

**US 421 PAVEMENT REHABILITATION, REPLACEMENT OF BRIDGE
NUMBERS 178, 278, 286, 288, 291, 293, 305, 312, 313, 336 AND
VARIOUS SAFETY IMPROVEMENTS**

From West of Fourth Street to East of Church Street
Forsyth County, North Carolina

FEDERAL AID PROJECT NO. NHF-0421(5)

WBS NO. - 34872.1.1

TIP PROJECT NO. U-2827B

ADMINISTRATIVE ACTION
FINDING OF NO SIGNIFICANT IMPACT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
AND
N.C. DEPARTMENT OF TRANSPORTATION

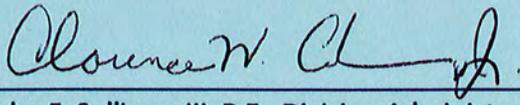
submitted pursuant to the National Environmental Policy Act
42 USC 4332(2)(c)

APPROVED:

2/27/15
Date


FOR Richard W. Hancock, P.E., Manager
Project Development and Environmental Analysis Unit

2/27/2015
Date


John F. Sullivan, III, P.E., Division Administrator
Federal Highway Administration

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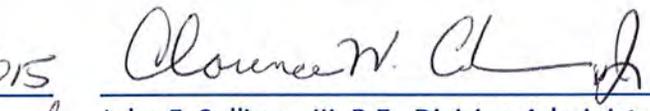
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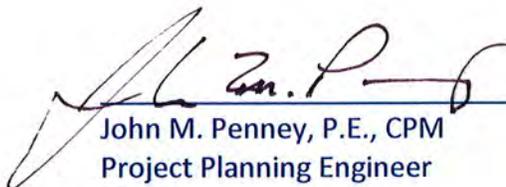
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FEBRUARY 2015

Documentation prepared by:
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 *John M. Penney* 27 FEBRUARY 2015
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PROJECT COMMITMENTS

US 421 PAVEMENT REHABILITATION, REPLACEMENT OF BRIDGE NUMBERS 178, 278, 286, 288, 291, 293, 305, 312, 313, 336 AND VARIOUS SAFETY IMPROVEMENTS

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Commitments Developed through Project Development and Design

Current status, changes, or additions to the project commitments as shown in the environmental document for the project are printed in italic font. Deletions are shown with strikethrough.

Project Development & Environmental Analysis Unit/Transportation Planning/Program Development Branch/Winston-Salem Urbanized Area Metropolitan Planning Organization (UA MPO)

- Upon selection of a preferred alternative North Carolina Department of Transportation (NCDOT) - Project Development & Environmental Analysis Unit will request the Winston-Salem ~~Forsyth~~ UA MPO and NCDOT - Program Development Branch to amend the Long Range Transportation Plan/Metropolitan Transportation Improvement Program (LRTP/MTIP) and State Transportation Improvement Program (STIP) respectively to accurately reflect the scope and schedule of project. The request to the Winston-Salem Forsyth UA MPO will also include a request for a new conformity analysis reflecting the scope and schedule of project. The amendments to the LRTP/MTIP and STIP and new conformity analysis shall be completed prior to signing of the Finding of No Significant Impact (FONSI) environmental document.

The Winston-Salem Urban Area 2035 Transportation Plan Update and the Air Quality Conformity Analysis Report was adopted by the Winston-Salem Urban Area Transportation Advisory Committee (TAC) on November 20, 2014 and approved by Federal Highway Administration (FHWA) on December 1, 2014.

Project Development and Environmental Analysis Unit – Natural Environment Section

- A US Fish and Wildlife Service (USFWS) proposal for listing the Northern Long-eared Bat (*Myotis septentrionalis*) as an Endangered species was published in the Federal Register in

PROJECT COMMITMENTS

October 2013. The listing will become effective on or before April, 2015. This species is included in USFWS's current list of protected species for Forsyth County. NCDOT is working closely with the USFWS to understand how this proposed listing may impact NCDOT projects. NCDOT will continue to coordinate appropriately with USFWS to determine if this project will incur potential effects to the Northern long-eared bat, and how to address these potential effects, if necessary.

This commitment will be implemented prior to and during construction of the project.

Project Development & Environmental Analysis Unit – Human Environment Section

- Additional coordination with the public, the City of Winston-Salem and NCDOT staff is needed to determine offsite roadway improvements and proposed detour routes during construction. Any/all effects of other road network improvements and possible detour routes during construction on historic properties will be discussed with North Carolina Historic Preservation Office (HPO) ~~prior to the completion of the final environmental document~~ *during the development of final plans prior to and during construction of the project.*

This commitment will be addressed in final design and implemented prior to and during construction of the project.

- Marshall Street and Cherry Street at Martin Luther King, Jr. Drive Extension *and Peters Creek Parkway at Academy Street* intersections indicate the need for improvements for both alternatives. Intersection improvements for these intersections are currently under development. NCDOT will coordinate with HPO should the proposed improvements potentially affect historic properties.

These intersections were presented to HPO on December 17, 2014. No individual properties were listed in or determined eligible for the National Register of Historic Places within the proposed intersection improvements.

- Alternative 4, as presented in the Environmental Assessment, results in an Adverse Effect to the Henry F. Shaffner House *National Register* (NR) historic property due to diminished access to the facility's parking off High Street. Prior to the selection of the preferred alternative NCDOT will coordinate with the property owner of the Henry F. Shaffner House, the City of Winston-Salem and HPO to develop measures to resolve access to the facility's parking thus lessening the impact. A Memorandum of Agreement (MOA) will be developed if required.

The Alternative 4 (Preferred Alternative) design was revised from Brookstown Avenue to Marshall Street via High Street thus preserving access to the Henry F. Shaffner House parking.

PROJECT COMMITMENTS

NCDOT presented the revised design to HPO on September 16, 2014 resulting in a “No Adverse Effect” finding.

- Additional coordination with the public, the City of Winston-Salem and NCDOT staff is needed to determine which noise walls will be constructed within the project limits. Any/all effects of noise walls on historic properties will be discussed with North Carolina State Historic Preservation Office (HPO) prior to construction.

This commitment will be implemented prior to construction of the project.

Communications Office/Project Development & Environmental Analysis Unit – Public Involvement Group

- Public outreach prior to and throughout the construction phase of this project is critical to minimize secondary impacts on communities in Winston-Salem. NCDOT will implement a post *National Environmental Policy Act* (NEPA) outreach plan to augment the current outreach efforts. This outreach plan is to provide timely information to local governments, media outlets, businesses, visitor bureaus, transit operators, the traveling public, and others on travel conditions and construction activities.

This commitment will be implemented prior to and during construction of the project.

Transportation Program Management/Work Zone Traffic Control/Communications Office/Intelligent Transportation System (ITS) and Signals/Division 9 Construction

- Develop and implement a Final Transportation Management Plan (TMP) for the proposed project ~~prior to and during construction.~~

This commitment will be addressed in final design and implemented prior to and during construction of the project.

Transportation Program Management/Division 9 Construction

- Utility relocations, within the project limits will be identified during the design phase and resolved prior to or concurrent to construction.

This commitment will be addressed in final design and implemented prior to or during construction of the project.

Transportation Program Management/Work Zone Traffic Control/Division 9 Construction

- Final Work Zone, Traffic Control and Construction Phasing will be developed during final design and implemented prior to and during construction.

PROJECT COMMITMENTS

This commitment will be addressed in final design and implemented prior to or during construction of the project.

Division of Bicycle and Pedestrian Transportation, Project Development & Environmental Analysis Unit/Roadway Design Unit

- Bicycle and pedestrian accommodations will be further coordinated with the City of Winston-Salem prior to final project design. In accordance with the NCDOT Pedestrian Policy, NCDOT will bear the full cost to replace any existing sidewalks to be relocated by the project along existing streets. The City of Winston-Salem will participate in the cost of new sidewalks and multi-use paths in areas where sidewalks and multi-use paths do not currently exist. A municipal agreement will be prepared prior to project construction.

This commitment will be addressed in final design and implemented prior to construction of the project.

Roadside Environmental Unit/ Division 9

- Upon selection of a preferred alternative NCDOT will coordinate with the HPO and the City of Winston-Salem in the development of a landscaping plan with regards to historic resources.

This commitment will be addressed during final design.

Project Development & Environmental Analysis Unit- Human Environment Section, Traffic Noise and Air Quality Group /Roadway Design Unit

- The noise-sensitive areas identified in this document will be evaluated in more detail during final project design to determine abatement justification *and/or refinement in proposed abatement.*

This commitment will be addressed during final design.

Project Development & Environmental Analysis Unit- Human Environment Section, Archaeology Group /Roadway Design Unit

- Any changes to the design plans prior to construction will require additional archaeological consultation.

This commitment will be addressed in final design and implemented prior to construction of the project.

PROJECT COMMITMENTS

Project Development & Environmental Analysis Unit/Division 9

- Upon completion of the Bridge and Design Working Group sessions NCDOT and the City of Winston-Salem will review the proposed enhancements for the project and determine the appropriate cost share for the proposed enhancements. The City of Winston-Salem's participation in the cost of the enhancements will be outlined in a municipal agreement prior to construction.

This commitment will be addressed in final design and implemented prior to construction of the project.

- Lighting recommendations for the US 421/I-40 Business corridor and all bridges will be part of this project. The City of Winston-Salem will assume maintenance responsibilities. A municipal agreement will be prepared prior to construction.

This commitment will be addressed in final design and implemented prior to construction of the project.

Project Development and Environmental Analysis Unit/Right of Way Branch/Division 9

- NCDOT will coordinate with HPO regarding retaining uneconomic remnants within or adjacent to historic districts or properties. NCDOT will retain, not sell, landscape and maintain these remnants. NCDOT will add "**Property Not To Be Sold**" note to these remnants on Right-of-Way, Construction and "As Built" plans.

This commitment will be addressed in final design and implemented prior to construction of the project.

Geotechnical Unit

- Preliminary site assessments will be conducted for all potentially contaminated sites within the proposed right of way prior to right of way acquisition.

This commitment will be addressed in final design and implemented prior to right of way acquisition of the project.

Project Development & Environmental Analysis Unit/Hydraulics/Transportation Program Management/Division 9 Construction

- Anticipated impacts to streams are based on the preliminary design. A more ~~exacting~~ precise quantity of streams impacts will be compiled during final design of the project. Avoidance and minimization measures will be employed in the development of the construction plans with regards to impacts to streams.

PROJECT COMMITMENTS

This commitment will be addressed in final design, prior to the permit application for the project.

Transportation Program Management/Communications Office/Division 9 Construction

- Prior to and during construction, a minimum of four (4) week advance notice of construction activities, including anticipated construction phasing, for each bridge replacement and US 421/I-40 Business mainline pavement replacement will be provided to the following entities:
 - Winston-Salem/Forsyth County Schools Transportation Department in order to re-route buses.
 - City of Winston-Salem Police, Fire and EMS Departments;
 - Forsyth County EMS Department;
 - Forsyth County Sheriff Department;
 - Wake Forest University Baptist Medical Center;
 - Winston-Salem Transit Authority (WSTA);
 - Piedmont Authority for Regional Transportation (PART);
 - City of Winston-Salem Department of Transportation;
 - NCDOT- *Incident Management Assistance Program (IMAP)*; and;
 - State Highway Patrol.

This commitment will be addressed in final design and implemented prior to or during construction of the project.

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CHAPTER

I

TYPE OF ACTION

This document is a Finding of No Significant Impact (FONSI) for the proposed improvements to US 421/ I-40 Business in Forsyth County, North Carolina. The location of the project is shown on Figure 1.

This FONSI has been prepared by the North Carolina Department of Transportation (NCDOT) in coordination with the Federal Highway Administration (FHWA). It is intended to satisfy the requirements of both the National Environmental Policy Act (NEPA) and the North Carolina State Environmental Policy Act (SEPA). The document conforms to the Council on Environmental Quality (CEQ) guidelines [40 CFR 1508.13], which implement the procedural provisions of NEPA, and the FHWA Guidance for Preparing and Processing Environmental and Section 4(f) Documents (Technical Advisory T6640.8A, 1987). The proposed project meets the criteria for a FONSI as denoted in 23 CFR 771.121.

The NCDOT and FHWA have determined that the Preferred Alternative, Cherry/Marshall Alternative, will have no significant impact on the human and natural environment. This FONSI is based on the February, 28 2014 Environmental Assessment (EA) which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, impacts of the proposed project and

appropriate mitigation measures. The EA, together with information provided in this FONSI (including responses to comments on the EA), provides sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required.

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CHAPTER



Chapter II Contents

- A. General Project Description
- B. Project Schedule

DESCRIPTION OF PROPOSED ACTION

A. General Project Description

The proposed project involves pavement rehabilitation of travel lanes, reconstruction of shoulders and ramps, replacement of ten (10) bridges (Bridge Numbers 178, 278, 286, 288, 291, 293, 305, 312, 313, 336), and various safety improvements on US 421/I-40 Business (commonly referred to as Business 40 by residents of Winston-Salem) from west of Fourth Street to east of Church Street. Full control of access will be maintained. Minimal additional right-of-way with easements is proposed with the project. The project length is approximately 1.2 miles long. The vicinity map for the project is shown in Figure 2.

The project proposes to improve interchange spacing and geometrics by reducing the number of interchanges from six (6) existing interchanges (two full and four partial movement), see Figure 3, to three (3) interchanges (two full and one partial movement).

B. Project Schedule

The project is scheduled for Right-of-Way acquisitions and Construction to begin in fiscal year (FY) 2016, in the NCDOT Current 2012-2020 State Transportation Improvement Program (STIP) and the Draft 2016-2025 State Transportation Improvement Program (STIP).

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CHAPTER



ALTERNATIVES CONSIDERED

Preliminary alternatives considered for the proposed project included No Build Alternatives (short term minor activities, related to safety and operations, and a “no action” activity), alternative modes of transportation, travel demand management, mass transit, transportation systems management, and improve the existing facility. The project was divided into four (4) sections and Design Ideas to improve US 421/I-40 Business were developed for each section. Alternatives were initially developed by incorporating the Design Ideas in different combinations. After further evaluation and public review of the Design Ideas, the detailed study alternatives were developed. The detailed study alternatives that will improve the existing facility are summarized below:

Alternative 1 - Cherry/Marshall (main access to downtown Winston-Salem) Shallow Cut

This alternative provides for a full interchange at Peters Creek Parkway, a full interchange at Cherry/Marshall (via two partial interchanges acting as a full interchange) and partial interchange at Main Street. The shallow cut alternative lowers US 421/I-40 Business 6-7 feet to improve bridge clearances;

Alternative 2 - Liberty/Main (main access to downtown Winston-Salem) Shallow Cut

This alternative provides for a full interchange at Peters Creek Parkway, a partial interchange at Broad Street and a full interchange at Liberty/Main (via two partial interchanges acting as a full interchange). The shallow cut alternative lowers US 421/I-40 Business 6-7 feet to improve bridge clearances;

Alternative 3 - Liberty/Main (main access to downtown Winston-Salem) Deep Cut

This alternative provides for a full interchange at Peters Creek Parkway, a partial interchange at Broad Street and a full interchange at Liberty/Main (via two partial interchanges acting as a full interchange). The deep cut alternative lowers US 421/I-40 Business up to 20 feet to improve bridge clearances; and,

Alternative 4 - Cherry/Marshall (main access to downtown Winston-Salem) Deep Cut

This alternative provides for a full interchange at Peters Creek Parkway, a full interchange at Cherry/Marshall (via two partial interchanges acting as a full interchange) and partial interchange at Main Street. The deep cut alternative lowers US 421/I-40 Business up to 20 feet to improve bridge clearances.

Based on a review of project constructability, the ability to construct the project within existing right-of-way with minimal acquisitions, preliminary cost analysis and review of the alternatives by NCDOT and City of Winston-Salem, it was determined to carry forward Alternatives 3 and 4 for detailed study.

The summary of environmental effects, as originally presented in the Environmental Assessment, for both alternatives, Alternative 3 and 4, are similar and are shown in Table 1 below. Impacts are nearly identical for the two alternatives.

Table 1. Environmental Assessment Summary of Environmental Effects

Impact Category	Impacts	
	Alternative 3	Alternative 4
Natural Resources Impacts		
Federal Listed Species Habitat	Not Present	Not Present
100-Year Flood Plain or Floodway Impacts	None	None
Wetlands (number of crossings/acres)	0/0.00 AC	0/0.00 AC
Stream Crossings (number/linear feet)	1/90 LF	1/90 LF
Water Supply Critical Areas	None	None
Human Environment Impacts		
Residential Relocations (number) Total	30	32
Residential Relocations (number) Minority	10	10
Business Relocations (number)	1	1
Low Income/Minority Populations	Present	Present
Schools (number)	0	0
Cemeteries/Gravesites (number)	0	0
Historic Sites/Districts (number)	6	7
Section 4(f) Impacts	0	1 (de minimis)
Section 6(f) Impacts	0	0
Traffic Noise Impacts (total receptors)	307	307
Traffic Noise Impacts (receptors impacted)	82	82
Traffic Noise Impacts - Noise Study Areas	8	8
Air Quality	Maintenance for carbon monoxide (CO)	
Physical Environmental Impacts		
Farmland (acres)	0	0
Underground Storage Tanks (number)	0	0
Preliminary Cost Estimates		
Construction	\$59,300,000.00	\$53,100,000.00
Utilities Relocation	\$ 2,144,000.00	\$ 1,929,000.00
Right-of-Way	\$12,600,000.00	\$11,850,000.00
Total Cost	\$74,044,000.00	\$66,879,000.00

CHAPTER

IV

Chapter IV Contents

- A. Circulation of the Environmental Assessment
- B. Comments Received on the Environmental Assessment
- C. Public Hearing Comments
- D. Additional Project Coordination

COORDINATION AND COMMENTS

A. Circulation of the Environmental Assessment

The Environmental Assessment (EA) was approved by NCDOT and FHWA on February 28, 2014. Copies of the approved EA were circulated to the following federal, state and local agencies for review and comment:

Federal Agencies

- U.S. Army Corps of Engineers (Raleigh Regulatory Field Office)
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service (Asheville)

State Agencies

- N.C. Department of Administration – State Environmental Clearinghouse
- *N.C. Department of Environment and Natural Resources – Division of Water Resources – Winston-Salem Regional Office
- *North Carolina Department of Environment and Natural Resources, Solid Waste Section, Winston-Salem Regional Office
- *North Carolina Department of Environment and Natural Resources, Division of Waste Management, Western Region Compliance Branch
- *North Carolina Department of Environment and Natural Resources, IHSB Superfund
- *North Carolina Department of Transportation, Transportation Planning Branch
- N.C. Department of Agriculture and Consumer Services – Division of Agriculture Consumer Services, Environmental Programs
- N.C. Department of Public Safety – Division of Emergency Management, Floodplain Management Program
- N.C. Department of Cultural Resources – Division of Archives and History
- N.C. Wildlife Resources Commission

Local Agencies

- City of Winston-Salem – City Council
- Winston-Salem Urban Area Metropolitan Planning Organization
- City of Winston-Salem – Department of Transportation

Written comments were received from agencies noted with an asterisk (*).

The EA was available for public review at the following locations:

NCDOT – Division 9 Office
City of Winston-Salem – Department of Transportation Office
Forsyth County – Central Library
Winston Salem State University – C.G. O’Kelly Library

Comments and responses are listed in Section IV.B below. Copies of the correspondence received are included in Appendix A of this document.

B. Comments Received on the Environmental Assessment

1. Agency Comments Received on the Environmental Assessment - see Appendix A to view correspondence

North Carolina Department of Environment and Natural Resources, Division of Water Resources, Winston-Salem Regional Office (May 7, 2014)

Comment (1): “If this project becomes part of the 404/NEPA Merger Process, NCDWR will be a participating team member representing the North Carolina Department of Environment and Natural Resources.”

Response: Comment Noted.

Comment (2): “General Comments” provided by North Carolina Department of Environment and Natural Resources, Division of Water Resources (DWR) in their May 7, 2014 letter pertain to general water quality design, permit and/or construction requirements for projects.

Response: These comments pertain to standards that will be addressed or adhered to during final design and project permitting or during construction.

North Carolina Department of Environment and Natural Resources, INTERGOVERNMENTAL REVIEW - PROJECT COMMENTS, Winston-Salem Regional Office (May 7, 2014)

Comment (1): “After review of this project it has been determined that the ENR permit(s) and/or approvals indicated may need to be obtained in order for this project to comply with North Carolina Law.” “PERMITS” Listed by NCDENR - Winston-Salem Regional Office in their May 7, 2014 check list pertain to general water quality, permitting, demolition and/or construction requirements for projects.

Response: These items pertain to standards that will be addressed or adhered to during final design and project permitting or during construction. All required permits will be obtained prior to construction.

North Carolina Department of Environment and Natural Resources, Solid Waste Section, Winston-Salem Regional Office (May 6, 2014)

Comment (1): “NCDOT and/or its contractors should make every feasible effort to minimize the generation of waste this project [sic], to recycle materials for which viable markets exist, and to use recycled products and materials in the development of this project where suitable. Any waste generated by the project that cannot be beneficially reused or recycled must be disposed of at a solid waste management facility permitted by the Section. The Section strongly recommends that NCDOT require the contractors to provide proof of proper disposal for all waste generated during the project, in the form of disposal tickets.”

Response: These comments pertain to standards that will be addressed or adhered to during final design and project permitting or during construction.

North Carolina Department of Environment and Natural Resources, Division of Waste Management, Western Region Compliance Branch (May 5, 2014)

Comment (1): “The North Carolina Department of Transportation is reminded if during the US Hwy 421/I-40 Business improvement project, a [sic] solid waste is generated [sic], they are required to determine if the waste is a hazardous waste. Additionally, if >220 pounds of hazardous waste is generated in a calendar month the Hazardous Waste Section must be notified and the generator must comply with the small quantity generator requirements. If \geq 2200 pounds are generated in a calendar month the Hazardous Waste Section must be notified and the generator must comply with the large quantity generator requirements.”

Response: These comments pertain to standards that will be addressed or adhered to during final design and project permitting or during construction.

North Carolina Department of Environment and Natural Resources, IHSB Superfund (April 24, 2014)

Comment (1): “A database review of sites, under the jurisdiction of the Superfund Section has been completed. Fourteen (14) sites (listed below and shown on the attached maps [see Appendix A]) were identified within a one-half mile search radius of the above referenced project location.

Files for the sites listed below can be accessed by following the "Access Online Files" link on the Superfund Section website: <http://portal.ncdenr.org/web/wm/sf-file-records>. If you have any questions, please contact me at (919) 707-8373 or via email at melanie.bartlett@ncdcm.gov.

IHSB Superfund Sites

Site Name	ID #	Program	Address
Trade Street Cleaners	DC340017	DSCA	426 N. Trade Street Winston-Salem, Forsyth County, NC
Camel City Laundry	DC340015	DSCA	501 East Third Street Winston-Salem, Forsyth County, NC
Central Park Ldfl	NONCD0000782	PRLF	East Salem Avenue Winston-Salem, Forsyth County, NC
A Cleaner World - Winston-Salem	NONCD0001219	IHS	1221 W. Academy Street Winston-Salem, Forsyth County, NC
Stratford Metal Finishings, Inc.	NCD053487765	IHS	807 S. Marshall Street Winston-Salem, Forsyth County, NC
Central Park-Salem Avenue	NONCD0001469	IHS	Salem Avenue Winston-Salem, Forsyth County, NC
Winston-Salem Coal Gas Plant No.2	NCD986188852	IHS	High Street & Branch Avenue Winston-Salem, Forsyth County, NC
Downtown Middle School	NONCD0001634	IHS	280 South Liberty Street Winston-Salem, Forsyth County, NC
Downtown Development Project	NONCD0001633	IHS	First Street@ Church Street @ 1-40 Winston-Salem, Forsyth County, NC
Winston-Salem, City of- RJR DDC	NONCD0002748	IHS	Chestnut Street and Water Street Winston-Salem, Forsyth County, NC
Wachovia Center Tower	NONCD0001294	IHS	100 North Main Winston-Salem, Forsyth County, NC
R. J. Reynolds-Quality Bldg.	NONCD0002354	IHS	100 S. Chestnut Street Winston-Salem, Forsyth County, NC
Winston-Salem Coal Gas Plant No.1	NCD986188845	IHS	Between East 3 rd & 4 th Winston-Salem, Forsyth County, NC
Liberty Group	NONCD0002003	IHS	709 N. Main Street Winston-Salem, Forsyth County, NC

*IHS - Inactive Hazardous Sites Program

*PRLF - Pre-Regulatory Landfill Program

*DSCA - Drycleaning Solvent Cleanup Act Program"

Response: Comment Noted.

**North Carolina Department of Transportation, Transportation Planning Branch,
(April 16, 2014)**

Comment (1): “The NCDOT- Transportation Planning Branch would like to make the North Carolina Department of Transportation aware of the following project that may impact the study area:

- WS-0058-H - Peter’s Creek Parkway. The 2035 Winston-Salem Urban Area Metropolitan Planning Organization’s (WSMPO) Comprehensive Transportation Plan (CTP) has the widening of Peter’s Creek Parkway from a 5-lane facility to a 6-lane divided facility from I-40 Business/US 158/US 421 to N. Broad Street, including the bridge over I-40 Business/US 158/US 421.

Please see the attached graphics for a better view of the proposal.”

Response: NCDOT has coordinated the proposed improvements with the City of Winston-Salem and the WSMPO. This project (U-2827B) is consistent with the Winston-Salem Urban Area 2035 Transportation Plan Update and the Air Quality Conformity Analysis Report was adopted by the Winston-Salem Urban Area Transportation Advisory Committee (TAC) on November 20, 2014 and approved by FHWA on December 1, 2014.

2. Public Comments Received on the Environmental Assessment - see Appendix A to view correspondence

Roger N. Kirkman, (July 11, 2014)

Comment: “**IDEAS FOR A DOWNTOWN LOOP FOR BUSINESS I-40 IN WINSTON-SALEM, NC** – The basic concept in this iteration consists in thinking of the traffic pattern as an outsized roundabout. Unlike most roundabouts, which are on-grade, the northern half would be mostly above grade to Business I-40 and the south side at-grade or below.

Business I-40 Exits Westbound – Main Street Northbound, Cherry Street Northbound, Broad Street Northbound and return to Business I-40 West.

Then; Broad Street Southbound, Marshall Street Southbound, Liberty Street Southbound and return to Business I-40 East.

Business I-40 Exits Eastbound - Broad Street Southbound, Marshall Street Southbound, Liberty Street Southbound and return to Business I-40 East.

Then; Main Street Northbound, Cherry Street Northbound, Broad Street Northbound and return to Business I-40 West.

[Map Overleaf]

Bridges Removed – Green Street (actually, replaced), Broad Street (optional), Spruce Street (will probably be locus [sic] of objection, so optional?), Marshall Street, Cherry Street, Main Street (actually, replaced), Church Street (also optional, but it's somewhat tangential, since it never connected. It goes only one more block south.)

Points

1. Project would require removal of motel on Broad just south of Business I-40, scene of several murders over the years.
2. It's possible that, since Broad and Green are at the crest of a hill, the best route for the loop may be to go underneath both of them.
3. The exit ramp for Marshall would be a cloverleaf, but with the bridge taken out, it could just become S. Marshall Street.
4. The exit ramp for Liberty would be a cloverleaf, since Business I-40 is an overpass at this point, southbound Liberty traffic (unlike Marshall) would continue. The merge area was always dicey here, requiring the driver to crane his neck to the extreme to see any oncoming traffic. It might be best here to have a stoplight – or unify the entire structure into Cemetery Street.
5. The Marshall Street westbound ramp may not be able to avoid taking out that house at the corner.
6. Some motorists may object that they can no longer access Business I-40 from Liberty Street southbound, but it's always been a dicey merge. It's not that much of a stretch to go over to Marshall.
7. Signage could be boosted to make it clearer how to get to Old Salem, Children's Museum [Liberty St exit], Hanesbrand Theatre, Stevens Center, Government plazas, etc. Also, a posted speed limit.
8. There's still a question as to how to go about getting travelers in the Old Salem/Children's Museum are back onto the roundabout. The ramps in orange are suggestions – the one at Brookstown would be dependent on how low in elevation the main loop would go.
9. The Loop speed should not be the same as the expressway, but conform to CBD guidelines. It's maybe using a pedestrian crossing/bridge as an expedient. Such a bridge could be a landmark, serving only pedestrians and bicycles."

Response: This is a creative approach to solve access into and out of the heart of Winston-Salem and manage the volume of traffic on US 421/I-40 Business. Though the plan presented would eliminate several bridges from the project; it would create challenging merge and weave areas, significantly impact an additional five (5) businesses and adversely impact an additional three (3) historic properties. These additional impacts

make the Downtown Loop less favorable than either of the two (2) alternatives presented in the EA.

**Business-40 Task Force Findings & Recommendations, via Mark Dunnagan,
(May 23, 2014)**

Comment (1): “To Business-40 Task Force Members, I would like to thank all of you for your participation on the Business-40 Task Force. The Task Force has worked diligently since September of 2011 to assess the potential economic development impacts of the two downtown interchange locations proposed by the NCDOT. After many meetings with downtown stakeholders and meetings of this Task Force, we are pleased to report the following findings and recommendations.

Findings:

1. The Economic Development Impacts of Business 40 Reconstruction prepared by Economic Development Research Group, Inc. and dated March 2014 indicates that there is no appreciable difference in development potential between the Liberty/Main and Cherry/Marshall couplets.

Recommendations:

1. Regardless of which interchange location is selected, the couplets that are not selected should be converted to two-way travel by the City of Winston-Salem no later than the completion of the Business-40 Improvements project. This will serve to lower travel speeds and stimulate pedestrian activity on these corridors.
2. Regardless of which interchange location is selected, a comprehensive parking, pedestrian crossing and business access plan should be developed by the City of Winston-Salem that would address how either scenario might work to the advantage, and not the detriment, of downtown Winston-Salem’s current and prospective businesses.
3. Regardless of which interchange location is selected, traffic calming measures should be implemented on the couplets that are selected as they pass through the pedestrian core of downtown, as well as First and Second Streets through the Holly Avenue neighborhood. These traffic calming measures should comply with the following criteria:
 - a. Have demonstrated effectiveness in managing both speed and routing of traffic in downtown areas to a degree commensurate with the impact assumed by the NCDOT traffic study;
 - b. Are practical and affordable to maintain in a good state of repair, and offer designs that are aesthetically pleasing to the customers

- of potential downtown businesses (including out-of-town trade and convention business);
- c. Are compatible with parking, business access and bicycle and pedestrian amenities; and
 - d. Enable efficient safe and appropriate access for different vehicle types, including larger vehicles such as delivery vehicles, tour buses and other commercial traffic catering to the trade and convention business of downtown Winston-Salem.
4. Regardless of which interchange location is selected, clear signage within downtown and for crossings across Business 40 should be installed.
 5. Regardless of which interchange location is selected, investments in downtown pedestrian/bicycle facilities and services should be made. This includes the existing Strollway at its crossing of Business-40. This crossing should be made with the Strollway bridging over Business-40, and not with a tunnel under Business-40.

Preferred Interchange Location:

Some Task Force members and other interested downtown stakeholders voted on their preferred interchange location, and the result was a preference for the interchange to be located on the Cherry/Marshall couplet. 61% of those who voted preferred the Cherry/Marshall location, while 39% of those who voted preferred the Liberty/Main location.

This information will be presented to Winston-Salem City Council in resolution form at a time of their choosing (presumed to be July or August of 2014).

Mark”

Response: Comment Noted.

Kylie Kavanagh, (April 28, 2014)

Comment (1): “The vehicle emissions are projected to increase over time – however no specifics are given to how the project will be coupled with plans to increase ease and access of non-vehicular transport. This should come first as people may park outside the construction and walk/cycle to their final destination.”

Response (sent via email May 2, 2014): “Please refer to page 44 – Section IV.J. - Bicycle and Pedestrian Facilities/Greenways in the EA regarding NCDOT and City coordination for proposed improvements to bike and pedestrian facilities within the project. Page 2 of 4 - Project Commitments (green sheets at the front of the EA) 6th commitment and page 44 – Section IV.J. - Bicycle and Pedestrian Facilities/Greenways in

the EA all state NCDOT will coordinate with the City regarding the funding of the proposed improvements. With the alternatives identified we are initiating our discussions with the City, transit providers and major employers to explore alternative modes (transit, bike and ped) of transportation to access the City, i.e. Downtown and surrounding neighborhoods, during construction and hopefully long term. These efforts will be captured in the next environmental document, hopefully a Finding of No Significant Impact (FONSI) which is scheduled to be completed in the spring of 2015.”

Concern (2): “In the same vein, no plans for sensitivity to existing and future trees are shown. There are old shade trees that should be marked and preserved, as their role in air quality and temperature control is irreplaceable (or at least for 30+ years). Description of the tree placement (number and type/species) is a community priority which is a part of the project.”

Response (sent via email May 2, 2014): “Please refer to page 3 of 4 - Project Commitments 1st and 6th commitments and page 46 – Section IV.L. Landscaping in the EA; these pages state NCDOT will coordinate with the City and/or NC Historic Preservation Office regarding the development of landscaping plan(s) once a preferred alternative is selected. Currently the City is in the process of selecting a Consulting Firm to develop a “COMPREHENSIVE STREETScape DESIGN AND COST ESTIMATE OF BUSINESS 40 (US 421)” which will endeavor to combine several City initiatives, Creative Corridors Coalition work and NCDOT public outreach on the Business 40 Project into a plan. With the City’s plan and after a preferred alternative is selected, currently anticipated late fall 2014, NCDOT and the City will develop a comprehensive landscaping plan for the project. The comprehensive landscaping plan will include a detailed design (existing plants/trees to be retained and new plantings) denoting number, size and type of plants and a plant pallet for new trees and shrubbery. This project has minimal Right-of-Way and easement needs to lessen the impacts of the project. Existing healthy mature specimen trees close to construction zones will be fenced to protect the trees during construction.”

J. Mosby Vogler, (April 11, 2014)

Comment (1): “As mentioned I am very happy to hear the Main st [sic] exit will not change. This has been a good exit ramp for those entering town for many years and seems to work well being one way to town. Signage routes folks going to Old Salem around our block and to Liberty St very effectively so why change a good thing that isn't broken.

We favor the Liberty Street entrance ramp to I-40 for one main reason. There is a ton of traffic at 4-6pm every week day from downtown workers entering I-40 from First and Liberty. Presently, First St is a nightmare between these hours, if all traffic is pushed to First for a Marshall entrance it would certainly become a mess.”

Response: Comment Noted.

C. Public Hearing Comments

Following the circulation of the Environmental Assessment, NCDOT held two Public Hearings regarding the proposed improvements to US 421/I-40 Business. The purpose of the public hearings is to show the public the two alternatives being considered for the project, visual enhancements options for the bridges, walls, sidewalks, and bridge railings, and the project schedule. The hearings were held on the following dates and places:

- Tuesday, July 22, 2014:
Milton Rhodes Art Center, 251 N. Spruce Street, Winston-Salem
Pre-Hearing Open House: 4 – 6:30 p.m.
Formal Presentation: 7 p.m.
- Thursday, July 24:
Miller Recreational Center, 400 Leisure Lane, Winston-Salem
Pre-Hearing Open House: 5:00 – 7:00 p.m.
Formal Presentation: 7:30 p.m.

The Public Notice and handout from the hearing are located in Appendix B.

Approximately, one hundred-thirty-five (135) citizens attended the hearings. Citizens were asked to comment on which alternative they preferred and on visual enhancements options for the bridges, walls, sidewalks, and bridge railings for the project. The public hearing officer and NCDOT planning and design engineers addressed questions during the hearings. Twenty-one (21) individuals spoke at the public hearings regarding the project. Sixty-two (62) written comments from citizens were submitted. A post hearing meeting was conducted involving NCDOT professional staff and management, City of Winston-Salem staff and FHWA. All public hearing comments were reviewed at this meeting to ensure full consideration of these comments. The post hearing meeting minutes and a summary of the comments are included in Appendix B.

D. Additional Project Coordination

1. Winston-Salem City Council

NCDOT staff attended three meetings, July 15, August 12 and September 9, 2014, with the City of Winston-Salem – Public Works Committee and one meeting, September 15, 2014, with the Winston-Salem City Council to provide additional information regarding project and answer their questions. On , September 15, 2014, the Winston-Salem City Council passed a resolution, see Appendix C, in support of Alternative 4 (Cherry/Marshall (main access to downtown Winston-Salem) Deep Cut) as the Locally Preferred Alternative.

2. 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. Stakeholder Meetings since the Environmental Assessment, are presented below in Table 2.

Table 2. Stakeholder Meetings

Meeting Date	Stakeholder Group
November 12, 2014	Chamber of Commerce
June 11, 2014	Forsyth County Tourism, Hotel Industry General Mgrs
June 10, 2014	WS Police and Fire Departments
May 29, 2014	PART Board Meeting
May 14, 2014	Chamber of Commerce
May 1, 2014	WSTA/PART

3. 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. Meeting dates, since the Environmental Assessment, are presented below in Table 3.

Table 3. Working Group Meetings

Meeting Date	Working Group
November 13, 2014	Noise Wall
October 16, 2014	Bridge/Design
June 5, 2014	Bridge/Design
April 10, 2014	Bridge/Design

4. 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.** Since the Environmental Assessment two (2) newsletters have been published to inform citizens about the project. The newsletters are listed in Table 4.

Table 4. Newsletters and Update

Edition (date)	Major Topic/Announcement
Fall 2014 Mini Newsletter	Selection of the Preferred Alternative and Noise Wall Meeting
Summer 2014 Mini Newsletter	Public Hearing information and the availability of the Environmental Assessment (EA) for public review and comment

- b. **Press Releases.** Since the Environmental Assessment two (2) Press Releases have been published to update citizens about the project. The Press Releases are listed in Table 5 below.

Table 5. Press Releases

Date	Major Topic/Announcement
October 6, 2014	NCDOT Selects a Preferred Alternative for Business 40 Improvement Project in Winston-Salem
April 10, 2014	NCDOT Encourages Public to Comment on U.S. 421/Business 40 Improvement Project in Winston-Salem

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CHAPTER

V

ENVIRONMENTAL ASSESSMENT ERRATA

This section identifies additions, corrections, and/or revisions to the *US 421 Pavement Rehabilitation, Replacement of Bridge Numbers 178, 278, 286, 288, 291, 293, 305, 312, 313, 336 and Various Safety Improvements Environmental Assessment (EA), February 2014*:

- Summary, page S-4 – Table S1 change “Traffic Noise Impacts - Noise Sensitive Areas” to “Traffic Noise Impacts - Noise Study Areas” and change the Noise Study Area impact for each alternative from “7” to “8”
- Project Commitments, pages 1 through 4 – change date from “February 28, 2013” to “February 28, 2014”
- Description of Existing Conditions, Bicycle and Pedestrian Facilities/Greenways, Table 6, page 11 – change dimension of sidewalks for Bridge No. 312 (Main Street) from left “0 ft” and right “0 ft” to left “5 ft” and right “5 ft”
- NCDOT Alternatives Carried Forward, pages 35 through 37 – change “I-40 Business” to “US 421/I-40 Business”
- Bicycle and Pedestrian Facilities/Greenways, page 45 – change “Table 18” to “Table 17”
- Project Enhancements, page 47 - change “[Project Enhancements]” to “[Project Aesthetic Enhancements]”
- Project Enhancements, page 85 - change “Project Enhancements” to “Project Aesthetic Enhancements”
- Project Enhancements, page 85 - change “Section VI.A.2.e [Working Group Meetings]” to “Section VI.A.2.c [Working Group Meetings]”

- Hazardous Materials, page 99 – Change “A search of appropriate environmental agencies' databases and Sanborn Maps was performed to update and assist in evaluating sites identified during this study.” to “As of March 1, 2013, a search of appropriate environmental agencies' databases and Sanborn Maps was performed to update and assist in evaluating sites identified during this study.”
- Stakeholder Meetings, page 107 – Add “January 28, 2014, Downtown Partnership Roundtable Session” meeting to Table 41

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CHAPTER

VI

Chapter VII Contents

- A. Comparison of Alternatives
- B. Selection of the Preferred Alternative
- C. Preferred Alternative
- D. Project Costs

PREFERRED ALTERNATIVE

Following the circulation of the Environmental Assessment (EA), the July 2014 Combined Public Hearings, and the close of the comment period, a Preferred Alternative was selected as the proposed action. This section reviews the proposed action and provides the reasons for selecting the Preferred Alternative.

A. Comparison of Alternatives

The table below is a comparison impacts and costs of the alternatives carried forward since the EA and local input.

Table 6. Comparison of Alternatives

Impacts, Local Input and Costs	Alternative 3 (Liberty/Main)	Alternative 4 (Cherry/Marshall)
Natural Resources Impacts		
Federal Listed Species Habitat	Not Present	Not Present
100-Year Flood Plain or Floodway Impacts	None	None
Wetlands (number of crossings/acres)	0/0.00 AC	0/0.00 AC
Stream Crossings (number/linear feet)	1/90 LF	1/90 LF
Water Supply Critical Areas	None	None
Human Environmental Impacts		
Residential Relocations (number) Total	30	32
Residential Relocations (number) Minority	10	10
Business Relocations (number)	1	1
Low Income/Minority Populations	Present	Present
Schools (number)	0	0
Cemeteries/Gravesites (number)	0	0
Historic Sites/Districts (number)	6	7
Section 4(f) Impacts	1 (de minimis)	2 (de minimis)
Section 6(f) Impacts	0	0
Traffic Noise Impacts (total receptors)	307	307
Traffic Noise Impacts (receptors impacted)	82	82
Traffic Noise Impacts - Noise Study Areas	8	8
Air Quality	Maintenance for carbon monoxide (CO)	

Table 6. Comparison of Alternatives (Cont.)

Impacts, Local Input and Costs	Alternative 3 (Liberty/Main)	Alternative 4 (Cherry/Marshall)
Physical Environmental Impacts		
Farmland (acres)	0	0
Underground Storage Tanks (number)	0	0
LOS Impacts (by roadway segment) ¹		
Increase in LOS (Improvement)	1	1
Decrease in LOS (Degradation)	9	7
Off-Site Intersection Improvements		
Temporary (During Construction)	13	13
Long Term (2040)	6	3
Local Input		
Public Comment – Alternative Preference ²	20.7%	59.8%
Locally Preferred Alternative (City of Winston-Salem)	No	Yes
Preliminary Cost Estimates		
Construction	\$59,300,000.00	\$53,100,000.00
Utilities Relocation	\$ 2,144,000.00	\$ 1,929,000.00
Right-of-Way	\$12,600,000.00	\$11,850,000.00
Total Cost	\$74,044,000.00	\$66,879,000.00

1 The referenced roadway segments are not on US 421/I-40 Business rather within the Project Study Area roadway network.

2 19.6% stated no alternative preference.

The proposed vertical clearances of bridges over US 421/I-40 Business and over Brookstown Avenue for both alternatives are the same.

Proposed pedestrian and bicycle accommodations on the proposed bridges are the same for both alternatives and are detailed below in Table 12.

B. Selection of the Preferred Alternative

Based on the comments received at the Combined Public Hearings, comments on the EA, agency coordination, comparison of impacts and preliminary costs, and Winston-Salem City Council resolution in support of the Cherry/Marshall alternative, Alternate 4 (Cherry/Marshall Deep Cut) was selected as the Preferred Alternative for the proposed action.

C. Preferred Alternative

A detailed description of the design elements for the Cherry/Marshall Alternative is as follows:

- Starting just east of the I-40 Business overpass of Crafton Street, I-40 Business will be lowered to improve the vertical clearance of the Fourth Street bridge to 17 feet;
- The current Peters Creek Parkway Interchange is comprised of an eastbound (EB) off slip ramp to southbound Peters Creek Parkway (PCP), an EB on ramp, a westbound (WB) off ramp, a WB on loop, and a four-lane bridge with sidewalks in each direction. The proposed interchange will include an EB off loop, an EB on ramp, a WB off ramp, a WB on loop, and a seven lane bridge with 12-foot sidewalk on the west side and 8-foot sidewalk on the east side, see Figure 5b. The addition of the EB loop and moving out of the EB on ramp will require a new connector between Apple and Gregory Streets;
- Replace the Green Street Bridge with a 12-foot wide pedestrian/utility bridge, see Figure 5b. I-40 Business will be lowered to improve the vertical clearance of the proposed bridge to 17 feet ;
- Close/remove the Broad Street ramps due to ramp spacing and weave length. The replacement bridge will be narrowed to three lanes with two 5-foot bicycle lanes, one in each direction, see Figure 5b. I-40 Business will be lowered to improve the vertical clearance of the proposed bridge to 17 feet ;
- Replace the Brookstown Avenue bridge, reduce length;
- Major cut of the main line, approximately 20 feet at the deepest point, of the vertical alignment on US 421/I-40 Business from west of Spruce Street to west of the I-40 Business overpass of East Salem Avenue . This lowering will improve the vertical clearance of the Marshall, Cherry, Main and Church Street bridges to a minimum 17 feet;
- Reconfigure EB off ramp to Marshall Street via High Street. Restrict High Street from Brookstown Avenue to the ramp to one – 10 ft lane. Both the single lane and ramp operate in a free flow but will be separated by a concrete median until Spruce Street.;
- Close/remove the Spruce Street Bridge, cul-de-sac Spruce Street north of US 421/I-40 Business and close of Spruce Street south of the bridge to High Street;
- Remove the existing Marshall Street EB on ramp;
- Remove the existing Cherry Street WB off ramp and replaces it on new alignment;
- Construct new Cherry Street EB on ramp which replaces the existing Marshall Street EB on ramp;
- Closure of the Liberty Street ramps (WB on ramp and EB off ramp);
- Replace the Cherry Street Bridge with shorter structure;
- Bridge Strollway over US 421/I-40 Business;
- Flips Liberty Street from currently going under US 421/I-40 Business to going over US 421/I-40 Business;
- Keeps Main Street ramps WB off ramp and EB on ramp under Church Street Bridge;

- Narrows Church Street bridge on the west side to aid in improving vertical clearance of the Main Street ramps, City of Winston-Salem is in agreement with this change;
- Major cut, approximately 20 feet, of the vertical alignment on US 421/I-40 Business which vastly improves the vertical clearance of cross street bridges at Main, Liberty, Cherry and Marshall;
- Extensive retaining walls will be required;
- Improve exterior shoulder width;
- Improve center median/barrier, and;
- Provide for aesthetics improvements.

D. Project Costs

The cost estimate for the proposed project as shown in the approved NCDOT Current 2012-2020 State Transportation Improvement Program (STIP) is \$49,050,000, which includes \$2,700,000 for right-of-way acquisition and \$46,350,000 for construction. The estimated cost for the proposed improvements of the Preferred Alternative, as of the EA, is \$66,879,000, which includes \$11,850,000 for right-of-way acquisition and \$55,029,000 for construction. The cost estimate for the proposed project as shown in the Draft 2016-2025 State Transportation Improvement Program (STIP) is \$71,665,000, which includes \$12,225,000 for right-of-way acquisition and \$59,440,000 for construction. All betterments/enhancements to the project will be the responsibility of the City of Winston-Salem per a municipal agreement prior to construction.

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CHAPTER

VII

Chapter VII Contents

- A. Functional Classification and Roadway Cross-Sections
- B. Horizontal and Vertical Alignments
- C. Right of Way and Access Control
- D. Design Speed and Posted Speed Limit
- E. Anticipated Design Exceptions
- F. Interchanges/Grade Separated Crossings
- G. Service Roads
- H. Railroad Crossings
- I. Structures
- J. Bicycle and Pedestrian Facilities/Greenways
- K. Mass Transit
- L. Utilities
- M. Landscaping
- N. Project Enhancements
- O. Noise Barriers
- P. Intelligent Transportation Systems (ITS)
- Q. Work Zone, Traffic Control and Construction Phasing
- R. Lighting
- S. Off-Site Improvements
- T. Signage
- U. Future Traffic Volumes
- V. Future Level of Service
- W. Relocations of Residences and Businesses
- X. Cost Estimates

PREFERRED ALTERNATIVE UPDATES/REVISIONS

Updates/revisions to the proposed improvements for the Preferred Alternative are discussed below. These updates/revisions are based on input received for the public, City of Winston-Salem and refined preliminary design since the Environmental Assessment (EA) was made available for public comment.

A. FUNCTIONAL CLASSIFICATION AND ROADWAY CROSS-SECTIONS

The classifications of the roadways within the Project Study Area (PSA) are stated in Section II.C.1 [Functional Classification] of the EA. The classifications of the off-site improvement roadways associated with the Preferred Alternative are listed in Table 7.

Table 7. Functional Classification of Roadways

Roadway	Classification
Martin Luther King, Jr. Drive/Eighth Street	Local west of US 52 to N. Cherry Street
Academy Street	Local

The proposed cross-sections for the Preferred Alternative vary for each roadway in the project limits, as noted in Table 8. The proposed shoulders along US 421/ I-40 Business will consist of: inside shoulders four (4) foot wide with concrete median barrier and outside shoulders of eight (8) foot wide with a four (4) foot expressway gutter without auxiliary lane, or four (4) foot wide with a four (4) foot expressway gutter with auxiliary lane, see Figure 5a.

Table 8. Proposed Cross-sections and Right-of-Way of Roadways

Roadway	Number of Travel Lanes*	Width of Travel Lanes*	Right-of-Way Width
US 421/ I-40 Business	2 EB and 2 WB Through Lanes with select Auxiliary Lanes	EB & WB Lanes = 12 ft Aux Lanes = 12 ft	Varies – 153 ft minimum ³
W. Fourth Street ¹	1 NB and 1 SB Through Lanes	No change to existing widths is proposed	50 ft ⁴
NC 150 (Peters Creek Parkway)	Varies 3 NB and 3 SB Through Lanes, and 1 SB Turn Lane	NB & SB Lanes = 12 ft	Varies – 87 ft minimum ³
Green Street	Pedestrian Bridge	N/A	45 ft ⁴
Broad Street	1 NB and 1 SB Through Lanes, and 1 Center Turn Lane	All Lanes = 11 ft	68 ft ⁴
Brookstown Avenue	1 NB and 1 SB Through Lanes	No change to existing widths is proposed	40 ft ⁴
Spruce Street ²	N/A	N/A	N/A
Marshall Street	3 SB Lanes	Western Outside Lane = 14 ft Other Lanes = 11 ft	60 ft ⁴
Cherry Street	3 NB Lanes	Western Outside Lane = 14 ft Other Lanes = 11 ft	60 ft ⁴
Liberty Street	3 SB Lanes	All Lanes = 11 ft	60 ft ⁴
Main Street ⁵	3 NB Lanes	Outside Lanes = vary 10 ft min. Center Lane = 11 or 12 ft	Varies – 54 ft minimum ³
Church Street ⁶	1 NB and 1 SB Through Lanes	NB & SB Lanes = 13 ft	Varies – 57 ft minimum ³
Martin Luther King, Jr. Drive/Eighth Street	2 EB and 2 WB Through Lanes	All Lanes = 11 ft	Varies – 64 ft minimum ³
Academy Street	1 EB and 1 WB Through Lanes	EB Lane = 11 ft WB Lane = 10 ft	Varies – 57 ft minimum ³

* Eastbound (EB), Westbound (WB), Northbound (NB) and Southbound (SB)

1 No improvements are proposed – existing to remain in place

2 Not applicable in the Preferred Alternative

3 Asymmetrical about Centerline

4 Symmetrical about Centerline

5 North and south of the bridge

6 Varies north and south of the bridge

Tables depicting proposed typical sections of the roadways within the PSA are found in Appendix D.

B. HORIZONTAL AND VERTICAL ALIGNMENT

No changes to this element of the project since the EA.

C. RIGHT-OF-WAY AND ACCESS CONTROL

No changes to this element of the project since the EA.

D. DESIGN SPEED AND POSTED SPEED LIMIT

Based on the preliminary design the design speeds and proposed posted speed limits for the roadways within the project limits are listed in Table 9.

Table 9. Design Speed and Proposed Posted Speed Limits on Roadways

Roadway	Design Speed	Proposed Posted Speed Limit ^{1,2}
US 421/I-40 Business	50 mph	45 mph
W. Fourth Street	N/A since no work is proposed on the roadway	N/A
NC 150 (Peters Creek Parkway)	50 mph	45 mph
Green Street	Not Applicable north of US 421/I-40 Business and Not posted south of US 421/I-40 Business– assume 35 mph	
Broad Street	30 mph	25 mph
Brookstown Avenue	30 mph	25 mph
Spruce Street ³	N/A	N/A
Marshall Street	30 mph	25 mph
Cherry Street	40 mph	35 mph
Liberty Street	30 mph	25 mph
Main Street	30 mph	25 mph
Church Street	30 mph	25 mph
Martin Luther King, Jr. Drive/Eighth Street	40 mph	35 mph
Academy Street	40 mph	35 mph

1 Recommended based on the Design Speed

2 Regional Traffic Engineer and City of Winston-Salem Traffic Engineering will recommend the posted Speed Limit

3 Not applicable in the Preferred Alternative

E. ANTICIPATED DESIGN EXCEPTIONS

No changes to this element of the project since the EA.

F. INTERCHANGES/GRADE SEPARATED CROSSINGS

Proposed interchanges for the Preferred Alternative are located at:

Alternative 4 - Cherry/Marshall (main access to downtown Winston-Salem) Deep Cut, see Figure 4

- **NC 150(Peters Creek Parkway)** – a partial cloverleaf interchange is proposed. This interchange will consist of one (1) ramp and one (1) loop, each, in the northeast and southeast quadrants;
- **Marshall Street** – a partial diamond interchange is proposed. This interchange will consist of two (2) ramps in parallel quadrants;
- **Cherry Street** – a partial diamond interchange is proposed. This interchange will consist of two (2) ramps in parallel quadrants; and,
- **Main Street** – a partial diamond interchange is proposed. This interchange will consist of two (2) ramps in parallel quadrants.

Proposed grade separated crossings by alternative within the project limits are shown in Table 10 below.

Table 10. Proposed Grade Separated Crossings for the Preferred Alternative

Location	Crossings
W. Fourth Street crossing of US 421/I-40 Business	Overpassed
Green Street crossing of US 421/I-40 Business	Overpassed (pedestrian/utility bridge only)
Broad Street crossing of US 421/I-40 Business	Overpassed
US 421/I-40 Business crossing of Brookstown Avenue	Overpassed
Spruce Street crossing of US 421/ I-40 Business	N/A this alternative, no bridge is proposed
Marshall Street crossing of US 421/ I-40 Business	N/A this alternative, an interchange is proposed
Cherry Street crossing of US 421/ I-40 Business	N/A this alternative, an interchange is proposed
Strollway crossing of US 421/ I-40 Business	Overpassed (pedestrian bridge only)
Liberty Street crossing of US 421/I-40 Business	Overpassed
Main Street crossing of US 421/ I-40 Business	N/A this alternative, an interchange is proposed
Church Street crossing of US 421/I-40 Business	Overpassed

Based on the need to maintain the current utilities being carried by the Green Street Bridge, to provide access to a regional recreational facility (BB&T Ballpark) and the status of Green Street (see Section II.C.2.e [Interchanges/Grade Separated Crossings] of the Environmental Assessment) a pedestrian/utility bridge is proposed versus a vehicular bridge to replace the existing structure.

G. SERVICE ROADS

No changes to this element of the project since the EA.

H. RAILROAD CROSSINGS

No changes to this element of the project since the EA.

I. STRUCTURES

The ten (10) existing and one (1) proposed structures within the PSA will be improved under the preferred alternative are noted in Table 11a below. One (1) existing structure will be removed. Typical sections for the proposed structures are shown in Figures 5b through 5c.

Table 11a. Proposed Bridges

Bridge No.	Carries / Crosses	Proposed Improvement	Proposed Width ^{1,2}	Proposed Length ⁵
269	W. Fourth Street / US 421/I-40 Business	Maintenance	N/A	N/A
278	NC 150(Peters Creek Parkway) / US 421/I-40 Business	Replacement - Vehicular	96 ft (Clear Roadway Width) ³	168 ft
286	Green Street ⁴ / US 421/I-40 Business	Replacement - Pedestrian	12 ft (Clear Width)	132 ft
178	Broad Street / US 421/I-40 Business	Replacement - Vehicular	47 ft (Clear Roadway Width)	96 ft
288	US 421/I-40 Business / Brookstown Avenue	Replacement - Vehicular	26 ft (Horizontal Clearance Under)	52 ft
291	Spruce Street / US 421/I-40 Business	Removal	N/A ⁶	N/A ⁶
293	Marshall Street / US 421/I-40 Business	Replacement - Vehicular	40 ft (Clear Roadway Width)	92 ft
305	Cherry Street / US 421/I-40 Business	Replacement - Vehicular	29 ft (Clear Roadway Width)	92 ft
New	Strollway/US 421/I-40 Business	New Structure - Pedestrian	12 ft (Clear Width)	182 ft ⁷
312	Liberty Street / US 421/I-40 Business	Replacement - Vehicular	42 ft (Horizontal Clearance Under)	112 ft
313	Main Street / US 421/I-40 Business	Replacement - Vehicular	31 ft (Clear Roadway Width)	102 ft
336	Church Street / US 421/I-40 Business	Replacement - Vehicular	30 ft (Clear Roadway Width)	168 ft

1 Proposed widths are subject to change based on negotiations with the City of Winston-Salem and final designs

2 Clear Roadway Width or Minimum Horizontal Clearance under Structure

3 Bridge includes 1.5 ft. pedestrian barriers with 2.0 ft. offset separating travel lanes and sidewalks, see Section VII.J. [Bicycle and Pedestrian Facilities/Greenways] of this document for details.

4 Bridge is Currently Closed

5 Approximate Lengths, Actual lengths will be determined by Structural Design Unit

6 Spruce Street Bridge is removed in the Preferred Alternative

7 Strollway Bridge length is a minimum and may change based negotiations of the realignment with the City of Winston-Salem

The proposed vertical clearance for the ten (10) existing and one (1) proposed structures under the preferred alternative are noted in Table 11b below.

Table 11b. Proposed Bridges – Vertical Clearance by Alternative

Bridge No.	Carries / Crosses	Vertical Clearance		
		Minimum Required	Desired	Preferred Alternative
269	W. Fourth Street / US 421/I-40 Business	17'-0"	17'-6"	17'-0"
278	NC 150(Peters Creek Parkway) / US 421/I-40 Business	17'-0"	17'-6"	17'-0"
286	Green Street ¹ / US 421/I-40 Business	17'-0"	17'-6"	17'-0"
178	Broad Street / US 421/I-40 Business	17'-0"	17'-6"	17'-0"
288	US 421/I-40 Business / Brookstown Avenue	15'-0"	15'-6"	15'-6"
291	Spruce Street / US 421/I-40 Business	17'-0"	17'-6"	N/A ²
293	Marshall Street / US 421/I-40 Business	17'-0"	17'-6"	17'-0"
305	Cherry Street / US 421/I-40 Business	17'-0"	17'-6"	17'-0"
New	Strollway/US 421/I-40 Business	17'-0"	17'-6"	17'-0"
312	US 421/I-40 Business / Liberty Street	15'-0"	15'-6"	17'-0"
313	Main Street / US 421/I-40 Business	17'-0"	17'-6"	17'-0"
336	Church Street / US 421/I-40 Business	17'-0"	17'-6"	17'-0"

1 Bridge is Currently Closed

2 Proposed to be removed

The City of Winston-Salem has requested that the Green Street Pedestrian/Utility Bridge and the Strollway Pedestrian Bridge be enhanced structures. The City of Winston-Salem will be financially responsible for the cost differential of these bridges per a municipal agreement prior to construction.

J. BICYCLE AND PEDESTRIAN FACILITIES/GREENWAYS

1. Preferred Alternative

NCDOT and the City of Winston-Salem have reviewed the Preferred Alternative and concurred on accommodations for pedestrians and bicyclists. The pedestrian and bicycle facilities on the proposed bridges are found in Table 12.

Table 12. Pedestrian and Bicycle Facilities on Proposed Bridges¹

Bridge No.	Carries / Crosses	Sidewalk		Bicycle Accommodations	
		West Side	East Side	West Side	East Side
269	W. Fourth Street / US 421 /I-40 Business	8 ft ²	8 ft ²	Wide Lane ²	Wide Lane ²
278	NC 150(Peters Creek Parkway) / US 421/ I-40 Business	12 ft ³	8 ft ³	None	None
286	Green Street / US 421/ I-40 Business	6 ft ⁴	6 ft ⁴	Shared ⁴	Shared ⁴
178	Broad Street / US 421/ I-40 Business	8 ft	8 ft	Dedicated 5 ft Bike Lane	Dedicated 5 ft Bike Lane
288	US 421/I-40 Business / Brookstown Avenue ⁵	0 ft	0 ft	None	None
291	Spruce Street / US 421/ I-40 Business ⁶	None	None	None	None
293	Marshall Street / US 421/ I-40 Business	10 ft	10 ft	Shared Wide Outside Travel Lane (14 ft)	None
305	Cherry Street / US 421/I-40 Business	10 ft	10 ft	Shared Wide Outside Travel Lane (14 ft)	None
New	Strollway/US 421/I-40 Business	6 ft ⁴	6 ft ⁴	Shared ⁴	Shared ⁴
312	Liberty Street / US 421/I-40 Business	7 ft	7 ft ⁷	Dedicated 5 ft Bike Lane	None
313	Main Street / US 421/I-40 Business	7 ft	7 ft	Dedicated 5 ft Bike Lane ⁸	None
336	Church Street / US 421/ I-40 Business	8 ft	8 ft	Shared Wide Travel Lane (13 ft)	Shared Wide Travel Lane (13 ft)

1 Proposed widths are subject to change based on negotiations with the City of Winston-Salem and final designs

2 Existing Pedestrian and Bicycle Facilities; no changes are proposed

3 Bridge includes 1.5 ft. pedestrian barriers with 2.0 ft. offset separating travel lanes and sidewalks.

4 Proposed bridge is a Pedestrian/Utility Bridge

5 The existing Brookstown Avenue typical section will be maintained

6 Spruce Street Bridge is removed in the Preferred Alternative

7 NCDOT will provide a maximum allowable sidewalk, minimum of 5 ft not to exceed 7 ft, from the back of curb to face of retaining wall abutting the Salem Funerals and Cremations.

8 On and south of the proposed bridge, and a 14 ft shared lane north of the bridge

In accordance with the NCDOT Pedestrian policy, NCDOT will fully fund the cost to replace any existing sidewalks, at their existing widths, that are subject to relocation by the project on existing streets. The City of Winston-Salem will participate in the cost of new sidewalks where sidewalks do not exist or where wider replacement sidewalks are requested. A municipal agreement with the City of Winston-Salem will be prepared prior to construction.

NCDOT will provide pedestrian barriers with four (4) foot offsets separating travel lanes and sidewalks in both directions, north and south bound, on Peters Creek Parkway bridge, see Figure 5b.

Pedestrian signals and crossing accommodations will be installed at the Peters Creek Parkway, Marshall, Cherry and Main Street ramp intersections to assist pedestrians with crossing.

2. Multi-Use Path (MUP)

The City of Winston-Salem procured the services of a Consultant Team to determine if the proposed sidepath/on-street facility (a.k.a. Multi-Use Path (MUP)) adjacent to the north side of US 421/I-40 Business, see Section V.F.2 of the EA, was constructible. The MUP is intended to provide pedestrian and bicycle access from Wake Forest Baptist Medical Center (WFBMC) to Winston-Salem State University (WSSU). The proposed limits of the MUP are from Lockland Avenue (eastern side of WFBMC) to the Research Parkway where it will connect other pedestrian and bicycle facilities to WSSU. The facility will provide connections to Lockland Avenue, Sunset Drive, Corona Street, W. Fourth Street, Westdale Avenue NW, Peters Creek Parkway, Green Street Pedestrian/Utility Bridge, Broad Street, Brookstown Avenue, Marshall Street, the Strollway, Liberty Street, Firrst Street, E. Salem Avenue and into the Wake Forest Innovation Quarter.

With alignment shifts from the north side and to the south side of US 421/I-40 Business in several locations, see Figure 6, the Consultant Team has determined the MUP to be constructible. Upon completion of the preliminary design of the MUP by the Consultant Team the City of Winston-Salem staff will present the project to the City of Winston-Salem – Public Works Committee for consideration and funding. Should the Public Works Committee and the Winston-Salem City Council advance the MUP project the City of Winston-Salem will satisfy the requirements of the National Environmental Policy Act (NEPA) with the appropriate environmental document and anticipates requesting the addition of segments 1B – 2 of the MUP in the Preferred Alternative. The City of Winston-Salem's participation in the cost of the MUP will be per a municipal agreement prior to construction.

K. MASS TRANSIT

Coordination was initiated with the two (2) mass transit providers (Winston-Salem Transit Authority (WSTA) and Piedmont Authority for Regional Transit (PART)) within the PSA regarding the two (2) alternatives presented in the EA. Issues discussed with the providers included detouring of routes during construction, express routes into downtown Winston-Salem, Park and Ride lots and additional busses during peak hours. At the Public Hearings PART provided citizens with information on the services and

routes they offer and a map denoting possible locations of Park and Ride lots during construction.

The citizens were asked for input on their current and future (during construction) usage of Park and Ride facilities at the Public Hearings. The result of the public input is as follows:

- Currently utilizing Park and Ride facilities – 3.3 percent do versus 96.7 percent do not; and,
- Likely to utilize Park and Ride facilities during construction – 14.0 percent would versus 86.0 percent would not;

The construction of the proposed long term off-site intersection improvements, see Section VII.R.4 [Long Term (2040 Design Year) Off-Site Intersection Improvements] of this document, may cause delays and/or detour to the following WSTA Routes:

- **Peters Creek Parkway at Academy Street** – WSTA Routes 13 and 23
- **Marshall Street at Martin Luther King, Jr. Drive and Cherry Street at Martin Luther King, Jr. Drive** - WSTA Routes 2, 5, 7 and 9.

Continued coordination with WSTA, PART, NCDOT and the City of Winston-Salem is warranted prior to and during construction to optimize mass transit usage during the construction of the project.

L. UTILITIES

The project is expected to have a high level of utility impacts due to a relocation of an electrical transmission line. Relocated utilities include power, telephone, water and sewer. Updated cost estimates for relocation of utilities for the Preferred Alternative and Off-site Intersection Improvements are shown in Table 15. Utilities along the project will be relocated prior to construction.

The City of Winston-Salem is evaluating the feasibility of relocating the overhead utilities underground at the Marshall Street Bridge and along Cherry Street from High Street to First Street as a part of this project. Should the City of Winston-Salem move forward with the relocation of the referenced utilities the cost for said will be part of a municipal agreement prior to construction.

M. LANDSCAPING

Landscaping is proposed as a part of this project. City of Winston-Salem has procured a consultant to develop a landscaping plan in coordination with NCDOT.

N. PROJECT ENHANCEMENTS

Enhancements are being developed for the project which will include design and aesthetic enhancements. Design enhancements include wider sidewalks, greater than 5 ft wide, shared travel lanes for bicycles and automobiles and/or dedicated bicycle lanes and lighting, see Section VII.J. [Bicycle and Pedestrian Facilities/Greenways] of this document.

Aesthetic enhancements include specialty bridge rails, lighting, retaining wall and sidewalk treatments, public art for the bridges (on the exterior of the bridges and along the cross street section of the bridge) and types of pedestrian bridges for Green Street and the Strollway, see Section VIII.D. [Project Aesthetic Enhancements] of this document for further details.

Upon finalization of the Project Enhancements NCDOT and the City of Winston-Salem will review the proposed enhancements for the project and determine the feasibility of implementing the enhancements and the cost share for the proposed enhancements. The City of Winston-Salem's participation in the cost of the enhancements will be per a municipal agreement prior to construction.

O. NOISE BARRIERS

Noise abatement measures are recommended for further detailed analysis during the final design adjacent to seven (7) areas along the project; see Sections V. P. [Traffic Noise Analysis] of the Environmental Assessment for further details.

On November 13, 2014 and January 27, 2015, NCDOT held meetings to inform benefited properties (property owners and tenants) about the potential for noise walls. During the meetings NCDOT provided a noise wall overview, identified proposed noise wall locations along the corridor, provided an explanation and demonstration of noise level activities, presented how the walls could look, and explained the voting process for noise walls. At these meetings the citizens were informed that not returning a ballot counts as a YES vote in favor of building the noise wall. Benefited properties, owners and tenants, will receive balloting packet which will include the pre stamped ballot, an explanation of the balloting process and when the ballot is to be returned, and a map denoting the proposed noise wall. The noise wall balloting for this project is anticipated to occur in 2015.

P. INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

The tentative ITS system for the project is stated in Section IV.O [Intelligent Transportation Systems (ITS)] of the EA. Final ITS system will be developed based on final plans.

Q. WORK ZONE, TRAFFIC CONTROL AND CONSTRUCTION PHASING

The tentative Construction Phasing for the project is stated in Section IV.P [Work Zone, Traffic Control and Construction Phasing] of the EA. Final Work Zone, Traffic Control and Construction Phasing will be developed based on final plans.

R. LIGHTING

The Peters Creek Parkway interchange will be lit with high mast lighting. The City of Winston-Salem has requested that the US 421/I-40 Business corridor have lighting on the shoulders with conduit in the median for future decorative lighting. The City of Winston-Salem has requested lighting of the Green Street pedestrian/utility bridge and the Strollway pedestrian bridge and under bridge lighting of the US 421/I-40 Business crossing of Brookstown Avenue.

The City of Winston-Salem is reviewing the Broad, Marshall, Cherry, Liberty, Main and Church Street Bridges to determine appropriate lighting requirements. Once appropriate lighting is determined for the facilities within the project area the City of Winston-Salem will assume maintenance responsibilities per a municipal agreement prior to construction.

S. OFF-SITE IMPROVEMENTS

Traffic patterns shifts will occur as a result of the project. Some of these shifts are temporary during construction and others will become permanent changes resulting from the construction of the project. To mitigate the impacts of the shifting traffic, off-site improvements may be required. Both temporary and long term off-site improvements are discussed below.

1. Temporary (During Construction) Off-Site Intersection Improvements

The thirteen (13) intersections with recommended improvements were determined to be constructible with only minor impacts/changes but would yield significant improvement in the intersection operations. The thirteen intersection locations with the proposed temporary improvements listed in Table 13 below.

Table 13. Temporary Off-Site Intersections Improvements

No.	Location	Proposed Improvement
1	Peters Creek Parkway at I-40 Business Eastbound Ramp (New)	Use the on-ramp pavement to provide two left turn lanes and two right turn lanes on the off-ramp (loop)
2	Peters Creek Parkway at I-40 Business Westbound Ramp (New)	Convert the left most southbound through lane to a separate left turn lane (providing a second left turn lane)
3	Peters Creek Parkway/Second Street at First Street	Provide a second left turn lane eastbound and a third left turn lane westbound

Table 13. Temporary Off-Site Intersections Improvements (Cont.)

No.	Location	Proposed Improvement
4	Broad Street at Second Street	Convert the left most eastbound through lane to a shared left/through lane
5	Broad Street at Fifth Street	Provide a separate left turn lane westbound
6	Broad Street at Sixth Street	Provide a separate left turn lane westbound
7	Marshall Street at Academy Street	Provide a separate left turn lane southbound
8	Third Street at Liberty Street	Provide a separate left turn lane westbound
9	Martin Luther King Jr. Drive at Marshall Street & Cherry Street	Provide a second left turn lane southbound
10	First Street at Northwest Boulevard	Provide a separate right turn lane westbound
11	First Street at Hawthorne Road	Provide a separate right turn lane northbound
12	Northwest Boulevard at Broad Street/Thurmond Road	Provide a separate left turn lane eastbound
13	Peters Creek Parkway at Silas Creek Parkway	Provide a second left turn lane southbound, convert the right most eastbound left turn lane to a through lane and convert the right most eastbound through lane to a second right turn lane

2. Temporary (During Construction) Off-Site Roadway Improvements

The project was analyzed for areas where temporary improvements may be necessary during construction in the year 2021, worst case construction scenario, with the closure of US 421/I-40 Business and the removal of Broad, Marshall and Cherry Street bridges or the removal of Broad, Liberty and Main Street bridges. The analysis included the roadway network and major intersections to determine the impacts on traffic. The Traffic and Community Working Group (T&C WG) has reviewed the results of the analysis and made suggestions as to road network improvements and possible detour options. Additional coordination with the public, the City of Winston-Salem and NCDOT staff is needed prior to construction to determine offsite roadway improvements and proposed detour routes during construction.

3. Long Term (2021 Project Opening) Off-Site Intersection Improvements

The future Levels of Service (LOS) - 2021 No-Build for the road network within the PSA is discussed in Section II.C.4 [Traffic Carrying Capacity] of the Environmental Assessment. The future LOS - 2021 Build Conditions for the Preferred Alternative showed no change, i.e. remained the same as No-Build, in 114 of the 164 intersections analyzed. The Preferred Alternative will have varying effects on the roadway network in and around the PSA; providing a net positive improvement to 37 intersections and minor degradation of 13 intersections in the network.

At the project opening, 2021, the Marshall Street and Cherry Street at Martin Luther King, Jr. Drive intersections indicate the need for improvements under the Preferred

Alternative. The improvements span from Marshall Street to east of Trade Street on Eighth Street/Martin Luther King Jr. Drive and are the same as those needed for 2040, see Section VII.P.4 below.

4. Long Term (2040 Design Year) Off-Site Intersection Improvements

Shifts in travel patterns were anticipated as a result of eliminating and reconfiguring interchanges with each alternative. To better understand the shifts in travel patterns the project was analyzed in the build year 2040 for both alternatives. The analyses included the roadway network and major intersections to determine the impacts on traffic.

Of the forty-two (42) major intersections analyzed for the Preferred Alternative, the following three (3) were identified for improvement:

- **Peters Creek Parkway/Second Street at First Street** intersection improvements were based on the reversion of First and Second Streets from a one-way pair to each being two-way. Though the City of Winston-Salem has been discussing the reversion of First and Second Streets no decision has been made if or when the reversion will occur. The proposed improvements are not required for the one-way pair system, thus the Peters Creek Parkway /Second Street at First Street intersection improvements were deleted from the Preferred Alternative.

The remaining two (2) intersections locations with recommended improvements are listed below.

- Peters Creek Parkway at Academy Street – widen Academy Street to the south on both approaches to the intersection to provide a westbound exclusive right turn lane, see Figure 7.
- Marshall Street at Martin Luther King, Jr. Drive and Cherry Street at Martin Luther King, Jr. Drive. Due to the short distance between the two (2) intersections they work as one (1) intersection. The improvements span from Marshall Street to east of Trade Street on Eighth Street/Martin Luther King Jr. Drive. Intersection improvements, see Figure 8, for this location include the following:
 - Add an additional southbound left turn lane from Marshall Street to Eighth Street;
 - Add an additional lane to provide a three (3) lane section from Marshall to Cherry Streets;
 - Add an additional lane to provide a four (4) lane section from Cherry to Trade Streets which will tie to existing four lane section, and;

- Construct a center median from Cherry to Trade Streets to prohibit left turns and convert the off-set Oak Street intersections to right in/right out.

While shifts will occur during construction, bicycle and pedestrian access will be maintained to the greatest level possible in accordance with the NCDOT Accommodating Pedestrians within Work Zones procedure.

T. SIGNAGE

Due to the shifts in travel patterns with the proposed project, the City of Winston-Salem requested additional Trailblazing signage (a.k.a. Wayfinding signage) to augment the existing Trailblazing signage within the Downtown area, see Appendix C. An estimated 70 additional signs will be needed at an estimated cost of \$400,000.00. This cost includes the planning and engineering, removal of additional or unnecessary signs and the installation of new signs. NCDOT and FHWA concur with the request provided the proposed signs meet the Manual on Uniform Traffic Control Devices (MUTCD) standards.

U. FUTURE TRAFFIC VOLUMES

Based on the Traffic Projections, all roadways in and around the PSA will experience an increase in traffic volumes in the 2021 and 2040 No-Build Condition, see Section II.C.4.b [Future Traffic Volumes] of the Environmental Assessment (EA) for further details. The 2021 and 2040 Build Conditions for both Alternatives were analyzed to provide an assessment of the proposed improvements to the network, see Section IV.S [Future Traffic Volumes] of the EA for further details.

The Preferred Alternative projected traffic volumes for the 2040 Build Conditions - AADT volumes with design hourly volume, directional splits and truck percentages are shown in Figure 9.

V. FUTURE LEVELS OF SERVICE

The future Levels of Service (LOS) - 2040 No-Build for the road network within the PSA is discussed in Section II.C.4 of the EA and is shown in Figure 10. The future LOS - 2040 Build Conditions for the Preferred Alternative are shown in Figure 11. The significant changes in LOS between the 2040 No-Build and the 2040 Build Conditions for the Preferred Alternative are shown in Table 14 below. The LOS of all other streets within the PSA remain the same between the 2040 No-Build and the 2040 Build Conditions for the Preferred Alternative.

Table 14. 2040 Changes in LOS for the Preferred Alternative

Major Roadway	Location	2040 No-Build Conditions LOS	2040 Build Conditions Preferred Alternative LOS
Peters Creek Pkwy	From Academy Street to W. Fourth Street	A-C	D
Peters Creek Pkwy	From the northern ramps to Brookstown Avenue	A-C	D
Marshall St	From First Street to Fourth Street	A-C	D
Second St	From Brookstown Avenue to Broad Street	A-C	F
Academy St	From Peters Creek Parkway to Hutton Street	A-C	D
High St	From Marshall Street to Cherry Street	A-C	D

W. RELOCATIONS OF RESIDENCES AND BUSINESSES

The proposed project will require the relocation of homes and businesses. All relocations will be carried out in accordance with Federal and State laws and regulations. NCDOT’s Relocation Assistance Program will be utilized to assist in finding replacement housing for residents relocated by the project. The Preferred Alternative is anticipated to relocate thirty-two (32) residences, ten (10) of which are minority, and one (1) business. Appendix E includes information on NCDOT’s relocation assistance program, as well as the relocation reports for each alternative.

X. COST ESTIMATES

Table 15 provides the preliminary cost for the Preferred Alternative based on revised/updated preliminary engineering designs, which include the proposed off-site intersection improvements.

Table 15. Preliminary Cost Estimates

	Preferred Alternative
Construction	\$70,400,000.00
Utilities Relocation	\$ 4,605,154.00
Right-of-Way	\$12,225,000.00
Total Cost	\$87,230,154.00

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CHAPTER

VIII

Chapter VIII Contents

- A. Natural Resources
- B. Cultural Resources
- C. Section 4(f)/6(f) Resources
- D. Project Aesthetic Enhancements
- E. Hazardous Material

ENVIRONMENTAL EFFECTS OF THE PREFERRED ALTERNATIVE UPDATES/REVISIONS

The Project Study Area (PSA) was established approximately two (2) blocks north of US 421/I-40 Business along Second Street, just east of E. Salem Street, approximately two (2) blocks south of US 421/I-40 Business along Brookstown Avenue and Wachovia Street, and Crafton Street to the west. With the selection of the preferred alternative the PSA was expanded at the following four (4) locations for off-site intersection improvements, potential noise walls and logical termini of sidewalks:

- Westward within the existing right-of-way along US 421/I-40 Business to 450 feet past Crafton Street;
- Southward from Peters Creek Parkway to the intersection of West Fourth Street;
- East and west of the intersection of Peters Creek Parkway and Academy Street, and;
- West of Marshall Street to east of Trade Street along Eighth Street/Martin Luther King, Jr. Boulevard.

The expanded PSA are shown in Figure 12.

These expansions of the PSA were reviewed for impacts to natural and cultural resources, social environment and hazardous materials. No additional or new impacts were determined by the expansion of the PSA to natural and cultural resources, and the social environment. Additional potentially contaminated properties were identified within the expanded PSA two (2) of which will be impacted by the project as discussed in Section VIII.E [Hazardous Materials] below.

A. NATURAL RESOURCES

A Natural Resources Technical Report (NRTR) was completed for this project. The NRTR is based on field work in 2009, 2013 and 2014.

Endangered Species Act Protected Species. As of November 4, 2014, the United States Fish and Wildlife Service (USFWS) list four federally protected species for Forsyth County, as noted in Table 16. Suitable habitat for three species is not present within the study area due to the urban nature of the location. A review of the North Carolina Natural Heritage Program (NCNHP) database on July 24, 2013 indicated no occurrences of these three species within one mile of the study area. Therefore, the biological conclusion of ‘No Effect’ has been given for the red-cockaded woodpecker and small-anthered bittercress. The bog turtle is listed as T/SA (threatened due to similar appearance) status and it does not require a biological conclusion.

Table 16. Federally Protected Species Listed for Forsyth County

Scientific Name	Common Name	Federal Status	Habitat Present	Biological Conclusion
<i>Clemmys muhlenbergii</i>	Bog Turtle	T(S/A)	No	No Survey Required
<i>Picoides borealis</i>	Red-cockaded woodpecker	E	No	No Effect
<i>Cardamine micranthera</i>	Small anthered bittercress	E	No	No Effect
<i>Myotis septentrionalis</i>	Northern long-eared bat	P	N/A	N/A

E – Endangered

T (S/A) - Threatened due to similarity of appearance

P - proposed

A USFWS proposal for listing the Northern Long-eared Bat (*Myotis septentrionalis*) as an Endangered species was published in the Federal Register in October 2013. The listing will become effective on or before April, 2015. This species is included in USFWS’s current list of protected species for Forsyth County. NCDOT is working closely with the USFWS to understand how this proposed listing may impact NCDOT projects. NCDOT will continue to coordinate appropriately with USFWS to determine if this project will incur potential effects to the Northern long-eared bat, and how to address these potential effects, if necessary.

B. CULTURAL RESOURCES

This project is subject to compliance with Section 106 of the National Historic Preservation Act of 1966, as amended. Section 106 requires Federal agencies to take into account the effect of their undertakings (federally funded, licensed, or permitted) on properties included in or eligible for inclusion in the National Register of Historic Places and afford the Advisory Council a reasonable opportunity to comment on such undertakings.

1. Historic Architectural Resources

The NCDOT conducted three (3) comprehensive architectural surveys of the project area and presented the findings in technical reports which were completed in 1999, 2006 and 2013 and one (1) addendum for the expanded PSA in 2014. The 2014 investigation also assessed the continuing validity of the earlier studies and compiled a definitive list of the National Register (NR) – listed and – eligible properties in the PSA.

Unabridged versions of the historic architecture resources reports can be viewed at the NCDOT - Project Development & Environmental Analysis Unit, Century Center Building A, 1000 Birch Ridge Drive, Raleigh N.C.

Within the Area of Potential Effects (APE) there are seven (7) historic districts and seventeen (17) individual properties listed in or determined eligible for the National Register of Historic Places, see Figure 13. The resources and their eligibility statuses are detailed in Table 16 below.

Since the Environmental Assessment (EA) project effects on historic properties were discussed with North Carolina State Historic Preservation Office (HPO) on September 16, 2014 and December 17, 2014 and the findings are also summarized in Table 17. The concurrence form for assessment of effects is included in Appendix E. NCDOT will continue to work with Forsyth County Historic Resources Commission to minimize any project effects on locally designated landmarks and districts.

Table 17. Historic Resources, Eligibility Statuses and Effects for the Preferred Alternative

Architectural Resource	Status	Effect
Ardmore Historic District	National Register (NR) - listed (Criteria A & C)	No Effect
Crafton Street Bridge (Bridge No. 381)	Determined NR-eligible (Criteria A & C)	No Effect
West End Historic District	NR-listed, Locally Designated Historic District (Criteria A, B, & C)	No Adverse Effect, Additional review if a retaining wall is needed
West Fourth Street Historic District	Determined NR-eligible (Criteria A & C)	No Adverse Effect
West Salem Historic District	NR-listed (Criteria A & C)	No Adverse Effect
Holly Avenue Historic District	NR-listed (Criteria A & C)	No Adverse Effect, Address non-economic remnants
James Mitchell Rogers House	NR-listed, Locally Designated Landmark (Criteria A, B, & C)	No Adverse Effect, Flatten curve of ramp
Conrad Starbuck House	NR-listed, Locally Designated Landmark (Criterion C)	No Adverse Effect

Table 17. Historic Resources, Eligibility Statuses and Effects for the Preferred Alternative (Cont.)

Architectural Resource	Status	Effect
Shamrock Mills	NR-listed (Criteria A & C)	No Effect
Henry F. Shaffner House	Determined NR-eligible, Study-listed (Criteria B & C)	No Adverse Effect
Colonel William Allen Blair House	NR-listed, Locally Designated Landmark (Criteria A, B, & C)	No Effect
Hylehurst	NR-listed, Locally Designated Landmark (Criteria B & C)	No Effect
Indera-Mills	NR-listed (Criterion A)	No Effect
Arista Cotton Mill	NR-listed, Locally Designated Landmark (Criterion A)	No Effect
Brickenstein-Leinbach House	NR-listed, Locally Designated Landmark (Criterion C, Criteria Consideration B)	No Effect
Commercial Retail Building	Determined NR-eligible, Demolished (Criterion C)	No Effect
Winston-Salem Southbound Freight Warehouse and Office	NR-listed, Locally Designated Landmark (Criterion A)	No Adverse Effect
Salem Town Hall and Fire Station	NR-listed, Locally Designated Landmark (Criteria A & B)	No Effect
Winston-Salem City Hall	NR-listed, Locally Designated Landmark (Criteria A & C)	No Effect
Church-Cemetery Residential Historic District	Determined NR-eligible, (Criteria A & C)	No Effect
Salem Cemetery	Determined NR-eligible, Study-listed	No Effect
Old Salem Historic District	National Historic Landmark, NR-listed, Locally Designated Historic District (Criteria A, B, & C)	No Effect
Commercial Building (300 South Marshall Street)	Determined NR-eligible (Criteria A & C)	No Effect
Commercial Building (330-332 South Main Street)	Determined NR-eligible (Criteria A & C)	No Effect

Long Term (2040 Design Year) Off-Site Intersections Improvements. The project was analyzed for areas where permanent off-site improvements may be necessary in the design year, 2040, for both alternatives. Neither of the two (2) intersections locations with recommended improvements for the Preferred Alternative will affect historic properties.

NCDOT, HPO, Forsyth County Historic Resources Commission, and the Arts Council of Winston-Salem and Forsyth County, and City of Winston-Salem will work together on the plans for the retaining walls, bridges, and lighting to develop a unified design that incorporates public art in keeping with NCDOT’s and the City of Winston-Salem’s public art policies and the historic integrity of the PSA.

2. Archaeological Resources

The project was reviewed by the State Historic Preservation Office - Office of State Archaeology (OSA) in 1997, 2004 and 2013 with a recommendation of “no archaeological investigations required”. Based on the revised PSA, the NCDOT’s Archaeology Section did further archaeological investigations for this project and consultation with staff of the OSA in November 2014. The HPO concurred with the assessment that the project as currently proposed will have no effect upon archaeological resources and no archaeological investigation is warranted. However, if design plans change prior to construction, then additional consultation regarding archaeology will be required.

A memorandum dated December 12, 2014 from HPO concurring with recommendation of the NCDOT Archaeology Section is located in Appendix E.

C. SECTION 4(F) RESOURCES

Within the Area of Potential Effects (APE) there are seven (7) historic districts and seventeen (17) individual properties listed in or determined eligible for the National Register of Historic Places. For this project the APE and Direct Community Impact Area (DCIA) boundaries are synonymous with the PSA. The resources, their eligibility statuses and the effects are detailed in Table 16 above. Federal Highway Administration (FHWA) intends to use HPO’s concurrence of “No Adverse Effect” as the basis for a “de minimis” finding for Holly Avenue Historic District and Winston-Salem Southbound Freight Warehouse and Office, pursuant to Section 4(f), by signing of this Finding of No Significant Impact (FONSI). Table 18 below lists the historic resources with “No Adverse Effect”, as described in Section VIII.B.1, under Section 106 and impact/use regarding Section 4(f) within the PSA.

Table 18. Section 4(f) Resources, Relation to Resource and Use

Section 4(f) Resource	Relation to Resource	Use
West End Historic District (NR)	Project within existing Right-of-Way	No
West Fourth Street Historic District (NR)	Temporary Construction	No
West Salem Historic District (NR)	Temporary Construction Easement	No
Holly Avenue Historic District (NR)	Additional Right-of-Way for T-turnaround	de minimis
James Mitchell Rogers House (NR)	Temporary Construction Easement	No
Conrad Starbuck House (NR)	Temporary Construction Easement	No
Henry F. Shaffner House (NR) (SL)	Temporary Construction Easement	No
Winston-Salem Southbound Freight Warehouse and Office (NR)	Additional Right-of-Way for sidewalk widening	de minimis

D. PROJECT AESTHETIC ENHANCEMENTS

Aesthetic enhancements for the project have been developed by the project Bridge and Design Working Group (B&D WG), see Section VI.A.2.c [Working Group Meetings] and Section V.O [Project Enhancements] of the EA. The B&D WG has held two (2) meetings since the EA, prior to the Public Hearing, completing their work on developing bridge design elements (rails, lighting, retaining walls, sidewalks, other treatments), public art for the bridges (on the exterior of the bridges and along the cross street section of the bridge) and the Green Street Pedestrian bridge.

- One style of enhancement of the proposed replacement bridges, as viewed traveling on US 421/I-40 Business, includes a double arch bridge with decorative rail and stamped brick texture that is consistent with the brick found in many Winston-Salem establishments;
- Another style of enhancement of the proposed replacement bridges, as viewed traveling on US 421/I-40 Business, includes a single arch bridge with traditional rail and limestone texture to replicate some of the buildings in Old Salem;
- Enhancement for the cross street level of the proposed replacement bridges, as viewed traveling on the cross street, included either:
 - A traditional green rail, stamped herringbone-pattern sidewalk, and traditional light posts; or,
 - A decorative green rail, stamped herringbone-pattern sidewalk, and traditional light posts.

The B&D WG concluded the following:

- The decorative green rail was not compatible with the stamped brick texture;
- Incorporate artful designs into the bridges and/or retaining walls;
- If a decorative canopy is to be added to any of the bridges, than scones lighting in the rail pilasters should be utilized (no light posts); and,
- Pedestrian Bridges should be enhanced, i.e. arched or box trusses.

The renderings of the B&D WG work were presented at the Public Hearings for the public to state their preferences. The result of the public input is as follows:

- 56.5 percent favored the double arch bridges versus 35.5 percent for single arch bridges;
- 61.3 percent favored the stamped brick texture versus 30.6 percent for limestone texture;

- 51.6 percent favored the decorative green rail versus 41.9 percent for the traditional green rail;
- 88.7 percent favored lighting the bridges versus 8.1 percent for not lighting the bridges;

The recommendations of the B&D WG and the preferences of the public from the Public Hearing deviate from design guidelines the City of Winston-Salem has endorsed. The City of Winston-Salem has procured a consultant to develop unified enhancement vision which will consolidate the recommendations of the B&D WG, the preferences of the public from the Public Hearing and the design guidelines the City of Winston-Salem has endorsed.

Upon completion of the consultant's work NCDOT and the City of Winston-Salem will review the proposed enhancements for the project and determine the feasibility of implementing the enhancements and the cost share for the proposed enhancements. The City of Winston-Salem's participation in the cost of the enhancements will be per a municipal agreement prior to construction.

E. HAZARDOUS MATERIAL

This section presents the results of a hazardous material evaluation conducted along the above referenced project. Hazardous material impacts may include, but are not limited to, active and abandoned underground storage tank (UST) sites, hazardous waste sites, regulated landfills and unregulated dumpsites.

The Geographic Information System (GIS) was utilized to identify known sites of concern in relation to the project corridor. Since the Environmental Assessment (EA) a search of appropriate environmental agencies' databases and Sanborn Maps for the revised PSA was performed in November 26, 2014 to update and assist in evaluating sites identified during this study.

Based on the referenced search within the revised PSA, fourteen (14) sites may contain petroleum USTs, no Hazardous Waste Sites, no apparent landfills and four (4) geo environmental concerns and one (1) low geo environmental concern were identified within the project area. Preliminary site assessments will be conducted for all potentially contaminated sites within the proposed right-of-way prior to right-of-way acquisition. Potentially contaminated properties within the project area are presented on Figure 14 and Table 19 below.

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Table 19. Known or Potentially Hazardous Materials Sites within Project Study Area

Site No.	Site Name	Facility ID#	Location	Site Type	Project Impacted
1	Peters Creek Family Fare 375	0-016577 13311	601 Peters Creek Parkway	UST*	Yes
2	Tienda Juan Diego/Check 'n Go	0-015002 21649	515 Peters Creek Parkway	UST*	No
3	Filly's Gentlemen's Club	None Identified	400 Peters Creek Parkway	N/A ²	No
4	JJG II Tire	None Identified	399 Peters Creek Parkway	UST ¹	No
5	Priceless Rent-A-Car	N/A	375 Peters Creek Parkway	UST ¹	No
6	In' n Out Convenience Store	0-036448	110 South Broad Street	UST*	Yes
7	Huff's Broad Street Shell	0-015211 14235	101 South Broad Street	UST*	Yes
8	Fairway One Stop 7	0-015813	225 South Broad Street	UST*	No
9	Carolina Business Interiors	None Identified	210 S. Liberty Street	UST ¹	Yes
10	Former Store	None Identified	204 Crafton Street	UST ¹	No
11	Former West Salem Shell	0-015975	817 W. First Street	UST*	No
12	Former Store	None Identified	100 N. Broad Street	Geo Environmental concern	No
13	Gothic Cycles	None Identified	109 N. Green Street	Geo Environmental concern	No
14	Jumas People's Trading Company	None Identified	712 W. First Street	UST ¹	No
15	Closed Business	None Identified	128 N. Broad Street	UST ¹	No
16	Keicher's Garage	None Identified	214 W. Eighth Street	Geo Environmental concern	No
17	Jackson Auto Worx	0-016757 WS-67	811 N. Cherry Street	UST*	Yes
18	Former Gas Station	None Identified	817 N. Cherry Street	UST ¹	No
19	Rodem Cleaners	DSCA ID #: 340003	1221 W. Academy Street	Geo Environmental concern	No

* UST Section Registry

1 UST likely

2 Low Geo Environmental concern

Fourteen (14) of the nineteen (19) potentially contaminated properties within the PSA are not anticipated to be impacted by the Preferred Alternative or the Long Term Off-Site Intersection Improvements.

CHAPTER

IX

BASIS FOR FINDING OF NO SIGNIFICANT IMPACT

The Environmental Assessment (EA) documents a study of the impacts of the proposed project. Based upon this study and on comments received from federal, state, local agencies and the general public, it is the finding of the Federal Highway Administration (FHWA) that this project will not have a significant adverse impact upon the human or natural environment. No significant impacts to natural, social, ecological, cultural, economic, or scenic resources are expected. The proposed project is consistent with local plans. In addition, there has been extensive coordination among federal, state, and local agencies throughout the project development process. In view of this evaluation, it has been determined that a Finding of No Significant Impact (FONSI) is applicable for this project. Therefore, neither an Environmental Impact Statement nor further environmental analysis is required. The Summary of Findings for the project are listed in Table 20 below.

Table 20. Summary of Findings

Section of the EA	Significant Impact?
Impacts to Aquatic Communities	No. Prior to construction, an Erosion and Sedimentation Control Plan/Stormwater Pollution Prevention Plan will be developed for the preferred alternative in accordance with the NC Department of Environment and Natural Resources (NCDENR) publication Erosion and Sediment Control Planning and Design and the NCDOT's Best Management Practices for Protection of Surface Waters, to minimize any adverse impacts to aquatic communities. These Plans will be implemented and maintained throughout the construction period.
Water Resources	No. The construction activities associated with the project will follow NCDOT's Best Management Practices for Construction and Maintenance Activities. The standard sedimentation and erosion control measures adopted by NCDOT for the installation of bridges and culverts will be followed.
Jurisdictional Areas	No. It is anticipated impacts to jurisdictional surface waters will total approximately 90 linear feet and 0.00 acres of wetlands will be impacted as a result of this project. If on-site mitigation is not feasible NCDOT will coordinate with the Ecological Enhancement Program (EEP) to provide mitigation.

Table 20. Summary of Findings (Cont.)

Section of the EA	Significant Impact?
Federally Protected Species	<p>No.</p> <p>Endangered species addressed in the study area include red-cockaded woodpecker and the small-anthered bittercress. Species threatened due to similarity of appearance include the Bog Turtle. None of these species were found in the study area, suitable habitat is not present in the study area.</p> <p>A US Fish and Wildlife Service (USFWS) proposal for listing the Northern Long-eared Bat (<i>Myotis septentrionalis</i>) as an Endangered species was published in the Federal Register in October 2013. The listing will become effective on or before April, 2015. This species is included in USFWS’s current list of protected species for Forsyth County. NCDOT is working closely with the USFWS to understand how this proposed listing may impact NCDOT projects. NCDOT will continue to coordinate appropriately with USFWS to determine if this project will incur potential effects to the Northern long-eared bat, and how to address these potential effects, if necessary.</p>
Historic Architecture	<p>No.</p> <p>There are 24 historic resources located within the Project Study Area (PSA). During meetings with North Carolina State Historic Preservation Office (HPO), FHWA and NCDOT staff, it was agreed that the proposed improvements would have “No Effect” on 16 historic resources and “No Adverse Effect” on the remaining eight (8) historic resources provided that the conditions stated in the Concurrence Form for Assessment of Effects are met.</p>
Flood Hazard Evaluation	<p>No.</p> <p>The proposed project will not impact areas designated as 100-year floodplain/floodway zones for Peters Creek.</p>
Archaeology	<p>No.</p> <p>It was determined that significant archaeological resources are unlikely to be affected by the project.</p>
Section 4(f)	<p>No.</p> <p>Two (2) 4(f) resources will be impacted – Holly Avenue Historic District and Winston-Salem Southbound Freight Warehouse and Office. FHWA will use HPO’s call of “No Adverse Effect” as the basis of a “de minimis” finding for Holly Avenue Historic District and Winston-Salem Southbound Freight Warehouse and Office, pursuant to Section 4(f), by the signing of the FONSI.</p>
Relocations	<p>No.</p> <p>Right of way impacts will require the relocation of thirty-two (32) residences, ten (10) of which are minority, and one (1) business. All relocations will be carried out in accordance with Federal and State laws and regulations.</p> <p>NCDOT’s Relocation Assistance Program will be utilized to assist in finding replacement housing for residents relocated by the project. Appendix D in this document includes information on NCDOT’s relocation assistance program, as well as the relocation reports.</p>

Table 20. Summary of Findings (Cont.)

Section of the EA	Significant Impact?
Community Facilities & Services	<p>No.</p> <p>Notable temporary mobility impacts are likely during the two-year closure of US 421/I-40 Business; however, this is in keeping with the public's documented preference for higher impacts over a shorter period as opposed to lesser impacts over a longer period. Temporary closure of bridges across US 421/I-40 Business will have notable impacts on local traffic, transit users, bicyclists, and pedestrians that use the bridges regularly to access destinations on opposite sides of US 421/I-40 Business. These impacts will be mitigated by signed detour routes and wayfinding signage.</p>
Economic Impact	<p>No.</p> <p>The Preferred Alternative will change the way some businesses in the downtown area are accessed from US 421/I-40 Business. However, impacts to these businesses are expected to be minimal due to the availability of alternate routes. Potential impacts to businesses will be further minimized through the addition of wayfinding signage. To assist in minimizing business impacts as a result of the project, especially during the two-year closure of US 421/I-40 Business, NCDOT worked with the Winston-Salem Chamber of Commerce, the Downtown Winston-Salem Partnership (DWSP), the City of Winston-Salem and other entities to develop a post NEPA outreach plan to augment the current outreach efforts for the project.</p>
Noise	<p>No.</p> <p>Based on the refined preliminary design completed after the EA was signed, NCDOT has performed a Design Noise Report for the project. The Design Noise Report denotes 82 impacted noise receptors. There are eight identified noise study areas within the PSA as discussed in the EA. Based upon reasonableness criteria defined in the NCDOT Traffic Noise Abatement Policy, the barriers were preliminarily cost-effective and, therefore, were recommended for further detailed analysis during Final Project Design. The Noise Study Areas identified in the EA have been evaluated in detail, based upon available project design files. The resulting Design Noise Report dated September 8, 2014 includes detailed analyses of the noise walls and recommends they be incorporated into the project's final design, pending the results of public balloting and Federal Highway Administration approval.</p>
Air Quality	<p>No.</p> <p>The microscale carbon monoxide analysis determined that the project is in conformity with air quality standards. The localized levels of Mobile Source Air Toxics (MSAT) emissions for the preferred alternative could be higher relative to the No-Build Alternative however, on a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today.</p>
Farmlands	<p>No.</p> <p>There are no soils classified as prime, unique, or having state or local importance in the vicinity of the project. This project is not subject to Farmland Protection Policy Act (FPPA) requirements due to its location, within an urbanized area as defined by the US Census Bureau maps.</p>

Table 20. Summary of Findings (Cont.)

Section of the EA	Significant Impact?
Hazardous Materials	<p>No.</p> <p>A referenced search within the revised PSA found, fourteen (14) sites may contain petroleum Underground Storage Tank (USTs), no Hazardous Waste Sites, no apparent landfills and four (4) geo environmental concerns and one (1) low geo environmental concern were identified within the project area. Fourteen (14) of the nineteen (19) potentially contaminated properties within the project area are not anticipated to be impacted by the Preferred Alternative or the Long Term Off-Site Intersection Improvements. Preliminary site assessments will be conducted for all potentially contaminated sites within the proposed right-of-way prior to right-of-way acquisition.</p>
Section of the EA	Findings
Permits	<p>It is anticipated that the project will meet the conditions for a nationwide (14) permit. An individual permit may be required if impacts to Waters of the US exceed half an acre or impacts to an individual stream exceed 300 feet. If a Section 404 permit is required, then a Section 401 Water Quality Certification from the NC Department of Environment and Natural Resources, Division of Water Resources (NCDWR) will be needed. The US Army Corps of Engineers (USACE) holds the final discretion as to what permit will be required to authorize project construction.</p>
Mitigation for Jurisdictional Impacts	<p>Decisions regarding final mitigation plans for impacts to jurisdictional impacts will be made in cooperation with the Ecological Enhancement Program, the USACE, and the NCDWR.</p>

The following people may be contacted for additional information concerning this proposal and statement:

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 Telephone: (919) 856-4346

Richard W. Hancock, PE, Unit Manager
 Project Development and Environmental Analysis Unit
 NC Department of Transportation
 1548 Mail Service Center
 Raleigh, North Carolina 27699-1548
 Telephone: (919) 707-6000

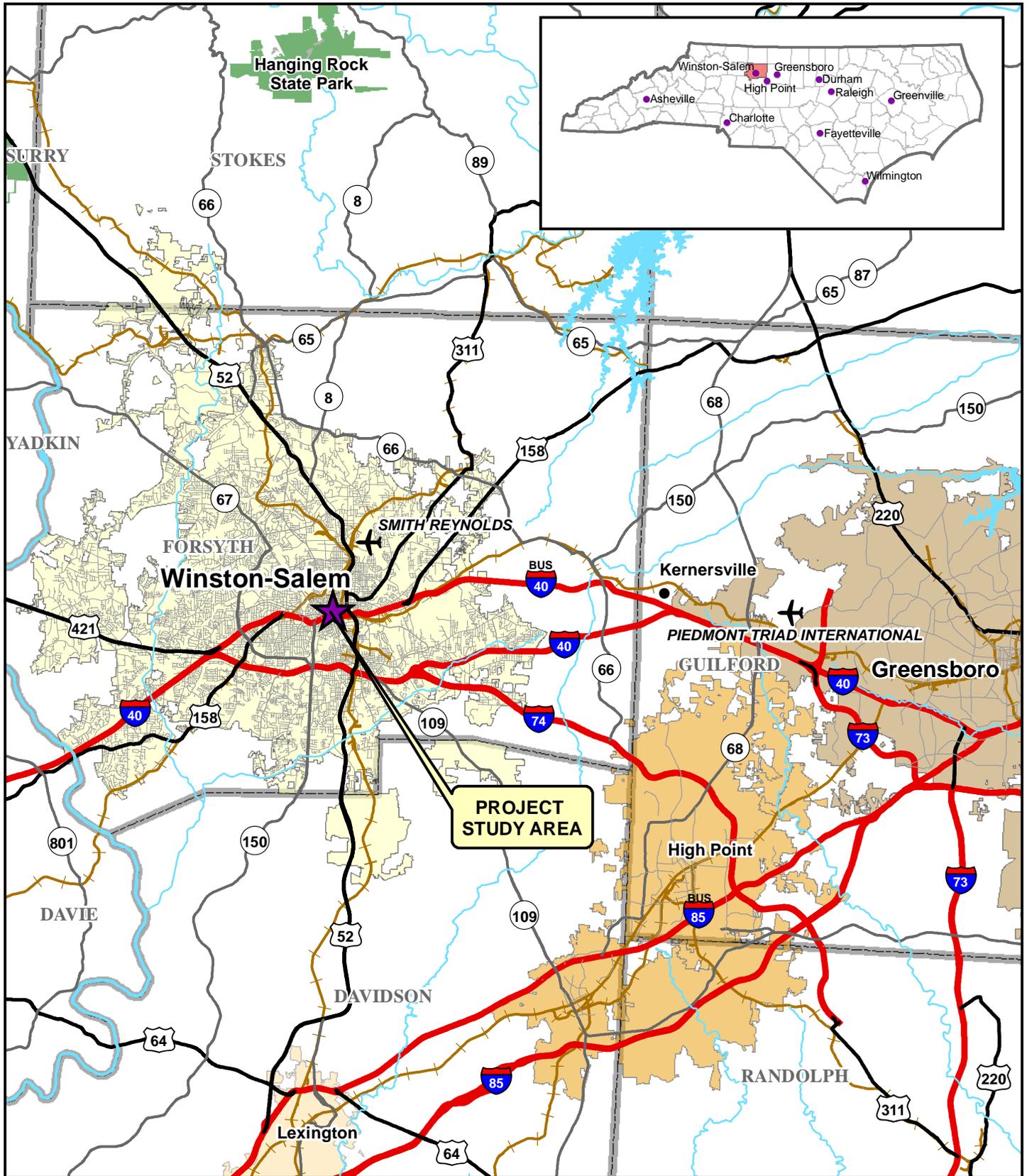
FIGURES



BUILDING THE FUTURE

Winston-Salem

BUSINESS 40



PROJECT LOCATION MAP

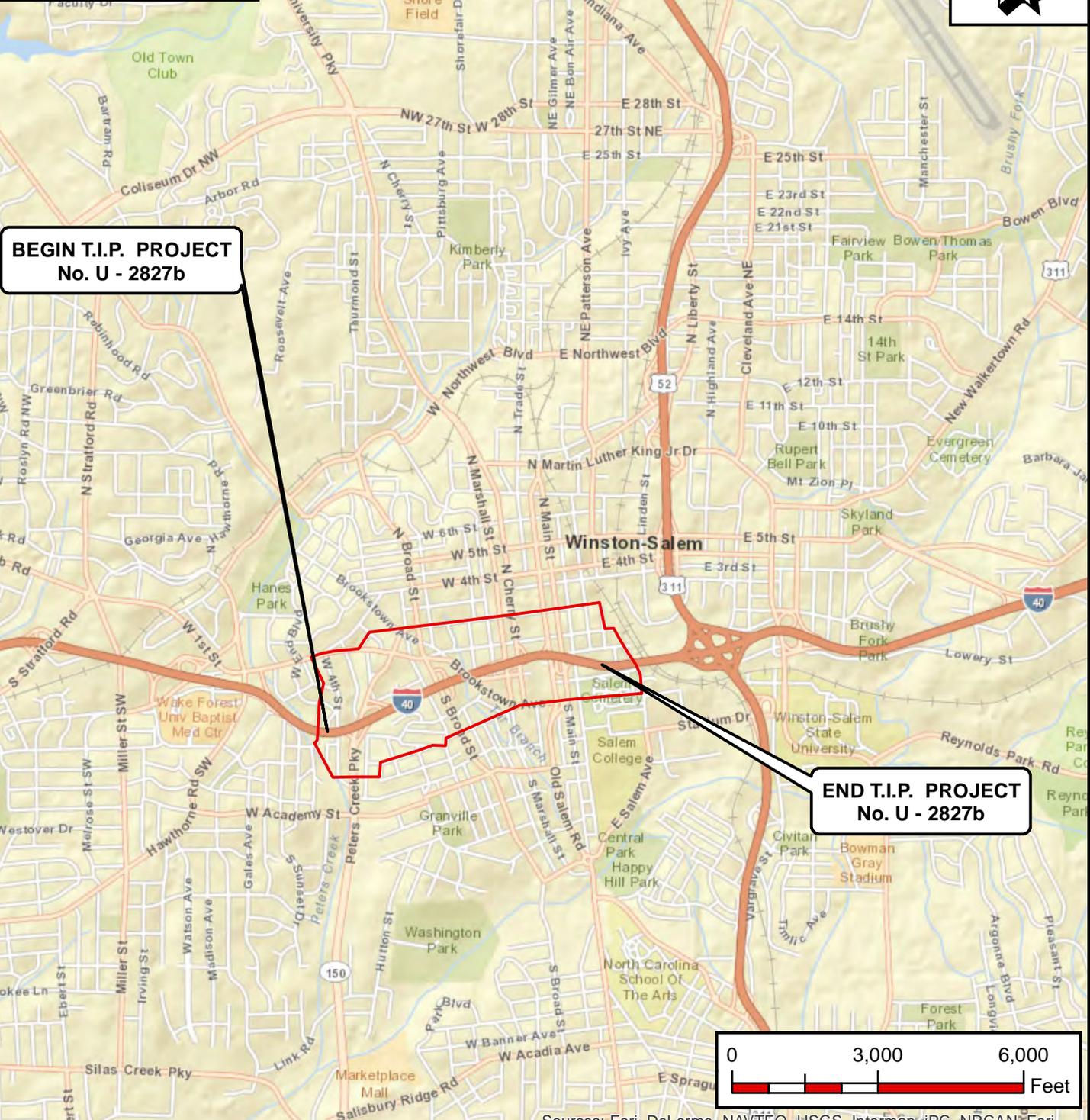
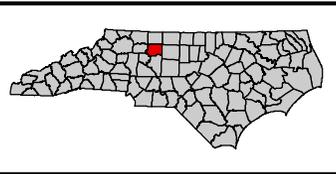
**US 421 PAVEMENT REHABILITATION,
REPLACEMENT OF BRIDGE NUMBERS 178,
278, 286, 288, 291, 293, 305, 312, 313, 336
AND VARIOUS SAFETY IMPROVEMENTS
FROM WEST OF FOURTH STREET TO
EAST OF CHURCH STREET
FORSYTH COUNTIES
TIP PROJECT U-27827b**



NORTH CAROLINA DEPARTMENT
OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT AND
ENVIRONMENTAL ANALYSIS UNIT

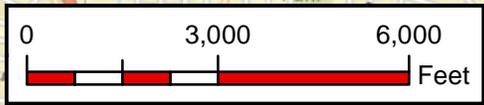
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Div:	9	TIP#U-2827b
WBS:	34872.1.1	
Date:	January 2014	

**Figure
1**



**BEGIN T.I.P. PROJECT
No. U - 2827b**

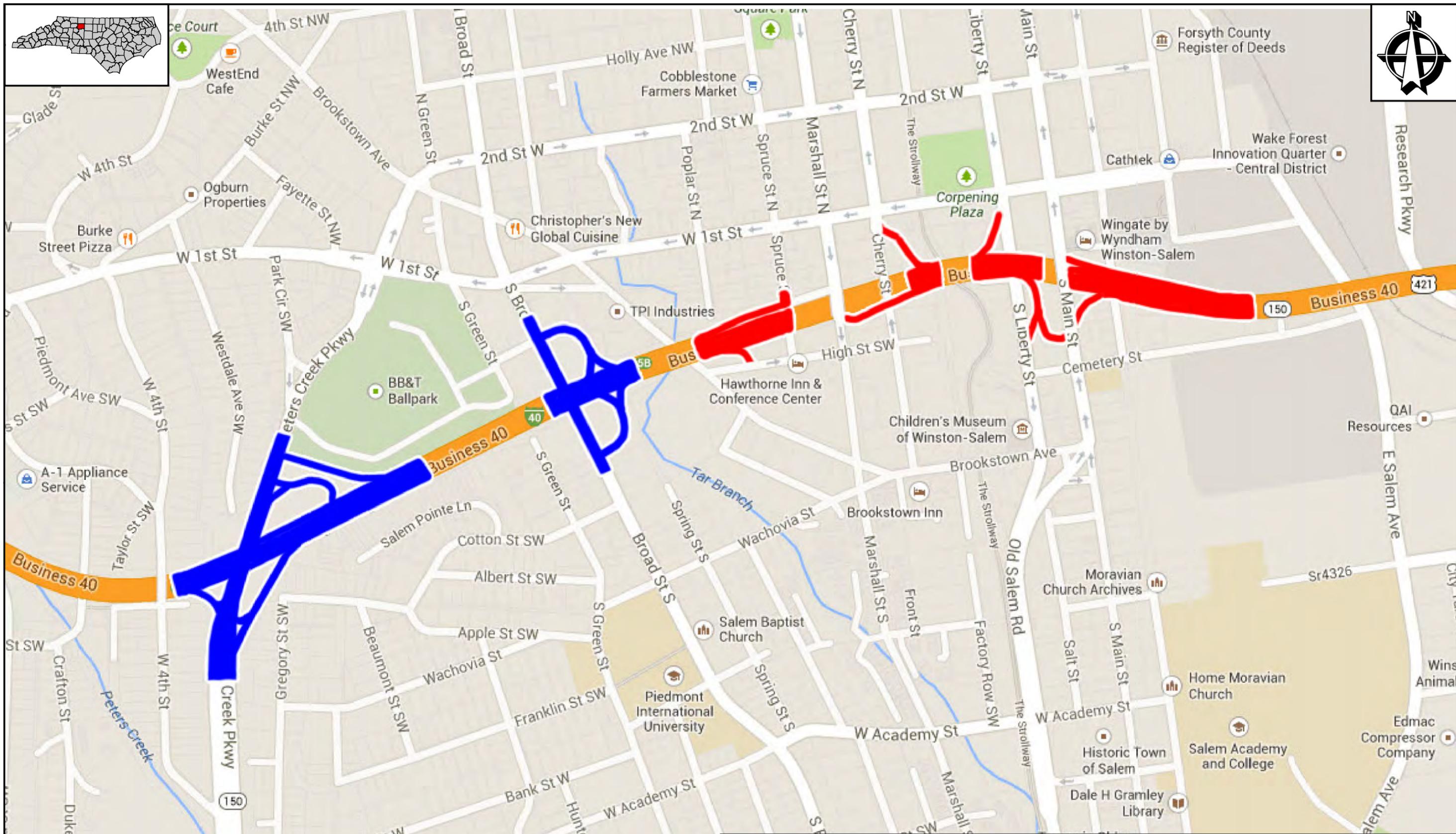
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No. U - 2827b**



Sources: Esri, Delorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri

 <p>NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS UNIT</p>	VICINITY MAP US 421 PAVEMENT REHABILITATION, REPLACEMENT OF BRIDGE NUMBERS 178, 278, 286, 288, 291, 293, 305, 312, 313, 336 AND VARIOUS SAFETY IMPROVEMENTS FROM WEST OF FOURTH STREET TO EAST OF CHURCH STREET FORSYTH COUNTIES TIP PROJECT U-27827b		County: FORSYTH	Figure 2
	Div: 9	TIP#U-2827b		
	WBS: 34872.1.1			
	Date: January 2014			

By: J.TORTORELLA



LEGEND

- EXISTING FULL INTERCHANGE
- EXISTING PARTIAL INTERCHANGE

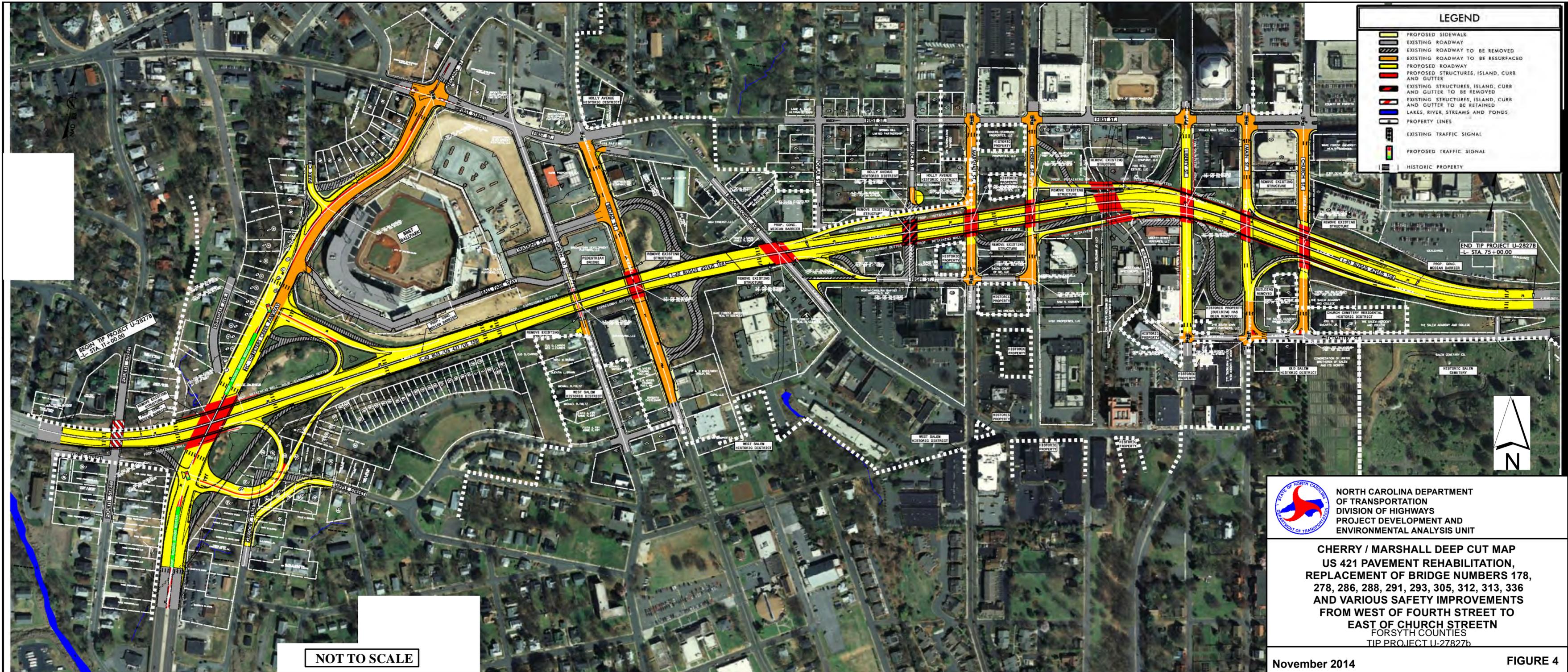


NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS UNIT

EXISTING INTERCHANGES MAP
US 421 PAVEMENT REHABILITATION,
REPLACEMENT OF BRIDGE NUMBERS 178,
278, 286, 288, 291, 293, 305, 312, 313, 336
AND VARIOUS SAFETY IMPROVEMENTS
FROM WEST OF FOURTH STREET TO
EAST OF CHURCH STREET
FORSYTH COUNTIES
TIP PROJECT U-27827b

County:	FORSYTH
Div:	9
TIP#:	U-2827b
WBS:	34872.1.1
Date:	January 2014

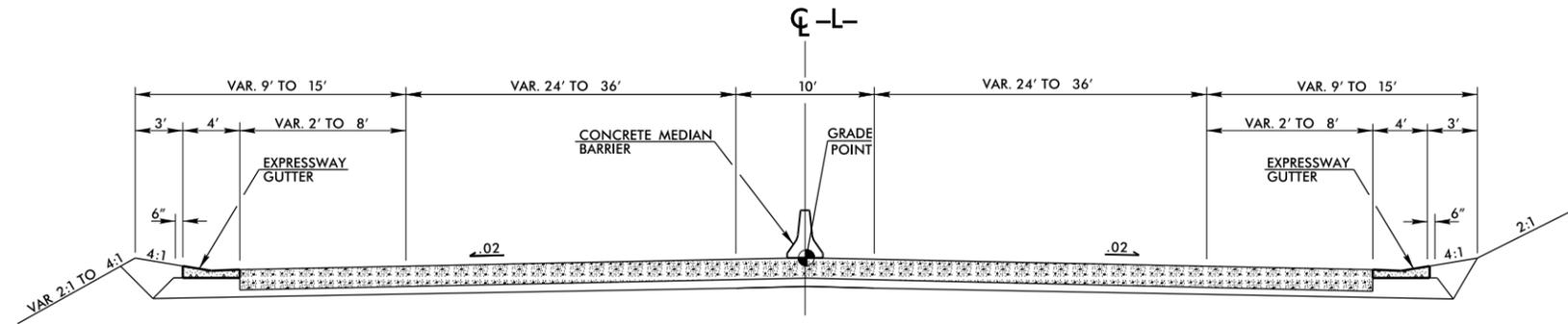
Figure 3



6/2/09

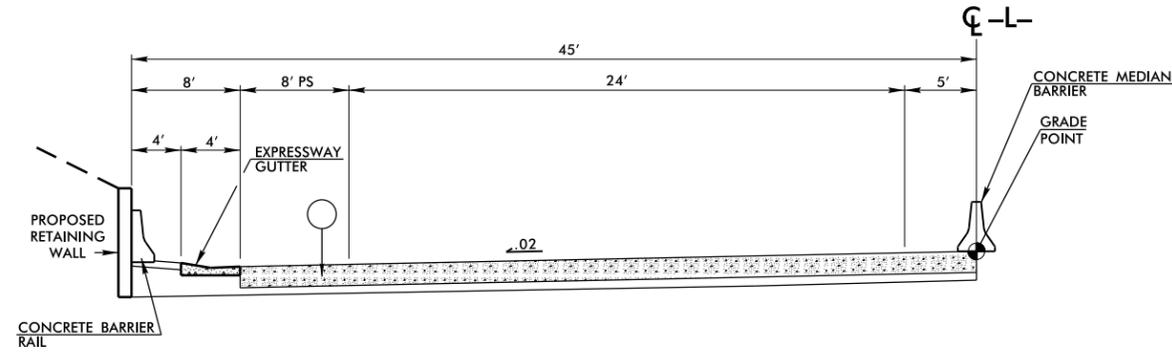
US 421/40 BUSINESS -L-

PROJECT REFERENCE NO. U-2827B	SHEET NO. 2
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
INCOMPLETE PLANS DO NOT USE FOR ACQUISITION	
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	

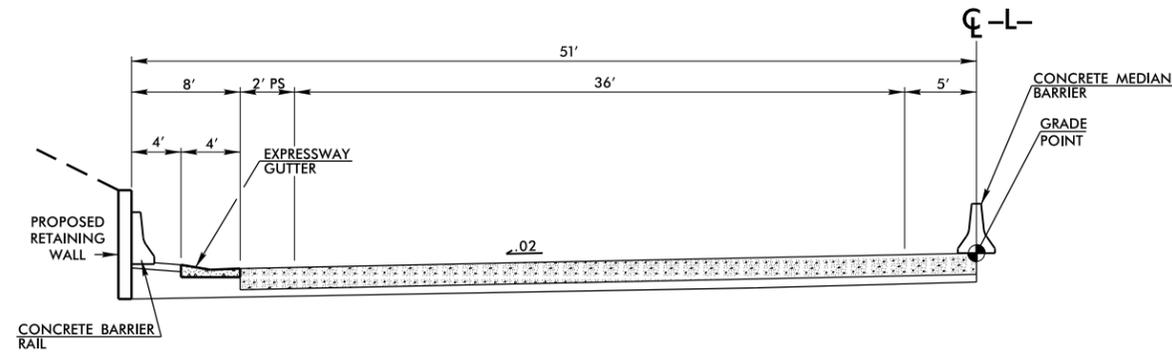


TYPICAL SECTION WITHOUT RETAINING WALL

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DETAIL SHOWING PROPOSED RETAINING WALL



DETAIL SHOWING PROPOSED RETAINING WALL

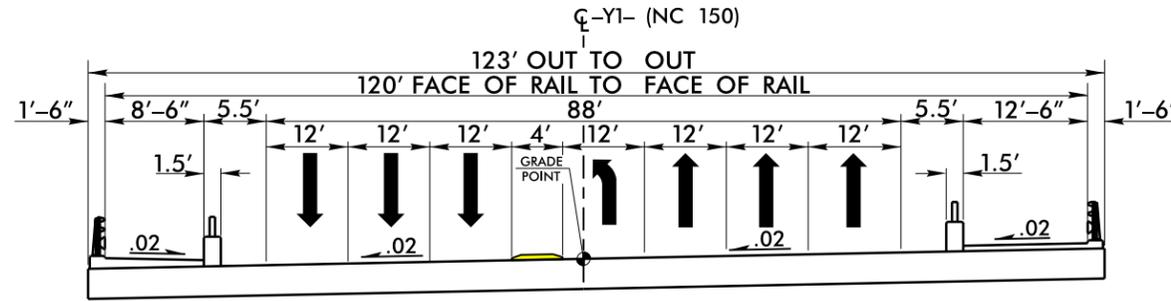
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Figure 5a

NOT TO SCALE

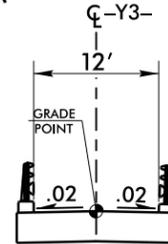
6/2/09

BRIDGE NO. 278 -Y1- (NC 150) OVER -L- (US 421)



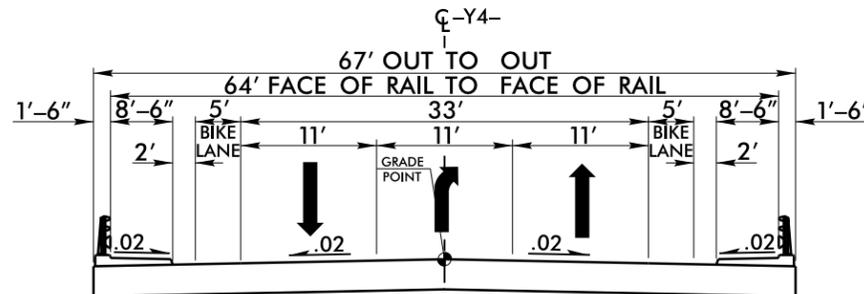
NOTE: ALL TRAVEL LANES WILL BE 12'
TYPICAL SECTION ON BRIDGE NO. 278

PROPOSED PEDESTRIAN BRIDGE BRIDGE NO. 286 -Y3- (GREEN STREET) OVER -L- (US 421)



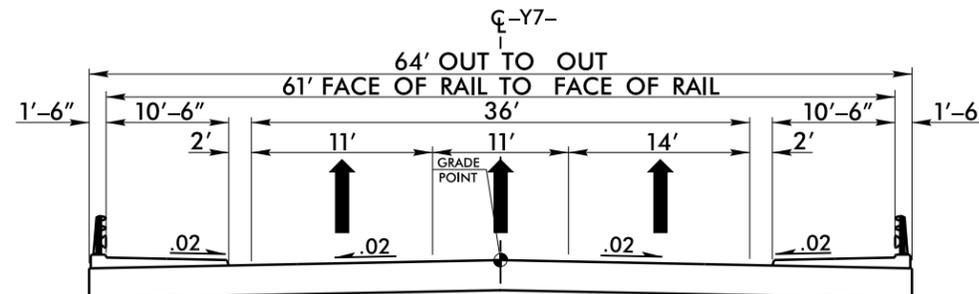
TYPICAL SECTION ON BRIDGE NO. 286

BRIDGE NO. 178 -Y4- (BROAD STREET) OVER -L- (US 421)



TYPICAL SECTION ON BRIDGE NO. 178

BRIDGE NO. 293 -Y7- (MARSHALL STREET) OVER -L- (US 421)



TYPICAL SECTION ON BRIDGE NO. 293

PROJECT REFERENCE NO. <i>U-2827B</i>	SHEET NO. <i>2-?</i>
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
INCOMPLETE PLANS DO NOT USE FOR ACQUISITION PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	

NCDOT REVISED DESIGN

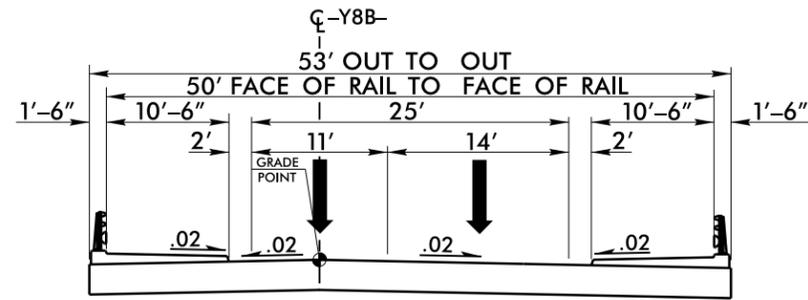
27-FEB-2015 14:49
R:\Roadway\Estimate\Functional\Cost_Share\U2827B_RdY_Str.-typ.dgn
\$\$\$\$\$PRINTER\$\$\$\$\$

Figure 5b

NOT TO SCALE

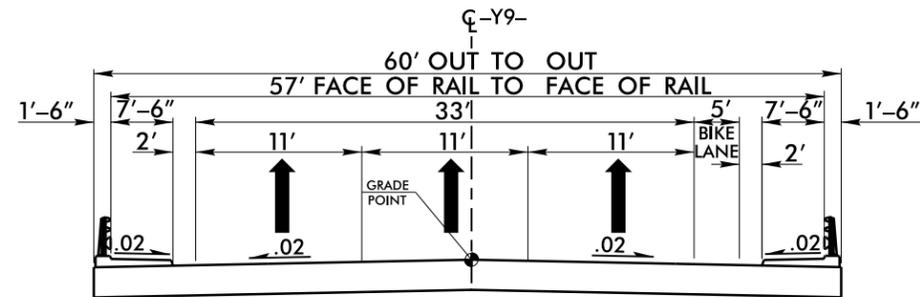
6/2/09

BRIDGE NO. 305 -Y8B- (CHERRY STREET) OVER -L- (US 421)



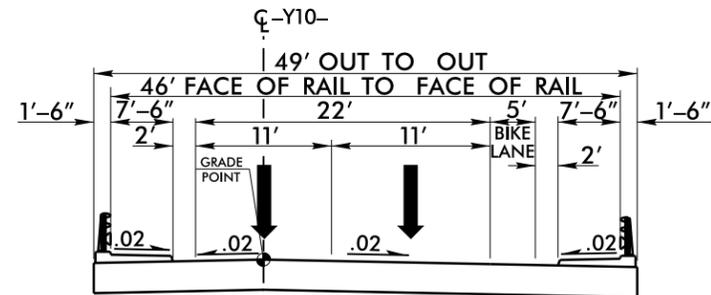
TYPICAL SECTION ON BRIDGE NO. 178

-Y9- (LIBERTY STREET) OVER -L- (US 421)



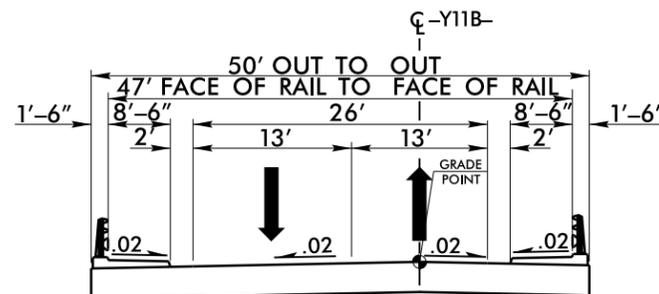
TYPICAL SECTION ON BRIDGE NO. 293

BRIDGE NO. 313 -Y10- (MAIN STREET) OVER -L- (US 421)



TYPICAL SECTION ON BRIDGE NO. 178

BRIDGE NO. 336 -Y11B- (CHURCH STREET) OVER -L- (US 421)



TYPICAL SECTION ON BRIDGE NO. 178

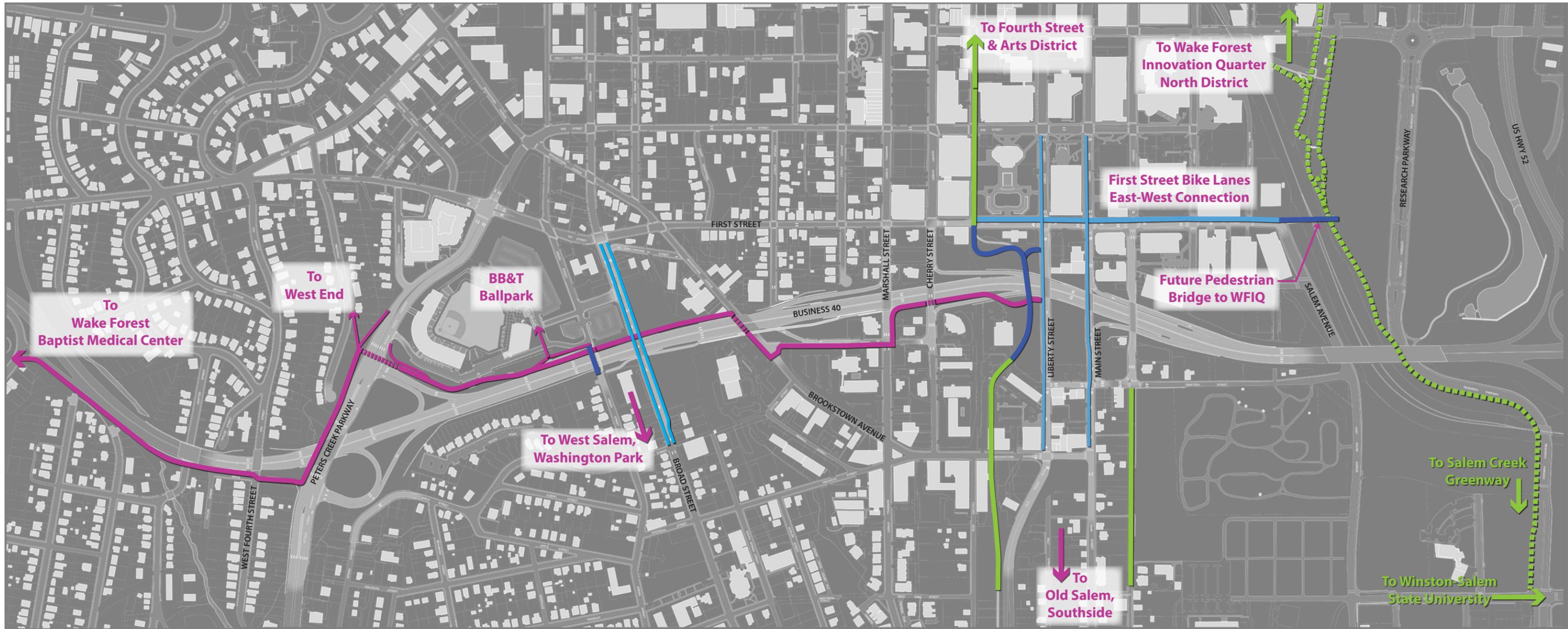
PROJECT REFERENCE NO. <i>U-2827B</i>	SHEET NO. <i>2-?</i>
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
INCOMPLETE PLANS DO NOT USE FOR ACQUISITION	
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	

NCDOT REVISED DESIGN

27-FEB-2015 14:52
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\$\$\$\$\$PRN\$\$\$\$\$

Figure 5c

NOT TO SCALE

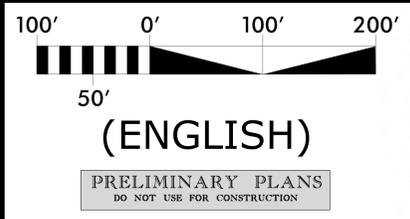


Legend

- █ U-2827B Proposed Bicycle and Pedestrian Facilities (Green Street and Strollway Relocation)
- █ Multi-Use Path (MUP)
- █ Proposed Bicycle Lanes
- █ Existing Multi-Use Paths
- - - Proposed Multi-Use Paths (Other)

FIGURE 6

COMBINED PUBLIC HEARING MAP
 PROJECT 34872.1.1 (U-2827B)
 F. A. PROJECT NHF-421(5)
 FORSYTH COUNTY
 US 421 PAVEMENT REHABILITATION,
 REPLACEMENT OF BRIDGE NUMBERS
 178, 278, 286, 288, 291, 293, 305, 312, 313, 336
 AND VARIOUS SAFETY IMPROVEMENTS
 FROM WEST OF FOURTH STREET TO
 EAST OF CHURCH STREET
ACADEMY STREET IMPROVEMENTS

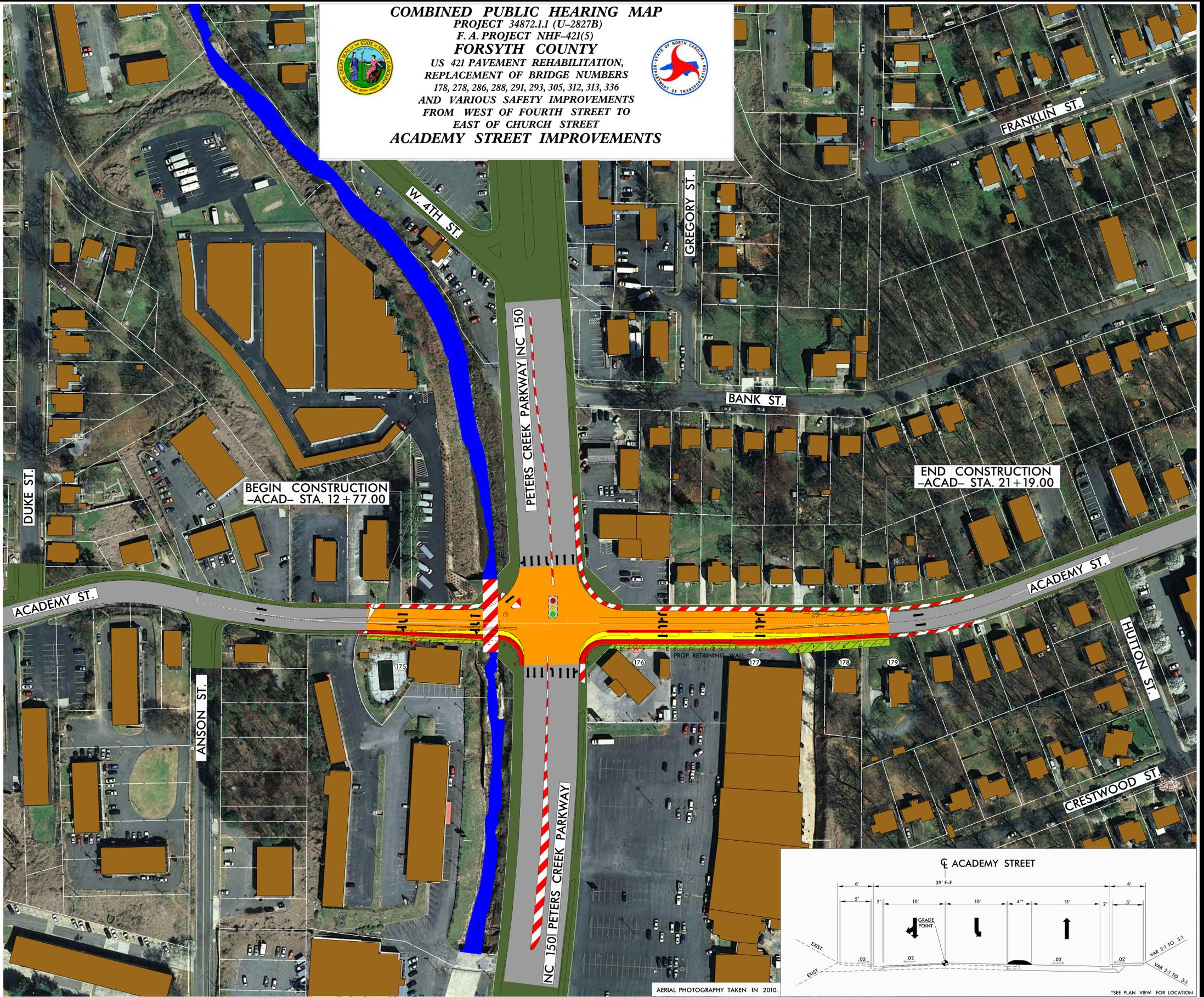


- 175 KRystal CORPORATION
- 176 FOWLER M. M. INC.
- 177 ACADEMY INC.
- 178 EBH LLC.
- 179 THREE PROPERTIES LLC



LEGEND

	BUILDINGS
	EXISTING RIGHT OF WAY
	PROPOSED RIGHT OF WAY
	PROPOSED EASEMENTS (DRAINAGE, CONSTRUCTION, AND UTILITY)
	EXISTING ROADWAY
	EXISTING ROADWAY TO BE REMOVED
	EXISTING ROADWAY TO BE RESURFACED
	PROPOSED ROADWAY
	PROPOSED STRUCTURES, ISLAND, CURB AND GUTTER
	EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE RETAINED
	EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE REMOVED
	LAKES, RIVER, STREAMS AND PONDS
	EXISTING UTILITY EASEMENT
	PROPOSED CONTROL OF ACCESS
	PROPOSED RIGHT OF WAY
	EXISTING CONTROL OF ACCESS
	FUTURE ADT
	EXISTING TRAFFIC SIGNAL
	PROPOSED TRAFFIC SIGNAL
	HISTORIC PROPERTY
	PROPERTY LINES

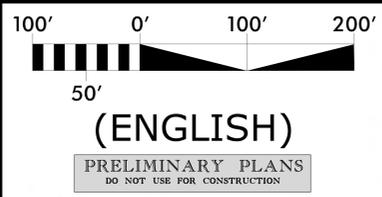


COMBINED PUBLIC HEARING MAP
 PROJECT 34872.1.1 (U-2827B)
 F. A. PROJECT NHF-421(5)
 FORSYTH COUNTY
 US 421 PAVEMENT REHABILITATION,
 REPLACEMENT OF BRIDGE NUMBERS
 178, 278, 286, 288, 291, 293, 305, 312, 313, 336
 AND VARIOUS SAFETY IMPROVEMENTS
 FROM WEST OF FOURTH STREET TO
 EAST OF CHURCH STREET
ACADEMY STREET IMPROVEMENTS

COMBINED PUBLIC HEARING MAP
 PROJECT 34872.1.1 (U-2827B)
 F. A. PROJECT NHF-421(5)
 FORSYTH COUNTY
 US 421 PAVEMENT REHABILITATION,
 REPLACEMENT OF BRIDGE NUMBERS
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 AND VARIOUS SAFETY IMPROVEMENTS
 FROM WEST OF FOURTH STREET TO
 EAST OF CHURCH STREET
ACADEMY STREET IMPROVEMENTS

FIGURE 7

COMBINED PUBLIC HEARING MAP
 PROJECT 34872.1.1 (U-2827B)
 F.A. PROJECT NHF-421(5)
 FORSYTH COUNTY
 US 421 PAVEMENT REHABILITATION,
 REPLACEMENT OF BRIDGE NUMBERS
 178, 278, 286, 288, 291, 293, 305, 312, 313, 336
 AND VARIOUS SAFETY IMPROVEMENTS
 FROM WEST OF FOURTH STREET TO
 EAST OF CHURCH STREET
N. MARTIN LUTHER KING JR. DR. IMPROVEMENTS



COMBINED PUBLIC HEARING MAP
 PROJECT 34872.1.1 (U-2827B)
 F.A. PROJECT NHF-421(5)
 FORSYTH COUNTY
 US 421 PAVEMENT REHABILITATION,
 REPLACEMENT OF BRIDGE NUMBERS
 178, 278, 286, 288, 291, 293, 305, 312, 313, 336
 AND VARIOUS SAFETY IMPROVEMENTS
 FROM WEST OF FOURTH STREET TO
 EAST OF CHURCH STREET
N. MARTIN LUTHER KING JR. DR. IMPROVEMENTS

- 150 WALTER H. REICHERT AND VIRGINIA W. REICHERT REVOCABLE TRUST
- 151 CITY OF WINSTON-SALEM
- 152 CITY OF WINSTON-SALEM
- 153 CITY OF WINSTON-SALEM
- 154 WILLIAM B. ELLIOTT, JR. MARY ELLIOTT FRANKLIN D. ELLIOTT BETTIE W. ELLIOTT LILLIAN D. ELLIOTT
- 155-169 CITY OF WINSTON-SALEM
- 170 ANDREW W. KEICHER

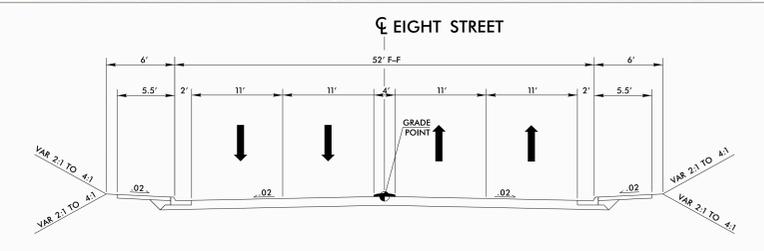


BEGIN CONSTRUCTION
 -Y7- STA. 10+21.21

END CONSTRUCTION
 -Y14- STA. 24+58.00

BEGIN CONSTRUCTION
 -Y14- STA. 11+91.82

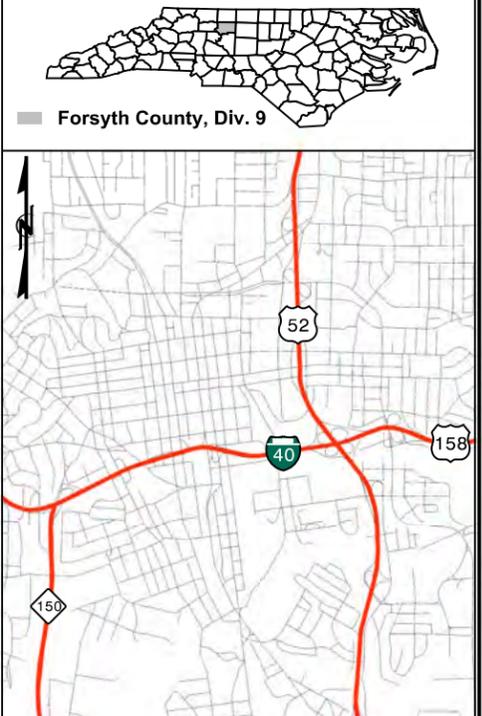
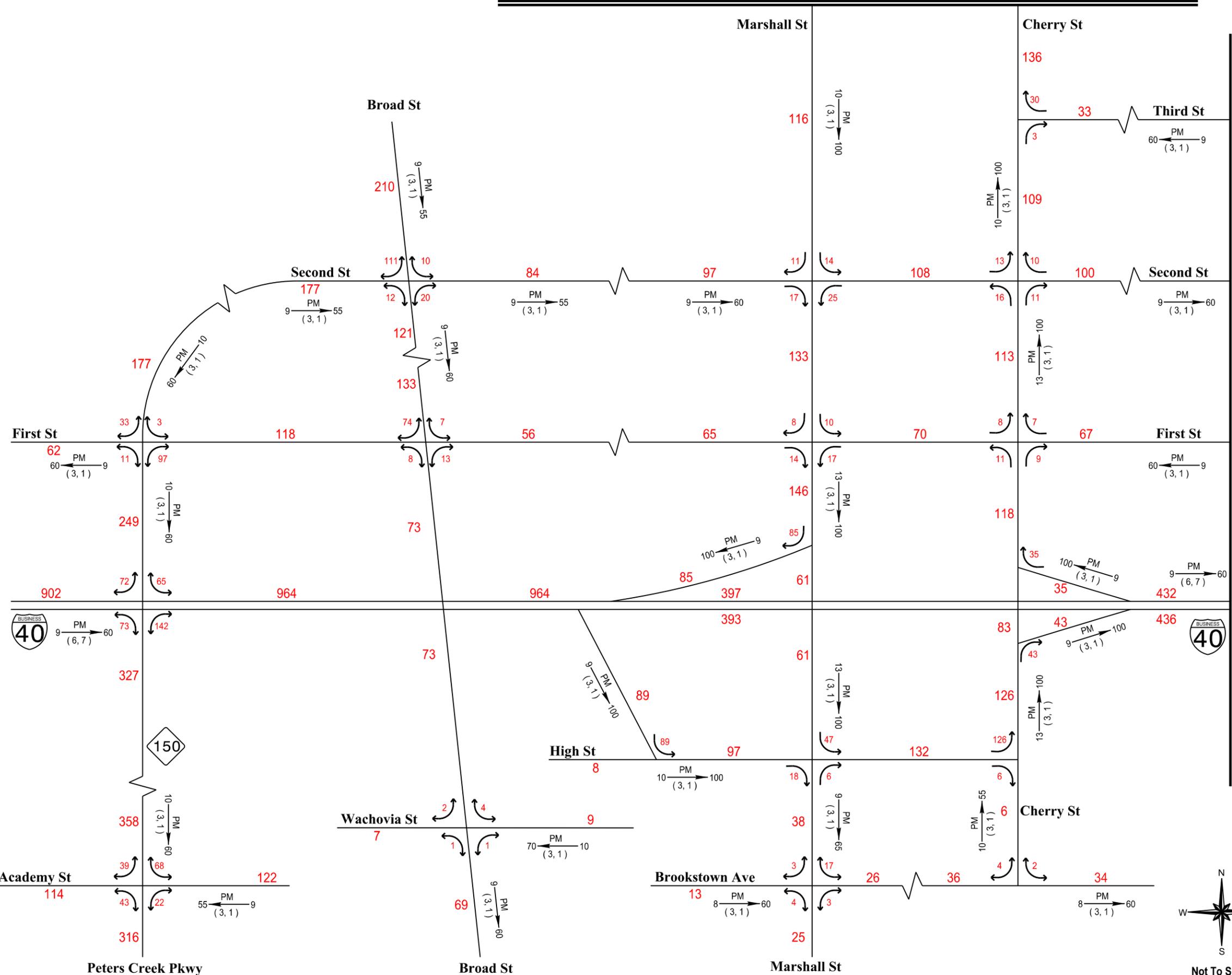
- LEGEND**
- BUILDINGS
 - EXISTING RIGHT OF WAY
 - PROPOSED RIGHT OF WAY
 - PROPOSED EASEMENTS (DRAINAGE, CONSTRUCTION, AND UTILITY)
 - EXISTING ROADWAY
 - EXISTING ROADWAY TO BE REMOVED
 - EXISTING ROADWAY TO BE RESURFACED
 - PROPOSED ROADWAY
 - PROPOSED STRUCTURES, ISLAND, CURB AND GUTTER
 - EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE RETAINED
 - EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE REMOVED
 - LAKES, RIVER, STREAMS AND PONDS
 - EXISTING UTILITY EASEMENT
 - PROPOSED CONTROL OF ACCESS
 - PROPOSED RIGHT OF WAY
 - EXISTING CONTROL OF ACCESS
 - FUTURE ADT
 - EXISTING TRAFFIC SIGNAL
 - PROPOSED TRAFFIC SIGNAL
 - HISTORIC PROPERTY
 - PROPERTY LINES



COMBINED PUBLIC HEARING MAP
 PROJECT 34872.1.1 (U-2827B)
 F.A. PROJECT NHF-421(5)
 FORSYTH COUNTY
 US 421 PAVEMENT REHABILITATION,
 REPLACEMENT OF BRIDGE NUMBERS
 178, 278, 286, 288, 291, 293, 305, 312, 313, 336
 AND VARIOUS SAFETY IMPROVEMENTS
 FROM WEST OF FOURTH STREET TO
 EAST OF CHURCH STREET
N. MARTIN LUTHER KING JR. DR. IMPROVEMENTS

FIGURE 8

MATCHLINE B



2040

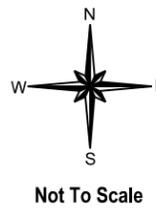
ANNUAL AVERAGE
DAILY TRAFFIC FORECASTS
FUTURE BUILD CONDITIONS
PREFERRED ALTERNATIVE
FIGURE 9
SHEET 1 OF 3

LEGEND

DHV $\xrightarrow{\text{PM}}$ D
(d,t)

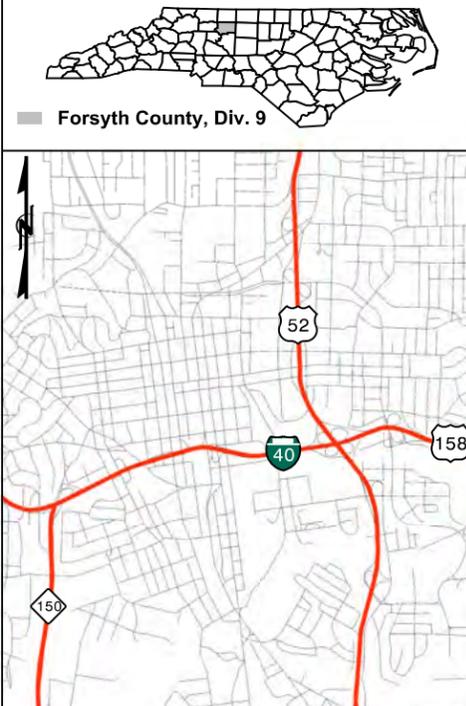
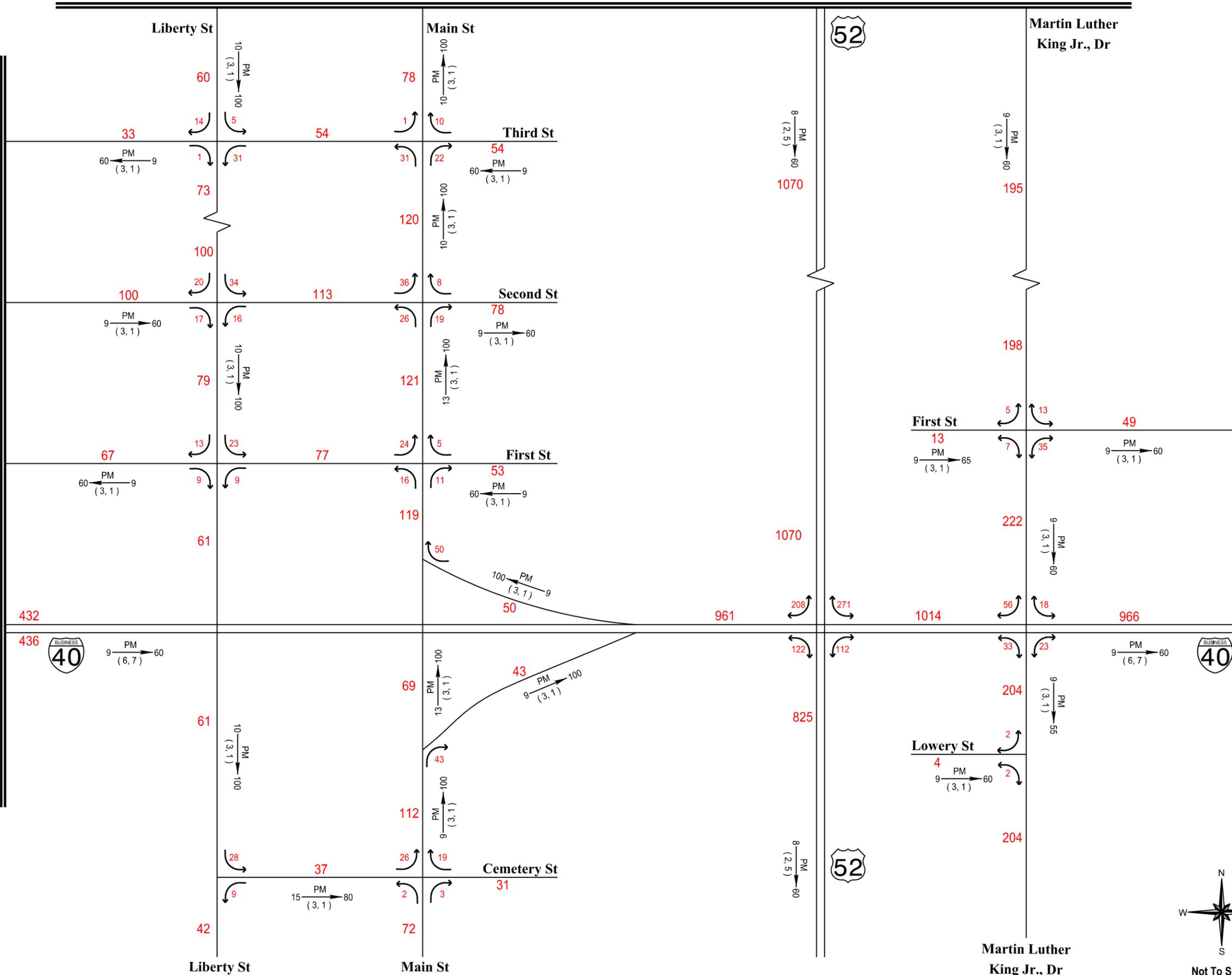
000 No. of Vehicles Per Day in 100's
DHV Design Hourly Volume (%)
D Peak Hour Directional Split (%)
PM PM Peak Period
→ Direction of D
(d,t) Duals, TT-ST's (%)

TIP: U-2827 B	WBS: 34872.1.1
COUNTY: Forsyth	DIVISION: 9
DATE: June 2013	
PREPARED BY: RS&H	
LOCATION: Reconstruct Business 40 between Fourth Street and Church Street	
PROJECT: Business 40 Reconstruction Study	



MATCHLINE B

MATCHLINE A



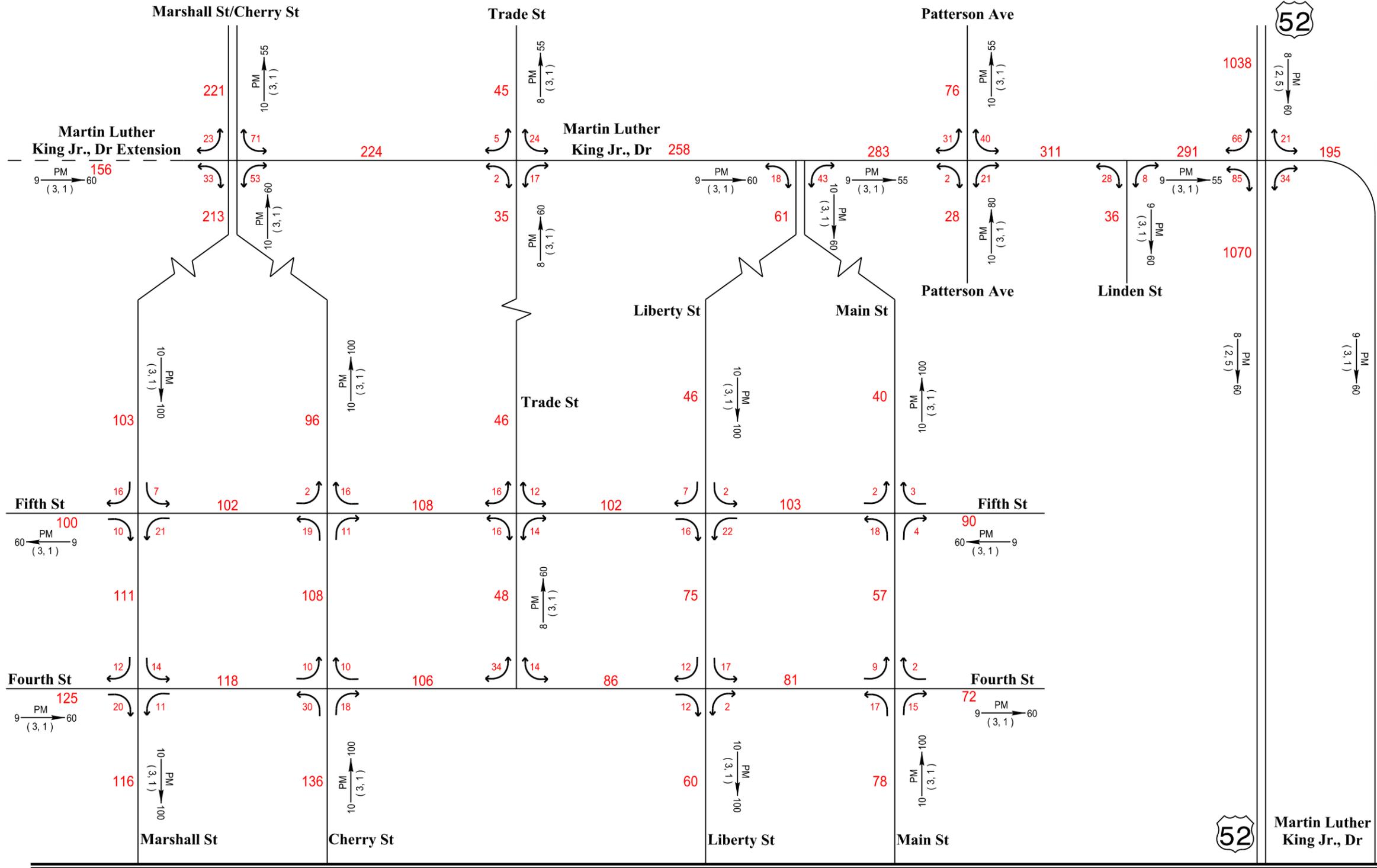
2040

ANNUAL AVERAGE
DAILY TRAFFIC FORECASTS
FUTURE BUILD CONDITIONS
PREFERRED ALTERNATIVE
FIGURE 9
SHEET 2 OF 3

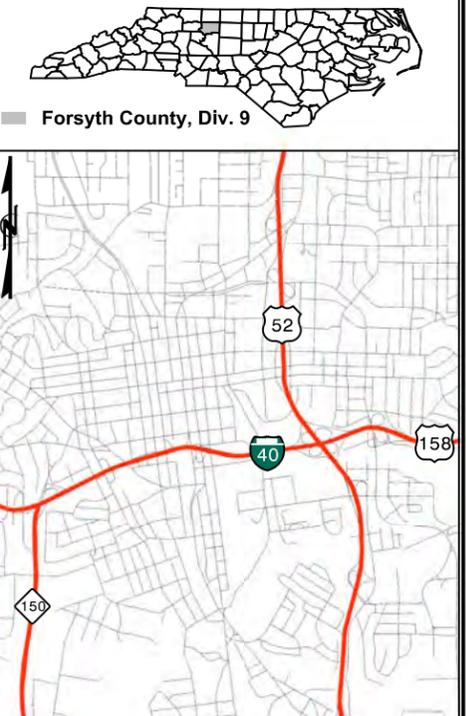
- LEGEND**
- DHV $\xrightarrow{\text{PM}} \rightarrow$ D
(d,t)
- 000 No. of Vehicles Per Day in 100's
 - DHV Design Hourly Volume (%)
 - D Peak Hour Directional Split (%)
 - PM PM Peak Period
 - \rightarrow Direction of D
 - (d,t) Duals, TT-ST's (%)

TIP: U-2827 B	WBS: 34872.1.1
COUNTY: Forsyth	DIVISION: 9
DATE: June 2013	
PREPARED BY: RS&H	
LOCATION: Reconstruct Business 40 between Fourth Street and Church Street	
PROJECT: Business 40 Reconstruction Study	





MATCHLINE B



2040

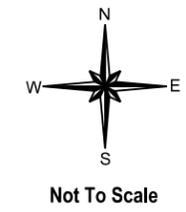
ANNUAL AVERAGE
DAILY TRAFFIC FORECASTS
FUTURE BUILD CONDITIONS
PREFERRED ALTERNATIVE
FIGURE 9
SHEET 3 OF 3

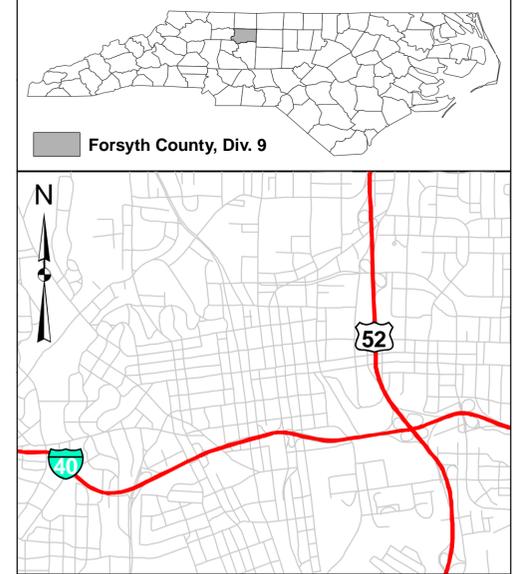
- LEGEND**
- DHV $\frac{PM}{(d,t)} \rightarrow D$
 - 000 No. of Vehicles Per Day in 100's
 - DHV Design Hourly Volume (%)
 - D Peak Hour Directional Split (%)
 - PM PM Peak Period
 - \rightarrow Direction of D
 - (d,t) Duals, TT-ST's (%)

TIP: U-2827 B WBS: 34872.1.1
 COUNTY: Forsyth DIVISION: 9
 DATE: June 2013

PREPARED BY: RS&H
 LOCATION:
 Reconstruct Business 40 between
 Fourth Street and Church Street

PROJECT:
 Business 40 Reconstruction Study





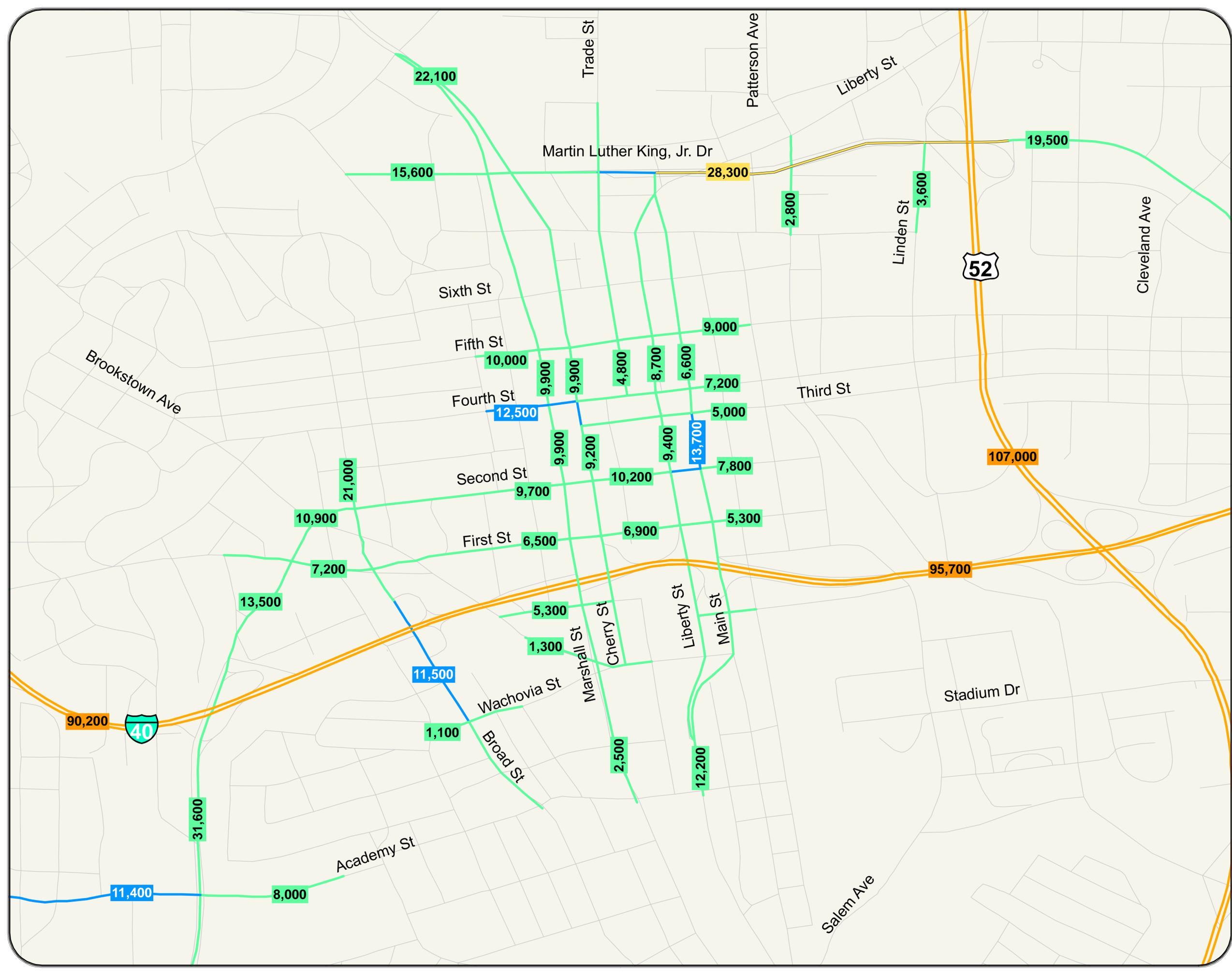
2040 No Build Conditions
Daily Traffic Flow
Figure 10

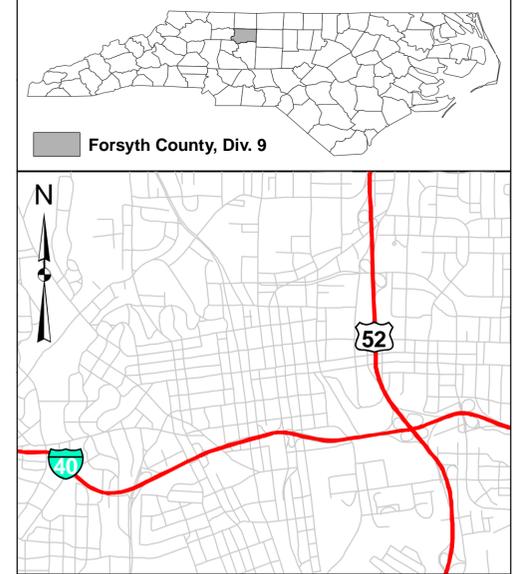
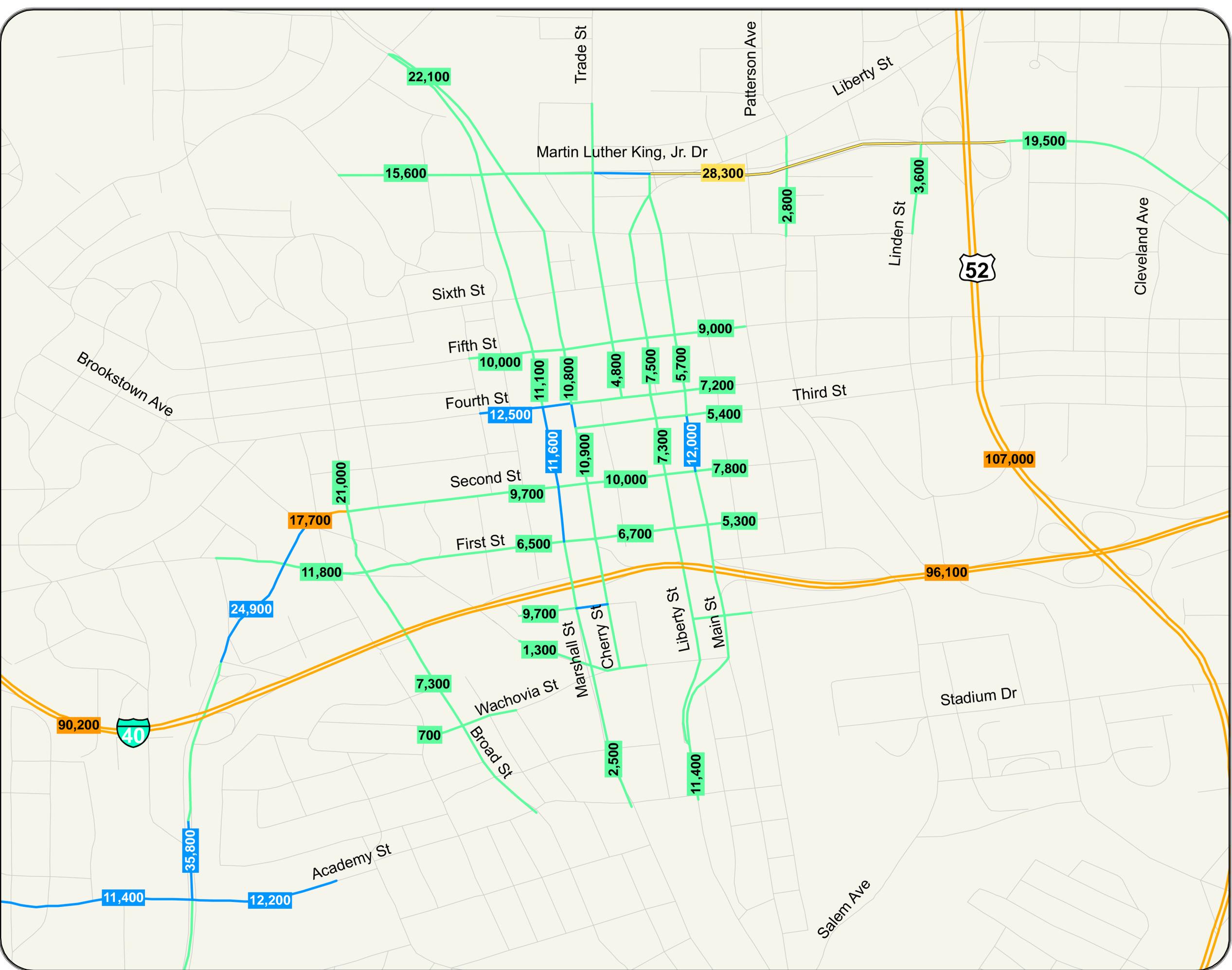
Legend

Level Of Service

- A-C
- D
- E
- F
- Local Roads

TIP: U-2827 B	WBS: 34872.1.1
COUNTY: Forsyth	DIVISION: 9
DATE: January 2014	
PREPARED BY: RS&H	
LOCATION: Reconstruct Business 40 between Fourth Street and Church Street	
PROJECT: Business 40 Reconstruction Study	





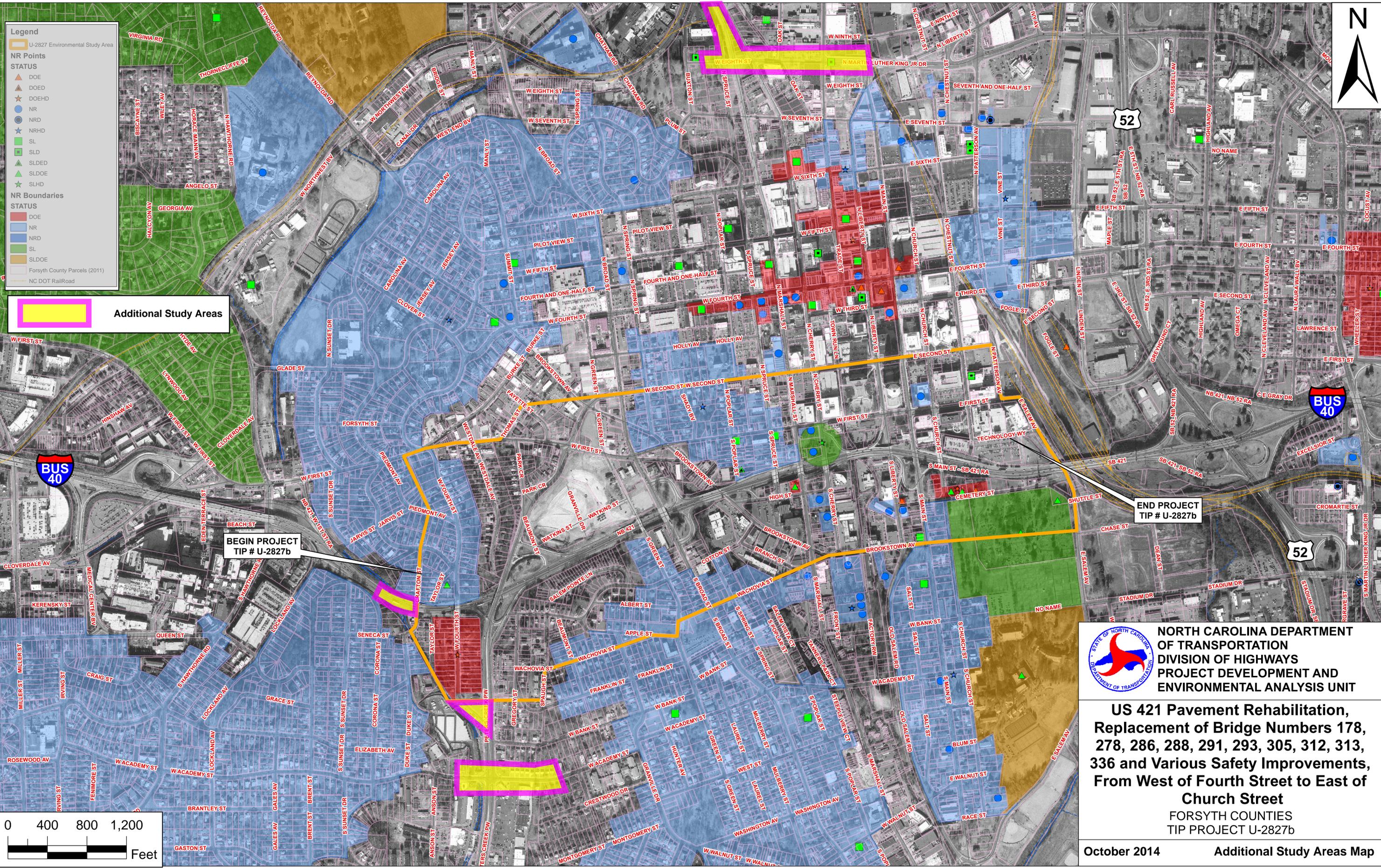
2040 Build Conditions Preferred Alternative
Daily Traffic Flow
Figure 11

Legend

Level Of Service

- A-C
- D
- E
- F
- Local Roads

TIP: U-2827 B	WBS: 34872.1.1
COUNTY: Forsyth	DIVISION: 9
DATE: January 2014	
PREPARED BY: RS&H	
LOCATION: Reconstruct Business 40 between Fourth Street and Church Street	
PROJECT: Business 40 Reconstruction Study	



Legend

U-2827 Environmental Study Area

NR Points STATUS

- ▲ DOE
- ▲ DOED
- ★ DOEHD
- NR
- NRD
- ★ NRHD
- SL
- SLD
- ▲ SLDED
- ▲ SLDOE
- ★ SLHD

NR Boundaries STATUS

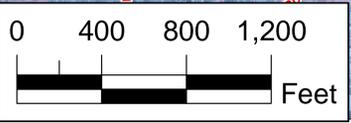
- DOE
- NR
- NRD
- SL
- SLDOE

Forsyth County Parcels (2011)
NC DOT Railroad

Additional Study Areas

BEGIN PROJECT TIP # U-2827b

END PROJECT TIP # U-2827b



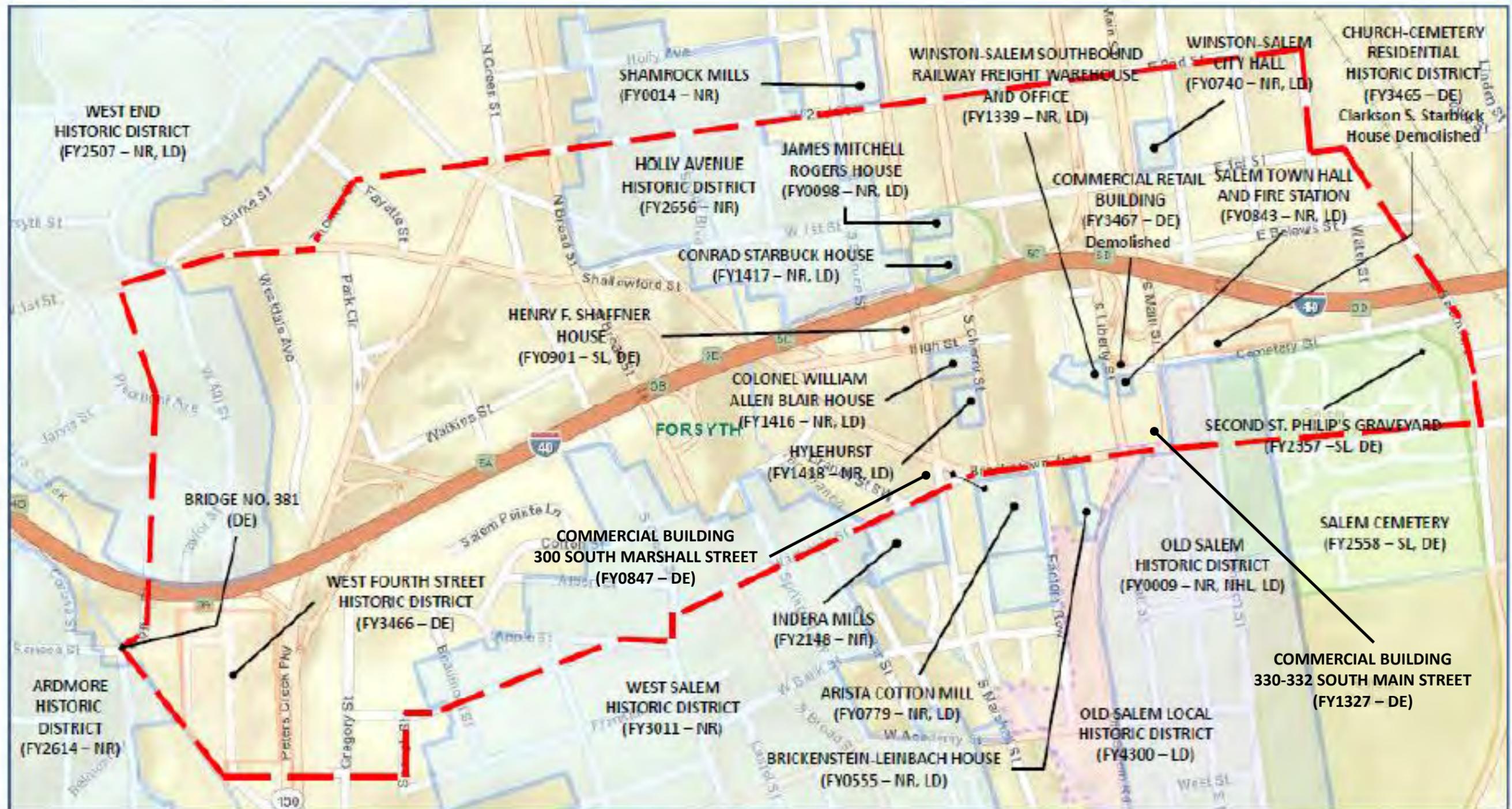
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS UNIT

US 421 Pavement Rehabilitation, Replacement of Bridge Numbers 178, 278, 286, 288, 291, 293, 305, 312, 313, 336 and Various Safety Improvements, From West of Fourth Street to East of Church Street

FORSYTH COUNTIES
TIP PROJECT U-2827b

October 2014 Additional Study Areas Map

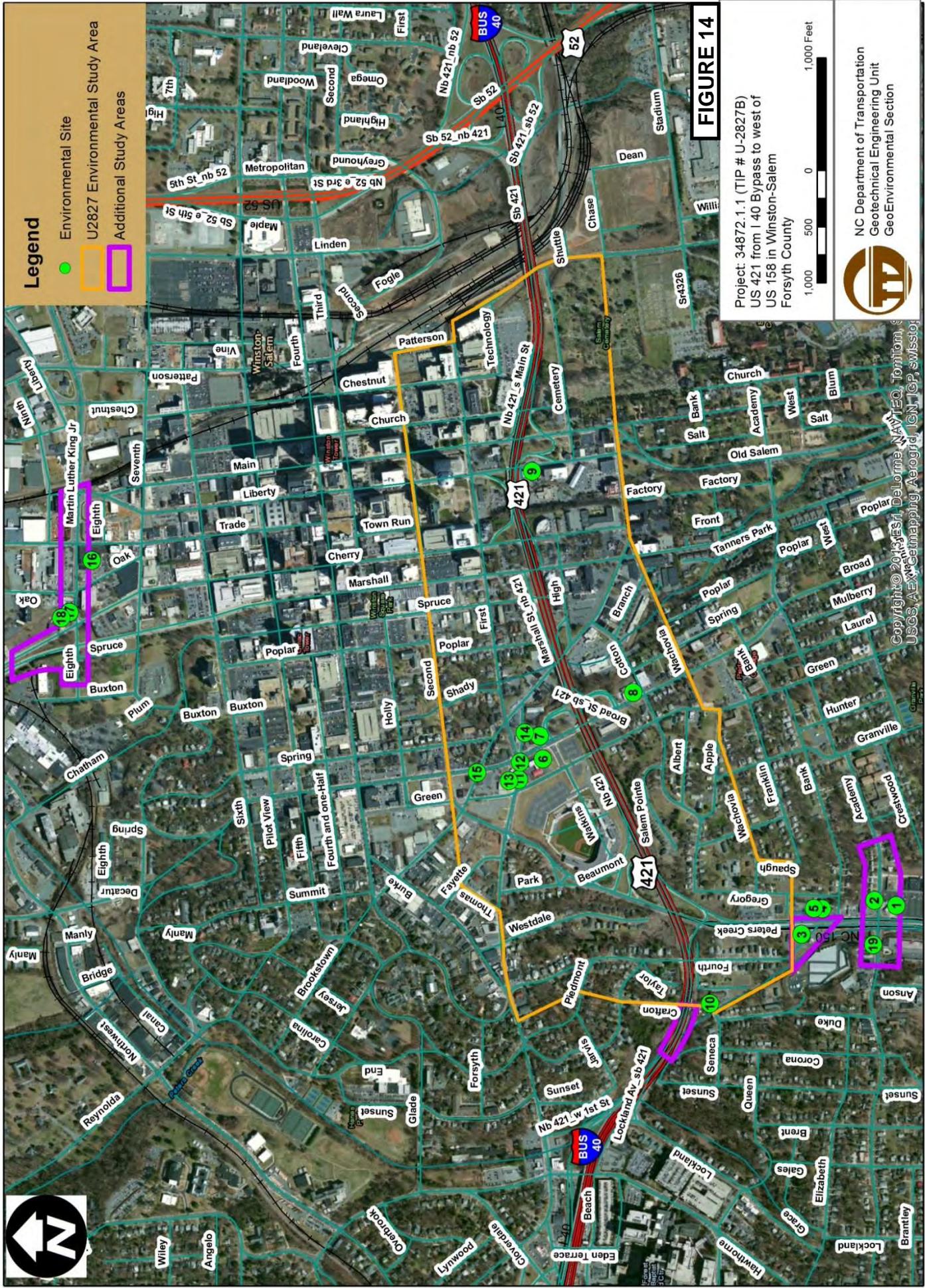
FIGURE 12



Properties listed on or determined eligible for the National Register of Historic Places within the May 2013 study area.
 Blue = National Register (NR); Green = Study List (SL); Orange (or none) = Determined NR-eligible (DE); Purple = Locally Designated (LD).

NHL = National Historic Landmark. Base map: HPO Web, not to scale. October 2013; revised January 2014.

Appendix A
 Location of USTs, Landfills, & Other Potentially Contaminated Sites



Project: 34872.1.1 (TIP # U-2827B)
 US 421 from I 40 Bypass to west of
 US 158 in Winston-Salem
 Forsyth County

FIGURE 14



NC Department of Transportation
 Geotechnical Engineering Unit
 GeoEnvironmental Section

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APPENDIX A

**COMMENTS ON
ENVIRONMENTAL ASSESSMENT**



BUILDING THE FUTURE

Winston-Salem

BUSINESS 40



North Carolina Department of Environment and Natural Resources

Pat McCrory
Governor

John E. Skvaria, III
Secretary

May 7, 2014

MEMORANDUM

To: Lyn Hardison, Environmental Coordinator Office of Legislative and Intergovernmental Affairs

From: Dave Wanucha, Division of Water Resources, Winston-Salem Regional Office

Subject: Comments on the Final Environmental Assessment (EA) related to proposed improvements to US421 west of 4th Street to East of Church Street in Winston-Salem and various bridge replacements; TIP No. U-2827B; Scoping Document 05-0078.

This office has reviewed the referenced document dated February, 2014. The NC Division of Water Resources (NCDWR) is responsible for the issuance of the Section 401 Water Quality Certification for activities that impact Waters of the U.S., including wetlands. It is our understanding that the project as presented will result in impacts to jurisdictional streams, and possibly other surface waters depending on the final design. The NCDWR offers the following comments based on review of the aforementioned document:

Project Specific Comments:

1. If this project becomes part of the 404/NEPA Merger Process, NCDWR will be a participating team member representing the North Carolina Department of Environment and Natural Resources.

General Comments:

2. After the selection of the preferred alternative and prior to an issuance of the 401 Water Quality Certification, the NCDOT is respectfully reminded that they will need to demonstrate the avoidance and minimization of impacts to wetlands (and streams) to the maximum extent practical. In accordance with the Environmental Management Commission's Rules (15A NCAC 2H.0506[h]), mitigation will be required for impacts of greater than one acre of wetlands. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. The NC Ecosystem Enhancement Program may be available for use as wetland mitigation.
3. In accordance with the Environmental Management Commission's Rules (15A NCAC 2H.0506[h]), mitigation will be required for impacts of greater than 150 linear feet to any single stream. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. The NC Ecosystem Enhancement Program may be available for use as stream mitigation.

Transportation and Permitting Unit
1617 Mail Service Center, Raleigh, North Carolina 27699-1617
Location: 512 N. Salisbury St. Raleigh, North Carolina 27604
Phone: 919-807-6300 | FAX: 919-733-1290
Internet: www.ncwaterquality.org

One
North Carolina
Naturally

An Equal Opportunity / Affirmative Action Employer

4. Future documentation, including the 401 Water Quality Certification Application, shall continue to include an itemized listing of the proposed wetland and stream impacts with corresponding mapping.
5. The NCDWR is very concerned with sediment and erosion impacts that could result from this project. The NCDOT shall address these concerns by describing the potential impacts that may occur to the aquatic environments and any mitigating factors that would reduce the impacts.
6. The NCDOT is respectfully reminded that all impacts, including but not limited to, bridging, fill, excavation and clearing, and rip rap to jurisdictional wetlands, streams, and riparian buffers need to be included in the final impact calculations. These impacts, in addition to any construction impacts, temporary or otherwise, also need to be included as part of the 401 Water Quality Certification Application.
7. Where streams must be crossed, the NCDWR prefers bridges be used in lieu of culverts. However, we realize that economic considerations often require the use of culverts. Please be advised that culverts should be countersunk to allow unimpeded passage by fish and other aquatic organisms. Moreover, in areas where high quality wetlands or streams are impacted, a bridge may prove preferable. When applicable, the NCDOT should not install the bridge bents in the creek, to the maximum extent practicable.
8. Whenever possible, the NCDWR prefers spanning structures. Spanning structures usually do not require work within the stream or grubbing of the streambanks and do not require stream channel realignment. The horizontal and vertical clearances provided by bridges shall allow for human and wildlife passage beneath the structure. Fish passage and navigation by canoeists and boaters shall not be blocked. Bridge supports (bents) should not be placed in the stream when possible.
9. Bridge deck drains shall not discharge directly into the stream. Stormwater shall be directed across the bridge and pre-treated through site-appropriate means (grassed swales, pre-formed scour holes, vegetated buffers, etc.) before entering the stream. Please refer to the most current version of NCDWR's *Stormwater Best Management Practices*.
10. Sediment and erosion control measures should not be placed in wetlands or streams.
11. Borrow/waste areas should avoid wetlands to the maximum extent practical. Impacts to wetlands in borrow/waste areas will need to be presented in the 401 Water Quality Certification and could precipitate compensatory mitigation.
12. The 401 Water Quality Certification application will need to specifically address the proposed methods for stormwater management. More specifically, stormwater shall not be permitted to discharge directly into streams or surface waters.
13. Based on the information presented in the document, the magnitude of impacts to wetlands and streams may require a Nationwide (NW) permit from the Corps of Engineers and corresponding 401 Water Quality Certification. Please be advised that a 401 Water Quality Certification requires satisfactory protection of water quality to ensure that water quality standards are met and no wetland or stream uses are lost. Final permit authorization will require the submittal of a formal application by the NCDOT and written concurrence from the NCDWR. Please be aware that any approval will be contingent on appropriate avoidance and minimization of wetland and stream

impacts to the maximum extent practical, the development of an acceptable stormwater management plan, and the inclusion of appropriate mitigation plans where appropriate.

14. If concrete is used during construction, a dry work area shall be maintained to prevent direct contact between curing concrete and stream water. Water that inadvertently contacts uncured concrete shall not be discharged to surface waters due to the potential for elevated pH and possible aquatic life and fish kills.
15. If temporary access roads or detours are constructed, the site shall be graded to its preconstruction contours and elevations. Disturbed areas shall be seeded or mulched to stabilize the soil and appropriate native woody species shall be planted. When using temporary structures the area shall be cleared but not grubbed. Clearing the area with chain saws, mowers, bush-hogs, or other mechanized equipment and leaving the stumps and root mat intact allows the area to re-vegetate naturally and minimizes soil disturbance.
16. Unless otherwise authorized, placement of culverts and other structures in waters and streams shall be placed below the elevation of the streambed by one foot for all culverts with a diameter greater than 48 inches, and 20 percent of the culvert diameter for culverts having a diameter less than 48 inches, to allow low flow passage of water and aquatic life. Design and placement of culverts and other structures including temporary erosion control measures shall not be conducted in a manner that may result in dis-equilibrium of wetlands or streambeds or banks, adjacent to or upstream and downstream of the above structures. The applicant is required to provide evidence that the equilibrium is being maintained if requested in writing by the NCDWR. If this condition is unable to be met due to bedrock or other limiting features encountered during construction, please contact the NCDWR for guidance on how to proceed and to determine whether or not a permit modification will be required.
17. If multiple pipes or barrels are required, they shall be designed to mimic natural stream cross section as closely as possible including pipes or barrels at flood plain elevation, floodplain benches, and/or sills may be required where appropriate. Widening the stream channel should be avoided. Stream channel widening at the inlet or outlet end of structures typically decreases water velocity causing sediment deposition that requires increased maintenance and disrupts aquatic life passage.
18. If foundation test borings are necessary; it shall be noted in the document. Geotechnical work is approved under General 401 Certification Number 3883/Nationwide Permit No. 6 for Survey Activities.
19. Sediment and erosion control measures sufficient to protect water resources must be implemented and maintained in accordance with the most recent version of North Carolina Sediment and Erosion Control Planning and Design Manual and the most recent version of NCS000250.
20. All work in or adjacent to stream waters shall be conducted in a dry work area. Approved BMP measures from the most current version of the NCDOT Construction and Maintenance Activities manual such as sandbags, rock berms, cofferdams and other diversion structures shall be used to prevent excavation in flowing water.
21. While the use of National Wetland Inventory (NWI) maps, NC Coastal Region Evaluation of Wetland Significance (NC-CREWS) maps and soil survey maps are useful tools, their inherent inaccuracies require that qualified personnel perform onsite wetland delineations prior to permit approval.

22. Heavy equipment should be operated from the bank rather than in stream channels in order to minimize sedimentation and reduce the likelihood of introducing other pollutants into streams. This equipment shall be inspected daily and maintained to prevent contamination of surface waters from leaking fuels, lubricants, hydraulic fluids, or other toxic materials.
23. Riprap shall not be placed in the active thalweg channel or placed in the streambed in a manner that precludes aquatic life passage. Bioengineering boulders or structures should be properly designed, sized and installed.
24. Riparian vegetation (native trees and shrubs) shall be preserved to the maximum extent possible. Riparian vegetation must be reestablished within the construction limits of the project by the end of the growing season following completion of construction.

The NCDWR appreciates the opportunity to provide comments on your project. Should you have any questions or require any additional information, please contact Dave Wanucha at (336) 771-4951 or Dave.Wanucha@ncdenr.gov.

cc: John Thomas, US Army Corps of Engineers, Raleigh Field Office (electronic copy only)
Richard Hancock, P.E., NCDOT PDEA (electronic copy only)
Cynthia Van Der Wiele, Environmental Protection Agency (electronic copy only)
Maria Chambers, NC Wildlife Resources Commission (electronic copy only)
Sonia Carrillo, NCDWR, Central Office
File Copy

INTERGOVERNMENTAL REVIEW - PROJECT COMMENTS

Project Number: 14-0419 Due Date: 5-7-14

After review of this project it has been determined that the ENR permit(s) and/or approvals indicated may need to be obtained in order for this project to comply with North Carolina Law. Questions regarding these permits should be addressed to the Regional Office indicated on the reverse of the form. All applications, information and guidelines relative to these plans and permits are available from the same Regional Office.

	PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (statutory time limit)
<input type="checkbox"/>	Permit to construct & operate wastewater treatment facilities, sewer system extensions & sewer systems not discharging into state surface waters.	Application 90 days before begin construction or award of construction contracts. On-site inspection. Post-application technical conference usual.	30 days (90 days)
<input type="checkbox"/>	NPDES - permit to discharge into surface water and/or permit to operate and construct wastewater facilities discharging into state surface waters.	Application 180 days before begin activity. On-site inspection. Pre-application conference usual. Additionally, obtain permit to construct wastewater treatment facility-granted after NPDES. Reply time, 30 days after receipt of plans or issue of NPDES permit-whichever is later.	90-120 days (N/A)
<input type="checkbox"/>	Water Use Permit	Pre-application technical conference usually necessary	30 days (N/A)
<input type="checkbox"/>	Well Construction Permit	Complete application must be received and permit issued prior to the installation of a well.	7 days (15 days)
<input type="checkbox"/>	Dredge and Fill Permit	Application copy must be served on each adjacent riparian property owner. On-site inspection. Pre-application conference usual. Filling may require Easement to Fill from N.C. Department of Administration and Federal Dredge and Fill Permit.	55 days (90 days)
<input type="checkbox"/>	Permit to construct & operate Air Pollution Abatement facilities and/or Emission Sources as per 15 A NCAC (2Q.0100 thru 2Q.0300)	Application must be submitted and permit received prior to construction and operation of the source. If a permit is required in an area without local zoning, then there are additional requirements and timelines (2Q.0113).	90 days
<input type="checkbox"/>	Permit to construct & operate Transportation Facility as per 15 A NCAC (2D.0800; 2Q.0601)	Application must be submitted at least 90 days prior to construction or modification of the source.	90 days
<input checked="" type="checkbox"/>	Any open burning associated with subject proposal must be in compliance with 15 A NCAC 2D.1900	N/A	60 days (90 days)
<input checked="" type="checkbox"/>	Demolition or renovations of structures containing asbestos material must be in compliance with 15 A NCAC 20.1110 (a) (1) which requires notification and removal prior to demolition. Contact Asbestos Control Group 919-707-5950.		
<input type="checkbox"/>	Complex Source Permit required under 15 A NCAC 2D.0800		
<input type="checkbox"/>	The Sedimentation Pollution Control Act of 1973 must be properly addressed for any land disturbing activity. An erosion & sedimentation control plan will be required if one or more acres to be disturbed. Plan filed with proper Regional Office (Land Quality Section) At least 30 days before beginning activity. A fee of \$65 for the first acre or any part of an acre. An express review option is available with additional fees.		20 days (30 days)
<input checked="" type="checkbox"/>	Sedimentation and erosion control must be addressed in accordance with NCDOT's approved program. Particular attention should be given to design and installation of appropriate perimeter sediment trapping devices as well as stable stormwater conveyances and outlets.		(30 days)
<input type="checkbox"/>	Mining Permit	On-site inspection usual. Surety bond filed with ENR Bond amount varies with type mine and number of acres of affected land. Any are mined greater than one acre must be permitted. The appropriate bond must be received before the permit can be issued.	30 days (60 days)
<input type="checkbox"/>	North Carolina Burning permit	On-site inspection by N.C. Division Forest Resources if permit exceeds 4 days	1 day (N/A)
<input type="checkbox"/>	Special Ground Clearance Burning Permit - 22 counties in coastal N.C. with organic soils	On-site inspection by N.C. Division Forest Resources required "if more than five acres of ground clearing activities are involved. Inspections should be requested at least ten days before actual burn is planned."	1 day (N/A)
<input type="checkbox"/>	Oil Refining Facilities	N/A	90-120 days (N/A)
<input type="checkbox"/>	Dam Safety Permit	If permit required, application 60 days before begin construction. Applicant must hire N.C. qualified engineer to: prepare plans, inspect construction, certify construction is according to ENR approved plans. May also require permit under mosquito control program. And a 404 permit from Corps of Engineers. An inspection of site is necessary to verify Hazard Classification. A minimum fee of \$200.00 must accompany the application. An additional processing fee based on a percentage of the total project cost will be required upon completion.	30 days (60 days)

PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (statutory time limit)
<input type="checkbox"/> Permit to drill exploratory oil or gas well	File surety bond of \$5,000 with ENR running to State of NC conditional that any well opened by drill operator shall, upon abandonment, be plugged according to ENR rules and regulations.	10 days N/A
<input type="checkbox"/> Geophysical Exploration Permit	Application filed with ENR at least 10 days prior to issue of permit. Application by letter. No standard application form.	10 days N/A
<input type="checkbox"/> State Lakes Construction Permit	Application fee is charged based on structure size. Must include descriptions & drawings of structure & proof of ownership of riparian property.	15-20 days N/A
② <input checked="" type="checkbox"/> 401 Water Quality Certification	N/A	60 days (130 days)
<input type="checkbox"/> CAMA Permit for MAJOR development	\$250.00 fee must accompany application	55 days (150 days)
<input type="checkbox"/> CAMA Permit for MINOR development	\$50.00 fee must accompany application	22 days (25 days)
Several geodetic monuments are located in or near the project area. If any monument needs to be moved or destroyed, please notify: N.C. Geodetic Survey, Box 27687 Raleigh, NC 27611		
② <input checked="" type="checkbox"/> Abandonment of any wells, if required must be in accordance with Title 15A. Subchapter 2C.0100.		
④ <input checked="" type="checkbox"/> Notification of the proper regional office is requested if "orphan" underground storage tanks (USTS) are discovered during any excavation operation.		
<input type="checkbox"/> Compliance with 15A NCAC 2H 1000 (Coastal Stormwater Rules) is required.		45 days (N/A)
<input type="checkbox"/> Tar Pamlico or Neuse Riparian Buffer Rules required.		
⑤ <input checked="" type="checkbox"/> Plans and specifications for the construction, expansion, or alteration of a public water system must be approved by the Division of Water Resources/Public Water Supply Section prior to the award of a contract or the initiation of construction as per 15A NCAC 18C .0300 et. seq. Plans and specifications should be submitted to 1634 Mail Service Center, Raleigh, North Carolina 27699-1634. All public water supply systems must comply with state and federal drinking water monitoring requirements. For more information, contact the Public Water Supply Section, (919) 707-9100.		30 days
⑤ <input checked="" type="checkbox"/> If existing water lines will be relocated during the construction, plans for the water line relocation must be submitted to the Division of Water Resources/Public Water Supply Section at 1634 Mail Service Center, Raleigh, North Carolina 27699-1634. For more information, contact the Public Water Supply Section, (919) 707-9100.		30 days

* Other comments (attach additional pages as necessary, being certain to cite comment authority)

① *D. Edwards / DAQ / 4-17-14*
 ③ *Eric Hudson / DWB - PWS 4/17/2014*
 ④ *Ceru Kromm, UST 4/17/2014. There are a few known incidents within the Design Areas. Petroleum-contaminated soil must be disposed of properly. Call UST section if petrol. contaminated soil is encountered.*

③ *Matthew Datt DWB 4/17/14*

② *Shen Kyeft, DWB - WROS 4/20/14*

REGIONAL OFFICES

Questions regarding these permits should be addressed to the Regional Office marked below.

Asheville Regional Office
 2090 US Highway 70
 Swannanoa, NC 28778
 (828) 296-4500

Mooreville Regional Office
 610 East Center Avenue, Suite 301
 Mooresville, NC 28115
 (704) 663-1699

Wilmington Regional Office
 127 Cardinal Drive Extension
 Wilmington, NC 28405
 (910) 796-7215

Fayetteville Regional Office
 225 North Green Street, Suite 714
 Fayetteville, NC 28301-5043
 (910) 433-3300

Raleigh Regional Office
 3800 Barrett Drive, Suite 101
 Raleigh, NC 27609
 (919) 791-4200

Winston-Salem Regional Office
 585 Waightown Street
 Winston-Salem, NC 27107
 (336) 771-5000

Washington Regional Office
 943 Washington Square Mall
 Washington, NC 27889
 (252) 946-6481



North Carolina Department of Environment and Natural Resources

Pat McCrory
Governor

John E. Skvarla, III
Secretary

Date: May 6, 2014

To: Dexter Matthews, Division Director

From: Jason Watkins, Western District Supervisor – Solid Waste Section

RE: SEPA Review: Project #14-0419 - Forsyth County – Environmental Assessment – Proposed project is for the improvements to US421 west of 4th Street to east of Church Street in Winston-Salem and various bridge replacements. TIP# U-2827B.

The Solid Waste Section has reviewed the Environmental Assessment for the proposed improvements to US421 west of 4th Street to east of Church Street in Winston-Salem and various bridge replacements (TIP# U-2827B) in Forsyth County and has seen no adverse impact on the surrounding community and likewise knows of no situations in the community, which would affect this project from a solid waste perspective.

NCDOT and/or its contractors should make every feasible effort to minimize the generation of waste this project, to recycle materials for which viable markets exist, and to use recycled products and materials in the development of this project where suitable. Any waste generated by the project that cannot be beneficially reused or recycled must be disposed of at a solid waste management facility permitted by the Section. The Section strongly recommends that NCDOT require the contractors to provide proof of proper disposal for all waste generated during the project, in the form of disposal tickets.

Questions regarding solid waste management and/or the location of permitted solid waste facilities should be directed to Mr. Charles Gerstell, Environmental Senior Specialist, Solid Waste Section, at (704) 235-2144.

Cc: Michael Scott, Section Chief
Jessica Montie, Compliance Officer
Charles Gerstell, Environmental Sr. Specialist



North Carolina Department of Environment and Natural Resources

Pat McCrory
Governor

John E. Skvarla, III
Secretary

May 5, 2014

To: Dexter Matthews, Director
Division of Waste Management

From: Brent Burch, Supervisor *Brent Burch*
Western Region Compliance Branch

RE: RCRA comments on NC Department of Transportation US Hwy 421/I-40 Business Project
#14-0419

The Hazardous Waste Section has reviewed the project consisting of pavement rehabilitation of travel lanes, reconstruction of shoulders and ramps, replacement of ten (10) bridges (Bridge Numbers 178, 278, 286, 288, 291, 293, 305, 312, 313, 336), and various safety improvements on US 421/I-40 Business (commonly referred to as Business 40 by residents of Winston-Salem) from west of Fourth Street to east of Church Street. The site is located in Winston-Salem, Forsyth County, North Carolina.

The North Carolina Department of Transportation is reminded if during the US Hwy 421/I-40 Business improvement project, a solid waste is generated, they are required to determine if the waste is a hazardous waste. Additionally, if >220 pounds of hazardous waste is generated in a calendar month the Hazardous Waste Section must be notified and the generator must comply with the small quantity generator requirements. If ≥ 2200 pounds are generated in a calendar month the Hazardous Waste Section must be notified and the generator must comply with the large quantity generator requirements.

The Hazardous Waste Section has no objection to the project as proposed.

Should any questions arise, please contact me at 828-321-9585.



North Carolina Department of Environment and Natural Resources

Pat McCrory
Governor

John E. Skvarla, III
Secretary

TO: Kathleen Lance, Division of Waste Management
FROM: Melanie Bartlett, IHSB Superfund
THROUGH: Charlotte V. Jesneck, IHSB Superfund
DATE: April 24, 2014
SUBJECT: SEPA Review, Project #14-0419
Improvements to US421 in Winston-Salem
TIP# U-2827B
Forsyth County, North Carolina
Inactive Hazardous Sites Branch Review

A database review of sites, under the jurisdiction of the Superfund Section has been completed. Fourteen (14) sites (listed below and shown on the attached maps) were identified within a one-half mile search radius of the above referenced project location.

Files for the sites listed below can be accessed by following the "Access Online Files" link on the Superfund Section website: <http://portal.ncdenr.org/web/wm/sf-file-records>. If you have any questions, please contact me at (919) 707-8373 or via email at melanie.bartlett@ncdenr.gov.

Site Name	ID #	Program	Address
Trade Street Cleaners	DC340017	DSCA	426 N. Trade Street Winston-Salem, Forsyth County, NC
Camel City Laundry	DC340015	DSCA	501 East Third Street Winston-Salem, Forsyth County, NC
Central Park Ldfl	NONCD0000782	PRLF	East Salem Avenue Winston-Salem, Forsyth County, NC
A Cleaner World – Winston-Salem	NONCD0001219	IHS	1221 W. Academy Street Winston-Salem, Forsyth County, NC
Stratford Metal Finishings, Inc.	NCD053487765	IHS	807 S. Marshall Street Winston-Salem, Forsyth County, NC
Central Park-Salem Avenue	NONCD0001469	IHS	Salem Avenue Winston-Salem, Forsyth County, NC
Winston-Salem Coal Gas Plant No. 2	NCD986188852	IHS	High Street & Branch Avenue Winston-Salem, Forsyth County, NC
Downtown Middle School	NONCD0001634	IHS	280 South Liberty Street Winston-Salem, Forsyth County, NC

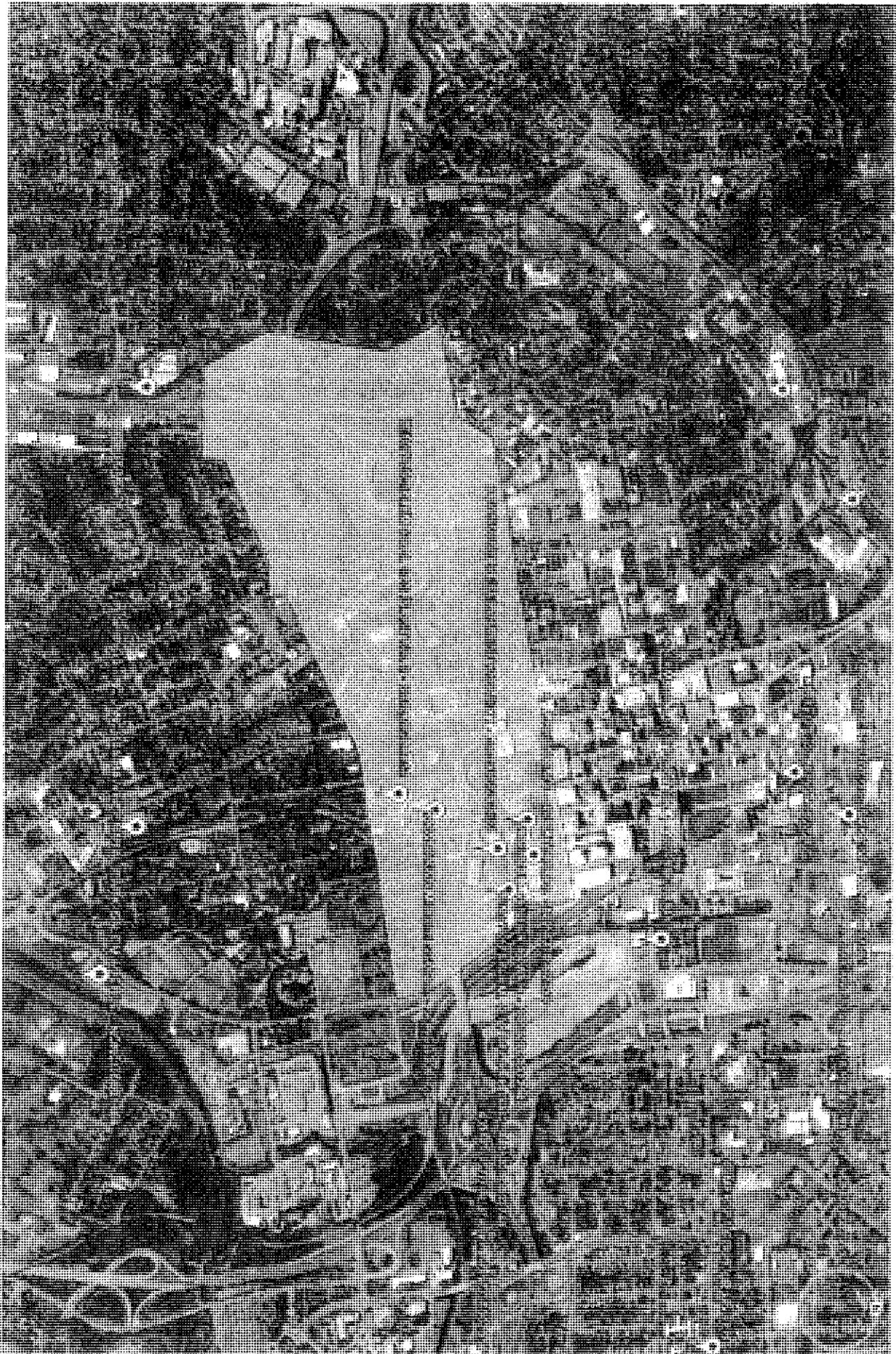
Site Name	ID#	Program	Address
Downtown Development Project	NONCD0001633	IHS	First Street @ Church Street @ I-40 Winston-Salem, Forsyth County, NC
Winston-Salem, City of – RJR DDC	NONCD0002748	IHS	Chestnut Street and Water Street Winston-Salem, Forsyth County, NC
Wachovia Center Tower	NONCD0001294	IHS	100 North Main Winston-Salem, Forsyth County, NC
R. J. Reynolds – Quality Bldg.	NONCD0002354	IHS	100 S. Chestnut Street Winston-Salem, Forsyth County, NC
Winston-Salem Coal Gas Plant No. 1	NCD986188845	IHS	Between East 3 rd & 4 th Winston-Salem, Forsyth County, NC
Liberty Group	NONCD0002003	IHS	709 N. Main Street Winston-Salem, Forsyth County, NC

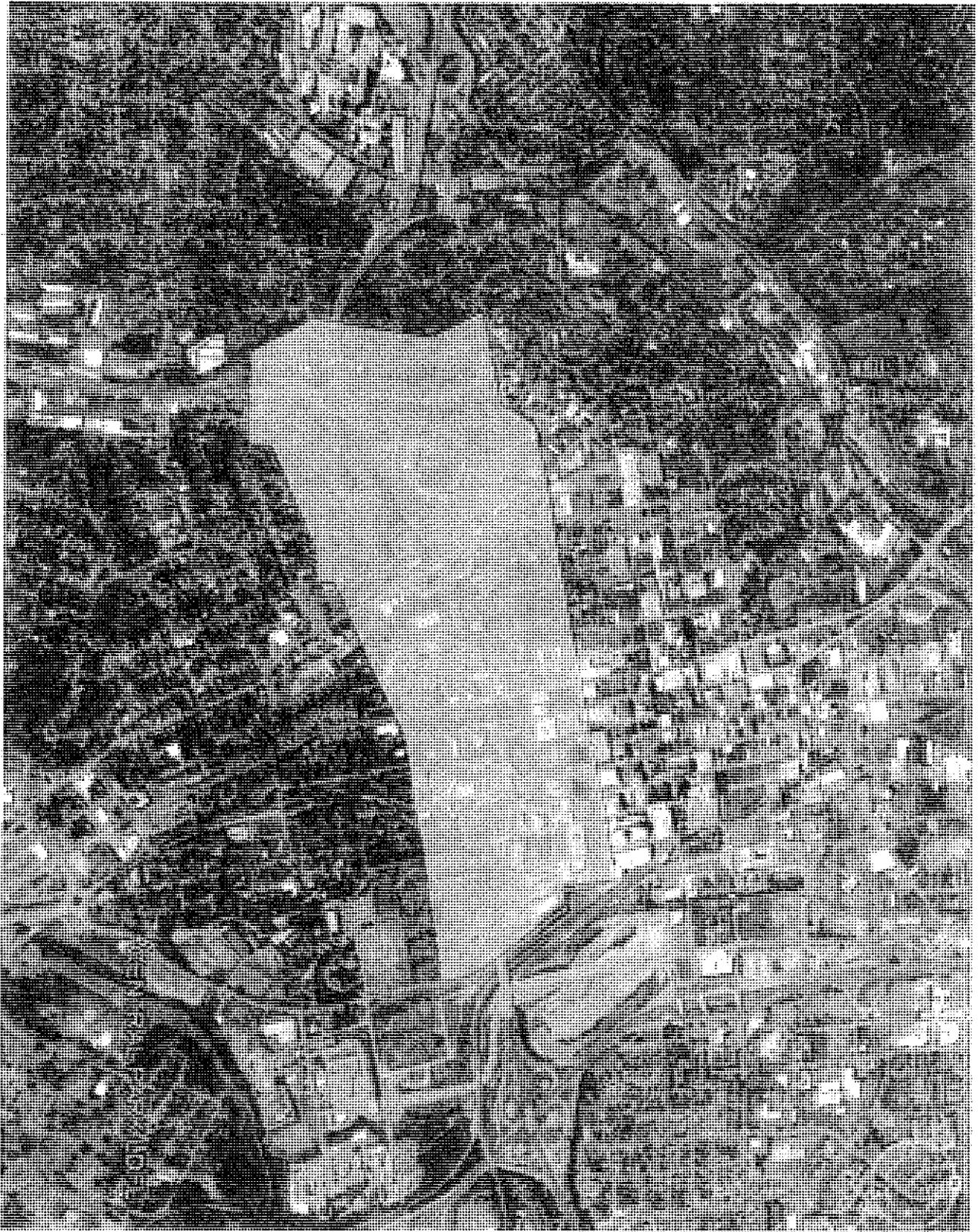
*IHS - Inactive Hazardous Sites Program

*PRLF – Pre-Regulatory Landfill Program

*DSCA – Drycleaning Solvent Cleanup Act Program

cc: Charlotte Jesneck





ANDY

NORTH CAROLINA STATE CLEARINGHOUSE
DEPARTMENT OF ADMINISTRATION
INTERGOVERNMENTAL REVIEW

Ngarc

COUNTY: FORSYTH

F02: HIGHWAYS AND ROADS

STATE NUMBER: 14-E-4220-0419
DATE RECEIVED: 04/10/2014
AGENCY RESPONSE: 05/07/2014
REVIEW CLOSED: 05/12/2014

MS CARRIE ATKINSON
CLEARINGHOUSE COORDINATOR
DEPT OF TRANSPORTATION
STATEWIDE PLANNING - MSC #1554
RALEIGH NC



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DEPT OF CULTURAL RESOURCES
DEPT OF TRANSPORTATION
PIEDMONT TRIAD REGIONAL COUNCIL

PROJECT INFORMATION

APPLICANT: N.C. Department of Transportation
TYPE: National Environmental Policy Act
Environmental Assessment

DESC: Proposed project is for the improvements to US421 west of 4th Street to East of Church Street in Winston-Salem and various bridge replacements. TIP# U-2827B.

CROSS-REFERENCE NUMBER: 05-E-4220-0078

The attached project has been submitted to the N. C. State Clearinghouse for intergovernmental review. Please review and submit your response by the above indicated date to 1301 Mail Service Center, Raleigh NC 27699-1301.

If additional review time is needed, please contact this office at (919)807-2425.

AS A RESULT OF THIS REVIEW THE FOLLOWING IS SUBMITTED: NO COMMENT COMMENTS ATTACHED

SIGNED BY: *John A Bailey*

DATE: 4/16/2014



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

1554 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1554

PAT MCCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

April 16, 2014

MEMORANDUM TO: Crystal Best
NC State Clearinghouse
Administrative Building, 5th Floor, Room #5026

FROM: John A. (Andy) Bailey *JAB.*
Transportation Engineer
Triad Group, Transportation Planning Branch

SUBJECT: 14-E-4220-0419

These are comments from the NCDOT – Transportation Planning Branch regarding North Carolina State Clearinghouse of Administration Intergovernmental Review #14-E-4220-0419.

The NCDOT – Transportation Planning Branch would like to make the North Carolina Department of Transportation aware of the following project that may impact the study area:

- WS-0058-H – Peter’s Creek Parkway. The 2035 Winston-Salem Urban Area Metropolitan Planning Organization’s (WSMPO) Comprehensive Transportation Plan (CTP) has the widening of Peter’s Creek Parkway from a 5-lane facility to a 6-lane divided facility from I-40 Business/US 158/US 421 to N. Broad Street, including the bridge over I-40 Business/US 158/US 421.

Please see the attached graphics for a better view of the proposal. If you have any further questions, please do not hesitate to contact me at 919-707-0991 or email at jabailey@ncdot.gov.

Attachments: Excerpts from the 2012 WSMPO CTP

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING BRANCH
1554 MAIL SERVICE CENTER
RALEIGH NC 27699-1554



<http://ncdot.org/doh/preconstruct/tpb/>

LOCATION:
TRANSPORTATION BUILDING
1 SOUTH WILMINGTON STREET
RALEIGH, NC 27601
Phone: 919-707-0900
Fax: 919-733-9794

Winston-Salem MPO CTP Projects not in the LRTP

Local ID	Facility	Section	CTP Classification	Existing Lanes	Proposed Cross Section	Proposed Project Description
WS-0054-H	Bowens Road (SR 1625)	Tobaccoville Road (SR 1620) - Doral Drive (SR 1611)	Minor	2	2-C	Two lane minor thoroughfare with ten foot lanes and four foot paved shoulders
WS-0055-H	Brewer Road	W Clemmonsville Road (SR 2747) - Buchanan Street	Minor	2	3-B	Three lane minor thoroughfare with center turn lane and wide outside lanes for bicycles and sidewalks
WS-0056-H	Brinkley Road (SR 1975)	US 158 (Reidsville Road) - Pine Hall Road (SR 1977)	Minor	2	2-A	Two lane major thoroughfare with twelve foot lanes and five foot paved shoulders
WS-0057-H	S Broad Street [Winston-Salem]	W Academy Street - Wachovia Street	Minor	2	2-G	Two lane minor thoroughfare with eleven foot lanes, parking on one side, dedicated bicycle lanes and sidewalks
WS-0058-H	Peters Creek Parkway (SR 3013)	I-40 Business (US 421/US 158/NC 150) - I-40 Business WB ramps	Boulevard	4	6-B	Six lane boulevard with wide outside lanes for bicycles and sidewalks
WS-0058-H	Peters Creek Parkway	I-40 Business WB ramps - N Broad Street [Winston-Salem]	Boulevard	4	6-B	Six lane boulevard with wide outside lanes for bicycles and sidewalks
WS-0058-H	New Location	Peters Creek Parkway - W Fourth Street	Boulevard	-	4-C	Four lane boulevard with wide outside lanes for bicycles and sidewalks
WS-0058-H	N Broad Street [Winston-Salem]	W Fourth Street - W Fifth Street	Boulevard	4	4-C	Four lane boulevard with wide outside lanes for bicycles and sidewalks
WS-0058-H	N Broad Street [Winston-Salem]	W Fifth Street - N Martin Luther King Jr. Drive Extension	Boulevard	2	4-C	Four lane boulevard with wide outside lanes for bicycles and sidewalks
WS-0059-H	Brookford Road (SR 2604)	Bunker Hill-Sandy Ridge Road (SR 2611) - Shields Road (SR 2640) Extension	Minor	2	2-E	Two lane minor thoroughfare with eleven foot lanes, dedicated bicycle lanes, and sidewalks
WS-0060-H	Bunker Hill Road (SR 2609)	Bunker Hill-Sandy Ridge Road (SR 2611) - Guilford County line	Major	2	3-B	Three lane major thoroughfare with center turn lane and wide outside lanes for bicycles and sidewalks
WS-0061-H	Bunker Hill-Sandy Ridge Road (SR 2611)	NC 66 - Guilford County line	Major	2	3-B	Three lane major thoroughfare with center turn lane and wide outside lanes for bicycles and sidewalks
WS-0062-H	Butler Street	pavement change - Reynolds Park Road	Minor	2	2-H	Two lane minor thoroughfare with eleven foot lanes, parking on one side, dedicated bicycle lanes and sidewalks
WS-0063-H	Butner Road (SR 1223/1607)	Spainhour Mill Road (SR 1604) - Meadowbrook Drive (SR 1105)	Minor	2	2-B	Two lane minor thoroughfare with eleven foot lanes and four foot paved shoulders
WS-0064-H	Centenary Church Road (SR 1490)	Hampton Road (SR 1485) - Frye Bridge Road (SR 1493)	Minor	2	2-A	Two lane major thoroughfare with twelve foot lanes and five foot paved shoulders

* Projects should be considered for reclassification in the next CTP update

NORTH CAROLINA STATE CLEARINGHOUSE
DEPARTMENT OF ADMINISTRATION
INTERGOVERNMENTAL REVIEW

SCR-11-026

COUNTY: FORSYTH

F02: HIGHWAYS AND ROADS

STATE NUMBER: 14-E-4220-0419
DATE RECEIVED: 04/10/2014
AGENCY RESPONSE: 05/07/2014
REVIEW CLOSED: 05/12/2014

MS ELIZABETH HEATH
CLEARINGHOUSE COORDINATOR
DEPT OF AGRICULTURE
1001 MSC - AGRICULTURE BLDG
RALEIGH NC

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DEPT OF TRANSPORTATION
PIEDMONT TRIAD REGIONAL COUNCIL

PROJECT INFORMATION

APPLICANT: N.C. Department of Transportation
TYPE: National Environmental Policy Act
Environmental Assessment

DESC: Proposed project is for the improvements to US421 west of 4th Street to East of Church Street in Winston-Salem and various bridge replacements. TIP# U-2827B.

CROSS-REFERENCE NUMBER: 05-E-4220-0078

The attached project has been submitted to the N. C. State Clearinghouse for intergovernmental review. Please review and submit your response by the above indicated date to 1301 Mail Service Center, Raleigh NC 27699-1301.

If additional review time is needed, please contact this office at (919)807-2425.

AS A RESULT OF THIS REVIEW THE FOLLOWING IS SUBMITTED: NO COMMENT COMMENTS ATTACHED

SIGNED BY: *Keith Larick*
Keith Larick

DATE: 4/29/2014



NORTH CAROLINA STATE CLEARINGHOUSE
DEPARTMENT OF ADMINISTRATION
INTERGOVERNMENTAL REVIEW

COUNTY: FORSYTH

F02: HIGHWAYS AND ROADS

STATE NUMBER: 14-E-4220-0419
DATE RECEIVED: 04/10/2014
AGENCY RESPONSE: 05/07/2014
REVIEW CLOSED: 05/12/2014

RECEIVED

APR 14, 2014

MS CAROLYN PENNY
CLEARINGHOUSE COORDINATOR
CC&PS - DIV OF EMERGENCY MANAGEMENT
FLOODPLAIN MANAGEMENT PROGRAM
MSC # 4719
RALEIGH NC

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If additional review time is needed, please contact this office at (919)807-2425.

AS A RESULT OF THIS REVIEW THE FOLLOWING IS SUBMITTED: NO COMMENT COMMENTS ATTACHED

SIGNED BY:

John D. Burbaker

DATE: *16 April 2014*

No SFHA impacts.



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7/14/14

IDEAS FOR A DOWNTOWN LOOP FOR BUSINESS I-40 IN WINSTON-SALEM, NC

submitted by
Roger N. Kirkman
Winston-Salem, NC

kirkmanr@wssu.edu
336.671.4560

FOR MIKE PENNEY,
NCDOT PDEA
A "COMMENT" FOR
THE BUS. 40 EA
PUBLIC REVIEW
GE

The basic concept in this iteration consists in thinking of the traffic pattern as an outsized roundabout. Unlike most roundabouts, which are on-grade, the northern half would be mostly above grade to Business I-40 and the south side at-grade or below.

Business I-40 Exits Westbound

- Main Street Northbound
- Cherry Street Northbound
- Broad Street Northbound
- Return to Business I-40 West

THEN

- Broad Street Southbound
- Marshall Street Southbound
- Liberty Street Southbound
- Return to Business I-40 East

Business I-40 Exits Eastbound

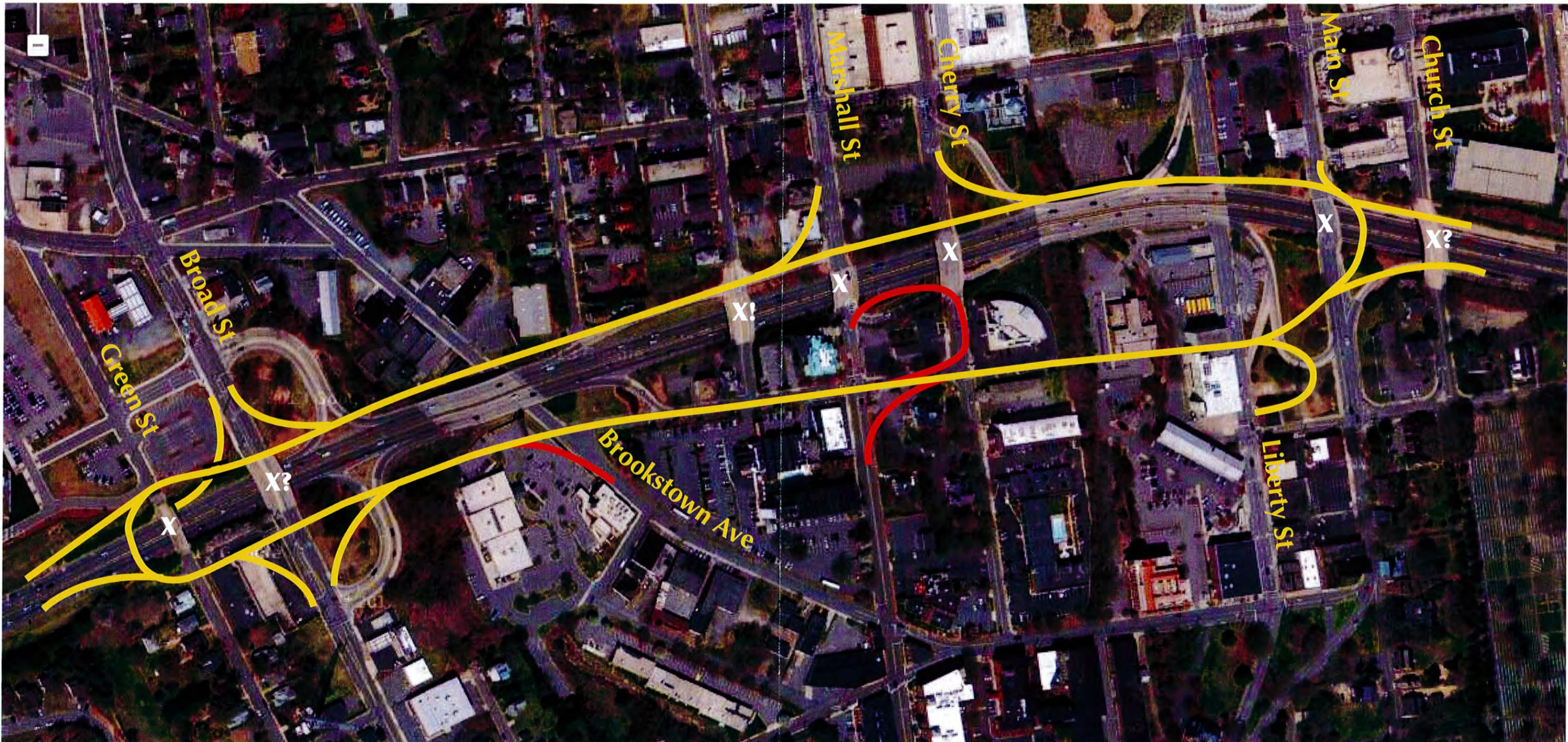
- Broad Street Southbound
- Marshall Street Southbound
- Liberty Street Southbound
- Return to Business I-40 East

THEN

- Main Street Northbound
- Cherry Street Northbound
- Broad Street Northbound
- Return to Business I-40 West

[Map Overleaf]

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[Report continues overleaf]

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Bridges Removed

Green Street (actually, replaced)

Broad Street (optional)

Spruce Street (will probably be locus of objection, so optional?)

Marshall Street

Cherry Street

Main Street (actually, replaced)

Church Street (also optional, but it's somewhat tangential, since it never connected. It goes only one more block south.)

Points

1. Project would require removal of the motel on Broad just south of Business I-40, scene of several murders over the years.
2. It's possible that, since Broad and Green are at the crest of a hill, the best route for the loop may be to go underneath both of them.
3. The exit ramp for Marshall would be a cloverleaf, but with the bridge taken out, it could just become S. Marshall Street.
4. The exit ramp for Liberty would be a cloverleaf, and since Business I-40 is an overpass at this point, southbound Liberty traffic (unlike Marshall) would continue. The merge area was always dicey here, requiring the driver to crane his neck to the extreme to see any oncoming traffic. It might be best here to have a stoplight — or unify the entire structure into Cemetery Street.
5. The Marshall Street westbound ramp may not be able to avoid taking out that house at the corner.
6. Some motorists may object that they can no longer access Business I-40 from Liberty Street southbound, but it's always been a dicey merge. It's not that much of a stretch to go over to Marshall.
7. Signage could be boosted to make it clearer how to get to Old Salem, Children's Museum [Liberty St exit], Hanesbrand Theatre, Stevens Center, Government plazas, etc. Also, a posted speed limit.
8. There's still a question as to how to go about getting travelers in the Old Salem/Children's Museum area back onto the roundabout. The ramps in orange are suggestions — the one at Brookstown would be dependent on how low in elevation the main loop would go.
9. The loop speed should not be the same as the expressway, but conform to CBD guidelines. It's possible that, to get the system to work, a stoplight may be required somewhere along the route, maybe using a pedestrian crossing/bridge as an expedient. Such a bridge could be a landmark, serving only pedestrians and bicycles.

Roger N. Kirkman
2550 Bitting Road
Winston-Salem, NC 27104

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Penney, John M

From: Ivey, Stephen P
Sent: Friday, May 23, 2014 11:02 AM
To: Penney, John M; karen Simon; Jumetta Posey; Joyner, Drew; Perry, Amanda M; Jake Alexander; Robinson, Beverly G; Speer, James A
Cc: Raulston, Keith E; Shaffner, Michael C; Rhyne, John P; Archer Sr, Wright; Couch, John P
Subject: Fwd: Business-40 Task Force Findings & Recommendations
Attachments: image001.png; ATT00001.htm; Pros-Cons List.pdf; ATT00002.htm

For the project file.

Sent from my iPad

Begin forwarded message:

From: Mark Dunnagan <mdunnagan@flblum.com>
Date: May 23, 2014 at 6:49:09 AM EDT
To: Pat Ivey <pivey@ncdot.gov>
Subject: Fwd: Business-40 Task Force Findings & Recommendations

Mark Dunnagan, Vice President Project Development
Frank L. Blum Construction Company
Mobile: 336-345-8237
www.flblum.com

Begin forwarded message:

From: Mark Dunnagan <mdunnagan@flblum.com>
Date: May 22, 2014 at 9:27:52 PM EDT
To: Mark Dunnagan <mdunnagan@flblum.com>
Subject: Business-40 Task Force Findings & Recommendations

To Business-40 Task Force Members,

I would like to thank all of you for your participation on the Business-40 Task Force. The Task Force has worked diligently since September of 2011 to assess the potential economic development impacts of the two downtown interchange locations proposed by the NCDOT. After many meetings with downtown stakeholders and meetings of this Task Force, we are pleased to report the following findings and recommendations.

Findings:

1. The Economic Development Impacts of Business 40 Reconstruction prepared by Economic Development Research Group, Inc. and dated March 2014 indicates that there is no appreciable difference in development potential between the Liberty/Main and Cherry/Marshall couplets.

Recommendations:

1. Regardless of which interchange location is selected, the couplets that are not selected should be converted to two-way travel by the City of Winston-Salem no later than the completion of the Business-40 Improvements project. This will serve to lower travel speeds and stimulate pedestrian activity on these corridors.
2. Regardless of which interchange location is selected, a comprehensive parking, pedestrian crossing and business access plan should be developed by the City of Winston-Salem that would address how either scenario might work to the advantage, and not the detriment, of downtown Winston-Salem's current and prospective businesses.
3. Regardless of which interchange location is selected, traffic calming measures should be implemented on the couplets that are selected as they pass through the pedestrian core of downtown, as well as First and Second Streets through the Holly Avenue neighborhood. These traffic calming measures should comply with the following criteria:
 - a. Have demonstrated effectiveness in managing both speed and routing of traffic in downtown areas to a degree commensurate with the impact assumed by the NCDOT traffic study;
 - b. Are practical and affordable to maintain in a good state of repair, and offer designs that are aesthetically pleasing to the customers of potential downtown businesses (including out-of-town trade and convention business);
 - c. Are compatible with parking, business access and bicycle and pedestrian amenities; and
 - d. Enable efficient safe and appropriate access for different vehicle types, including larger vehicles such as delivery vehicles, tour buses and other commercial traffic catering to the trade and convention business of downtown Winston-Salem.
4. Regardless of which interchange location is selected, clear signage within downtown and for crossings across Business 40 should be installed.
5. Regardless of which interchange location is selected, investments in downtown pedestrian/bicycle facilities and services should be made. This includes the existing Strollway at its crossing of Business-40. This crossing should be made with the Strollway bridging over Business-40, and not with a tunnel under Business-40.

Preferred Interchange Location:

Some Task Force members and other interested downtown stakeholders voted on their preferred interchange location, and the result was a preference for the interchange to be located on the Cherry/Marshall couplet. 61% of those who voted preferred the Cherry/Marshall location, while 39% of those who voted preferred the Liberty/Main location.

This information will be presented to Winston-Salem City Council in resolution form at a time of their choosing (presumed to be July or August of 2014).

Mark

Mark Dunnagan, Vice President, Project Development

Penney, John M

From: Kylie Kavanagh <kkavanag@wakehealth.edu>
Sent: Monday, April 28, 2014 9:02 AM
To: business40@business40nc.com
Subject: Environmental assessment

Hello, I just reviewed the Environmental Assessment report now available. I have a couple concerns about pieces that are missing from the layman's interests and perspectives. I live in Holly Avenue and will be directly affected by the project. The vehicle emissions are projected to increase over time – however no specifics are given to how the project will be coupled with plans to increase ease and access of non-vehicular transport. This should come first as people may park outside the construction and walk/cycle to their final destination. In the same vein, no plans for sensitivity to existing and future trees are shown. There are old shade trees that should be marked and preserved, as their role in air quality and temperature control is irreplaceable (or at least for 30+ years). Description of the tree placement (number and type/species) is a community priority which is a part of the project.

If you could please direct me to where this part of the environmental assessment is given, I would appreciate it. Our future health is at stake. Thanks KK

Kylie Kavanagh
Assistant Professor
Department of Pathology

Medical Center Boulevard, Winston-Salem, NC 27157

☎ 336-713-1475 | 📠 Fax: 336-716-1515 | ✉ kkavanag@wakehealth.edu



 Please consider the environment before printing this e-mail

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Penney, John M

From: Ivey, Stephen P
Sent: Friday, April 11, 2014 3:38 PM
To: J. Mosby Vogler
Cc: Penney, John M; Joyner, Drew; Jake Alexander; ralph.womble@gmail.com; Jumetta Posey; Karen Simon; Ivey, Stephen P
Subject: RE: I-40 Bus corridor

Follow Up Flag: Follow up
Flag Status: Completed

Thank you for your comments Mr. Vogler. By way of this e-mail, I am forwarding your comments to the project team to be included in the official project record. Your participation in future public involvement opportunities also encouraged.

Pat Ivey

Sent from my Verizon Wireless 4G LTE Smartphone

----- Original message -----

From: "J. Mosby Vogler"
Date: 04/11/2014 11:23 AM (GMT-05:00)
To: "Ivey, Stephen P"
Cc: Mosby Vogler email
Subject: I-40 Bus corridor

Pat, Thank you for meeting w/ me Tuesday, it was very helpful. As mentioned I am very happy to hear the Main st exit will not change. This has been a good exit ramp for those entering town for many years and seems to work well being one way to town. Signage routes folks going to Old Salem around our block and to Liberty St very effectively so why change a good thing that isn't broken.

We favor the Liberty Street entrance ramp to I-40 for one main reason. There is a ton of traffic at 4-6pm every week day from downtown workers entering I-40 from First and Liberty. Presently, First St is a nightmare between these hours, if all traffic is pushed to First for a Marshall entrance it would certainly become a mess.

Thank you for considering the option of a right of way land trade behind our building next to the highway. Voglers LLC will work with the highway department very happily.

Thanks again for your time and expertise.

Mosby Vogler

--

J Mosby Vogler
3727 Milhaven Rd
Winston Salem, NC 27106
cell - 336 817 7395

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APPENDIX B

PUBLIC HEARING



BUILDING THE FUTURE

Winston-Salem

BUSINESS 40



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

MEMORANDUM TO: Post Hearing Meeting Attendees

FROM: *E.M.*
S. Eric Midkiff, PE, Central Region Section Head
Project Development and Environmental Analysis Unit

DATE: February 11, 2015

SUBJECT: Project 34872.1.1 (U-2827B) Forsyth County
F.A. Project NHF-0421(5)
US 421 Pavement Rehabilitation, Replacement of Bridge Numbers 178,
278, 286, 288, 291, 293, 305, 312, 313, 336 and Various Safety
Improvements, From West of Fourth Street to East of Church Street

Post-Hearing Meeting Minutes

A Post Hearing Meeting was held on October 3, 2014 in the NCDOT Structures Design Conference Room C. The purpose of the meeting was to discuss the input received from the public through the Public Hearing process and identify a preferred alternative.

Michael Penney opened the meeting and asked for introductions. Mr. Penney then provided an overview of the project. The Business 40/US 421 Improvements Project is approximately 1.2 miles in length and extends from just west of 4th Street to east of Church Street in Winston-Salem. The project will streamline the six existing interchanges within the project limits to two full and one partial interchange. The Environmental Assessment was approved on February 28, 2014 and two Combined Public Hearings were held on July 22nd and 24th, 2014.

Comment Summary

A total of 92 individuals either submitted written comments or spoke at either of the hearings. Approximately 84 individuals attended the July 22nd Hearing and 42 individuals attended the July 24th Hearing. Attendance was lower than anticipated and may have been the result of the extensive public involvement program which had already been undertaken for this project. Comments received as a result of the hearings primarily exhibited preferences for a preferred alternative and aesthetics. Project aesthetics will be discussed with the public as part of a future Bridge and Design Working Group meeting. No new areas of concern were raised at the hearings. Based on a review of the comments received the following five (5) topics were predominant:

- Alternative Preference
- Traffic Control - Detour/Reroute
- Traffic Control - One-way/two-way
- Aesthetic - Final Appearance
- Pedestrian and Bicycle

Standardized responses were discussed, see attached, and all in attendance were in agreement with the proposed responses.

All of the comments received, either at the hearings or by comment form, were summarized in tabular format as follows:

- July 24, 2014 Hearing
- July 22, 2014 Hearing
- Comment Forms
- Email and Letter Comments
- Comment Forms – No Comments Received

Draft Comment Response Discussion

Several comments and their draft responses were discussed by the meeting attendees. Below is a summary of these discussions:

- Comment Form #12, Comment #7: A request was made to beautify the median barrier wall through either staining the concrete or stamping as part of the project. Mr. Pat Ivey, NCDOT Division 9 Engineer, recommended against doing this. Median barrier walls are designed and intended to be hit by vehicles and repairing the walls back to the original appearance could be problematic as a result of the wall colors fading over time.
- Comment Form #18: Ms. Karen Simon of Simon Resources felt that the draft response should be expanded upon to help the commenter understand there are enhancement dollars programmed for the project but they are limited. It was decided that an enhanced response could be provided in a letter to her but that the response should remain in its current level of detail for the FONSI. Mr. Ivey suggested that “subject to available funding” be added to the end of the existing response.
- Speaker #109: The speaker requested additional details be provided describing improvements proposed to Broad Street. The speaker was a representative of the Winston-Salem Dash Baseball club and changes to Broad Street would affect operations of their stadium. Pat Ivey stated that the Winston-Salem Comprehensive Transportation Plan de-emphasizes Broad Street in the overall traffic network downtown. Eric Midkiff suggested that the response be rephrased to say additional coordination will occur and explain what Broad Street will look like in the future.
- Speaker #207: The speaker discussed the hiring of an economic development specialist to assist the downtown area. At present it is unknown whether this will be a NCDOT position. The response should be revised to say NCDOT will provide funding for the position.

During the discussion of responses to the comments it was noted that the level of detail provided in the tables was appropriate for the Post-Hearing Meeting minutes but additional narrative was required for all written responses to individuals who submitted comments.

The amended comment tables with responses are attached to these minutes.

Alternatives Discussion

An updated impact summary table (revised from what was presented in the EA) was distributed to the meeting attendees (Attachment B). The impacts were able to be mitigated to allow for no adverse impacts. The North Carolina State Historic Preservation Office (HPO) was satisfied with the mitigation which will have future traffic patterns match what is present today.

Jumetta Posey asked if the amount of enhancement dollars for the bridges could be included in this table. Mr. Penney explained that the total enhancement budget will not be determined until after the selection of a preferred alternative. A budget would not be developed until November 2014 at the earliest.

Mr. Penney pointed out that both alternatives are proposing the inclusion of noise walls but that additional coordination will need to occur with HPO to minimize visual impacts to historical properties and districts in the vicinity of the proposed walls.

Ms. Simons asked if NCDOT will provide an explanation, on the project website, as to why the Preferred Alternative was selected. Mr. Penney explained that other than costs and public input, the two alternatives are essentially equal. The public prefers Cherry/Marshall and Local Preferred Alternative by the Winston-Salem City Council is Cherry/Marshall. Justification as to why the Preferred Alternative was selected will be provided.

Pat Ivey shared that a letter has been received from the City requesting permanent Trail Blazer/ Way Finder signs be included as mitigation for the traffic disruption to downtown. City is requesting these as permanent signs and not just during construction. Because of the changes to access as a result of this project, Mr. Ivey feels that this is something to consider. It is estimated that 70 signs would be necessary at a cost of approximately \$400,000 which would include the planning and engineering for the signs. Felix Davila will bring this request to FHWA for their review and let NCDOT know if it is acceptable.

Mr. Davila noted that the letter from City staff recommends the selection of Liberty/Main as the preferred alternative and provided a number of justifications. Mr. Davila observed that the two alternatives were essentially the same with the only difference being project costs (approximately \$14 million). Justification of preferred alternative selection should be defensible. The recommendation of City staff was based purely on traffic. The recommendation of the Winston-Salem City Council was based on City staff recommendations as well as public consideration. Toneq' McCullough stated that the City staff was in full support of City Council's selection of Cherry/Marshall as the Local Preferred Alternative.

Preferred Alternative

Mr. Penney noted that the Winston-Salem Urban Area Metropolitan Planning Organization (MPO) requires several months to place a preferred alternative in the current Long Range Transportation Plan (LRTP) and air conformity model. There are items exclusive to each alternative that need to be finalized between NCDOT Roadway Design and the City and each would prefer to make these revisions to only one alternative. The inclusion of the project in the LRTP and air conformity model is required before the Finding of No Significant Impact is approved.

Impacts to the two alternatives are equal between the two alternatives with the primary difference between the two being approximately \$14 million in costs, Cherry/Marshall being the lesser of the two. As a result of comments received during the Public Hearing comment period, approximately 60% of the public preferred the Cherry/Marshall option, 20% preferred the Liberty/Main option and 20% indicated no preference.

There are minor differences between the two options in regard to traffic operations. All east-west streets operate at a Level of Service (LOS) C for each alternative but LOS on the north-south roads vary slightly depending on the alternative. The Chamber of Commerce also found some differences between the alternatives.

Greg Errett requested NCDOT provide additional justification for the selection of the preferred alternative. Mr. Errett noted that the CTP and the MPO's preference of Liberty/Main as the primary route into downtown were in conflict with the Cherry/Marshall alternative. Mr. Errett felt that these factors were not included in the summary sheet. Mr. Penney stated that several meetings have taken place between NCDOT and City staff and he would go back and review minutes from these meetings for additional information on these issues. Mr. Penney stated NCDOT will evaluate these concerns and include responses into the justification of the preferred alternatives election.

Based on the above noted factors the group concurred that Alternative 4 (Cherry/Marshall) was the preferred alternative.

ACTION ITEMS

1. NCDOT – revise comment responses and distribute to attendees for their review. Once these responses are finalized, a copy will be distributed with the draft Post-Hearing meeting minutes.
2. NCDOT – notify MPO of the identification of the Preferred Alternative and request that they move forward with including it in the LRTP and air conformity modeling.

If anyone has questions or comments regarding this information, please contact Mr. Michael Penney, PE, Project Planning Engineer at (919)707-6006 or Ms. Beverly Robinson, Project Engineer at (919)707-6041.

SEM/mp

U-2827B
 Post-Hearing Meeting Minutes
 February 11, 2015

cc: Deborah Barbour, PE – Director of Preconstruction

Post Hearing Meeting Attendees:

Name	Unit / Agency	Email
Felix Davila, PE	FHWA	felix.davila@dot.gov
Eric Midkiff, PE	NCDOT-PDEA	emidkiff@ncdot.gov
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Allen Hayes, EI	NCDOT-WZTC	ahayes@ncdot.gov
Ed Reams	NCDOT Utilities	ereams@ncdot.gov
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Wendy Miller, ASLA*	City of Winston-Salem	wendym@cityofws.org
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Karen Simon	Simon Resources	simonresrc@gmail.com
Amy Hubbard	Simon Resources	amylettshubbard@me.com
Jumetta Posey	Neighborhood Solutions	jgposey@nsolutions.org
Johnetta Perry	Neighborhood Solutions	jperry@nsolutions.org

* Attended by Phone

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July 24, 2014 – Public Hearing Comments and Responses

Speaker No.	Comment No.	Topic	Comment	Response
S-201	1	Alternative Preference	We do have a lot of people that come onto Business 40. They want to get to the downtown area. Where do they go downtown? They're trying to get to hotels. They're trying to get to the Convention Center. They're trying to get to Wake Forest through the downtown by using Cherry and Marshall. But we really need to showcase our downtown for those wonderful restaurant areas we have our Third, Fourth, Street, and Trade Streets now.	Comment noted.
S-202	1	Alternative Preference	Wake Forest feels the Cherry/Marshall exit is vitally important to the university and all its amenities. Cherry/Marshall is a main thoroughfare through the city to the university, to BB&T Field, to the Coliseum. To eliminate...to change that to Liberty/Main will make very circuitous and difficult access to these main spectator venues within the city.	Comment noted.
S-202	2	Street Conversion	[By] making Cherry/Marshall the primary access point will provide a tremendous opportunity for the city to make both Liberty and Main Streets; two-way streets...	Comment noted. This project does not include the conversion of local streets from one-way to two-way movement. Any conversion of local streets from one-way to two-way movement is a City of Winston-Salem decision and if appropriate will occur after this project is completed.
S-203	1	Street Conversion	We, as an institution, are in support of the Cherry/Marshall interchange. I feel that's the best option for the city and the community. Not only does it cost less, we feel that it frees up developable land. It allows also something I think we haven't really talked about, but it was a topic that came up in recent meetings that allows for Liberty and Main Streets to eventually become two-way.	Comment noted. This project does not include the conversion of local streets from one-way to two-way movement. Any conversion of local streets from one-way to two-way movement is a City of Winston-Salem decision and if appropriate will occur after this project is completed.

July 24, 2014 – Public Hearing Comments and Responses

Speaker No.	Comment No.	Topic	Comment	Response
S-204	1	Alternative Preference	...we should say as an institution we're also in favor of the Cherry/Marshall interchange. I think as we think about the city as being a place of good work and play, it's important for us to think about what's best for the overall long term needs of the city. And as we think about those, the idea of Cherry/Marshall being the interchange and the idea of Liberty and Main eventually becoming two-way streets, but do make it more pedestrian friendly and do give it better access to the downtown that we want to create. We think it's pretty important.	Comment noted. This project does not include the conversion of local streets from one-way to two-way movement. Any conversion of local streets from one-way to two-way movement is a City of Winston-Salem decision and if appropriate will occur after this project is completed.
S-204	2	Project Cost	...the savings that comes from using [the Cherry/Marshall Alternative] that allows us to think about the enhancements that we may be able to do and tying that back to the Creative Corridors work that has been done and that has already been accepted by the city.	While cost is one of many factors considered in the selection of an alternative, the cost savings between a less expensive alternative and a more expensive alternative cannot be applied to the less expensive alternative. Only the actual project cost can be applied to the project.
S-205	1	Aesthetics	...the City Council of Winston-Salem adopted an ordinance which is Part 3 of the Municipal Code, Chapter 2, Article 3, Division 11 and it establishes the Mayor's Design Review Committee for the purpose of reviewing plans and proposals of roadway improvements on the major thoroughfares that we're considering and to make recommendations on the plans consistency with the outcomes and objectives of the community corridor's master plan and guidelines. This review of the Design Review Committee should apply at every stage of design... Creative Corridors Coalition respectfully requests that this occurs.	Comment noted.

July 24, 2014 – Public Hearing Comments and Responses

Speaker No.	Comment No.	Topic	Comment	Response
S-206	1	Alternative Preference	I'm here in support of Alternative number 4, which is the keeping open of both Cherry and Marshall Streets. These two streets, we feel is a vital for the heart of this city. It leads right into (inaudible), driving to eateries, easy access to the hospitals, better direct access to Wake Forest University, the Coliseum, as well as the Convention Center as well as hotels.	Comment noted.
S-207	1	Economic Impact	I think if the Department of Transportation closes Business 40 for two years, half the retail businesses downtown will close due to the difficult access. New condos and lofts projects downtown and some might go bankrupt. I think Baptist Hospital will suffer from lack of access. Recruiting new companies to Winston-Salem will become almost impossible.	NCDOT is proposing to provide funding for an economic development specialist to assist with marketing and outreach for small businesses which may be impacted during construction.
S-207	2	Economic Impact	The Department of Transportation is saving millions by closing Business 40 for two whole years. But the economic citizens of Winston-Salem will lose tens of hundreds of millions of dollars.	The decision to close Business 40 for up to two years was not based on cost. Extensive public involvement and outreach (that included surveys of residents, employers and employees) identified a public preference for the up to two year construction option. The NCDOT is committed to this time table. NCDOT is proposing to provide funding for an economic development specialist to assist with marketing and outreach for small businesses which may be impacted during construction.

July 24, 2014 – Public Hearing Comments and Responses

Speaker No.	Comment No.	Topic	Comment	Response
S-207	3	Provide Example of a Similar Project.	Is there any other similar size city in the whole United States with only one major four-lane that's been closed for two years and how did they do?	I-64/US 40 near St. Louis, Missouri was closed between 2008 and 2009. A copy of the post-construction analysis can be found here: http://library.modot.mo.gov/RDT/reports/R107047/cmr12010.pdf In summary the report found that "While the economic recession made the assessment difficult to determine the precise impact of the I-64 reconstruction, the analysis found the conditions in the impacted area were not statistically different from economic conditions across Missouri and the nation."
S-208	1	Traffic Control	Looking at this picture of how Academy Street is going to change. This picture doesn't show that currently Academy and West Salem curves immediately to the left and then kind of right. And my question is that little section going to be straightened out or is it just not represented in this picture?	The public involvement specialist directed the speaker to speak with Pat Ivey. NCDOT is proposing offsite improvements to the Peters Creek Parkway and Academy Street intersection with this project, no other improvements to Academy Street are proposed.

July 22, 2014 – Public Hearing Comments and Responses

Speaker No.	Comment No.	Topic	Comment	Response
S-101	1	Alternative Preference	I favor the Cherry/Marshall Spruce Alternative, because we have so many of our institutions that gather around this center, the Steven Center, and the Convention Center.	Comment noted.
S-102	1	Alternative Preference	We support Cherry/Marshall as the primary north/south corridor. We figure it is a best direct route up to the center city. It connects north to Wake Forest University, the Convention Center, and major hotels, parking decks. It is a major road already and certainly would serve us well on a north/south connection.	Comment noted.
S-102	2	Project cost	...it appears that the Cherry/Marshall exit is about \$7M less expensive. We recommend that \$7M be given to Creative Corridors to enhance the bridges and as part of the beautification of this road too.	While cost is one of many factors considered in the selection of an alternative, the cost savings between a less expensive alternative and a more expensive alternative cannot be applied to the less expensive alternative. Only the actual project cost can be applied to the project.
S-102	3	Traffic Control	I think at the end of the day whether you support the street cars or not, the thing you have to realize is that if Liberty/Main becomes our primary exit that it's going to force traffic east and west off of that road particularly on Fourth Street, Fifth Street, and it will filter traffic across those streets if you're trying to get to the hotels and Convention Center, this place, other things need to be achieved. And in doing that, you know we're going to create ambient traffic downtown we don't need. And I think that should be taken into consideration as well; and then of course putting traffic on our trolley car routes if we can in fact build trolley cars. It seems that we're building in a problem that we may regret later in my view.	Comment noted.

July 22, 2014 – Public Hearing Comments and Responses

Speaker No.	Comment No.	Topic	Comment	Response
S-103	1	Safety	What's going to be the route that EMS will take for me to get to my preferred place of...which is Baptist Hospital; because I'm already 7 miles away from any one of the institutions let alone I'm not in crisis.	NCDOT began discussions/coordination with local agencies (police, fire, EMS, Baptist Hospital, school system, transit, etc.) regarding the project in 2011, these discussions will continue up to and through construction. A construction mitigation plan will be developed during final design containing detailed information regarding traffic operations during construction. As with all construction projects, proper traffic management plans will be developed and implemented in coordination with the local agencies and in compliance with local agency and federal guidelines in an effort to minimize traffic pattern changes and associated impacts. The plans may require the development of an emergency response plan to ensure emergency responders have sufficient and available roadway access to respond to calls. In addition, per the project commitments, Forsyth County EMS and Baptist Medical Center will be given advance notice of construction activities.
S-103	2	Traffic Control	The other concern is what happens to those neighborhoods? On a regular day for someone to have to access Business 40 between Fifth Street and Linville Road, the traffic comes through Old Greensboro Road exit down to Fifth Street. Those exchanges are not suitable for that heavy traffic. And something needs to be treated for those areas.	Comment noted. Though outside the study area for this project, these interchanges were reviewed as to impacts for prior to, during and post construction of the project. There were no substantial increases to traffic at these interchanges to warrant improvements. This information will be provided to the City and the MPO for consideration with other future projects.

July 22, 2014 – Public Hearing Comments and Responses

Speaker No.	Comment No.	Topic	Comment	Response
S-103	3	Community Cohesion	Be careful how we disconnect our communities as we've done with some of the 52 pieces and try and go back and reconnect our communities in the best way we can.	Impacts to community cohesion were considered during the project development process. The proposed project will not bisect any existing communities and will improve bicycle and pedestrian connections across Business 40 with improved accommodations on replaced bridges, included a pedestrian bridge on Green Street (which has been closed for several years).
S-104	1	Bicycle Accommodations	I would like to see all efforts made that we can to promote safe accommodations for cyclists as we do this project. We need safe and narrow paths across these roads	Bicycle accommodations on the proposed bridges are presented in Table 17 of the Environmental Assessment. They include either wide outside lanes or dedicated bike lanes.
S-105	1	Aesthetics	Creative Corridors Coalition believes it is important that all projects within its study area should be reviewed by the Mayor's Design Review Committee in accordance to CCC's design guideline as adopted by the City Council of Winston-Salem and now part of the Municipal Code, Part 3 Chapter 2.	Comment noted.
S-106	1	Alternative Preference	Cherry Street and Marshall Street have been historic thoroughfares. Because of that so much of the cultural heritage is distributed along those two streets. And they also give you the sense of arrival bringing them to the downtown area...And so, I can only think that the greatest accumulation or the greatest impact for people leaving I-40 and coming into the town is on Cherry and Marshall Street.	Comment noted.

July 22, 2014 – Public Hearing Comments and Responses

Speaker No.	Comment No.	Topic	Comment	Response
S-107	1	Alternative Preference	I'm here to speak in favor of the Cherry/Marshall exit. As many people have before me have already outlined the reasons why that exit seems to be a very logical choice. Obviously, the access to the north which leads to institutions like the Stevens Center, the University of the North Carolina School of the Arts, hotels, the Convention Center and on out to Wake Forest. I think it's the most logical connection to the north...also Cherry and Marshall in particularly allows us to separate some traffic from the Strollway that runs alone side of Main Street.	Comment noted.
S-108	1	Alternative Preference	With respect to the alternatives, I'm in support of Cherry/Marshall and Alternative 4. (Inaudible). The partial interchange at Broad Street and putting a loop right there I just find distasteful. So, I believe I'll go with Cherry/Marshall.	Comment noted.
S-109	1	Alternative Preference	Hence that I will tell you that the baseball park and the Winston-Salem Dash are extremely favorable to the Broad Street and partial exit near the Liberty and Main full exit. It is very important for us that we know to have those 8,000 people to have multiple entrances and exits as we did on July 4th this year for one of the largest or the largest celebration in our downtown community at any time.	Comment noted.

July 22, 2014 – Public Hearing Comments and Responses

Speaker No.	Comment No.	Topic	Comment	Response
S-110	1	Alternative Preference	I do support the Cherry/Marshall exit even though I have deep ties to Holly Neighborhood. And there will more of the additional impacts with the traffic down through those areas if the Cherry/Marshall route is chosen. The neighborhood spent a lot of time on that and I've been very involved in that decision making. And we all from that standpoint really feel like this is a better route.	Comment noted.
S-111	1	Traffic Control	Now, while it seems like the Cherry/Marshall is an excellent option, I kind of want to know how it affects all of Winston-Salem, not just going to the north of Winston-Salem, to the south of Winston-Salem, but I'd like to know how this particular option and the other one as well affects going from East Winston to West Winston and further south of here.	The traffic flow on the majority of the east-west streets will continue to operate above average. The traffic flow on the north-south streets shifts depending on the alternative. Under both alternatives Peters Creek Parkway will have an increase in traffic flow at Academy Street and from the northern ramps to Brookstown Avenue.
S-111	2	Traffic Control	I think all of us would be reminiscence if we just thought about how it affects going from north to the south and not looking at the whole city and so.	The long-term traffic impacts of both alternatives were considered. Forecasted traffic volumes in 2040 under both build alternatives compared to no-build conditions are shown in Table 21 of the Environmental Assessment. Long term (through year 2040) traffic patterns were analyzed and improvements were identified to accommodate projected traffic volumes, as discussed in Section IV.R (Off-Site Improvements) of the Environmental Assessment.
S-112	1	Aesthetics	I don't have a preference for either one. I just want to leave you all with whatever you all do make it memorable. I know I won't live in North Carolina in my prime years, but I would love to retire here. So, whatever you do make it easier for me or my job to come back okay.	Comment noted.

July 22, 2014 – Public Hearing Comments and Responses

Speaker No.	Comment No.	Topic	Comment	Response
S-113	1	Street Conversion	Will any of the streets change from a one-way to a two-way or is that just temporary during construction? It was talked about it. I don't know if it's going to happen. None of the engineers have a comment?	This project does not include the conversion of local streets from one-way to two-way movement. Any conversion of local streets from one-way to two-way movement is a City of Winston-Salem decision and if appropriate will occur after this project is completed.

Public Hearing Comment Forms – Comments and Responses

Reference No.	Comment No.	Topic	Comment	Response
CF-001	1	Public Hearing - Meeting Organization	Let your staff speak	NCDOT staff and consultants were available to answer questions during the open house. The public hearing officer gives the public hearing presentation and the purpose of the public hearing is to give the public an opportunity to voice their comments on the project.
CF-002	1	Acquisition / Relocations	This project will displace a lot of people. Too many families are impacted. I am a home owner in my senior years, worked all my life, retired, my home is paid for. I cannot tell you the stress that this project has put on me. I live at the Peters Creek Bridge, on Gregory St.	Comments Noted. The proposed project will require the relocation of 30 or 32 properties, alternative dependent. During the development of final plans every effort will be taken to minimize and/or reduce the anticipated relocations for the project. When relocation is needed NCDOT's policy ensures that comparable replacement housing is available for relocatees prior to construction. Furthermore, the NCDOT will use three programs to minimize the inconvenience of relocation: Relocation Assistance, Relocation Moving Payments, and Relocation Replacement Housing Payments or Rent Supplement.
CF-003	1	Traffic Control	I think the turn from Peters Creek north to 4th Street should be removed...to help limit traffic from Peters Creek onto Fourth; this will reduce the speed of traffic into westend.	Comment noted. While improvements to the Peters Creek Parkway/4th Street intersection are not included as part of this project, the City of Winston Salem prepared the Peters Creek Parkway Corridor Study to develop a conceptual plan of proposed improvements to the corridor from Silas Creek Parkway to Business 40. See http://www.cityofws.org/departments/transportation/planning/plans-and-studies/peters-creek-parkway-study for additional information.
CF-003	2	Noise	The sound barriers need to be soft so they absorb sound and just don't bounce it back into the neighborhoods on the opposite side of the road.	Comment noted. Noise walls will be designed in accordance with NCDOT and FHWA standards. This comment has been forwarded to the NCDOT Traffic Noise & Air Quality staff for consideration.

Public Hearing Comment Forms – Comments and Responses

Reference No.	Comment No.	Topic	Comment	Response
CF-005	1	Project Design - Street Connectivity	An interchange at Broad St. is the most important aspect of this project. Broad St. is a main north/south connector which is critical to maintain its direct connectivity to Business 40. Our property development and future is dependent upon the access to Business 40 from Broad St.	Comment noted.
CF-006	1	Lighting	Does not prefer lighting on bridges due to light pollution. How about [lighting] along rail?	This suggestion will be passed along to the Bridge and Design working group. Aesthetic treatments will be determined during final design.
CF-006	2	Park-n-Ride	Please add a Park-n-Ride in the Oaks Shopping Center, Lewisville off the Williams Rd. exit off 421 and possibly at next exit in Lewisville- Clemmons Rd. in the River Ridge Shopping Center area.	Comment noted. This information will be forwarded to the Piedmont Authority for Regional Transportation (PART).
CF-006	3	Pedestrian Safety	Get pedestrians and bicyclist across roads and intersections safely!	Comment noted. All replaced bridges will be designed in accordance with NCDOT standards, including accommodations for bicycles and pedestrians (see Table 17 of the Environmental Assessment). NCDOT will coordinate with the City in regards to bicycle and pedestrian facilities prior to final design.
CF-007	1	Public Hearing - Handouts	...error in the numbering [on hearing handouts] should be corrected before the document is further distributed.	Comment noted. The error in the numbering of the alternatives was corrected on the comment forms for the second public hearing on July 24.

Public Hearing Comment Forms – Comments and Responses

Reference No.	Comment No.	Topic	Comment	Response
CF-009	1	Community Impacts	Impacts on business, neighborhood, crime, etc. on Broad St. needs to be addressed/studied.	Comment noted. The Community Impact Assessment for the project evaluated impacts to neighborhoods and businesses as a result of the project. In addition, NCDOT is proposing to provide funding for an economic development specialist to assist with marketing and outreach for small businesses which may be impacted during construction.
CF-009	2	Construction Impacts	My main concern is the impact on the West Salem neighborhood during the time Broad St is interrupted /closed during Bridge demolition and construction. The neighborhood is already a high crime area and being located at a dead end street has me concerned, how will EMS respond?, police, fire. The impact on the neighborhood should be studied/considered.	Comment noted. NCDOT began discussions/coordination with local agencies (police, fire, EMS, Baptist Hospital, school system, transit, etc.) regarding the project in 2011, these discussions will continue up to and through construction. A construction mitigation plan will be developed during final design containing detailed information regarding traffic operations during construction. As with all construction projects, proper traffic management plans will be developed and implemented in coordination with the local agencies (police, fire, EMS, schools, transit, etc.) and in compliance with local agency and federal guidelines in an effort to minimize traffic pattern changes and associated impacts. The plans may require the development of an emergency response plan to ensure emergency responders have sufficient and available roadway access to respond to calls.
CF-012	1	Aesthetics	Follow creative corridors' recommendations.	Comment noted.
CF-012	2	Traffic Control	Eastbound Bus I-40 Peters Creek - two lanes in loop does not work - dangerous; middle lane must slam on brake to exit; inside lane traffic does not stay in lane.	Comment noted.
CF-012	3	Aesthetics	All sound walls should be the same design for aesthetics	Comment noted.

Public Hearing Comment Forms – Comments and Responses

Reference No.	Comment No.	Topic	Comment	Response
CF-012	4	Bicycle and Pedestrian Connections	[would] like greenway bike paths and pedestrian bridges to connect (north-south)	Comment noted.
CF-012	5	Roadway Design	Provide as many extra-wide places as possible to pull off road during an emergency.	The proposed cross-sections for both alternatives include 4-foot inside shoulders and 4 to 8-foot outside shoulders.
CF-012	6	Aesthetics / Bicycle and Pedestrian Connections	Brookstown Bridge - open up to light below between the E&W bound lanes; provide sidewalks; bike lane on Brookstown under bridge	Comment noted. As currently proposed, the bridge over Brookstown Avenue would be a single structure. The existing sidewalks on Brookstown Avenue under the bridge would remain.
CF-012	7	Aesthetics	Is the median divider really going to a "jersey barrier"? Why not make it match look of retaining wall for continuity?	The proposed cross-section includes a concrete median barrier. The final design of this roadway feature has not been determined at this time. Median barrier walls are designed and intended to be hit by vehicles and repairing the walls back to the original appearance, if stained, could be problematic as a result of the wall colors fading over time.
CF-012	8	Aesthetics	Lowering of Bus. I-40 roadbed will create a tunnel effect where views of W-S will be obscured; loss of nice aesthetics currently	Comment noted. The Bridge and Design working group was established to recommend aesthetic treatments for the project. The group's recommendations will be considered and incorporated during final design.
CF-014	1	Traffic Control	I really like roundabouts now that I know how to drive through them. Please add them wherever there is sufficient space. I like not having to stop for often non-existent traffic.	Comment noted.

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Reference No.	Comment No.	Topic	Comment	Response
CF-018	1	Aesthetics	Overall - the improvements could have been much more creative - more aesthetically pleasing. As an arts community - we need to play on that and stand out. Look at the bridges etc., in Pittsburgh. - impressive.	Comment noted. The Bridge and Design working group was established to recommend aesthetic treatments for the project. The group's recommendations will be considered during final design.
CF-023	1	Public Hearing - Meeting Organization	Have a time keeper for the 3 minute rule.	Comment noted. The public hearing officer keeps track of the time and gives the speaker a warning when their time is running out.
CF-023	2	Traffic Control	Please advise that I think the DOT has done a great job on public awareness on this project and no one should be surprised when it starts. Just make sure there are good detour signs.	Comment noted. A construction mitigation plan will be developed during final design containing detailed information regarding traffic operations during construction. As with all construction projects, proper traffic management plans will be developed and implemented in coordination with the local agencies and in compliance with local agency and federal guidelines in an effort to minimize traffic pattern changes and associated impacts.
CF-025	1	Acquisition / Relocations	We own parcel 139, High and Spruce Streets. Project will make our office unusable, no access. We will discuss offers to purchase the office.	The NCDOT will follow the state and federal regulations and policies for right-of-way acquisition and relocation of all required properties.
CF-027	1	Public Hearing - Meeting Organization	Comments at presentation good but need to be able to ask questions at public hearings.	NCDOT staff and consultants were available to answer questions during the open house. The purpose of the public hearing is to give the public an opportunity to comment on the project. NCDOT staff was also available after the public hearing to answer any additional questions.

Public Hearing Comment Forms – Comments and Responses

Reference No.	Comment No.	Topic	Comment	Response
CF-027	2	Aesthetics	My concerns and questions not addressed at hearing: The design and actual appearance of bridges. Barrier walls, landscaping, pedestrian and bike pathways, lighting	The appearance of the design features will be determined during final design in coordination with the City. The recommendations of the Business 40 Bridge and Design Working Group and Creative Corridor Coalition Guidelines will be consolidated into one set of aesthetic improvements/betterments for the project by the City's Consultant Team.
CF-027	3	Traffic Control	Details on how traffic will be routed during construction and will these detour streets be paved prior and repave after this extended use.	Detour routes have not yet been determined. The Business 40 Traffic and Community Working Group has made suggestions as to road improvements and possible detour options. Additional coordination with the public, the City of Winston-Salem, and NCDOT is needed to determine proposed detour routes during construction and additional roadway improvements for the detour routes.
CF-027	4	Traffic Control	After construction, how will traffic flow on affected streets. Which streets will be one way?	The 2040 traffic flow on the majority of the east-west streets will continue to operate above average. The traffic flow on the north-south streets shifts depending on the alternative. Under both alternatives Peters Creek Parkway will have an increase in traffic flow at Academy Street and from the northern ramps to Brookstown Avenue. This project does not include the conversion of local streets from one-way to two-way movement. Any conversion of local streets from one-way to two-way movement is a City of Winston-Salem decision and if appropriate will occur after this project is completed.

Public Hearing Comment Forms – Comments and Responses

Reference No.	Comment No.	Topic	Comment	Response
CF-027	5	Bicycle and Pedestrian Connections	Walkways and bike paths-clear definitions, design and lighting.	<p>Pedestrian and Bicycle accommodations on the proposed bridges are presented in Table 17 of the Environmental Assessment. The proposed sidewalk and bicycle accommodations were shown on the shown the Public Hearing maps.</p> <p>Additional coordination with the City of Winston-Salem and NCDOT is needed to finalize sidewalk and bicycle accommodations.</p> <p>The appearance of the design features will be determined during final design in coordination with the City. The recommendations of the Business 40 Bridge and Design Working Group and Creative Corridor Coalition Guidelines will be consolidated into one set of aesthetic improvements/betterments for the project by the City's Consultant Team.</p>
CF-027	6	Noise	Noise during construction - hours expected	<p>Temporary and localized noise impacts will likely occur as a result of project construction activities. Construction noise control measures, which may include quiet zones and hours, will be incorporated into the project plans and specifications during final design.</p>

Public Hearing Comment Forms – Comments and Responses

Reference No.	Comment No.	Topic	Comment	Response
CF-027	7	Safety	Emergency routes during construction	Comment noted. NCDOT began discussions/coordination with local agencies (police, fire, EMS, Baptist Hospital, school system, transit, etc.) regarding the project in 2011, these discussions will continue up to and through construction. A construction mitigation plan will be developed during final design containing detailed information regarding traffic operations during construction. As with all construction projects, proper traffic management plans will be developed and implemented in coordination with the local agencies and in compliance with local agency and federal guidelines in an effort to minimize traffic pattern changes and associated impacts.
CF-027	8	Traffic Control	How do you plan to treat intersection of Academy and Marshall?	As presented in Table 18 of the Environmental Assessment, a separate southbound left-turn lane is proposed on Marshall Street at Academy Street as part of the temporary improvements that may be necessary during construction in the year 2021.
CF-028	1	Public Hearing - Meeting Organization	Need to allow time for questions.	NCDOT staff and consultants were available to answer questions during the open house. The purpose of the public hearing is to give the public an opportunity to comment on the project. NCDOT staff was also available after the public hearing to answer any additional questions.

Public Hearing Comment Forms – Comments and Responses

Reference No.	Comment No.	Topic	Comment	Response
CF-028	2	Aesthetics	Concerns not addressed - Design and appearance of bridges / barrier walls	The appearance of these design features will be determined during final design in coordination with the City. The recommendations of the Business 40 Bridge and Design Working Group and Creative Corridor Coalition Guidelines will be consolidated into one set of aesthetic improvements/betterments for the project by the City's Consultant Team.
CF-028	3	Traffic Control	The routes-detours during construction	Detour routes have not yet been determined. The Business 40 Traffic and Community Working Group has made suggestions as to road improvements and possible detour options. Additional coordination with the public, the City of Winston-Salem, and NCDOT is needed to determine proposed detour routes during construction and additional roadway improvements for the detour routes.
CF-028	4	Traffic Control	Routes (oneways, etc. after construction)	This project does not include the conversion of local streets from one-way to two-way movement. Any conversion of local streets from one-way to two-way movement is a City of Winston-Salem decision and if appropriate will occur after this project is completed.

Public Hearing Comment Forms – Comments and Responses

Reference No.	Comment No.	Topic	Comment	Response
CF-028	5	Bicycle and Pedestrian Connections	Walkways (before/after) and bike paths (before/after)	Existing bicycle and pedestrian facilities on the existing bridges are denoted in Table 6 of the Environmental Assessment. Pedestrian and Bicycle accommodations on the proposed bridges are presented in Table 17 of the Environmental Assessment. The proposed sidewalk and bicycle accommodations were shown on the shown the Public Hearing maps. Additional coordination with the City of Winston-Salem and NCDOT is needed to finalize sidewalk and bicycle accommodations.
CF-028	6	Noise	Noise during construction	Temporary and localized noise impacts will likely occur as a result of project construction activities. Construction noise control measures, which may include quiet zones and hours, will be incorporated into the project plans and specifications during final design.
CF-028	7	Traffic Control	How you plan to treat intersection at Academy/Marshall	As presented in Table 18 of the Environmental Assessment, a separate southbound left-turn lane is proposed on Marshall Street at Academy Street as part of the temporary improvements that may be necessary during construction in the year 2021.
CF-028	8	Traffic Control	Detour streets - will they be paved after/before this project.	Detour routes have not yet been determined. The Business 40 Traffic and Community Working Group has made suggestions as to road improvements and possible detour options. Additional coordination with the public, the City of Winston-Salem, and NCDOT is needed to determine proposed detour routes during construction and additional roadway improvements for the detour routes.

Public Hearing Comment Forms – Comments and Responses

Reference No.	Comment No.	Topic	Comment	Response
CF-029	1	Public Hearing - Handouts	Messing up the question [on handout] is a serious mistake! How can you use the data if the question is wrong?	The error in the numbering of the alternatives was corrected on the comment forms for the second public hearing on July 24. Most citizens submitting forms distributed during the first public hearing on July 22 provided detailed explanations of their preference for an alternative. If there was any question about a citizen's alternative preference from the forms distributed during the first public hearing, team staff attempted to contact those citizens to confirm their preference for an alternative.
CF-029	2	Bicycle and Pedestrian Connections	No mention of bicycle accommodations!	Pedestrian and Bicycle accommodations on the proposed bridges are presented in Table 17 of the Environmental Assessment. Proposed sidewalk and bicycle accommodations were shown on the shown the Public Hearing maps. Additional coordination with the City of Winston-Salem and NCDOT is needed to finalize sidewalk and bicycle accommodations.
CF-029	3	Bicycle and Pedestrian Connections	I would like to see safe, comfortable and convenient accommodations made for bicycles on the rebuilt I-40. We need safe parallel paths and crossings for bikes.	NCDOT is not recommending pedestrian and bicycle facilities on US 421/I-40 Business; however, NCDOT does support a Multi-Use Path (MUP) parallel to US 421/I-40 Business. The City is investigating the viability of an East-West MUP parallel to US 421/I-40 Business from Winston-Salem State University to Baptist Hospital. Pedestrian and bicycle accommodations are proposed on bridges crossing US 421/I-40 Business, as shown in Table 17 of the Environmental Assessment.

Public Hearing Comment Forms – Comments and Responses

Reference No.	Comment No.	Topic	Comment	Response
CF-030	1	Traffic Control	West bound access to Bus 40 from Peters Creek Parkway should be direct. Stopping at light to make left turn onto Access ramp is inefficient and not sustainable. Fourth St. bridge should be eliminated for longer access lane. See attached sketch.	Comment noted.
CF-031	1	Public Involvement	Be more open to the concerns and input of impacted residents. The two final alternatives have very poor access to I-40B westbound where all medical and grocery shopping are located.	Comment noted. NCDOT has conducted a very comprehensive public involvement program for this project, including door-to-door surveys, stakeholder meetings, several rounds of corridor-wide meetings, and ongoing working group meetings.
CF-031	2	Traffic Control	The impact of making Liberty St./Old Salem Road a primary route that bisects the historic district would be disastrous to Old Salem. Additionally, the daily needs of residents in the Old Salem - West Salem - Washington Park areas deserve consideration. Convenient access to westbound I-40B is essential and not offered by either current alternative.	Comment noted. Access to Business 40 westbound from Old Salem will be similar under both alternatives to what it is today.
CF-034	1	Public Hearing - Meeting Organization	Allow a comment and Q&A time at the end of the program.	NCDOT staff and consultants were available to answer questions during the open house. The purpose of the public hearing is to give the public an opportunity to comment on the project. NCDOT staff were also available after the public hearing to answer any additional questions.

Public Hearing Comment Forms – Comments and Responses

Reference No.	Comment No.	Topic	Comment	Response
CF-035	1	Park-n-Ride	I don't remember anything being discussed about park-n-ride and I don't see any information in the welcome handout.	Staff from the Piedmont Authority for Regional Transportation (PART) were present during the open houses held before the public hearings. Transit options as an alternative mode of transportation during construction are discussed in Section VII.K [Mass Transit] of the Finding of No Significant Impact.
CF-036	1	Alternative Preference	As a business owner, I think it is important to understand how important this is to our success, we know it is necessary, but believe that to keep downtown viable, the Main St. option is the most important option. The innovation quarter is expecting to grow exponentially, and I believe it will be necessary to have 2 valid routes to the area.	Comment noted.
CF-036	2	Alternative Preference	Reasons that the Main Street/ Liberty Street Proposal will best support our community include the following: 1. It allows primary access to Wells Fargo Corporate, City Hall, BB&T Corporate, Winston Towers, Federal Building, R.J. Reynolds Corporate, One West Fourth St. (home of Womble Carlyle), and Salem Funeral Home.	Comment noted.
CF-036	3	Alternative Preference	2. It provides a secondary access to Innovation Park. With the recent news of Inmar's move to downtown and the hope of bringing 10,000 new residences to this area, these businesses and residence will require more than the newly constructed access from Rams Drive.	Comment noted.
CF-036	4	Alternative Preference	3. The proposal alleviates constant traffic in the heart of downtown (Cherry and Fourth) and pedestrians safety issues.	Comment noted.

Public Hearing Comment Forms – Comments and Responses

Reference No.	Comment No.	Topic	Comment	Response
CF-036	5	Alternative Preference	4. It strategically sends traffic to open parking garages and allows for a more available area to stop and interact with our downtown.	Comment noted.
CF-036	6	Alternative Preference	5. This plan also gives access to Broad Street, which is unavailable in the Cherry/Marshall plan. This element gives a secondary access to the BB&T Ball Park and the future surrounding residents.	Comment noted.
CF-036	7	Alternative Preference	As stewards of the Winston Salem community with a legacy of providing critical support for our town, Salem Funeral Home strongly endorses the Main Street/ Liberty Street On and Off Ramp Proposal.	Comment noted.
CF-039	1	Alternative Preference	I would prefer that some access remain to Broad St. Furthermore, I feel that Liberty and Main are more conducive to heavy traffic flow. I am concerned that flow from the highway north through the center of downtown would reduce its pedestrian appeal.	Comment noted.

Public Hearing Comment Forms – Comments and Responses

Reference No.	Comment No.	Topic	Comment	Response
CF-039	2	Traffic Control	As we live on an adjacent surface road, I am very concerned about local traffic impacts and the long-term effects from people rerouting their travel through neighborhoods. I hope that the city and state will work closely to help ameliorate those problems.	Detour routes have not yet been determined. The Business 40 Traffic and Community Working Group has made suggestions as to road improvements and possible detour options. Additional coordination with the public, the City of Winston-Salem, and NCDOT is needed to determine proposed detour routes during construction and additional roadway improvements for the detour routes. The 2040 traffic flow on the majority of the east-west streets will continue to operate above average. The traffic flow on the north-south streets shifts depending on the alternative. Under both alternatives Peters Creek Parkway will have an increase in traffic flow at Academy Street and from the northern ramps to Brookstown Avenue.
CF-039	3	Public Hearings	They [the public hearings] were scheduled too close together in the summer. With people frequently traveling at that time I know of several people would could not attend either one.	Comment noted. Materials presented at the Public Hearings are also available on the project website: http://business40nc.com/en-us/Pages/Public-Hearing-Displays.aspx
CF-039	4	Noise	Please make every effort to use noise-reducing surfaces and ABSOLUTELY do erect the recommended noise barriers in all locations.	Comment noted. Final decisions on noise barriers will follow the FHWA procedures and the NCDOT Traffic Noise Analysis and Abatement Manual.
CF-041	1	Project Design - Street Connectivity	...it was not clearly stated that Spruce St. Bridge will be removed if Cherry/Marshall is chosen.	The Spruce Street bridge would be removed in Alternative 4 (Cherry/Marshall) and would be replaced in Alternative 3 (Liberty/Main).

Public Hearing Comment Forms – Comments and Responses

Reference No.	Comment No.	Topic	Comment	Response
CF-041	2	Traffic Control	The Cherry/Marshall interchange will send traffic through the heart of the pedestrian activity in downtown 4th and 5th streets. The restaurants and Stevens Center regularly have large trucks unloading on Marshall St. on both sides leaving only 2 lanes.	Comment noted. Long term (through year 2040) traffic patterns were analyzed and improvements were identified to accommodate projected traffic volumes, as discussed in Section IV.R (Off-Site Improvements) of the Environmental Assessment.
CF-041	3	Bicycle and Pedestrian Connections	Please make it easier for people who don't or can't use cars to get from one side of downtown to the other.	Bicycle and pedestrian accommodations are included on most of the proposed bridges, as presented in Table 17 of the Environmental Assessment.

Public Hearing Comment Forms – Comments and Responses

Reference No.	Comment No.	Topic	Comment	Response
CF-043	1	Public Hearing	More advertisement to the public	<p>In addition to a press release issued by NCDOT, a newsletter was sent (July 14 and 15) to all individuals on the project mailing list (17,000 individuals), flyers were distributed to businesses throughout the project study area and advertisements announcing the public hearings were placed in the following newspapers:</p> <ul style="list-style-type: none"> • Winston-Salem Chronicle(Weekly) – June 26, July 3, 10, 17 and 24 • Winston-Salem Journal (Daily) – June 22, 29, July 6, 13, 20 and 23 • Hola Noticias-Piedmont Triad Edition(Weekly) – July 2, 9 and 16 • El Norte(Weekly) – July 2, 9 and 16 • La Noticia-Piedmont Edition(Weekly) – July 9 and 16 • Que Pasa-Piedmont Edition(Weekly) – July 9 and 16 <p>La Raza 98.3FM – 35 spots ran between July 18 and 22, and the Public Hearing announcements were also placed on the project website: www.business40nc.com</p> <p>In the future NCDOT Communications staff will be utilizing social and traditional media prior to and during construction to keep the public informed about the project.</p>

Public Hearing Comment Forms – Comments and Responses

Reference No.	Comment No.	Topic	Comment	Response
CF-044	1	Public Hearing	Please advertise on local news, send emails and postcards at least 2 weeks ahead of time.	<p>In addition to a press release issued by NCDOT, a newsletter was sent (July 14 and 15) to all individuals on the project mailing list (17,000 individuals), flyers were distributed to businesses throughout the project study area and advertisements announcing the public hearings were placed in the following newspapers:</p> <ul style="list-style-type: none"> • Winston-Salem Chronicle(Weekly) – June 26, July 3, 10, 17 and 24 • Winston-Salem Journal (Daily) – June 22, 29, July 6, 13, 20 and 23 • Hola Noticias-Piedmont Triad Edition(Weekly) – July 2, 9 and 16 • El Norte(Weekly) – July 2, 9 and 16 • La Noticia-Piedmont Edition(Weekly) – July 9 and 16 • Que Pasa-Piedmont Edition(Weekly) – July 9 and 16 <p>La Raza 98.3FM – 35 spots ran between July 18 and 22, and the Public Hearing announcements were also placed on the project website: www.business40nc.com</p>
CF-047	1	Public Hearing	Advertise through emails as often as possible. Use social media as a forum for discussion, for example Facebook.	<p>Comment Noted. In the future NCDOT Communications staff will be utilizing social and traditional media prior to and during construction to keep the public informed about the project.</p>
CF-052	1	Park-n-Ride	Did not know there was even an option to [use the Park and Ride parking lots]	<p>Staff from the Piedmont Authority for Regional Transportation (PART) were present during the open houses held before the public hearings. Transit options as an alternative mode of transportation during construction are discussed in Section VII.K [Mass Transit] of the Finding of No Significant Impact.</p>

Public Hearing Comment Forms – Comments and Responses

Reference No.	Comment No.	Topic	Comment	Response
CF-055	1	Park-n-Ride	I would like it if the park + Ride could take you to the Mall.	This request will be forwarded to the Piedmont Authority for Regional Transportation (PART).
CF-055	2	Public Hearing	Have [Public Hearing] at public schools.	Comment noted.
CF-058	1	Traffic Control	I think most visitors to the city would prefer the Cherry-Marshall Route because it's more open with one way options that provide great access to all feeder streets in downtown as well as other parts of the city.	Comment noted.
CF-060	1	Public Hearing	Keep questions and presentations clear and simple.	Comment noted.

Public Hearing Comment Forms – Comments and Responses

Reference No.	Comment No.	Topic	Comment	Response
CF-060	2	Public Hearing	Advertise more frequently.	<p>In addition to a press release issued by NCDOT, a newsletter was sent (July 14 and 15) to all individuals on the project mailing list (17,000 individuals), flyers were distributed to businesses throughout the project study area and advertisements announcing the public hearings were placed in the following newspapers:</p> <ul style="list-style-type: none"> • Winston-Salem Chronicle(Weekly) – June 26, July 3, 10, 17 and 24 • Winston-Salem Journal (Daily) – June 22, 29, July 6, 13, 20 and 23 • Hola Noticias-Piedmont Triad Edition(Weekly) – July 2, 9 and 16 • El Norte(Weekly) – July 2, 9 and 16 • La Noticia-Piedmont Edition(Weekly) – July 9 and 16 • Que Pasa-Piedmont Edition(Weekly) – July 9 and 16 <p>La Raza 98.3FM – 35 spots ran between July 18 and 22, and the Public Hearing announcements were also placed on the project website: www.business40nc.com</p> <p>In the future NCDOT Communications staff will be utilizing social and traditional media prior to and during construction to keep the public informed about the project.</p>

Public Hearing Comment Forms – Comments and Responses

Reference No.	Comment No.	Topic	Comment	Response
CF-061	1	Acquisition / Relocations	It looks like you folks will be taking part of our lower garage on Liberty St., we look forward to working w/ you and have confidence you will make the correct choice on the highway entrances and exits. We favor the Main/Liberty option primarily for access downtown from BOTH directions and access out of town from the downtown area.	Comment noted. Exact impacts to property will be determined during final design.
CF-061	2	Traffic Control	At the meeting all speakers were concentrating on the "off" ramps of B-140. My consideration is also to consider the method of getting to "business downtown" from the west - many workers come to town from Yadkin Co or neighborhoods on the West Side of W.S. - Cherry/Marshall does not do justice to these people - will cause traffic problem (Rest of TEXT MISSING FROM PDF)	Workers from Yadkin County and west of downtown can use the improved Peters Creek Parkway interchange to First Street to access the downtown area or the Marshall/Cherry Street or Liberty/Main Street exit, alternative dependent, into Downtown. Long term (through year 2040) traffic patterns were analyzed and improvements were identified to accommodate projected traffic volumes, as discussed in Section IV.R (Off-Site Improvements) of the Environmental Assessment.
CF-061	3	Alternative Preference	"As stewards of the Winston Salem [sic] with a legacy of providing critical support for our town ... strongly endorses the Main Street/ Liberty Street On and Off Ramp Proposal. We urge the Department of Transportation to join us in continuing to support the businesses that contribute to the thriving Winston Salem [sic] downtown as well as the safety of our patrons."	Comments noted.
CF-062	1	Pedestrian Connections / Traffic Control	It is the responsibility of this program to continue to support the efforts of small business owners to encourage the enjoyment of downtown Winston-Salem. Providing pedestrian access to Fourth Street and easing congestion around Broad Street will be critical to the continued development and growth of this city.	Comments noted. NCDOT is proposing to provide funding for an economic development specialist to assist with marketing and outreach for small businesses which may be impacted during construction. NCDOT will forward the City staff all comments regarding transportation issues beyond this project.

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Emails and Letter Comments – Comments and Responses

Reference No.	Comment No.	Topic	Comment	Response
C-001	1	Convert One-Way Streets to Two-Way	If alternative 4 is selected, it would be critical to make both Marshall and Cherry two-way. Failure to do so will severely limit westbound access to Business 40 for those of us who live south of that highway. My understanding is that this is the City's decision. It is also my understanding that the City wishes to keep these streets one-way due to the cost of conversion. If true, I recommend using savings that Alternative 4 offers to defray the cost of the two-way conversion.	This project does not include the conversion of local streets from one-way to two-way movement. Any conversion of local streets from one-way to two-way movement is a City of Winston-Salem decision and if appropriate will occur after this project is completed.
C-001	2	Traffic Control	I view this project as having far greater local implications than for through traffic. Ideally, semi-truck use of Business 40 would be limited to those making local deliveries with through trucks being encouraged to use I-40. I am certain that this was one of the principal reasons for which this bypass was built.	The purpose of this project is to improve traffic flow, operations and safety on US 421/I-40 Business from west of Fourth Street to east of Church Street. The current and forecasted percentage of truck traffic on Business 40 is seven (7) percent. The purpose of relocating I-40 south of Winston-Salem was to provide capacity relief for US 421/I-40 Business.
C-002	1	Safety	...any consideration had been put to the fact that during the two-year construction period of Business-40, Broad St. will be without a bridge for a significant amount of time, perhaps a year, creating a dead-end street. I am specifically referring to north end of South Broad St. known as the West Salem neighborhood. Because I own property and operate a business here I am wondering what kind of impact this dead-end street will have. How will it affect overall security?	Concerns regarding the potential for increase of crime will be forwarded to the City Staff and Law Enforcement. A Project Commitment requires a four (4) week advance notice of construction activities, including anticipated construction phasing, for each bridge replacement to multiple agencies including the City of Winston-Salem Police.

Emails and Letter Comments – Comments and Responses

Reference No.	Comment No.	Topic	Comment	Response
C-002	2	Economic Impacts	Regarding economic impact, will the gas station/convenience store located just south of the bridge suffer for lack of through traffic or thrive due to presence of bridge and highway construction workers?	Detour routes will be provided while the Broad Street bridge is closed during construction. Not all bridges will be closed at the same time. NCDOT is proposing to bring an economic development specialist on board to help with marketing downtown businesses during the construction period.
C-003	1	Alternative Preference	Both plans restrict access to our locations, making it far less convenient for our clients and our customers than it is now, making our properties less desirable. As a result, our property values will fall. The Cherry/Marshall option is not good but is much less restrictive than the Liberty/Main alternative. Since it appears that we have to change, please approve the Cherry/Marshall interchange alternative.	Comment noted.
C-004	1	Proposed Alternative	[The commenter submitted a sketch of his proposed design.] The basic concept in this iteration consists in thinking of the traffic pattern as an outsized round-about. Unlike most roundabouts, which are on-grade, the northern half would be mostly above grade to Business I-40 and the south side at-grade or below.	Comment noted. New location alternatives were not considered for this project due to the severity of impacts to the community (loss of homes and businesses, impacts to historic resources, etc.).
C-005	1	Alternative Preference	The two alternatives presented for entrance/exit ramps have understandably drawn the most comments. It seems clear from the University's perspective that the public interest is best served by the Cherry/Marshall alternative, or Alternative 4, leaving and improving the access to those streets from Business 40.	Comment noted.

Emails and Letter Comments – Comments and Responses

Reference No.	Comment No.	Topic	Comment	Response
C-006	1	Alternative Preference	Wake Forest Baptist Medical Center is the largest employer in Forsyth County and a major driver of the region's economic development. Our institution is responsible for a considerable portion of Winston Salem's downtown rejuvenation and owns the Hawthorne Inn that services important needs for our patients and their families. Alternative 4, in our view, is clearly the best options for our patients and their families. Moreover, this option will best allow WFBMC to continue its role as the major driver of economic development in the region. Other alternatives will negatively affect our operations in a material way.	Comment noted.
C-007	1	Traffic Control	I want to speak on behalf of commuters who travel into downtown, specifically from the east into the downtown area in the morning, and then leave the City traveling west at the end of the business day. I have made this commute for over twelve years, and it has become increasingly stressful, unsafe and lengthy. In addition to heavy passenger vehicle traffic, there are more large tractor-trailers using this road than ever before with the new Fed Ex hub and other industrial facilities opening. I see it as a positive thing that improvements are being made, but I am writing to request that more consideration be given to the working commuter using this road on a daily basis. Time spent commuting has increased significantly over the years, and this new project requiring road closure will only add more time spent in cars, and extra miles driven on alternate routes.	Comments Noted. NCDOT and the area transit providers (Winston-Salem Transit and Piedmont Authority for Regional Transportation (PART)) are in the process of developing additional services (routes, Park and Ride, etc.) to assist citizens during construction. Transit options as an alternative mode of transportation during construction will be presented in the Finding of No Significant Impact. Detour routes have not yet been determined. The Business 40 Traffic and Community Working Group has made suggestions as to road improvements and possible detour options. Additional coordination with the public, the City of Winston-Salem, and NCDOT is needed to determine proposed detour routes during construction and additional roadway improvements for the detour routes.

Emails and Letter Comments – Comments and Responses

Reference No.	Comment No.	Topic	Comment	Response
C-007	2	Public Involvement	<p>With past construction projects, and the ongoing ones at Hastings Hill and Macy Grove Road, the traveler gets little advance notice and sketchy information about lane closures and other delay-causing events.</p> <p>As this major project starts up, please try to give us as much information about the project as you can, such as: specifics on the schedule – when various phases of work will begin and end, and what that means to the public; precisely which arteries into downtown will be open and when; multiple alternate routes into downtown areas. Will you develop an application for mobile phones that coordinates with navigational apps, or at least send text messages or emailed notices out about the project? Whatever you can do for us out there on the road will be greatly appreciated.</p>	<p>Public outreach prior to and throughout the construction phase of this project is critical to minimize secondary impacts on communities and commuters in Winston-Salem. NCDOT will implement an outreach plan (utilizing social and traditional media) to provide timely information to local governments, media outlets, businesses, visitor bureaus, transit operators, the traveling public, and others on travel conditions and construction activities.</p>

Emails and Letter Comments – Comments and Responses

Reference No.	Comment No.	Topic	Comment	Response
C-008	1	Traffic Control	<p>I am the owner of a/perture cinema at 311 West Fourth Street - the block right in between Cherry and Marshall Streets. I would like to request that you consider closing the Cherry/Marshall Street ramps and keep open the Liberty/Main ramps to serve as the downtown exit for business 40. I along with my neighbors on Fourth street have worked very hard over the last several years to create a vibrant downtown and the center of that is our block of Fourth Street - in fact we recently received a Great Main Street award for our street. Closing the ramps and Cherry/Marshall and converting the streets to 2 way would help preserve and continue this momentum. If they were to remain open, I believe it would be detrimental to our street and further encourage cars to just pass through our downtown rather than stop and enjoy it. I recently learned that the study for the Benton Convention Center also suggests that closing Cherry/Marshall is absolutely necessary for it's refurbishment /revitalization efforts as well.</p>	<p>Comment noted. This project does not include the conversion of local streets from one-way to two-way movement. Any conversion of local streets from one-way to two-way movement is a City of Winston-Salem decision and if appropriate will occur after this project is completed.</p>

Emails and Letter Comments – Comments and Responses

Reference No.	Comment No.	Topic	Comment	Response
C-008	2	Traffic Control	I am attaching a letter that my neighbors and I sent to the Downtown Winston-Salem Partnership back when they were looking to make a recommendation and hope you will consider it's contents.	Comments noted. This project does not include the conversion of local streets from one-way to two-way movement. Any conversion of local streets from one-way to two-way movement is a City of Winston-Salem decision and if appropriate will occur after this project is completed. Pedestrian and Bicycle accommodations on the proposed bridges are presented in Table 17 of the Environmental Assessment. Proposed sidewalk and bicycle accommodations were shown on the shown the Public Hearing maps. Additional coordination with the City of Winston-Salem and NCDOT is needed to finalize sidewalk and bicycle accommodations.
C-008	3	Traffic Control	I am also a parent of an elementary student at the Downtown Elementary school (part of the WSFCS system) which is right on Cherry Street. Every day for drop off and pick up we have to deal with cars flying down Cherry Street on their way out of downtown. I fear that if Cherry and Marshall is the chosen intersection, this will only increase the traffic and the danger to the students and teachers.	Comment noted.

Emails and Letter Comments – Comments and Responses

Reference No.	Comment No.	Topic	Comment	Response
C-009	1	Traffic Control	<p>Our group believes that our downtown streets should not be thoroughfares to destinations outside of downtown, but rather the destination. As such, we are in favor of all current one-way streets to be transitioned to two-way streets to encourage a walk-able and pedestrian friendly downtown http://www.walkable.org/faqs.html</p> <p>As businesses on the block of Fourth Street between Cherry and Marshall Streets, we believe it would be detrimental to the environment we have worked so hard to create and grow over the past five to ten years, for the Cherry/Marshall exit to be the sole downtown exit and the streets to remain one way.</p>	<p>Comments noted. This project does not include the conversion of local streets from one-way to two-way movement. Any conversion of local streets from one-way to two-way movement is a City of Winston-Salem decision and if appropriate will occur after this project is completed.</p>
C-009	2	Traffic Control	<p>Is there not opportunity for the DWSP Board and Task Force to present a proposal that encourages a pedestrian and bike-friendly option converting the north/south streets to two-way, that all constituents can support regardless of which exit remains open? Can we not use this opportunity to make an investment in the sustainability of our downtown and encourage the economic development that goes along with two-way streets on Liberty/Main AND Cherry/Marshall?</p>	<p>Comments noted.</p>

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Reference No.	Comment No.	Topic	Comment	Response
CF-004	1		No questions or comments requiring response.	
CF-008	1		No questions or comments requiring response.	
CF-010	1		No questions or comments requiring response.	
CF-011	1		No questions or comments requiring response.	
CF-013	1		No questions or comments requiring response.	
CF-015	1		No questions or comments requiring response.	
CF-016	1		No questions or comments requiring response.	
CF-017	1		No questions or comments requiring response.	
CF-019	1		No questions or comments requiring response.	
CF-020	1		No questions or comments requiring response.	
CF-021	1		No questions or comments requiring response.	
CF-022	1		No questions or comments requiring response.	
CF-024	1		No questions or comments requiring response.	
CF-026	1		No questions or comments requiring response.	
CF-032	1		No questions or comments requiring response.	
CF-033	1		No questions or comments requiring response.	
CF-037	1		No questions or comments requiring response.	
CF-038	1		No questions or comments requiring response.	
CF-040	1		No questions or comments requiring response.	

Reference No.	Comment No.	Topic	Comment	Response
CF-042	1		No questions or comments requiring response.	
CF-045	1		No questions or comments requiring response.	
CF-046	1		No questions or comments requiring response.	
CF-048	1		No questions or comments requiring response.	
CF-049	1		No questions or comments requiring response.	
CF-050	1		No questions or comments requiring response.	
CF-051	1		No questions or comments requiring response.	
CF-053	1		No questions or comments requiring response.	
CF-054	1		No questions or comments requiring response.	
CF-056	1		No questions or comments requiring response.	
CF-057	1		No questions or comments requiring response.	
CF-059	1		No questions or comments requiring response.	

WELCOME

Welcome to the Business 40 Open House & Public Hearing July 22 & 24, 2014

Tonight's hearing is an important step in the North Carolina Department of Transportation's (NCDOT) efforts to continue to make you, the public, a part of the project development process. The purpose of the hearing is to obtain public input on the improvement of the operations and safety on US 421 (commonly referred to as I-40 Business) from west of Fourth Street to east of Church Street.

The Project Team is here to give an update, answer questions, hear your thoughts or concerns regarding this information, and to ask for your continued participation as we approach the final stages of the planning process.

OPEN HOUSE

The open house covers the following topics:

1. Project Overview
2. Interchange Alternatives
3. Traffic and Intersection Information
4. Bridge and Design Renderings
5. Noise Wall Policy and Information
6. Right of Way Policy and Information
7. Transit/P.A.R.T.
8. Environmental Assessment Document and Map Printing

followed by the
Formal Presentation with a Comment Period

THANK YOU FOR PARTICIPATING



North Carolina Department of Transportation

**US 421 PAVEMENT REHABILITATION,
REPLACEMENT OF BRIDGE NUMBERS 178, 278, 286, 288, 291, 293,
305, 312, 313, 336 AND VARIOUS SAFETY IMPROVEMENTS FROM
WEST OF FOURTH STREET TO EAST OF CHURCH STREET IN WINSTON-
SALEM COMMONLY KNOWN AS BUSINESS 40**

WBS ELEMENT NO. 34872.1.1
FEDERAL AID PROJECT NO. NHF-0421(5)

STIP Project No. U-2827B
Forsyth County



Public Hearing
July 22 & 24, 2014

PURPOSE OF THE PUBLIC HEARING

Today's hearing is another important step in the North Carolina Department of Transportation's (NCDOT) efforts for keeping you, the public, involved in the planning and development of the Business 40 Improvements Project. The purpose of the hearing is to obtain public input on the location and design of the project.

Planning and environmental studies on the highway project are provided in the planning and environmental document – Environmental Assessment (EA). Copies of that report, together with today's hearing maps, are available for public review at the following locations:

- NCDOT Division Engineer's Office located at 375 Silas Creek Parkway, Winston-Salem;
- Winston-Salem Urbanized Area MPO - Bryce A. Stuart Municipal Bldg. – Suite 307, located at 100 East First St; and
- Online: www.business40nc.com and <http://www.ncdot.gov/projects/publicmeetings> (*maps only*)

The EA is also available for public review at the:

- Forsyth County – Central Library – North Carolina Reading Room, located at 660 West Fifth St.; and
- Winston Salem State University – C.G. O'Kelly Library – Main Circulation Desk, located at 601 South Martin Luther King Jr. Dr.

YOUR PARTICIPATION

You are encouraged to continue to participate by making your comments and/or questions a part of the public record. This may be done by having them recorded at the formal Public Hearing or by writing them on the attached comment sheet. Several representatives of the North Carolina Department of Transportation are present and they will be happy to talk with you, explain the project to you and answer your questions.

You may write your comments and questions on the attached comment sheet and leave it in the comment box provided, or email or mail or fax them to the following address (**Comments are due no later than August 24, 2014**):

Mr. Jammille Robbins
NCDOT – Human Environment Section
1598 Mail Service Center
Raleigh, NC 27699-1598
Phone: (919) 707-6085
Fax: (919) 212-5785
Email: publicinvolvement1@ncdot.gov

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, the public hearing is not to be used as a POPULAR REFERUNDUM to determine the location and/or design by a majority vote of those present.

WHAT IS DONE WITH THE INPUT?

A post-hearing meeting will be conducted after the comment period has ended. All spoken and written comments are reviewed and discussed at the post-hearing meeting. Most issues are resolved at this meeting. The NCDOT considers safety, costs, traffic service, social impacts and public comments in making decisions. Complex issues may require additional study and may be reviewed by higher management, Board of Transportation Members and/or the Secretary of Transportation.

Comments received from the hearing will be reviewed and incorporated, where feasible, into the development of final design plans for the project.

Minutes of the post-hearing meeting will be summarized and made available to the public. If you are interested in receiving these minutes, please note your request on the attached comment sheet.

WHAT HAPPENS NEXT

After the post hearing meeting, the Project Team will convene to select the Preferred Alternative. This decision will be based on input from the general public, public officials and NCDOT. Engineering elements such as safety, design, cost and impacts to the natural and human environment will also be considered. Following this decision, a news release announcing the preferred alternative will be sent to the local media for publication.

Preliminary roadway designs may be refined for the Preferred Alternative and will include efforts to further reduce environmental impacts. Further studies and surveys will be conducted on the preliminary findings collected from the initial studies, such as hazardous materials, historic and archaeological sites, and access to residences and businesses

Another environmental document – the Finding of No Significant Impact (FONSI) - will be prepared based on the results of the items above and will include responses to all comments received as part of the Public Hearing and EA review. The project will then be awarded to a Design-Build team to prepare the final design plans, purchase right-of-way and construct the project (*see Design-Build section*).

Note: The location and selection of an alternative is not based on any one single comment as this does not reflect popular or majority preference.

STATE-FEDERAL RELATIONSHIP

This proposed project is a Federal-Aid Highway Project and thus will be constructed under the State-Federal Aid Highway Program. Financing of this project will be 80% Federal funds and 20% State funds. The Board of Transportation is responsible for the selection and scheduling of projects on the Federal-Aid System including their location, design and maintenance cost after construction. FHWA is responsible for the review and approval of the previously mentioned activities to ensure that each Federal-Aid Project is designed, constructed and maintained to Federal-Aid Standards.

DESIGN-BUILD PROJECTS

The Business 40 improvements will be built as a **Design-Build** project. The Design-Build Process allows NCDOT to contract with a team of designers and contractors who will be responsible for the design, right of way acquisition, and construction of a project. The team may begin construction of one portion of the project while they finish the design and right of way acquisition for others, resulting in faster project completion.

A comparison of the Traditional Road Building process as compared to the Design-Build process is shown in the tables below.

Typical Road Building Process	
1)	Planning, Environmental Analyses, Preliminary Designs
2)	Prepare Construction Plans
3)	Purchase necessary rights of way
4)	Construction

Design-Build Process	
1)	Planning, Environmental Analyses, Preliminary Designs
2)	Prepare Construction Plans, Purchase necessary rights of way, Construction

The Design-Build process has several potential benefits in addition to faster project completion. The Design-Build team can identify innovative designs that meet the project specifications while reducing costs and impacts resulting in a higher quality project.

TRAFFIC NOISE SUMMARY

The NCDOT Traffic Abatement Policy contains provisions that limit state and federal responsibilities for traffic noise reduction to locations where development existed, or for which building permits were issued, on or before the "Date of Public Knowledge." The "Date of Public Knowledge" of a proposed highway project is the approval date of the final environmental document, which for this project is anticipated to be the Finding Of No Significant Impact (FONSI). The FONSI is expected to be completed and signed in the Spring of 2015.

1. After this date, the federal and state governments are no longer responsible for providing noise abatement measures for new development within the noise impact area of the proposed highway project.
2. The criteria (i.e., trigger date) for determining when undeveloped land is "planned, designed and programmed" for development will be the approval date of a building permit for an individual lot or site.
3. It is the responsibility of local governments and private landowners to ensure that noise-compatible designs are used for development permitted after the Date of Public Knowledge.

Noise reduction measures, such as noise walls, will only be considered along the Business 40 Improvement project for buildings permitted before the approval date of the FONSI. Once a final determination is made on the location of any noise barriers during preparation of construction plans, NCDOT will contact all property owners and tenants who are expected to receive at least 5 decibels noise reduction due to a proposed barrier. Proposed noise barriers will not be constructed unless a simple majority vote by these property owners/tenants indicate they **do** prefer noise wall construction. Each owner and/or tenant will be provided a ballot so they can vote their preference for or against a noise wall.

NCDOT has determined that the following seven areas may qualify for noise reduction measures, such as a noise wall. These areas are shown in red hatching on the maps displayed at tonight's hearing.

- Business 40 eastbound, from west of Crafton Street to east of Taylor Street
- Business 40 westbound, from west of Crafton Street to east of Taylor Street
- Business 40 eastbound from West 4th Street to Peters Creek Parkway (NC 150), and adjacent to Peters Creek Parkway (NC 150) southbound from Business 40 to West 4th Street
- Business 40 westbound from east of West 4th Street to west of Peters Creek Parkway, and adjacent to Peters Creek Parkway southbound from south of Park Circle to south of the Business 40 overpass bridge
- Peters Creek Parkway (NC 150) northbound from just south of the entrance ramp to Business 40 eastbound, adjacent to the entrance ramp to Business 40 eastbound and adjacent to Business 40 eastbound to west of South Green Street
- Business 40 westbound from east of Brookstown Avenue, to west of South Marshall Street
- Business 40 eastbound between Main Street and South Church Street

More information about noise walls and other potential noise abatement measures is available in the Answering Your Questions About Highway Traffic Noise brochure at the sign-in table or at the Federal Highway Administration's website, www.fhwa.dot.gov/environment/noise.

PURPOSE AND NEED OF THE PROJECT

The purpose of the project is to improve traffic flow, operations and safety on US 421/I-40 Business (commonly referred to as Business 40) from west of Fourth Street to east of Church Street in Winston-Salem.

Currently there are six (6) interchanges within the 1.2 mile corridor between West Fourth Street and Church Street. This does not meet current FHWA design standards, which calls for one-mile spacing between interchanges. The distance between interchanges in this segment ranges from 0.28 miles (from Marshall Street to Broad Street) to 0.13 miles (from Cherry Street to Liberty Street). This results in short weave sections: the existing weaving sections between Marshall Street to Broad Street are 300 feet eastbound and westbound, and the weaving section between Cherry Street and Liberty Street is 250 feet eastbound and 150 feet westbound. The current recommended minimum spacing for a weaving section between ramps for similar interchanges is 2,000 feet. This project will reduce the number of interchanges and eliminate and/or lengthen weaving sections between ramps, therefore improving traffic flow, operations and safety of the roadway.

There are eleven (11) structures/bridges within the project study area. Ten of the bridges are “Structurally Deficient” based on the most recent Bridge Inspection Reports. All of the bridges have insufficient vertical clearance. The clearance deficiencies range from eight (8) inches to three (3) foot. This project will improve vertical clearance of the bridges, therefore improving the operations and safety of the roadway.

The existing concrete pavement with asphalt overlay has deteriorated and is in very poor condition, which is evident in a poor rideability and spalling, i.e. chipping, fragmenting, and/or flaking of pavement joints. This project will replace the pavement, therefore improving the safety of the roadway as well as provide a smoother ride.

The proposed roadway improvements are consistent with the 2035 Long Range Transportation Plans for the local municipalities within the study area. Local governments within the Winston-Salem Urban Area Metropolitan Planning Organization, as well as NCDOT, have adopted this plan.

PROJECT DESCRIPTION

The project proposes to improve Business 40 from west of Fourth Street to east of Church Street in Winston-Salem, a distance of about 1.2 miles. Currently, two alternatives are under consideration. A map showing these alternatives can be found on pages 23 and 24.

The proposed project involves pavement rehabilitation of travel lanes, reconstruction of shoulders and ramps, replacement of ten (10) bridges (Bridge Numbers 178, 278, 286, 288, 291, 293, 305, 312, 313, 336), and various safety improvement.

ALTERNATIVE 3 – LIBERTY/MAIN (PRIMARY ACCESS TO DOWNTOWN WINSTON-SALEM) DEEP CUT:

This alternative, as shown on page 23, provides for a full interchange at Peters Creek Parkway, a partial interchange at Broad Street and a full interchange at Liberty/Main (via two partial interchanges acting as a full interchange). A detail description of the design elements for Alternative 3 is as follows:

- Starting just east of the Business 40 overpass of Crafton Street, I-40 Business will be lowered to improve the vertical clearance of the Fourth Street bridge to 17 feet;
- The current Peters Creek Parkway Interchange is comprised of an eastbound (EB) off slip ramp to southbound Peters Creek Parkway (PCP), an EB on ramp, a westbound (WB) off ramp, a WB on loop, a four-lane bridge with sidewalks in each direction. The proposed interchange will include an EB off loop, an EB on ramp, a WB off ramp, a WB on loop, a seven lane bridge with 5.5 foot sidewalks in each direction. The addition of the EB loop and moving out of the EB on ramp will require either providing a new connector between Apple and Gregory Streets or cul-de-sacing the two;
- Replace the Green Street Bridge with a pedestrian/utility bridge. Business 40 will be lowered to improve the vertical clearance of the proposed bridge to 17 feet;
- Reconfigure the Broad Street interchange to a partial interchange with WB off ramp and EB on ramp only. The replacement bridge will be narrowed to three lanes. Business 40 will be lowered to improve the vertical clearance of the proposed bridge to 17 feet;

- Replace the Brookstown Avenue bridge, reduce length;
- Major cut of the main line, approximately 20 feet at the deepest point, of the vertical alignment on Business 40 from west of Spruce Street to west of the Business 40 overpass of East Salem Avenue. This lowering will improve the vertical clearance of the Spruce, Marshall, Cherry, Main and Church Street bridges to a minimum 17 feet;
- Spruce Street will remain open in this alternative. Replace the Spruce Street Bridge with a narrower structure;
- Remove the Cherry and Marshall Street ramps;
- Replace the Cherry and Marshall Street Bridges with longer structures;
- Construct new bridges over the Strollway;
- Flips Liberty Street from currently going under Business 40 to going over Business 40;
- Simplifies the EB off ramp providing access to Liberty and Main Streets, removes need for split;
- Keeps Main Street ramps (WB off ramp and EB on ramp with a shift to align with the EB off ramp to Liberty Street);
- DOES NOT require a shift of Main Street to the west, thus retaining the funeral home;
- Narrows Church Street bridge on the west side to aid in improving vertical clearance of the Main Street ramps, City of Winston-Salem is in agreement with this change;
- Extensive retaining walls will be required;
- Improve exterior shoulder width;
- Improve center median/barrier, and;
- Provide for aesthetics improvements

ALTERNATIVE 4 – CHERRY/MARSHALL (PRIMARY ACCESS TO DOWNTOWN WINSTON-SALEM) DEEP CUT:

This alternative, as shown on page 24, provides for a full interchange at Peters Creek Parkway, a full interchange at Cherry/Marshall (via two partial interchanges acting as a full interchange) and partial interchange at Main Street. A detail description of the design elements for Alternative 4 is as follows:

- Starting just east of the Business 40 overpass of Crafton Street, Business 40 will be lowered to improve the vertical clearance of the Fourth Street bridge to 17 feet;
- The current Peters Creek Parkway Interchange is comprised of an eastbound (EB) off slip ramp to southbound Peters Creek Parkway (PCP), an EB on ramp, a westbound (WB) off ramp, a WB on loop, a four-lane bridge with sidewalks in each direction. The proposed interchange will include an EB off loop, an EB on ramp, a WB off ramp, a WB on loop, a seven lane bridge with 5.5 foot sidewalks in each direction. The addition of the EB loop and moving out of the EB on ramp will require either providing a new connector between Apple and Gregory Streets or cul-de-sacing the two;
- Replace the Green Street Bridge with a pedestrian/utility bridge. Business 40 will be lowered to improve the vertical clearance of the proposed bridge to 17 feet;
- Close/remove the Broad Street ramps due to ramp spacing and weave length. The replacement bridge will be narrowed to three lanes. Business 40 will be lowered to improve the vertical clearance of the proposed bridge to 17 feet;
- Replace the Brookstown Avenue bridge, reduce length;
- Major cut of the main line , approximately 20 feet at the deepest point, of the vertical alignment on Business 40 from west of Spruce Street to west of the Business 40 overpass of East Salem Avenue. This lowering will improve the vertical clearance of the Marshall, Cherry, Main and Church Street bridges to a minimum 17 feet;
- Reconfigure EB off ramp to Marshall Street via High Street. Close High Street from Brookstown Avenue to the ramp;
- Closure/removal of the Spruce Street Bridge, cul-de-sac Spruce Street north of Business 40 and closure of Spruce Street south of the bridge to High Street;
- Remove the existing Marshall Street EB on ramp;
- Remove the existing Cherry Street WB off ramp and replaces it on new alignment;

- Construct new Cherry Street EB on ramp which replaces the existing Marshall Street EB on ramp;
- Closure of the Liberty Street ramps (WB on ramp and EB off ramp);
- Replace the Cherry Street Bridge with shorter structure;
- Construct new bridges over the Strollway;
- Flips Liberty Street from currently going under Business 40 to going over Business 40;
- Keeps Main Street ramps WB off ramp and EB on ramp under Church Street Bridge;
- Narrows Church Street bridge on the west side to aid in improving vertical clearance of the Main Street ramps, City of Winston-Salem is in agreement with this change;
- Major cut, approximately 20 feet, of the vertical alignment on Business 40 which vastly improves the vertical clearance of cross street bridges at Main, Liberty, Cherry and Marshall;
- Extensive retaining walls will be required;
- Improve exterior shoulder width;
- Improve center median/barrier, and;
- Provide for aesthetics improvements.

PROJECT INFORMATION

Length: 1.2 miles

Right of Way: Proposed right of way through the study area varies

Roadway	Number of Travel Lanes*	Width of Travel Lanes*	Right-of-Way Width
US 421/ I-40 Business	2 EB and 2 WB Through Lanes with select Auxiliary Lanes	EB & WB Lanes = 12 ft Aux Lanes = 12 ft	Varies - 153 ft minimum ¹
NC 150 (Peters Creek Parkway)	Varies 3 NB and 3 SB Through Lanes, and 1 SB Turn Lane	NB & SB Lanes = 12 ft	Varies - 87 ft minimum ¹

* Eastbound (EB), Westbound (WB), Northbound (NB) and Southbound (SB)

¹ Asymmetrical about Centerline

Access Control: *Full Control of Access (along Business 40 only)*

Access only provided via ramps at interchanges. No private driveway connections will be allowed.

No Control of Access for all other roadways

Along intersecting streets, controlled access will be utilized at various locations, primarily near interchange ramps.

Project Costs: Costs for the alternatives are below.

Costs	Alternative 3	Alternative 4
Construction	\$59,300,000.00	\$53,100,000.00
Utilities Relocation	\$ 2,144,000.00	\$ 1,929,000.00
Right-of-Way	\$12,600,000.00	\$11,850,000.00
Total Cost	\$74,044,000.00	\$66,879,000.00

Current Schedule: The *tentative* schedule is shown below. A number of factors can affect a project schedule, so schedules are subject to change.

Fall 2014: Selection of the Preferred Alternative

Spring 2015: Final environmental document - Finding of No Significant Impact

Summer 2016: Right of way acquisition and Construction (Design-Build)

**Project Impacts:
Impacts of Detailed Study Alternatives**

Impact Category	Impacts	
	Alternative 3	Alternative 4
Natural Resources Impacts		
Federal Listed Species Habitat	Not Present	Not Present
100-Year Flood Plain or Floodway Impacts	None	None
Wetlands (number of crossings/acres)	0/0.00 AC	0/0.00 AC
Stream Crossings (number/linear feet)	1/90 LF	1/90 LF
Water Supply Critical Areas	None	None
Human Environment Impacts		
Residential Relocations (number) Total	30	32
Residential Relocations (number) Minority	10	10
Business Relocations (number)	1	1
Low Income/Minority Populations	Present	Present
Schools (number)	0	0
Cemeteries/Gravesites (number)	0	0
Historic Sites/Districts (number)	6	7
Section 4(f) Impacts	0	1 (de minimis)
Section 6(f) Impacts	0	0
Traffic Noise Impacts (total receptors)	307	307
Traffic Noise Impacts (receptors impacted)	82	82
Traffic Noise Impacts - Noise Sensitive Areas	7	7
Air Quality	Maintenance for carbon monoxide (CO)	
Physical Environmental Impacts		
Farmland (acres)	0	0
Underground Storage Tanks (number)	0	0

RIGHT-OF-WAY PROCEDURES

After decisions are made regarding the final design, the proposed right-of-way limits will be staked in the ground. If you are an affected property owner, a Right-of-Way Agent will contact you and arrange a meeting. The agent will explain the plans and advise you as to how the project will affect you. The agent will inform you of your rights as a property owner. If permanent right-of-way is required, professionals who are familiar with real estate values will evaluate or appraise your property. The evaluations or appraisals will be reviewed for completeness and accuracy, and then the Right-of-Way Agent will make a written offer to you. The current market value of the property at its highest and best use when appraised will be offered as compensation. The Department of Transportation must:

1. Treat all owners and tenants equally.
2. Fully explain the owner's rights.
3. Pay just compensation in exchange for property rights.
4. Furnish relocation advisory assistance.

RELOCATION ASSISTANCE

If you are a relocatee, that is, if your residence or business is to be acquired as part of the project, additional assistance in the form of advice and compensation is available. You will also be provided with assistance on locations of comparable housing and/or commercial establishments, moving procedures, and moving aid. Moving expenses may be paid for you. Additional monetary compensation is available to help homeowners cope with mortgage increases, increased value of comparable homes, closing costs, etc. A similar program is available to assist business owners. The Right-of-Way Agent can explain this assistance in greater detail.

NOTE: PAMPHLETS SUMMARIZING RIGHT OF WAY AND RELOCATION PROCEDURES ARE AVAILABLE AT STATION 6 IN THE OPEN HOUSE AND AT THE SIGN-IN TABLE.

The Business 40 Improvement Project is determining how improvements will be planned, designed, and constructed.

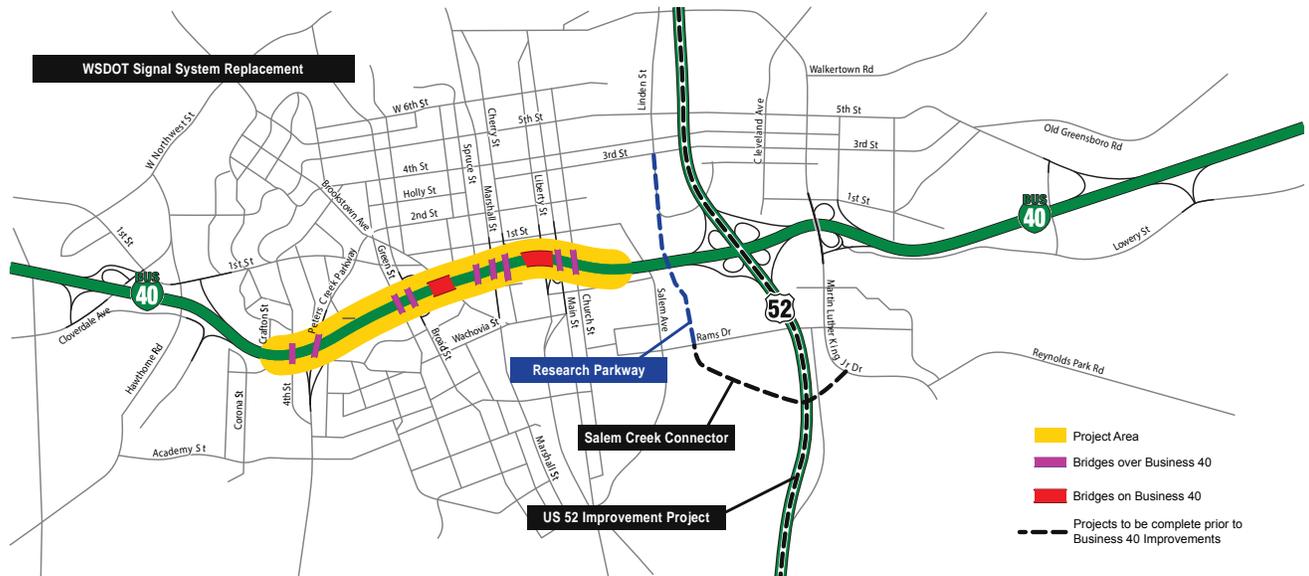
The 1.20 mile project from west of 4th Street to east of Church Street will:

- Replace pavement on Business 40 in the project area
- Improve the width of the road to bring it up to current standards
- Remove/reconfigure exit and entrance ramps
- Extend/improve the length of road between exit and entrance ramps
- Widen existing shoulders; add new shoulders where needed/possible
- Replace bridges

El Proyecto de Mejoras a la Business 40 está determinando cómo se planearán, diseñarán y construirán dichas mejoras. El proyecto de 1.20 millas, que abarca desde el oeste de la 4th Street hasta el este de la Church Street consistirá en lo siguiente:

- Reemplazar el pavimento de la Business 40 en el área del proyecto
- Ampliar la carretera a lo ancho para cumplir con los estándares actuales
- Retirar/reconfigurar rampas de acceso y salida
- Ampliar/mejorar la distancia de la carretera entre rampas de salida y acceso
- Ampliar los acotamientos actuales y añadir acotamientos donde sea necesario/posible
- Reemplazar puentes

Project Map and Other Projects



Other Scheduled Projects in the Area

Salem Creek Connector

Four-lane connector road on new location from Martin Luther King, Jr. Drive to the new Research Parkway located north of Rams Drive. Blythe Construction, Inc. was selected as the project Design-Build Team. Project designs and environmental permit requests are being completed. Property acquisition and utility relocation work has been completed. Construction began November 2013. The project was scheduled for completion in November 2015, but the revised completion date is June 2016 due to the addition of Mock Street Bridge to the project.

US 52 and Martin Luther King, Jr. Drive Improvement Projects

Replacement of the Liberty Street Bridge at US 52 began in March 2010, and improvements to US 52 and Martin Luther King, Jr. Drive began in April 2011. The 3rd, 4th, and 5th street ramps have been closed permanently. Both projects are completed.

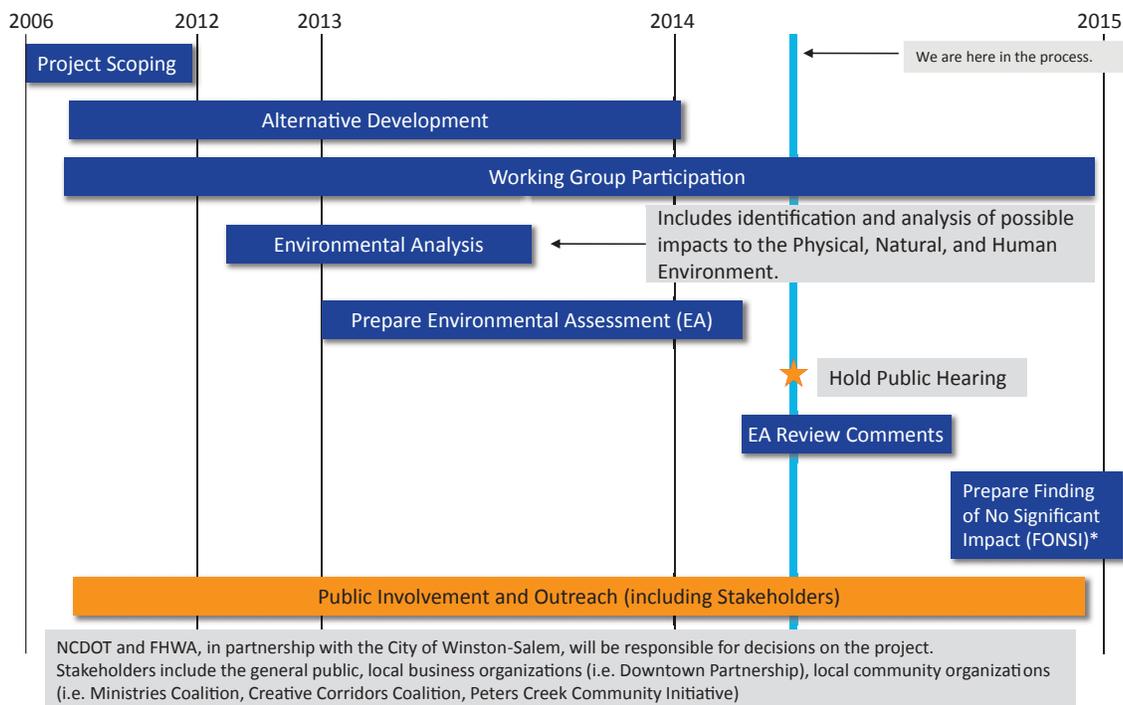
WSDOT Signal System Replacement

The City of Winston-Salem is modernizing the traffic signal system by replacing copper communication wire with fiber optic or wireless systems. The project will integrate these systems to optimize traffic flow and reduce delays. Construction on the first phase of the project is underway at 27% complete. The second phase began in September. The first phase of the project is scheduled to be completed by March 2016 and the second phase in September 2016.

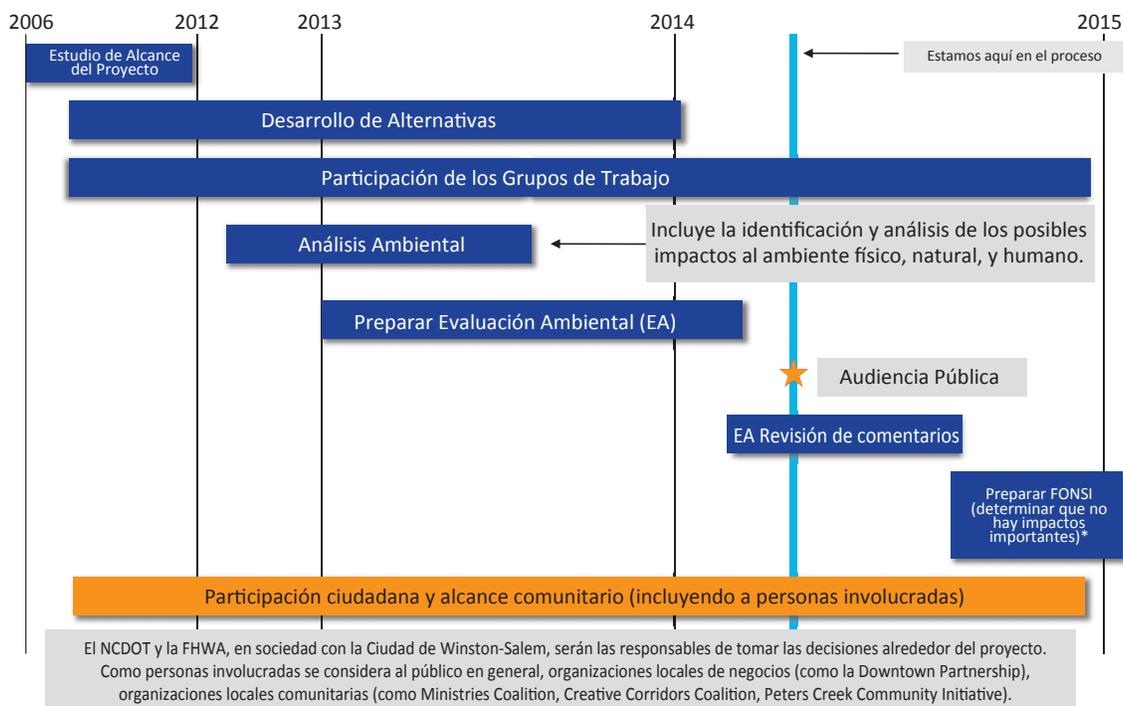
Research Parkway

Located within the Wake Forest Innovation Quarter, formerly known as the Piedmont Triad Research Park, this new north/south connector road will improve connectivity between Rams Drive (formerly Stadium Drive) and 3rd Street in downtown Winston-Salem, and will provide access to Wake Forest Innovation Quarter. The project is completed and open.

Project Schedule

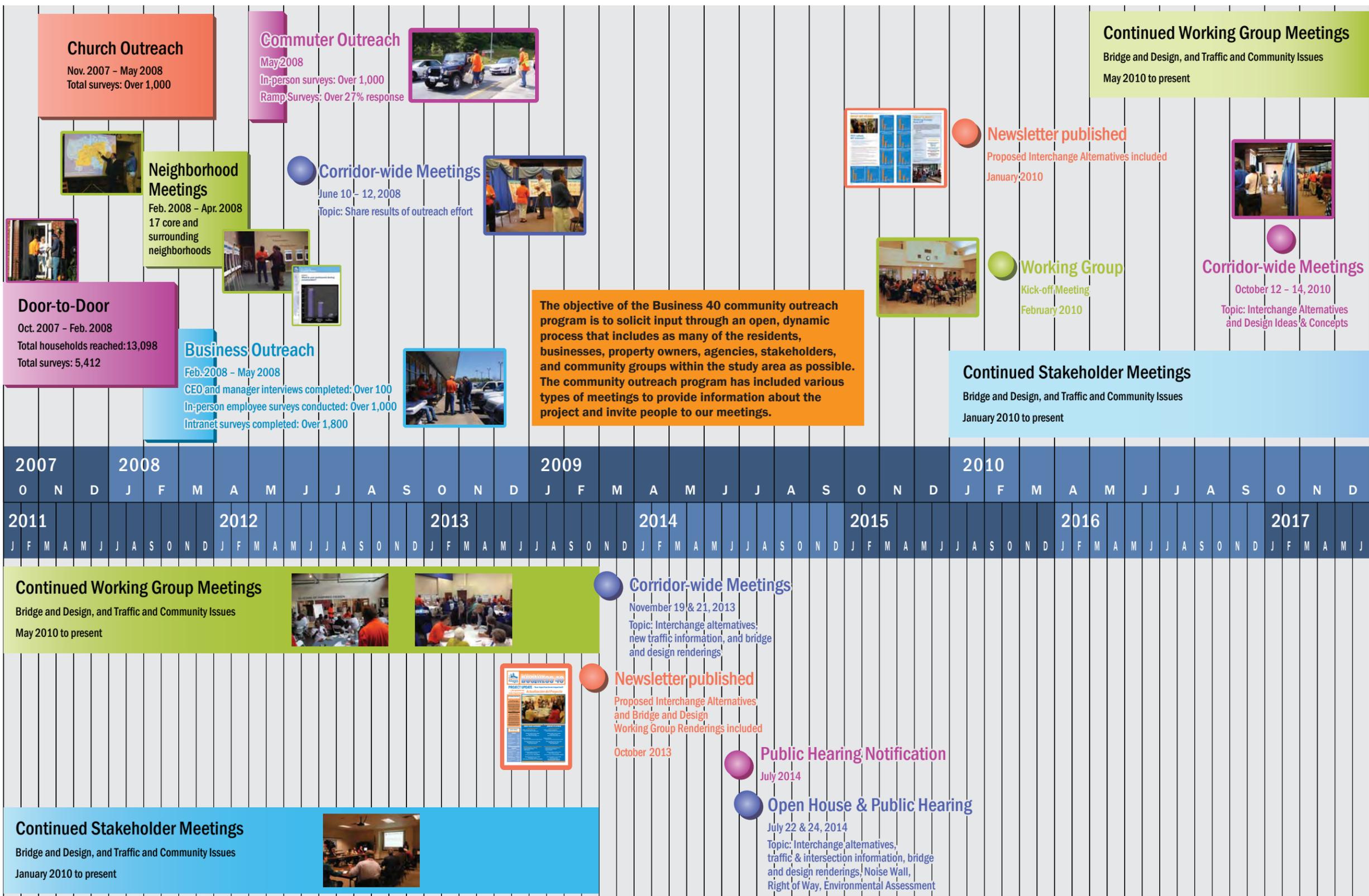


* Contingent upon no significant impacts / issues being identified.



*Siempre y cuando no sean identificados impactos o temas importantes

OUTREACH SUMMARY



COMBINED PUBLIC HEARING MAP
 PROJECT 34872.1.I (U-2827B)
 FORSYTH COUNTY
 US 421 PAVEMENT REHABILITATION,
 REPLACEMENT OF BRIDGE NUMBERS
 178, 278, 286, 288, 291, 293, 305, 312, 313, 316
 AND VARIOUS SAFETY IMPROVEMENTS
 FROM WEST OF FOURTH STREET TO
 EAST OF CHURCH STREET TO
 EAST WOLF CREEK STREET

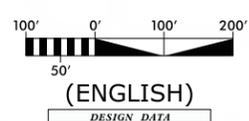
LEGEND

- BUILDINGS
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED EASEMENTS (DRAINAGE, CONSTRUCTION, AND UTILITY)
- EXISTING ROADWAY
- EXISTING ROADWAY TO BE RESURFACED
- EXISTING ROADWAY TO BE REMOVED
- PROPOSED ROADWAY
- PROPOSED STRUCTURES, ISLAND, CURB AND GUTTER
- EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE RETAINED
- EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE REMOVED
- LAKES, RIVER STREAMS AND PONDS
- EXISTING UTILITY EASEMENT
- PROPOSED UTILITY EASEMENT
- PROPOSED RIGHT OF WAY
- EXISTING CONTROL OF ACCESS
- PRESENT ADT
- FUTURE ADT
- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL
- PROPERTY LINES
- HISTORIC PROPERTY

DESIGN DATA

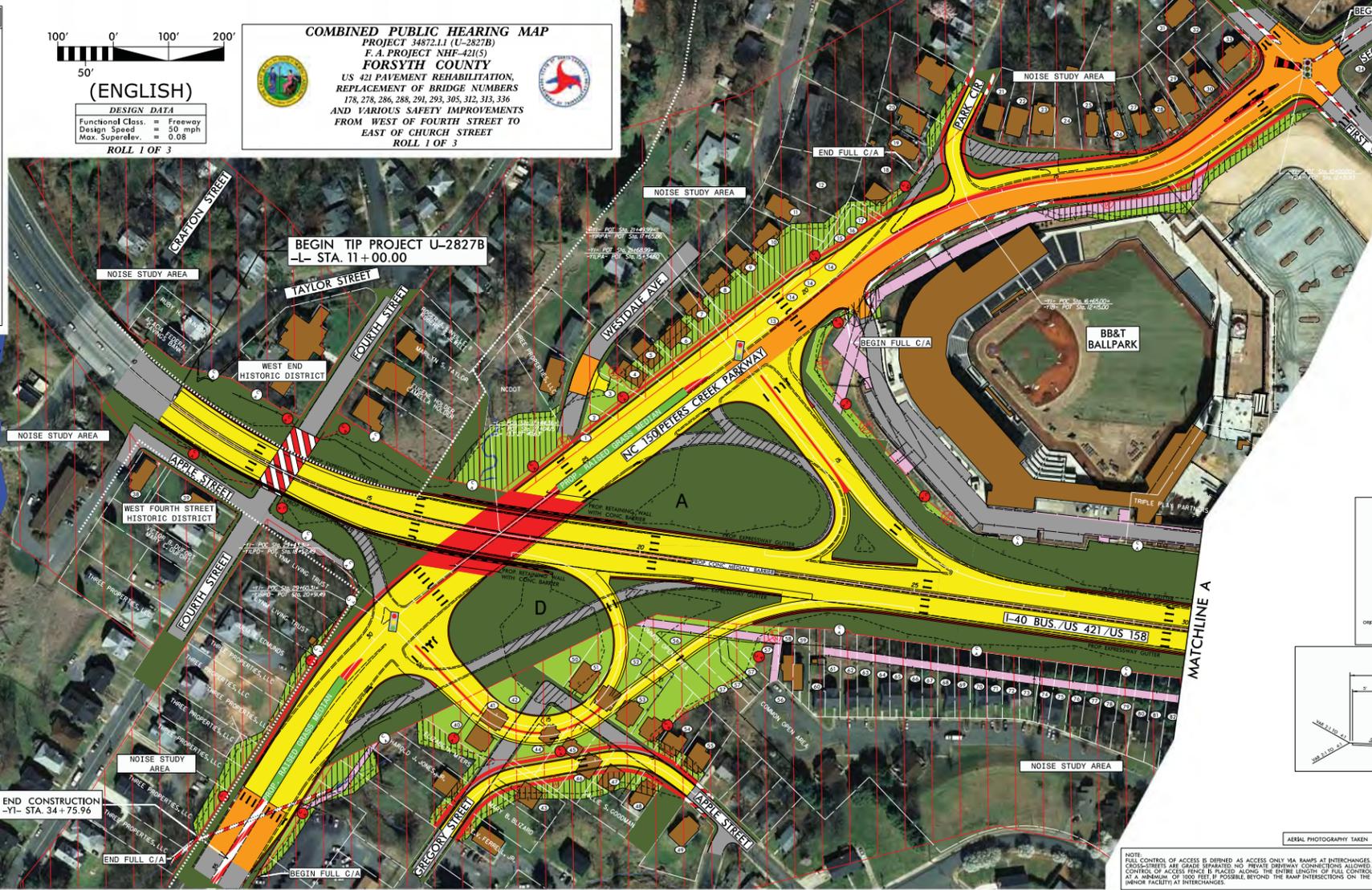
Functional Class. = Freeway
 Design Speed = 50 mph
 Max. Superelev. = 0.08

ROLL 1 OF 3



COMBINED PUBLIC HEARING MAP
 PROJECT 34872.1.I (U-2827B)
 F.A. PROJECT NHF-421(5)
 FORSYTH COUNTY
 US 421 PAVEMENT REHABILITATION,
 REPLACEMENT OF BRIDGE NUMBERS
 178, 278, 286, 288, 291, 293, 305, 312, 313, 316
 AND VARIOUS SAFETY IMPROVEMENTS
 FROM WEST OF FOURTH STREET TO
 EAST OF CHURCH STREET
 ROLL 1 OF 3

- PRELIMINARY PLANS**
 DO NOT USE FOR CONSTRUCTION
- 1 NCDOT
 - 2 NCDOT
 - 3 NCDOT
 - 4 HAROLD TED BARBEE
 - 5 OGBURN INVESTMENTS, INC.
 - 6 BANK OF AMERICA
 - 7 REAL ESTATE COMPANY
 - 8 ROY L. LANGSON
 - 9 BRIAN PAGE TRUSTEE
 - 10 LUTHER K. WILLIAMS
 - 11 CITY OF WINSTON-SALEM
 - 12 C.W. MYERS TRADING POST
 - 13 JAMES D. STEVENS
 - 14 DAVID R. TERPLET
 - 15 BROOKSTOWN DEVELOPMENT PARTNERS, LLC
 - 16 THREE PROPERTIES, LLC
 - 17 HAROLD J. JONES, JR.
 - 18 EPIC INVESTMENTS, LLC
 - 19 JONATHAN GERSHMEYER
 - 20 SARAH H. CARTER
 - 21 ELIZABETH A. OGBURN
 - 22 NANCE BLDG. CO.
 - 23 LARRY EVANS
 - 24 LOUISE O. HARRIS
 - 25 BARRY E. CRISLEY
 - 26 JOAN CROTTY

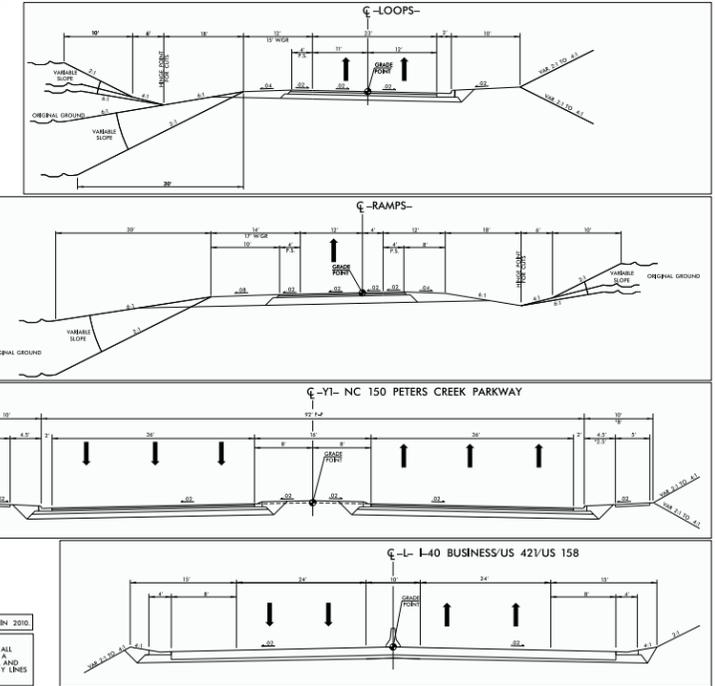


LEGEND

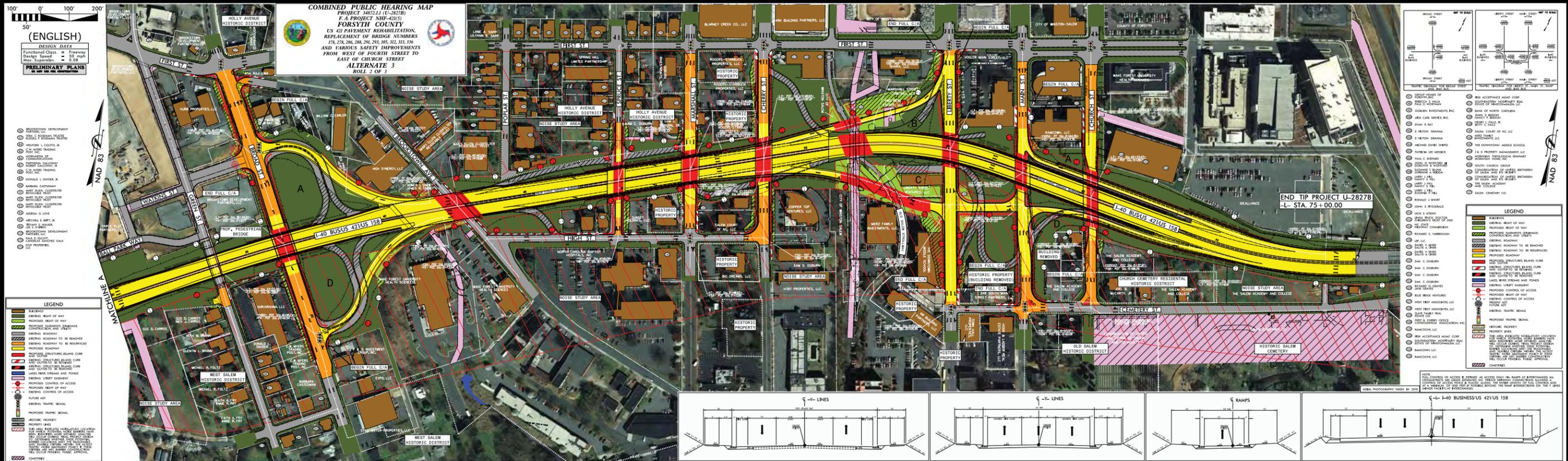
- BUILDINGS
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED EASEMENTS (DRAINAGE, CONSTRUCTION, AND UTILITY)
- EXISTING ROADWAY
- EXISTING ROADWAY TO BE RESURFACED
- EXISTING ROADWAY TO BE REMOVED
- PROPOSED ROADWAY
- PROPOSED STRUCTURES, ISLAND, CURB AND GUTTER
- EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE RETAINED
- EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE REMOVED
- LAKES, RIVER STREAMS AND PONDS
- EXISTING UTILITY EASEMENT
- PROPOSED UTILITY EASEMENT
- PROPOSED RIGHT OF WAY
- EXISTING CONTROL OF ACCESS
- PRESENT ADT
- FUTURE ADT
- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL
- PROPERTY LINES
- HISTORIC PROPERTY

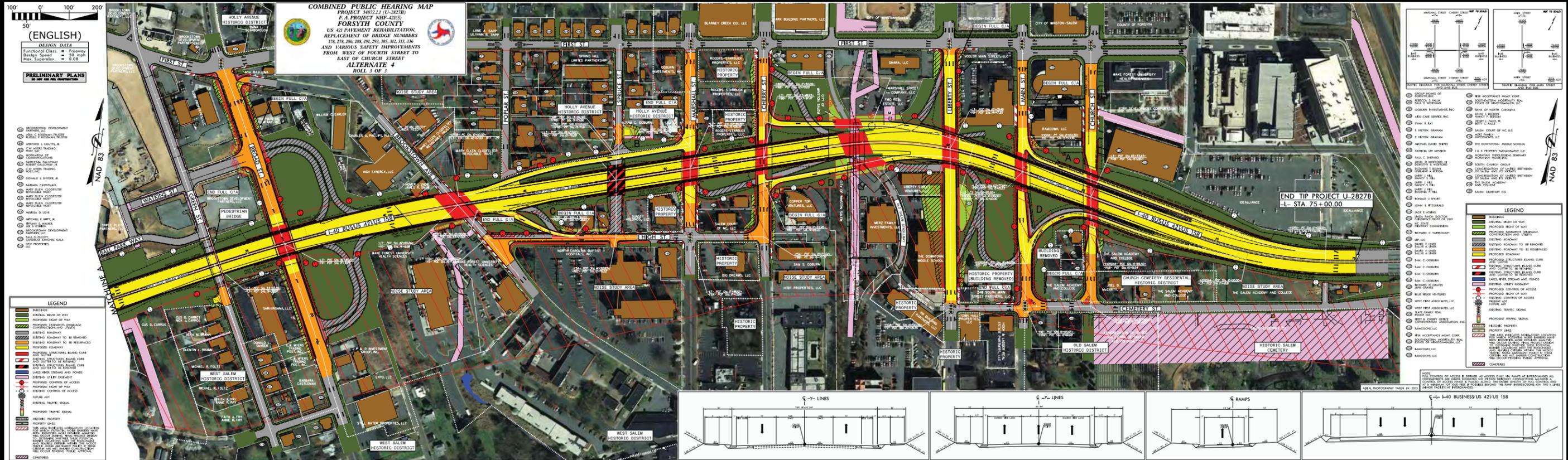
TRAFFIC DIAGRAM FOR PETERS CREEK PARKWAY AND I-40 BUS.

TRAFFIC DIAGRAM FOR I-40 BUSINESS/US 421/US 158

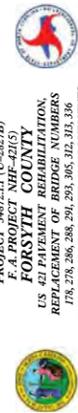


COMBINED PUBLIC HEARING MAP
 PROJECT 34872.1.I (U-2827B)
 FORSYTH COUNTY
 US 421 PAVEMENT REHABILITATION,
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 AND VARIOUS SAFETY IMPROVEMENTS
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 EAST OF CHURCH STREET TO
 EAST WOLF CREEK STREET





COMBINED PUBLIC HEARING MAP
 PROJECT 34872.1.1 (U-2827B)
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 FORSYTH COUNTY
 US 421 PAVEMENT REHABILITATION,
 REPLACEMENT OF BRIDGE NUMBERS
 178, 278, 286, 288, 291, 293, 305, 312, 313, 336
 AND VARIOUS SAFETY IMPROVEMENTS
 FROM WEST OF FOURTH STREET TO
 EAST OF CHURCH STREET
 ACADEMY STREET IMPROVEMENTS



50'
 (ENGLISH)

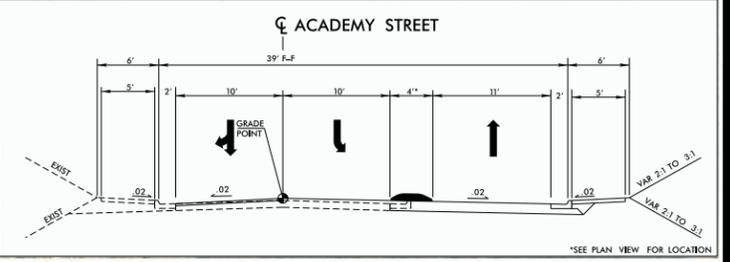
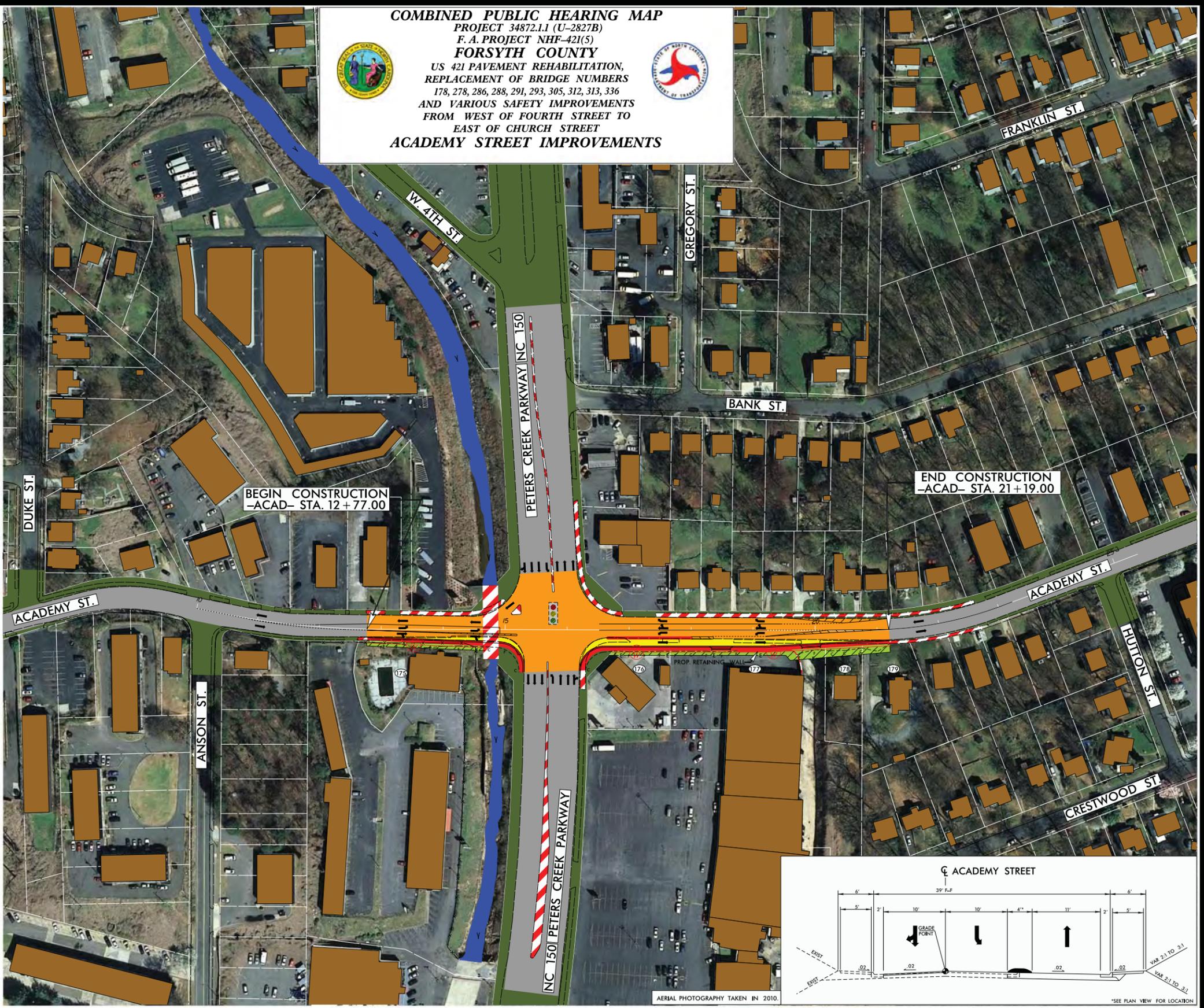
PRELIMINARY PLANS
 DO NOT USE FOR CONSTRUCTION

- 175 KRYSTAL CORPORATION
- 176 FOWLER M M INC.
- 177 ACADEMY INC.
- 178 EBH LLC.
- 179 THREE PROPERTIES LLC

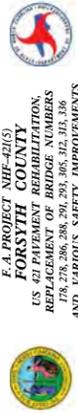


LEGEND	
	BUILDINGS
	EXISTING RIGHT OF WAY
	PROPOSED RIGHT OF WAY
	PROPOSED EASEMENTS (DRAINAGE, CONSTRUCTION, AND UTILITY)
	EXISTING ROADWAY
	EXISTING ROADWAY TO BE REMOVED
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	PROPOSED ROADWAY
	PROPOSED STRUCTURES, ISLAND, CURB AND GUTTER
	EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE RETAINED
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	LAKES, RIVER, STREAMS AND PONDS
	EXISTING UTILITY EASEMENT
	PROPOSED CONTROL OF ACCESS
	PROPOSED RIGHT OF WAY
	EXISTING CONTROL OF ACCESS
	FUTURE ADT
	EXISTING TRAFFIC SIGNAL
	PROPOSED TRAFFIC SIGNAL
	HISTORIC PROPERTY
	PROPERTY LINES

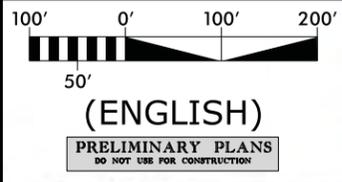
COMBINED PUBLIC HEARING MAP
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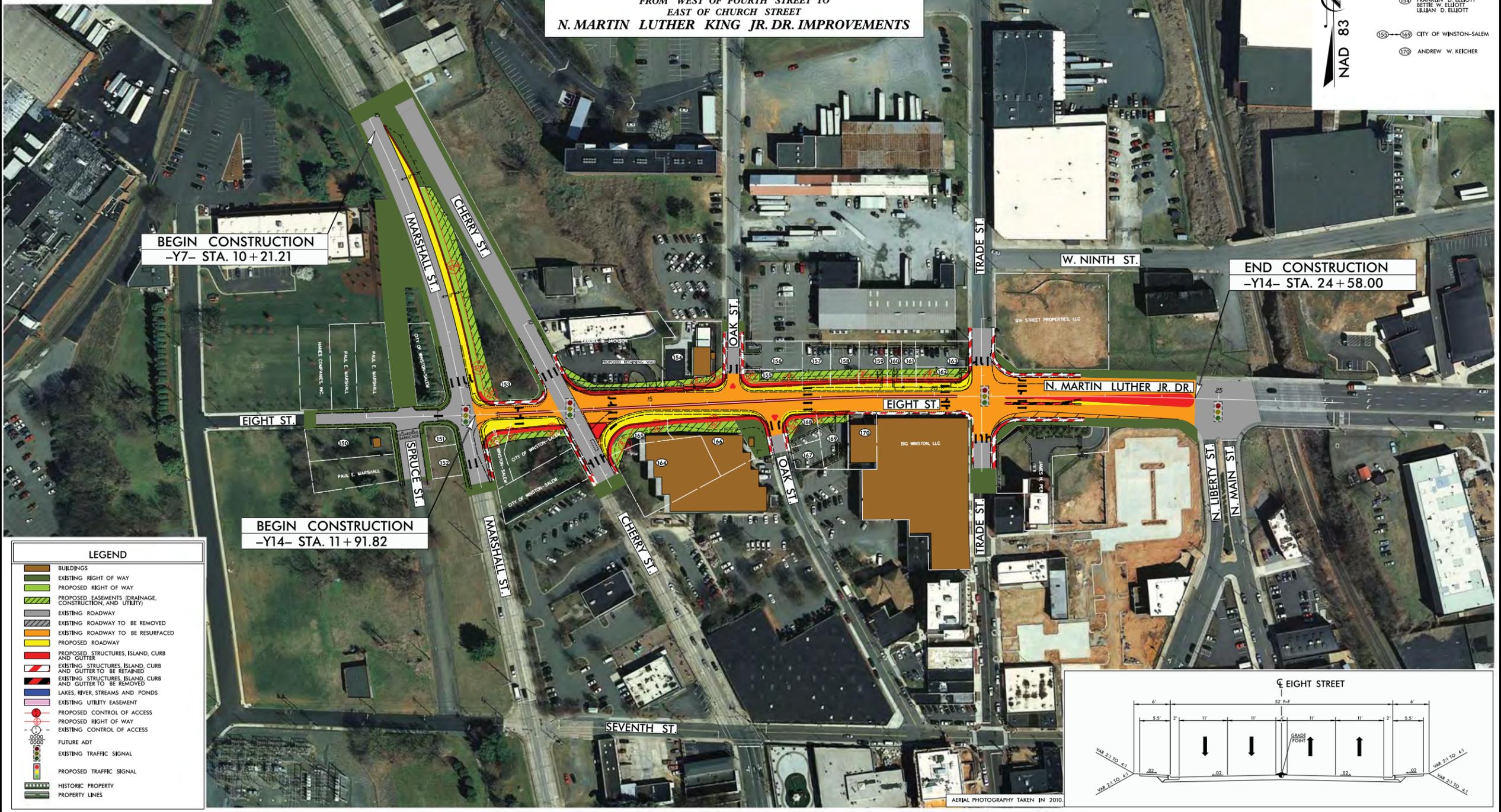


COMBINED PUBLIC HEARING MAP
 PROJECT 34872.1.1 (U-2827B)
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 AND VARIOUS SAFETY IMPROVEMENTS
 FROM WEST OF FOURTH STREET TO
 EAST OF CHURCH STREET
N. MARTIN LUTHER KING JR. DR. IMPROVEMENTS



COMBINED PUBLIC HEARING MAP
 PROJECT 34872.1.1 (U-2827B)
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 FROM WEST OF FOURTH STREET TO
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N. MARTIN LUTHER KING JR. DR. IMPROVEMENTS

- NAD 83
- 150 WALTER H. REICHERT AND VIRGINIA M. REICHERT REVOCABLE TRUST
 - 151 CITY OF WINSTON-SALEM
 - 152 CITY OF WINSTON-SALEM
 - 153 CITY OF WINSTON-SALEM
 - 154 WILLIAM B. ELLIOTT, JR. MARY ELLIOTT FRANKLY D. ELLIOTT BETTIE W. ELLIOTT LILLIAN D. ELLIOTT
 - 155-169 CITY OF WINSTON-SALEM
 - 170 ANDREW W. KEICHER



COMBINED PUBLIC HEARING MAP
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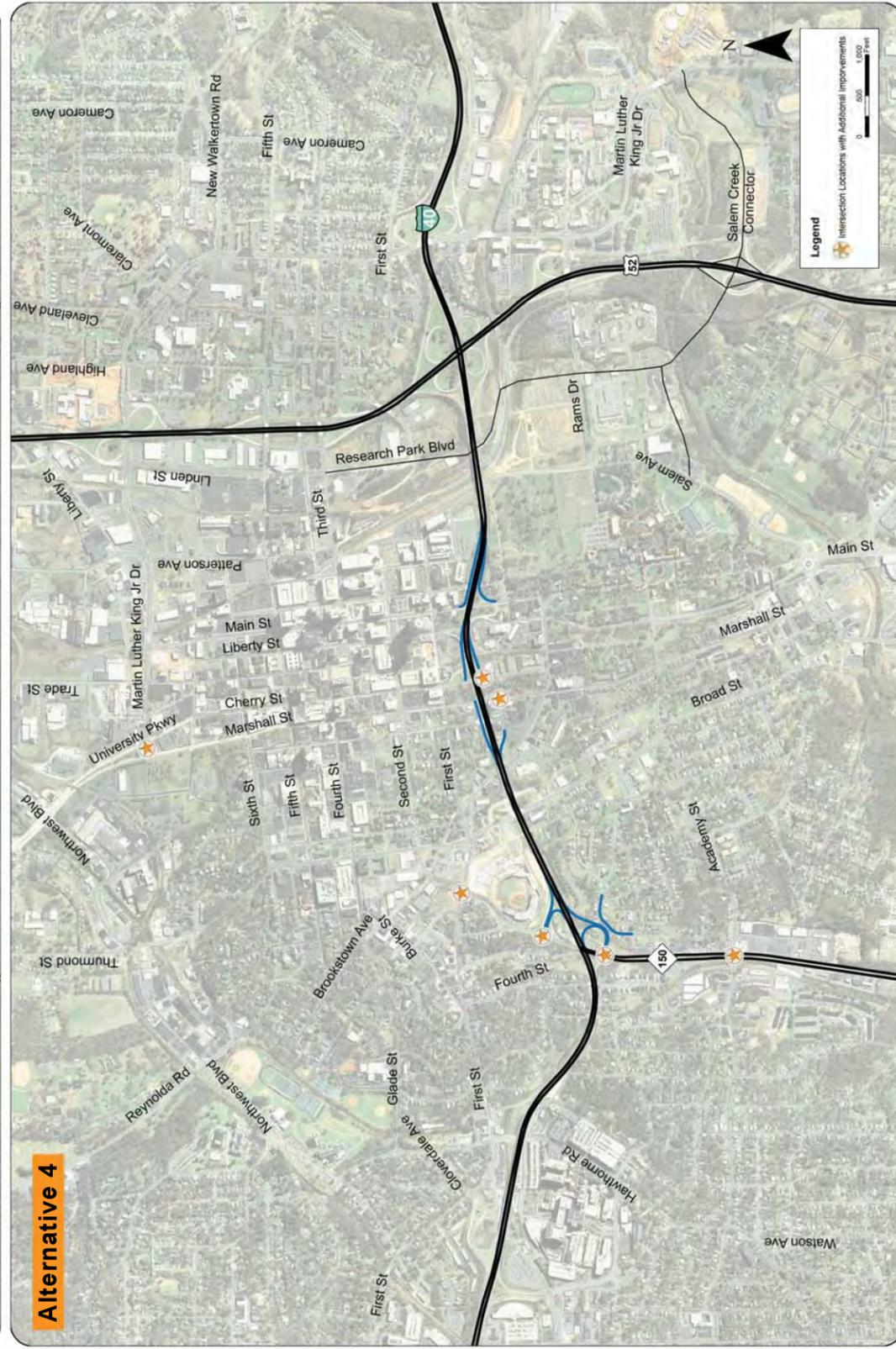
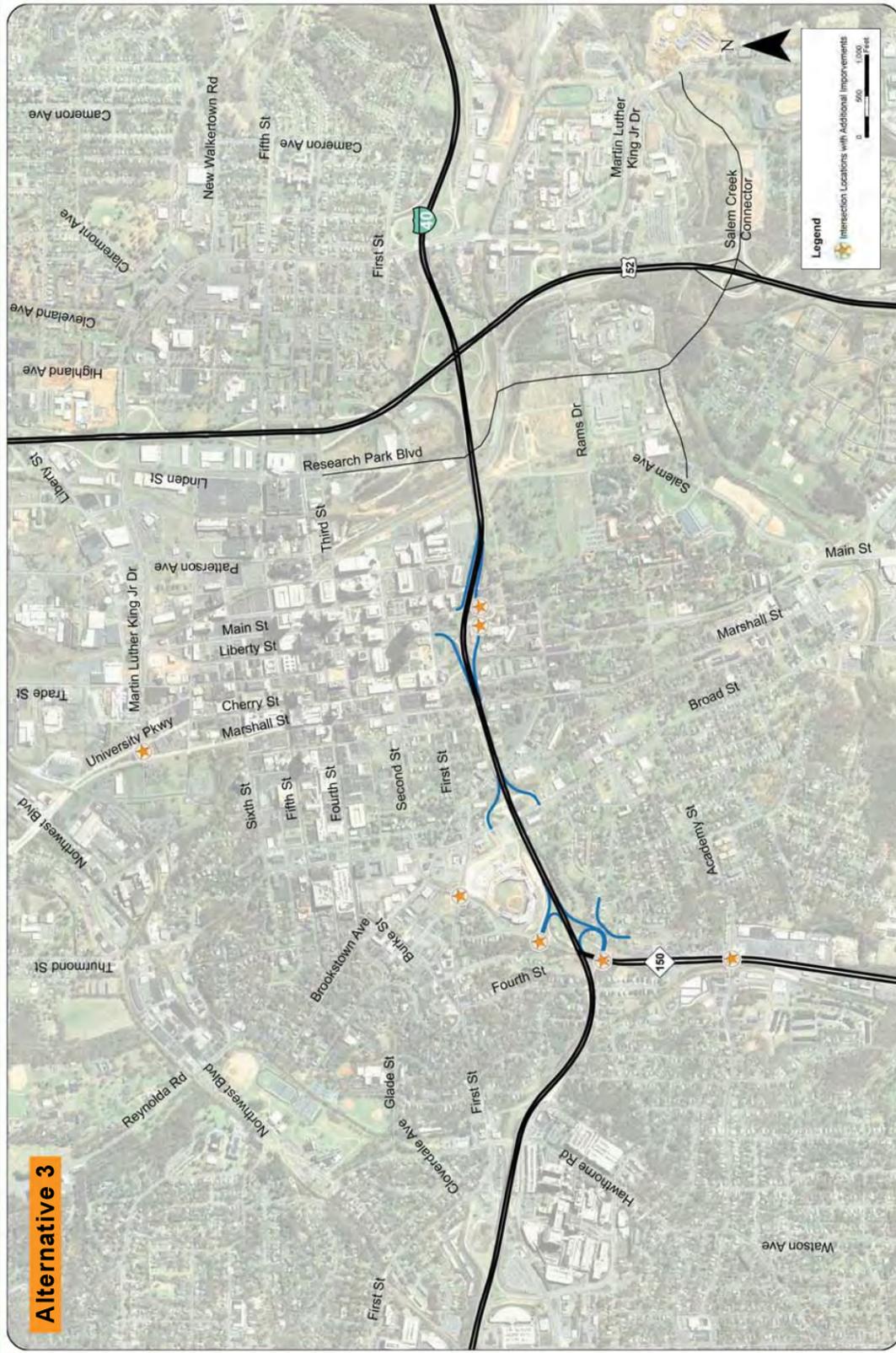
Intersection Locations with Additional Improvements

Detour Conditions (Temporary Improvements)



Intersection Locations with Additional Improvements

Build Conditions - Alternative 3 & 4



Bridge & Design Renderings 1-2

Bocetos de puentes y diseño 1-2



This option provides a more traditional green rail, stamped herringbone-pattern sidewalk, and traditional light posts. A series of planters with native plants act as a natural border between between pedestrians and vehicles.

Esta opción sugiere una baranda verde más tradicional, un patrón tipo espiga en la acera y postes de alumbrado público tradicionales. Una serie de jardineras con plantas nativas funcionan como división natural entre peatones y vehículos.



This option provides a decorative green rail, stamped herringbone-pattern sidewalk, and traditional light posts. A series of planters with native plants act as a natural border between between pedestrians and vehicles.

Esta opción sugiere una baranda verde decorativa, un patrón tipo espiga en la acera y postes de alumbrado público tradicionales. Una serie de jardineras con plantas nativas funcionan como división natural entre peatones y vehículos.

Bridge & Design Renderings 3-4

Bocetos de puentes y diseño 3-4



This view, looking from Spruce Street towards the Marshall and Cherry Street bridges, shows a decorative rail and stamped, brick texture that is consistent with the brick found in many Winston-Salem establishments. An arched-look is also part of the design. Artful medallions are located along the upper bridge section, which is smooth concrete. The concrete can also be in a color, if preferred. The medallions should represent the character and history of the neighboring communities.

Esta perspectiva, tomada desde Spruce Street hacia los puentes de las calles Marshall y Cherry, muestra una baranda decorativa con base de ladrillo estampado, textura que puede ser vista en muchos establecimientos de Winston-Salem. Su apariencia en forma de arco también es parte del diseño. Se aprecian medallones artísticos en la sección superior del puente, la cual es de concreto liso. También se puede añadir color al concreto, si así se prefiere. Los medallones deberán representar el carácter y la historia de las comunidades colindantes.



This view, looking from Spruce Street towards the Marshall and Cherry Street bridges, shows a traditional rail and a limestone texture to replicate some of the buildings in Old Salem. The texture is merely an example of what can be done to the face of the bridge. As shown, the arched look is carried across the entire bridge, rather than two separate arches as shown in the other renderings. Again, artful medallions are shown on the sides of the bridge. The upper bridge section is stamped, textured brick concrete.

Esta perspectiva, tomada desde Spruce Street hacia los puentes de las calles Marshall y Cherry, muestra una baranda tradicional con base de textura caliza similar a la utilizada en la zona de Old Salem. La textura es solamente un ejemplo de lo que se puede hacer en la fachada del puente. A diferencia de los otros bocetos, un solo arco recorre todo el puente. Aquí también se aprecian medallones artísticos en los costados del puente. La parte superior del puente es de concreto prensado con textura de ladrillo.

HOW TO STAY INVOLVED CÓMO MANTENERSE INVOLUCRADO

Join a Working Group

Únase a un Grupo de Trabajo

See the website or call 336-724-2130

for a list of

working groups and meeting dates

***Visite nuestro sitio web o llame al
336-724-2130 para obtener una lista de
los grupos de trabajo
y las fechas de las reuniones***

Write/Call the Project Office

***Escriba/Llame a nuestra
Oficina del Proyecto***

Send us an e-mail

Envíenos un correo electrónico

Business40@business40nc.com



Contact Us / Contáctenos

If you need more information or wish to contact us:

E-mail:

business40@business40nc.com

Project Office Telephone:

336-724-2130

Web site:

www.business40nc.com

**NCDOT Project Manager:
Mike Penney, Project
Planning Engineer**

PDEA Unit, NCDOT
1548 Mail Service Center
Raleigh, NC 27699-1548
919-707-6006
mpenney@ncdot.gov

**NCDOT Hearing Officer:
Jamille Robbins**

Public Involvement Group Leader, PDEA Unit
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Raleigh, NC 27699-1598
919-707-6085
jarobbins@ncdot.gov

**Outreach Project Manager:
Jumetta G. Posey**

Neighborhood Solutions
800 North Cameron Avenue
Winston-Salem, NC 27101
336-724-2130
jgposey@nsolutions.org

Si usted necesita más información o desea comunicarse con nosotros:

Correo electrónico:

business40@business40nc.com

Teléfono de la Oficina del Proyecto: 336-724-2130

Sitio web:

www.business40nc.com

**NCDOT Gerente del Proyecto:
Mike Penney, Project
Planning Engineer**

PDEA Unit, NCDOT
1548 Mail Service Center
Raleigh, NC 27699-1548
919-707-6006
mpenney@ncdot.gov

**Funcionario de la Audencia NCDOT:
Jamille Robbins**

Public Involvement Group Leader, PDEA Unit
1598 Mail Service Center
Raleigh, NC 27699-1598
919-707-6085
jarobbins@ncdot.gov

**Gerente del Proceso de Alcance:
Jumetta G. Posey**

Neighborhood Solutions
800 North Cameron Avenue
Winston-Salem, NC 27101
336-724-2130
jgposey@nsolutions.org

TITLE VI PUBLIC INVOLVEMENT FORM

Completing this form is **completely** voluntary. You are not required to provide the information requested in order to participate in this meeting.

Meeting Type: Public Hearing	Date: July 22 & 24, 2014
Location: Milton Rhodes Art Center and Miller Recreational Center	
STIP No.: U-2827B	
Project Description: Business 40 Improvements Project	

In accordance with Title VI of the Civil Rights Act of 1964 and related authorities, the North Carolina Department of Transportation (NCDOT) assures that no person(s) shall be excluded from participation in, denied the benefits of, or subjected to discrimination under any of the Department's programs, policies, or activities, based on their race, color, national origin, disability, age, income, or gender.

Completing this form helps meet our data collection and public involvement obligations under Title VI and NEPA, and will improve how we serve the public. Please place the completed form in the designated box on the sign-in table, hand it to an NCDOT official or mail it to the PDEA-Human Environment Section, 1598 Mail Service Center, Raleigh, NC 27699-1598.

All forms will remain on file at the NCDOT as part of the public record.

Zip Code: _____	Gender: <input type="checkbox"/> Male <input type="checkbox"/> Female
Street Name: (i.e. Main Street) _____	Age: <input type="checkbox"/> Less than 18 <input type="checkbox"/> 45-64 <input type="checkbox"/> 18-29 <input type="checkbox"/> 65 and older <input type="checkbox"/> 30-44
Total Household Income: <input type="checkbox"/> Less than \$12,000 <input type="checkbox"/> \$47,000 – \$69,999 <input type="checkbox"/> \$12,000 – \$19,999 <input type="checkbox"/> \$70,000 – \$93,999 <input type="checkbox"/> \$20,000 – \$30,999 <input type="checkbox"/> \$94,000 – \$117,999 <input type="checkbox"/> \$31,000 – \$46,999 <input type="checkbox"/> \$118,000 or greater	Have a Disability: <input type="checkbox"/> Yes <input type="checkbox"/> No
Race/Ethnicity: <input type="checkbox"/> White <input type="checkbox"/> Black/African American <input type="checkbox"/> Asian <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Other (please specify): _____	National Origin: (if born outside the U.S.) <input type="checkbox"/> Mexican <input type="checkbox"/> Central American: _____ <input type="checkbox"/> South American: _____ <input type="checkbox"/> Puerto Rican <input type="checkbox"/> Chinese <input type="checkbox"/> Vietnamese <input type="checkbox"/> Korean <input type="checkbox"/> Other (please specify): _____

How did you hear about this meeting? (newspaper advertisement, flyer, and/or mailing) _____

For more information regarding Title VI or this request, please contact the NCDOT Title VI Section at (919) 508-1808 or toll free at 1-800-522-0453, or by email at slipscomb@ncdot.gov.

Thank you for your participation!



**NCDOT - PDEA
Human Environment Section
1598 Mail Service Center
Raleigh, NC 27699-1598**



Building the Future **BUSINESS 40**

Comment Sheet

Please print

Name: _____ Date: _____

Address: _____

City, State, Zip Code: _____

Neighborhood: _____

Phone/ E-mail address: _____

Would you like to be added to our project mailing list?

YES

NO

The purpose of the hearing is to obtain public input on the improvement of the operations and safety on US 421 (commonly referred to as Business 40 or I-40 Business) from west of Fourth Street to east of Church Street.

The Project Team is here to give an update, answer questions, hear your thoughts or concerns regarding this information, and to ask for your continued participation as we approach the final stages of the planning process. Please complete this comment sheet and return it today to the comment table.

1. Was the information presented clear (meeting format, etc.)? If not, what information was confusing? Do you have any suggestions on how we can improve our presentation to make it clearer?

2. Which Alternative do you prefer: Please mark one box.

A. Alternative 3 -- Cherry/Marshall

B. Alternative 4 -- Liberty/Main

Please explain why you like one better.



Building the Future BUSINESS 40

Comment Sheet

Please print

3. Please state which look you prefer.

Limestone

Brick

Please explain why you like one better

4. Please state which bridge style do you prefer? Please mark one.

single arch

double arch

Please explain why you like one better

5. Please state which rail style, traditional or decorative, you prefer.

Traditional

Decorative

Please explain why you like one better

6. Do you prefer lighting on the bridges?

Yes

No

Please explain why.



Building the Future **BUSINESS 40**

Comment Sheet

Please print

7. Do you use the Park and Ride parking lots?

Yes

No

Please explain your answer. _____

8. Will you use the Park and Ride lots during construction?

Yes

No

If no, please explain your why. _____

9. Please list locations you will use during construction.

10. Please suggest some locations that would encourage you to use the Park and ride parking more often.



Building the Future **BUSINESS 40**

Comment Sheet

Please print

6. What comments do you have regarding the way the various ideas were presented?

7. How can we improve our Public Hearings?

8. Any additional comments?

Please mail comments by August 24, 2014 to:

Mr. Jamille Robbins
NCDOT – Human Environment Section
1598 Mail Service Center
Raleigh, NC 27699-1598
Phone: (919) 707-6085
Fax: (919) 212-5785
Email: publicinvolvement1@ncdot.gov

**THANK YOU FOR ATTENDING THE PUBLIC HEARING.
YOUR COMMENTS ARE VERY IMPORTANT IN THE PROJECT DEVELOPMENT PROCESS.**

NCDOT TO HOLD PUBLIC HEARINGS JULY 22 & 24 IN WINSTON-SALEM FOR THE PROPOSED U.S. 421 PAVEMENT REHABILITATION, REPLACEMENT OF BRIDGE NUMBERS 178, 278, 286, 288, 291, 293, 305, 312, 313, 336 AND VARIOUS SAFETY IMPROVEMENTS FROM WEST OF FOURTH STREET TO EAST OF CHURCH STREET

TIP Project No. U-2827B

Also known as Business 40 Improvement Project

The N.C. Department of Transportation will hold two public hearings in July regarding a proposed project for pavement rehabilitation of travel lanes, reconstruction of shoulders and ramps, replacement of ten (10) bridges (Bridge Numbers 178, 278, 286, 288, 291, 293, 305, 312, 313, 336), and various safety improvement on US 421/I-40 Business (commonly referred to as Business 40 by residents of Winston-Salem) between west of Fourth Street and east of Church Street.

The purpose of the project is to improve traffic flow, operations and safety on U.S. 421/I-40 Business between west of Fourth Street and east of Church Street. Additional right-of-way acquisition and the relocation of homes and businesses will be required for this project.

The hearings are scheduled at the following times and places:

- **Tuesday, July 22:**
Milton Rhodes Art Center, 251 N. Spruce Street, Winston-Salem
Pre-Hearing Open House: 4 – 6:30 p.m.
Formal Presentation: 7 p.m.
- **Thursday, July 24:**
Miller Recreational Center, 400 Leisure Lane, Winston-Salem
Pre-Hearing Open House: 5:00 – 7:00 p.m.
Formal Presentation: 7:30 p.m.

NCDOT representatives will be available to answer questions and receive comments regarding the project during the open-house portion of the hearings. Interested citizens may attend at any time during the open-house hours. The same information and maps will be available at all meetings. The public is urged to share their ideas, thoughts and suggestions with department staff. The opportunity to submit written comments or questions will be provided and is encouraged. Comments regarding the project and the Environmental Assessment (EA) document will be accepted through **August 24, 2014.**

The formal presentations will include an update of recent project activities and studies, an explanation of the location and design of the alternatives, information about the state-federal relationship, the required right of way and relocation requirements and future activities and procedures that will be part of the project. The presentation and comments will be recorded, and a transcript will be prepared.

Hearing Maps displaying the location and design of the project and a copy of the Environmental Assessment (EA) are available for public review at the:

- NCDOT Division Engineer's Office, located at 375 Silas Creek Parkway, Winston-Salem
- Winston-Salem UA MPO – Bryce A. Stuart Municipal Bldg. – Suite 307, located at 100 East First St.
- The maps are also available online at:
<http://www.ncdot.gov/projects/publicmeetings/>.

The Environmental Assessment (EA) is also available for public review at the:

- Forsyth County Public Library – Central Library – North Carolina Reading Room, located at 660 West Fifth St.
- Winston Salem State University – C.G. O'Kelly Library – Main Circulation Desk, located at 601 South Martin Luther King Jr. Dr.

Additional information on the Business 40 project, the Hearing Maps and the Environmental Assessment (EA), is also available online at: www.business40nc.com

For additional information, contact Jamille Robbins, NCDOT-Human Environment Section at 1598 Mail Service Center, Raleigh, NC 27699-1598, by phone at (919) 707-6085 or by email: publicinvolvement1@ncdot.gov.

NCDOT will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who want to participate in these meetings. Anyone requiring special services should contact Robbins as early as possible, so that arrangements can be made. For persons who speak Spanish and do not speak English, or have a limited ability to read, speak or understand English, interpretive services will be available at the meeting upon request. For more information, please call 1-800-481-6494 prior to the meeting.

APPENDIX C

CORRESPONDENCE



BUILDING THE FUTURE

Winston-Salem

BUSINESS 40



Winston-Salem

**Office of the
City Manager**

**Lee D. Garrity
City Manager**

P.O. Box 2511
Winston-Salem, NC 27102
Tel 336.747.7380
Fax 336.748.3060
leg@cityofws.org
www.cityofws.org

October 2, 2014

Pat Ivey, P.E., Division Engineer
Division 9
North Carolina Department of Transportation
375 Silas Creek Parkway
Winston-Salem, NC 27127

RE: Request for funding for Trailblazing Sign design and installation to be included in the Business 40 Project (U -2925) costs

Dear Pat:

The Winston-Salem Downtown Plan was adopted by the Winston-Salem City Council and the City-County Planning Board in 2013. The plan was developed by the Downtown Winston-Salem Partnership, City-County Planning Department staff and downtown stakeholders and serves as a guide for policy decisions and changes in the downtown area. One of the recommendations of this plan is the continued placement of trailblazing signs in downtown. Trailblazers involve the installation of large directional and identification signs at downtown entryways and other locales to help guide vehicular traffic in finding different downtown locations and parking garages. As you are aware, the Downtown Winston-Salem Partnership has installed signs to meet this objective.

The Business 40 Project improvements will change the routes used to enter the city to get to downtown locations and therefore impact the trailblazing signs. The Downtown Winston-Salem Partnership and the City of Winston-Salem would like to request that the trailblazing sign design and installation costs be included in the Business 40 project cost. We have estimated approximately 70 signs needing to be installed at an estimated cost of \$400,000 which includes the cost of planning and engineering, removal of additional or unnecessary signs and the installation of new signs. This cost is based upon construction costs received in another area projected to 2021 dollars.

Thank you for considering our request. We can provide additional information if you need it.

Sincerely,

Lee Garrity
City Manager

pc: Jason Thiel, President of the Downtown Winston-Salem Partnership
Mark Dunnagan, Chairman of the Downtown Winston-Salem Partnership
Gregory M. Turner, P.E., Assistant City Manager
Toneq' McCullough, P.E., Director of Transportation

CityLink311
Call 311 or 336-727-8000
citylink@cityofws.org

City Council: Mayor Allen Joiner; Vivian H. Burke, Mayor Pro Tempore. Northeast Ward: Denise D. Adams, North Ward: Dan Besse, Southwest Ward: Robert C. Clark, West Ward: Molly Leight, South Ward: Jeff MacIntosh, Northwest Ward: Derwin L. Montgomery, East Ward: James Taylor, Jr., Southeast Ward: City Manager: Lee D. Garrity

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RESOLUTION SUPPORTING THE SELECTION OF THE CHERRY/MARSHALL ALTERNATIVE FOR THE RECONSTRUCTION OF BUSINESS 40 IN DOWNTOWN WINSTON-SALEM

WHEREAS, Business 40 was originally constructed in downtown Winston-Salem in the 1950s as a cross-town expressway linking downtown west to Baptist Hospital and the new Thruway Shopping Center; and

WHEREAS, the downtown expressway was eventually extended away from downtown in the late 1950s and 1960s, became part of the Interstate System and was known as Interstate 40; and

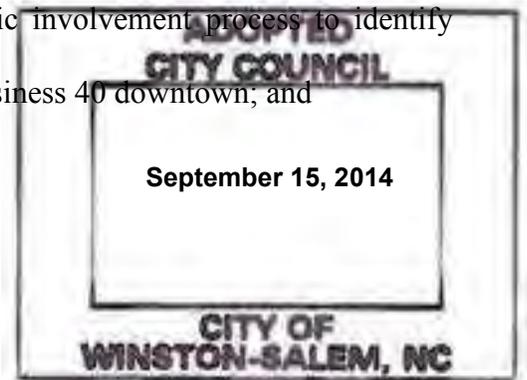
WHEREAS, with rising traffic volumes on Interstate 40 downtown far exceeding the functional capacity of the highway, the North Carolina Department of Transportation (NCDOT) relocated Interstate 40 to a new bypass south of downtown and the original highway was re-designated as Business 40 in 1992; and

WHEREAS, since the mid-1990s, NCDOT has been reconstructing the numerous bridges and interchanges along Business 40, including the Hawthorne Curve, to bring them up to a modern standard; and

WHEREAS, NCDOT has identified the need to reconstruct the remaining bridges, interchanges and roadway pavement of Business 40 in the downtown area, from West Fourth Street to South Church Street; and

WHEREAS, a primary goal of the project is making this segment of Business 40 safer by improving interchange spacing to provide better access into downtown Winston-Salem; and

WHEREAS, NCDOT conducted an extensive public involvement process to identify alternatives to reconstruct the bridges and interchanges of Business 40 downtown; and



WHEREAS, NCDOT developed two primary interchange alternatives –the Liberty/Main Alternative (Alternative 3) and the Cherry/Marshall Alternative (Alternative 4), and

WHEREAS, after careful consideration of the merits of the two alternatives and input from numerous individuals and institutions interested in the project, the Public Works Committee of the City Council of Winston-Salem has selected the Cherry/Marshall alternative; and

WHEREAS, the Mayor and City Council of Winston-Salem concur with the Public Works Committee that the Cherry/Marshall alternative will best serve the long term interests of the City.

NOW, THEREFORE, BE IT RESOLVED that the Mayor and City Council of Winston-Salem support the selection of the Cherry/Marshall Alternative for the re-construction of the Business 40 freeway in downtown Winston-Salem.

APPENDIX D

ROADWAY TYPICAL SECTION TABLES



BUILDING THE FUTURE

Winston-Salem

BUSINESS 40

U-2827B

Roadway Typical Section Tables

Peters Creek Parkway	Date	Sidewalk West	Curb	Ped Barrier & offset	Gutter	Thru Lanes - SB	Turn Lane	Median	Thru Lanes - NB	Gutter	Ped Barrier & offset	Curb	Sidewalk East
NCDOT Revised Design – Two Way north of the bridge	18-Dec-14	Varies 12.0 - 10.0 ft ¹	0.5 ft	0	2.0 ft	2 or 3 – 11.0 to 12.0 ft ²	0	Varies 4.0- 14.5 ft	3 – 11.0 to 12.0 ft ²	2.0 ft	0	0.5 ft	Varies 5.0 or 10.0 ft ³
NCDOT Revised Design – Two Way on bridge <i>(see Figure 5 - Bridge Typical Section Drawings)</i>	18-Dec-14	12.0 ft	0.5 ft	3.5 ft	2.0 ft	3 – 12.0 ft	1 – 12.0 ft	4.0 ft	3 – 12.0 ft	2.0 ft	3.5 ft	0.5 ft	8.0 ft
NCDOT Revised Design – Two Way south of the bridge	18-Dec-14	Varies 8.0 - 12.0 ft ⁴	0.5 ft	0	2.0 ft	3 – 12.0 ft	0	16.0 ft	3 – 12.0 ft	2.0 ft	0	0.5 ft	5.0 ft

¹ 12.0 ft sidewalk from bridge to Park Circle, 10.0 ft sidewalk from Park Circle to West First Street.

² 2 lanes north of Park Circle, 2 lanes transitioning to 3 lanes south of Park Circle to bridge. Lanes north of Park Circle are 11.0 ft wide and 12.0 ft wide south of Park Circle.

³ 5.0 ft sidewalk from bridge to Ballpark Way, 10.0 ft sidewalk from Ballpark Way to West First Street (no planting strip with trees to be located to back of sidewalk).

⁴ 8.0 ft sidewalk from West Fourth Street to Apple Street, 12.0 ft sidewalk from Apple Street to bridge.

Green Street Pedestrian/Utility - Over	Date	Width
NCDOT Revised Design – Pedestrian Way north of the bridge	7-Oct-14	10.0 ft
NCDOT Revised Design – Pedestrian Way bridge <i>(see Figure 5 - Bridge Typical Section Drawings)</i>	7-Oct-14	12.0 ft ⁵
NCDOT Revised Design – Pedestrian Way south of the bridge	7-Oct-14	10.0 ft

NCDOT will orient the proposed bridge to the western sidewalks.

⁵ With 54 inch rail

U-2827B

Roadway Typical Section Tables

Broad Street	Date	Sidewalk West	Curb	Gutter	Bike Lane West	Thru Lane West	Center Lane	Thru Lane East	Bike Lane East	Gutter	Curb	Sidewalk East
NCDOT Revised Design – Two Way north of the bridge	7-Oct-14	8 ft	0.5 ft	2.0 ft	5.0 ft	11.0 ft	11.0 ft	11.0 ft	5.0 ft	2.0 ft	0.5 ft	8 ft
NCDOT Revised Design – Two Way on bridge <i>(see Figure 5 - Bridge Typical Section Drawings)</i>	7-Oct-14	8 ft	0.5 ft	2.0 ft	5.0 ft	11.0 ft	11.0 ft	11.0 ft	5.0 ft	2.0 ft	0.5 ft	8 ft
NCDOT Revised Design – Two Way south of the bridge	7-Oct-14	8 ft	0.5 ft	2.0 ft	5.0 ft	11.0 ft	11.0 ft	11.0 ft	5.0 ft	2.0 ft	0.5 ft	8 ft

Broad Street	Date	Sidewalk West	Curb	Gutter	Thru Lane - SB	Thru Lane - NB	Gutter	Curb	Sidewalk East
Brookstown Avenue									
NCDOT Revised Design – Two Way north of the overpass	14-Jan-15	Match Existing ^{6a}	0.5 ft	2.0 ft	Varies 10.0 ft min	Varies 10.0 ft min	2.0 ft	0.5 ft	5.0 ft
NCDOT Revised Design under overpass ⁶	14-Jan-15	10.0 ft ^{6b}	0.5 ft	2.0 ft	10.0 ft	10.0 ft	2.0 ft	0.5 ft	5.0 ft
NCDOT Revised Design – Two Way south of the overpass	14-Jan-15	10.0 ft ^{6b}	0.5 ft	2.0 ft	10.0 ft	10.0 ft	2.0 ft	0.5 ft	5.0 ft

⁶ Existing roadway typical to be maintained

^{6a} Transition from 5.0 ft to 10.0 ft sidewalk with alignment jog

^{6b} Hold retaining wall location construct 10 ft sidewalk with alignment jog

U-2827B

Roadway Typical Section Tables

High Street	Date	Sidewalk North	Curb	Gutter	Ramp/Thru Lane - North	Thru Lane - South	Gutter	Curb	Sidewalk South
NCDOT Revised Design – One Way eastbound Brookstown Avenue to Spruce Street	14-Jan-15	0	0.5 ft	2.0 ft	10.0 ft	10.0 ft	2.0 ft	0.5 ft	10.0 ft
NCDOT Revised Design – One Way eastbound Spruce Street to Marshall Street	14-Jan-15	5.0 ft	0.5 ft	2.0 ft	10.0 ft	10.0 ft	2.0 ft	0.5 ft	Match Existing ^{6a}

^{6a}Transition from 10.0 ft to 5.0 ft sidewalk

Marshall Street	Date	Sidewalk West	Curb	Gutter	Thru Lane West	Center Lane	Thru Lane East	Gutter	Curb	Sidewalk East
NCDOT Revised Design – One Way southbound north of the bridge	7-Oct-14	Match Existing	0.5 ft	2.0 ft	14.0± ft Shared	11.0 ft	11.0 ft	2.0 ft	0.5 ft	Match Existing
NCDOT Revised Design – One Way on bridge (see Figure 5 - Bridge Typical Section Drawings)	7-Oct-14	10.0 ft	0.5 ft	2.0 ft	14.0± ft Shared	11.0 ft	11.0 ft	2.0 ft	0.5 ft	10.0 ft
NCDOT Revised Design – One Way southbound south of the bridge	7-Oct-14	Match Existing	0.5 ft	2.0 ft	14.0± ft Shared	11.0 ft	11.0 ft	2.0 ft	0.5 ft	Match Existing

U-2827B

Roadway Typical Section Tables

Cherry Street	Date	Sidewalk West	Curb	Gutter	Thru Lane West	Center Lane	Thru Lane East	Gutter	Curb	Sidewalk East
NCDOT Revised Design – One Way northbound north of the bridge	7-Oct-14	8.0+ ft ⁷	0.5 ft	0	14.0± ft Shared	11.0 ft	11.0 ft	0	0.5 ft	Varies 6.0 - 8.0 ft ⁷
NCDOT Revised Design – One Way on bridge (see Figure 5 - Bridge Typical Section Drawings)	7-Oct-14	10.0 ft	0.5 ft	2.0 ft	14.0± ft Shared	0	11.0 ft	2.0 ft	0.5 ft	10.0 ft
NCDOT Revised Design – One Way northbound south of the bridge	4-Dec-14	8.0 ft ⁸	0.5 ft	0	14.0± ft Shared	11.0 ft	11.0 ft	0	0.5 ft	8.0 ft ⁹

⁷ Hold the existing back of sidewalk and back of curb locations, replace with wider sidewalks, i.e. remove planted strip

⁸ 8.0 ft sidewalk from High Street to bridge.

⁹ Transition from 6.0 ft to 8.0 ft sidewalk at High Street, 8.0 ft from High Street to bridge.

Strollway - Over	Date	Width
NCDOT Revised Design – Pedestrian Way north of the bridge	7-Oct-14	10.0 ft
NCDOT Revised Design – Pedestrian Way bridge (see Figure 5 - Bridge Typical Section Drawings)	7-Oct-14	12.0 ft ¹⁰
NCDOT Revised Design – Pedestrian Way south of the bridge	7-Oct-14	10.0 ft

¹⁰ With 54 inch rail

U-2827B

Roadway Typical Section Tables

Liberty Street	Date	Sidewalk West	Curb	Gutter	Bike Lane West	Thru Lane West	Center Lane	Thru Lane East	Gutter	Curb	Sidewalk East
NCDOT Revised Design – One Way southbound north of the bridge	14-Jan-15	7.0 ft ¹²	0.5 ft	2.0 ft	5.0 ft	11.0 ft	11.0 ft	11.0 ft	2.0 ft	0.5 ft	5.0+ ft ¹³
NCDOT Revised Design – One Way southbound ¹¹ (see Figure 5 - Bridge Typical Section Drawings)	14-Jan-15	7.0 ft ¹²	0.5 ft	2.0 ft	5.0 ft	11.0 ft	11.0 ft	11.0 ft	2.0 ft	0.5 ft	7.0 ft
NCDOT Revised Design – One Way southbound south of the bridge	14-Jan-15	7.0 ft ¹²	0.5 ft	2.0 ft	5.0 ft	11.0 ft	11.0 ft	11.0 ft	2.0 ft	0.5 ft	7.0 ft

¹¹ NCDOT is holding a horizontal clearance width of 40.0 ft and has configured the lanes for one-way traffic. If the street is reverted to a two-way traffic pattern restriping, to change lane widths, will be considered.

¹² The 7 ft sidewalk on the west side will begin on the south side of the Liberty/First Intersection and end at the north side of the Liberty/Cemetery intersection.

¹³ NCDOT will provide a maximum allowable sidewalk, minimum of 5 ft not to exceed 7 ft, from the back of curb to face of retaining wall abutting the Salem Funerals and Cremations.

Main Street	Date	Sidewalk West	Curb	Gutter	Bike Lane West	Thru Lane West	Center Lane	Thru Lane East	Gutter	Curb	Sidewalk East
NCDOT Revised Design – One Way northbound ¹⁴ north of the bridge	1-Dec-14	Match Existing	0.5 ft	0	0	14.0± ft Shared	11.0 ft	10.0 ft	0	0.5 ft	Match Existing
NCDOT Revised Design – One Way on bridge (see Figure 5 - Bridge Typical Section Drawings)	4-Dec-14	7.0 ft	0.5 ft	2.0 ft	5.0 ft	11.0 ft	11.0 ft	0	2.0 ft	0.5 ft	7.0 ft
NCDOT Revised Design – One Way northbound ¹⁵ south of the bridge	4-Dec-14	7.0 ft	0.5 ft	2.0 ft	5.0 ft	11.0 ft	11.0/12.0 ft	12.0 ft	2.0 ft	0.5 ft	7.0 ft

¹⁴ NCDOT is holding a horizontal clearance width of 35.0 ft north of the bridge and has configured the lanes for one-way traffic. If the street is reverted to a two-way traffic pattern restriping, to change lane widths, will be considered.

¹⁵ The horizontal clearance width varies from of 40.0 ft to 51.0 ft south of the bridge and has configured the lanes for one-way traffic. If the street is reverted to a two-way traffic pattern restriping, to change lane widths, will be considered.

Roadway Typical Section Tables

Church Street	Date	Sidewalk West	Curb	Gutter	Thru Lane West	Center Lane	Thru Lane East	Gutter	Curb	Sidewalk East
NCDOT Revised Design – Two Way north of the bridge	7-Oct-14	Match Existing ¹⁶	0.5 ft	0	13.0 ft Shared	13.0 ft	13.0 ft Shared	0	0.5 ft	Match Existing ^{17,18}
NCDOT Revised Design – Two Way on bridge (see Figure 5 - Bridge Typical Section Drawings)	7-Oct-14	8.0 ft	0.5 ft	2.0 ft	13.0 ft Shared	N/A	13.0 ft Shared	2.0 ft	0.5 ft	8.0 ft ¹⁷
NCDOT Revised Design – Two Way south of the bridge	7-Oct-14	Varies 8.0 - 5.0 ft ¹⁹	0.5 ft	2.0 ft	13.0 ft Shared	11.0 ft	13.0 ft Shared	2.0 ft	0.5 ft	Match Existing ^{17,19}

¹⁶ Transition from existing sidewalk to 8.0 ft sidewalk on bridge.

¹⁷ Hold the eastern edge of the existing Right-of-Way, all widening to occur westward.

¹⁸ Continue the eight (8) foot sidewalk to the first driveway and transition curb and gutter through the driveway.

¹⁹ Transition from 8.0 ft sidewalk on bridge to existing 5.0± ft sidewalk.

APPENDIX E

NCDOT RELOCATION ASSISTANCE PROGRAM/RELOCATION REPORTS



BUILDING THE FUTURE

Winston-Salem

BUSINESS 40

DIVISION OF HIGHWAYS RELOCATION PROGRAM

The relocation program for the proposed action will be conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Public Law 91-646), and/or the North Carolina Relocation Assistance Act (GS-133-5 through 133-18). The program is designed to provide assistance to displaced persons in relocating to a replacement site in which to live or do business. At least one relocation agent is assigned to each highway project for this purpose.

The relocation agent will determine the needs of displaced families, individuals, businesses, non-profit organizations, and farm operations for relocation assistance advisory services without regard to race, color, religion, sex or national origin. The NCDOT will schedule its work to allow ample time, prior to displacement, for negotiations and possession of replacement housing which meets decent, safe, and sanitary standards.

The displacees are given a 90 Day Letter of Assurance after the initiation of negotiations, or in the case of residential displacees, only after a comparable replacement dwelling has been offered to the displacee. This letter assures that that displacee will have at least 90 days from the date of the letter to move. Once the claim has been closed or condemnation has begun, a 30 Day Notice to Vacate letter will be sent to the displacee with the final date to vacate indicated. At no time will the final vacate date be less than the 90 days assured to the displacee.

For Residential Displacees:

It is the policy of NCDOT to ensure comparable replacement housing will be available prior to construction of state and federally-assisted projects. No person will be displaced by NCDOT's State or Federally-assisted construction projects unless and until comparable replacement housing has been offered or provided for each displacee within a reasonable period of time prior to displacement. All attempts will be made to find Decent, Safe, and Sanitary replacement dwellings within the financial means of the residential displacee. NCDOT offers the following relocation assistance to residential displacees:

- Replacement Housing Payment for Owner-Occupant displacees
- Rent Supplement Payment for Tenant Displacees
- Relocation Moving Payments
- Advisory Services

Last Resort Housing is a program used when comparable replacement housing is not available, or when it is unavailable within the displacee's financial means, and the replacement payment exceeds the federal/state legal limitation. The purpose of the program is to allow broad latitude in methods of implementation by the state so that decent, safe, and sanitary replacement housing can be provided.

Non-Residential Displacees:

Displaced Businesses, Farms, and Non-Profit Organizations are eligible for the following relocation assistance:

- Relocation Moving Expenses
- Reestablishment Reimbursement up to the maximum Federal amount
- Searching expenses up to the maximum Federal amount
- Business Fixed Payment up to the Federal maximum (in lieu of the items above)
- Advisory Services

No relocation payment received will be considered as income for the purposes of the Internal Revenue Code of 1954 or for the purposes of determining eligibility or the extent of eligibility of any person for assistance under Social Security Act or any federal law.

These relocation benefits are only available to persons lawfully present in the United States.

The Relocation Reports for the Preferred Alternative, see attached, where compiled by the following segments:

- U-2827BA - Peters Creek Parkway Interchange Area, from west of Fourth Street to west of Green Street;
- U-2827B – A4, from west of Green Street to east of Church Street.
- U-2827B – MLK, Off-Site Intersection Improvements from Marshall Street to east of Trade Street on Eighth Street/Martin Luther King Jr. Drive
- U-2827B – Academy, Off-Site Intersection Improvements Peters Creek Parkway at Academy Street

The table below show how the relocation totals were determined.

Preferred Alternative Relocations

	U-2827BA Peters Creek Parkway Interchange	A4 (west of Green Street to east of Church Street)	MLK	Academy	Preferred Alternative Totals
Residential (Total)	30	2	0	0	32
Residential (Minorities)	10	0	0	0	10
Businesses (Total)	0	1	0	0	1
Businesses (Minorities)	0	0	0	0	0
Farms (Total)	0	0	0	0	0
Farms (Minorities)	0	0	0	0	0
Non-Profit(Total)	0	0	0	0	0
Non-Profit(Minorities)	0	0	0	0	0

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EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

E.I.S. CORRIDOR DESIGN

WBS:	34872.1.1	COUNTY	Forsyth	Section	of	Sections
I.D. NO.:	U-2827 BA	F.A. PROJECT	NHF-0421(5)			
DESCRIPTION OF PROJECT:	US 421 Pavement Rehabilitation, Replacement of Bridges & various safety Improvements, from West of 4 th St. to East of Church St.; Peters Creek Parkway Interchange					

ESTIMATED DISPLACED					INCOME LEVEL					
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP	
Residential	3	27	30	10	6	9	7	6	2	
Businesses	0	0	0	0	VALUE OF DWELLING			DSS DWELLING AVAILABLE		
Farms	0	0	0	0	Owners		Tenants		For Sale For Rent	
Non-Profit	0	0	0	0	0-20M	0	\$ 0-150	0	0-20M	0
					20-40M	1	150-250	0	20-40M	12
					40-70M	1	250-400	8	40-70M	13
					70-100M	1	400-600	17	70-100M	11
					100 UP	0	600 UP	2	100 UP	14
					TOTAL	3	27	50	133	133

ANSWER ALL QUESTIONS		
Yes	No	Explain all "YES" answers.
X		1. Will special relocation services be necessary?
X		2. Will schools or churches be affected by displacement?
X		3. Will business services still be available after project?
X		4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.
X		5. Will relocation cause a housing shortage?
		6. Source for available housing (list).
X		7. Will additional housing programs be needed?
X		8. Should Last Resort Housing be considered?
X		9. Are there large, disabled, elderly, etc. families?
X		10. Will public housing be needed for project?
X		11. Is public housing available?
X		12. Is it felt there will be adequate DSS housing available during relocation period?
	X	13. Will there be a problem of housing within financial means?
X		14. Are suitable business sites available (list source).
		15. Number months estimated to complete RELOCATION? 24 months

REMARKS (Respond by Number)	
<p>#3. Business services will be available after the project</p> <p>#6. Newspapers and local Realtors</p> <p>#8. As mandated by law</p> <p>#9. Possible large, disabled or elderly families however there is comparable housing available</p> <p>#11. Public housing is available</p> <p>#12. DSS housing is available or can be built if necessary</p> <p>#14. Local Realtors and newspapers</p> <p>#10. It is possible that public housing will be needed.</p> <p>Note, no changes</p>	<p style="text-align: right;">12/29/14</p>

Kris Barr Right of Way Agent	Date 12-10-14	Relocation Coordinator	Date
---------------------------------	---------------	------------------------	------

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

E.I.S. CORRIDOR DESIGN

WBS:	34872.1.1	COUNTY	Forsyth	Section	of	Sections
I.D. NO.:	U-2827B	F.A. PROJECT	NHF-0421(5)			
DESCRIPTION OF PROJECT:	US 421 Pavement Rehabilitation, Replacement of Bridges & various safety Improvements, from West of 4 th St. to East of Church St.;MLK					

ESTIMATED DISPLACED					INCOME LEVEL					
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP	
Residential	0	0	0	0	0	0	0	0	0	
Businesses	0	0	0	0	VALUE OF DWELLING					
Farms	0	0	0	0	DSS DWELLING AVAILABLE					
Non-Profit	0	0	0	0	Owners	Tenants	For Sale	For Rent		
					0-20M	0	\$ 0-150	0	0-20M	0
					20-40M	0	150-250	0	20-40M	0
					40-70M	0	250-400	0	40-70M	0
					70-100M	0	400-600	0	70-100M	0
					100 UP	0	600 UP	0	100 UP	0
					TOTAL	0	0	0	0	0

ANSWER ALL QUESTIONS		
Yes	No	Explain all "YES" answers.
X		1. Will special relocation services be necessary?
	X	2. Will schools or churches be affected by displacement?
X		3. Will business services still be available after project?
	X	4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.
	X	5. Will relocation cause a housing shortage?
	X	6. Source for available housing (list).
	X	7. Will additional housing programs be needed?
X		8. Should Last Resort Housing be considered?
	X	9. Are there large, disabled, elderly, etc. families?
	X	10. Will public housing be needed for project?
X		11. Is public housing available?
X		12. Is it felt there will be adequate DSS housing available during relocation period?
	X	13. Will there be a problem of housing within financial means?
X		14. Are suitable business sites available (list source).
		15. Number months estimated to complete RELOCATION? 0 months

REMARKS (Respond by number)

No relocation at this time

12/29/14

Kris Barr Right of Way Agent	Date 12-10-14	Relocation Coordinator	Date
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EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

E.I.S. CORRIDOR DESIGN

WBS:	34872.1.1	COUNTY	Forsyth	Section	of	Sections
I.D. NO.:	U-2827B	F.A. PROJECT	NHF-0421(5)			
DESCRIPTION OF PROJECT:	US 421 Pavement Rehabilitation, Replacement of Bridges & various safety Improvements, from West of 4 th St. to East of Church St.;Academy					

ESTIMATED DISPLACED					INCOME LEVEL								
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP				
Residential	0	0	0	0	0	0	0	0	0				
Businesses	0	0	0	0	VALUE OF DWELLING				DSS DWELLING AVAILABLE				
Farms	0	0	0	0	Owners		Tenants		For Sale		For Rent		
Non-Profit	0	0	0	0	0-20M	0	\$ 0-150	0	0-20M	0	\$ 0-150	0	
ANSWER ALL QUESTIONS					20-40M	0	150-250	0	20-40M	0	150-250	0	
Yes	No	<i>Explain all "YES" answers.</i>											
	x	1. Will special relocation services be necessary?											
	x	2. Will schools or churches be affected by displacement?											
x		3. Will business services still be available after project?											
	x	4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.											
	x	5. Will relocation cause a housing shortage?											
	x	6. Source for available housing (list).											
	x	7. Will additional housing programs be needed?											
x		8. Should Last Resort Housing be considered?											
	x	9. Are there large, disabled, elderly, etc. families?											
	x	10. Will public housing be needed for project?											
x		11. Is public housing available?											
x		12. Is it felt there will be adequate DSS housing available during relocation period?											
	x	13. Will there be a problem of housing within financial means?											
x		14. Are suitable business sites available (list source).											
		15. Number months estimated to complete RELOCATION? 0 months											

REMARKS (Respond by number)

No relocation at this time

12/29/14

Kris Barr Right of Way Agent	Date 12-10-14	 Relocation Coordinator	Date
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FRM15-E Revised 09-02

Original & 1 Copy: Relocation Coordinator
2 Copy: Division Relocation File

APPENDIX F

**HISTORIC PROPERTIES EFFECTS FORMS
AND LETTERS**



BUILDING THE FUTURE

Winston-Salem

BUSINESS 40

Federal Aid #: HPPNHF-0421(73)

TIP#: U-2827B

County: Forsyth

CONCURRENCE FORM FOR ASSESSMENT OF EFFECTS

Project Description: I-40 Business/US 421 Improvements, from west of Fourth Street to east of Church Street in Winston-Salem

On December 3 and 17, 2013 and February 4 and 18, 2014 representatives of the

- North Carolina Department of Transportation (NCDOT)
- Federal Highway Administration (FHWA)
- North Carolina State Historic Preservation Office (HPO)
- Other

Reviewed the subject project and agreed on the effects findings listed within the table on the reverse of this signature page.

NCDOT, NCHPO, the City of Winston-Salem, Creative Corridors Coalition, and other interested parties will continue to work together on plans for the bridges, retaining walls, and lighting to develop a unified design that is in keeping with the public art policies of NCDOT and the City of Winston-Salem and will not adversely affect historic properties

NCDOT, NCHPO, and FHWA will continue to address any design changes that may affect the following detailed National Register-listed and -eligible properties or properties not already represented in the historic architectural investigations undertaken for the project.

Signed:

Vanessa C. Patrick 27 February 2014
 Representative, NCDOT Date

D. M. B... 2-27-14
 FHWA, for the Division Administrator, or other Federal Agency Date

Renee Hedrick-Early 2.28.14
 Representative, HPO Date

 State Historic Preservation Officer Date

Federal Aid #: **HPPNHF-0421(73)**

TIP#: **U-2827B**

County: **Forsyth**

Property and Status	Alternative	Effect Finding	Reasons
Ardmore Historic District (FY2614) NR	3 and 4	No Effect	District is located entirely outside APE.
Bridge No. 381 DE	3 and 4	No Effect	Property is located outside APE.
West End Historic District (FY2507) NR, LD	3 and 4	No Adverse Effect (with condition)	Proposed construction extends into existing ROW, but district resources are well removed from proposed cut slopes. Possibility of retaining wall – if required, additional consultation will occur.
West Fourth Street Historic District (FY3466) DE	3 and 4	No Adverse Effect (with condition)	Construction easements may be required within district -- if required, they will be temporary.
West Salem Historic District (FY3011) NR	3 and 4	No Adverse Effect (with condition)	Proposed construction, though adjacent, will not extend into district. Effect finding contingent on creating T-turnaround on Green Street.
Holly Avenue Historic District (FY2656) NR	3	No Adverse Effect (with condition)	Ramp will be removed, ROW retained resulting in non-economic remnants, which will be addressed in project commitments and on as-built plans.
	4	No Adverse Effect (with condition)	Ramp will remain in place and require some land within district for a T-turnaround on Spruce Street. <i>(see "de minimis" statement)</i>
James Mitchell Rogers House (FY0098) NR, LD	3	No Adverse Effect	Ramp will be removed, typical section and sidewalk width remains the same, proposed work will be within existing ROW.
	4	No Adverse Effect (with condition)	Ramp retained; effect finding contingent on flattening curve (move slightly N) and establishing ramp as free-flow.

Federal Aid #: HPPNHF-0421(73)

TIP#: U-2827B

County: Forsyth

Property and Status	Alternative	Effect Finding	Reasons
Conrad Starbuck House (FY1417) NR, LD	3	No Adverse Effect	Ramp will be removed, typical section and sidewalk width remains the same, proposed work will be within existing ROW.
	4	No Adverse Effect (with condition)	Ramp retained; effect finding contingent on flattening curve (move slightly N) and establishing ramp as free-flow.
Shamrock Mills (FY0014) NR	3 and 4	No Effect	Property is located outside APE.
Henry F. Shaffner House (FY0901) SL, DE	3	No Adverse Effect	Ramp will be removed, resulting in a change in traffic in front of property.
	4	Adverse Effect No Adverse Effect	Ramp will be removed and relocated; Spruce Street will be closed and the section of High Street between Brookstown and ramp removed; diminished access to parking for property. NCDOT will coordinate with property owner, City of Winston-Salem, and HPO to resolve access issues (2-18-2014). <i>Ramp redesigned (revised 9-2014) 9/16/14</i>
Colonel William Allen Blair House (FY1416) NR, LD	3 and 4	No Effect	Proposed construction limited to repaving at intersection and replacing sidewalk in kind. <i>DB 9-16-14</i>
	3 and 4	No Effect	Property is located outside APE. <i>9/16/14</i>
Hylehurst (FY1418) NR, LD	3 and 4	No Effect	Property is located outside APE.
Indera Mills (FY2148) NR	3 and 4	No Effect	Property is located outside APE.

* no ROW acquisition, access remains as is, construction easement is temporary

Federal Aid #: HPPNHF-0421(73)

TIP#: U-2827B

County: Forsyth

Property and Status	Alternative	Effect Finding	Reasons
Arista Cotton Mill (FY0779) NR, LD	3 and 4	No Effect	Property is located outside APE.
Brickenstein-Leinbach House (FY0555) NR, LD	3 and 4	No Effect	Property is located outside APE.
Winston-Salem Southbound Railway Freight Warehouse and Office (FY1339) NR, LD	3 and 4	No Effect	Proposed retaining wall stops just beyond and remains outside property boundary. <i>Sidewalk extension from N of building to NW corner of Liberty and Cemetery streets intersection is within NR boundary but contained in area of modern paving. New sidewalk will not impact building, access, or landscape features. (see "de minimis" statement)</i>
Commercial Retail Building (FY3467) DE	-	-	Demolished 2013.
Salem Town Hall and Fire Station (FY0843) NR, LD	3 and 4	No Effect	Proposed construction limited to some repaving at S. Liberty and Cemetery Streets intersection.
Winston-Salem City Hall (FY0740) NR, LD	3 and 4	No Effect	Proposed construction limited to minimal paving in vicinity.
Church-Cemetery Residential Historic District (FY3465) DE	3 and 4	No Effect	Bridge width to be reduced on west side of district; curbline to remain the same at east, jogs at west.

VEP
12-17-14
DB
1-15-15

Federal Aid #: **HPPNHF-0421(73)**

TIP#: **U-2827B**

County: **Forsyth**

Property and Status	Alternative	Effect Finding	Reasons
Salem Cemetery (FY2558) SL, DE	3 and 4	No Effect	Property is located outside APE.
Old Salem Historic District (FY0009) NHL, NR, LD	3 and 4	No Effect	Proposed work in vicinity limited to narrowing of Main Street to two lanes, sidewalk replacement – all outside district to N; traffic flow remains the same.
Commercial Building 300 South Marshall Street (FY0847) DE	3 and 4	No Effect	Property is located outside APE.
Commercial Building 330-332 South Main Street (FY1327) DE	3 and 4	No Effect	Property is located outside APE.

Temporary (during construction) off-site intersections improvements. Thirteen intersections are recommended for temporary improvements that may be necessary (worst-case construction scenario) with the closure of US 421/I-40 Business and the removal of the Broad, Marshall, and Cherry Street bridges or the removal of the Broad, Liberty, and Main Street bridges. Of the thirteen intersections currently recommended for temporary improvements, six contain either a historic district or individual historic property within their APEs. At the December 3, 2013 meeting, HPO, FHWA, and NCDOT agreed that the recommended improvements will not affect any historic resources, as the proposed work will conform and be confined to the existing roadways and require no acquisition or alteration of the adjacent historic districts and individual properties. The project will impose **No Effect** at the following locations:

Federal Aid #: **HPPNHF-0421(73)**

TIP#: **U-2827B**

County: **Forsyth**

Intersection	Property and Status	Effect Finding
Broad Street at Fifth Street	West End Historic District (FY2507) (NR, LD)	No Effect
Broad Street at Sixth Street	West End Historic District (FY2507) (NR, LD)	No Effect
Marshall Street at Academy Street	West Salem Historic District (FY3011) (NR)	No Effect
Third Street at Liberty Street	Downtown Winston-Salem Historic District (FY2506) (DE) and Forsyth County Courthouse (FY2162) (NR)	No Effect
First Street at Northwest Boulevard	West Highlands Historic District (FY4156) (SL)	No Effect
First Street at Hawthorne Road	West Highlands Historic District (FY4156) (SL)	No Effect

NCDOT, NCHPO, the City of Winston-Salem, Creative Corridors Coalition, and other interested parties will continue to work together on plans for the bridges, retaining walls, and lighting to develop a unified design that is in keeping with the public art policies of NCDOT and the City of Winston-Salem and will not adversely affect historic properties.

NCDOT, NCHPO, and FHWA will continue to address any design changes that may affect the above detailed National Register-listed and -eligible properties or properties not already represented in the historic architectural investigations undertaken for the project.

Initialed: NCDOT VEL FHWA DJB HPO Pye

FHWA Intends to use the SHPO's concurrence as a basis for a "de minimis" finding for the following properties, pursuant to Section 4(f):

Holly Avenue Historic District (FY2656) - NR
Winston-Salem Southbound Railway Freight Warehouse & Office (FY1339) - NR, LD

Additional off-site intersection improvements. Minor improvements, mostly paving of existing roadways and sidewalk extensions, are planned for three intersections near but outside the greater project APE. At the December 17, 2014 meeting, HPO, FHWA, and NCDOT agreed that the proposed improvements will not affect any historic resources, none of which are NR-listed or –eligible (see eligibility form dated 17 December 2014) in the addendum APEs for the three intersections. The improvement work will impose **No Effect** at the following locations:

- N. Martin Luther King, Jr. Drive from Marshall Street to N. Liberty Street;
- W. Academy Street at Peters Creek Parkway; and
- W. Fourth Street at Peters Creek Parkway.

VEP 12-17-14
Page 1-13-15
DB 1-13-15

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CONCURRENCE FORM FOR PROPERTIES NOT ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES

ADDENDUM

Project Description: **I-40 Business/US 421 improvements, from west of Fourth Street to east of Church Street in Winston-Salem – added improvements to N. Martin Luther King, Jr. Drive and Academy Street; Peters Creek Parkway at W. Fourth Street.**

On **17 December 2014** representatives of the

- North Carolina Department of Transportation (NCDOT)
- North Carolina State Historic Preservation Office (NC-HPO)
- Federal Agency
- Other

Reviewed the subject project at historic architectural resources photograph review session/consultation and

All parties present agreed

- There are no properties over fifty years old within the project's Area of Potential Effects (APE).
- There are no properties less than fifty years old which are considered to meet Criteria Consideration G within the ~~project's APE's~~ ^{addendum's}
- There are properties over fifty years old within the ~~project's APE's~~ ^{addendum's}, but based on the historical information available and the photographs of each property, the properties identified as **SEE ATTACHED** are considered not eligible for the National Register and no further evaluation of them is necessary. Photographs of these properties are attached.
- There are no National Register-listed or Study Listed properties within the ~~project's APE's~~ ^{addendum's}
- All properties greater than 50 years of age located in the APE have been considered at this consultation, and based upon the above concurrence, all compliance for historic architecture with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.
- More information is requested on properties _____.

Signed:

Vanessa C. Patrick
Representative, NCDOT

17 December 2014
Date

Renee Medhill-Earley
Representative, NC-HPO

1-13-15
Date

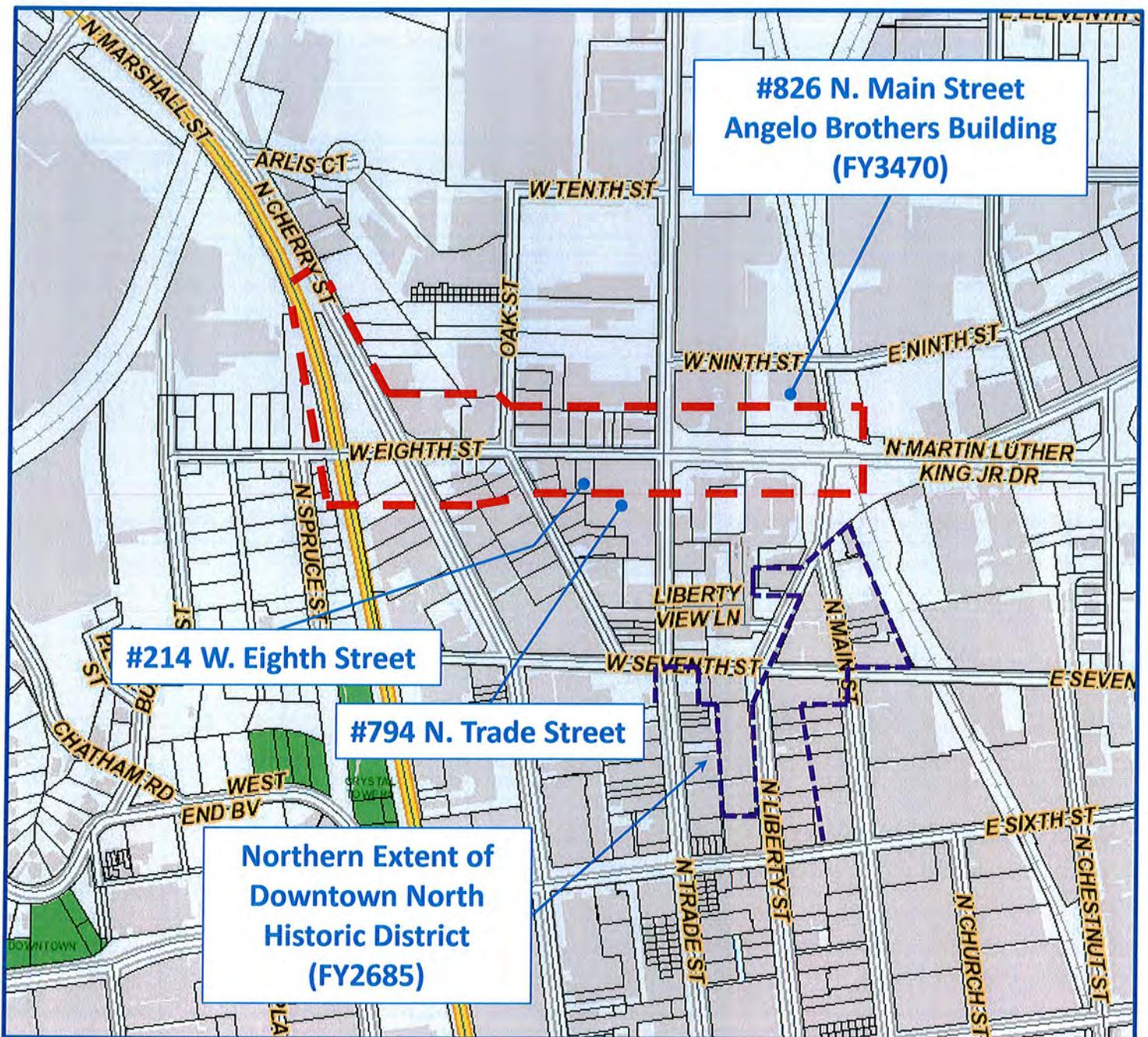
John W. [Signature], FHWA
Representative, Federal Agency

1-13-15
Date

If a survey report is prepared, a final copy of this form and the attached list will be included.

U-2827B, FORSYTH COUNTY -
 Eligibility Addendum 17 December 2014

#826 N. Main Street	Angelo Brothers Building	6835-29-1314.00	2-story, brick warehouse and 1-story cb warehouse	1929/40 and 1944	FY3470
#214 W. Eighth Street	Keicher's Garage	6835-19-5156.00	1-story, cb commercial building	1962	
#794 N. Trade Street	Big Winston Warehouse	6835-19-6151.00	1-story, brick warehouse	1939	
#390 W. Fourth Street	Country Auto Sales	6825-82-2584.00	1-story, frame office and 1-story, metal warehouse	1964/2002 and 1964/2007	
#1495 W. Fourth Street	Filly's	6825-82-2738.00	1-story, frame and cb commercial building	1958/1992	
#600 Peters Creek Parkway	Budget Inn/vacant restaurant	6825-81-1669.00 and -1994.00	2-story, brick veneer motel and 1-story, frame/brick veneer commercial building	1963/90/92	
#603 Peters Creek Parkway	West Salem Shopping Ctr.	6825-81-6533.00	1-story, brick and cb commercial building	1965/74/86	
#1121 W. Academy Street	House	6825-82-9089.00	1-story, frame dwelling	1947	
#1127 W. Academy Street	House	6825-82-9038.00	1-story, frame dwelling	1947	
#1133 W. Academy Street	House	6825-82-8078.00	1-story, frame dwelling	1947	
#1137 W. Academy Street	House	6825-82-8028.00	1-story, frame dwelling	1947	
#1143 W. Academy Street	House	6825-82-7078.00	1-story, frame dwelling	1948	
#1147 W. Academy Street	House	6825-82-7028.00	1-story, frame dwelling	1947	
#1151 W. Academy Street	House	6825-82-6170.00	1-story, frame dwelling	1947	
#1153 W. Academy Street	House	6825-82-6121.00	1-story, frame dwelling	1947	
#1126 W. Academy Street	House	6825-81-9878.00	1-1/2-story, frame dwelling and 1-story, frame shed	1950 and 1955	
#1132 W. Academy Street	House	6825-81-8889.00	1-story, brick dwelling	1953	



Historic Architectural Resources
 U-2827B, Forsyth County Additional Study Area
 Base map: Forsyth County GIS, 2014



**North Carolina Department of Cultural Resources
State Historic Preservation Office**

Ramona M. Bartos, Administrator

Governor Pat McCrory
Secretary Susan Kluttz

Office of Archives and History
Deputy Secretary Kevin Cherry

December 12, 2014

MEMORANDUM

TO: Matt Wilkerson
Office of Human Environment
NCDOT Division of Highways

FROM: Ramona M. Bartos *RMB for Ramona M. Bartos*

SUBJECT: I-40 Business/US 421 from West of 4th Street to East of Church Street,
Winston-Salem, Forsyth County, U-2827B, Federal Aid Project No. NHF-421(5),
WBS No. 34872.1.1, ER 13-1101

Thank you for your letter of November 18, 2014, concerning the above project.

As noted in your letter, consultation with staff of the Office of State Archaeology took place on November 10, 2014, concerning the most recent revisions to the plans for this project. We concur with your assessment that the project as currently proposed will have no effect upon archaeological resources and no archaeological investigation is warranted. If plans change in the future, additional consultation may be needed.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.

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GLOSSARY



BUILDING THE FUTURE

Winston-Salem

BUSINESS 40

GLOSSARY

AADT	Annual Average Daily Traffic
ACTT	Accelerated Construction Technology Transfer
ADT	Average Daily Traffic
APE	Area of Potential Effects
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CCR	Community Characteristics Report
CEO(s)	Chief Executive Officer(s)
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CIA	Community Impact Assessment
CO	Carbon monoxide
D-B	Design-Build
DCIA	Direct Community Impact Area
DSA	Demographic Study Area
DWR	North Carolina Department of Environment and Natural Resources, Division of Water Resources
EA	Environmental Assessment
EPA	U.S. Environmental Protection Agency
FAQ	Frequently Asked Questions
FHWA	Federal Highway Administration
FLUSA	Future Land Use Study Area
FONSI	Finding of No Significant Impacts
FPPA	Farmland Protection Policy Act
FY	Fiscal Year
ft	Foot, feet
GIS	Geographical Information System
HPO	North Carolina State Historic Preservation Office
in	Inch, inches
IMAP	Incident Management Assistance Program
ITS	Intelligent Transportation System
LRTP	Long Range Transportation Plan
LOS	Level of Service
mph	Miles per hour
MOVES	Motor Vehicle Emissions Simulator
MPO	Metropolitan Planning Organization
MSAT	Mobile Source Air Toxics
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criterion
NCDOT	North Carolina Department of Transportation

NCDWR	North Carolina Department of Environment and Natural Resources, Division of Water Resources
NEPA	National Environmental Policy Act
NO2	Nitrogen dioxide
NR	National Register
NSA	Noise Study Area
PART	Piedmont Authority for Regional Transit
ppm	Parts per million
PSA	Project Study Area
SEPA	North Carolina State Environmental Policy Act
SHPO	North Carolina State Historic Preservation Officer
STIP	State Transportation Improvement Program
TIP	Transportation Improvement Program
TNM	Traffic Noise Model 2.5
USACE	US Army Corps of Engineers
USC	United States Code
UST	Underground Storage Tank
UT	Unnamed Tributaries
VMT	Vehicle-miles travelled
WSTA	Winston-Salem Transit Authority

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