
WINSTON-SALEM NORTHERN BELTWAY

**From US 52 to I-40 Business
(Eastern Section)**

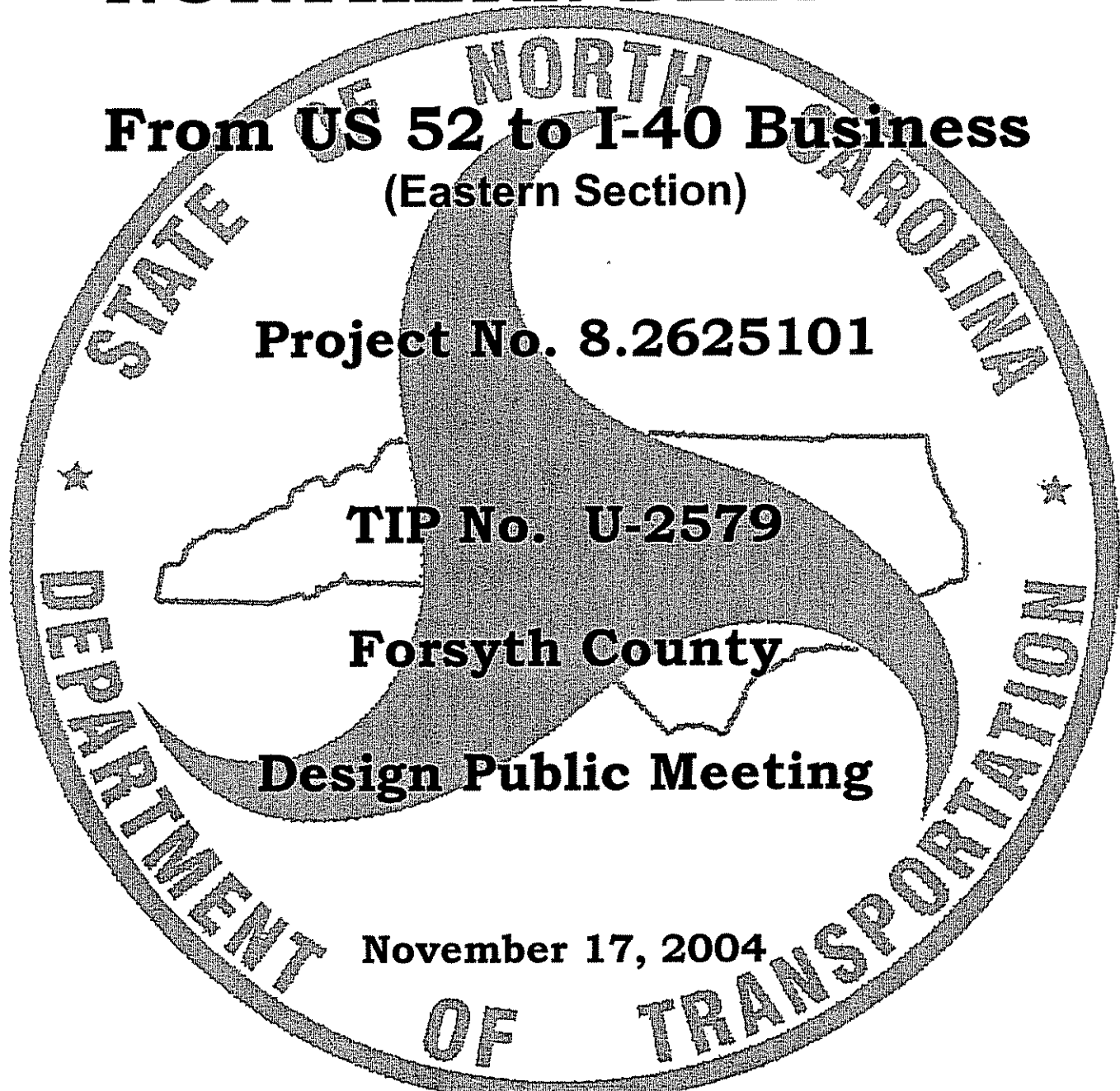
Project No. 8.2625101

TIP No. U-2579

Forsyth County

Design Public Meeting

November 17, 2004



PURPOSE OF PUBLIC MEETING

Tonight's meeting is one step in the Department of Transportation's procedure for including the public as a part of the project's development process. The Department of Transportation is soliciting your views on the design for the proposed Winston-Salem Northern Beltway, Eastern Section. The Corridor Public Hearing for the Eastern Section of the Winston-Salem Northern Beltway was held in December 1995. Because of litigation and Federal Highway Administration desires, the three projects that make up the Northern Beltway have been combined under one environmental document, the Supplemental Final Environmental Impact Statement for the Western Section/Supplemental Draft Environmental Impact Statement for the Eastern Section and the Eastern Section Extended. After restudy, it has been concluded that the alignment originally selected for the Eastern Section is still valid. Tonight's meeting shows the preliminary design of the proposed project within the preferred corridor developed after public input in 1995.

YOUR PARTICIPATION

Now that the opportunity is here you are urged to participate by making your comments and/or questions a part of the public record. This may be done by having them recorded here tonight, writing them on the comment sheet and leaving it with a Department of Transportation representative here tonight or by submitting them in writing by January 5, 2005 to the following address:

Mr. Carl Goode, P. E.
Manager of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583

Everyone present is urged to participate in the proceedings. It is important, however, that **THE OPINIONS OF ALL INDIVIDUALS BE RESPECTED REGARDLESS OF HOW DIVERGENT THEY MAY BE FROM YOUR OWN.** Accordingly, debates, as such, are out of place at public meetings. Also, this is not a forum to be used as a **POPULAR REFERENDUM** to determine the alignment by a majority vote of those present.

WHAT IS DONE WITH THE INPUT?

A meeting will be held after the comment period has ended. This meeting will be attended by DOT staffs representing Planning, Design, Human Environment, and others who play a role in the development of a project. When appropriate, representatives from local staff and officials also attend as well as representatives from the Federal Highway Administration.

All spoken and written issues are discussed at this meeting. Most issues are resolved at this time. The Department considers safety, costs, service to traffic, social impacts, environmental impacts, and public comments in making decisions. Complex issues may require additional study and may be further reviewed by higher management, Board of Transportation members, and the Secretary of Transportation. Minutes of this meeting are made and are available to the public. You may request a copy of these minutes on the attached comment sheet.

DESCRIPTION OF PROJECT

The Winston-Salem Northern Beltway is a new highway proposed to loop around the west, north, and east sides of Winston-Salem. The Northern Beltway would begin at US 158 west of Winston-Salem extend to US 52 north of Winston-Salem then proceed south to US 311 east of Winston-Salem. The maps presented here tonight show the Winston-Salem Northern Beltway. The Winston-Salem Northern Beltway is included in the North Carolina Department of Transportation's 2004-2010 Transportation Improvement Program (TIP) as three projects. The Western Section is TIP Project Number R-2247, the Eastern Section is TIP Project Number U-2579, and the Extension of the Eastern Section is TIP Project Number U-2579A. The Western Section of the Beltway begins at US 158 and goes northward to US 52.

PURPOSE OF PROJECT

The Winston-Salem Northern Beltway will improve mobility within and through Forsyth County, reduce traffic congestion, accommodate future traffic growth, and improve safety. The Eastern Section and Extension, when constructed, will be the designated route for future I-74 through Winston-Salem.

Poor North/South Roadway Connectivity

The existing roadway network in the Winston-Salem area consists of mostly radial roads (roads coming into and out of the central city area like spokes on a wheel). The existing north/south roads are primarily narrow, two-lane rural roads that are not continuous across the radial roads and do not accommodate the current and projected travel patterns of a growing suburban population.

Lack of High-Speed Links to the North and South

US 52 is the only controlled-access freeway (a road with no driveways or signals, and access provided only at interchanges) that runs north/south through Forsyth County. In 2001, about 79,000 vehicles per day used US 52. This highway's close interchange spacing and narrow lanes and shoulders substantially limit the number of vehicles the roadway can carry and prevent US 52 from adequately serving existing and projected traffic volumes.

Corridor for I-74

The new I-74 Interstate corridor (which would link Charleston, South Carolina to Sault Sainte Marie, Michigan) is planned to cross Forsyth County in a northwest-southeast direction. When constructed, the Eastern Section and Eastern Extension of the Northern Beltway would be designated I-74 through Winston-Salem.

Future Traffic Congestion

By 2025, approximately 59 percent of the 96 roadways within Winston-Salem and Forsyth County analyzed as part of this study are expected to experience traffic congestion resulting in traveler delays.

Above-Average Accident Rates

Several roads in Winston-Salem and Forsyth County have accident rates that exceed the statewide average for similar roadways including: US 421, US 52, US 311, NC 66.

ALTERNATIVES

Chapter 2 of the SFEIS/SDEIS describes all of the alternatives considered for Projects R-2247, U-2579, and U-2579A, including those alternatives that were eliminated early in the project development process.

For the Western Section (Project R-2247), eight alternatives were studied in detail. In 1993, one of these eight alternatives was chosen as the Preferred Alternative. This is still the NCDOT's Preferred Alternative.

For the Eastern Section (Project U-2579), ten alternatives were studied in detail. In 1996, one of these ten alternatives was chosen as the Preferred Alternative. This is still the NCDOT's Preferred Alternative.

For the Eastern Section Extension (Project U-2579A), six alternatives were studied in detail. All six Detailed Study Alternatives have the option of an interchange at Kernersville Road. A preferred alternative has not been chosen for this section of the Northern Beltway.

The proposed projects would be freeways (high speed, no driveways, and no traffic signals). The Western Section would have four lanes (two in each direction) with a 70-foot grass median in the center. The Eastern Section would have six lanes (three in each direction) with a 46-foot grass median in the center. The Eastern Section Extension would be four lanes with a 70-foot grass median in the center. Ultimately, if needed, all the projects could be widened to eight lanes in the median. Views of how the new freeway and median for each section would look are shown on the Typical Cross-Sections on page three.

As part of this combined project development process, the Preferred Alternatives selected for the Western Section (Project R-2247) and the Eastern Section (Project U-2579) were reviewed in light of current conditions to determine if changes have occurred that could affect the selection of these Preferred Alternatives. Conditions in the project study area have either not changed substantially, or have changed in a way that further supports the selected Preferred Alternatives.

The selection of Preferred Alternatives for all three projects is not final until the FHWA issues the Record of Decision (ROD).

Noise Barriers

Computer models were used to predict 2025 traffic noise levels along the Winston-Salem Northern Beltway and to evaluate possible noise barrier locations. The locations of the noise barriers identified as reasonable and cost effective are shown in the SFEIS/SDEIS on Figures 4-3, 4-5, and 4-6. The noise barriers would be built within the highway's right of way.

Eight noise barriers were identified for the Western Section Preferred Alternative, two were identified for the Eastern Section Preferred Alternative, and one was identified for three of the Eastern Section Detailed Study Alternatives (N1-S2, N2-S2, and N3-S2).

The final decision about the exact locations and designs (height, length, etc.) of the noise barriers would be determined during the final design phase. Additional noise barriers, over and above those identified in the table, may be recommended during the final design phase.

PROCESS, SCHEDULE, and COST

The Winston-Salem Northern Beltway projects are currently planned to use 80% federal funds and 20% state funds for right-of-way acquisition and construction. The Federal Highway Administration (FHWA) is the lead federal agency for the proposed projects. Therefore, the FHWA, in consultation with the NCDOT, will make the final decision on the Preferred Alternatives for Project R-2247, Project U-2579, and Project U-2579A. The FHWA and NCDOT will consider the following when making the decision:

- ___ The information contained in the Winston-Salem Northern Beltway SFEIS/SDEIS.
- ___ Input received from the public during the SFEIS/SDEIS review period
- ___ Input received from the local, state, and federal agencies during the SFEIS/SDEIS review period, including the following:
 - US Army Corps of Engineers
 - US Fish and Wildlife Service
 - US Environmental Protection Agency
 - NC Department of Environment and Natural Resources

NC Wildlife Resources Commission
State Historic Preservation Office
Winston-Salem/Forsyth County
Metropolitan Planning Organization

Construction is scheduled to begin in 2006 for the Western half and 2010 for the Eastern half.

Please visit the Winston-Salem Northern Beltway web site for project information and updates: [www.ncdot.org /projects/wsnb](http://www.ncdot.org/projects/wsnb). The web site also will have an electronic copy of the SFEIS/SDEIS available to view and download.

The Winston-Salem Northern Beltway Supplemental Final Environmental Impact Statement/Supplemental Draft Environmental Impact Statement (SFEIS/SDEIS) and large scale maps are available for review at the following locations:

NCDOT Division
9375 Silas Creek Parkway
Winston-Salem

Winston-Salem Dept. of Transportation
City Hall South 100 East First Street, Room 307
Winston-Salem

A copy of the SFEIS/SDEIS is available for public review at the following Forsyth County Library branches:

Central Library
660 West Fifth Street
Winston-Salem

Kernersville Branch
130 E. Mountain Street
Kernersville

Carver School Road
4915 Lansing Drive
Winston-Salem

Lewisville Branch
Lewisville Plaza Shopping Center
Lewisville

Reynolda Manor Branch
2839 Fairlawn Drive
Winston-Salem

Rural Hall Branch
7125 Broad Street
Rural Hall

Walkertown Branch
2969 Main Street
Walkertown

PROJECT IMPACTS						
Environmental Issue	Entire Winston-Salem Northern Beltway Project R-2247 and Project U-2579 Preferred Alternatives PLUS Project U-2579A Detailed Study Alternatives With (Without) Kernersville Road Interchange					
	N1-S1	N1-S2	N2-S1	N2-S2	N3-S1	N3-S2
Length (miles)	34.2	34.4	34.2	34.4	34.1	34.3
PROJECT COSTS (2003 dollars)						
Construction Costs (millions \$)	605.2 (602.2)	593.2 (589.2)	609.2 (606.2)	600.2 (586.2)	590.2 (591.2)	592.2
Right-of-way Costs (millions \$)	211.2 (202.8)	223.3 (214.9)	205.0 (202.8)	220.9 (218.7)	206.2 (199.6)	222.2 (215.5)
Total Costs (millions \$)	816.4 (805.0)	816.5 (804.1)	814.2 (809.0)	821.1 (818.9)	796.4 (785.8)	814.4 (806.7)
IMPACTS TO RESIDENCES, BUSINESSES AND COMMUNITY/CULTURAL RESOURCES						
Residences Relocated ²	771 (749)	807 (785)	728 (725)	795 (792)	734 (724)	801 (791)
Businesses Relocated ²	41 (27)	38 (25)	42 (33)	40 (31)	37 (26)	35 (24)
Schools Impacted	1 ^{3,4}	1 ^{3,4}	1 ^{3,4}	1 ^{3,4}	0 ⁴	0 ⁴
Parks Impacted	0	0	0	0	0	0
Churches & Cemeteries Relocated	5 ⁴	6 ^{4,5}	5 ⁴	6 ^{4,5}	5 ⁴	6 ^{4,5}
Historic Sites with Adverse Effect	1	1	1	1	1	1
UTILITIES AND POTENTIAL HAZARDOUS MATERIALS SITES¹						
Major Electric Power Lines Crossed	9	8	9	8	9	8
Major Gas Mains	2	2	2	2	2	2
Railroad Crossings	3	3	3	3	3	3
Number of Potentially Impacted Hazardous Materials Sites	19 (16)	19 (16)	17 (15)	17 (15)	22 (17)	22 (17)
NOISE AND AIR QUALITY						
Air Quality Impacts	0	0	0	0	0	0
Recommended Noise Walls (number)	9	10	9	10	9	10
FORESTS AND OTHER LAND COVER TYPES (acres)						
Forests	935 (934)	881 (880)	937 (936)	887 (886)	945 (938)	904 (897)
Urban/Disturbed Land	1,146 (1,123)	1,149 (1,127)	1,160 (1,145)	1,165 (1,149)	1,157 (1,137)	1,156 (1,136)
Agricultural & Pine Plantation Land	453	460	446	457	455 (452)	466 (462)
Clear Cut/Previously Clear Cut Land	59	59	59	59	59	59
WETLANDS, STREAMS, PONDS AND FLOODPLAINS/FLOODWAYS						
Wetlands (acres in construction limits)	7.5	7.1	7.6	7.3	7.8	7.4
Ponds (acres in construction limits)	26.9	21.9	27.6	22.7	27.5	22.5
Impacts to Significant Streams (linear feet in construction limits)	40,142	38,744 (42,452)	39,016 (41,054)	37,618	43,121	41,723
Relocated Streams (linear feet in construction limits)	2,405	2,405	2,405	2,405	2,405	2,405
Number of Stream Crossings	114	114	116	116	118	118
Floodplains/Floodways (number of crossings)	21	21	21	21	21	21
Floodway Crossings Requiring Modification	13	13	13	13	13	13

Unless designated by () as a

Construction limits (s)
Project U-2579A Detailed Study Alternatives were used to calculate impacts.¹ Interchange ramp design may cause multiple crossings off² Includes houses³ Sedge Garden Elementary School; temporary impact from Sedge Garden Road detour.⁴ Impact to property does not impact school or church facilities⁵ Piedmont Memorial Gardens; impact to property, but not to existing graves.

COMMENT SHEET

Winston-Salem Northern Beltway from US 52 to north of I-40 Business

Design Public Meeting

U-2579

8.2625101

Forsyth County

November 17, 2004

NAME: _____

ADDRESS: _____

COMMENTS AND\OR QUESTIONS:

Comments may be mailed to:

C. B. Goode, Jr., P. E.

Manager of the Office of Human Environment

1583 Mail Service Center

Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501

E-mail: cgoode@dot.state.nc.us

