Farm property. It has been determined that these temporary easements do not constitute a use under Section 4(f). No permanent right of way will be acquired from the Clayton Family Farm property. All work will be contained in temporary easements, and the encroachment on the property will be minimal. The duration of the temporary encroachment on the Clayton Family Farm property will be shorter than the timeframe for the construction of the project. The land temporarily occupied from the Clayton Family Farm will be fully restored, that is, the Clayton Family Farm property will be returned to a condition that is at least as good as that which existed prior to the project.
3. Eligibility of Site 31FY64 is unknown because archaeologists were denied access to the property. If the site falls within the Preferred Alternative after final design, an assessment would be conducted prior to construction after it is acquired by NCDOT. Currently, the site is adjacent to non-preferred Detailed Study Alternative segment E3.
4. A design noise study will be prepared for the selected alternative. The date of public knowledge for noise abatement purposes is the date the Record of Decision (ROD) is signed.
5. The design noise study for the Project R-2247 portion of the Beltway will include an evaluation of Ronald Reagan High School.
- *6. The NCDOT will develop Data Recovery Plans (DRP) for Sites 31FY888, 31FY893**, 31FY901, 31FY902**, 31FY903, 31FY910**, 31FY911**, 31FY912**, 31FY921, 31FY925**, 31FY944, 31FY1053/1053**, all of which will be affected by the subject project, in consultation with the North Carolina SHPO.

* Commitments marked by an asterisk (*) are taken from the Memorandum of Agreement between SHPO, NCDOT, and FHWA regarding addressing the Adverse Effects to historic resources (**Appendix D.1 of the SFEIS/FEIS**).

- *7. The NCDOT will ensure that each DRP is implemented after Right-of-Way is acquired or once Right-of-Entry is secured from the property owners and prior to construction activities within the site location as shown in the DRP.
- *8. As they are developed, each individual DRP will be forwarded for review by the SHPO.
- *9. Upon completion of each Data Recovery effort, the NCDOT will prepare and forward a Management Summary to the SHPO detailing the results of the Data Recovery field investigations. The Management Summary will contain sufficient information to demonstrate that the field investigation portion of the DRP has been implemented.
- *10. Upon receipt of the Management Summary, the SHPO will respond within ten (10) days to the recommendations contained within the document.
- *11. Upon acceptance of the recommendations contained in the Management Summary, the SHPO will issue the NCDOT documentation that the Data Recovery field investigations have been completed.
- *12. The analysis and report preparation, detailing Sites 31FY888, 31FY893**, 31FY901, 31FY902**, 31FY903, 31FY910**, 31FY911**, 31FY912**, 31FY921, 31FY925**, 31FY944, 31FY1053/1053** will be completed by the NCDOT, or their consultants, within twenty-four (24) months after completion of each site's fieldwork schedule.
- *13. In consultation with SHPO, NCDOT will determine the extent of control-of-access fencing, as well as its type, material, and finish. NCDOT will purchase and then install the control-of-access fencing within the NCDOT right-of-way. NCDOT will maintain the control-of-access fencing.

Roadway Design:

1. NCDOT will continue to work with residents of affected communities to develop mitigation strategies for community impacts. The following options will be considered during final design to minimize impacts to communities/subdivisions: construction of noise abatement barriers landscaping or vegetative screens based on NCDOT policies and guidelines. These types of options already have been incorporated into the Project R-2247, Project U-2579, and Project U-2579A preliminary engineering designs where practicable, but will be further considered during final design.
2. During final design for Projects R-2247, U-2579, and U-2579A, all utility providers and railroad operators would be coordinated with to ensure that the proposed design and construction of the project would not substantially disrupt service.

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3. The development of this project will be further coordinated with the City of Winston-Salem and Forsyth County Parks and Recreation Departments to minimize any conflicts with future parks and greenways planning. Provisions will be considered to maintain the future viability of any impacted proposed greenways.
4. NCDOT will coordinate with the Forsyth County Division of Environmental Health and Laboratory regarding the Reynolds Auto Junkyard and other solid waste sites along the selected alternatives for Projects R-2247, U-2579, and U-2579A. Impacted sites will be remediated as required.
5. NCDOT will consider wildlife crossings where appropriate in the vicinity of stream crossings, which will allow animals to cross under the Beltway.
6. NCDOT will coordinate with the Town of Kernersville regarding the compatibility of the Beltway design with the proposed Big Mill Farm Road interchange at US 421. This coordination will take place once all relevant design information has been obtained regarding the design of the Big Mill Farm Road interchange.
7. NCDOT intends to maintain a connection from Northampton Road to Old Walkertown Road. The final design will be developed based on design constraints and cost considerations.
- *8. NCDOT will align the Alexander Hege House driveway opposite the new intersection ramp, so property access will be under full traffic control. This will allow NCDOT and the property owner full movement for equipment and trucks.

NCDOT Hydraulics Unit:

1. All bridges and culverts located in designated FEMA flood zones will be designed such that an increase in flood elevation would not exceed the lesser of 0.5 foot for the 100-year flood event or the elevation needed to protect structures.
2. A conditional Letter of Map Revision will be prepared for any floodway modification, in coordination with Federal Emergency Management Agency.
3. NCDOT will avoid installing bridge bents in creeks to the maximum extent practicable.

NCDOT Roadside Environmental:

1. During design and construction, efforts will be made to minimize the impact to existing vegetative buffers and natural areas. NCDOT will prepare a post construction landscape design/corridor plan to mitigate construction impacts and integrate enhancements, while remaining sensitive to the environment and to the safety of the traveling public.

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2. NCDOT will incorporate sediment and erosion control measures according to the Design Standards in Sensitive Watersheds for all construction in high quality water (HQW) zones in compliance with 15a NCAC 04B.0124.
- *3. NCDOT will provide tree protection measures along the National Register boundary lines adjoining project construction areas. NCDOT will exercise best management practices to minimize, as practicable, tree trimming and disturbance of existing plantings along the National Register boundary.

NCDOT Roadside Environmental and Hydraulics:

1. Generally, 2:1 slopes will be used where possible to minimize culvert length, and NCDOT will shorten culvert lengths where possible and daylight systems between culverts where possible in interchange areas.

NCDOT Right of Way Branch:

1. NCDOT will work with the property owner of Walker Mobile Home Park off of Bethania-Tobaccoville Road to determine the feasibility of relocating the homes to another area of the parcel.
2. NCDOT will contact the pastor of Mount Pleasant Holiness Church prior to the public hearing and will, if desired, meet with the pastor and members of the church to discuss the impact of Project U-2579 on the church, NCDOT relocation policies, and potential mitigation. *Action since the 2004 SFEIS/SDEIS: NCDOT and consultant staff met with the pastor and members of Mount Pleasant Holiness Church during the 2005 public hearings. The church representatives declined to attend an additional meeting regarding this project or impacts of the Northern Beltway on the church. Additional information is in **Section 6.2.2.3.***
3. NCDOT will contact minority residents of North Oaks subdivision prior to the public hearing and will, if desired, meet with them to discuss the impacts of Project U-2579 on the community, NCDOT relocation policies, and potential mitigation. *Action since the 2004 SFEIS/SDEIS: NCDOT and consultant staff met the with North Oaks community on November 15, 2004. Additional information is in **Section 6.2.2.3.***

NCDOT Division 9 and Construction:

1. A pre-construction survey will be done in areas of concern regarding possible blast-related structural damage to assess a pre-construction condition.

NCDOT Division 9:

1. During construction for Project U-2579A, NCDOT will coordinate with the Forsyth County School Board to ensure the safety of those students bicycling and/or walking to Sedge Garden Elementary School. If a portion of school property is needed for a temporary construction easement, that area will be fenced to keep school children out of the construction site. The school property will be restored following construction.

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2. NCDOT will coordinate with local media during the construction of the project to alert the public of traffic restrictions and construction related activities.
3. NCDOT shall not approve any new driveway permits along the property of the historic John Henry Kapp Farm within the right of way for the Preferred Alternative. This condition shall be filed in the NCDOT Division office responsible for driveway permits.