

SECTION VI

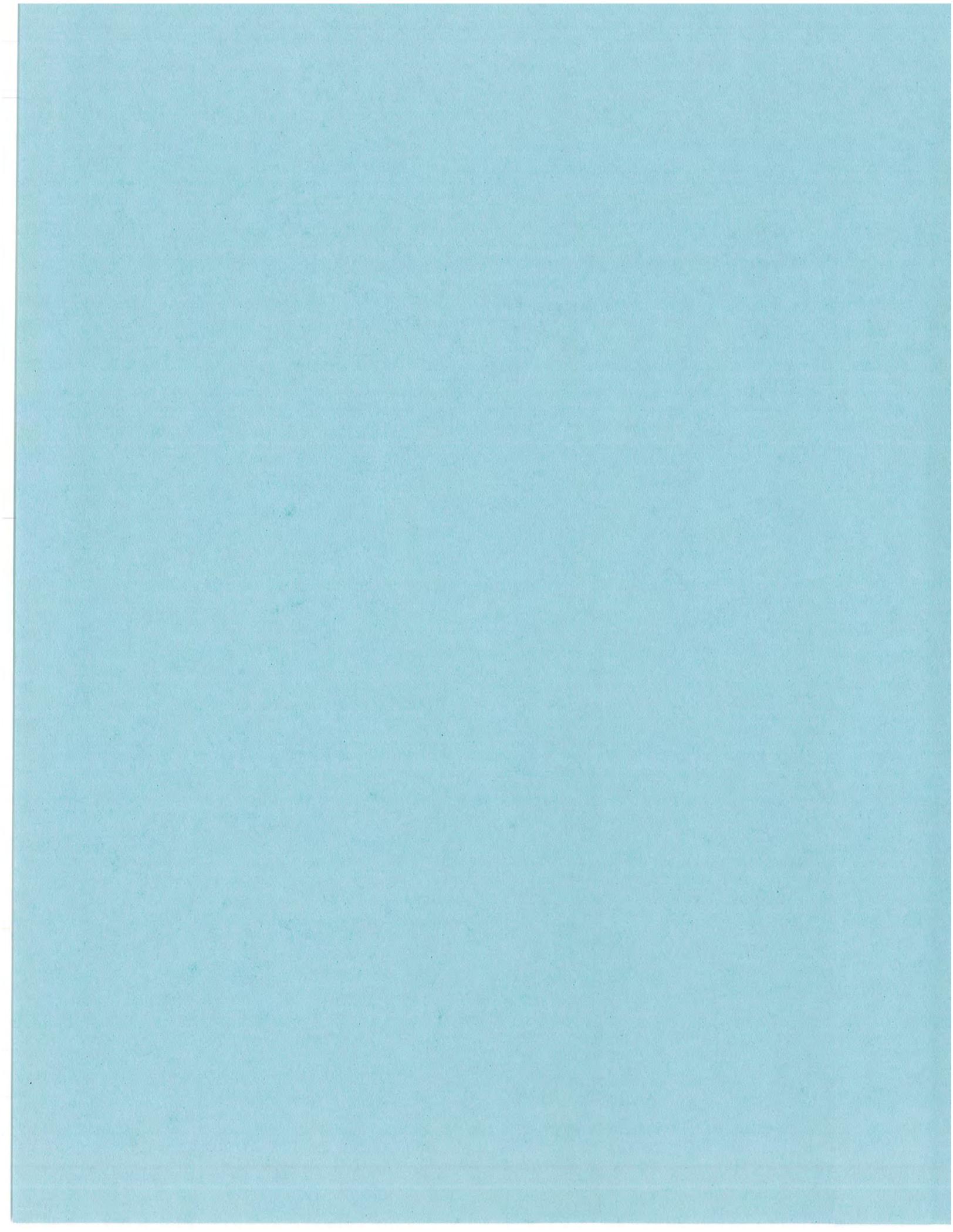
COMMENTS AND COORDINATION



BUILDING THE FUTURE

Winston-Salem

BUSINESS 40



VI. COMMENTS AND COORDINATION

A. PUBLIC INVOLVEMENT AND OUTREACH

In 2006 NCDOT began communicating to the residents and businesses about the project, determining their needs and concerns regarding the project through an aggressive public involvement and outreach campaign. The components of the public involvement and outreach campaign are discussed in the following sections.

1. Initial Outreach

In mid-2006 the Initial Outreach began. This outreach consisted of five (5) components: Community Outreach, Neighborhood Businesses Outreach, Downtown Businesses Outreach, Commuter Outreach and Government/Institution Outreach, Surveys and Neighborhood Meetings.

- a. **Community Outreach.** The objective of the community outreach program was to solicit input through an open, dynamic process that included as many residents, businesses, property owners, agencies, stakeholders, and community groups within the study area as possible. The process was structured to involve people early and often, and to share information as it became available.

A variety of techniques were used to ensure meaningful involvement from the community. The outreach process was designed to be personal and extensive. It began at a one-on-one level and expanded to bring together the many interests in the project corridor. A variety of opportunities have been made available for the community to get involved and stay informed about the project. These include:

- Hiring residents from neighborhoods to help share project information.
- Conducting and requiring extensive training for anyone interacting with the public.
- Using flyers to notify residences and businesses of meetings.
- Conducting door-to-door outreach as a first contact in many neighborhoods.
- Attending neighborhood association meetings and business meetings.
- Conducting neighborhood meetings.
- Involving the media in a proactive manner.

The Core Neighborhoods were those that directly or indirectly touched US 421/I-40 Business or had primary arteries that could be designated as an alternate route, see Figure 40. The Core Neighborhoods were contacted through a door-to-door outreach process.

The Surrounding Neighborhoods were communities that border the Core Neighborhoods and may experience indirect impacts from the improvements to US 421/I-40 Business, see Figure 40.

The Project Team held over a dozen meetings with residents and stakeholders throughout the core and surrounding neighborhoods. The neighborhood meetings in the communities afforded opportunities for the residents, businesses and stakeholders to provide input. Meeting summaries have been posted on the Business 40 Website, Neighborhood Meetings Archives, along with relevant presentations.

- b. **Neighborhood Businesses Outreach.** Neighborhood businesses were composed of small mom-and-pop establishments, franchise owners located in the core and surrounding neighborhoods, as well as larger commercial establishments outside of the downtown Winston-Salem area. Impacts to and concerns of neighborhood businesses with regard to the I-40 Business project differed from those of the downtown businesses.

Outreach to neighborhood businesses was an extension of the door-to-door surveying of the core neighborhoods, with the neighborhood businesses being approached individually and being surveyed about their opinions and concerns about the I-40 Business project. The participants were added to the project contact list and their input recorded in the project database.

- c. **Downtown Businesses Outreach.** As part of the I-40 Business outreach efforts, businesses in downtown Winston-Salem were contacted to hear what they had to say about the project. To assist with these efforts, a survey questionnaire was developed for both business owners/Chief Executive Officers (CEOs) and employees. The surveys basically obtained origin-destination information so that the North Carolina Department of Transportation (NCDOT) could begin to identify possible detour routes. Another major point of these surveys was to determine whether complete or partial closure of I-40 Business was preferred during the construction phase.

To reach a maximum number of owners/CEOs and employees several business mailing lists were used to contact local businesses. Contact was made with over 200 downtown businesses. This outreach effort continued into May 2008 and culminated with a downtown corridor-wide meeting in June 2008. As businesses were contacted, it became apparent that most were very concerned about the project and wanted to talk. Thus, a variety of methods were developed to talk to as many businesses and to obtain as many business surveys as possible. The team's Outreach Specialists visited places of business and conducted the owner/CEO and employee surveys. Coordinated events that included some or all of the following were also held at these locations:

- Developed a PowerPoint presentation to provide overview of the project.
- Prepared large exhibit maps to show project study area and to present the project.
- Held lobby fairs within building entrances/lobbies to survey employees/tenants within building.

- Attended staff meetings during early morning, afternoon, and night shift work schedules.
- Created and distributed flyers and provided posters that announced the event prior to the scheduled event.
- Combined business/employee surveys with joint presentations, as applicable.
- Posted the I-40 Business intranet links to individual business Website for employees to complete surveys online.

Final results of the Downtown Business Outreach surveys indicates an overwhelming support of the two year closure option. Downtown business's will remain engaged in the project through involvement with the Working Groups. Upon completion of the Downtown Business Outreach, follow-up has occurred with specific businesses via Stakeholder Presentations.

- d. **Commuter Outreach.** Commuters are residents who live outside of the core or surrounding neighborhoods, but regularly use I-40 Business. A substantial percentage of the traffic using I-40 Business does begin outside of the core and surrounding communities of the project area. The concerns of and potential impacts to commuters may be different than those of the core and surrounding communities and are important to the project. As a result, specialized outreach methods were developed to reach this population. These methods included mall/store outreach events and interchange ramp surveys.

1) Mall/Store Outreach Events

At Hanes Mall and the big-box stores along Hanes Mall Boulevard, between November 2007 and March 2008 customers were asked about their interest in the I-40 Business project and the impacts that the project could have on them. Surveys were completed by interested customers and the results were incorporated into the project database.

2) Interchange Ramp Surveys

Surveying was undertaken for commuters at each of the six interchanges located within the limits of the project. Surveying was completed during both a.m. and p.m. peak commuting hours. Drivers at each intersection were given a short three question survey to complete and mail in. Over 2,950 surveys were distributed with more than 25 % of them being returned. The responses for each survey were incorporated into the project database. The responses from the survey indicated a strong support for the two year closure option.

- e. **Government/Institution Outreach.** Starting in 2008, schools, hospitals, police, fire, transit and other government and institutional organizations were contacted as part of the government/institution outreach process. The project team Outreach Specialists visited these facilities/institutions and conducted interviews and surveys of department

heads and employees. The project team coordinated events that included some or all of the following at these government/institutional locations:

- Conducted PowerPoint presentation to provide overview of the project.
- Used large exhibit maps to show project study area and to present the project.
- Held lobby fairs within building entrances/lobbies to survey employees/tenants within building.
- Attended staff meetings during early morning, afternoon, and night shift work schedules.
- Created and distributed flyers and provided posters that announced the event prior to the scheduled event.
- Combined business/employee surveys with joint presentations, as applicable.
- Posted the I-40 Business intranet links to individual business Website for employee.
- Joined Parent/Teacher meetings to present project overview and conduct applicable surveys.
- Held school contests to obtain completed surveys.
- Combined business/employee surveys with joint presentations, as applicable.

This outreach is ongoing and will continue throughout the life of the project.

The goal of conducting business and government/institutional outreach was to be as creative as possible in capturing the voice of the employee regarding the project without disturbing the day-to-day business production/activity. Each and every voice makes a difference and the project was committed to capturing as many voices as the businesses allowed. For example, a business owner/CEO may be impacted much differently than an employee, whose main concern was generally their day-to-day commute. However, an owner/CEO may look at the project by how it affects the company's bottom line, day-to-day operations and suppliers/shippers, among others.

- f. **Surveys.** Starting in October 2007 and continuing through May 2008 the US 421/I-40 Business Project Team began conducting surveys of residents, businesses and employees in the sixteen (16) neighborhoods that surround the project. The surveys were used to gather a host of information from the individuals taking the survey the primary information included time at current address, mode(s) of transportation used, employer/employee information, if the individual traveled or crossed (by what bridges) US 421/I-40 Business, frequency of use of US 421/I-40 Business, concerns about the project, whether they favored a partial or full closure during construction, and how to contact in the future (if desired).

During the seven month survey period, the US 421/I-40 Business Project team spoke to people throughout the area, including over the internet. Key facts about the surveys are as follows:

- Over 40% of the residential households in the core neighborhoods were interviewed.
- Over 100 downtown business CEOs and managers were interviewed.
- Over 1,000 downtown employees attended downtown lobby fairs and completed surveys.
- The project team received over 1,800 Intranet surveys from large employers who participated in our intranet program.
- The project team reached over 1,200 neighborhood businesses in the core neighborhoods.
- Over 1,000 commuters talked to us at Hanes Mall and at shops along Hanes Mall Boulevard.
- The project team distributed nearly 3,000 postcard surveys at nine ramp locations, with a return rate of 25%.

The survey results are listed in Table 38 below.

Table 38. Survey Results

Group	Survey Responses	Full Closure 2 Years*	Partial Closure 6 Years*	No Preference*	Unanswered*
Core Neighborhoods	5438	69.41	25.90	4.13	0.56
Surrounding Neighborhoods	148	63.51	32.43	1.35	2.70
Downtown Business Owner/CEO	163	71.17	23.31	4.91	-
Neighborhood Businesses	1775	64.11	34.54	0.73	0.17
Downtown Business Employee	1466	77.04	21.18	1.78	-
Intranet Online	490	63.87	30.06	3.18	2.89
Ramp Surveys	792	77.04	21.94	-	1.02
Churches	1286	71.36	27.60	0.47	0.57
All Surveys Results**	11558	69.86	26.98	2.61	0.55

* values are in percentages

** Includes all listed and other surveys received

- g. Neighborhood Meetings.** The US 421/I-40 Business Project Team has and will conduct public meetings to provide current information on the project as well as to listen to the public about their issues regarding US 421/I-40 Business, alternate routes, planned improvements, bridge reconstruction and to answer questions and concerns from the public. During the first (Planning) phase of the project Neighborhood Meetings, Corridor-Wide Meetings, and Issues Groups were used. The second phase of the project (Engineering/Design) will utilize issues group meetings.

As part of the Community Outreach portion of the Public Involvement Process, neighborhood meetings were held in seven (7) core neighborhoods and seven (7) surrounding neighborhoods throughout the project area. These meetings presented an overview of the US 421/I-40 Business project, presented the preliminary finding of the door-to-door surveys (in the core neighborhoods) and solicited comments, questions, and/or concerns regarding the project. Past meeting dates and locations are presented below in Tables 39a and 39b. Summaries of meetings are archived on the project website. The core and surrounding neighborhoods are shown in Figure 40.

Table 39a. Core Neighborhood Meetings

Meeting Date	Neighborhoods
April 10, 2008	West End (West End South, West End, Westland)
April 3, 2008	Old Salem and North Carolina School for the Arts
March 11, 2008	East Winston, North Winston, and Northeast Winston
March 4, 2008	Goler and Crystal Towers
February 26, 2008	Happy Hill, Winston-Salem State University, and Skyline Village
February 19, 2008	Country Club and West Highland
February 18 & 19, 2008	Ardmore

Table 39b. Surrounding Neighborhood Meetings

Meeting Date	Neighborhoods
April 17, 2008	Belview, Forest Park, Waughtown, and Morningside Manor
April 15, 2008	British Woods and Bromley Park
April 15, 2008	Slater Park, Reynoldstown, and Skyland
April 10, 2008	Hanestown, Knollwood, and Biltmore
April 8, 2008	West Salem, Washington Park, and Sunnyside
March 6, 2008	Reynolda Park, Boston Thurmond, Old Cherry, Drayton Pines, Kimberly Gateway Commons, and Providence Square
March 4 2008	Country Club and Buena Vista

2. Current Outreach Efforts

In mid-2008 the next phase of outreach began. This outreach consisted of continuation of the surveys, Corridor-wide, Stakeholder, and Working Group Meetings. Each of these methods of outreach for the project are discussed below.

- a. **Corridor-Wide Meetings.** Corridor-wide meetings were conducted, see Table 40, at major project milestones or for specific topics and provided opportunities for the community to interact with the project team and discuss project issues and recommendations. Content for these meetings can be found on the project website. Future meeting(s) content will also be posted to the project website after each meeting.

Table 40. Corridor-Wide Meetings

Meeting Date	Time	Location
November 21, 2013	6:00 – 8:00 p.m.	The Enterprise Center
November 19, 2013	4:00 – 7:00 p.m.	Milton Rhodes Arts Center
October 14, 2010	11:00 a.m. – 2:00 p.m.	Millennium Center Ballroom
October 13, 2010	5:00 – 8:00 p.m.	RJ Reynolds High School cafeteria
October 12, 2010	5:00 – 8:00 p.m.	Anderson Center on the campus of Winston-Salem State University
June 12, 2008	5:00 – 8:00 p.m.	RJ Reynolds High School cafeteria
June 11, 2008	11:00 a.m. – 2:00 p.m.	Sawtooth Building next to Winston Square Park
June 10, 2008	5:00 – 8:00 p.m.	Anderson Center on the campus of Winston-Salem State University

- b. **Stakeholder Meetings.** Stakeholder meetings are ongoing and scheduled with those affected by, involved in, or interested in the project. Stakeholders typically include property or business owners, business or homeowners associations, special interest groups, religious organizations, neighborhood associations, police/fire personnel, and others as appropriate. The project team outreach specialist contacts the stakeholder group and schedules a meeting to present an update of the project. Most presentations are held at the group's regularly scheduled meeting, but there can be specially-arranged meetings at any time. Past meeting dates and stakeholder group are presented below in Table 41.

Table 41. Stakeholder Meetings

Meeting Date	Stakeholder Group
December 17, 2013	Visit Winston Salem
December 9, 2013	Downtown Winston-Salem Partnership Roundtable of Businesses
November 8, 2013	Downtown Winston-Salem Partnership Infrastructure Committee
October 30, 2013	Wake Forest Baptist Hospital
October 29, 2013	Winston-Salem Chamber of Commerce
September 24, 2013	Molly Leight and Sarah Carter
September 9, 2013	Sarah Carter
June 3, 2013	Piedmont Authority for Regional Transportation (PART)
May 29, 2013	Creative Corridors Coalition
May 14, 2013	West End Association
April 22, 2013	Downtown Winston-Salem Partnership
April 8, 2013	Holly Avenue Association (HOA)
March 20, 2013	Winston-Salem Chamber of Commerce
March 18, 2013	Wake Forest Innovation Center
March 4, 2013	Old Salem
February 14, 2013	Creative Corridors Coalition
March 19, 2012	Peters Creek Community Initiative
February 22, 2012	Piedmont Authority of Regional Transportation
February 1, 2012	YMCA Men's Club
December 13, 2011	West End Neighborhood Association
October 11, 2011	Realtor's Commercial Alliance

Table 41. Stakeholder Meetings (Cont.)

Meeting Date	Stakeholder Group
September 14, 2011	Twin City Kiwanis Club
August 26, 2011	Winston-Salem Chamber of Commerce Exec Committee
August 16, 2011	Joint Winston-Salem Chamber of Commerce / Downtown Winston-Salem Partnership Public Input Meeting
August 9, 2011	Winston-Salem Public Works Committee
July 7, 2011	Piedmont Triad Research Park
June 10, 2011	Downtown Winston-Salem Partnership Infrastructure Committee
June 9, 2011	OLA Designworks
June 6, 2011	Winston-Salem Chamber of Commerce
May 26, 2011	Winston-Salem Transit Authority
May 25, 2011	Forsyth Medical Center
May 16, 2011	Forsyth County EMS
September 25, 2010	Hispanic Community
July 26, 2010	Wake Forest Baptist Hospital
July 22, 2010	Creative Corridors Coalition
May 1, 2008	Wake Forest Baptist Hospital

- c. **Working Group Meetings.** During the course of the project development, it was decided to establish working groups to discuss and review specific elements of the project that are important to the community. The first Working Group Meeting was held in Spring, 2010, to introduce the concept and identify the groups to be established based on topic of interest. From that meeting and the Corridor-Wide Meetings, three Working Groups were created.

The following identifies each Working Group and the topics that will be discussed under each:

1) Bridge and Design Group.

- Overall bridge design (includes rails, lighting, retaining walls, sidewalks, other treatments)
- Public art
- Pedestrian bridge
- Neighborhood connectivity

2) Traffic Group.

- Alternate routes/detours
- Bike/pedestrian/open space
- Interchanges/ramps
- Neighborhood connectivity

3) Community Issues Group.

- Economic development
- Contracting opportunities

- Air/Noise
- Neighborhood connectivity

The purposes of developing and conducting Working Groups are the following:

- To obtain citizens’ input on issues concerning their neighborhoods and communities in an organized and manageable manner, and encourage regular participation in the project. Each group will discuss issues and approaches to various project concerns. The groups will be open to anyone.
- To provide North Carolina Department of Transportation (NCDOT) specific “community-based” ideas and suggestions that may be incorporated into the development process of the project.
- To promote citizen ownership and investment in the project and the process, through the sharing of information, communication and involvement.
- To maximize public acceptance of the project through information dissemination, communication, and involvement.

Meeting Notices, materials and minutes are posted on the project website. Past meeting dates and working group are presented below in Table 42.

Table 42. Working Group Meetings

Meeting Date	Working Group
February 25, 2014	Bridge/Design
February 6, 2014	Traffic and Community Issues
January 23, 2014	Traffic and Community Issues
October 29, 2013	Bridge/Design
October 22, 2013	Traffic and Community Issues
August 22, 2013	Bridge/Design
April 25, 2013	Bridge/Design
December 6, 2012	Bridge/Design
July 31, 2012	Bridge/Design
March 29, 2012	Bridge/Design
March 6, 2012	Traffic and Community Issues
January 26, 2012	Bridge/Design
September 13, 2011	Combined
May 18, 2010	Combined
January 28, 2010	Community Issues
January 28, 2010	Bridge/Design
January 28, 2010	Traffic

3. Newsletters and Press Releases

Newsletters and Press Releases for the project have been an integral part of the public information since the Initial Outreach began. These methods of informing the public are ongoing and will continue through construction of the project.

- a. **Newsletters.** Over the life of the project four (4) newsletters have been published and one (1) update has been issued to inform citizens about the project. The newsletters editions are listed in Table 43.

Table 43. Newsletters and Update

Edition (date)	Major Topic/Announcement
Fall 2013 Newsletter	Project Update, Project Map, Working Groups, Design Process and Alternatives & Maps
Spring 2011 Update	Project Update, Project Map, What's Next, Working Groups, Design Process and Alternatives & Maps
Winter 2009-2010 Newsletter	Project Update, Survey Results, Working Groups, What's Next and Other Projects in the Area
Summer 2008 Newsletter	Outreach Effort Update, Corridor-Wide Meetings, Options During Construction and Project Updates
Fall 2007 Newsletter	Project Overview, What to Expect, Community Outreach and Project Map

- b. **Press Releases.**

Over the life of the project nineteen (19) Press Releases have been published to update citizens about the project. The Press Releases are listed in Table 44 below.

Table 44. Press Releases

Date	Major Topic/Announcement
November 13, 2013	NCDOT to Hold Corridor-Wide Meetings in Winston-Salem on Proposed U.S. 421/I-40 Business Improvement Project
February 22, 2013	NCDOT Accelerates Construction on I-40 Business Improvement Project in Winston-Salem to 2016
February 11, 2013	I-40 Business Improvement Project in Winston-Salem Selected as National Model for Successful Public Involvement
October 10, 2010	NCDOT Invites Citizens to Attend Corridor-Wide Meetings for I-40 Business Improvement Project in Winston-Salem
September 2, 2010	NCDOT Completes Inspections of Five Bridges Over Business40 in Downtown Winston-Salem
August 17, 2010	NCDOT to Begin In-Depth Bridge Inspections on Five Bridges over I-40 Business in Winston-Salem
May 14, 2010	Citizens Encouraged to Comment on I-40 Business Improvement Project in Winston-Salem
January 28, 2010	NCDOT Listens to Citizens' Input and Selects Two-Year Closure Option for I-40 Business in Winston-Salem
January 22, 2010	Public Encouraged to Provide Input on I-40 Business Improvement Project in Winston-Salem
June 9, 2008	NCDOT to Hold Corridor-Wide Meetings This Week on I-40 Business Improvement Project
April 28, 2008	NCDOT to Conduct Exit Ramp Surveys in Winston-Salem
April 9, 2008	NCDOT to Hold Neighborhood Meetings April 15 and 17 for I-40 Business Improvement Project in Winston-Salem
April 3, 2008	NCDOT to Hold Neighborhood Meetings April 8-10 for I-40 Business Improvement Project in Winston-Salem

Table 44. Press Releases (Cont.)

Date	Major Topic/Announcement
March 5, 2008	NCDOT to Hold Neighborhood Meeting March 11 for I-40 Business Improvement Project in Winston-Salem
February 28, 2008	NCDOT to Hold Neighborhood Meetings March 4-6 for I-40 Business Improvement Project in Winston-Salem
February 22, 2008	NCDOT to Continue Neighborhood Meetings Feb. 26-28 for I-40 Business Improvement Project in Winston-Salem
December 21, 2007	I-40 Business Surveying Suspended During Holiday Season
November 21, 2007	Significant Progress Being Made on Door-to-Door Surveys about the I-40 Business Project in Downtown Winston-Salem
October 11, 2007	NCDOT to Begin Door-to-Door Surveys for I-40 Business Improvement Project

4. Project Website

A website for the project was launched in October 15, 2007. An updated version of the website was launched in March 4, 2013. The project website is accessed at:

<http://www.business40nc.com/>

The website provides the public with information about the project, project mapping, public involvement and Archive (older project information). The website is assessable in both English and Spanish, and allows the public to link to NCDOT Facebook, twitter (NCDOT Triad Area), NCDOT YouTube, Flickr (NCDOT communications' photostream) and the NCDOT Home Page.

5. Future Outreach Efforts

In response to concerns from the Winston-Salem Chamber of Commerce, the Downtown Winston-Salem Partnership (DWSP), the City of Winston-Salem and other entities regarding the potential impacts to businesses in and around downtown Winston-Salem, the NCDOT Communications Office began developing a post NEPA outreach plan to augment the current outreach efforts. The key components of the outreach plan includes providing a dedicated communications/marketing staff person to the project eighteen (18) months prior to construction to project completion. Extensive project messaging through traditional communications channels (television, radio, newspapers, etc.) and non-traditional communications channels (websites, blogs, social media, etc.) will be used along with the central point of contact for the project. This effort will ensure a variety of resources for local citizens and businesses to obtain information regarding the project during construction.

B. CITIZENS INFORMATIONAL WORKSHOP

Traditionally, the North Carolina Department of Transportation (NCDOT) will hold a Citizens Informational Workshop for a project to allow the public an opportunity to review the project

study area, see potential alternatives and provide input on the proposed improvements. For the proposed project Corridor-wide meetings, see Section VI.A.2.a. above, have been held in-lieu of Citizens Informational Workshop(s).

C. PUBLIC HEARING

A public hearing for the project will be held following the approval of this document. Comments received at the hearing will be reviewed by the NCDOT and will be incorporated into the project, as feasible and practicable. Based on the presence of low-income, minority, and LEP populations in the area, the hearing will be advertised in local minority and Latino newspapers as well as the mainstream newspapers. Meeting notices and public hearing handouts will be translated into Spanish. The Department will have a Spanish translator present at the public hearings. To ensure full and fair participation for all communities, additional outreach opportunities will be identified and implemented.

D. PROJECT COORDINATION

NCDOT will coordinate with the City of Winston-Salem Police, Fire and EMS Departments, Forsyth County Sheriff Department, surrounding County(s) EMS, Wake Forest University Baptist Medical Center, NCDOT-IMAP, the State Highway Patrol, Winston-Salem Transit Authority (WSTA), Piedmont Authority for Regional Transportation (PART) and others regarding off-site roadway improvements and possible detour routes during construction. This coordination will continue during construction.

E. AGENCY COORDINATION

The North Carolina Department of Transportation has coordinated with appropriate local, state, and federal agencies throughout this project study. Appropriate coordination will continue throughout the design and construction phases of the project.

Comments have been requested from the agencies listed below. Superscript(s) indicates a response was received (copies of responses are included in Appendix C). Any specific project related comments or concerns were addressed within this environmental document.

U.S. Department of Transportation – Federal Highway Administration¹

U.S. Army Corps of Engineers

U.S. Environmental Protection Agency¹

U.S. Fish and Wildlife Service¹

NC Department of Cultural Resources^{1,2}

NC Department of Environment and Natural Resources

- Division of Environmental Health²

- Division of Water Quality¹

NC Wildlife Resources Commission²

Winston-Salem Forsyth Urban Area Municipal Planning Organization¹
Forsyth County
City of Winston-Salem^{1,2}
City-County Planning Board

1 Comments received 2013 per the External Scoping Meeting
2 Comments received 2004

The N.C. Wildlife Resources Commission stated a concern that the project may impact Salem Creek which is on the 303(d) list of impaired waters, see Appendix A.

Response: The project will not affect or impact Salem Creek.

The N.C. Wildlife Resources Commission stated “We strongly recommend that NCDOT provide significantly improved stormwater treatment and use low impact development techniques (LID’s) where practicable in the project... NCDOT should work with local authorities to manage stormwater quantity and quality in the area.”, see Appendix A.

Response: This comment will be addressed by NCDOT in the development of the Stormwater Management Plan for the project.

The City of Winston-Salem’s response to the request for comments, see Appendix C, stated “there is significant concern about the project’s impacts on Winston-Salem’s efforts to revitalize downtown”.

Response: With the initial and current outreach efforts to the residential and business communities and coordination with the City of Winston-Salem NCDOT is working on minimizing impacts to the downtown. NCDOT will continue to address this concern in the development of Final Plans, in its post NEPA outreach plan and during construction.

An External Scoping Meeting was held on June 19, 2013 at 10:30 AM at the NCDOT Structure Design Large Conference Room, Century Center Building A in Raleigh for the referenced project. The purpose of the meeting was to discuss the proposed project with Federal and State Resource Agencies, NCDOT staff, Winston-Salem Forsyth Urban Area Municipal Planning Organization and Municipal Staff, discuss changes since the previous Project Scoping Meeting (2004), receive comments and concerns, determine the appropriateness of the proposed environmental documents, and discuss the need to follow the Merger Process. See Appendix D for the External Scoping Meeting Minutes. Notable comments with responses from the External Scoping Meeting are listed below:

The EPA asked what level of NEPA was being proposed.

Response: NCDOT stated an Environmental Assessment (EA) and Finding of No Significant Impact (FONSI).

The NC Division of Water Quality asked if there were any jurisdictional issues.

Response: NCDOT stated there may be a small amount wetlands and the two UTs to Peters Creek are currently impacted, Peters Creek is west of the proposed interchange there were no major jurisdictional waters.

The N.C. Historic Preservation Office (HPO) asked will detouring traffic for two years have additional affects?

Response: NCDOT stated the detour analysis was currently underway and is complex (covering a large detour study area, including shifts of traffic to I-40 and the other current and future projects) complete results are anticipated in the Fall 2013.

Federal Highway Administration raised a concern regarding the need for noise analysis due to Peters Creek Parkway lane change from four to six lanes and stated the project was a Type 1 project requiring a noise analysis.

Response: NCDOT stated once the design, horizontal and vertical, was completed for all alternatives and a decision was made as to which alternative, minor vs. deep cut, to proceed with, a noise analysis would be conducted. However, NCDOT would follow up with the MPO to insure all is consistent. NCDOT concurred that the project would be a Type 1 project due to interchange reconfiguration not an increased capacity.

The City of Winston-Salem denoted its desire for a multiuse path along the north side of US 421/I-40 Business to link downtown to points west.

Response: NCDOT is aware of the City's desire for a multiuse path along the north side of the project, but until the designs are completed and cross sections cut it is premature to commit to the City's request, i.e. is there sufficient right-of-way to accommodate the path and at what cost to the City. As soon as that information is available NCDOT will contact the City

Federal Highway Administration asked, from a coordination stand point, were there any air quality issues related to a change in ramps and the horizon year.

Response: The project as proposed is in the Winston-Salem Forsyth UA Metropolitan Planning Organization's (MPO) Long Range Plan and meets air conformity. However, NCDOT would follow up with the MPO to insure all is consistent.