

Newsletter

for Winston-Salem Northern Beltway



May 2005

TIP Nos. R-2247, U-2579, and U-2579A

Preferred Alternative Selected for Eastern Section Extension

NCDOT has identified alternative N2-S1 with an interchange at Kernersville Road as the Preferred Alternative for the Eastern Section Extension of the Winston-Salem Northern Beltway (Project U-2579A). This alternative is shown on the attached map as well as on the project web site: www.ncdot.org/projects/wsnb.

In making this selection, NCDOT reviewed all public and agency comments and preferences. Meetings were held on January 25 and February 10, 2005 with state and federal regulatory and

environmental resource agencies to review the evaluation of alternatives. NCDOT, the Federal Highway Administration, the U.S. Army Corps of Engineers, the N.C. Division of Water Quality, the U.S. Fish and Wildlife Service, the N.C. Wildlife Resource Commission, and the State Historic Preservation Office reached consensus on the Least Environmentally Damaging Practicable Alternative (LEDPA) on March 14, 2005. NCDOT formally identified the Preferred Alternative for the Eastern Section Extension on March 17, 2005. The Preferred Alternatives for the Eastern Section (Project U-2579) and Western Section (Project R-2247) remain unchanged.

Detailed Maps Available

Hearing maps showing the preliminary designs of the Preferred Alternative of the Eastern Section Extension, the other alternatives studied in detail for the Eastern Section Extension, the Preferred Alternative for the Western Section, and the Preferred Alternative for the Eastern Section are also available at the following locations:

- web site:
www.ncdot.org/projects/wsnb
- NCDOT Division 9 Office, 375 Silas Creek Parkway, Winston-Salem
- Winston-Salem Department of Transportation, City Hall South, 101 East First St, Room 307
- Town of Kernersville, 134 East Mountain Street (Eastern Section Extension maps only)

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www.ncdot.org/projects/wsnb
1-866-223-0862

Project Description

The Winston-Salem Northern Beltway is proposed to loop around the west, north, and east sides of Winston-Salem from US 158 west of the city to US 311 east of the city, crossing US 52 north of downtown. This new highway would improve safety, accommodate future growth in Forsyth County, ease congestion on local roads, and provide a routing for Interstate 74 through Winston-Salem. The road would be a freeway, meaning it would have no traffic signals or driveways, and access would be provided at interchanges with select roads only.

Why Is the N2-S1 Alternative Preferred?

- This alternative has the fewest residential relocations and divides the least number of neighborhoods.
- This alternative keeps the Union Cross interchange at US 311 open, which is critical to the success of economic development, including Union Cross Business Park and Alliance

Business Park, the future home of a Dell Computer distribution facility.

- This alternative has the second lowest impact to streams north of I-40 and has been modified in the vicinity of US 311 to substantially reduce stream impacts. Stream impacts include either moving a stream or directing it into a pipe.
- This alternative preserves the continuity of Sedge Garden Road.
- This alternative was preferred by both the City of Winston-Salem and the Town of Kernersville.
- The Town of Kernersville strongly desires an interchange at Kernersville Road, and more citizens expressed support for it than opposed it.
- A single-point urban interchange at Kernersville Road is feasible for this alternative. This type of interchange, which is different from what was shown on the 2004 public hearing maps, brings all of the ramps to a single point on a bridge over the Beltway. It would require the least amount of land and also would improve traffic operations.

How Was the Preferred Alternative Identified?

Environmental Document

The approved environmental document combined the Supplemental Final Environmental Impact Statement (SFEIS) for the Western Section and Supplemental Draft Environmental Impact Statement (SDEIS) for the Eastern Section, including the Eastern Section Extension. The document was distributed in October 2004 to the general public, to federal and state regulatory and environmental resource agencies, as well as to local governments for comment. Comments were received through January 19, 2005.

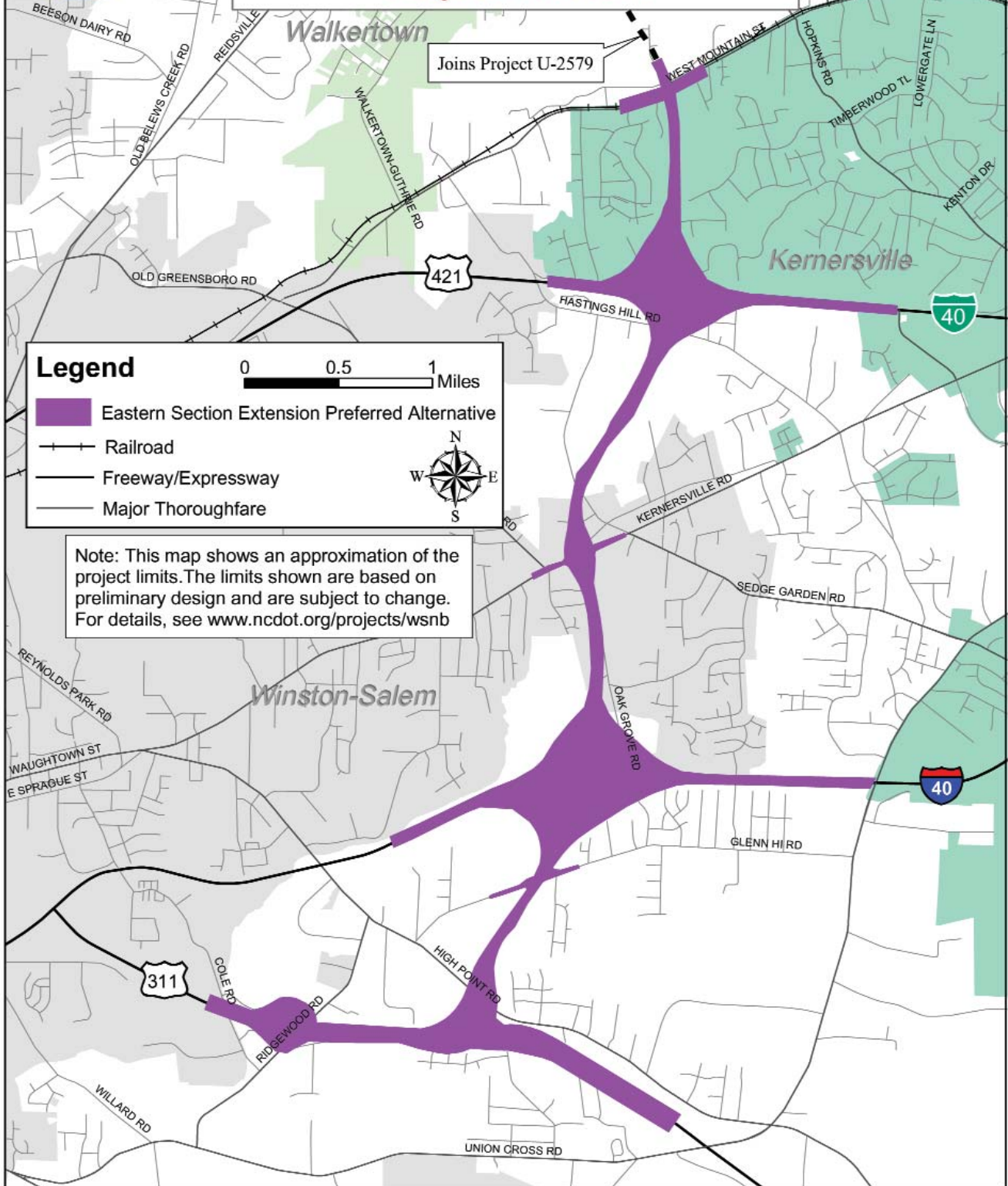
Hearings and Results

Two pre-hearing open houses, an open house public hearing, and two formal public hearings were held in November and December 2004. NCDOT and consultant staffs answered questions and responded to concerns.

Approximately 800 people attended the public meetings. Forty-seven citizens spoke at the two formal hearings, and NCDOT received approximately 181 written comments from citizens. NCDOT also received 13 from federal, state, and local agencies, as well as 25 resolutions from



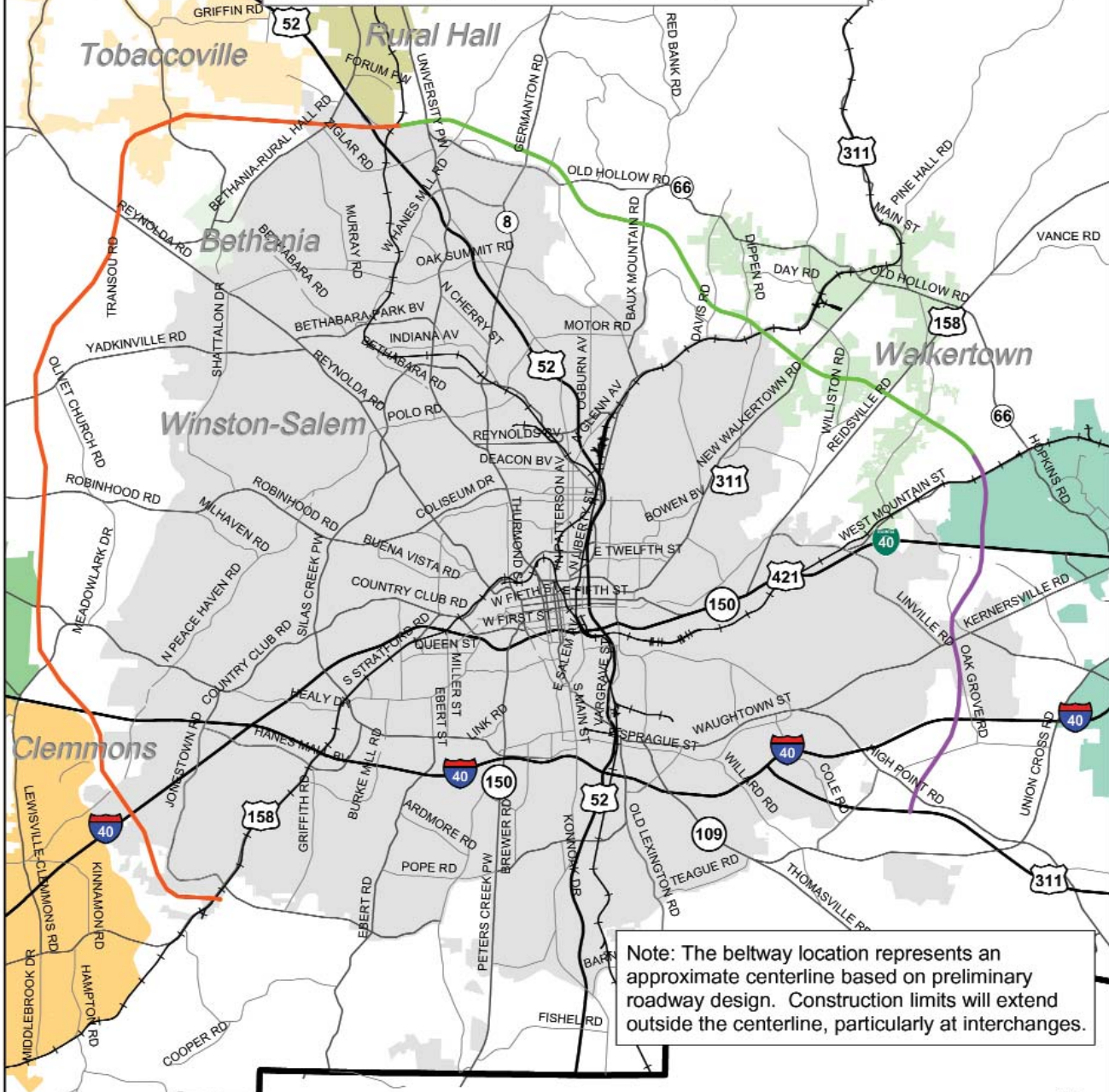
Winston-Salem Northern Beltway Eastern Section Extension Project U-2579A





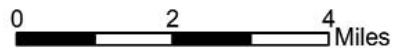
Winston-Salem Northern Beltway Preferred Alternatives

Project R-2247, Project U-2579, and Project U-2579A



Legend

- Western Section
- Eastern Section
- Eastern Section Extension
- Freeway/Expressway
- Major Thoroughfare
- Railroad
- County Line



municipalities and organizations, and two petitions from citizens.

The comments offered a variety of viewpoints. Ninety-one citizens and agencies voiced support of the Northern Beltway, believing it would relieve traffic congestion, encourage economic development, and support future growth. Seventeen comments opposed the project, voicing concerns that it would encourage urban sprawl, promote unwanted development, and cost too much. Others, including individuals and representatives of non-governmental agencies, expressed support or opposition to specific projects and alternative preferences. All of the comments received will be addressed in the subsequent environmental document (see [What's Next](#)).

Design Changes Being Studied

In response to comments received at the public hearing, NCDOT is investigating some design revisions related to preserving roadway connectivity on the Eastern Section and Eastern Section Extension. For instance, NCDOT is considering whether Hastings Hill Road, Pisgah Church Road, and High Point Road can be kept open across the Beltway. NCDOT is also investigating the possibility of keeping the Northampton Drive

intersection at Old Walkertown Road open. NCDOT's determination as to whether or not these roads can be kept open will be in the Final Environmental Impact Statement.

Construction Priorities and Funding

Based on the Draft 2006-2012 state Transportation Improvement Program (TIP), right-of-way acquisition is scheduled to begin in Fiscal Year 2007 for the Eastern Section, 2008 for the Eastern Section Extension, and after 2012 for the Western Section.

Construction is scheduled to begin in Fiscal Year 2009 for the Eastern Section, 2011 for the Eastern Section Extension, and 2012 for the Western Section. This does represent a change in priorities, based in part on public comments. More information can be found at <http://www.ncdot.org/planning/development/TIP/>.

Questions on the change in priorities should be directed to Mr. Pat Ivey, NCDOT Division 9 Engineer, at 336-703-6500.

For More Information

Information on the Winston-Salem Northern Beltway projects can be found at NCDOT's project website (www.ncdot.org/projects/wsnb). On

this site, you will find past newsletters, maps, project information, schedules, and a copy of the SFEIS/SDEIS. If you have questions or need information, you may also call the toll-free hotline at [1-866-223-0862](tel:1-866-223-0862) and leave a message; a member of the Project Team will return your call within one business day.

What's Next?

Work is proceeding on the Supplemental Final Environmental Impact Statement (SFEIS) for the Western Section (R-2247) and the Final Environmental Impact Statement (FEIS) for the Eastern Section (TIP Projects U-2579 and U-2579A). The SFEIS/FEIS will document the identification of the Preferred Alternative for the Eastern Section Extension and also will address comments on the October 2004 SFEIS/SDEIS and other comments received during the public hearing comment period. It also will provide updated information where necessary; for instance, an updated noise wall analysis will be included for all sections of the Beltway. The SFEIS/FEIS is anticipated to be completed in the summer of 2005. In late 2005 the Federal Highway Administration will issue the Record of Decision (ROD), which is the final environmental approval for the Beltway. Following the ROD, additional public meetings will be held.

Questions, comments, and requests for additional information should be directed to the project hotline 866-223-0862 or to:

Western Section

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Eastern Section and
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