

PROJECT DATA SHEET

Date: 5/17/18

TIP No.: I-5988	County: Forsyth
Federal-aid No.: None	WBS No.: 47534.1.1
NCDOT Division: 9	Scoping Meeting Date: May 17, 2018

Project Description:

- Length: East/West – 2.82 miles; North/South – 1.65 miles
- Termini (US Hwy / SR): I-40 from just west of Silas Creek Parkway Interchange to east of Thomasville Road; US 52/US 311/NC 8 from north of Cassell Street to north of Vargrave Street
- MPO / RPO: Winston-Salem Urban Area MPO
- NEPA / 404 Merger Candidate? Yes No Unknown

General Description of Project:

I 40 at US 52/US 311/NC 8 – Winston Salem Upgrade Interchange

Design Data (Existing Conditions):

- Functional Classification: I-40 is an "Interstate." US 52/US 311/NC 8 is a "Other Freeway."
- Strategic Highway Corridor: Yes
- CTP Designation (Facility Type): I-40 - Interstate; US 52/US 311/NC 8 – Other Freeway
- Type of Access Control: Full
- Typical Section: -I-40 is a 6 lane with 46 foot median divided facility; US 52/US 311/NC 8 is a 4 lane divided facility with a median barrier.
- Right of Way: Variable
- Posted Speed: I 40 is posted at 65 mph; US 52/US 311/NC 8 is posted at 55 mph.

Structure Inventory (bridges, RCBC, Walls, etc):

Bridges along the I 40 Corridor - Bridge 481; Bridge 482; Bridge 456; Bridge 78; Bridge 325; Bridge 323; Bridge 340; Bridge 29
Bridges along the US 52/US 311/NC 8 Corridor - Bridge 123; Bridge 115; Bridge 111; Bridge 108;

Other TIP Projects in the Area:

STIP No.	Project Description
U-2826	SOUTH OF SR 2747 (CLEMMONSVILLE ROAD) TO FUTURE I-74 (WINSTON-SALEM NORTHERN BELTWAY). ADD LANES.
I-5766	1.3 MILES EAST OF NC 150 (PETERS CREEK PARKWAY) TO NC 109 (THOMASVILLE ROAD) IN WINSTON-SALEM. PAVEMENT REHABILITATION.
00000 I-5880	NC 109 (THOMASVILLE ROAD) / CLEMMONSVILLE ROAD SPLIT-DIAMOND INTERCHANGE IN WINSTON-SALEM. CONVERT HALF DIAMOND INTERCHANGE AT NC 109 TO FULL DIAMOND, AND REMOVE CONNECTOR ROADS AND HALF DIAMOND INTERCHANGE AT CLEMMONSVILLE ROAD.

Railroad Involvement:

CSX Transportation – Winston Salem Southbound Railway

Long Range Plan History:

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Traffic Data (AADT):

Current Year	2015	US 52 – 60,000	I-40 – 103,000	
Design Year	2040	US 52 – 60,200	I-40 – 147,000	
Source of Traffic Data:	February 5, 2018 Feasibility Study			

Cost Estimates:

	Construction	Right-of-Way	Prior	Total
TIP Estimate 2018-2027 STIP	\$80,0888,000	\$22,982,000	\$0	\$103,070,000

Project Schedule:

Informational Workshop	TBD
Environmental Document	PCE
Right-of-Way	2024
Let	2026

Initial Scoping Comments:

Preliminary Corridor Resources Inventory Table

Resource/Measure	Alternative 1
Length of project (to tenth of miles)	N/S – 1.65; E/W – 2.82
Potential for Interchanges or RR crossings (#)	1 – CSX Transportation: Winston Salem Southbound Railway
Other Infrastructure (# of Wastewater treatment plants, transmission pipelines, etc.)	0
Suspected/known Hazardous Material sites (#)	6 Forsyth Partners Waughtown, UST Release Incident Sunnyside Ice and Fuel; Davis Frye Cleaners; Old Lexington Rd – PCE Contamination, Carter G Woodson Public School, Former Douglass Battery
National Register or eligible sites, districts, or other historic properties (#)	1 Historic Property; 2 Historic Districts S.J. Nissan House (Potentially Eligible) Centerville Historic District Sunnyside/Central Terrace Historic District
Community facilities such and hospitals, nursing homes, churches, schools, cemeteries, etc.) (#)	4 Carter G Woodson Public School United Cornerstone Baptist Church Bellevue Cemetery First Waughtown Baptist Church
Potentially Affected Residential Properties	860 Parcels Total
Potentially Affected Business Properties	860 Parcels Total
Wetlands (est. acres rounded to whole acre)	Unknown
Streams (# of streams and number of linear feet) <i>Not field verified</i>	5 1) UT to Salem Creek (Paralleling I-40) – 8255 LF 2) UT to Salem Creek (Entering stream 1 from the south) – Segment 1 – 741 LF 3) UT to Salem Creek (Entering stream 1 from the south) – Segment 2 – 440 LF 4) UT to Salem Creek (Entering stream 1 from the north) – 480 LF; 5) UT to Fiddlers Creek – 1502 LF;
Critical Water Supply Watersheds (rounded to nearest acre)	0

Riparian Buffer rules apply (yes/no/part)**	No
Area in active agriculture (nearest acre)	0
Parks, Greenways, Game Lands, Land and Water Conservation Fund Properties, etc.) (#)	1 Belview Park
Identified Critical habitat/species under ESA (yes/no/part)	No
FEMA Buyout Properties	Unknown
Other known/suspected resources or issues: (identify; e.g. Low-income or minority community) (#)	Unknown

* New Location Estimates based on 1,000-foot corridor. Widening Estimates based on 500-foot corridor.

** Buffer impacts assumed to be proportional to the stream impacts.

NOTE: This table is to be used in conjunction with the Environmental Features Map for the purposes of evaluating the feasibility of potential corridors. Use of the table without the aid of mapping may lead to misinformed decisions.