VOLUME 3 – APPENDICES

ADMINISTRATIVE ACTION

US Department of Transportation
Federal Highway Administration
and
North Carolina Department of Transportation

SUPPLEMENTAL FINAL ENVIRONMENTAL IMPACT STATEMENT

Winston Salem Northern Beltway
US 158 north to US 52

Federal Aid Project No. (none)
State Project No. 6.628001T
TIP Project No. R-2247

FINAL ENVIRONMENTAL IMPACT STATEMENT

Winston Salem Northern Beltway
US 52 south to I-40 Business and
I-40 Business south to US 311

Federal Aid Project No. NHF-0918(14)
State Project No. 8.2625101
TIP Project Nos. U-2579 and U-2579A

Submitted Pursuant to 42 USC 4332(2)(c)

Cooperating Agencies
US Army Corps of Engineers

1/9/07
Date

FOR **Gregory Thorpe, Ph.D.,**
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1/11/07
Date

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The proposed actions consist of improvements to the surface transportation system of Forsyth County. This statement documents the need for improvements and evaluates alternatives with respect to costs and social, economic, and environmental impacts. Preferred Alternatives have been identified for Project R-2247 and Project U-2579, as described in this document.

Comments on the Draft EIS are due by _____ and should be sent to Mr. Thorpe at the above address.

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TIP Project Nos. U-2579 and U-2579A

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H Farmland Conversion Impact Rating Forms	AD-1006 Farmland Conversion Rating Forms • Project R-2247 • Projects U-2579 and U-2579A
I Noise Analysis Documentation	April 14, 2004 Memo from James M. Shrouds (re: FHWA Traffic Noise Model TNM)

APPENDIX A

1996 Project R-2247 FEIS
Project Alternative Arterial Comparisons
(2015)

TABLE 2.5-2

PROJECT ALTERNATIVE ARTERIAL COMPARISONS; 2015

Road Name	From	To	Type of Facility	(2) Capacity	(1) Volume No-Build	(1) Volume WEST-A	(1) Volume EAST-B	v/c No-Build	v/c Revised No-Build	v/c WEST-A		v/c EAST-B		LOS No-Build	LOS Revised No-Build	LOS WEST-A		LOS EAST-B	
Business I-40	Harper Rd.	Lewisville-Clemmons Rd.	Freeway	75000	85000	85000	85000	1.13	1.13	1.13		1.13		F	F	F		F	
Business I-40	Lewisville-Clemmons Rd.	Beltway Alt A	Freeway	75000	85000	85000	75000	1.13	1.13	1.13		1.00	* #	F	F	F		E	* #
Business I-40	Beltway Alt A	McGregor Rd.	Freeway	75000	85000	70000	75000	1.13	1.13	0.93	* #	1.00	* #	F	F	E	* #	E	* #
Business I-40	Jonestown Rd.	US 421	Freeway	75000	85000	70000	65000	1.13	1.13	0.93	* #	0.87	* #	F	F	E	* #	D	* #
Business I-40	US 421	Old Vineyard Rd.	Freeway	54000	60000	55000	55000	1.11	1.11	1.02	* #	1.02	* #	F	F	F		F	
Business I-40	Old Vineyard Rd.	Silas Creek Pkwy.	Freeway	54000	60000	55000	55000	1.11	1.11	1.02	* #	1.02	* #	F	F	F		F	
Business I-40	Silas Creek Pkwy.	Knollwood St.	Freeway	54000	60000	60000	55000	1.11	1.11	1.11		1.02	* #	F	F	F		F	
Business I-40	Williams	US 52	Freeway	54000	50000	50000	49000	0.93	0.93	0.93		0.91	* #	D	D	D		D	
Business I-40	US 52	Martin Luther King, Jr. Dr.	Freeway	75000	55000	50000	50000	0.73	1.02	0.67	* #	0.67	* #	C	F	C	#	C	#
Business I-40	Korners Mill Creek	Southside Loop	Freeway	50000	65000	65000	65000	1.30	1.20	1.30		1.30		F	F	F		F	
US 421	Shallowford Rd.	Concord Church Rd.	Expressway	54000	18000	19000	19000	0.33	0.33	0.35		0.35		A	A	B		B	
US 421	Concord Church Rd.	Beltway Option R	Expressway	54000	21000	19000	23000	0.39	0.39	0.35	* #	0.43		B	B	B		B	
US 421	Beltway Option R	Lewisville-Clemmons Rd.	Expressway	54000	21000	19000	23000	0.39	0.39	0.35	* #	0.43		B	B	B		B	
US 421	Lewisville-Clemmons Rd.	Beltway Alt A	Expressway	54000	48000	41000	50000	0.89	0.89	0.76	* #	0.93		D	D	C	* #	D	
US 421	Beltway Alt A	Peace Haven Rd.	Expressway	54000	48000	55000	48000	0.89	0.89	1.02		0.89		D	D	F		D	
US 421	Peace Haven Rd.	Jonestown Rd.	Expressway	54000	54500	60000	65300	1.01	1.01	1.11		1.21		F	F	F		F	
US 421	Jonestown Rd.	I-40	Expressway	54000	65000	70000	65000	1.20	1.20	1.30		1.20		F	F	F		F	
I-40 (New)	Business I-40	Stratford Rd. (US 158)	Freeway	81000	90000	80000	75000	1.11	1.11	0.99	* #	0.93	* #	F	F	E	* #	D	* #
I-40 (New)	Main St.	US 52	Freeway	75000	95000	95000	95000	1.27	1.17	1.27	#	1.27		F	F	F		F	
I-40 (New)	US 52	Old Lexington Rd.	Freeway	75000	90000	85000	90000	1.20	1.11	1.13	*	1.20		F	F	F		F	
I-40 (New)	US 311	Union Cross Rd.	Freeway	50000	60000	60000	60000	1.20	0.74	1.20		1.20		F	C	F		F	
East Beltway	US 52	University Pkwy.	Expressway	50000	24000	30000	34000	0.48	0.48	0.60		0.68		B	B	C		C	
East Beltway	University Pkwy.	Germanton (NC 8)	Expressway	50000	30000	30000	33000	0.60	0.60	0.60		0.66		C	C	C		C	
East Beltway	NC 66	Bunt Mountain Rd.	Expressway	50000	36000	37000	38000	0.72	0.72	0.74		0.76		C	C	C		C	
East Beltway	Old Walkertown Rd.	New Walkertown Rd. (US 311)	Expressway	50000	40000	41000	39000	0.80	0.80	0.82		0.78	* #	D	D	D		D	
East Beltway	East Winston Pkwy.	Business I-40	Expressway	50000	41000	39000	39000	0.82	0.82	0.78	* #	0.78	* #	D	D	D		D	
US 52	Stokes County	King-Tobaccoville Rd.	Expressway	50000	48000	48000	48000	0.96	0.96	0.96		0.96		E	E	E		E	
US 52	Tobaccoville Rd.	Beltway Option R	Expressway	50000	47000	45000	45000	0.94	0.94	0.90	* #	0.90	* #	E	E	D	* #	D	* #
US 52	Beltway Option R	Westinghouse Rd.	Expressway	50000	47000	45000	45000	0.94	0.94	0.90	* #	0.90	* #	E	E	D	* #	D	* #
US 52	Westinghouse Rd.	Beltway Alt A	Expressway	50000	50000	55000	44000	1.00	1.00	1.10		0.88	* #	E	E	F		D	* #
US 52	Beltway Alt A	NC 65	Expressway	50000	50000	43000	44000	1.00	1.00	0.86	* #	0.88	* #	E	E	D	* #	D	* #
US 52	NC 65	NC 66 Connector	Expressway	54000	65000	47000	49000	1.20	1.30	0.87	* #	0.91	* #	F	F	D	* #	D	* #
US 52	NC 66 Connector	Zigler Rd.	Expressway	54000	39000	45000	49000	0.72	0.78	0.83		0.91		C	C	D		D	
US 52	Zigler Rd.	Hanes Mill Rd.	Expressway	54000	39000	45000	49000	0.72	0.72	0.83		0.91		C	C	D		D	
US 52	Hanes Mill Rd.	University Pkwy.	Expressway	54000	36000	37000	38000	0.67	0.67	0.69		0.70		C	C	C		C	
US 52	University Pkwy.	Oak Summit Rd.	Expressway	54000	44000	43000	44000	0.81	0.81	0.80	* #	0.81		D	D	D		D	
US 52	Akron Dr.	Glenn Ave.	Expressway	54000	49000	48000	48000	0.91	0.91	0.89	* #	0.89	* #	D	D	D		D	
US 52	Maple Ave.	Business I-40	Expressway	54000	44000	43000	43000	0.81	0.81	0.80	* #	0.80	* #	D	D	D		D	
US 52	Business I-40	Stadium Dr.	Expressway	54000	55000	55000	55000	1.02	1.02	1.02		1.02		F	F	F		F	
US 52	E. Sprague St.	I-40 (New)	Expressway	50000	50000	47000	46000	1.00	0.93	0.94	*	0.92	* #	E	D	E		D	*
US 52	I-40 (New)	Clemmonsville Rd.	Expressway	50000	27000	26000	26000	0.54	0.50	0.52	*	0.52	*	B	B	B		B	
Stratford Rd. (US 158)	Bethesda Rd.	Silas Creek Pkwy.	Arterial	26000	25000	26000	27000	0.96	0.96	1.00		1.04		E	E	E		F	
Stratford Rd. (US 158)	Silas Creek Pkwy.	Old Vineyard Rd.	Arterial	32000	44000	42000	41000	1.38	1.69	1.31	* #	1.28	* #	F	F	F		F	
Stratford Rd. (US 158)	I-40 (New)	Burke Mill Rd.	Arterial	32000	18000	16000	16000	0.56	0.69	0.50	* #	0.50	* #	A	B	A	#	A	#
Stratford Rd. (US 158)	Somerset Dr.	Clemmonsville Rd.	Arterial	26000	14000	21000	22000	0.54	0.54	0.81		0.85		A	A	D		D	
Stratford Rd. (US 158)	Clemmonsville Rd.	Lockwood Dr.	Arterial	26000	13000	35000	16000	0.50	0.50	1.35		0.62		A	A	F		B	
Stratford Rd. (US 158)	Lockwood Dr.	Fraternity Church Rd.	Arterial	26000	13000	15000	15000	0.50	0.50	0.58		0.58		A	A	A		A	
Stratford Rd. (US 158)	Fraternity Church Rd.	Muddy Creek	Arterial	26000	12000	12000	13000	0.46	0.46	0.46		0.50		A	A	A		A	
Stratford Rd. (US 158)	Hampton Rd.	Middlebrook Dr.	Arterial	8000	6500	7500	7500	0.81	0.81	0.94		0.94		D	D	E		E	
Stratford Rd. (US 158)	Middlebrook Dr.	Cleard Rd.	Arterial	8000	9000	10000	10000	1.13	1.13	1.25		1.25		F	F	F		F	
Reynolds Rd. NC 67	Yadkin County	Waller Rd		12000	4100	4100	4100	0.34	0.34	0.34		0.34		A	A	A		A	
Reynolds Rd. NC 67	Waller Rd.	Vienna-Dozier Rd.	Arterial	12000	3700	3700	3700	0.31	0.31	0.31		0.31		A	A	A		A	
Reynolds Rd. NC 67	Vienna-Dozier Rd.	Tobaccoville Rd.		12000	9900	5200	5900	0.83	0.83	0.43	* #	0.49	* #	D	D	A	* #	A	* #
Reynolds Rd. NC 67	Tobaccoville Rd.	Mounford Rd.		12000	10200	10500	10500	0.85	1.28	0.88	#	0.88	#	D	F	D	#	D	#
Reynolds Rd. NC 67	Mounford Rd.	Beltway Option R	Arterial	12000	10000	11000	10000	0.83	1.25	0.92	#	0.83	#	D	F	E	#	D	#
Reynolds Rd. NC 67	Beltway Option R	Seward Rd.	Arterial	12000	10000	11000	10000	0.83	1.25	0.92	#	0.83	#	D	F	E	#	D	#
Reynolds Rd. NC 67	Seward Rd.	Beltway Alt A	Arterial	12000	12000	16000	14000	1.00	1.50	1.33	#	1.17	#	E	F	F		F	#
Reynolds Rd. NC 67	Beltway Alt A	Bethania-Tobaccoville Rd.	Arterial	12000	12000	13000	9000	1.00	1.50	1.08	#	0.75	* #	E	F	F		C	* #
Reynolds Rd. NC 67	Bethania-Tobaccoville Rd.	Grandview Club Rd.		12000	7200	10200	6400	0.60	0.90	0.85	#	0.53	#	A	D	D		A	#
Reynolds Rd. NC 67	Grandview Club Rd.	Muddy Creek	Arterial	20000	11000	13000	7500	0.55	1.38	0.65	#	0.38	* #	A	F	B	#	A	#
Reynolds Rd. NC 67	Muddy Creek	Shattalon Dr.	Arterial	20000	11000	13000	7500	0.55	0.42	0.65		0.38	* #	A	A	B		A	
Reynolds Rd. NC 67	Shattalon Dr.	Pratt Rd.		26000	9000		6000	0.35	0.35	0.00		0.23	* #	A	A			A	
Reynolds Rd. NC 67	Pratt Rd.	Yadkinville Rd.	Arterial	26000	15000	16000	12000	0.58	0.58	0.62		0.46	* #	A	A	B		A	
Reynolds Rd. NC 67	Yadkinville Rd.	Walnut Ave.	Arterial	26000	18000	17000	18000	0.69	0.68	0.65	* #	0.69		B	B	B		B	

TABLE 2.5-2

PROJECT ALTERNATIVE ARTERIAL COMPARISONS; 2015

Road Name	From	To	Type of Facility	(2) Capacity	(1) Volume No-Build	(1) Volume WEST-A	(1) Volume EAST-B	v/c No-Build	v/c Revised No-Build	v/c WEST-A		v/c EAST-B		LOS No-Build	LOS Revised No-Build	LOS WEST-A		LOS EAST-B	
Reynolds Rd. NC 67	Walnut Ave.	Old Town Dr.		26000	17700			0.68		0.00		0.00		B					
Reynolds Rd. NC 67	Old Town Dr.	Old Town Rd.		26000	27900	26800	28100	1.07	1.07	1.03	* #	1.08		F	F	F		F	
Reynolds Rd. NC 67	Old Town Rd.	N. Point Ext. Cutoff		20000	26500	28300	30600	1.33	1.02	1.42		1.53		F	F	F		F	
Reynolds Rd. NC 67	N. Point Ext. Cutoff	Ranson/Polo		20000	16600	17100	17000	0.83	0.64	0.86		0.85		D	B	D		D	
Reynolds Rd. NC 67	Ranson/Polo	Henning Dr.		20000	15100	15700	15900	0.76	0.58	0.79		0.80		C	A	C		C	
Reynolds Rd. NC 67	Henning Dr.	Old Silas Creek Pkwy.	Arterial	20000	19000	20000	20000	0.95	0.54	1.00		1.00		E	A	E		E	
Reynolds Rd. NC 67	Old Silas Creek Pkwy.	Monticello Dr.	Arterial	14000	14000	15000	16000	1.00	1.00	1.07		1.14		E	E	F		F	
Reynolds Rd. NC 67	Monticello Dr.	Coliseum Dr.		14000	13200	13900	14400	0.94	0.94	0.99		1.03		E	E	E		F	
Reynolds Rd. NC 67	Coliseum Dr.	Arbor Rd.		16000	14200	14000	13900	0.89	0.89	0.88	* #	0.87	* #	D	D	D		D	
Reynolds Rd. NC 67	Arbor Rd.	Stratford Rd.		16000	11500	12300	12400	0.72	0.72	0.77		0.78		C	C	C		C	
NC 65	US 52	Mizpah Church Rd.	Arterial	20000	12000	7000	5000	0.60	1.00	0.35	* #	0.25	* #	A	E	A	#	A	#
NC 65	Mizpah Church Rd.	Zigler Rd.		20000	12200	7100	11400	0.61	1.02	0.36	* #	0.57	* #	A	F	A	#	A	#
NC 65	Zigler Rd.	Murray Rd.		20000	15500	7000	9800	0.78	1.29	0.35	* #	0.49	* #	C	F	A	* #	A	* #
NC 65	Murray Rd.	Walker Rd.	Arterial	20000	10000	2300	2400	0.50	0.83	0.12	* #	0.12	* #	A	D	A	#	A	#
NC 65	Walker Rd.	Bethania-Tobaccoville Rd.		20000	10400	3000	3200	0.52	0.87	0.15	* #	0.16	* #	A	D	A	#	A	#
NC 65	Bethania-Tobaccoville Rd.	Bethania Rd.		12000	15200	7900	7000	1.27	1.27	0.66	* #	0.58	* #	F	F	B	* #	A	* #
NC 65	Bethania Rd.	Reynolds Rd. NC 67		12000	5600	500	700	0.47	0.70	0.04	* #	0.06	* #	A	B	A	#	A	#
University Pkwy.	Rural Hall Loop			9000	4200	4200	4200	0.47	0.53	0.47	#	0.47	#	A	A	A		A	
University Pkwy.		Tobaccoville-Westinghouse Rd.		9000	4200	4600	3800	0.47	0.53	0.51	#	0.42	* #	A	A	A		A	
University Pkwy.	Tobaccoville-Westinghouse	Rural Hall Loop	Arterial	22000	4900	6000	4500	0.22	0.54	0.27	#	0.20	* #	A	A	A		A	
University Pkwy.	Rural Hall Loop			22000	7300	6400	7400	0.33	0.81	0.29	* #	0.34	#	A	A	A		A	
University Pkwy.		Webster Rd.		22000	16100	15900	10700	0.73	1.79	0.72	* #	0.49	* #	C	C	C		A	#
University Pkwy.	Webster Rd.	NC 66 Connector	Arterial	22000	19000	13000	19000	0.86	0.59	0.59	* #	0.86		D	D	A	* #	D	
University Pkwy.	NC 66 Connector	Old Hollow NC 66		22000	18500	14500	18600	0.84	0.77	0.66	* #	0.85		D	D	B	* #	D	
University Pkwy.	Old Hollow NC 66	Zigler Rd.		30000	16200	12500	13200	0.54	0.68	0.42	* #	0.44	* #	A	A	A		A	
University Pkwy.	Zigler Rd.	Stanleyville Rd.		30000	16000	13200	13300	0.53	0.67	0.44	* #	0.44	* #	A	A	A		A	
University Pkwy.	Stanleyville Rd.	Hanes Mill Rd.		24000	17900	16400	16700	0.75	0.75	0.68	* #	0.70	* #	C	C	B	* #	B	* #
University Pkwy.	Hanes Mill Rd.	Patterson Ave.		35000	28800	27800	27000	0.82	1.20	0.79	* #	0.77	* #	D	D	C	* #	C	* #
University Pkwy.	Patterson Ave.	US 52	Arterial	35000	27000	26000	26000	0.77	0.77	0.74	* #	0.74	* #	C	C	C		C	
University Pkwy.	US 52	Hanes Mill Rd.	Arterial	32000	29000	32000	31000	0.91	0.83	1.00		0.97		E	E	E		E	
University Pkwy.	Hanes Mill Rd.	Shattalon Dr.		32000	33800	35300	34300	1.06	0.97	1.10		1.07		F	F	F		F	
University Pkwy.	Shattalon Dr.	Cherry St.		32000	32500	34400	34000	1.02	0.93	1.08		1.06		F	F	F		F	
University Pkwy.	Cherry St.	Bethabara Bypass	Arterial	32000	20000	21000	21000	0.63	0.57	0.66		0.66		B	B	B		B	
University Pkwy.	Bethabara Bypass	North Point		32000	25200	26000	25700	0.79	0.72	0.81		0.80		C	C	D		C	
University Pkwy.	North Point	Bethabara Rd.		35000	26000	25500	24600	0.74	0.74	0.73	* #	0.70	* #	C	C	C		B	* #
University Pkwy.	Reynolds Blvd.	Coliseum Dr.	Arterial	38000	44000	43000	43000	1.16	1.38	1.13	* #	1.13	* #	F	F	F		F	
Silas Creek Pkwy.	Bethabara Rd.	Silas Creek Pkwy. Spur	Arterial	32000	30000	33000	36000	0.94	1.15	1.03	#	1.13	#	E	F	F		F	
Silas Creek Pkwy.	Polo Rd.	Reynolds Rd. (NC 67)	Arterial	32000	27000	26000	26000	0.84	1.04	0.81	* #	0.81	* #	D	F	D	#	D	#
Silas Creek Pkwy.	Reynolds Rd. (NC 67)	Old Silas Creek Pkwy.	Arterial	32000	24000	23000	23000	0.75	0.92	0.72	* #	0.72	* #	C	E	C	#	C	#
Silas Creek Pkwy.	Partridge Ln.	Robinhood Rd.	Arterial	24000	27000	26000	28000	1.13	1.04	1.08	*	1.17		F	F	F		F	
Silas Creek Pkwy.	Business I-40	Stratford Rd. (US 158)	Arterial	32000	41000	39000	39000	1.28	1.08	1.22	*	1.22	*	F	F	F		F	
Silas Creek Pkwy.	Stratford Rd. (US 158)	Hanes Mall Blvd.	Arterial	32000	32000	29000	30000	1.00	0.84	0.91	*	0.94	*	E	D	E		E	
Bethania-Tobaccoville Rd.	Tobaccoville Rd.	Griffin Rd.		18000	9600	16100	14800	0.53	1.20	0.89	#	0.82	#	A	F	D	#	D	#
Bethania-Tobaccoville Rd.	Griffin Rd.	Beltway Option R	Arterial	18000	5000	12000	17000	0.28	0.63	0.67		0.94		A	B	B		E	
Bethania-Tobaccoville Rd.	Beltway Option R	Beltway AR A	Arterial	18000	5000	12000	17000	0.28	0.63	0.67		0.94		A	B	B		E	
Bethania-Tobaccoville Rd.	Beltway AR A	Turfwood Dr.	Arterial	18000	5000	5000	3900	0.28	0.63	0.28	#	0.22	* #	A	B	A	#	A	#
Bethania-Tobaccoville Rd.	Turfwood Dr.	NC 65		12000	8100	5200	3700	0.68	1.01	0.43	#	0.31	#	B	F	A	* #	A	* #
Bethania-Tobaccoville Rd.	NC 65	Bethania Rd.	Arterial	12000	15000	8000	7000	1.25	1.25	0.67	* #	0.58	* #	F	F	B	* #	A	* #
Bethania-Tobaccoville Rd.	Bethania Rd.	Reynolds Rd. (NC 67)	Arterial	12000	5500	550	650	0.46	0.46	0.05	* #	0.05	* #	A	A	A		A	
Clemmonsville Road	Stratford Rd. (US 158)	Griffith Road	Arterial	20000	9300	19000	19300	0.47	1.16	0.95	#	0.97	#	A	F	E	#	E	#
Country Club Rd.	Meadowlark Dr.	Beltway AR B	Arterial	20000	20000	16000	16000	1.00	2.50	0.80	* #	0.80	* #	E	F	C	* #	C	* #
Country Club Rd.	Beltway AR B	Phillips Bridge	Arterial	20000	20000	16000	23000	1.00	2.50	0.80	* #	1.15	#	E	F	C	* #	F	
Country Club Rd.	Phillips Bridge	Peace Haven	Arterial	20000	29500	25300	25000	1.48	3.69	1.27	* #	1.25	* #	F	F	F		F	
Country Club Rd.	Garden Dr.	Silas Creek Pkwy.	Arterial	14000	19000	18000	16000	1.36	1.19	1.29	* #	1.14	* #	F	F	F		F	
Country Club Rd.	Silas Creek Pkwy.	Lawndale	Arterial	14000	11000	11000	11000	0.79	0.69	0.79		0.79		C	C	C		C	
Jonestown Rd.	Country Club Rd.	US 421		26000	35700	34500	29200	1.37	1.37	1.33	* #	1.12	* #	F	F	F		F	
Jonestown Rd.	US 421	Vest Mill Rd.		26000	20500	19100	24100	0.79	0.79	0.73	* #	0.93		C	C	C		E	
Jonestown Rd.	Vest Mill Rd.	Mc Gregor Rd.	Arterial	26000	3300	1800	1000	0.13	0.13	0.07	* #	0.04	* #	A	A	A		A	
Jonestown Rd.	Mc Gregor Rd.	Stratford Rd. US 158		12000	10300	1200	400	0.86	1.29	0.10	* #	0.03	* #	D	F	A	* #	A	* #
King-Tobbaccoville Rd.	US 52	Tobaccoville Rd.		20000	7100	8300	8400	0.36	0.89	0.42	#	0.42	#	A	D	A		A	
Lewisville-Clemmons Rd.	Shallowford	Reynolds	Arterial	12000	14000	7000	9400	1.17	1.75	0.58	* #	0.78	* #	F	F	A	* #	C	* #

TABLE 2.5-2

PROJECT ALTERNATIVE ARTERIAL COMPARISONS; 2015

Road Name	From	To	Type of Facility	(2) Capacity	(1) Volume No-Build	(1) Volume WEST-A	(1) Volume EAST-B	v/c No-Build	v/c Revised No-Build	v/c WEST-A			v/c EAST-B			LOS No-Build	LOS Revised No-Build	LOS WEST-A			LOS EAST-B		
Lewisville-Clemmons Rd.	Reynolds	Styers Ferry Rd.	Arterial	12000	5300	3500	5900	0.44	0.66	0.29	*	#	0.49		#	A	B	A		#	A		#
Lewisville-Clemmons Rd.	Styers Ferry Rd.	US 421	Arterial	26000	27500	16000	19500	1.06	2.29	0.62	*	#	0.75	*	#	F	F	B	*	#	C	*	#
Lewisville-Clemmons Rd.	US 421	Peace Hvn-Styers Fry Ctr	Arterial	26000	12100	1700	2300	0.47	1.01	0.07	*	#	0.09	*	#	A	F	B		#	C		#
Lewisville-Clemmons Rd.	Peace Hvn-Styers Fry Ctr	Peace Haven	Arterial	26000	5400	5900	11300	0.21	0.45	0.23		#	0.43		#	A	A	A			A		
Lewisville-Clemmons Rd.	Peace Haven	I-40	Arterial	26000	23400	15600	28300	0.90	0.90	0.60	*	#	1.09			D	D	A	*	#	F		
Lewisville-Clemmons Rd.	I-40	Stratford Rd. (US 158)	Arterial	26000	23700	16000	19500	0.91	0.91	0.62	*	#	0.75	*	#	E	E	E	*		E	*	
Lewisville-Vienna Rd.	Yadkinville Rd.	Robinhood Rd.	Arterial	12000	8000	3000	1700	0.67	1.00	0.25	*	#	0.14	*	#	B	E	A	*	#	A	*	#
Lewisville-Vienna Rd.	Robinhood Rd.	Franklin		12000	11300	5000	3400	0.94	1.41	0.42	*	#	0.28	*	#	E	F	A	*	#	A	*	#
Lewisville-Vienna Rd.	Franklin	Grapevine		12000	10100	4200	2500	0.84	1.26	0.35	*	#	0.21	*	#	D	F	A	*	#	A	*	#
Lewisville-Vienna Rd.	Grapevine	Shallowford		12000	16100	9700	8200	1.34	2.01	0.81	*	#	0.68	*	#	F	F	D	*	#	B	*	#
Meadowlark Dr.	Robinhood Dr.	Country Club Rd.	Arterial	14000	17000	750	160	1.21	2.13	0.05	*	#	0.01	*	#	F	F	A	*	#	A	*	#
McGregor Rd.	Peace Haven	Jonestown Rd.		12000	7900	400	500	0.66	0.99	0.03	*	#	0.04	*	#	B	E	A	*	#	A	*	#
Milhaven	Robinhood Dr.	Peace Haven		14000	4200	2300	3000	0.30	0.53	0.16	*	#	0.21	*	#	A	A	A			A		
Murray Rd.	NC 65	Walker Rd.		14000	3300	2700	2900	0.24	0.41	0.19	*	#	0.21	*	#	A	A	A			A		
Murray Rd.	Walker Rd.	Becks Church		14000	4100	3300	3500	0.29	0.51	0.24	*	#	0.25	*	#	A	A	A			A		
Murray Rd.	Becks Church	Shattalon Dr.		14000	5300	3900	3400	0.38	0.66	0.28	*	#	0.24	*	#	A	B	A		#	A		#
Olivet Church Rd.	Yadkinville Rd.	Spicewood Dr.	Arterial	12000	9000	1600	850	0.75	1.13	0.13	*	#	0.07	*	#	C	F	A	*	#	A	*	#
Olivet Church Rd.	Spicewood Dr.	Robinhood Road		12000	11800	5200	1900	0.98	1.48	0.43	*	#	0.16	*	#	E	F	A	*	#	A	*	#
Peace Haven Rd.	Robinhood Road	Hertford	Arterial	14000	18000	18500	18300	1.29	2.25	1.32		#	1.31		#	F	F	F			F		
Peace Haven Rd.	Hertford	Milhaven	Arterial	14000	14500	15300	19000	1.04	1.81	1.09		#	1.36		#	F	F	F			F		
Peace Haven Rd.	Milhaven	Country Club	Arterial	14000	16000	15000	15000	1.14	2.00	1.07	*	#	1.07	*	#	F	F	F			F		
Peace Haven Rd.	Country Club	US 421	Arterial	14000	17000	13000	9000	1.21	2.13	0.93	*	#	0.64	*	#	F	F	E	*	#	B	*	#
Peace Haven Rd.	US 421	Peace Hvn-Styers Fry Ctr	Arterial	14000	16000	16000	22000	1.14	2.00	1.14		#	1.57		#	F	F	F			F		
Peace Haven Rd.	Peace Hvn-Styers Fry Ctr	Lewisville-Clemmons Rd.	Arterial	14000	13600	13800	20600	0.97	1.70	0.99		#	1.47		#	E	F	E			F		
Robinhood Rd.	Lewisville-Vienna Rd.	Beltway Option R	Arterial	12000	3900	3000	1900	0.33	0.49	0.25	*	#	0.16	*	#	A	A	A			A		
Robinhood Rd.	Beltway Option R	Chickasha Rd.	Arterial	12000	3900	3000	1900	0.33	0.49	0.25	*	#	0.16	*	#	A	A	A			A		
Robinhood Rd.	Chickasha Rd.	Beltway Alt A	Arterial	12000	7500	8500	5500	0.63	0.94	0.71		#	0.46	*	#	B	D	C		#	A	*	#
Robinhood Rd.	Beltway Alt A	Olivet Church Rd.	Arterial	12000	7500	13000	5500	0.63	0.94	1.08			0.46	*	#	B	D	F			A	*	#
Robinhood Rd.	Olivet Church Rd.	Beltway Alt B	Arterial	20000	13000	12000	7500	0.65	1.63	0.60	*	#	0.38	*	#	B	F	A	*	#	A	*	#
Robinhood Rd.	Beltway Alt B	Muddy Creek	Arterial	20000	13000	12000	20000	0.65	1.63	0.60	*	#	1.00		#	B	F	A	*	#	E		#
Robinhood Rd.	Whitaker Dr.	Silas Creek Pkwy.	Arterial	26000	23000	22000	23000	0.88	1.15	0.85	*	#	0.88		#	D	F	D		#	D		#
Shallowford Rd.	Shamrock Lane	Shady Brook Ln.	Arterial	12000	4700	9500	4700	0.39	0.59	0.79			0.39		#	A	A	C			A		
Shallowford Rd.	Shady Brook Ln.	Beltway Alt A	Arterial	12000	4700	9500	4700	0.39	0.59	0.79			0.39		#	A	A	C			A		
Shallowford Rd.	Beltway Alt A	Styers Ferry Rd.	Arterial	12000	4700	11000	4700	0.39	0.59	0.92			0.39		#	A	A	E			A		
Shattalon Dr.	US 52	University Pkwy.		7000	8200	7700	7500	1.17	1.03	1.10	*		1.07	*		F	F	F			F		
Shattalon Dr.	University Pkwy.	Bethania Station		26000	15900	14200	13100	0.61	0.61	0.55	*	#	0.50	*	#	B	B	A	*	#	A	*	#
Shattalon Dr.	Bethania Station Rd.	Murray Rd.	Arterial	14000	12000	3300	2700	0.86	1.50	0.24	*	#	0.19	*	#	D	F	A	*	#	A	*	#
Shattalon Dr.	Murray Rd.	Vista Circle		14000	6700	4800	4000	0.48	0.84	0.34	*	#	0.29	*	#	A	D	A		#	A		#
Shattalon Dr.	Vista Circle	Shattalon Circle		14000	7400	5600	5000	0.53	0.93	0.40	*	#	0.36	*	#	A	E	A		#	A		#
Shattalon Dr.	Shattalon Circle	Bethabara Rd.		14000	10600	8700	8700	0.76	1.33	0.62	*	#	0.62	*	#	C	F	B	*	#	B	*	#
Shattalon Dr.	Bethabara Rd.	Reynolds Road NC 67		14000	7800	6000	6000	0.56	0.98	0.43	*	#	0.43	*	#	A	E	A		#	A		#
Shattalon Dr.	Reynolds Road NC 67	Leinbach Dr.		14000	9700	6800	5000	0.69	1.21	0.49	*	#	0.36	*	#	B	F	A	*	#	A	*	#
Shattalon Dr.	Leinbach Dr.	Yadkinville Rd.		14000	11500	6800	8100	0.82	1.44	0.49	*	#	0.58	*	#	D	F	A	*	#	A	*	#
Shattalon Dr.	Yadkinville Rd.	Old Pfafftown		14000	14700	10500	7500	1.05	1.84	0.75	*	#	0.54	*	#	F	F	C	*	#	A	*	#
Shattalon Dr.	Old Pfafftown	Petree Rd.		14000	12600	8500	5500	0.90	1.58	0.61	*	#	0.39	*	#	D	F	B	*	#	A	*	#
Shattalon Dr.	Petree Rd.	Robinhood Rd.	Arterial	14000	12600	8000	7000	0.90	1.58	0.57	*	#	0.50	*	#	D	F	A	*	#	A	*	#
Styers Ferry Rd.	Country Club Rd.	Phillips Bridge Road	Arterial	12000	10000	4100	5000	0.83	1.25	0.34	*	#	0.42	*	#	D	F	A	*	#	A	*	#
Styers Ferry Rd.	Phillips Bridge Road	US 421	Arterial	12000	19000	13000	12000	1.58	2.38	1.08	*	#	1.00	*	#	F	F	F			E	*	#
Transou Rd.	Yadkinville Rd.	Balsom Rd.		12000	8500	3100	4300	0.71	1.06	0.26	*	#	0.36	*	#	C	F	A	*	#	A	*	#
Transou Rd.	Balsom Rd.	Reynolds Rd. (NC 67)		12000	6000	1100	0	0.50	0.75	0.09	*	#	0.00	*	#	A	C	A		#	A		#
Walker Rd.	NC 65	Murray Rd.		12000	700	600	600	0.06	0.09	0.05	*	#	0.05	*	#	A	A	A			A		
Yadkinville Rd.	Conrad Rd.	Beroth Rd.	Arterial	11000	2000	1600	750	0.18	0.25	0.15	*	#	0.07	*	#	A	A	A			A		
Yadkinville Rd.	Beroth Rd.	Robinhood Rd.		11000	2000	1600	800	0.18	0.25	0.15	*	#	0.07	*	#	A	A	A			A		
Yadkinville Rd.	Robinhood Rd.	Vienna-Dozier Rd.		20000	2800	2600	2300	0.14	0.35	0.13	*	#	0.12	*	#	A	A	A			A		
Yadkinville Rd.	Vienna-Dozier Rd.	Lewisville-Vienna Rd.		20000	6100	2500	2900	0.31	0.76	0.13	*	#	0.15	*	#	A	C	A		#	A		#
Yadkinville Rd.	Lewisville-Vienna Rd.	Beltway Option R	Arterial	20000	5500	4600	2300	0.28	0.69	0.23	*	#	0.12	*	#	A	B	A		#	A		#

TABLE 2.5-2

PROJECT ALTERNATIVE ARTERIAL COMPARISONS; 2015

Road Name	From	To	Type of Facility	(2) Capacity	(1) Volume No-Build	(1) Volume WEST-A	(1) Volume EAST-B	v/c No-Build	v/c Revised No-Build	v/c WEST-A			v/c EAST-B			LOS No-Build	LOS Revised No-Build	LOS WEST-A			LOS EAST-B		
Yadkinville Rd.	Beltway Option R	Chickasha Rd.	Arterial	20000	5500	4600	2300	0.28	0.69	0.23	*	#	0.12	*	#	A	B	A		#	A		#
Yadkinville Rd.	Chickasha Rd.	Beltway Alt A	Arterial	20000	8000	7000	5000	0.40	1.00	0.35	*	#	0.25	*	#	A	E	A		#	A		#
Yadkinville Rd.	Beltway Alt A	Kecoughtan Dr.	Arterial	20000	8000	13000	5000	0.40	1.00	0.65		#	0.25	*	#	A	E	B		#	A		#
Yadkinville Rd.	Kecoughtan Dr.	Olivet Church Rd.		18000	7800	12700	2000	0.43	0.98	0.71		#	0.11	*	#	A	E	C		#	C		#
Yadkinville Rd.	Olivet Church Rd.	Transou Rd.	Arterial	20000	14000	5000	10000	0.70	1.75	0.25	*	#	0.50	*	#	B	F	A	*	#	A	*	#
Yadkinville Rd.	Transou Rd.	Beltway Alt B	Arterial	20000	11000	6500	22000	0.55	1.38	0.33	*	#	1.10		#	A	F	A		#	F		
Yadkinville Rd.	Beltway Alt B	Green Meadows	Arterial	20000	11000	6500	14000	0.55	1.38	0.33	*	#	0.70		#	A	F	A		#	B		#
Yadkinville Rd.	Green Meadows	Shattalon Dr.		20000	10400	5500	13100	0.52	1.30	0.28	*	#	0.66		#	A	F	A		#	B		#
Yadkinville Rd.	Shattalon Dr.	Reynolda Rd. (NC 67)		20000	14500	10100	13600	0.73	0.56	0.51	*	#	0.68			C	A	A	*		B	*	#
Yadkinville Rd.	Reynolda Rd. (NC 67)	Bethabara Rd.	Arterial	20000	14000	10000	7000	0.70	0.54	0.50	*	#	0.40	*		B	A	A	*		A	*	
	Number of Roadway Sections in table		191		Number of Roadway Sections showing improvement						114	132		110	132				48	79		50	83
					Proportion of Roadway Sections showing improvement						0.60	0.69		0.58	0.69				0.25	0.41		0.26	0.43

FOOTNOTES

v/c = Volume / Capacity
LOS = Level of Service
* = Improvement over 2015 No-Build Conditions
# = Improvement over 2015 Revised No-Build

(1) All volumes are 2-way AADT
(2) Capacities are 2-way AADT capacities
(3) Highway Capacity Manual 1965, Special Report 87
(4) Highway Capacity Manual 1985, Special Report 209

Note: New I-40 may be widened in the future to accommodate projected traffic volumes.

LOS	Arterial Maximum V/C (3)	Freeway Maximum V/C (4)
A	0.60	0.35
B	0.70	0.54
C	0.80	0.77
D	0.90	0.93
E	1.00	1.00
F	> 1.00	> 1.00

APPENDIX B

Project R-2247
Alternative Comparison Summary for Selection of a Preferred Alternative, January 1993

Winston-Salem Northern Beltway (Western Section)
R-2247
Forsyth County, NC

ALTERNATIVES COMPARISON SUMMARY FOR SELECTION OF A PREFERRED ALTERNATIVE

INTRODUCTION

The engineering and environmental study for the Western Section of the Northern Beltway in Forsyth County, North Carolina, has culminated in the circulation and review of the Draft Environmental Impact Statement (DEIS). The DEIS was circulated in late July 1992.

The availability and location of the DEIS and Corridor Hearing Map for public review were announced in the fourth edition of the project newsletter in late July 1992. This went out to a mailing list of over 2,250 households. The dates and locations for the Citizens' Informational Workshops and Public Hearing were included.

Citizens' Informational Workshops were conducted August 26 and 27, 1992, by the City of Winston-Salem and the consulting firm of Espey, Huston & Associates, who prepared the study.

The North Carolina Department of Transportation (NCDOT) conducted a formal Corridor Public Hearing on September 1, 1992. Estimates indicate that 750 people were in attendance, and 45 people spoke at the public hearing. The post-hearing comment period extended through October 15, 1992. Over 500 pages of original comments were received by the NCDOT Public Involvement Unit, along with an additional 800 signatures on petitions expressing positions on the project. A summary of public comment issues is included as Attachment 1 to this document, along with copies of letters from local officials.

A Post-Public Hearing Meeting was conducted on October 30, 1992, by the NCDOT.

It is assumed that all local, state, and federal resource agencies with an interest in this project have provided written comment in response to circulation of the DEIS. The DEIS comment period extended through September 30, 1992. Agency comment has been received by NCDOT as late as November 10, 1992.

The next step in the process is the selection of a preferred alternative for the project. This document has been prepared to summarize the comparison of alternatives, utilizing information from the DEIS and comments on the project received from Resource Agencies, the public, and local governments after circulation of the DEIS.

PROJECT PURPOSE AND NEED

The Western Section of the Northern Beltway will correct circumferential deficiencies in the current radial-dominated road network in western Forsyth County. There are no continuous circumferential routes in western Forsyth County beyond the Silas Creek Parkway, which is located well within city limits.

The proposed facility is located in an area of western Forsyth County that is identified for short- and long-range growth in the County's approved growth management plan, Vision 2005. Traffic modeling was accomplished using population and employment distributions consistent with this approved growth management plan. The year 2015 has been selected as the design year for this facility.

By removing circumferential traffic from the existing radials, the new facility will relieve congestion on the principal arterials. As development increases, the travel desires of the increasingly built-up area will be more varied. By augmenting the current system of radials, this loop facility will help serve the future travel needs of this rapidly growing area.

Traffic modeling has shown that approximately 10 percent of the traffic using this facility will be through-traffic (with both origin and destination outside the County). The remaining 90 percent of the traffic using the Beltway will be local. Moving its location further from developed areas (as proposed by a large number of local residents) will greatly reduce its ability to serve the 90 percent local users predicted in the model.

Widening existing circumferential roads will provide only slight improvement to the overall transportation system. Improvement in Total Network Travel Time by the Improve Existing Alternative is 1,600 vehicle hours per day, or 0.5 percent for the entire network. The build alternatives provide between 6,000 and 8,000 vehicle hour reductions, or 2.1 to 2.8 percent.

ALTERNATIVES

This document is provided for study and use by those involved in the selection of a Preferred Alternative for the Western Section of the Northern Beltway (WSNB). This is not a stand-alone document, but references information contained in the DEIS and written comments from the public and resource agencies contained in the project files. Tables and exhibits from the DEIS have been copied and included in the text. Those with alphanumeric designations are taken from the DEIS, while those with alphabetical designations have been prepared especially for this document. The Summary section from the DEIS is included in Attachment 2.

The No-Build alternative consists of the roadway network that is expected to be in place in the western portions of Winston-Salem and Forsyth County in the design year 2015. This network includes a majority of the new facilities and widenings proposed in the current NCDOT Transportation Improvement Program, as well as projects contained in the approved Thoroughfare Plan that have a reasonable chance of being constructed by the design year. The No-Build Alternative contains the Eastern Section of the Northern Beltway, but does not include the Western Section of the Northern Beltway.

An Improve Existing Alternative was considered that widened existing circumferential roads beyond their No-Build cross sections. After evaluation of the preliminary alternatives, the Improve Existing, Transportation System Management, and Mass Transit/Multi-Modal alternatives were not considered to be feasible alternatives to address the identified transportation deficiencies.

All of these alternatives--the No-Build, the Improve Existing, Transportation System Management, and Mass-Transit/Multi-Modal--are still available for consideration by the Selection/Steering Committee. The DEIS was prepared for the alternatives considered best able to enhance the western Forsyth County roadway network in the year 2015, and provide the transportation infrastructure necessary to serve the future population residing in this area. Selection of options other than a build alternative will not address the severe linkage problem among existing circumferential roads, and will not provide for the transportation needs of the future population of the area.

The build alternatives have been designed as multi-lane, divided, facilities with full control of access. The restriction of access to this facility will ensure that the desired high level of traffic service will not degrade over time as the result of residential and business development with access directly onto the facility. Grade-separated interchanges with US 52, US 421, and I-40 have been designed to allow continuous, high-speed movements between each of these intersecting controlled access facilities. Cost and environmental impacts documented in the DEIS and repeated in this

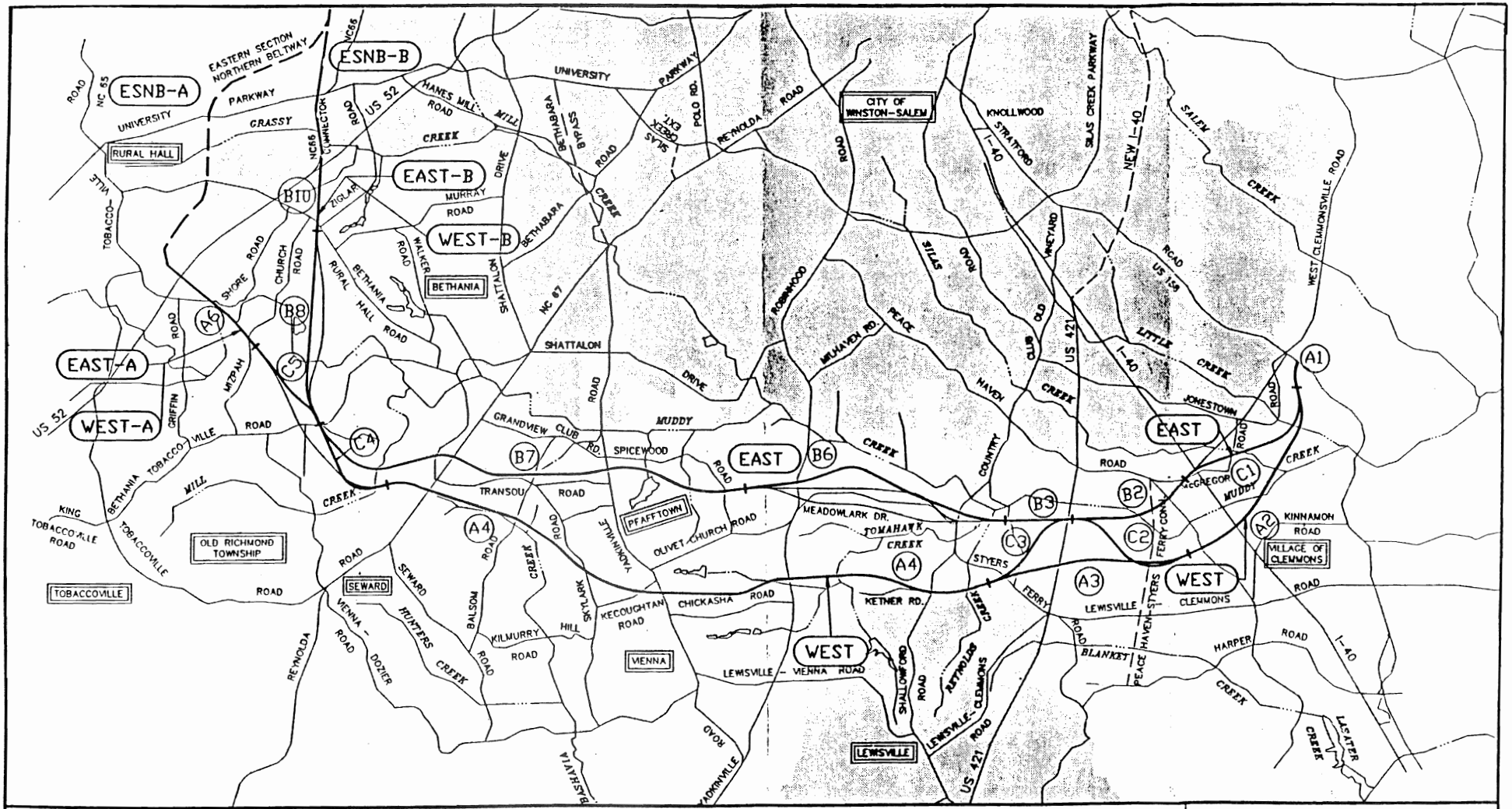
document are based upon this type of facility, one providing and maintaining a high level of traffic service.

The southern endpoint for the build alternatives lies along US 158 (Stratford Road), in the vicinity of West Clemmonsville Road. There are no plans for continuation of a major loop facility around the south side of Winston-Salem beyond this point. The northern endpoint(s) for the WSNB alternatives lie along US 52. An extension of this major loop road, the Eastern Section of the Northern Beltway (ESNB), will pass around the east side of Winston-Salem, ending at US 421 (old I-40) between Winston-Salem and Greensboro. The ESNB is being addressed by a separate study. The choice between the two different northern endpoints for the WSNB-ESNB connection requires the consideration of cost and impact information for the ESNB that is not contained in the DEIS and has not yet been developed as a part of the ESNB study. Generalizations will be made and explained where required.

The DEIS contains analysis and comparison of preliminary project alternatives in Section 2.4, with a further focusing and narrowing of alternatives in Section 2.6. This comparison summary will start with a definition of the alternatives as those contained in Exhibit S-1 from the DEIS. The study alternatives generally consist of two parallel routes (west and east), with two crossover locations (at Bethania-Tobaccoville Road in the north and US 421 in the south). Eight route combinations are possible using the east and west routes with crossovers. Tables S-1 and S-2 contain the major costs and impacts for the eight study alternatives. Exhibit 2.6-3 traces the path of each alternative route.

The comparison contained in the following pages focuses on issues considered to have high priorities with the public, the resource agencies, local governments, and the NCDOT and FHWA. These include, in no special order:

Cost
Residential and community disruption
Disruption of business and employment
Historic concerns
Aquatic resources and wetlands
Wildlife habitat
Traffic service and function of the facility
Local governmental preference
Public opinion



LEGEND

- WEST-A — ALTERNATIVES
- A4 — ROUTE SEGMENTS
- LESS FEASIBLE ROUTE SEGMENTS
- ESNB-A — EASTERN SECTION OF NORTHERN BELTWAY

North

2000 6000

0 4000 10000

WINSTON-SALEM NORTHERN BELTWAY (WEST)
EIS R-2247

EXHIBIT S-1

PROJECT ALTERNATIVES

TABLE S-1

PROJECT ALTERNATIVES SUMMARY

Impact Category	units	WEST-A	EAST-A	WEST-B	EAST-B
Segments making up alternative		A1,A2,A3,A4, C4,C5,A6	A1,C1,B2,B3, B6,B7,C5,A6	A1,A2,A3,A4, C4,B8,B10	A1,C1,B2,B3, B6,B7,B8,B10
Length	miles	17.22	16.31	17.59	16.68
Right-of-Way area	acres	1273	1163	1259	1149
Construction Limits	acres	1075	996	1134	1055
Forest	acres	490	538	584	632
Agricultural	acres	281	238	239	196
Wetlands	acres	12	6	12	6
Stream Crossings	number	41	43	49	51
Stream Channel Relocations	feet	3600	1200	3800	1400
100-Year Floodplains	acres	102	102	118	118
Bridge Crossings	number	10	9	13	12
Box Culvert Crossings	number	20	14	22	16
Prime Farmland Soils	acres	202	155	182	135
State Important Farmland Soils	acres	335	295	325	286
Residential Relocations	number	385	276	408	292
Owner	number	221	229	234	242
Tenant	number	164	47	174	57
Minority	number	81	43	82	44
Business Relocations	number	22	5	25	8
Community Facilities	number	1	0	1	0
Affected Neighborhoods	number	22	19	26	23
Historic Sites 4(f)	number	0	0	0	0
Historic Districts 4(f)	number	0	1	0	1
Historic Sites Adverse Effect	number	2	4	2	4
Schools	number	0	0	0	0
Churches	number	0	0	0	0
Cemeteries	number	0	0	0	0
Parks/Recreation Areas *	number	1	0	1	0
Potential Hazardous Materials	number	3	2	3	2
Noise Impacts pre-barrier	number	55	92	78	115
Noise Impacts post-barrier	number	30	66	30	66
Noise Barrier Protected Homes	number	53	76	93	116
Barrier Number/ Length	no./ feet	2 / 4200	2 / 5600	4 / 8600	4 / 10000
Noise Barrier Costs	$M	0.987	1.131	1.574	1.718
Construction Costs	$M	171.300	161.300	173.200	163.200
Right-of-Way Costs	$M	73.350	55.543	72.860	55.053
Total Costs	$M	245.637	217.974	247.634	219.971
Benefit Cost Ratio at 7% Discount Rate		1.474	--	--	2.120

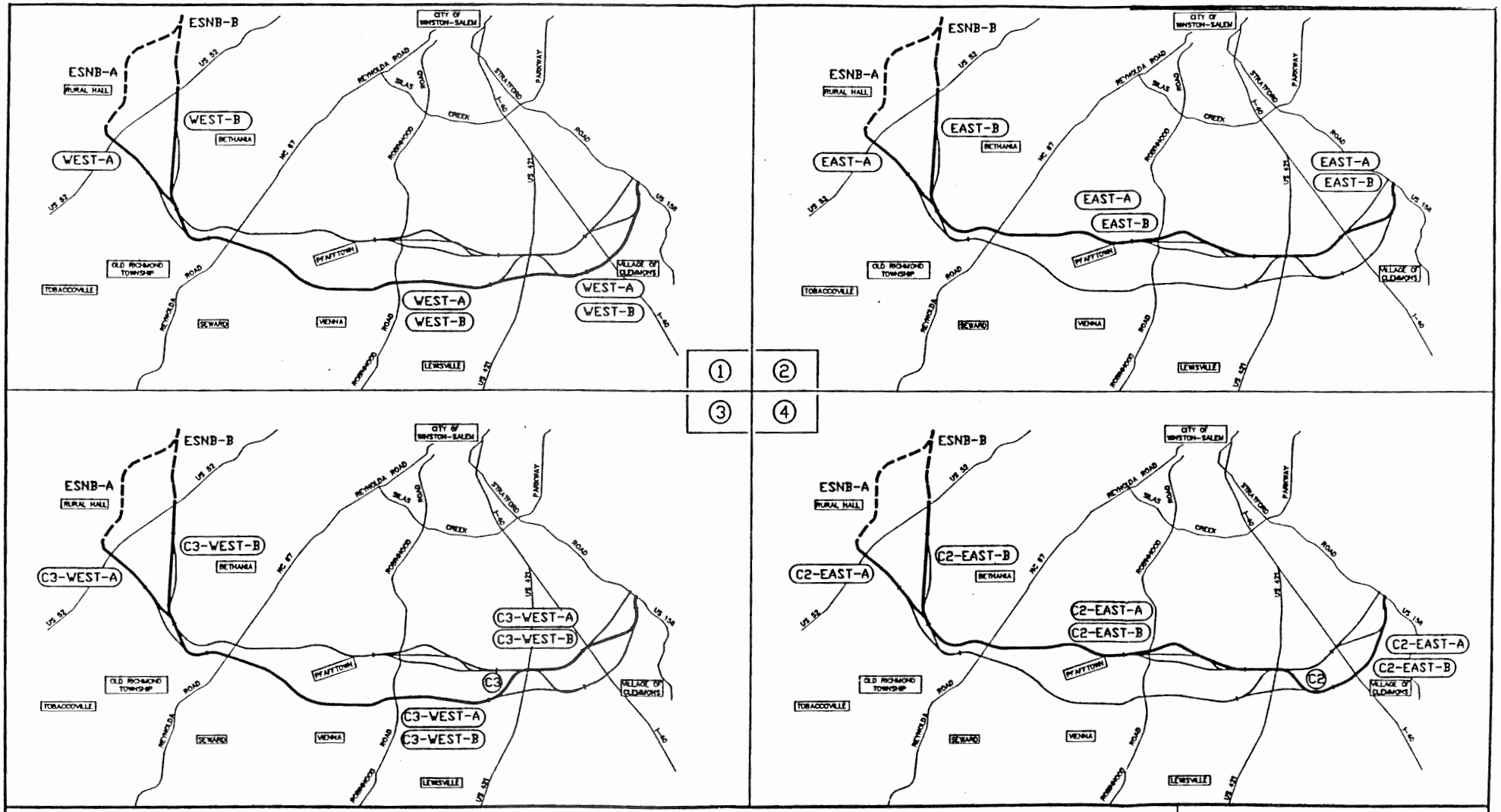
-A- indicates a northern connection with the eastern leg of the N. Beltway near the Shore Road/Westinghouse Road interchange
-B- indicates a northern connection with the eastern leg of the N. Beltway near the NC 66 Connector interchange
* privately owned

TABLE S-2

CROSSOVER ALTERNATIVES SUMMARY

Impact Category	units	C3-WEST-A	C2-EAST-A	C3-WEST-B	C2-EAST-B
Segments making up alternative		A1,C1,B2,C3, A4,C4,C5,A6	A1,A2,C2,B3, B6,B7,C5,A6	A1,C1,B2,C3, A4,C4,B8,B10	A1,A2,C2,B3, B6,B7,B8,B10
Length	miles	16.97	17.04	17.35	17.42
Right-of-Way area	acres	1215	1222	1201	1208
Construction Limits	acres	1014	1058	1073	1117
Forest	acres	481	584	575	678
Agricultural	acres	294	238	252	196
Wetlands	acres	12	8	12	8
Stream Crossings	number	39	45	47	53
Stream Channel Relocations	feet	2300	2500	2500	2700
100-Year Floodplains	acres	78	161	94	177
Bridge Crossings	number	9	13	12	16
Box Culvert Crossings	number	15	19	17	21
Prime Farmland Soils	acres	214	183	193	162
State Important Farmland Soils	acres	301	312	291	302
Residential Relocations	number	266	340	289	363
Owner	number	246	240	259	253
Tenant	number	20	100	30	110
Minority	number	43	54	44	55
Business Relocations	number	7	15	10	18
Community Facilities	number	0	1	0	1
Affected Neighborhoods	number	21	20	25	24
Historic Sites 4(f)	number	0	0	0	0
Historic Districts 4(f)	number	0	1	0	1
Historic Sites Adverse Effect	number	2	4	2	4
Schools	number	0	0	0	0
Churches	number	0	0	0	0
Cemeteries	number	0	0	0	0
Parks/Recreation Areas *	number	0	1	0	1
Potential Hazardous Materials	number	1	2	1	2
Noise Impacts pre-barrier	number	75	99	98	122
Noise Impacts post-barrier	number	44	50	44	50
Noise Barrier Protected Homes	number	86	122	126	162
Barrier Number/ Length	no./ feet	3 / 7700	3 / 7700	5 / 12100	5 / 12100
Noise Barrier Costs	$M	1.556	1.543	2.143	2.130
Construction Costs	$M	159.800	168.900	161.700	170.800
Right-of-Way Costs	$M	57.637	70.956	57.147	70.466
Total Costs	$M	218.993	241.399	220.990	243.396

-A- indicates a northern connection with the eastern leg of the N. Beltway near the Shore Road/Westinghouse Road interchange
-B- indicates a northern connection with the eastern leg of the N. Beltway near the NC 66 Connector interchange
* privately owned



LEGEND

① —— WEST-A, WEST-B

② —— EAST-A, EAST-B

③ —— C3-WEST-A, C3-WEST-B

④ —— C2-EAST-A, C2-EAST-B

North

4247 12742

0 8495 21237

WINSTON-SALEM NORTHERN BELTWAY (WEST)
EIS R-2247

EXHIBIT 2.6-3

PROJECT ALTERNATIVE ROUTES

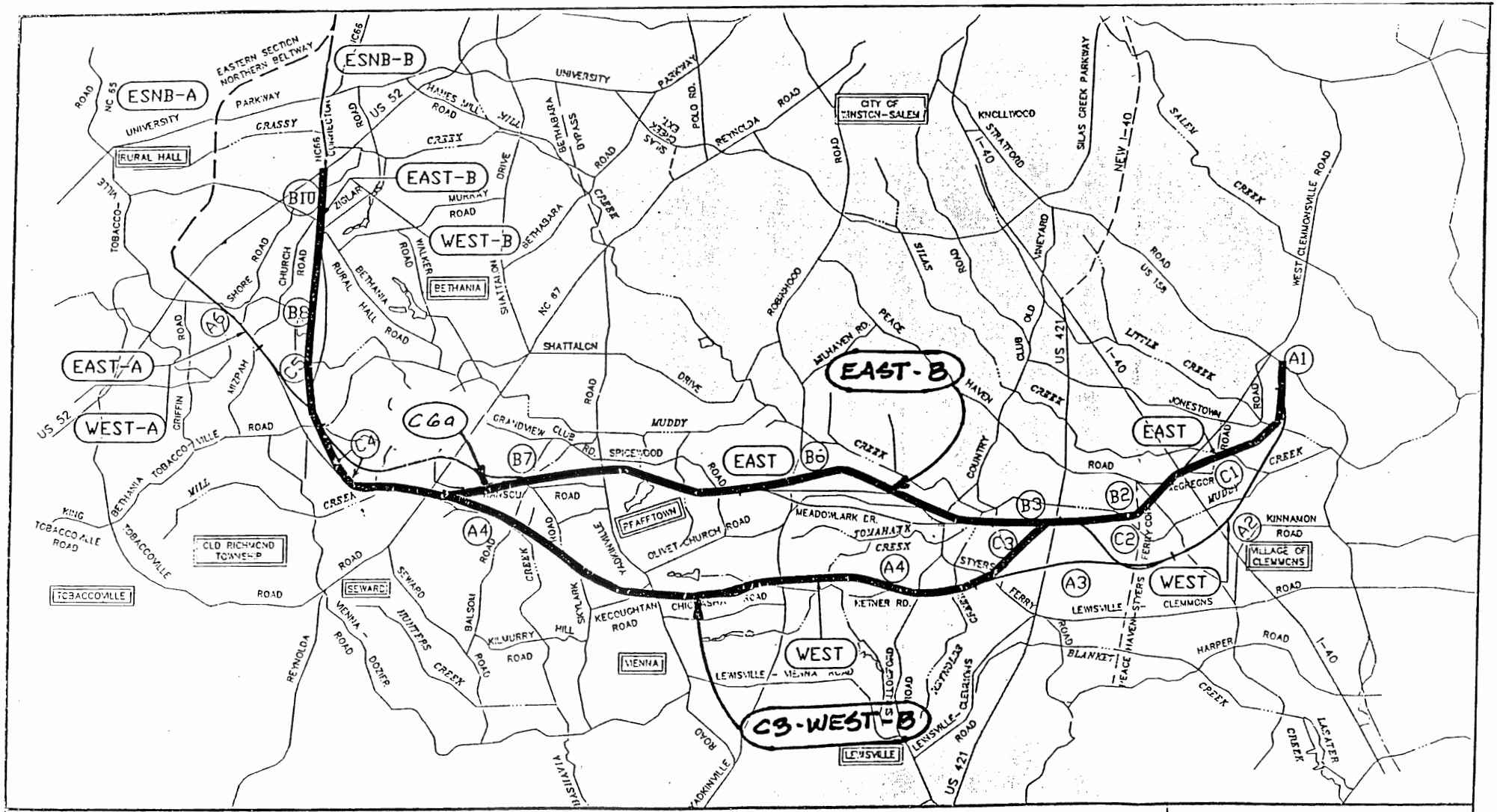
Based upon the information in the DEIS and comments received from the public, resource agencies, and local governments, the identification of a preferred corridor is straightforward in the area north of the crossover at Bethania-Tobaccoville Road and in the area south of the crossover at US 421, given the cost, relocation, design, and environmental differences between alternatives. This document contains comparisons and corridor recommendations in these northern and southern regions of the project. Those recommended are the **most eastern corridors in each of these regions:**

Route segments B8-B10 in the north
Route segments A1-C1-B2 in the south

These recommendations result in a simplification of the options from eight to two, differing in the middle region of the project, between the two crossover points. The remaining alternatives, shown in Exhibit A, are EAST-B and C3-WEST-B.

In the middle region, a comprehensive listing and discussion of the pros and cons of the remaining alternatives is provided to inform decision-makers of the issues and the preferences identified by the various interested parties. The tradeoffs between these alternatives are not straightforward enough for an overall preference to be expressed in this document.

This report's recommendation of the "B" endpoint in the north region of the project and the eastern alternatives in the southern region of the project is not meant to eliminate the other routes from the Selection/Steering Committee's consideration. Any of the eight possible corridor alternatives may be selected by the Committee. The intent of this report is to simplify the Committee's decision where certain routes appear to be more favorable. Tables S-1 and S-2 contain comparisons between all eight possible corridor alternatives.


ESNB-A
ESNB-B
EAST-A
WEST-A
EAST-B
WEST-B
B10
B8
C5
C6a
C4
B7
EAST
B6
B3
B2
C1
C2
C3
A4
A5
A2
A1
A3
WEST
CLEMMONS
C3-WEST-B
EAST-B
EASTERN SECTION NORTHERN BELTWAY
PARKWAY
UNIVERSITY
GRASSY
CREEK
RURAL HALL
TOBACCO-VILLE
SHORE ROAD
CHURCH ROAD
ZIGLAR ROAD
HAINES MILL ROAD
BETHABARA DRIVE
BETHABARA ROAD
MURRAY ROAD
WALKER ROAD
BETHANIA
RURAL HALL ROAD
SHATTALON
SHATTALON DRIVE
NC 67
ROBINHOOD ROAD
MUHAVEN RD.
PEACE HAVEN
OLD US 421
SILAS CREEK PARKWAY
NEW I-40
I-40
KNOLLWOOD
STRATFORD ROAD
VINEYARD ROAD
SALEM CREEK
WEST CLEMMONSVILLE ROAD
US 158
LITTLE CREEK
JONESTOWN ROAD
CITY OF WINSTON-SALEM
POLO RD.
REYNOLDA ROAD
SILAS CREEK EXT.
BETHABARA BYPASS
US 52
GRIFFIN ROAD
KNYPAM ROAD
BETHANIA TOBACCOVILLE ROAD
KING TOBACCOVILLE ROAD
TOBACCOVILLE ROAD
OLD RICHMOND TOWNSHIP
SEWARD ROAD
SEWARD
MUDDY CREEK
GRANDVIEW CLUB RD.
SPICEWOOD ROAD
COUNTRY CLUB ROAD
MEADOWLARK DR.
POWHATAN ROAD
PFAFFTOWN
OLIVET CHURCH ROAD
YADKINVILLE ROAD
SKYLARK ROAD
KILMURRY HILL ROAD
KECOUGHTAN ROAD
HUNTERS CREEK ROAD
BALSON ROAD
VIENNA - DOZIER ROAD
VIENNA
LEWISVILLE - VIENNA ROAD
LEWISVILLE
LEWISVILLE-CLEMMONS ROAD
US 421
KINNAMON ROAD
VILLAGE OF CLEMMONS
STYERS FERRY ROAD
HARPER ROAD
BLANKET CREEK
LAKEWATER CREEK
MCGREGOR ROAD
FERRY CREEK
HAVEN-STYERS
MEINER RD.
FLOYD ROAD
REYNOLDA
HAUSHALTER
ROAD
CREEK
DRIVE
PARKWAY
ROAD
CREEK
ROAD
CREEK
ROAD
CREEK

NORTH REGION COMPARISON

There are two alternate routes north and east of Bethania-Tobaccoville Road (see Exhibit B). The corridor identified as "A-Endpoint" connects with US 52 near the existing Westinghouse Road-Shore Road interchange. This is the more western of the two corridors. The corridor identified as "B-Endpoint" connects with US 52 at the existing NC 66 Connector interchange. The existing NC 65 interchange is located just north of this crossing of US 52. This is the more eastern of the two corridors. The western, or A-Endpoint, route is composed of route segments C5-A6 and the eastern, or B-Endpoint, route is composed of route segments B8-B10. As shown in Table A, when viewed only to its juncture at US 52, the western route, A-Endpoint, is 0.38 mile shorter than the eastern, B-Endpoint, with resultant length-related cost and impact advantages.

However, consideration must also be given to the adjoining project, the Eastern Section of the Northern Beltway (ESNB). When consideration is given to the ESNB extension beyond US 52, an additional 2 miles is added to the combined A-Endpoint route. As shown in Exhibit B, this provides for a comparison of alternatives with common endpoints in the west at Bethania-Tobaccoville Road, and in the east where the two ESNB routes recombine east of University Parkway. The addition of the ESNB routes makes the comparative length of the Endpoint-A route more than 1.5+ miles longer than the combined B-Endpoint route. Much of this extra length lies within the Town of Rural Hall, whereas the ESNB extension of the B-Endpoint route follows an existing highway corridor, the NC 66 Connector, along the southern edge of Rural Hall and across University Parkway.

The B-Endpoint route (segments B8-B10) is recommended north of Bethania-Tobaccoville Road due to the cost and impacts of the A-Endpoint route passing through the Town of Rural Hall, the desirability of the B-Endpoint interchange with US 52 from a design viewpoint, the ability of the B-Endpoint route to remove a greater amount of traffic from NC 65 through Bethania, and the reduced cultural resource impacts (historic sites) of the B-Endpoint route.

Cost

Estimating the ESNB costs at approximately $10 million/mile, the additional 1.5+ miles contained in the combined A-Endpoint route will cost an extra $15 million. Table A shows the cost difference west of US 52 to be in favor of the A-Endpoint route (approximately $2 million). Considering ESNB contributions results in a cost differential of approximately $13 million in favor of the B-Endpoint route.

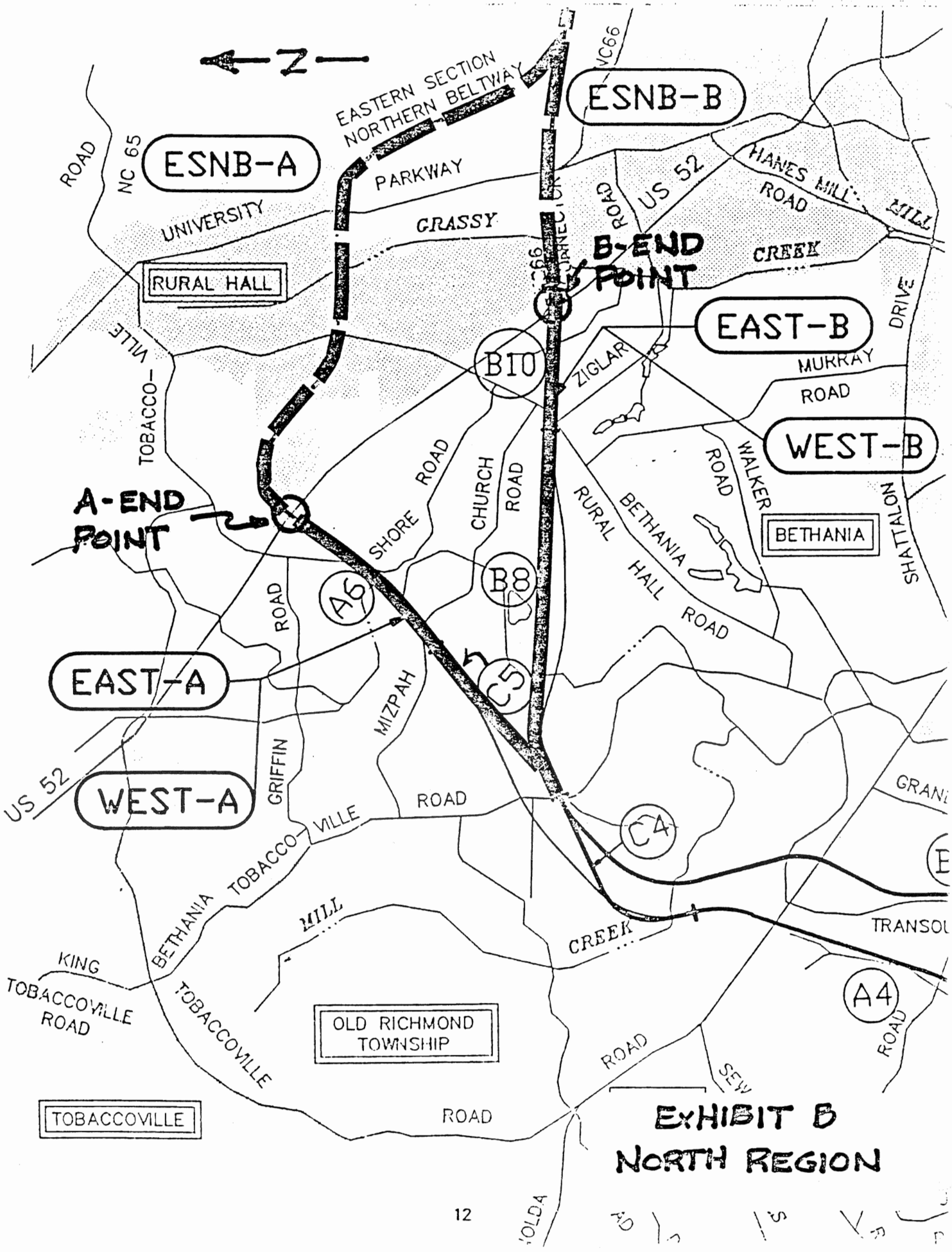


EXHIBIT B
NORTH REGION

TABLE A

NORTH ALTERNATIVES SUMMARY

Impact Category	units	western A-Endpoint	eastern B-Endpoint
Segments making up alternative		C5-A6	B8-B10
Length	miles	3.24	3.62
Right-of-Way area	acres	285	271
Construction Limits	acres		
Forest	acres	151	244
Agricultural	acres	56	15
Wetlands	acres	0.4	0.6
Stream Crossings	number	10	18
Stream Channel Relocations	feet	700	900
100-Year Floodplains	acres	4	21
Bridge Crossings	number	2	5
Box Culvert Crossings	number	6	8
Prime Farmland Soils	acres	53	33
State Important Farmland Soils	acres	50	40
Residential Relocations	number	16	39
Owner	number		
Tenant	number		
Minority	number		
Business Relocations	number	2	5
Community Facilities	number	0	0
Affected Neighborhoods	number	1	5
Historic Sites 4(f)	number	0	0
Historic Districts 4(f)	number	0	0
Historic Sites Adverse Effect	number	2	2
Schools	number	0	0
Churches	number	0	0
Cemeteries	number	0	0
Parks/Recreation Areas	number	1	0
Potential Hazardous Materials	number	1	1
Noise Impacts pre-barrier	number	0	23
Noise Impacts post-barrier	number	0	0
Noise Barrier Protected Homes	number	0	40
Barrier Number/ Length	no./ feet	0	2 / 4400
Noise Barrier Costs	$M	0.000	0.587
Construction Costs	$M	38.700	40.600
Right-of-Way Costs	$M	14.386	13.896
Total Costs	$M	53.086	55.083

-A- indicates a northern connection with the eastern leg of the N. Beltway near the Shore Road/Westinghouse Road interchange
-B- indicates a northern connection with the eastern leg of the N. Beltway near the NC 66 Connector interchange

Residential / Community Disruption

Considering only the WSNB sections, Endpoint-B has 23 more relocations than the A-Endpoint route. There will be substantially greater relocations and community disruption resulting from the 2-mile passage of the combined A-Endpoint route through Rural Hall. Although official relocation estimates have not been made for ESNB, the combined route residential impacts will equalize, or even favor, the B-Endpoint due to impacts in Rural Hall.

Business / Employment Disruption

The WSNB section of the A-Endpoint route affects fewer businesses, but the ones it displaces at Westinghouse Road (Langenthal Mills and Trucking Firm) have more employment than the small businesses that are affected by the B-Endpoint near the NC 65 interchange with US 52. The A-Endpoint interchange right-of-way for the ramp from northbound US 52 to eastbound Beltway is so close to the Sara Lee distribution facility that retaining walls may be required to keep from affecting the driveway around the facility. Additional business impacts from the ESNB routes through Rural Hall are unknown.

Cultural Resources

Both the A-Endpoint and B-Endpoint routes have Adverse Effects on two National Register historic sites. The effects on the Stauber House and Barn (N245) are similar for the two options, as they share the same interchange location at Bethania-Tobaccoville Road.

The A-Endpoint route has an Adverse Effect on the Columbus Kapp Farm (N454). The high-speed ramp from northbound Beltway to southbound US 52 is located adjacent to the northern boundary of the historic farm. The alignment of segment A6 cuts the farm off from its current access to Shore Road. The Department of the Interior (DOI) commented that they consider that the adverse effect may constitute a "constructive use" under Section 4(f) and has requested that FHWA reevaluate.

The B-Endpoint route is located near the Constantine Stoltz House (N407), with the right-of-way of the relocated NC 65 on-ramp to southbound US 52 and southbound Beltway adjacent to the northern and eastern boundaries of the historic site. DOI again questions whether 4(f) constructive use applies. However, DOI goes on to state that it considers "adequate

recordation" to be suitable mitigation for N407, as the property is currently for sale as industrial property.

Given the DOI's opinion on adequate mitigation of the Stoltz House (N407) through recordation, the lesser impacts of the B-Endpoint on historic resources make this a more favorable alternative.

Natural Resources (Aquatic Resources and Wetlands / Forest / Wildlife Habitat)

Written resource agency response favored the WSNB A-Endpoint over the B-Endpoint due to lower forest/wildlife habitat losses and lesser water resource and wetland impacts. These preferences did not take into account the differences between the extension of the ESNB east of US 52. Given the 1.5+-mile greater length of the combined A-Endpoint route compared with the B-Endpoint route, the likelihood is high that additional aquatic resource impacts will bring these options to a similar level of impacts.

The greater acreages of forested habitat for WSNB sections of the B-Endpoint compared with the A-Endpoint are due to the existence of more farmland along the A-Endpoint route. The additional length of the ESNB along the A-Endpoint route will reduce the disparity, but not equalize the totals, for forest impact.

There was no indication in resource agency responses of specific, substantial biologic resources along the B-Endpoint (segments B8-B10) that would keep the agencies from supporting this route given cost, sociologic, and functional advantages.

Traffic Service / Function of the Facility

The B-Endpoint crossing of US 52 has a superior interchange design and a greater separation from adjacent interchanges along US 52. The separation of the Beltway crossing and the NC 65 interchange at US 52 is sufficient for adequate function of the interchange with common collector-distributor roadways.

At the A-Endpoint crossing of US 52, the Beltway crossing and the existing interchange at Westinghouse Road/Shore Road are extremely close. The importance of the Westinghouse Plant to the community requires that the access from Westinghouse Road to US 52 be maintained. The proximity of the interchanges and desire to maintain access to the existing

interchange require a complex system of ramps, loops, and collector-distributor roadways. Driver stress will be greater and confusion will be more likely for those navigating their way to and from the three interconnected facilities--US 52, the Beltway, and Westinghouse/Shore Roads.

The location of the B-Endpoint entrance ramp at the site of the existing interchange with NC 65 will redirect considerably more Rural Hall traffic from passing through Bethania than will the A-Endpoint interchanges. Currently, the heavy truck traffic through the Historic District is having a detrimental effect on the material condition of the old masonry structures.

Local Governmental Preference

The Town of Rural Hall overwhelmingly supports the B-Endpoint option crossing from US 52 to University Parkway at the Town's southern border, rather than the A-Endpoint option that passes through Rural Hall for nearly 2 miles between US 52 and University Parkway. The northern option would split the community and disrupt residential communities and businesses within Rural Hall. The alignment along the existing transportation corridor connecting US 52 to NC 66 would have far less effect on established communities in Rural Hall.

Public Opinion

Public opinion generally favors options with the least cost and fewest disruptions to residences, businesses, and community facilities. Most of the written and verbal comments received from the public throughout this project have not indicated specific corridor preferences in each of the three regions, as addressed in this document. As a result, the following statement as to public opinion is based upon the public's sensitivity to the issues, rather than from specific corridor preferences contained in their letters and statements. Other than those who live along NC 65 near the B-Endpoint route crossing between Mizpah Church Road and Zigler Road, there was no strong public preference between the options in the northern part of the study area. With the cost, function, and community disruptions cited in prior paragraphs in favor of the B-Endpoint and cumulative natural resource impacts being similar, selection of the B-Endpoint is in line with the predominant public priorities described above.

SOUTH REGION COMPARISON

There are four alternate routes in the southern region, made up of a western and an eastern corridor with crossover segments C2 and C3 allowing each southern corridor to interconnect with western and eastern corridors in the middle region of the project. These routes are shown in Exhibit C. Equivalent endpoints are located at US 158 (Stratford Road) to the south and just north of Phillips Bridge Road to the north. Table B contains cost and impact data for the four routes: A1-A2-A3, A1-A2-C2-B3, A1-C1-B2-C3, and A1-C1-B2-B3.

The two alternatives that incorporate the eastern corridor (route segments A1-C1-B2) are recommended in the south region. Cost, residential, business and community disruption, aquatic resources, wildlife habitat, and design of the interchange with I-40 all clearly show the eastern corridor to cost less and have reduced impacts on the human and natural environment compared with the western corridor south of US 421.

Cost

The two routes containing the western corridor (route segment A2) have far greater total costs than the other options. The differences range from $22 million to $28 million more for the approximately 5 miles of roadway in the southern region.

Residential / Community Disruption

The two routes containing the western corridor (route segment A2) have from 64 to 119 more residential relocations than do the other two routes. All options greatly affect the communities along the north and south sides of US 421. The route containing segment A3 has the worst effect on these communities due to its splitting of the Marty Lane-Moravian Heights community south of US 421. Although they also relocate many homes in this area, the three routes with eastern crossings of US 421 take homes from the far eastern end of the Marty Lane-Moravian Heights developments and leave the remainder of this community intact.

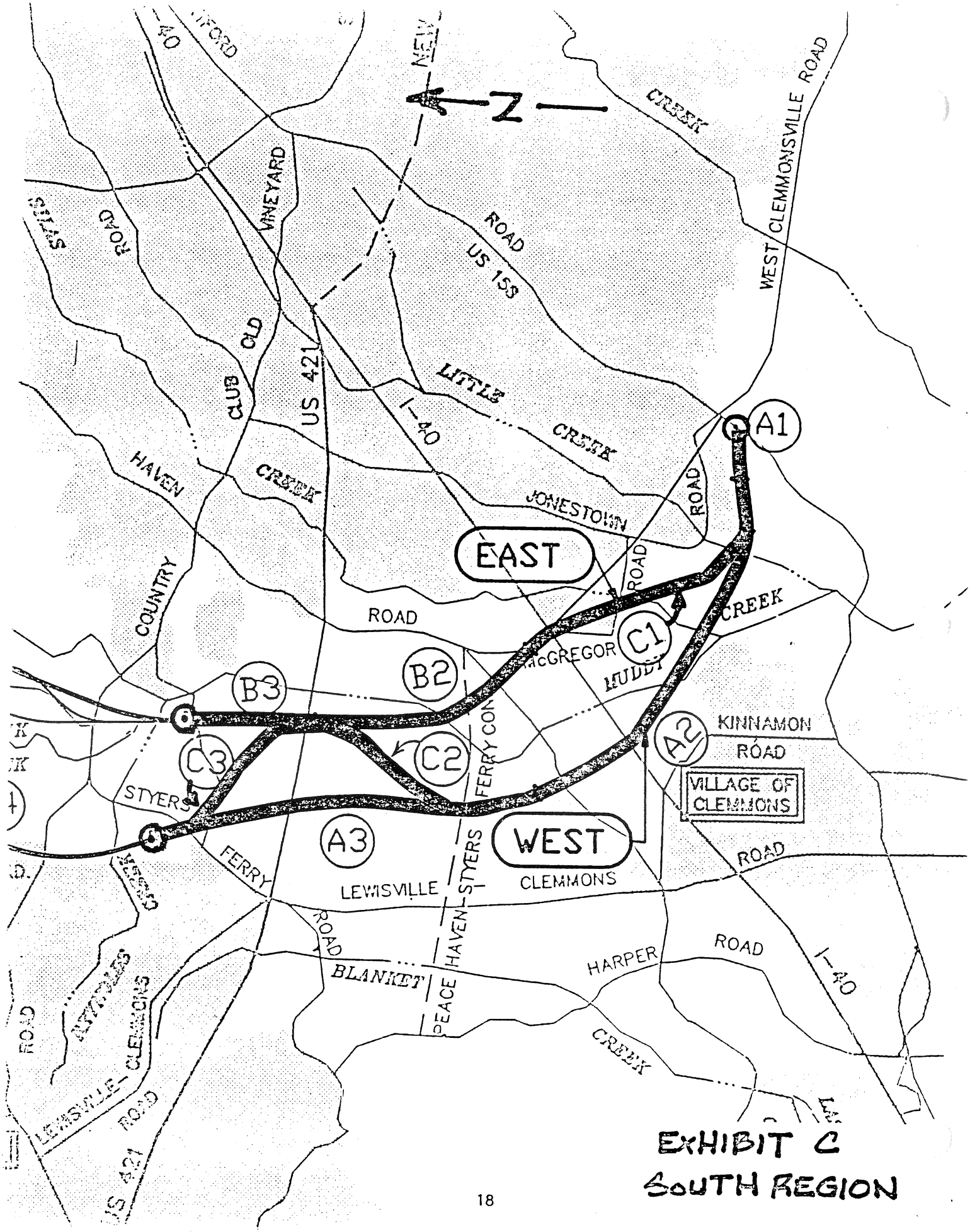


EXHIBIT C
SOUTH REGION

TABLE B

SOUTH ALTERNATIVES SUMMARY

Impact Category	units	western	western	eastern	eastern
Segments making up alternative		A1,A2,A3	A1,A2,C2,B3	A1,C1,B2,C3,	A1,C1,B2,B3,
Length	miles	5.27	5.26	5.02	4.52
Right-of-Way area	acres	523	501	465	441
Construction Limits	acres				
Forest	acres	185	233	177	187
Agricultural	acres	90	88	103	88
Wetlands	acres	2.3	4.3	2.5	2.5
Stream Crossings	number	12	14	10	12
Stream Channel Relocations	feet	1300	1300	0	0
100-Year Floodplains	acres	90	131	65	72
Bridge Crossings	number	8	11	7	7
Box Culvert Crossings	number	8	8	3	3
Prime Farmland Soils	acres	70	59	82	31
State Important Farmland Soils	acres	166	148	131	131
Residential Relocations	number	282	239	163	175
Owner	number				
Tenant	number				
Minority	number				
Business Relocations	number	16	11	1	1
Community Facilities	number	1	1	0	0
Affected Neighborhoods	number	12	11	11	10
Historic Sites 4(f)	number	0	0	0	0
Historic Districts 4(f)	number	0	0	0	0
Historic Sites Adverse Effect	number	0	0	0	0
Schools	number	0	0	0	0
Churches	number	0	0	0	0
Cemeteries	number	0	0	0	0
Parks/Recreation Areas *	number	1	1	0	0
Potential Hazardous Materials	number	2	0	0	0
Noise Impacts pre-barrier	number	10	31	30	24
Noise Impacts post-barrier	number	10	8	24	24
Noise Barrier Protected Homes	number	0	46	33	0
Barrier Number/ Length	no./ feet	0	1 / 2100	1 / 3500	0
Noise Barrier Costs	$M	0.000	0.412	0.569	0.000
Construction Costs	$M	81.300	79.800	69.800	72.200
Right-of-Way Costs	$M	40.604	37.392	24.891	21.979
Total Costs	$M	121.904	117.604	95.260	94.179

* privately owned

Business / Employment Disruption

The western corridor (route segment A2) results in severe impacts on the industrial and business park located along the south side of I-40. The western corridor routes have from 10 to 15 more business relocations than the eastern corridor routes.

Cultural Resources

There are no substantial historic concerns associated with the Beltway routes south of US 421.

Natural Resources (Aquatic Resources and Wetlands / Forest / Wildlife Habitat)

In their written responses, the resource agencies clearly favor the eastern corridor routes south of US 421 due to the involvement of lesser acreages of water resource and forested habitat impacts. Both western and eastern corridors involve major crossings of, and have major interchanges located partially on, the Muddy Creek and Silas Creek floodplains. The resource agencies' preference for the eastern route is one of degree; although reduced, the agencies are still concerned with the impacts from the eastern corridor.

The western corridor routes impact Muddy Creek and its floodplain both north and south of I-40, and at its confluence with Silas Creek south of I-40. The western corridor routes impact from 17 to 66 acres more floodplain, relocate 1,300 feet more major stream channel, have wetland impacts from 0.24 to 1.82 acres more, and displace from 7 acres less to 56 acres more forested habitat than the eastern corridor routes containing segment B2. The crossing of both the Silas Creek and Muddy Creek floodplains near their confluence is considered to be a major fragmentation of wildlife habitat by the western corridor.

Traffic Service / Function of the Facility

With respect to design and operation, the eastern corridor interchange with I-40 (segments C1-B2) is preferred over the western corridor interchange at I-40 (segment A2). The eastern location is far enough from adjacent interchanges to function adequately with a system of ramps and loops. The western interchange requires a collector-distributor system between the Beltway and Lewisville-Clemmons Road. The programmed widening of I-40 in this area would not require modification if the eastern location is chosen.

Local Governmental Preference

The Town of Clemmons favors the eastern corridor routes. The western corridor routes in the Muddy Creek floodplain would pass very close to Clemmons communities south of I-40, and the disruption caused to the business and industrial park south of I-40 would adversely affect employment for Clemmons residents, along with tax base.

Public Opinion

Public opinion generally favors those options with the least cost and fewest disruptions to residences, businesses, and community facilities. Most of the written and verbal comments received from the public throughout this project have not indicated specific corridor preferences in each of the three regions, as addressed in this document. As a result, the following statement as to public opinion is based upon the public's sensitivity to the issues, rather than from specific corridor preferences contained in their letters and statements. The cost differential, the reduced residential and business relocations, and community disruptions associated with the eastern corridor routes lead recommendation of the eastern routes south of US 421 to be aligned with the public priorities described above. With the majority of all residential and business relocations for the entire project located in the southern region, there is good likelihood that the public will consider the eastern corridor routes as the better choice, as do the resource agencies with respect to the water resource and habitat losses.

MIDDLE REGION COMPARISON

The endpoints for the comparison of routes in the middle region are defined as US 421 in the south and Bethania-Tobaccoville Road in the north. The western alternate is composed of route segments C3-A4-C4, and the eastern alternate consists of route segments B3-B6-B7. Refer to Exhibit D. Table C contains the costs and impacts for the alternates in the middle region.

During the comment period on the DEIS, the John Henry Kapp House (N464) was placed on the National Register of Historic Places. The recognized boundaries associated with the listing extend approximately 300 feet beyond those estimated in the DEIS, and previously concurred to by the State Historic Preservation Office (SHPO). The new boundaries extend into the right-of-way of the eastern route (segment B7 north of Reynolda Road). The taking of land from the National Register property would constitute a 4(f) action and require analysis showing that no feasible and prudent alternative to the taking of historic property exists. A crossover (segment C6a), located south of Reynolda Road, has received preliminary evaluation as an avoidance alternative for this historic site. It appears that the C6a crossover, connecting segment B7 south of Balsom Road with segment A4 at and north of Reynolda Road, is a feasible and prudent alternative to the taking of property from the Kapp Farm (N464). The C6a route is shown in Exhibit E. With this alteration of the eastern route, the study is left with only one feasible corridor between Reynolda Road (NC 67) and Bethania-Tobaccoville Road. This alignment has been determined by SHPO to have No Adverse Effect on the John Henry Kapp House, and it avoids separating the historic John Henry Kapp House from historic Bethania. This route stays west of the power transmission lines between Reynolda Road and Bethania-Tobaccoville Road.

Replacing the stretch of segment B7 north of Reynolda Road with C6a-(A4)-C4 results in modification to the cost and impact numbers in Table C, as shown. Construction costs increase by approximately $1.5 million, residential relocations decrease by two, and wetland impacts increase by 1.4 acres. The resultant eastern route, now composed of B3-B6-(B7)-C6a-(A4)-C4, will be compared with the western route, C3-A4-C4. Note that the use of parentheses around segment identifiers ( ) indicate that the route contains only a portion of that segment.

Cost

After adjusting the eastern route for the C6a alternative, the total estimated costs for the western and eastern routes between US 421 and Bethania-Tobaccoville Road differ by $ 0.5 million.

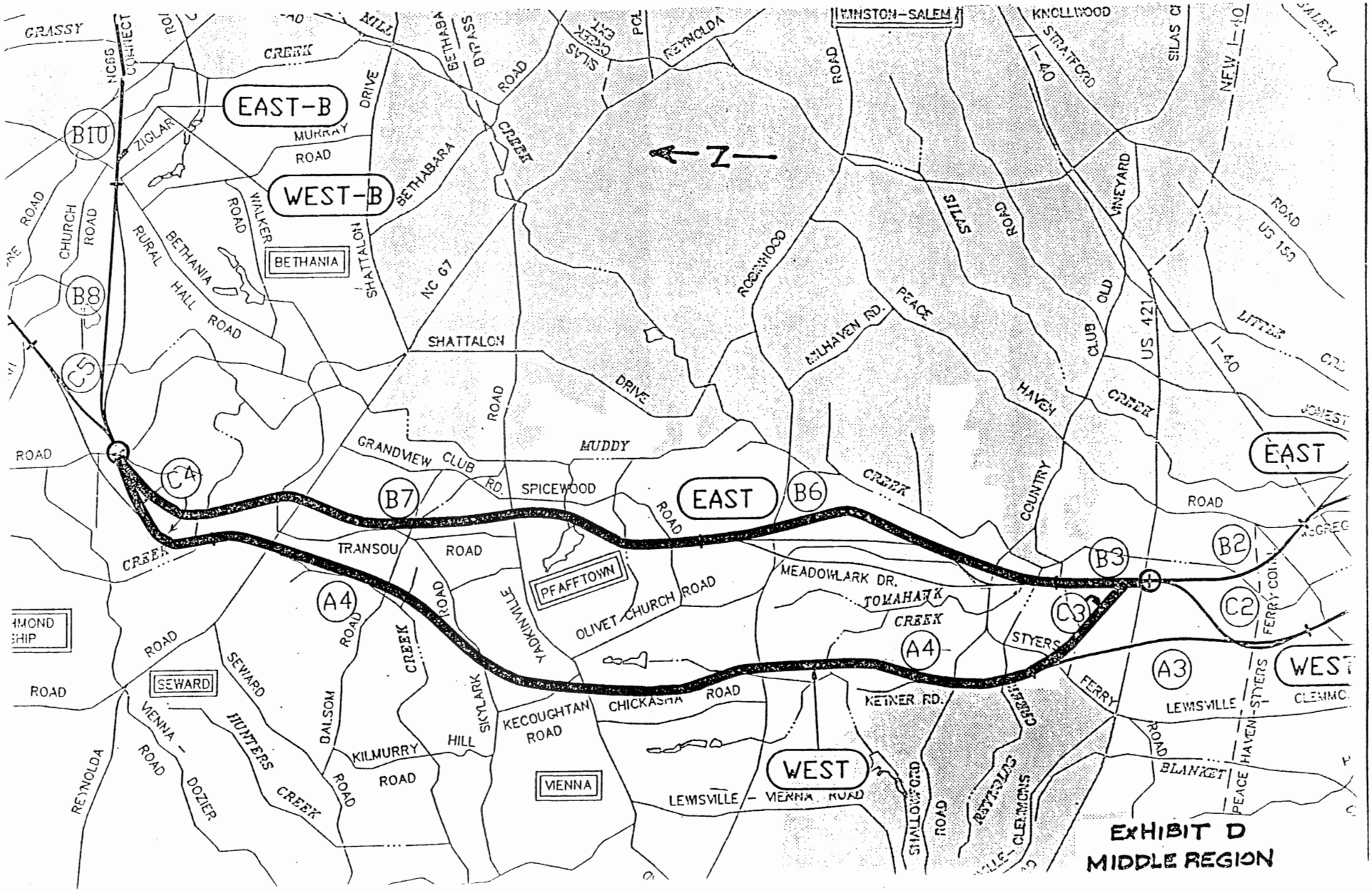


EXHIBIT D
MIDDLE REGION

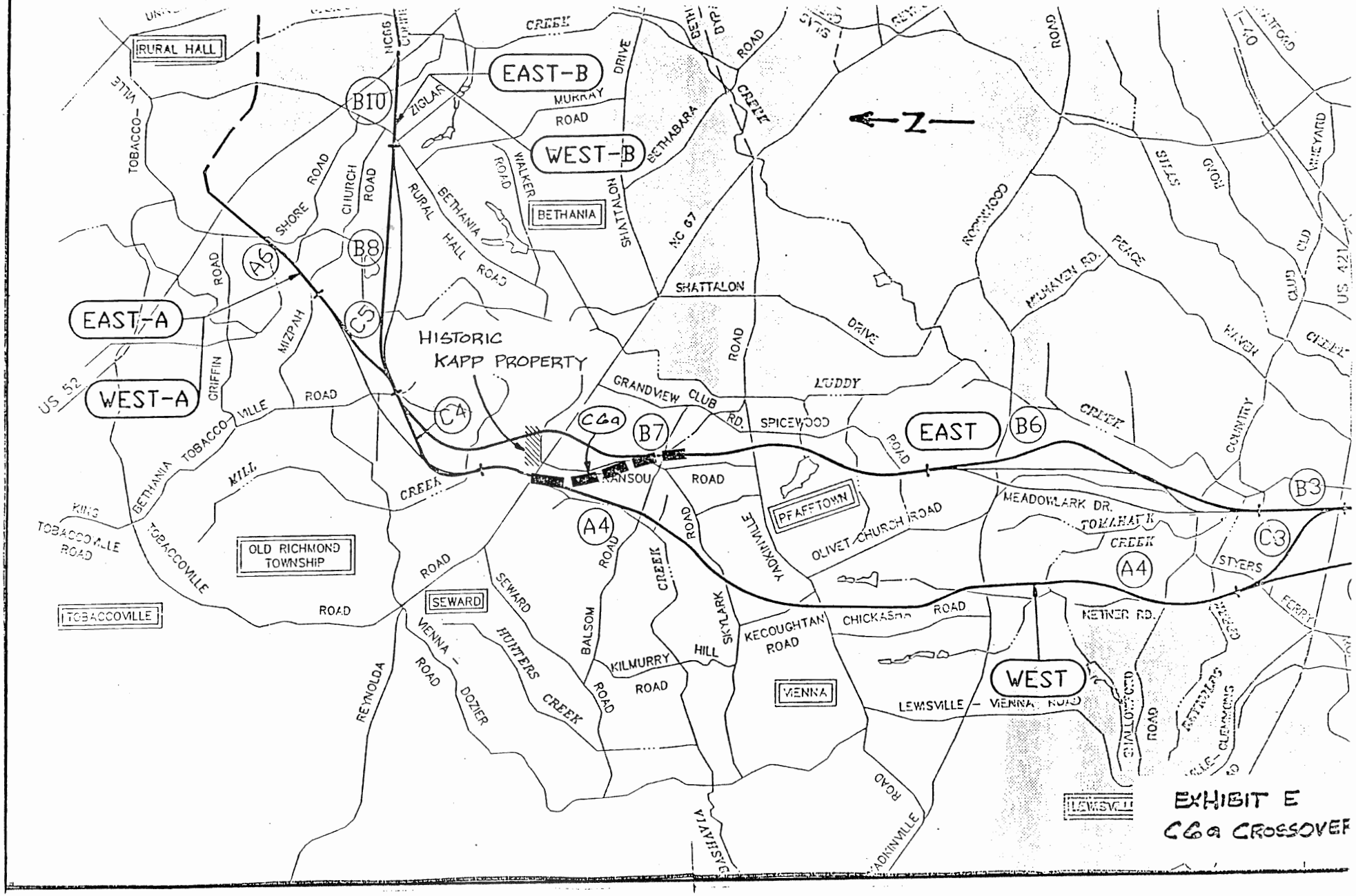
TABLE C

MIDDLE ALTERNATIVES SUMMARY

Impact Category	units	western	eastern	eastern modified*
Segments making up alternative		C3,A4,C4	B3,B6,B7	B3,B6,(B7), C6a,(A4),C4
Length	miles	10.01	9.34	9.59
Right-of-Way area	acres	623	580	+
Construction Limits	acres			
Forest	acres	202	259	+
Agricultural	acres	181	124	+
Wetlands	acres	9.3	3.3	4.7
Stream Crossings	number	20	24	+
Stream Channel Relocations	feet	1600	500	+
100-Year Floodplains	acres	28	52	+
Bridge Crossings	number	2	2	+
Box Culvert Crossings	number	7	8	+
Prime Farmland Soils	acres	139	80	+
State Important Farmland Soils	acres	149	144	+
Residential Relocations	number	141	151	149
Owner	number			
Tenant	number			
Minority	number			
Business Relocations	number	4	2	4
Community Facilities	number	0	0	+
Affected Neighborhoods	number	12	10	9
Historic Sites 4(f)	number	0	0	0
Historic Districts 4(f)	number	0	1	1
Historic Sites Adverse Effect	number	0	2	1
Schools	number	0	0	+
Churches	number	0	0	+
Cemeteries	number	0	0	+
Parks/Recreation Areas	number	0	0	+
Potential Hazardous Materials	number	0	1	+
Noise Impacts pre-barrier	number	51	68	+
Noise Impacts post-barrier	number	20	42	+
Noise Barrier Protected Homes	number	86	76	+
Barrier Number/ Length	no./ feet	3 / 7700	2 / 5600	+
Noise Barrier Costs	$M	1.556	1.131	+
Construction Costs	$M	70.800	72.3	73.800
Right-of-Way Costs	$M	29.876	27.782	+
Total Costs	$M	102.232	101.213	102.713
Average 2015 Traffic	vehicles/day	40,400	46,700	+

* Modified for Segment C6a to avoid historic Kapp property

+ Use data from eastern for comparison purposes


RURAL HALL
EAST-B
WEST-B
BETHANIA
EAST-A
WEST-A
HISTORIC
KAPP PROPERTY
EAST
WEST
B10
B8
A5
C5
C4
C6a
B7
B6
B3
C3
A4
OLD RICHMOND
TOWNSHIP
SEWARD
VIENNA
PFAFFTOWN
TOBACCOVILLE
SHATTALON
ROAD
MURRAY
ROAD
CHURCH
ROAD
SHORE
ROAD
RURAL
HALL
ROAD
BETHANIA
ROAD
WALKER
ROAD
BETHABARA
ROAD
NC 67
DRIVE
GRANDVIEW
CLUB
RD.
SPICEWOOD
ROAD
LUDDY
ROAD
MIZPAH
ROAD
GRIFFIN
ROAD
MILLE
ROAD
BETHANIA
TOBACCO
MILL
CREEK
KING
TOBACCOVILLE
ROAD
TOBACCOVILLE
ROAD
ROAD
SEWARD
ROAD
HUNTERS
CREEK
ROAD
BALSOM
ROAD
CREEK
KILMURRY
ROAD
SKYLARK
HILL
KECOUGHTAN
ROAD
CHICKASAW
ROAD
VIENNA
ROAD
DOZIER
REYNOLDA
ROAD
YADKINVILLE
ROAD
OLIVET CHURCH ROAD
YADKINVILLE
ROAD
MEADOWLARK DR.
TOMAHAWK
CREEK
STYERS
FERRY
KETNER RD.
LEWISVILLE – VIENNA ROAD
CHATHAM
ROAD
COUNTRY
CLUB
PEACE
HAVEN
CREEK
MCMAVEN RD.
ROSWOOD
SILAS
CREEK
VINEYARD
I-40
US 421
US 52
Z
EXHIBIT E
C6a CROSSOVER

Residential / Community Disruption

The eastern route displaces 8 more residences than the western route.

The western route has interchanges with Shallowford Road and Yadkinville Road in the vicinity of two schools. The proposed right-of-way limit is approximately 1,100 feet east of Forsyth Country Day School and 500 feet east of Vienna Elementary School. Current pedestrian and bicycle access will be disrupted, traffic in front of the schools will increase in comparison with the 2015 No-Build conditions, and traffic-generated noise will increase 4 dBA and 2 dBA, respectively, to levels below the 67 dBA impact criterion. The visual disruption of traffic on school activities will increase. There are no schools in the vicinity of the eastern route.

Some members of the public see the proximity of the western route to these schools as a benefit. Parents of those living north and south of the schools favor the location of Beltway interchanges near the schools for the improved access it provides. These people will have a much easier time driving their children to and from school on their way to and from work. With its wide enrollment area and lack of public busing, the added convenience provided to Forsyth Country Day School parents is substantial.

Public comment has identified the disruption of older rural communities (multiple generation, extended families) as an important issue. The letter writers draw a distinction between residents of developed subdivisions who form a community based upon proximity, and those who, through the generations, have established communities of shared land, experience, and bloodlines. In numerous letters, these people describe their area as "living history", as compared with the architecturally historic sites recognized and protected by the National Register.

The western route affects such an older rural community, loosely surrounding and linked together by membership in the Sharon Church family. This area encompasses older land holdings along Styers Ferry Road, Shallowford Road, and Ketner Road. Impact to the Sharon Church family is experienced in the vicinity of the Beltway crossing of Styers Ferry Road, where farmland remains in the possession of extended families who live on adjacent plots. Additional disruption will occur in the vicinity of the old Sharon Church sanctuary, along Shallowford Road across from Ketner Road. The Sharon Church "family" believes that,

although the church sanctuary and cemetery will not be taken by the project, the relocation of the church parsonage and that of a substantial number of church members along Styers Ferry, Shallowford, and Ketner Roads will bring an end to the viability of their church family.

Although there may be other older rural communities affected by the proposed routes, the Sharon Church area is the only one so prominently described in the public comments.

Business / Employment Disruption

Both alternatives affect four businesses. No significant variations in employment exist between these relocations.

Cultural Resources

The western route has no effect on sites on or eligible for the National Register of Historic Places.

The eastern route requires the use of vacant land within the recognized boundaries of the proposed Pfafftown Historic District. This use constitutes a taking under Section 4(f) of the Department of Transportation Act (23 CFR 771.135 (a)(2)). Additionally, the eastern route has been determined to have an Adverse Effect on the Pfafftown Historic District under Section 106 of the National Historic Preservation Act of 1966. The Pfafftown Historic District is a collection of homes along Transou Road, extending north and south of Yadkinville Road. The eastern route introduces an interchange very close to the Historic District between Transou Road and Grandview Club Road. North of the Yadkinville Road, the alternative passes along the rear property boundaries of Historic District properties on the east side of Transou Road. The interchange and proximity of the eastern alignment are considered by SHPO to be an Adverse Effect on the Historic District and its contributing properties.

The eastern route's Adverse Effect (Section 106) on the John Henry Kapp House (N464) has been eliminated with the adoption of the C6a crossover between Balsom Road and Reynolda Road.

The cultural resource oversight agencies (Department of the Interior, State Historic Preservation Office, and local historic organizations) all favor the western route due to the proximity of the eastern route to the Pfafftown Historic District.

In a letter of support for the Northern Beltway, the Mayor of Winston-Salem (Attachment 1) asked for sensitivity toward protecting both the natural environment and historic locations in the community. In another letter of support, the City Manager of Winston-Salem (Attachment 1) requested that careful consideration be given to impacts on historic sites, and to the natural and man-made environment. While the impacts to both the natural and man-made environment, although different, are fairly well balanced between the western and eastern alternatives, the eastern route has a much greater effect on historic resources with its proximity to, and Adverse Effect on, the Pfafftown Historic District.

Natural Resources (Aquatic Resources and Wetlands / Forest / Wildlife Habitat)

The eastern route has smaller water resource/wetland impacts. The western route accumulates its 4.6 acres greater wetland impacts along Tomahawk and Bashavia Creeks. The eastern route affects approximately 25 acres more floodplain than the western route due to the impacts at the US 421 interchange and its crossing of Reynolds Creek at its confluence with Muddy Creek, north of Phillips Bridge Road.

The western alternative involves smaller forest habitat impacts, with 57 fewer acres of impact.

In letters containing their review comments on the DEIS, both the U.S. Fish and Wildlife Service (FWS) and the Army Corps of Engineers (COE) state that they would find both middle alternatives "acceptable" since they avoid "substantial" impacts to the natural environment. In their letter, the COE states that they would support the western route despite greater aquatic losses if there is determined to be better balance between water and other natural environment concerns compared with other alternatives.

Traffic Service / Function of the Facility

The eastern interchange at US 421 (segment B3) provides a more desirable design than the western route (segment C3) due to the horizontal curve within the C3 interchange.

The traffic model shows the eastern route carrying more traffic in design year 2015 than the western route. The difference is approximately 8,000 vehicles per day (vpd) from US 421 to Robinhood Road, and 11,000 vpd from Robinhood Road to Yadkinville Road. Over the 10-mile middle section of the project, the average difference is 6,300 vpd (46,700 vpd eastern and 40,400 vpd western). In spite of this difference, the western route attracts enough traffic to

warrant six lanes (Level of Service C) over the 3-1/2 mile stretch between US 421 and Robinhood Road.

The difference in traffic volumes (which provides benefit to more users on the eastern route), the similar construction and right-of-way costs, and slightly longer length of the western route (higher maintenance and user costs) leads to a better benefit-cost ratio for the eastern route.

Local Governmental Preference

The Town of Lewisville has taken a position against the western route due to impacts on traffic on Shallowford Road near the proposed Beltway interchange, the proximity to Forsyth Country Day School, and impacts to the Sharon Church community.

In a letter of support for the Northern Beltway, the Mayor of Winston-Salem (Attachment 1) asked for sensitivity towards protecting both the natural environment and historic locations in the community. In another letter of support, the City Manager of Winston-Salem (Attachment 1) requested that careful consideration be given to impacts on historic sites, and to the natural and man-made environment. In light of the greater historic site involvements along the eastern route, this statement could be construed to favor the western route, if all other issues are in balance.

Public Opinion

Public opinion generally favors those options with the least cost and fewest disruptions to residences, businesses, and community facilities. Most of the written and verbal comments received from the public throughout this project have not indicated specific corridor preferences in each of the three regions, as addressed in this document. As a result, the following statement as to public opinion is based upon the public's sensitivity to the issues, rather than from specific corridor preferences contained in their letters and statements.

Specific public comment regarding the two middle alternatives included the following major points:

* Concern about Muddy Creek as a recreational or "wild" buffer between Winston-Salem and developing western Forsyth County. This stretch of Muddy Creek is identified for Greenway preservation/development in the Vision 2005 Growth Management Plan. Recreational, wildlife, and "solitude" values in the floodplain would be degraded between US 421 and Robinhood Road due to the proximity of the eastern alternative.

* Concern with protecting the setting and integrity of recognized historic settlements (Pfafftown Historic District) in the Winston-Salem/Forsyth County area. Those expressing this desire favor the western alternative.

* Concern with accelerated water quality degradation of Muddy Creek due to location of the eastern route adjacent to the Muddy Creek floodplain between US 421 and Robinhood Road.

* Concern with impact on older communities, such as the Sharon Church family, that contain a "living history" through extended families and ancestral land holdings. Those expressing this opinion favor the eastern alternative. There may be other such locations within the study area that were not identified by the public.

* Concern with "quality of life" impacts within neighborhoods as opposed to the "quality of recreation/solitude" impacts advanced by the "Muddy Creek preservation" proponents. This is heard from those living along the western route.

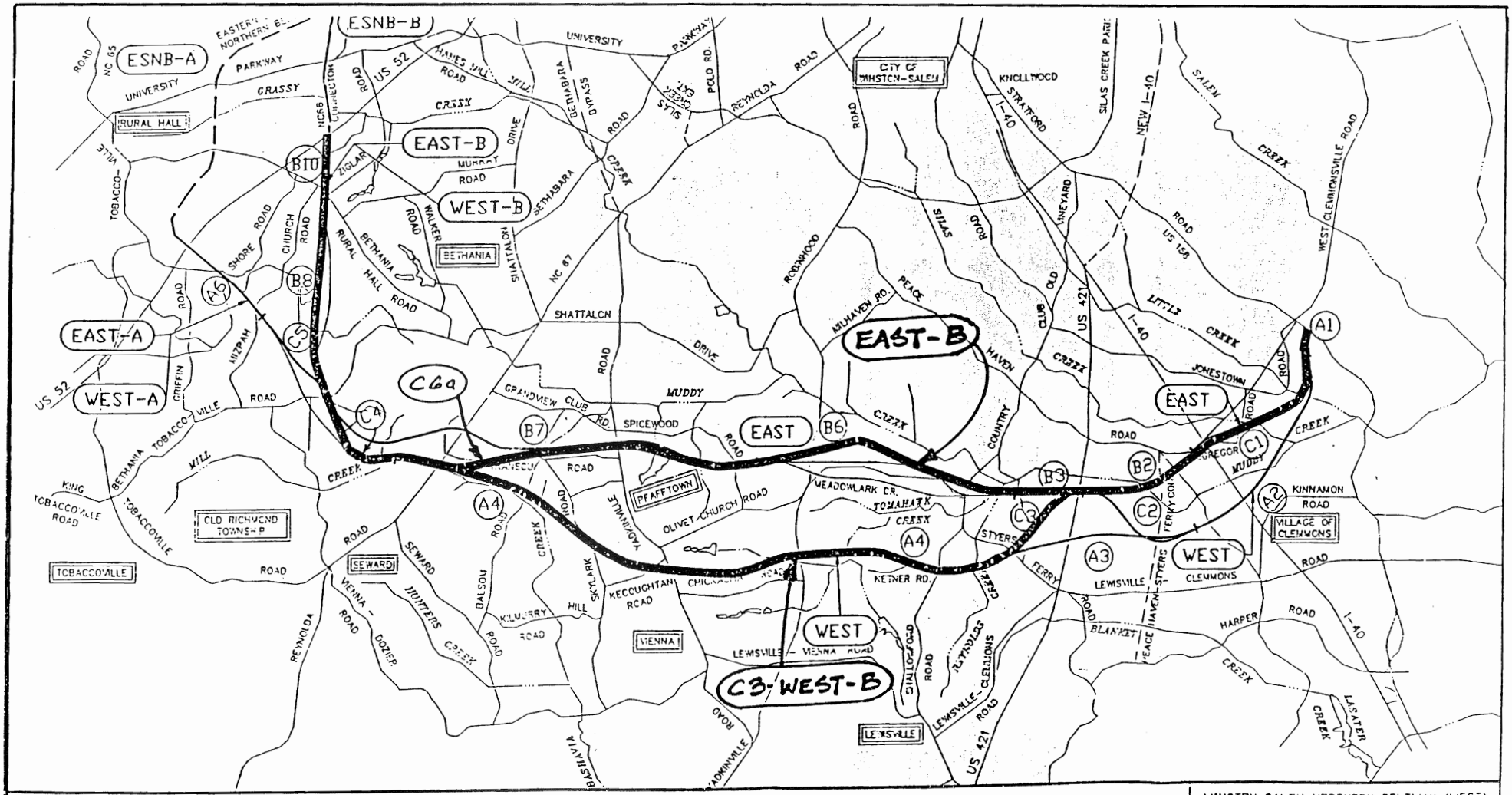
* Concern with proximity effects on churches and schools located near the western route.

TOTAL PROJECT ALTERNATIVES

Table D provides a concise summary of the differences between the two remaining routes, which differ only between US 421 and Reynolda Road, as previously shown in Exhibit A. More detail on the issues listed in this summary table are found in the previous section of this document. Table E contains the costs and impacts of the two remaining corridors, EAST-B (with C6a Crossover) and C3-WEST-B, stretching from US 52 in the north to US 158 in the south.

TABLE D

WESTERN C3-WEST-B	EASTERN EAST-B (with C6a crossover)
There are no significant differences in estimates of total monetary costs or residential or business relocations.	
Natural environment resource agencies will support the choice of either route.	
Favored by federal, state, and local historic resource organizations due to the eastern route's impact on the Pfafftown Historic District. The eastern route will constitute a 4(f) impact to the Pfafftown Historic District.	Has a more desirable interchange design at US 421.
Favored by a segment of the public due to the impacts of the eastern route on the water quality, recreational, wildlife, and aesthetic qualities of the Muddy Creek floodplain between US 421 and Robinhood Road.	Traffic model projects higher average traffic volumes--15 percent more (6,300 vpd) over the stretch between US 421 and Bethania-Tobaccoville Road. This leads to a higher benefit-to-cost ratio.
Favored by a segment of the public who consider the eastern route to be located too close to Winston-Salem to address future traffic congestion.	Favored by the Town of Lewisville due to western route impacts near Sharon Church and Forsyth Country Day School.
Favored by residents of eastern Phillips Bridge Road-Buckhorn Lane, Ashlyn Drive, Fleetwood Circle, Storm Canyon Drive, Wessex Road, Pine Hill Road (Pfafftown), and Lochurst Subdivision due to the detrimental effect of the proximity of the eastern route on the quality of life and aesthetics of their communities.	Favored by a segment of the public due to the western route's proximity to Vienna Elementary and Forsyth Country Day School, and the resultant adverse traffic, noise, and visual effects.
Favored by some parents who desire more convenient access to Vienna Elementary and Forsyth Country Day Schools from areas north and south of the schools.	Favored by residents of the neighborhoods and communities of Nottingham, Shallowford Road, Vienna (Yadkinville Road area), and the Kecoughtan Road area due to the detrimental effect of the proximity of the western route on the quality of life and aesthetics of their communities.
Letters from the Mayor and City Manager of Winston-Salem could be construed to favor the western route due to the proximity of the eastern route to historic sites (Pfafftown Historic District).	



WINSTON-SALEM NORTHERN BELTWAY (WEST)
EIS R-2247

EXHIBIT A (REPEAT) RECOMMENDED ALTERNATIVES

TABLE E

ALTERNATIVES SELECTION SUMMARY

Impact Category	units	C3-WEST-B	EAST-B*
Segments making up alternative		A1,C1,B2,C3, A4,C4,B8,B10	A1,C1,B2,B3,B6 B7,C6a,(A4),C4,B8,B10
Length	miles	17.35	16.93
Right-of-Way area	acres	1201	1149
Construction Limits	acres	1073	1055
Forest	acres	575	632
Agricultural	acres	252	196
Wetlands	acres	12	7.4
Stream Crossings	number	47	51
Stream Channel Relocations	feet	2500	1400
100-Year Floodplains	acres	94	118
Bridge Crossings	number	12	12
Box Culvert Crossings	number	17	16
Prime Farmland Soils	acres	193	135
State Important Farmland Soils	acres	291	286
Residential Relocations	number	289	290
Owner	number	259	242
Tenant	number	30	57
Minority	number	44	44
Business Relocations	number	10	10
Community Facilities	number	0	0
Affected Neighborhoods	number	25	22
Historic Sites 4(f)	number	0	0
Historic Districts 4(f)	number	0	1
Historic Sites Adverse Effect	number	2	4
Schools	number	0	0
Churches	number	0	0
Cemeteries	number	0	0
Parks/Recreation Areas	number	0	0
Potential Hazardous Materials	number	1	2
Noise Impacts pre-barrier	number	98	115
Noise Impacts post-barrier	number	44	66
Noise Barrier Protected Homes	number	126	116
Barrier Number/ Length	no./ feet	5 / 12100	4 / 10000
Noise Barrier Costs	$M	2.143	1.718
Construction Costs	$M	161.700	164.700
Right-of-Way Costs	$M	57.147	55.053
Total Costs	$M	220.990	221.471

* Modified for Segment C6a to avoid historic Kapp property

APPENDIX C

PUBLIC INVOLVEMENT
PARTS 1-4

APPENDIX C

1. Public Involvement - Project R-2247

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

January 29, 2003

«First_Names» «Last_Name»
«Owner_Address»
«City», «State» «Zip»

Winston-Salem Northern Beltway
Bethania-Tobaccoville Interchange Meeting

Date: Tuesday, February 25, 2003
Time: 6:00 – 8:00 pm
Location: Alpha Chapel (Town of Bethania)
Community Center

Dear «First_Names» «Last_Name»:

Over the last several years, the North Carolina Department of Transportation has been working on plans for the Western Section of the Winston-Salem Northern Beltway. As you may be aware, construction and right of way acquisition on the Western Section of the Northern Beltway was halted because of a lawsuit filed against the Federal Highway Administration (FHWA) and the NCDOT. In response, a combined Draft Environmental Impact Statement is being developed for the entire Northern Beltway (Western and Eastern Sections). The NCDOT is currently in the process of updating many aspects of the project in support of this environmental document, including the Bethania-Tobaccoville Road area.

The current Preferred Alternative alignment for the Western Section of the Beltway crosses Bethania-Tobaccoville Road just north of Kapp Road. An interchange with Bethania-Tobaccoville Road is included in the proposed project. The original configuration proposed for the Bethania-Tobaccoville Road interchange was a diamond interchange (a straight ramp in each corner of the intersection). This interchange would use the existing alignment of Bethania-Tobaccoville Road.

As part of the final design process and design plan refinement, a service road study was performed for the Bethania-Tobaccoville Road interchange area. A service road study is a study of how to provide access to properties that would become landlocked as a result of constructing a new roadway. The service road study for the Bethania-Tobaccoville Road area recommended a service road parallel to the north-bound on-ramp to provide access to a group of homes at the end of Myers Road south of the Northern Beltway.

The State Historic Preservation Office (SHPO) expressed concern that the earth embankment needed for the service road could adversely affect the setting surrounding the Samuel Stauber House and Barn, a property listed on the National Register of Historic Places. This site is located on both sides of existing Bethania-Tobaccoville Road, just south of Kapp Road. Also, by placing a Beltway interchange on the existing Bethania-Tobaccoville Road alignment, the original design increased the potential for future widening of existing Bethania-Tobaccoville Road, which would directly impact the Samuel Stauber House and Barn.

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS
1548 MAIL SERVICE CENTER
RALEIGH NC 27699-1548

TELEPHONE: 919-733-3141
FAX: 919-733-9794

WEBSITE: WWW.DOH.DOT.STATE.NC.US

LOCATION:
TRANSPORTATION BUILDING
1 SOUTH WILMINGTON STREET
RALEIGH NC

In order to avoid impacts to the historic Samuel Stauber House and Barn, the NCDOT is evaluating two alternatives to the original Bethania-Tobaccoville Interchange designs. The two alternatives being considered would move a short section of Bethania-Tobaccoville Road to a new location to the east.

Because your property, or access to your property, may be directly affected by these alternatives, you are invited to attend a meeting with NCDOT representatives to review maps and information on the two studied alternatives. Information about the status of the entire Northern Beltway and the Draft Environmental Impact Statement will be included in a newsletter to be mailed to you in the Spring.

The Bethania-Tobaccoville Road Interchange Alternatives meeting is scheduled as follows:

Date:	Tuesday, February 25, 2003
Time:	6:00 pm – 8:00 pm
Location:	Alpha Chapel (Town of Bethania) Community Center 5490 Bethania Road Bethania, North Carolina 27010

If you are unable to attend the meeting but would like to see the alternatives, or if you have any questions or would like additional information, please contact Ms. Jill Gurak or Ms. Missy Dickens.

Ms. Jill Gurak
PBS&J
1616 East Millbrook Road
Raleigh, NC 27609
(919) 876-6888 phone
(919) 876-6848 fax
jsgurak@pbsj.com

Ms. Missy Dickens
NCDOT
1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 733-7844 ext 218 phone
(919) 733-9794 fax
mdickens@dot.state.nc.us

Your opinions and comments will be important in helping us select an interchange alternative.

Sincerely,

Missy Dickens, PE
Project Manager
Project Development and Environmental Analysis Branch
North Carolina Department of Transportation

Additional Note of Interest: If you have access to the internet, Forsyth County has an excellent database, the Geodata Explorer, located at http://maps.co.forsyth.nc.us/. Using the GEODATA explorer database you can view, among other things, aerial photography, parcel information and the currently proposed right of way limits for the Western Section of the Northern Beltway.

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS
1548 MAIL SERVICE CENTER
RALEIGH NC 27699-1548

TELEPHONE: 919-733-3141
FAX: 919-733-9794

WEBSITE: WWW.DOH.DOT.STATE.NC.US

LOCATION:
TRANSPORTATION BUILDING
1 SOUTH WILMINGTON STREET
RALEIGH NC

Winston-Salem Northern Beltway
Bethania-Tobaccoville Road Interchange
Alternatives Meeting

February 25, 2003 **Forsyth County, TIP Project R-2247**

Welcome! Thank you for coming to tonight's meeting. This handout provides a summary of the project and a guide to the project maps and information on display.

PLEASE....

READ this handout
This handout contains information on how and why alternatives were developed.

REVIEW the project displays
The alternatives being considered for the Bethania-Tobaccoville interchange are shown on maps and aerial photographs on display tonight.

TALK with NCDOT representatives
They are able to answer your questions.

TELL us what you think
Your input counts! Please remember to fill out a comment sheet.

Why Are Interchange Alternatives Being Studied?

The current Preferred Alternative alignment for the Western Section of the Northern Beltway crosses Bethania-Tobaccoville Road just north of Kapp Road. An interchange with Bethania-Tobaccoville Road is included in the proposed project. The current interchange design would use the existing alignment of Bethania-Tobaccoville Road.

As part of the final design process, a service road was developed for the Bethania-Tobaccoville Road interchange area. This service road would parallel the north-bound on-ramp to provide access to a group of homes at the end of Myers Road south of the Northern Beltway. Building the service road avoids relocating these homes.

The State Historic Preservation Office (SHPO) expressed concern that the earth embankment needed for the service road would adversely affect the setting surrounding the Samuel Stauber House and Barn, a property listed on the National Register of Historic Places. This site is located on both sides of existing Bethania-Tobaccoville Road, just south of Kapp Road. Also, by placing a Beltway interchange on the existing Bethania-Tobaccoville Road alignment, the original design increases the potential for the future need to widen existing Bethania-Tobaccoville Road, which would directly impact the Samuel Stauber House and Barn.

In order to avoid impacts to the historic Samuel Stauber House and Barn, the NCDOT is evaluating two alternatives to the original Bethania-Tobaccoville Road Interchange designs.

According to Federal Highway Administration guidelines, consideration for the protection of historic and archaeological resources must be included as a factor in the decision-making process for federally-funded projects. This guidance is supported by many laws and executive orders, including, among others, the Department of Transportation Act of 1966, the National Environmental Policy Act of 1969, and the National Historic Preservation Act of 1966.

Alternatives Under Consideration

The attached map shows the three alternatives under consideration. They are described below.

Original Design
The original diamond interchange design at Bethania-Tobaccoville Road uses the existing alignment of Bethania-Tobaccoville Road. The historic Samuel Stauber House and Barn is located on both sides of existing Bethania-Tobaccoville Road just south of the interchange.

Alternative 1
Alternative 1 shifts the Bethania-Tobaccoville Road interchange to the northeast. It would cross the Northern Beltway alignment about 390 feet northeast of where it does under the original design. The new Bethania-Tobaccoville Road would be carried over the Winston-Salem Northern Beltway by a bridge. Existing Bethania-Tobaccoville Road would have a cul-de-sac on each side at the Winston-Salem Northern Beltway.

Alternative 2
Alternative 2 shifts the Bethania-Tobaccoville Road interchange to the northeast. It would cross the Northern Beltway alignment about 859 feet northeast of where it does under the original design. The new Bethania-Tobaccoville Road would go under the Winston-Salem Northern Beltway. Existing Bethania-Tobaccoville Road would have a cul-de-sac on each side at the Winston-Salem Northern Beltway.

Impacts of Alternatives

The estimated environmental impacts associated with the Alternatives are summarized in the table below.

The table includes those issues that could be estimated using basic functional engineering designs on aerial photography.

Table 1- Impact Comparison

	Original Design	Alternative 1	Alternative 2
Construction Costs	$20,000,000	$23,300,000	$24,000,000
Residential Relocations	26	27	17
Business Relocations	1	1	1
Community Facilities	0	0	0
Wetlands	0.36 acres	0.16 acres	0.07 acres
Streams	649 linear feet	1,196 linear feet	1,288 linear feet
Protected Species	none	none	none

What Happens Next?

The alternatives are being evaluated as potential replacements to the original Bethania-Tobaccoville interchange design.

The NCDOT will consider the following to select an alternative design:

- Your input;
- Impacts and costs of the Alternatives compared to the original Bethania-Tobaccoville interchange design;
- Effectiveness of the Alternatives compared to the original Bethania-Tobaccoville interchange design.
- Consultation with the State Historic Preservation Office and the Federal Highway Administration
- Consultation with US Army Corps of Engineers and the NC Division of Water Quality

Based on the factors listed above, the NCDOT will select a design for the Bethania-Tobaccoville Road interchange and incorporate the decision into ongoing studies for the entire Northern Beltway.

Many aspects of the Western Section of the Beltway are being updated in response to a lawsuit filed against the NCDOT and Federal Highway Administration. All of these updates will be included in a Draft Environmental Impact Statement currently being prepared to report on the combined effects of the Western Section and Eastern Section Beltway projects. The combined Draft Environmental Impact Statement is expected to be released in late 2003.

How Will I Be Notified About NCDOT'S Decisions?

Everyone invited to tonight's meeting will receive a letter describing the results of the NCDOT's studies and announcing NCDOT's decisions regarding how the interchange project will proceed.

Future workshops and hearings on the entire Northern Beltway project will be announced in newsletters as well as in newspaper advertisements.

Further Information

Should you have any questions or require additional information after this meeting, please contact:

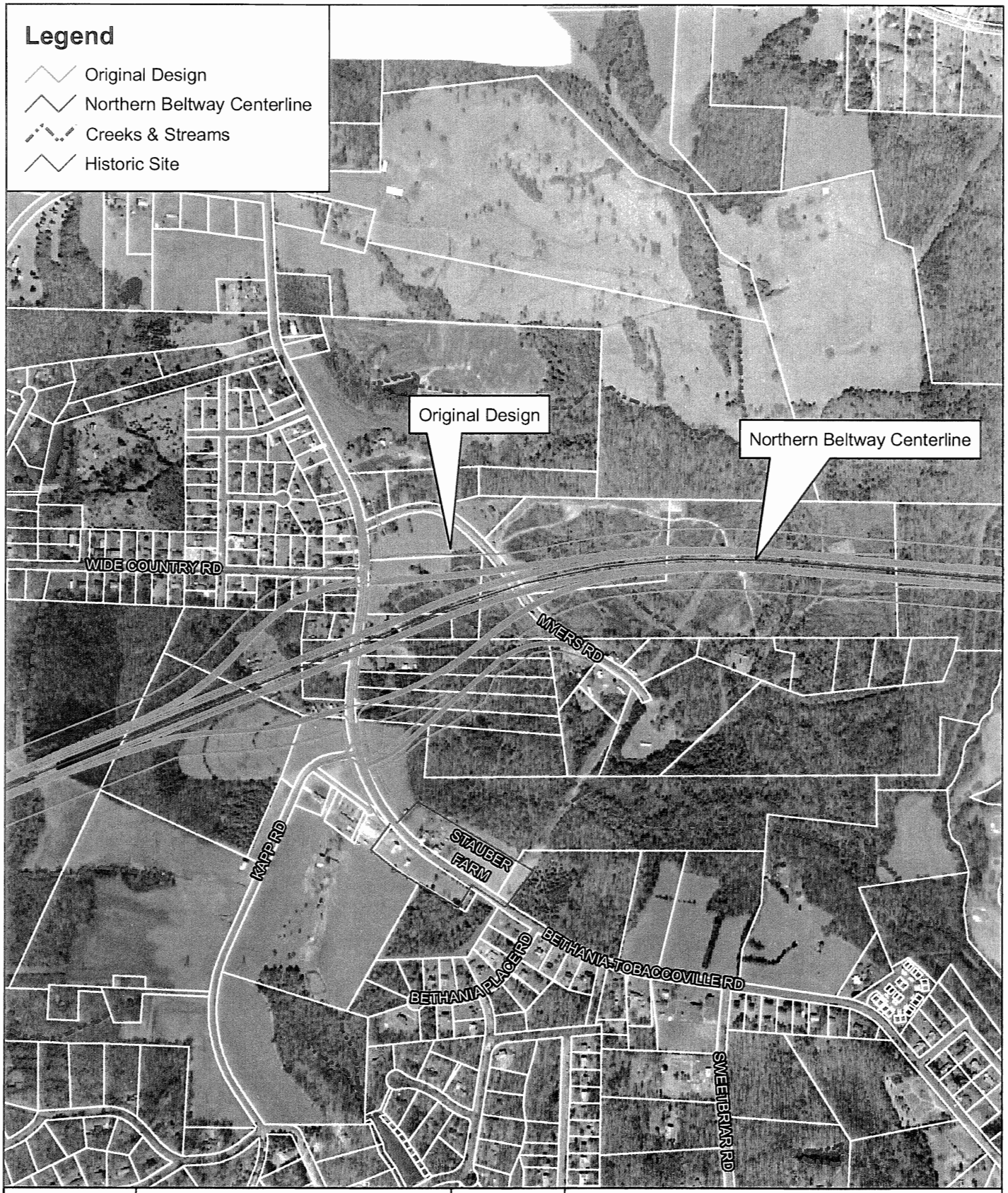
Ms. Jill Gurak, PE, Project Manager
PBS&J
3214 Spring Forest Rd
Raleigh, NC 27616

Phone: (919) 876-6888
Fax: (919) 876-6848
Email: (919) jsgurak@pbsj.com

Or:

Ms. Missy Dickens, PE, Project Manager
North Carolina Dept. of Transportation
1548 Mail Service Center
Raleigh, North Carolina 27699-1548

Phone: (919) 733-3141
Fax: (919) 733-9794
Email: (919) mdickens@dot.state.nc.us


Legend
Original Design
Northern Beltway Centerline
Creeks & Streams
Historic Site
Original Design
Northern Beltway Centerline
WIDE COUNTRY RD
MYERS RD
KAPP RD
STAUBER FARM
BETHANIA PLACE RD
BETHANIA-TOBACCOVILLE RD
SWEETBRIAR RD
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
Scale: 1" = 800'
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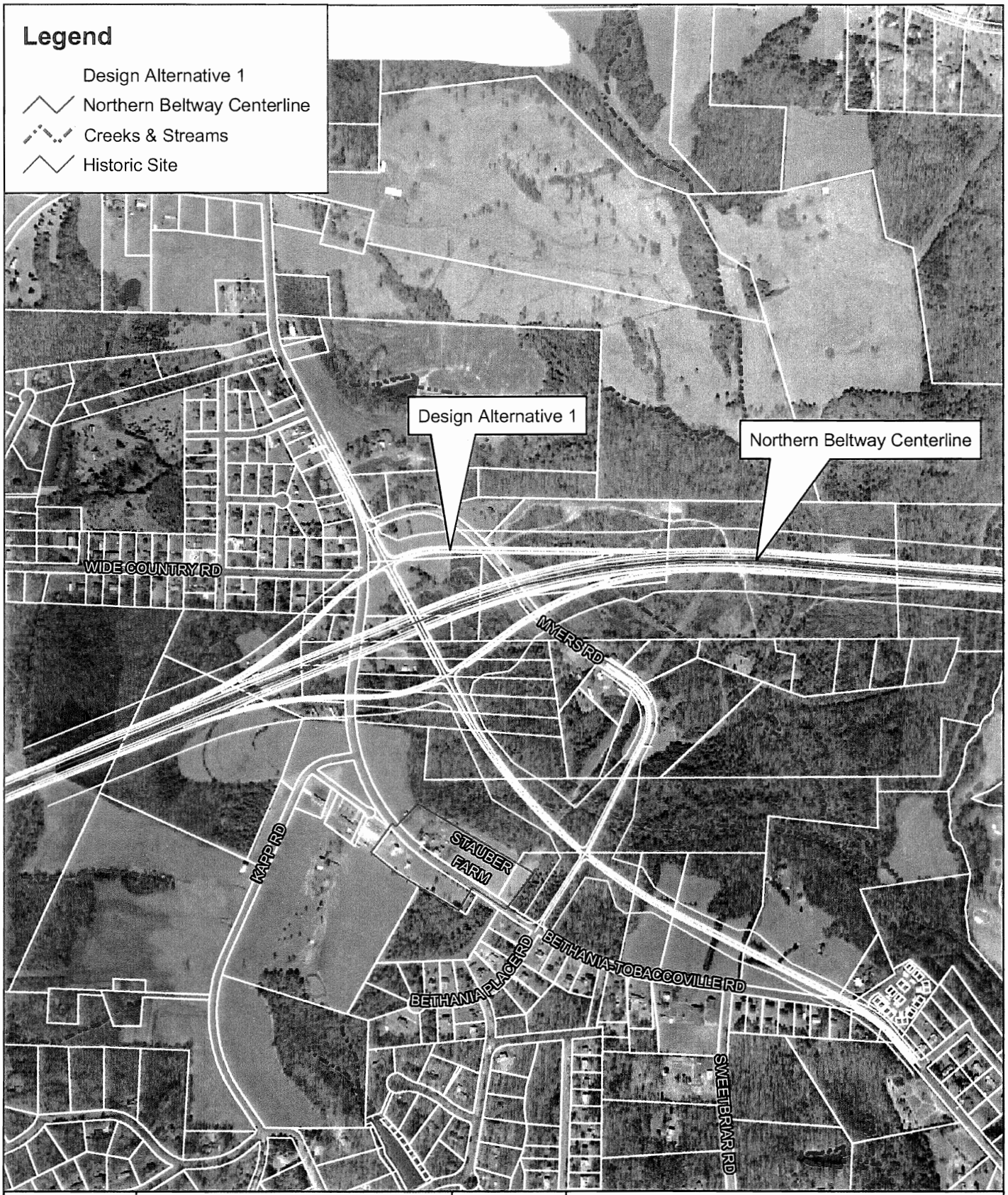
Winston-Salem Northern Beltway
TIP Project R-2247
Bethania-Tobaccoville Road Interchange
Original Design


Legend
Design Alternative 1
Northern Beltway Centerline
Creeks & Streams
Historic Site
Design Alternative 1
Northern Beltway Centerline
WIDE COUNTRY RD
MYERS RD
KAPP RD
STAUBER FARM
BETHANIA PLACE RD
BETHANIA-TOBACCOVILLE RD
SWEETBRIAR RD
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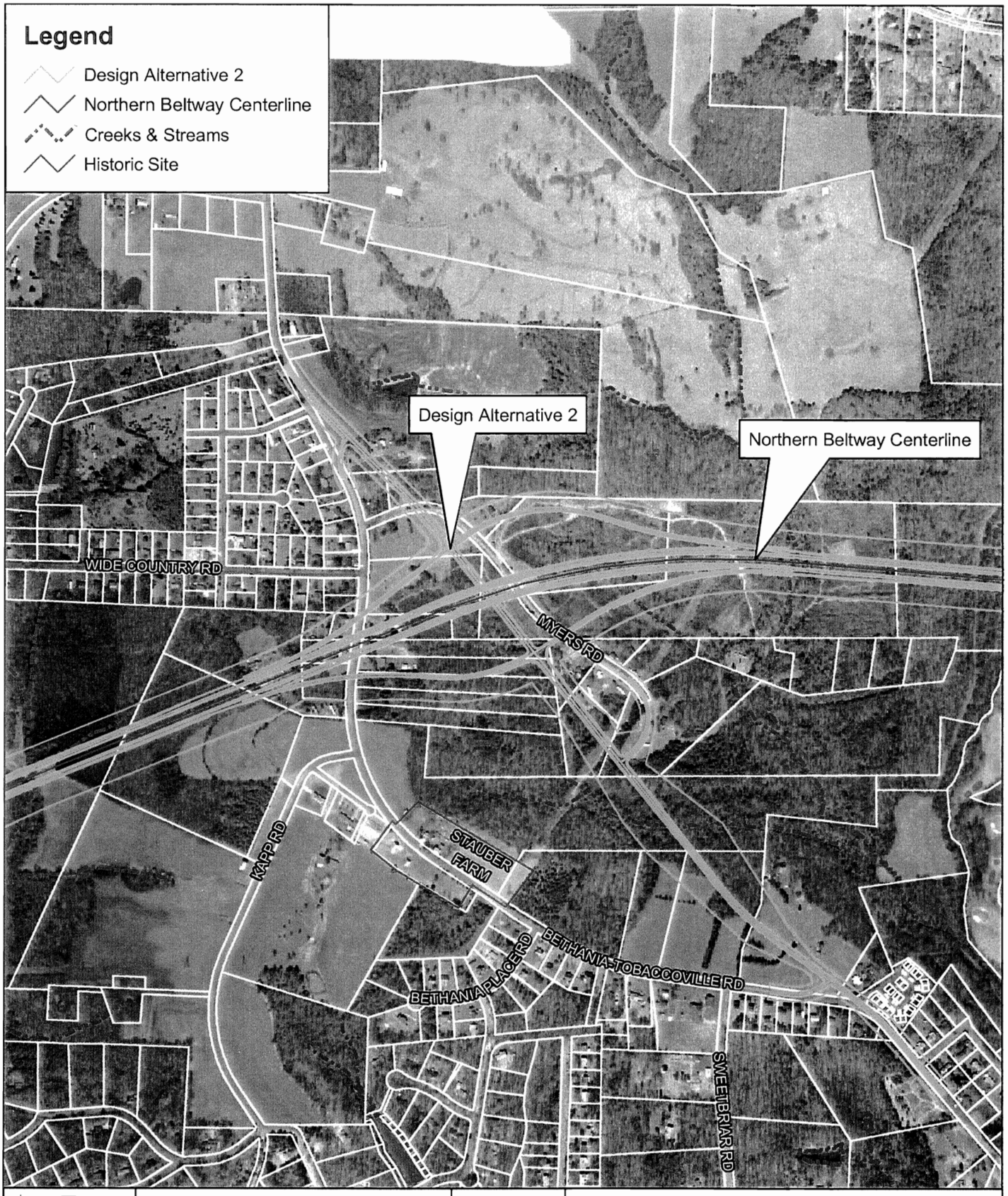
TIP Project R-2247
Bethania-Tobaccoville Road Interchange
Design Alternative 1


Legend
Design Alternative 2
Northern Beltway Centerline
Creeks & Streams
Historic Site
Design Alternative 2
Northern Beltway Centerline
WIDE COUNTRY RD
MYERS RD
KAPP RD
STAUBER FARM
BETHANIA PLACER RD
BETHANIA-TOBACCOVILLE RD
SWEETBRIAR RD
Scale: 1" = 800'
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Winston-Salem Northern Beltway
TIP Project R-2247
Bethania-Tobaccoville Road Interchange
Design Alternative 2

Winston-Salem Northern Beltway
Western Section Reevaluation

Transportation Improvement Program
Project No. R-2247

November 2001

What's Happening?

In the early 1990's, the North Carolina Department of Transportation (NCDOT) evaluated several options for improving north/south access in western Forsyth County. Among these options were eight corridors for a multi-lane freeway on new location from US 158 north to US 52. It was one of these new location corridors that was selected as the Preferred Alternative. This corridor is known as the Western Section of the Winston-Salem Northern Beltway.

The Final Environmental Impact Statement (FEIS) for the Preferred Alternative was approved, and final engineering designs for the Western Section of the Northern Beltway were presented for comment at a Public Hearing in 1996.

In 1999, a lawsuit was brought against the Federal Highway Administration (FHWA) and the NCDOT because of alleged deficiencies in the FEIS. As a result, right of way acquisition and construction for the project were stopped, and a reevaluation process for the FEIS began.

As part of the reevaluation, the NCDOT developed two alternatives that would not involve building a freeway on new location. Instead, these two alternatives would improve and widen several existing roadways in the study area. These roadways are listed on pages 2 and 3.

Continued on page 2.

Citizens Informational Workshop Scheduled

A Citizens Informational Workshop is scheduled for Tuesday, November 27, 2001 to present the two Improve Existing Roadways Alternatives to the public. Your input is an important factor in NCDOT's decision on whether or not to retain these alternatives for further study.

The workshop will be an informal open house held at Calvary Baptist Church. Come at any time between 4:00 pm and 8:00 pm. Project maps will be displayed showing the alternatives being considered. Project team members will be present to answer questions and discuss the project one-on-one.

Anyone desiring additional information may write Missy Dickens, P.E. at NCDOT, Project Development and Environmental Analysis Branch, 1548 Mail Service Center, Raleigh, NC 27699-1548. She may also be contacted by phone at (919) 733-7844 ext. 218, by fax at (919) 733-9794, or by email at mdickens@dot.state.nc.us.

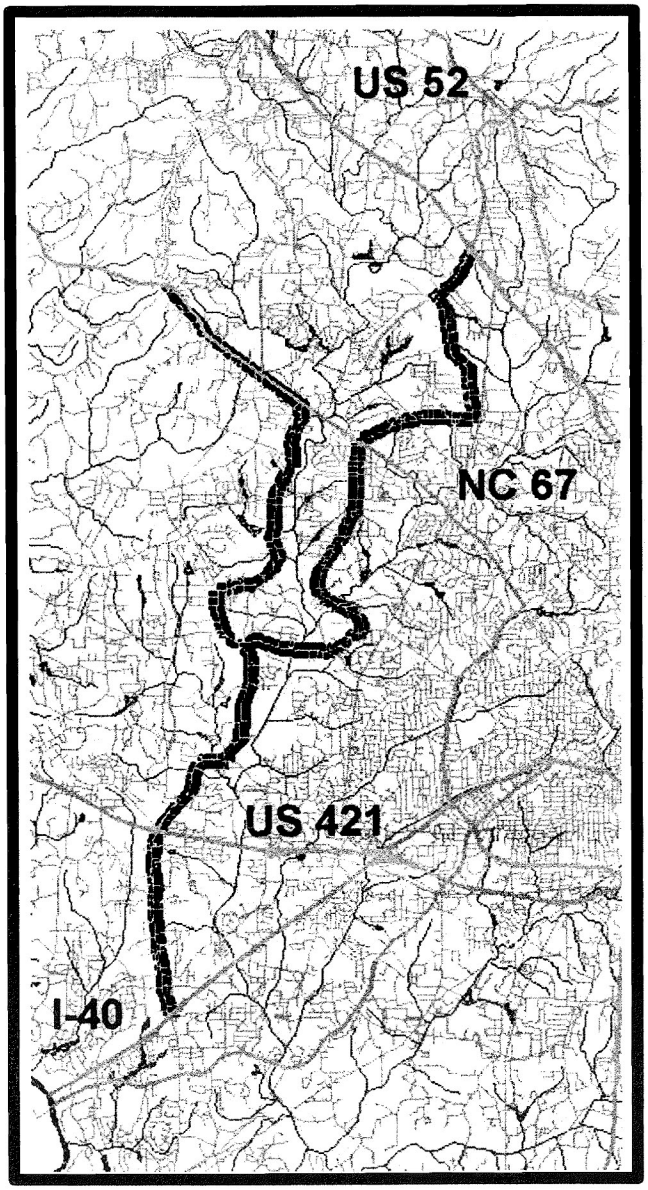
Continued on page 3.

Mark Your Calendar!

Citizens Informational Workshop

Date: Tuesday, November 27, 2001

Location: **Calvary Baptist Church**
5000 Country Club Road
Winston-Salem



Alternative RV-A

Alternative RV-A

Alternative RV-A would widen portions of the following twelve existing roadways to provide improved north/south access in the project area. These roads would be widened to four-lane roadways with grass medians and 200 feet of right of way.

Alternative RV-A is approximately 22 miles long.

1. Lewisville-Clemmons Road
2. Styers Ferry Road
3. Country Club Road
4. Meadowlark Road
5. Olivet Church Road
6. Spicewood Drive
7. Grandview Club Road
8. Reynolda Road
9. Robinhood Road
10. Shattalon Drive
11. Murray Road
12. Bethania-Rural Hall Road

What's Happening?

Continued from Page 1

These two alternatives, called Alternative RV-A and Alternative RV-B, were developed based on two main benefits that would be provided by the Preferred Alternative. These benefits are:

- Improved north/south connectivity in western Forsyth County and,
- Congestion relief for the area's roadways.

Most of the roadways improved as part of Alternatives RV-A and RV-B are two-lane roadways. Under either alternative, the two-lane roadways would be widened to four-lane roadways with grass medians and 200 feet of right of way. Sharp curves would be straightened, steep grades flattened, and some intersections would be realigned.

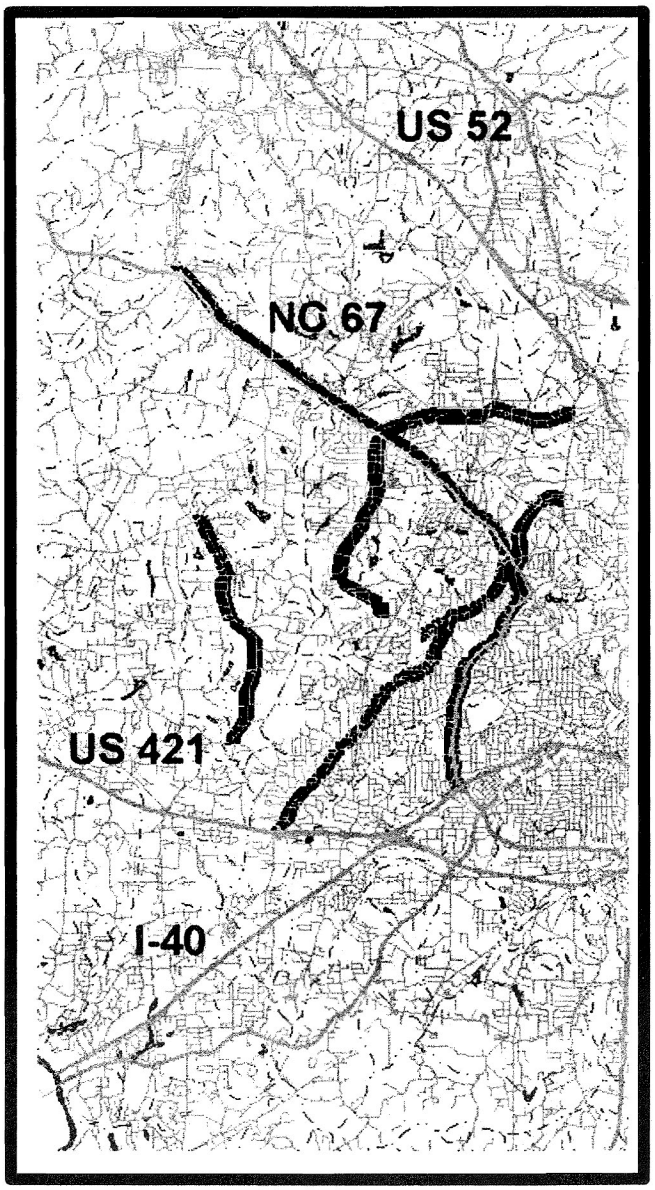
Alternative RV-B

Alternative RV-B would improve portions of the following seven roadways that are projected to experience reduced traffic volumes with the Preferred Alternative in place. These roads would be widened to four-lane roadways with grass medians and 200 feet of right of way.

Alternative RV-B is approximately 27 miles long.

1. Silas Creek Parkway *
2. Shattalon Drive
3. Reynolda Road
4. Polo Road
5. Peace Haven Road
6. Olivet Church Road
7. Meadowlark Drive

*Silas Creek Parkway is currently four lanes wide. It would be widened to six lanes by constructing an additional lane in each direction to the outside of the existing lanes.



Alternative RV-B

The NCDOT would like to thank Calvary Baptist Church for use of their facilities.

The church has offered their facilities to promote cooperation and communication in the local community and does not take a position on this project.

Citizens Informational Workshop Scheduled

Continued from page 1

In accordance with the American Disabilities Act, NCDOT will provide auxiliary aids and services for disabled persons who wish to participate in the workshop. To receive special services, please contact Ms. Dickens (see page 1) as early as possible so that arrangements can be made.

PBS&J
3214 Spring Forest Road
Raleigh, NC 27616

Winston-Salem Beltway Reevaluation
NCDOT TIP No. R-2247

Citizens Informational Workshop

When: Tuesday, November 27, 2001
4:00 pm – 8:00 pm

Where: Calvary Baptist Church
(Corner of N. Peace Haven Road
and Country Club Road)

See inside for more details!

Mark your calendar!

PROJECT R-2247 SLIDESHOW FROM

NOV 2001 Citizens Informational Workshop

The Slideshow will start in...

3 MINUTES

Slideshow will start in....

2 MINUTES

Slideshow will start in....

1 MINUTE

WELCOME!

WE WANT TO HEAR FROM

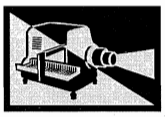
YOU

Two alternatives to the Western Section of the Northern Beltway are being studied.

YOUR INPUT IS IMPORTANT

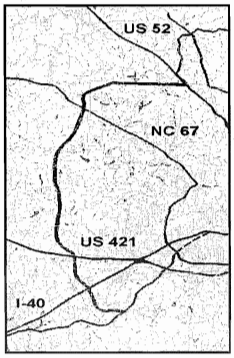
This slideshow includes.....

1. Brief Project History
2. Status of Current Studies
3. Next Steps
4. How You Can Participate



PROJECT HISTORY

Early 1990s	Alternatives Evaluated
1992	Public Hearings and Workshops
1993	Preferred Alternative Selected (Northern Beltway on New Location)



The Preferred Alternative

(C3-WEST-B)

Western Section of the Northern Beltway

PROJECT HISTORY (Continued)

1996	Final Environmental Impact Statement & Design Public Hearing
199X	Right of Way Acquisition Begins
1999	Lawsuit Brought Against Project
1999	Right of Way Acquisition and Construction Stopped

This slideshow includes.....

1. Brief Project History
2. Status of Current Studies
3. Next Steps
4. How You Can Participate

WHAT IS THE NCDOT STUDYING NOW?

TWO ALTERNATIVES ARE BEING STUDIED

RV-A and RV-B

These two alternatives would improve and widen existing roadways

HOW WERE RV-A AND RV-B DEVELOPED?

Transportation problems in western Forsyth County:

- **Projected congestion on area roadways**
- **No easy north/south travel**
- **Circuitous travel around the region**
- **Poor access to employment and services outside western Forsyth County**

HOW WERE RV-A AND RV-B DEVELOPED?

The benefits of the Preferred Alternative would be:

- **Improved north/south connectivity**
- **Congestion relief for area roadways**
- **Improved high-speed, direct connections to US 52, US 421 and I-40**
- **Increased average travel speeds and decreased vehicle hours traveled**

HOW WERE RV-A AND RV-B DEVELOPED?

RV-A and RV-B focused on:

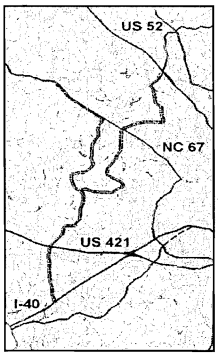
- ☆ **Improved north/south connectivity**
- ☆ **Congestion relief for area roadways**
- X **Improved high-speed, direct connections to US 52, US 421 and I-40**
- X **Increased average travel speeds and decreased vehicle hours traveled**

ALTERNATIVE RV-A

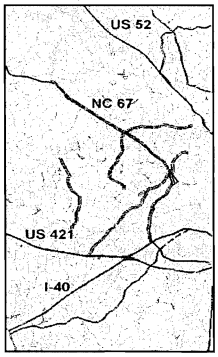
Addresses the benefit of improved north/south connectivity

ALTERNATIVE RV-B

Addresses the benefit of congestion relief for area roadways



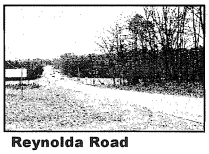
Alternative RV-A

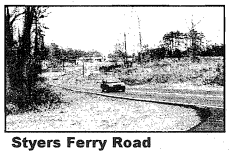


Alternative RV-B

ALTERNATIVES RV-A and RV-B would involve:

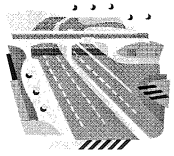
- 2-lane roads widened to 4 lanes
- 200 feet of right of way
- Sharp curves and steep grades improved
- Some intersections realigned


Reynolda Road


Styers Ferry Road

Silas Creek Parkway in Alternative RV-B

4 lanes widened to 6 lanes to the outside



This slideshow includes.....

1. Brief Project History
2. Status of Current Studies
3. Next Steps
4. How You Can Participate

If pursued...

RV-A or RV-B would replace the Western Section of the Northern Beltway

RV-A or RV-B =

For RV-A and RV-B....

The NCDOT is evaluating:

- Feasibility
- Effectiveness
- Impacts
- Public Opinion

For comparison to the Preferred Alternative

The NCDOT will consider...

- Your Input
- Impacts
- Costs
- Effectiveness

If RV-A or RV-B are determined reasonable, next steps will be...

- Environmental Studies
- Engineering Designs
- Supplemental Environmental Impact Statement

Pursuing RV-A or RV-B will mean several more years until a decision is reached

This slideshow includes.....

1. Brief Project History
2. Status of Current Studies
3. Next Steps
4. How You Can Participate

How will I be notified of NCDOT's decision?

YOUR INPUT COUNTS!

So Please....

- **Sign In**
- **Read your handout**
- **Review the displays**
- **Talk with NCDOT**
- **Tell us what you think**

Please fill out your comment sheets

Return your comments...

At the registration table

Or via mail or email

THANK YOU!

APPENDIX C

2. Public Involvement - Projects U-2579 and U-2579A

Winston-Salem Northern Beltway (Eastern Section)

North Carolina Department of Transportation
Transportation Improvement Program No. U-2579

May 1996 | *A news and public information series* | *Issue No. 4*

Preferred alternative selected

In March 1996, the North Carolina Department of Transportation identified Alternative 7 as the preferred alternative for the Winston-Salem Northern Beltway (Eastern Section). Alternative 7 is a combination of the Western and Eastern Alternatives.

The map on pages 2-3 of this newsletter shows the preferred alternative begins at the US 52/NC 66 connector (SR 1840), west of University Parkway, and follows the Western Alternative. It proceeds east, crossing University Parkway, before turning southeast and crossing Stanleyville Road. The preferred alternative continues southeast, passing north of the NC 8 (Germanton Road)/NC 66 (Old Hollow Road) intersection.

Continuing southeast, the preferred alternative passes near the NC 66/Old Rural Hall Road intersection, then crosses Baux Mountain Road between NC 66 and White Rock Road. It continues southeast, crossing Davis Road, Dippen Road, and Oakdale Drive, and passes near the Old Walkertown Road/Northampton Road intersection.

After crossing US 311 (New Walkertown Road), the preferred alternative follows Crossover 4 and crosses Williston Road, before assuming the alignment of the Eastern Alternative at US 158 (Reidsville Road). It then crosses Belews Creek Road and Walkertown-Guthrie Road. The preferred alternative then turns to the south before crossing West Mountain Street and stopping at Business I-40, about one mile east of Hastings Hill Road.

Meets project objectives

The preferred alternative meets the objectives and purposes of the project by:

- Providing an important section of the Urban Loop that will encircle the City of Winston-Salem to serve developed and developing areas of the city.
- Providing a bypass of the congested downtown urban area by connecting US 52 to the north of Winston-Salem with I-40 Business to the east.
- Allowing for the orderly and planned relief of traffic congestion in the northeast Winston-Salem area, as well as providing improved access to this growing area.
- Providing safer traffic conditions as well as improving safety on other roads by diverting traffic from them.
- Fulfilling local, regional, and state transportation goals.

Advantages of Alternative 7

Residential relocations. Alternative 7 requires the fewest residential relocations.

Cost. Alternative 7 has the lowest right-of-way and total cost.

Length and amount of land required. Alternative 7 is the shortest alternative at 12.7 miles and requires the least amount of land for construction.

Salem Lake. Alternative 7 is further east of Salem Lake and avoids potential impacts to Salem Lake Park, as well as limiting encroachment into the water quality sensitive area adjacent to the lake.

Cultural resources. Alternative 7 impacts the lowest number of potentially eligible archaeological sites.

Public hearing

The corridor public hearing for this project was held December 7, 1995 at Cash Elementary School. Prior to the public hearing, a pre-hearing informational workshop was held at Cash Elementary School on November 29, 1995. Approximately 400 people attended the hearing and 34 made comments. Approximately 26 letters and one petition have been received since the public hearing.

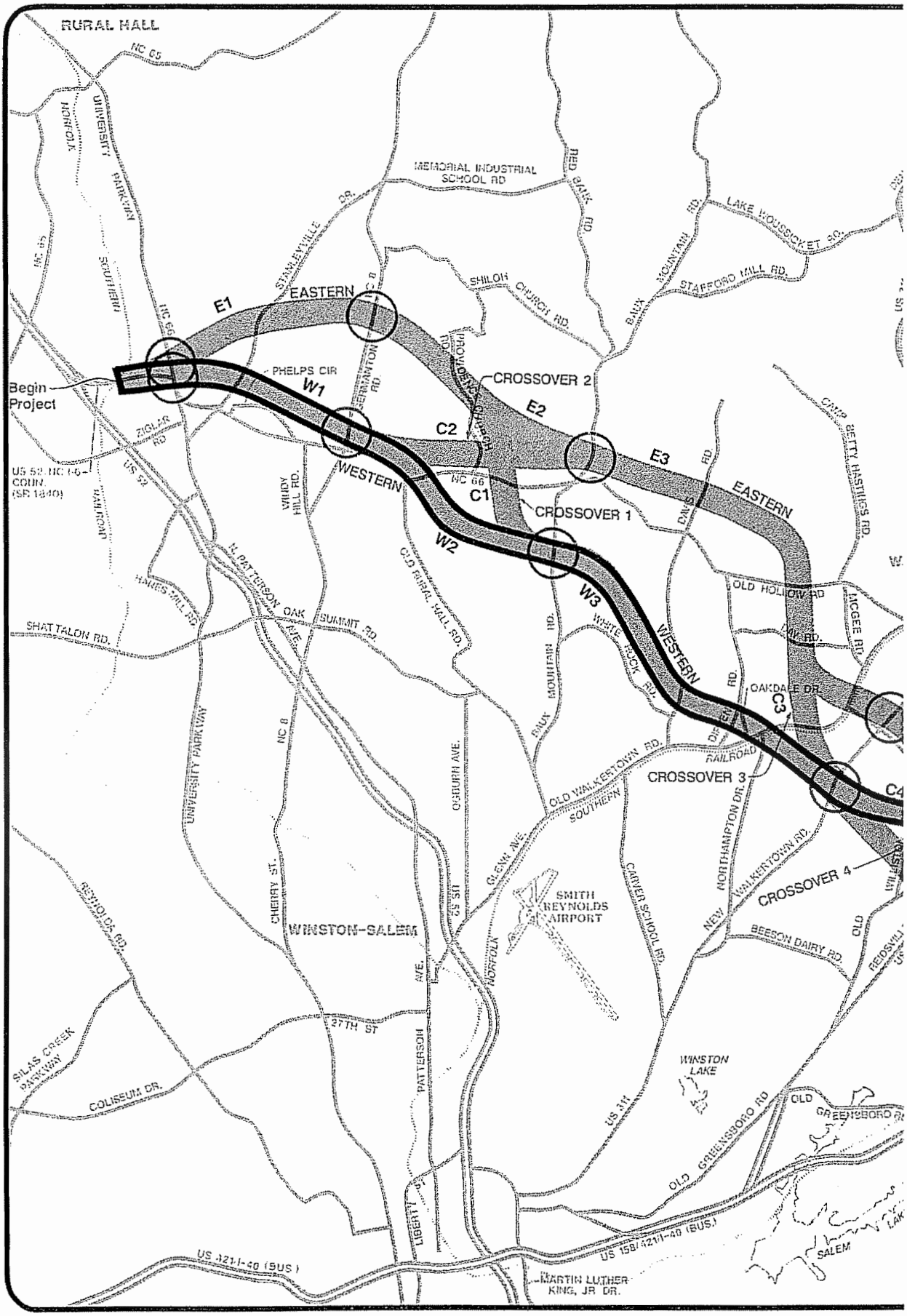
The major issues and concerns expressed by the public were considered during the selection process and will be addressed in the Final Environmental Impact Statement.

Final EIS and preliminary design begin

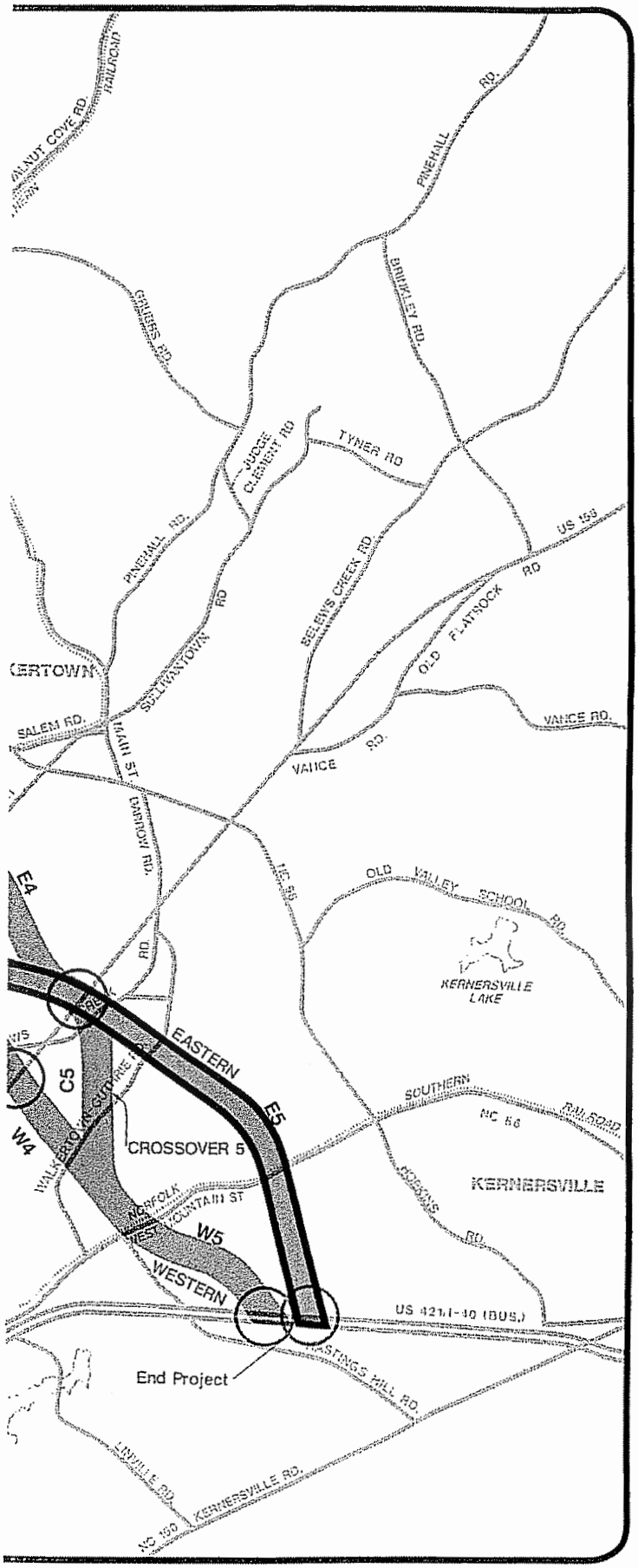
The Final Environmental Impact Statement (EIS) is now being prepared. It will include the following:

- Description of the preferred alternative
- Reasons for selecting the preferred alternative

Continued on back

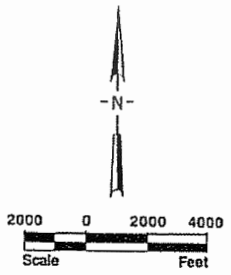

RURAL HALL
NC 65
UNIVERSITY PARKWAY
NORFOLK SOUTHERN
MEMORIAL INDUSTRIAL SCHOOL RD
RED BANK RD.
LAKE HOUSSIKET RD.
STANLEYVILLE DR.
NC 8
SHILOH CHURCH RD
BANK MOUNTAIN RD.
STAFFORD MILL RD.
E1
EASTERN
PHELPS CIR
W1
Begin Project
HERMANTOWN RD
PROVIDENCE CHURCH RD
CROSSOVER 2
E2
C2
E3
EASTERN
ZIGLER RD
US 52
US 52 NC 65 COLIN (SR 1840)
RAILROAD
WINDY HILL RD.
WESTERN
NC 66
C1
CROSSOVER 1
W2
OLD RURAL HALL RD.
HAINES MILL RD
H. PATTERSON OAK SUMMIT RD.
SHATTALON RD.
W3
WESTERN
WHITE ROCK RD.
OLD HOLLOW RD
HIGGEE RD.
OAKDALE DR.
C3
CROSSOVER 3
C4
OLD WALKERTOWN RD.
SOUTHERN RAILROAD
UNIVERSITY PARKWAY
NC 8
CHERRY ST.
WINSTON-SALEM
GLENN AVE.
SMITH REYNOLDS AIRPORT
NORTHAMPTON DR.
CARVER SCHOOL RD.
NEW WALKERTOWN RD.
CROSSOVER 4
BEESON DAIRY RD.
REYNOLDA RD.
SILAS CREEK PARKWAY
COLISEUM DR.
27TH ST
PATTERSON AVE.
LIBERTY ST.
WINSTON LAKE
US 311
OLD GREENSBORO RD
US 158/421I-40 (BUS.)
MARTIN LUTHER KING, JR DR.
SALEM

TIP No. U-2579
WINSTON - SALEM
NORTHERN BELTWAY
(EASTERN SECTION)



LEGEND

- ALTERNATIVES SELECTED FOR DETAILED STUDY
- PROPOSED INTERCHANGE
- E1 SEGMENT DESIGNATION
- PREFERRED ALTERNATIVE



PREFERRED ALTERNATIVE

- Discussion of the public hearing and public comments
- Agency comments on the Draft EIS and responses, where appropriate
- Mitigation of wetland and cultural resource impacts
- Changes to the Draft EIS

The Final EIS is scheduled to be completed in early 1997. After approval by the Federal Highway Administration, a Record of Decision will be prepared to explain the reasons for the decision and summarize any mitigation measures that will be incorporated in the project.

The Department of Transportation will also prepare detailed plans for the highway that will include right-of-way requirements. A design public hearing will be held after the approval of the Record of Decision to allow public input before these plans are finalized. A public notice of the hearing will be placed in the local newspapers.

Wetland delineation

As part of the refinement of the preferred alternative, the outer limits of the corridor will be marked with small plastic flags. Biologists then will mark wetlands within that corridor, also using plastic flags. ***The flags do not mark the construction limits for the proposed highway.*** They are either the limits of the corridor, which extends well beyond the proposed construction limits, or they are preliminary wetland delineations, which may or may not be within the construction limits.

Key dates

Final EIS ..... July 1997

Record of Decision ..... November 1997

Areas for additional study

The following areas will require additional study and coordination:

- ***Wetland involvement.*** The preferred alternative will impact wetlands. These impacts will require additional study and coordination with the U.S. Army Corps of Engineers and other agencies to minimize the impacts and to mitigate them where required.
- ***Stream channelization.*** Based on preliminary studies, the preferred alternative will not require any major stream relocations or channelization. However, this item will require further design studies and coordination with appropriate agencies should the final design require stream relocations or channelization.
- ***Residential impacts.*** Though the preferred alternative has the least impact on existing communities, it does not completely avoid all residential communities. The goal of NCDOT will be to design the highway within the selected corridor and to be sensitive about the impacts on nearby neighborhoods and communities.

Thank you

NCDOT and Kimley-Horn and Associates wish to express their appreciation to the citizens of Forsyth County for their courteous participation in this process. We realize this study has taken place over an extended period, and we appreciate your patience and continued involvement in the process.

Winston-Salem Northern Beltway (Eastern Section)
Kimley-Horn and Associates, Inc.
Post Office Box 33068
Raleigh, NC 27636-3068

Newsletter

for Winston-Salem Northern Beltway Eastern Section Extension

October 2001

This newsletter is the first in a series that will provide you with periodic updates related to the planned Eastern Section Extension in Winston-Salem.

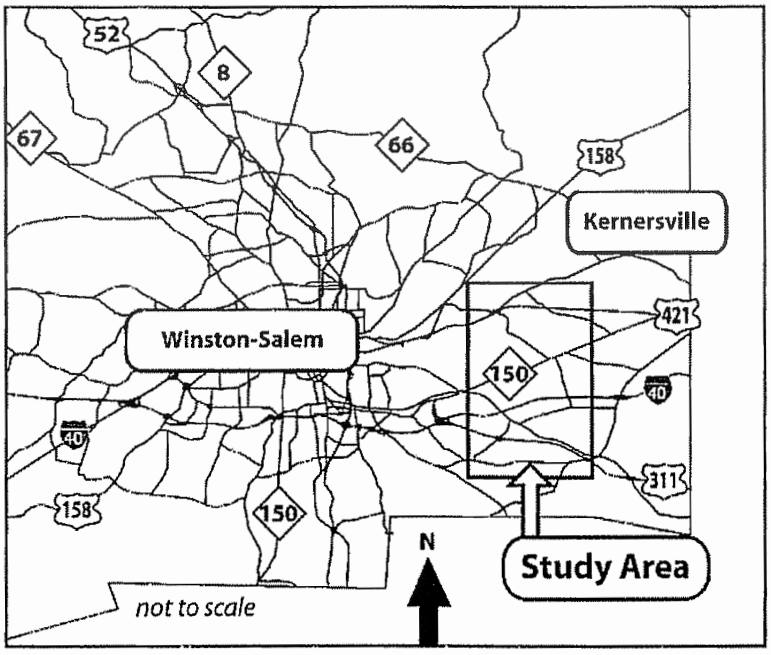
What is the Eastern Section Extension?

The North Carolina Department of Transportation (NCDOT) has developed a design for an Eastern Section Extension to begin at the planned southern end of the Eastern Section of the Northern Beltway at US 421 (I-40 Business) and extend to the south, ending at US 311. NCDOT has contracted with Kimley-Horn and Associates, Inc. to prepare an environmental impact study for the Eastern Section Extension. This study will investigate the potential environmental and social impacts of constructing the Eastern Section Extension. As part of this study, NDCOT will be holding public information meetings and gathering citizen opinions about the project.

Why construct the Eastern Section Extension?

The Eastern Section Extension needs to be constructed for five reasons: 1) to provide a north-south connection in Winston-Salem; 2) to reduce traffic congestion; 3) to enhance highway safety; 4) to be compatible with current land use and transportation plans; and 5) to provide a route for the future I-74.

First, the Eastern Section Extension will provide a north-south connection between three major east-west highways in Winston-Salem: Interstate 40 (I-40) Business/US 421, I-40 Bypass, and US 311. The Eastern Section Extension will link these three highways as well as northern and southern



Study area.

Forsyth County. Currently, no major road serves people who want to travel in a north-south direction on the eastern side of Winston-Salem.

Second, the Eastern Section Extension will reduce traffic congestion on other Winston-Salem roads. Currently, more cars travel on US 52 and University Parkway than these roads were designed to carry. As a result, these roadways are extremely congested. In the future, US 52, University Parkway, I-40 Business, and I-40 Bypass will experience severe traffic congestion problems. The Eastern Section Extension will reduce traffic on these roadways to an acceptable level by providing a high-speed, four-lane highway for through-traffic desiring to travel in a north-south direction through Forsyth County.

Third, the Eastern Section Extension will enhance highway safety on other major roadways in the Winston-Salem area. Several of these roads - like US 52, NC 66, and Kernersville Road (NC 150) - have accident rates that are higher than the statewide average for similar types of roads. Most of these accidents can be blamed on the traffic congestion on these roads. The Eastern Section Extension will reduce the amount of traffic on these roadways and, as a result, improve highway safety.

Fourth, the Eastern Section Extension has been planned by Forsyth County, the City of Winston-Salem, and NCDOT. The Legacy Comprehensive Plan, which is Forsyth County's and associated municipalities' official planning document, describes the Eastern Section Extension as part of its Northern Beltway around Winston-Salem. The Forsyth County Thoroughfare Plan, which describes existing roadways designated for improvement and new roadways for construction, includes the Eastern Section Extension as part of the Northern Beltway. Also, the NCDOT Transportation Improvement Program (TIP) has designated the Eastern Section Extension as TIP Number U-2579A, which means that the area has been set aside and protected as a likely place for a future roadway.

Finally, the Eastern Section of the Winston-Salem Northern Beltway, including the Eastern Section Extension, will provide a suitable corridor for the future Interstate-74, designated to begin in Michigan and end in South Carolina. The interstate will pass through the Winston-Salem area and is currently planned to use this corridor. The Eastern Section Extension is proposed to be a multi-lane highway that would be built to interstate standards and would provide a suitable corridor for I-74.

When will the Eastern Section Extension be built?

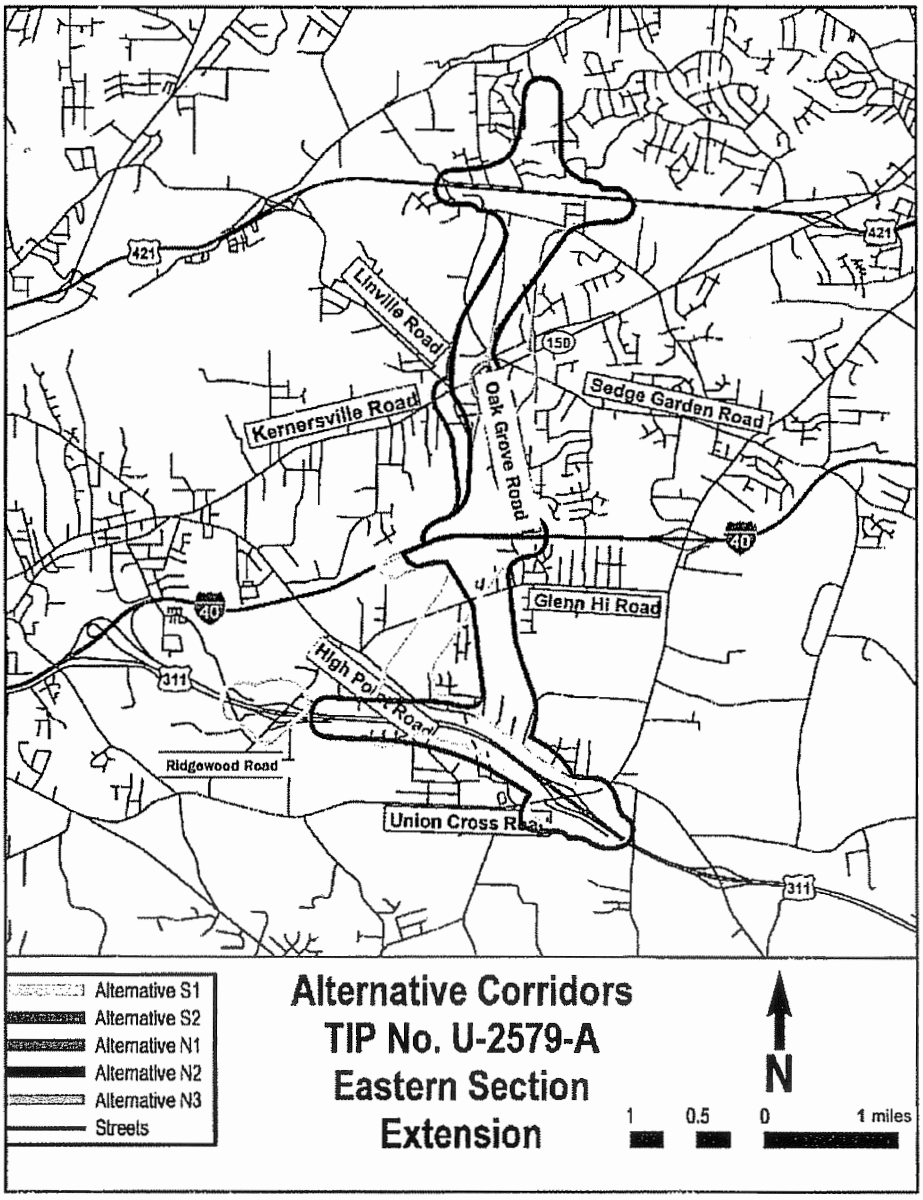
Currently, the NCDOT TIP has designated the Eastern Section Extension as an unfunded project. The Eastern Section Extension is in the TIP as U-2579A to preserve it as a future highway corridor. Funding will become available in the future, and right-of-way acquisition and construction will begin after 2008.

What alternatives are being considered?

NCDOT is considering several alternatives for the Eastern Section Extension. These alternatives include 1) the No-Build Alternative, 2) Transportation System Management (TSM), 3) Multi-Modal Alternatives, 4) Construction on Existing Roadways, and 5) Construction on New Location.

The No-Build Alternative. This alternative assumes that the Eastern Section Extension of the Northern Beltway is not built but that all other aspects of the Forsyth County Thoroughfare Plan are built. Because the Eastern Section Extension is included in the Legacy Comprehensive Plan as part of a comprehensive plan of roadway improvements for Forsyth County, not building the Extension is not a satisfactory alternative.

Transportation System Management (TSM) Alternative. This alternative consists of improving existing roads and signal systems so that traffic on these roads would flow more efficiently. While it is possible that using the TSM alternative might provide some short-term relief for travelers, it would not resolve the long-term traffic congestion and safety problems. Constructing the Eastern Section Extension beginning at I-40 Business/US 421 and ending at US 311 would reduce traffic congestion



by providing an alternate route for through-traffic.

Multi-Modal Alternative. This alternative includes offering bus service, Amtrak train service, and planned commuter rail service in order to provide different modes of transportation in the future. However, because large amounts of traffic are predicted on Forsyth County roads in the future regardless of alternative travel modes, only new roadway construction will provide significant relief to traffic congestion

Construction on Existing Highways. This alternative would widen existing roads, adding travel lanes. However, this alternative would not address the need to link the northern and southern parts of Forsyth County or fulfill the goal of the Forsyth County Thoroughfare Plan to create north-south highways for the county. Widening local streets within the area

between I-40 Business/US 421 and US 311 would relieve congestion within the immediate area; however, it would not provide the desired connectivity and long-distance needs for those travelers desiring to travel from northwest of Winston-Salem to southeast of the City.

Roadway Construction on New Location. Several possibilities are being considered for the construction of a highway on new location. NCDOT will study three northern alternatives. The first northern alternative (N1) would begin at the southern end of the Eastern Section and would travel in a southwest direction. At Kernersville Road (NC 150), it would turn and head south-southeast and connect to the I-40 Bypass. The second northern alternative (N2) would also head in a southwesterly direction before turning to travel south-southeast slightly east of N1 to the I-40 Bypass. The third northern alternative (N3) would travel in a south-southwest direction to the I-40 Bypass.

NCDOT will also study two southern alternatives. The first southern alternative (S1) would begin at the I-40 Bypass and travel in a southwest direction to US 311. The second southern alternative (S2) would begin at the I-40 Bypass and travel in a south-southeast direction to US 311. Overall, a total of six combinations of these northern and southern alternatives will be investigated. The figure on the adjacent page shows the location of these alternative corridors.

How do I get involved?

To keep the public informed about the project and to hear important concerns and questions, a public information meeting is scheduled for this fall. The first meeting will take place at _____ from 4:00 PM to 8:00 PM on November 1. This meeting will provide you with an opportunity to offer your opinion, ask any questions you have, and learn more about the project. The meeting will be informal and you can stop in at any time within those four hours to discuss the project with NCDOT engineers.

This newsletter is the first in a series that will be distributed to keep you and other citizens informed of the project's progress. These newsletters will also serve as a way to announce when we will hold meetings where you can come and voice your opinions. To receive future newsletters, please sign in at the meetings and encourage your friends and neighbors to do the same.

Newsletter
for Winston-Salem Northern
Beltway Eastern Section Extension

c/o Kimley-Horn and Associates, Inc.
P.O. Box 33068
Raleigh, NC 27636

Newsletter
for Winston-Salem Northern
Beltway Eastern Section Extension

Comment Summary
Public Information Workshop Meeting
Winston-Salem Northern Beltway Eastern Section Extension
(TIP No. U-2579A)

A public information workshop was held on November 1, 2001 at the gymnasium of Sedge Garden Elementary School. At the meeting, 1,200-foot project study corridors were displayed both on an aerial base and on a street base. Additionally, a typical section of the proposed Eastern Section Extension was available for viewing. Approximately 342 people attended the meeting.

A public officials' meeting was also held on November 1, 2001 at City Hall South in Winston-Salem. The same displays shown at the public information workshop were shown at the public officials' meeting. Sixteen public officials attended the meeting.

The public and public officials had the opportunity to comment either at the meeting or by mail. The response deadline for the public was November 15, 2001. Eighteen public comments were received at the meeting. Fourteen comments were received in the mail, and three comments were received from public officials.

The following sections summarize the results of the public comments.

Project Support

A total of 35 comments were received. Seven of the comments were in favor of the project. Twenty-six of the commenters were not in favor of the project, and two commenters were undecided.

Alternative Preferences

Visitors to the public information workshop were asked to choose their favorite and least favorite alternatives. The following table provides the results of the alternative preferences.

Results of Survey for Alternative Preference		
Alternative	Preference	
	Favorite	Least Favorite
Alternative N1	2	0
Alternative N2	3	2
Alternative N3	6	1
Alternative S1	4	8
Alternative S2	7	6
All	0	6
None	7	0
No Preference	8	11

Many commenters did not specify a favorite alternative. However, Alternative S2 and Alternative N3 had the greatest preference. Similarly, most commenters did not specify a least favorite alternative. The alternatives that were the least favorite of the commenters were Alternative S1 for the southern Alternatives and Alternative N2 for the northern alternatives. Some commenters did not like any of the alternatives proposed.

Commenter Concerns

Members of the public were also asked to provide information related to their concerns regarding the Extension to the Eastern Section of the Winston-Salem Northern Beltway. Concerns were listed as follows:

Project Need

- One commenter stated that too much uncertainty currently exists to offer any comments.

- A commenter stated that the highway would only serve those who would use the Eastern Section Extension, which would be part of the I-74 corridor, as a way to travel through the Winston-Salem area.

- Two commenters questioned the need for the Eastern Section Extension because of the fact that the Triad has had recent economic losses and also that high speed rail appears to be on the horizon.

- One commenter asked whether the traffic volumes would exist to justify the cost needed to construct the Eastern Section Extension.

Project Timeline and Funding

- One commenter inquired about the earliest date that construction would start.

- Another commenter stated that the Eastern Section Extension would take too long to construct, as it is currently not funded in the TIP.

Human Impacts

- One commenter said that constructing the Eastern Section Extension would upset a way of life that has taken a lifetime to establish. Another commenter stated that the overall quality of life within the area would be reduced because of the Eastern Section Extension.

- Two commenters stated that constructing the Eastern Section Extension would destroy established, rural neighborhoods in the area.

- Several commenters said that building the Eastern Section Extension would not only uproot families that have lived in the area for generations but would also impact extended families. Also, two commenters stated that they did not want to relocate, as they were either too old to move or have lived in their home for so long that they don't want to have to move and rebuild.

- One commenter suggested that the Eastern Section Extension would impact the Sedge Garden community, especially the area adjacent to Sedge Garden Elementary School. Also, the Eastern Section Extension would impact the proposed middle school northeast of Sedge Garden Elementary School.

- Another commenter stated that the project would destroy the green spaces already existing within that portion of Forsyth County.

- One commenter observed that adding too many interchanges along the Eastern Section Extension would encourage not only haphazard development but also urban sprawl and resulting traffic problems.

Real Estate Concerns

- Five commenters said that not only the construction of the roadway but the study of the alternative corridors would devalue their homes. Also, another commenter stated that the construction of the project would result in their not being able to sell their homes.

- Another commenter said that the State of North Carolina would not fairly compensate those families that would lose their homes as a result of being directly in the path of the Eastern Section Extension.

- One commenter stated at several residential developments are in the process of being constructed within the study corridors. Construction of the Eastern Section Extension would

either directly impact those homes by removing them or would indirectly impact those homes by lowering their value.

- One commenter, who owns a dog kennel business, said that they would go out of business if the Eastern Section Extension required their land because they would be unable to find suitable land with water elsewhere that would be at a reasonable price.

Traffic and Roadway Concerns

- One commenter stated that they did not want the western portion of the Winston-Salem Northern Beltway to be delayed as a result of the Eastern Section and Eastern Section Extension environmental approval process.

- Two commenters stated that the project would bring higher traffic volumes to the area, which would result in several environmental concerns.

- Another commenter suggested that the Eastern Section Extension would need to be a limited access freeway.

- One commenter suggested that the Kernersville Road area should have access to the proposed Eastern Section Extension.

- Another commenter expressed concerns regarding potential road closings that could result from constructing the Eastern Section Extension.

- One commenter inquired about the type of barrier (cable, concrete, etc.) that would be utilized in the median of the Eastern Section Extension.

Environmental Concerns

- Five commenters voiced concerns related to the increase of noise that would come from the traffic that the Eastern Section Extension would accommodate.

- One commenter suggested that noise barriers would be needed to reduce noise impacts to any residential areas that would be located near the Eastern Section Extension.

- Five commenters raised concerns related to the potential increase in air pollution that would result from the traffic that the Eastern Section Extension would accommodate.

- One commenter stated that a cemetery is located behind their house and that constructing the Eastern Section Extension so that it takes their house would destroy the cemetery.

- Another commenter stated that they had restored an old (90+ years) farmhouse and have an old (100+ years) grove of oak trees located behind their house. They fear that if the highway were to be built that it would destroy both the cemetery and the oak grove.

APPENDIX C

3. Public Involvement - Combined Projects R-2247, U-2579, and U-2579A

What's Inside?
Page 2 — Updates on RV-A and RV-B
Page 4 — Project Schedule
Page 4 — New Website now Online

Newsletter

for Winston-Salem Northern Beltway

March 2003 TIP Nos. R-2247 and U-2579

NCDOT to combine Western and Eastern Sections of the Northern Beltway

Project History

In the early 1990s, the North Carolina Department of Transportation (NCDOT) evaluated several options for improving north-south access in western Forsyth County and relieving congestion in eastern Forsyth County.

For the Western Section of the Northern Beltway, a freeway on new location from US 158 north to US 52 was selected as the Preferred Alternative. The Final Environmental Impact Statement (FEIS) for the Preferred Alternative on the Western Section was approved, and final engineering designs presented for comment at a public hearing in 1996. Right-of-way acquisition for the project began, and in 1999 construction began on one section.

In 1995, a Draft Environmental Impact Statement (DEIS) was approved for the Eastern Section (from US 52 north of Winston-Salem to US 421/I-40 Business east of the City), and a Preferred Alternative selected. In 1996, a feasibility study also was completed for the extension of the Eastern Section from US 421/I-40 Business south to US 311.

In 1999, a lawsuit was filed against the Federal Highway Administration (FHWA) and the NCDOT because of alleged deficiencies in the environmental document for the Western Section. As a result, right-of-way acquisition and construction for the Western Section were stopped. NCDOT and FHWA decided to reevaluate the environmental document on the Western Section.

What's Happening Now?

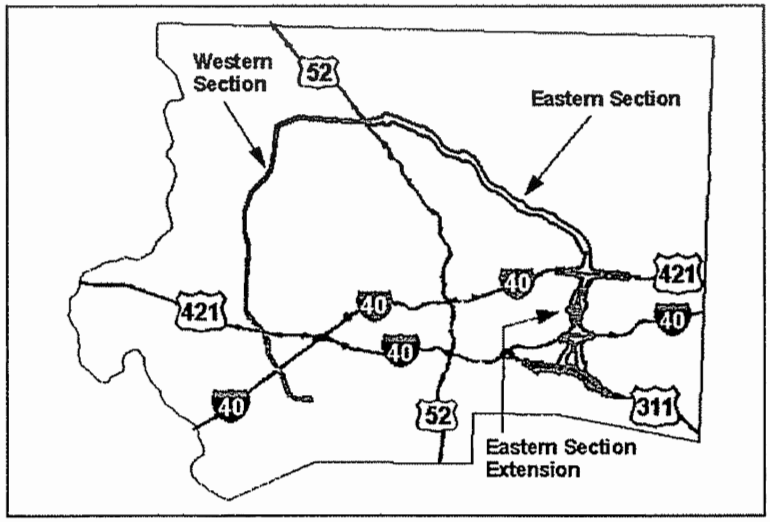
FHWA and NCDOT decided to consolidate the environmental documents for the Eastern (which includes the Eastern Extension) and Western Sections. Consequently, a DEIS currently is being prepared that combines the environmental analyses for the Western and Eastern Section, and the Eastern Section Extension.

The combined environmental document is expected to be released for public review in late 2003. There will be a formal review period of at least 45 days, which will include a public hearing about the project. The date, time, and location of the hearing will be advertised in local newspapers and on the project website: www.ncdot.org/projects/wsnb.

A newsletter announcing completion of the DEIS and the public hearing will be mailed to those on the project mailing list. The new mailing list is a combination of all the Northern Beltway mailing lists.

East meets West

This is the first issue reporting on the entire Winston-Salem Northern Beltway. Previously, you may have received newsletters on the Western Section (from US 52 to US 158), the Eastern Section (from US 52 to US 421), and/or the Eastern Section Extension (from US 421 to US 311). From this point forward, the updates for these different sections of the Beltway will be handled in one consolidated newsletter, which will be sent to everyone on the mailing lists for the Western, Eastern, and Eastern Extension Sections.



Winston-Salem Northern Beltway Sections *Figure 1*

Additional Information:

Questions, comments, and requests for additional information should be directed to:

All Sections of the Beltway
Ms. Missy Dickens, P.E.
NCDOT
1548 Mail Service Center
Raleigh, NC 27699-1548
Phone: (919) 733-7844 ext 218
Email: mdickens@dot.state.nc.us

Western Section and Combined Environmental Document
Ms. Jill Gurak, P.E.
PBS&J
1616 East Millbrook Road
Raleigh, NC 27609
Phone: (919) 876-6888
Email: jsgurak@pbsj.com

Eastern Section and Eastern Section Extension
Mr. Larry Meisner, AICP, P.E.
Kimley-Horn and Associates, Inc.
Post Office Box 33068
Raleigh, NC 27636
Phone: (919) 677-2079
Email: larry.meisner@kimley-horn.com

Project Schedule

Draft Environmental Impact Statement (DEIS)	Sept.	2003
Newsletter #2 - Announce Combined Public Hearing	Jan.	2004
Pre-Hearing Workshop	Feb.	2004
Combined Public Hearing	Feb.	2004
Select Alternative	May	2004
Newsletter #3 - Announce Alternative Selected	June	2004
Final Environmental Impact Statement	Feb.	2005
Record of Decision (ROD)	July	2005

Website Now Online

Instant access to information on the Winston-Salem Northern Beltway projects can now he found at NCDOT's new project website. There you will find past newsletters, maps, project information, and schedules, as well as ways to contact the project team, get involved, and have your comments heard.

www.ncdot.org/projects/wsnb

Newsletter
for Winston-Salem Northern Beltway

c/o Kimley-Horn and Associates, Inc.
P.O. Box 33068
Raleigh, NC 27636

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Newsletter
for Winston-Salem Northern Beltway

WESTERN SECTION NEWS

"Improve Existing Roadways Alternatives" RV-A and RV-B eliminated from further study

As part of the ongoing reevaluation of the Western Section environmental analyses, the NCDOT developed two "Improve Existing Roadways Alternatives" for western Forsyth County. These two alternatives, RV-A and RV-B (see Figure 2, Page 3, were shown to the public at a Citizens Informational Workshop on November 27, 2001.

Comments were received from 316 individuals at the workshop, or by email or mail following the meeting. More than 275 of the comments expressed opposition to the "Improve Existing Roadways Alternatives" or stated a preference for the Preferred Alternative.

One recurring comment questioned whether 200 feet of right-of-way was really needed to improve all the road segments included in RV-A and RV-B. The proposed 200-foot right-of-way was based on a conservative estimate of right-of-way needed for a typical four-lane, rural road with a median. As a result of these comments, we re-examined road segments to identify sections where a narrower right-of-way of 120 feet would be appropriate, based on a typical four-lane urban road with curb-and-gutter. As a result of this review, the proposed right-of-way for some roadway segments was reduced to 120 feet.

Alternatives RV-A and RV-B were then evaluated for effectiveness and impacts. The table on this page shows a comparison of these alternatives to the Western Section Northern Beltway Preferred Alternative.

Decision to eliminate Alternatives RV-A and RV-B.

Neither RV-A nor RV-B could satisfactorily meet the needs of the area. A new location beltway, as represented by the Preferred Alternative, would be more effective.

Comments from the public and local officials expressed strong opposition to Alternatives RV-A and RV-B.

Any travel time or congestion benefits achieved by Alternative RV-A or Alternative RV-B would likely degrade over time, since the roadways included in these alternatives will allow future driveway connections. This will result in decreased speeds and reduced traffic capacity.

Although each alternative would cost less than the Preferred Alternative, both RV-A and RV-B would create more noise impacts and have a greater probability of changing the community's character over a wider area.

Both RV-A and RV-B are inconsistent with The Legacy Plan, a local comprehensive plan developed by the City-County Planning Board that incorporates extensive public participation

Since RV-A and RV-B do not meet the project's purpose and need, they were eliminated from further consideration. The Preferred Alternative more effectively solves the transportation problem with less impact.

Effect	Preferred Alternative-Western Section Northern Beltway	Alternative RV-A	Alternative RV-B	Alternative RV-A +RV-B
Cost (Millions $)	$339.1	$230.0	$282.3	$427.1
Accident Rates vs. No-Build Alternative 3	Best	Some Improvement	Some Improvement	Some Improvement
North/South Travel Time Improvements vs. No-Build Alternative	46%	Up to 18%	0%	Up to 18%
Road Network Benefits	High	Medium	Low	Medium
Land Use Plans	Consistent	Inconsistent	Inconsistent	Inconsistent
Regional Thoroughfare Plan	Consistent	Inconsistent	Inconsistent	Inconsistent
Residential Relocations	289	184	400	497
Commercial Relocations	10	25	33	45
Community Facilities	0	1	1	1
Major Stream Crossings	16	6	12	16
Noise Impacts	44	120	249	299
Regional Air Quality Conformity Model	Consistent	Inconsistent	Inconsistent	Inconsistent

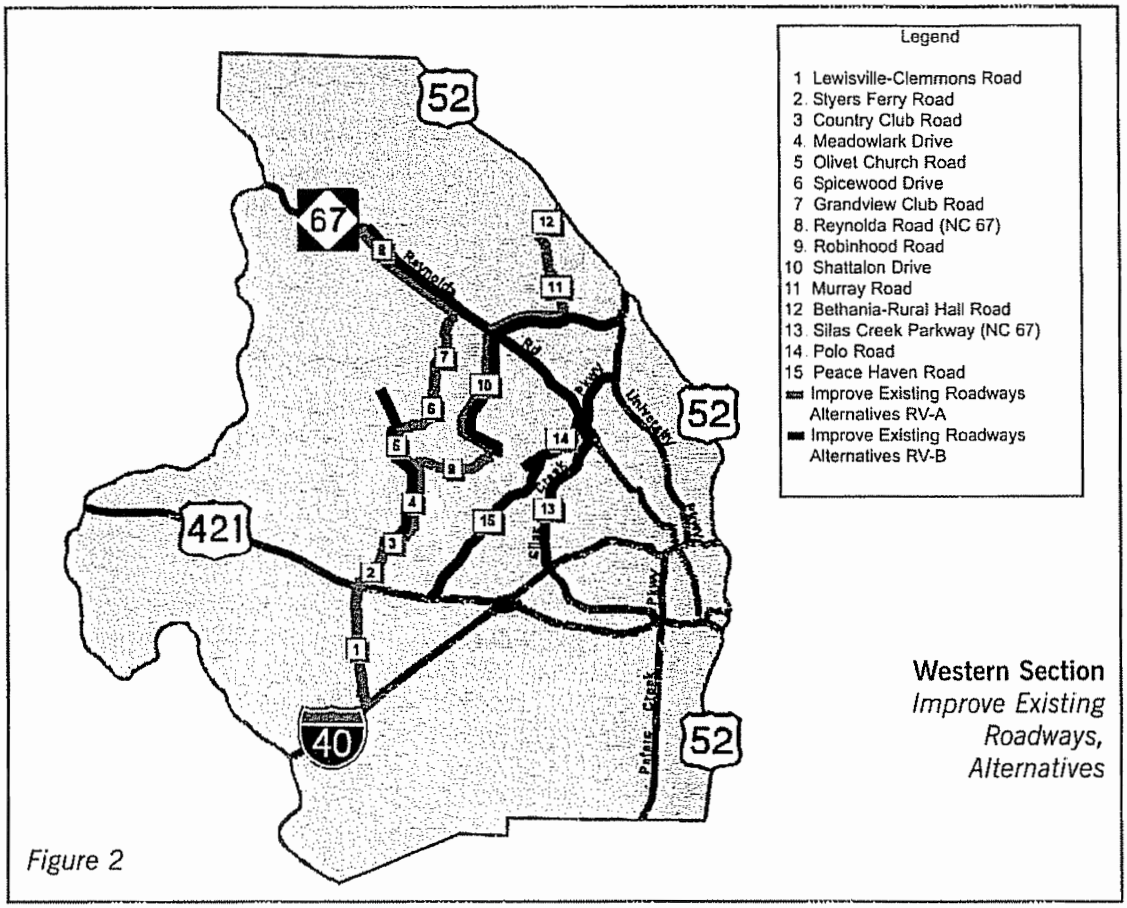


Figure 2

Decision to explore and eliminate a Combined Alternative RV-A + RV-B.

Since neither RV-A nor RV-B alone effectively meets the purpose and need of the project, NCDOT decided to consider a combination of the two. Building both alternatives would provide benefits that would more closely match those of the Preferred Alternative.

However, a combined alternative also would cost more, have much greater residential and commercial relocations, create substantially more noise impacts, and it, too, would be inconsistent with local land use plans (see table on page 2).

Consequently, a combined alternative RV-A + RV-B was eliminated from further study. Although it would come closer to meeting the proposed project's purpose and need, a new loca tion beltway still would be a more effective solution.

The decision to eliminate these alternatives, RV-A, RV-B, and RV-A+RV-B, and the rationale for doing so, will be more thoroughly documented in the forthcoming DEIS.

EASTERN SECTION NEWS

Six alternatives are being studied for the Eastern Section Extension (US 421/Business I-40 east of Winston-Salem to US 311, southeast of Winston-Salem). They include three corridors north and two south of I-40. In addition, an alternative with and without an interchange at Kernersville Road has been developed. These alternative corridors were shown in an October 2001 newsletter and displayed at the November 1, 2001 Citizens Informational Workshop.

Preliminary plans are being developed for all six, and the impacts each will have on the human and natural environment are being studied. The results of the analyses will be included in the DEIS and displayed at the public hearing.

The original Eastern Section (US 52 north of Winston-Salem to US 421/Business I-40), for which a preferred corridor was selected in 1996, is undergoing review to update portions of the analysis that may have changed since that time. Wetlands, protected species, and land use have been revisited and the impact data updated, as well as the traffic, air quality, and noise analysis for the Preferred Alternative. These new studies are being conducted so that information presented in the new DEIS on the entire Northern Beltway will be current.

Newsletter

for Winston-Salem Northern Beltway

October 2004 TIP Nos. R-2247, U-2579, and U-2579A

What's Inside

1 Environmental Document Completed
1 Public Workshops and Hearings Scheduled
1 Project Description
2 Pre-hearing Workshops
2 To Submit Comments
2 To Speak at a Hearing
2 Design vs. Corridor Hearings
2 What's Next?
3 Northern Beltway Map
4 Directions to Meeting Sites
5 Summary Impact Table
6 Project Web Site
6 To View Maps and the Environmental Document

Environmental Document Completed

The Federal Highway Administration (FHWA) and the North Carolina Department of Transportation (NCDOT) have recently completed a Supplemental Final Environmental Impact Statement (SFEIS) and Supplemental Draft Environmental Impact Statement (SDEIS) for the Winston-Salem Northern Beltway project.

The SFEIS/SDEIS for the Northern Beltway project and a Citizen's Summary of the lengthy document are now available for review by the public. To view the document, you can:

- Download a copy from NCDOT's web site (www.ncdot.org/projects/wsnb)
- Request a personal copy on CD by contacting Larry Meisner by telephone at (919) 677-2079 or by email at larry.meisner@kimley-horn.com
- Visit one of the various public review locations listed on the back of this newsletter

Public Workshops and Hearings Scheduled

Two workshops and three public hearings are scheduled during November for the various segments of the beltway project as follows:

- Tuesday, November 8 – Workshop at Anderson Conference Center at Winston-Salem State University, 4:00 PM to 8:00 PM.
- Tuesday, November 9 – Workshop at Education Building of the Dixie Classic Fairgrounds, 4:00 PM to 8:00 PM.
- Tuesday, November 16 – Open House Public Hearing for the Western Section at the Anderson Conference Center at Winston-Salem State University, 4:00 PM to 8:00 PM.
- Wednesday, November 17 – Formal Design Public Hearing for Eastern Section at the Anderson Conference Center at Winston-Salem State University, 7:00 PM. Staff will be available to answer questions between 4:00 PM and 6:00 PM.
- Tuesday, November 30 – Formal Corridor Public Hearing for Eastern Section Extension at the Benton Convention Center, 7:00 PM. Staff will be available to answer questions between 4:00 PM and 6:00 PM.

The formal public hearings will include an introduction and description of the project by NCDOT staff followed by opportunities for citizens to make statements. The open house public hearing will be in a workshop format, with NCDOT and consultant staff available for individual discussion and to answer questions. Citizens also will have the opportunity to submit written statements. For the Western Section open house public hearing on November 16, citizens may leave verbal messages with a recorder.

Project Description

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

The Winston-Salem Northern Beltway originally began as three separate projects. Since these projects began at different times, each section of the beltway has reached a different stage in the development process. The Western Section's planning process started first and a Preferred Alternative was selected in 1993. The

Eastern Section's process started several years later, and a Preferred Alternative was selected in 1996. There are six proposed alternatives for the Eastern Section Extension, each of which has an optional interchange at Kernersville Road. A Preferred Alternative for the Eastern Section Extension will be selected following the public hearing and the receipt of public and agency comments. The selection of the Preferred Alternative for the Eastern Section Extension will be discussed in the next environmental document.

Pre-Hearing Workshops

Two pre-hearing workshops on all sections of the Beltway will be held prior to the hearings. These workshops will be held from 4:00 PM to 8:00 PM at the following locations:

- Anderson Conference Center at Winston-Salem State University on Monday, November 8.
- Education Building of the Dixie Classic Fairgrounds on Tuesday, November 9.

Citizen Summaries of the environmental document, as well as the document itself, will be available at both the workshops, as well as the public hearings.

At these informal drop-in sessions, citizens can:

- Learn more about the project
- Review project maps
- Ask informal questions
- Provide comments to officials

To Submit Comments

Comments on this project can be:

- Mailed to NCDOT
- Submitted in writing at any of the hearings or workshops
- Presented verbally at the public hearings

Oral and written comments carry equal weight and will become part of the official hearing record. Written comments should be received by December 30, 2004.

Please send mailed comments to:

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

To Speak at a Hearing

Those who wish to speak at either of the formal public hearings can register at the pre-hearing workshops, at the hearing, or by calling Mr. Goode at (919) 715-1515. Verbal comments will be limited to five minutes per person; however, additional comments may be offered after registered participants have spoken.

NCDOT will provide auxiliary aids and services for disabled persons who wish to participate in the hearings to comply with the Americans with Disabilities Act. To receive special services, please contact Mr. Carl Goode at the address or phone number on page 2, or by fax at (919) 715-1501 to provide adequate notice prior to the date of the hearings so that arrangements can be made. If you need transportation to one of the meetings, please call _____.

Design vs. Corridor Hearings

The Eastern Section (from US 421/I-40 Business to US 52) and the Western Section (from US 52 to US 158) have Preferred Alternatives already selected. The Preferred Alternative for both sections is a freeway facility to be constructed on a new location. The public will have the opportunity to comment on the design features of the proposed freeway at the design hearings.

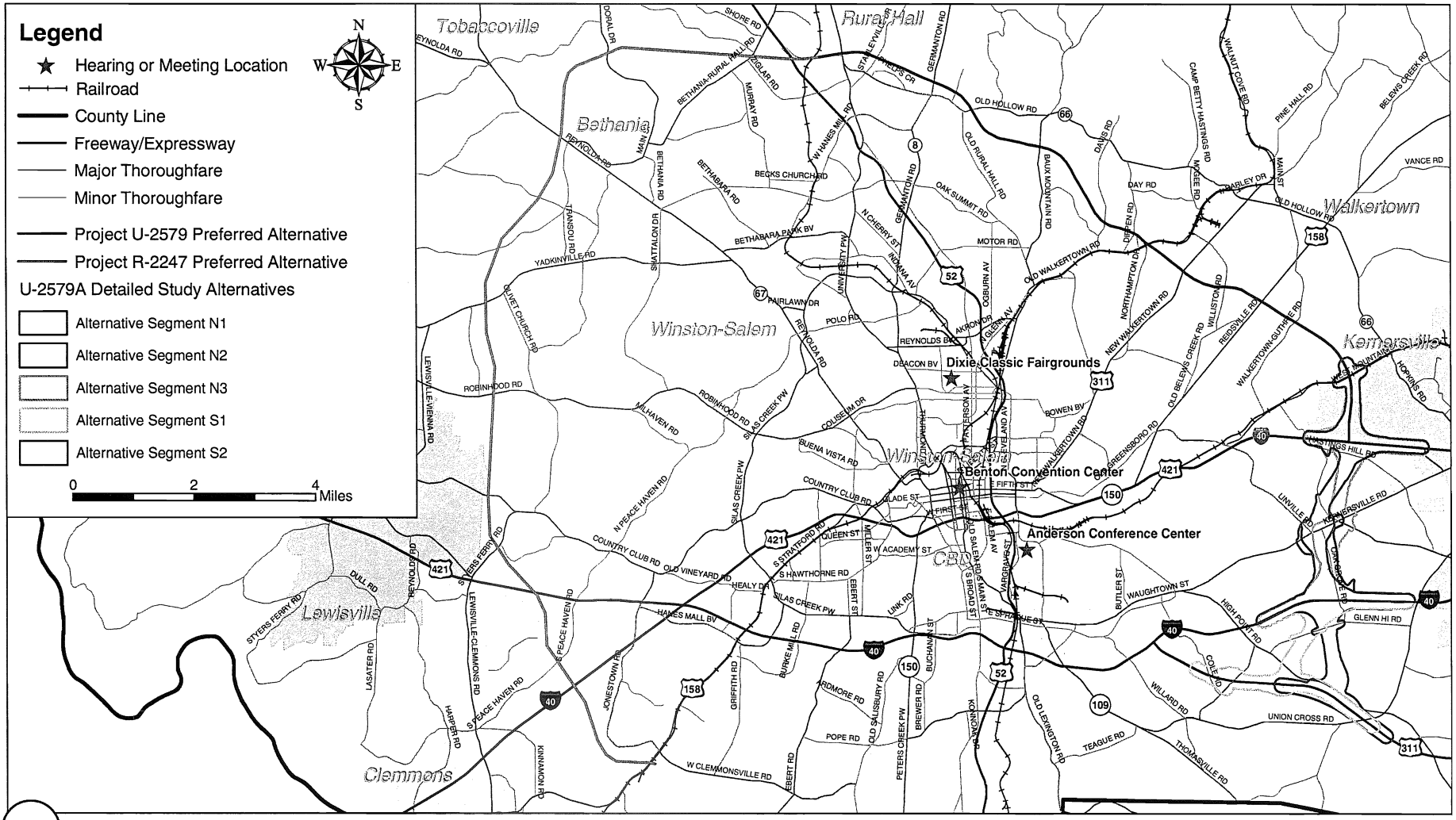
The Eastern Section Extension (from US 311 to US 421/I-40 Business east of Winston-Salem) has not yet advanced to this stage of the planning process, and no Preferred Alternative has been selected. The locations of each of the alternatives will be available for review by the public at the corridor hearing. The public comments on the proposed locations of the new facility will be used in selecting the Preferred Alternative, which will be presented in the next environmental document to be released.

What's Next?

Comments received will be thoroughly considered by NCDOT, FHWA, and state and federal regulatory and resource agencies in the selection of the Least Environmentally Damaging Practical Alternative (LEDPA) for the Eastern Section Extension. Following identification of the LEDPA, NCDOT will announce the preferred alternative. A subsequent environmental document will contain responses to public comments, as well as a discussion of the process used to select the preferred alternative for the Eastern Section Extension. The next environmental document is anticipated to be completed in July 2005, with a Record of Decision anticipated in Fall 2005.

Winston-Salem Northern Beltway

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



Directions to Hearings and Pre-Hearing Workshops

Anderson Conference Center at Winston-Salem State University
601 Martin Luther King Jr. Drive, Winston-Salem

- From US 52, use Exit 108C to Stadium Drive and turn left. Turn right onto Martin Luther King Jr. Drive. The Anderson Conference Center is on the right.
- From I-40, exit onto US 52 north and follow directions from US 52 shown above.
- From I-40 Business/US 421, exit onto US 52 south and follow directions from US 52 shown above.

Dixie Classic Fairgrounds Education Building
421 West 27th St, Winston-Salem

- From I-40 Business, take the Cherry Street exit and follow the signs to the Fairgrounds/Coliseum area.
- From US 52, take the Akron Drive exit and follow the signs for the Fairgrounds/Coliseum area.

Benton Convention Center
301 West Fifth St, Winston-Salem

- Take US-52 North to downtown Winston-Salem. Take Exit 110A/ Third, Fourth, Fifth Streets. Go to the Fifth Street stoplight and turn left onto Fifth Street. Stay on Fifth Street until you reach Cherry Street. The Convention Center will be on the right-hand corner of Fifth and Cherry Streets, across from the Adam´s Mark Hotel.
- From I-40, exit onto US 52 north and follow directions from US 52 shown above.
- When parking in any of the public parking garages, bring your parking stub to the hearing. The person at the sign-in table will validate your ticket so you will not need to pay.

Summary Impact Table*

Project R-2247 and Project U-2579 Preferred Alternatives
PLUS
Project U-2579A Detailed Study Alternatives
With (Without) Kernersville Road Interchange

Environmental Issue	N1-S1	N1-S2	N2-S1	N2-S2	N3-S1	N3-S2
Length (miles)	34.2	34.4	34.2	34.4	34.1	34.3
Estimated Costs (millions $)	816.4 (805.0)	816.5 (804.1)	814.2 (809.0)	821.1 (818.9)	796.4 (785.8)	814.4 (806.7)
Residences Requiring Relocation	771 (749)	807 (785)	728 (725)	795 (792)	734 (724)	801 (791)
Businesses Requiring Relocation	41 (27)	38 (25)	42 (33)	40 (31)	37 (26)	35 (24)
Schools Impacted	1	1	1	1	0	0
Parks and Recreational Facilities Impacted	0	0	0	0	0	0
Churches and Cemeteries Impacted	5	6	5	6	5	6
Number of Historic Resources Affected	5	5	5	5	5	5
Number of Impacted Noise Receptors (with mitigation in place)	755 (768)	721 (730)	821 (809)	742 (730)	792 (786)	713 (707)
Number of Potentially Impacted Hazardous Materials Sites	19 (16)	19 (16)	17 (15)	17 (15)	22 (17)	22 (17)
Number of Stream Crossings	114	114	116	116	118	118
Number of Bridges Over Streams	20	20	20	20	20	20
Number of Crossings with Major Culverts (> 72 inches in diameter)	32	34	32	34	31	33
Floodplains/Floodways (number of crossings)	21	21	21	21	21	21
Number of Crossings Requiring Floodway Modification	13	13	13	13	13	13
Acres of Wetlands Impacted	7.5	7.1	7.6	7.3	7.8	7.4
Protected Species Impacted	No Effect	No Effect	No Effect	No Effect	No Effect	No Effect

* This is an abbreviated table. A detailed table of impacts is found in the environmental document and in the citizens summary.

Questions, comments, and requests for additional information should be directed to:

All Sections of the Beltway

Ms. Missy Dickens, P.E.
North Carolina DOT
1548 Mail Service Center
Raleigh, NC 27699-1548
Phone: (919) 733-7844 ext 218
Email: mdickens@dot.state.nc.us

Western Section and Combined Environmental Document

Ms. Jill Gurak, P.E.
PBS&J
1616 East Millbrook Road
Raleigh, NC 27609
Phone: (919) 876-6888
Email: jsgurak@pbsj.com

Eastern Section and Eastern Section Extension

Mr. Larry Meisner, P.E., AICP
Kimley-Horn and Associates, Inc.
P.O. Box 33068
Raleigh, NC 27636
Phone: (919) 677-2079
Email: larry.meisner@kimley-horn.com

Newsletter

for Winston-Salem Northern Beltway

c/o Kimley-Horn and Associates, Inc.
P.O. Box 33068
Raleigh, NC 27636

Project Web Site

Instant access to information on the Winston-Salem Northern Beltway projects can be found at NCDOT's new project web site (www.ncdot.org/projects/wsnb). At this site, you will find past newsletters, maps, project information, and schedules, as well as ways to contact the project team, get involved, and have your comments heard.

To View Maps and the Environmental Document

A copy of the maps showing the current designs of the Western and Eastern Section Preferred Alternatives, as well as the alternative locations for the Eastern Section Extension, and a copy of the SFEIS/SDEIS are available for public review at the following locations:

NCDOT Division 9
375 Silas Creek Parkway, Winston-Salem

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

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

Central Library, 660 West Fifth Street, Winston-Salem

Kernersville Branch, 130 E. Mountain Street, Kernersville

Carver School Road Branch, 4915 Lansing Drive, Winston-Salem

Lewisville Branch, Lewisville Plaza Shopping Center, Lewisville

Reynolda Manor Branch, 2839 Fairlawn Drive, Winston-Salem

Rural Hall Branch, 7125 Broad Street, Rural Hall

Walkertown Branch, 2969 Main St, Walkertown

Newsletter

for Winston-Salem Northern Beltway

May 2005 TIP Nos. R-2247, U-2579, and U-2579A

Preferred Alternative Selected for Eastern Section Extension

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

In making this selection, NCDOT reviewed all public and agency comments and preferences. Meetings were held on January 25 and February 10, 2005 with state and federal regulatory and environmental resource agencies to review the evaluation of alternatives. NCDOT, the Federal Highway Administration, the U.S. Army Corps of Engineers, the N.C. Division of Water Quality, the U.S. Fish and Wildlife Service, the N.C. Wildlife Resource Commission, and the State Historic Preservation Office reached consensus on the Least Environmentally Damaging Practicable Alternative (LEDPA) on March 14, 2005. NCDOT formally identified the Preferred Alternative for the Eastern Section Extension on March 17, 2005. The Preferred Alternatives for the Eastern Section (Project U-2579) and Western Section (Project R-2247) remain unchanged.

What's Inside

1 Preferred Alternative Selection
1 Detailed Maps Available
2 Why is the N2-S1 Alternative Preferred?
2 How the Preferred Alternative Was Identified
2 Project Description
3-4 Maps
5 Construction Priorities and Funding
5 For More Information
5 Design Changes Being Studied

Detailed Maps Available

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

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

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

Project Description

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

Why Is the N2-S1 Alternative Preferred?

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

How Was the Preferred Alternative Identified?

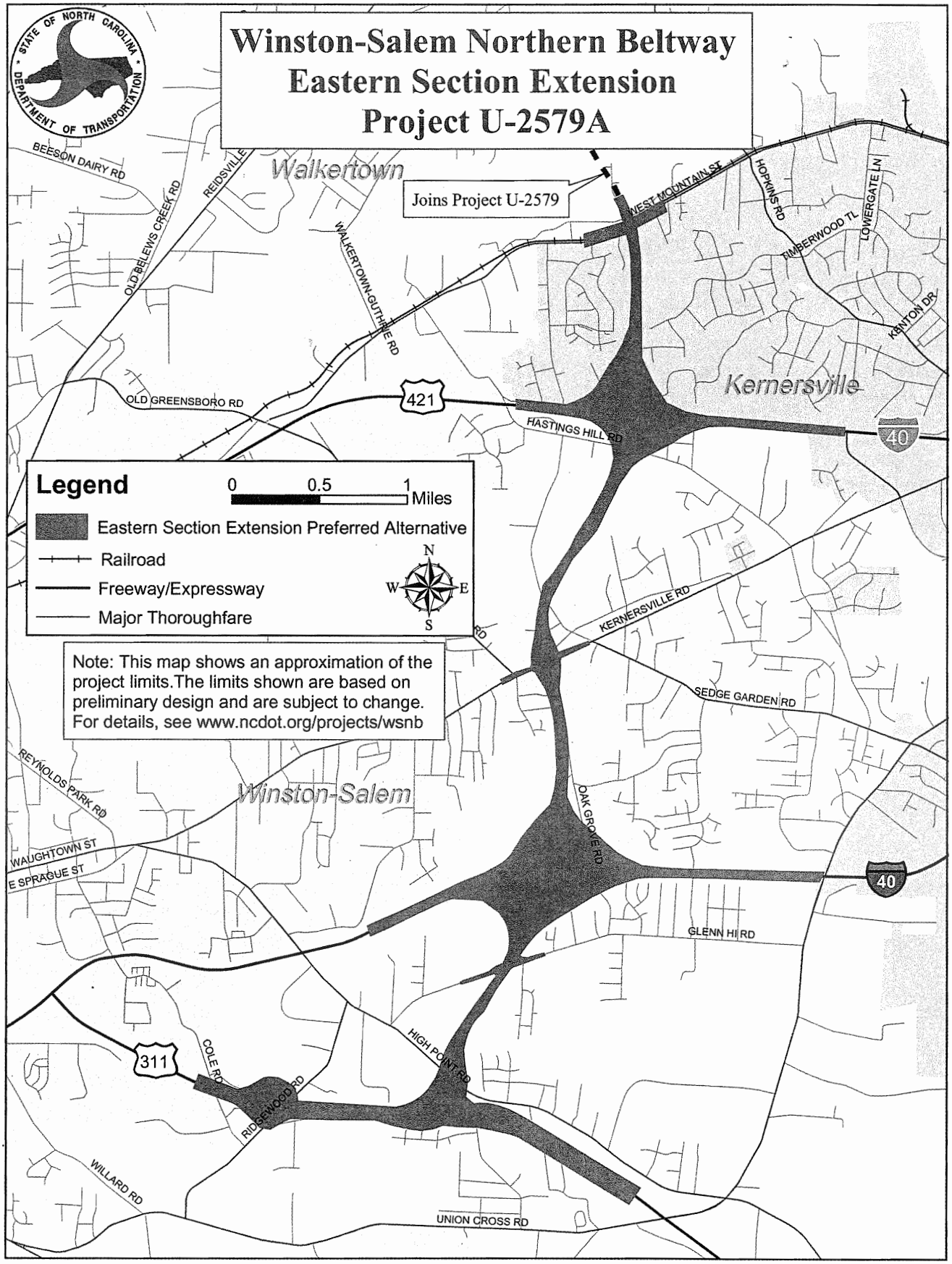
Environmental Document

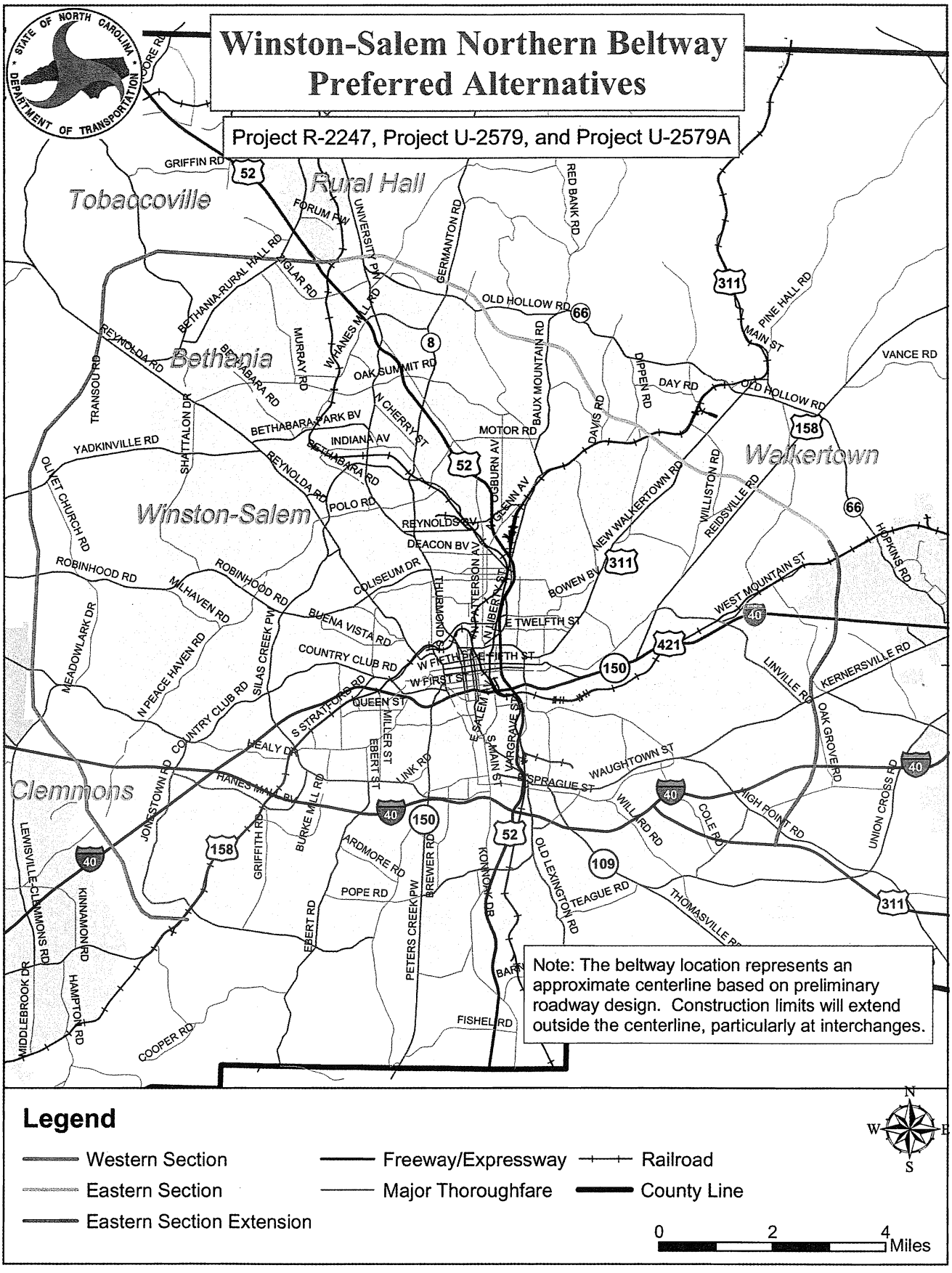
The approved environmental document combined the Supplemental Final Environmental Impact Statement (SFEIS) for the Western Section and Supplemental Draft Environmental Impact Statement (SDEIS) for the Eastern Section, including the Eastern Section Extension. The document was distributed in October 2004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

Hearings and Results

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

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


Winston-Salem Northern Beltway
Eastern Section Extension
Project U-2579A
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
Joins Project U-2579
Walkertown
Kernersville
Winston-Salem
BEESON DAIRY RD
REIDSVILLE
OLD BELEWS CREEK RD
WALKERTOWN-GUTHRIE RD
WEST MOUNTAIN ST
HOPKINS RD
LOWERGATE LN
PIMPERWOOD TL
KENTON DR
OLD GREENSBORO RD
421
HASTINGS HILL RD
40
KERNERSVILLE RD
SEDGE GARDEN RD
OAK GROVE RD
REYNOLDS PARK RD
WAUGHTOWN ST
E SPRAGUE ST
GLENN HI RD
311
COLE RD
RIDGEWOOD RD
HIGH POINT RD
WILLARD RD
UNION CROSS RD
Legend
0 0.5 1 Miles
Eastern Section Extension Preferred Alternative
Railroad
Freeway/Expressway
Major Thoroughfare
N
W
E
S
Note: This map shows an approximation of the project limits.The limits shown are based on preliminary design and are subject to change. For details, see www.ncdot.org/projects/wsnb


Winston-Salem Northern Beltway
Preferred Alternatives
Project R-2247, Project U-2579, and Project U-2579A
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
Tobaccoville
Rural Hall
Bethania
Winston-Salem
Walkertown
Clemmons
GRIFFIN RD
FORUM PW
UNIVERSITY PW
GERMANTON RD
RED BANK RD
BETHANIA-RURAL HALL RD
ZIGLAR RD
OLD HOLLOW RD
PINE HALL RD
MAIN ST
VANCE RD
REYNOLDA RD
MURRAY RD
W HANES MILL RD
OAK SUMMIT RD
TRANSOU RD
SHATTALON DR
BETHABARA RD
BETHABARA PARK BV
N CHERRY ST
BAUX MOUNTAIN RD
DAVIS RD
DIPPEN RD
DAY RD
YADKINVILLE RD
INDIANA AV
MOTOR RD
OLIVET CHURCH RD
POLO RD
OSBURN AV
GLENN AV
NEW WALKERTOWN RD
WILLISTON RD
REIDSVILLE RD
HOPKINS RD
REYNOLDS BV
DEACON BV
ROBINHOOD RD
COLISEUM DR
THURMOND ST
N PATTERSON AV
N LIBERTY ST
BOWEN BV
WEST MOUNTAIN ST
MILHAVEN RD
BUENA VISTA RD
E TWELFTH ST
MEADOWLARK DR
N PEACE HAVEN RD
COUNTRY CLUB RD
SILAS CREEK PW
W FIFTH ST
W FIRST ST
LINVILLE RD
KERNERSVILLE RD
QUEEN ST
S STRATFORD RD
MILLER ST
E SALEM AV
S MAIN ST
VARGRAVE ST
HEALY DR
EBERT ST
LINK RD
WAUGHTOWN ST
E SPRAGUE ST
OAK GROVE RD
HANES MILL RD
BURKE MILL RD
WILLARD RD
COLE RD
HIGH POINT RD
UNION CROSS RD
JONESTOWN RD
LEWISVILLE-CLEMMONS RD
GRIFFITH RD
ARDMORE RD
BREWER RD
KNOX RD
OLD LEXINGTON RD
TEAGUE RD
THOMASVILLE RD
KINNAMON RD
POPE RD
EBERT RD
PETERS CREEK PW
HAMPTON RD
MIDDLEBROOK DR
COOPER RD
FISHEL RD
Note: The beltway location represents an approximate centerline based on preliminary roadway design. Construction limits will extend outside the centerline, particularly at interchanges.
Legend
Western Section
Eastern Section
Eastern Section Extension
Freeway/Expressway
Major Thoroughfare
Railroad
County Line
N
W
E
S
0
2
4
Miles

municipalities and organizations, and two petitions from citizens.

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

Design Changes Being Studied

In response to comments received at the public hearing, NCDOT is investigating some design revisions related to preserving roadway connectivity on the Eastern Section and Eastern Section Extension. For instance, NCDOT is considering whether Hastings Hill Road, Pisgah Church Road, and High Point Road can be kept open across the Beltway. NCDOT is also investigating the possibility of keeping the Northampton Drive intersection at Old Walkertown Road open. NCDOT's determination as the whether or not these roads can be kept open will be in the Final Environmental Impact Statement.

Construction Priorities and Funding

Based on the Draft 2006-2012 state Transportation Improvement Program (TIP), right-of-way acquisition is scheduled to begin in Fiscal Year 2007 for the Eastern Section, 2008 for the Eastern Section Extension, and after 2012 for the Western Section. Construction is scheduled to begin in Fiscal Year 2009 for the Eastern Section, 2011 for the Eastern Section Extension, and 2012 for the Western Section. This does represent a change in priorities, based in part on public comments. More information can be found at http://www.ncdot.org/planning/development/TIP/. Questions on the change in priorities should be directed to Mr. Pat Ivey, NCDOT Division 9 Engineer, at 336-703-6500.

For More Information

Information on the Winston-Salem Northern Beltway projects can be found at NCDOT's project website (www.ncdot.org/projects/wsnb). On this site, you will find past newsletters, maps, project information, schedules, and a copy of the SFEIS/SDEIS. If you have questions or need information, you may also call the toll-free hotline at 1-866-223-0862 and leave a message; a member of the Project Team will return your call within one business day.

What's Next?

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

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

Western Section

Ms. Jill Gurak, P.E.
PBS&J
1616 East Millbrook Road
Raleigh, NC 27609
Phone: (919) 876-6888
Email: jsgurak@pbsj.com

Eastern Section and
Eastern Section Extension

Mr. Larry Meisner, P.E., AICP
Kimley-Horn and Associates, Inc.
P.O. Box 33068
Raleigh, NC 27636
Phone: (919) 677-2079
Email: larry.meisner@kimley-horn.com

All Sections of the Beltway

Ms. Missy Dickens, P.E.
North Carolina DOT
1548 Mail Service Center
Raleigh, NC 27699-1548
Phone: (919) 733-7844 ext 218
Email: mdickens@dot.state.nc.us

Newsletter
for Winston-Salem Northern Beltway

c/o Kimley-Horn and Associates, Inc.
P.O. Box 33068
Raleigh, NC 27636

rec'd 6/19

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LARRY MEISNER
OR CURRENT RESIDENT
KIMLEY-HORN
3001 WESTON PKWY
CARY NC 27513-2301

Winston-Salem Northern Beltway Update

Summary of Public Comments
Winston-Salem Northern Beltway
TIP Project Numbers R-2247, U-2579, U-2579A
Supplemental Final Environmental Impact Statement (TIP Project R-2247) and Supplemental Draft Environmental Impact Statement (TIP Projects U-2579 and U-2579A

The Supplemental Final Environmental Impact Statement (TIP Project R-2247) and Supplemental Draft Environmental Impact Statement (TIP Projects U-2579 and U-2579A) (SFEIS/SDEIS) for the Winston-Salem Northern Beltway was published in October 2004. The SFEIS/SDEIS summarizes the preliminary environmental and engineering studies conducted for the three portions of the Beltway.

Workshop Dates, Locations, and Attendees

Five public meetings and workshops were held in November and December 2004. Formal presentations were made by Carl Goode from the North Carolina Department of Transportation (NCDOT). Comment sheets were made available at all meetings and workshops. These meetings were advertised via a newsletter that announced the meeting, on the NCDOT project website, and via a press release to local media. **Table 1** summarizes the details from each meeting.

Table 1: Public Workshop and Hearing Summary

Project	Entire Northern Beltway		R-2247	U-2579	U-2579A
Type of Meeting	Pre-hearing open house	Pre-hearing open house	Open house public hearing	Formal public hearing	Formal corridor public hearing
Components	Workshop and slide presentation	Workshop and slide presentation	Workshop and slide presentation	Workshop, live presentation, and formal comment period	Workshop, live presentation, and formal comment period
Date	Nov 8, 2004	Nov 9, 2004	Nov 16, 2004	Nov 17, 2004	Dec 2, 2004
Location	Anderson Conference Center	Dixie Classic Fairgrounds	Anderson Conference Center	Anderson Conference Center	Benton Convention Center
Time	4-8 PM	4-8 PM	4-8 PM	4-6 PM open house; 7:00 presentation and comments	4-6 PM open house; 7:00 presentation and comments
Maps Displayed	Full-size colored maps of R-2247, U-2579, and U-2579A preliminary designs and U-2579A Corridor Map	Full-size colored maps of R-2247, U-2579, and U-2579A preliminary designs and U-2579A Corridor Map	Full-size colored maps of R-2247 preliminary designs and ½ size colored maps of U-2579 and U-2579A preliminary designs and U-2579A Corridor Map	Full-size colored maps of U-2579 preliminary designs and ½ size colored maps of R-2247 and U-2579A preliminary designs and U-2579A Corridor Map	Full-size colored maps of U-2579A preliminary designs and ½ size colored maps of U-2579 and R-2247 preliminary design and U-2579A Corridor Map
Number of Attendees*	118	239	44	153	245
Number of speakers (verbal comments)	N/A	N/A	N/A	24	28
Number of written comments received at workshop/hearing**	8	17	2	14	19 and a petition including 276 names

* Not including NCDOT, FHWA, USACE, and Consultant staff attending.

** This number includes information requests made by citizens at the meetings. It does not include the 218 written comments (including 25 resolutions and 1 petition) received in the mail during the comment period.

Total Number of Comments Received

The comment period originally was from November 16, 2004 to January 5, 2005. The law firm of Terris, Pravlik and Milian, LLC requested an extension of the comment period to January 15th, 2005, which was granted. The comment period was extended a second time (as requested by the law firm of Terris Pravlik and Milian, LLC) to January 18, 2005 because the 15th fell on a Saturday and the Monday, January 17th is a holiday.

As of January 17, 2005, a total of 281 written and verbal comments have been received. Comments were received from agencies and citizens. Comments from citizens are in **Appendix C.4** of the FEIS/SFEIS. Comments can be categorized as:

- 187 comment forms, emails, and letters from citizens
- 15 comment letters from federal, state, and local agencies
- 52 verbal comments from the two formal public hearings
- 25 resolutions from municipalities and organizations
- 2 petitions

General Support and Opposition

Of the total number of written and verbal comments received from both citizens and agencies (excluding resolutions and petitions), 94 comments supported the entire Northern Beltway and 18 comments objected to the entire Northern Beltway.

Comments received supporting the Northern Beltway stated reasons such as:
The Winston-Salem Northern Beltway will:

- Relieve traffic congestion
- Encourage economic development
- Prevent widening of existing roads
- Support future growth
- Provide safety
- Attract companies (ex. FedEx and Dell)
- Serve as the I-74 corridor

Those comments received against the Northern Beltway felt that the Northern Beltway will:

- Encourage urban sprawl
- Promote unwanted development
- Cost too much
- Have too many environmental impacts
- Diminish the rural character of the county

Project R-2247

Eighteen comments (including agency comments) were related to the preliminary design of Project R-2247.

Project U-2579

Nineteen comments (including agency comments) were related to the preliminary design of Project U-2579.

Project U-2579A

Seventy-eight of the comments received supported a particular Project U-2579A alternative or were otherwise related to Project U-2579A. **Table 2** summarizes the preferences given for the Project U-2579A Alternatives. Nine comments had general questions or issues related to Project U-2579A.

The number of citizens with a preference for an alternative on Project U-2579A was tallied, and is summarized in **Table 2**. Fifty-five citizens responded with an alternative preference, and 30 had a preference regarding the additional Kernersville Road interchange. Most citizen comments specifically mention alternative segments (N1, N2, etc.), while some had preferences on alternatives (N1-S1, N2-S2, etc). Citizens that stated preferences either spoke for themselves or for a non-governmental agency, such as a business or a chamber of commerce. The List of citizen comments in **Appendix C.4** states any organizations given by the citizen.

Table 2: Project U-2579A Preferences

Alternative	Individuals Supporting Alternative
N1-S1	3
N1-S2	0
N2-S1	2
N2-S2	2
N3-S1	6
N3-S2	1
Alternative Segment	**Individuals Supporting Alternative Segment**
N1	10
N2	8
N3	12
S1	15
S2	3

In addition, 24 citizens stated that they would like an interchange at Kernersville Road, and 6 citizens stated that they do not want an interchange at Kernersville Road.

Agencies that had a preference regarding U-2579A alternatives or an interchange at Kernersville Road either submitted written comments, formal resolutions, and/or made verbal comments at the public hearings. Comments from agencies are in **Appendix D.9** of the FEIS/SFEIS. The following agencies stated preferences:

- City of Winston-Salem: Alternative N2-S1, with Kernersville Road interchange
- Winston-Salem/Forsyth County Board of Education: N2-S1, with Kernersville Road interchange
- Winston-Salem/Forsyth County Utility Commission: Alternative Segment S1
- Town of Kernersville: Include Kernersville Road interchange
- Kernersville Fire Department: Include Kernersville Road interchange

Petitions

Two petitions to the Winston-Salem Northern Beltway were signed and submitted: one from the First Baptist Church of Stanleyville and one from the North Oaks neighborhood and surrounding communities. These are included in **Appendix C.4** of the FEIS/SFEIS.

The petition from the congregation of the First Baptist Church of Stanleyville included 300 signatures and was in regards to the widening of Virginia Lake Road on Project U-2579. The petitioners requested that instead of widening Virginia Lake Road to provide access from the Stanleyville Manor area to the connecting point of Ziglar Road, which would impact the church property, the DOT "consider moving the access east of Virginia Lake Road and allowing the road to go directly to University Parkway or use Nylon Drive as the access road to Ziglar Road for the Stanleyville Manor area."

The petition from the Northampton Community included 276 signatures, and was in regards to the design of Project U-2579 at New Walkertown Road and Northampton Road. Petitioners request to have access to Old Walkertown Road from Northampton Drive, instead of the current design which would cul-de-sac Northampton Drive. The petitioners also note a concern about air quality due to the excess traffic. The petition also included questions which are listed below

- What has been done or will be done to contact others in the Eastern Section that will be affected by the Beltway?
- Will anything be done to reduce the noise level for the homes closest to the Beltway that are on the northern end of Winnabow Road?
- What will be done about any damage that may be done by vibrations (or other causes) from blasting and digging during construction? Who will be responsible for any structural damage and how will we contact them?
- What is the elevation of the bypass from street level to the bridge that's going to be built?

Resolutions

Twenty-five municipalities and organizations passed and submitted resolutions. **Table 3** summarizes these resolutions. The resolutions are included in **Appendix D.9** of the FEIS/SFEIS.

Table 3: Resolutions

Resolution Number	Municipality/Organization	Date	Content of Resolution
1	High Point Urban Area Metropolitan Planning Organization (HPMPO)	10-26-04	Supports the Beltway
2	High Point City Council	7-8-04	Supports the Beltway
3	Winston-Salem/Forsyth County Board of Education	12-14-04	Requests selection of Alternative N2-S1 with an interchange at Kernersville Road, and that Hastings Hill Road not be severed.
4A	Piedmont Authority for Regional Transportation (PART)	10-13-04	Supports the Beltway
4B	Piedmont Authority for Regional Transportation (PART)	5-12-04	Supports the Beltway
4C	Piedmont Authority for Regional Transportation (PART)	12-6-04	*Includes copies of Resolutions from PART communities.*
5	High Point Chamber of Commerce	11-24-04	Supports the Beltway
6	Winston-Salem/Forsyth County Utility Commission	12-2-04	Requests selection of Alternative Segment S1
7	Winston-Salem Chamber of Commerce	5-19-04	Supports the Beltway
8A	Winston-Salem Business Inc.	12-2-04	Requests selection of Alternative Segment S1
8B	Winston-Salem Business Inc.	5-24-04	Supports the Beltway
9A	King City Council	9-7-04	Supports the Beltway
9B	King City Council	7-6-04	Supports the Beltway
10	Town of Elkin Board of Commissioners	10-11-04	Supports Project U-2579
11	Town of Rural Hall	5-10-04	Supports the Beltway
12	Archdale-Trinity Chamber of Commerce	5-19-04	Supports the Beltway
13	Surry County Board of Commissioners	7-19-04	Supports Project U-2579
14A	Stokes County Board of Commissioners	9-13-04	Supports Project U-2579
14B	Stokes County Board of Commissioners	6-14-04	Supports the Beltway
15A	Winston-Salem City Council	12-20-04	Requests selection of Alternative N2-S1 with an interchange at Kernersville Road. Also, construction of new major roads and/or connections to replace thoroughfares severed or eliminated by the Beltway; construction of new

			collector and local roads to provide access to areas isolated by construction; and incorporation of the provision of the planned bicycle, pedestrian, and greenway facilities into the design.
15B	Winston-Salem City Council	6-7-04	Supports the Beltway
16	Winston-Salem Urban Area Transportation Advisory Committee (TAC)	7-15-04	Supports the Beltway
17	Idealliance/Piedmont Triad Research Park	12-2-04	Requests selection of Alternative Segment S1
18	Hillsville Town Council	11-11-04	Supports the Beltway
19	Pilot Mountain Town Council	9-27-04	Supports the Beltway
20	Dobson Town Board	9-23-04	Supports the Beltway
21	Galax City Council	11-8-04	Supports the Beltway
22	Carroll County	11-13-04	Supports the Beltway
23	City of Mount Airy Board of Commissioners	9-16-04	Supports Project U-2579
24	Danbury Town Council	9-15-04	Supports the Beltway
25	Town of Kernersville	1-3-05	Provide an interchange between US 158 and US 421/I-40 Business and/or provide indirect access onto the Beltway via the proposed Big Mill Farm Road interchange with US 421/I-40 Business. Construct grade separations at Hastings Hill Road and Pisgah Church Road. Reconstruct and/or realign Oak Grove Church Road to retain the connection.

APPENDIX C

4. Citizen Comment Letters Included in the Public Hearing Record

List of Citizen Comments as of January 18th, 2005

Letter #	Last Name	First Name	Title	Company/Agency	Mailing Address	City	State	Zip	Comment Type
petition	300 people signed	First Baptist Church of Stanleyville			851 Ziglar Road	Winston-Salem	NC	27105	written
petition	276 people signed	North Oaks and surrounding communities							written
1 (10 people)	Montgomery	Stacey							written
	Swafford	Douglas							written
	Long	William							written
	Kyle	Bobby							written
	Thomas	Eddie							written
	Calloway	L.C.							written
	Parker	Jeff							written
	Justice	Juddie							written
	Virnig	Kevin			1209 Spring Drive	Tobaccoville	NC	27050	written
	Calloway	Jimmy							written
	Calloway	David							written
2 (14 people)	Austin	Jennifer			6655 Lake Dale Way	Clemmons	NC	27012	written
	Simmons	Alton Wade			198 Farmbrook Road	Mount Airy	NC	27030	written
	Lawless	Daniel			4121 Snyder Drive	Winston-Salem	NC	27172	written
	Caroll	Thomas & Carol			4004 Huntscroft Lane	Winston-Salem	NC	27106	written
	Forbus	Randal K.			213 Westridge Drive	King	NC	27021	written
	Dotson	Phillip M.			110 Jim Barr Road	King	NC	27021	written
	Taylor	Danny			2820 Tom's Ridge Lane	East Bend	NC	27018	written
	Bond	Bert N.			208 Westridge Drive	Mount Airy	NC	27028	written
	Brannon	Lamar & Debbie			5104 Mill Run Court	Pfafftown	NC	27040	written
	Clay	Jill B.			1501 Reynolda Road	Winston-Salem	NC	27104	written
	Wiggins	Marion			924 Walnut Street	Winston-Salem	NC	27101	written
	Kyle	David			6158 Haywood Street	Clemmons	NC	27012	written
	Harrison	Gina C.			1174 Roberts Lane	High Point	NC	27260	written
	Cox	Hal			102 Spring Creek Court	Winston-Salem	NC	27106	written
3 (2 people)	Bryant	Darren							written
	Linville	Patricia & Craig		Framed Impressions	209 Century Blvd., Suite F	Kernersville	NC	27284	written
4 (2 people)	Morgan	Jim	President	Home Builders Association of Winston-Salem	220 Charlois Boulevard	Winston-Salem	NC	27103-1593	written
	Smithdeal	Trip	President	Winston-Salem Regional Association of Realtors	195 Executive Park Blvd.	Winston-Salem	NC	27103	written
5	Palas	Sue			2860 Burlwood Drive	Winston-Salem	NC	27103	written
6	Grantham	Pat	Vice President	XPEDX	3840 Kimwell Drive	Winston-Salem	NC	27103-6720	written
7	Millican	John	VP/Storage Consultant	Salem Group	465 Corporate Square Drive	Winston-Salem	NC	27105	written
8	Dean, M.D.	Richard H.	President	Wake Forest University Health Sciences	Medical Center Boulevard	Winston-Salem	NC	27157-1003	written
9	Tobalski	Jim	Senior Vice President	Forsyth Medical Center and Novant Health	3333 Silas Creek Parkway	Winston-Salem	NC	27103	written
10 (2 people)	Heelan	Brian		Salem Group	465 Corporate Square Drive	Winston-Salem	NC	27105	written
	Rosenblatt	Dave	President	Salem Group	465 Corporate Square Drive	Winston-Salem	NC	27105	written
11	Adderton	Patti		The Pink and Blue Pages					written

List of Citizen Comments as of January 18th, 2005

Letter #	Last Name	First Name	Title	Company/Agency	Mailing Address	City	State	Zip	Comment Type
12	Allison	Craig S.	Logistics Manager - Value Added Operations, Global Automotive Division	Tyco Electronics Corporation	4800 S. Main Street	Winston-Salem	NC	27107-6848	written
13	McCormick	Sam		SLAM, Inc.	870 West 4th Street	Winston-Salem	NC	27101	written
14	Clay	Ken	Realtor	Keller Williams Realty					written
15	Bettis	Linda							written
16	Ross	Lee		Prudential Carolinas Realty	190 Charlois Boulevard	Winston-Salem	NC	27103	written
17	Boss	George W.	Commercial Real Estate Broker	Crowder McChesney & Taylor	3600 Country Club Road	Winston-Salem	NC	27104	written
18	Millsaps	Brad		Freeman Commercial Real Estate	175 Kimel Park Drive, Suite 200	Winston-Salem	NC	27103	written
19	Nivens	Victoria							written
20	Whitaker, Jr.	John C.	Chairman and CEO	Inmar, Inc.					written
21	Pesenti	John	District Sales Coordinator	AFLAC Insurance					written
22	Munnell	Peggie	Sales Manager	Adam's Mark Hotel	425 North Cherry Street	Winston-Salem	NC	27101	written
23	Marsh	Peter	Vice President	Workplace Strategies, Inc.	155 Tar Branch Court	Winston-Salem	NC	27101	written
24	Stanworth	Edward		The Pepsi Bottling Group, Customer Service Center					written
25	Burton	Clint	President	Carolina Specialties, Inc.	4706 Kirk Road	Winston-Salem	NC	27103	written
26	Kimel	Gray			421 Archer Road	Winston-Salem	NC	27106	written
27	Casey	Judy							written
28	Hearn	Douglas							written
29	Gray	Lyons	President	Downtown Winston-Salem Partnership	500 W. Fourth Street, Suite 101	Winston-Salem	NC	27101-2782	written
30	deBethizy, Ph.D.	J. Donald	President and CEO	Targacept, Inc.	200 East First Street, Suite 300	Winston-Salem	NC	27101-4165	written
31	Hobgood	Wade	Chancellor	North Carolina School of the Arts	P.O. Box 12189	Winston-Salem	NC	27117-2189	written
32	Walker	James M.			5320 Dartmoor Street	Winston-Salem	NC	27106	written
33	Sheeran	Gordon H. T.		TriStone Community Bank	P.O. Box 25288	Winston-Salem	NC	27114	written
34	Davis, III	John W.	Managing Director	Deutsche Bank Alex. Brown	200 West Second Street, Suite 500	Winston-Salem	NC	27101	written
35	Preslar, Jr.	Len B.	President and CEO	North Carolina Baptist Hospital	Medical Center Boulevard	Winston-Salem	NC	27157	written
36	Miller	Larry			120 Century Oaks Court	Winston-Salem	NC	27106	written
37	Straka	Daniel C.	Certified Senior Advisor	National Life Insurance Company	150 South Stratford Road	Winston-Salem	NC	27104-4291	written
38	Browne	Jane			5670 Novack Street	Winston-Salem	NC	27105	written
39	Avent, MAI, SRA	Michael D.		Michael D. Avent & Associates, Inc.	514 S. Stratford Road, Suite 317	Winston-Salem	NC	27103	written

List of Citizen Comments as of January 18th, 2005

Letter #	Last Name	First Name	Title	Company/Agency	Mailing Address	City	State	Zip	Comment Type
40	Jones, PE	Larry			341 Saddlebrook Circle	Lewisville	NC	27023	written
41	Atkinson, FACHE	G. Douglas	Vice President	Wake Forest University Baptist Medical Center	Medical Center Boulevard	Winston-Salem	NC	27157	written
42	Donathan	Sue			P.O. Box 21	King	NC	27021	written
43	Long	Gerald H.	Chairman	LA Reynolds Garden Showcase	4400 Styers Ferry Road	Winston-Salem	NC	27104	written
44	Fowler	Robert L.	President	Modern Automotive Network	5955 University Parkway	Winston-Salem	NC	27105	written
45	Auffinger	Stephen			8175 Whitmore Cove Lane	Clemmons	NC	27012	written
46	Oakley	Myra			154 Wagoner Drive	Mt. Airy	NC	27030	written
47	(unreadable)								written
48	Hart	James B.			4433 Old Winston Road	Kernersville	NC	27284	written
49	Brown	Seth B.			P.O. Box 309	Bethania	NC	27010	written
50	Greason, Jr.	Murray C.		Womble Carlyle Sandridge & Rice	One West Fourth Street	Winston-Salem	NC	27101	written
51	Vogler	J. Mosby			3727 Milhaven Road	Winston-Salem	NC	27106	written
52	Smith	Kenneth			1125 Oakmont Ridge	Winston-Salem	NC	27105	written
53	Clapp	Josh			4321 Meredith Drive	Winston-Salem	NC	27107	written
54	Dean	Robin C.			1584 Trinity Garden Circle	Clemmons	NC	27012	written
55	Trefz	Theo			4410 Wood Glen Court	Winston-Salem	NC	27107	written
56	Reinard	James							written
57	Pandit	Amit			3325 Dobbs Parish Lane	Pfafftown	NC	27040	written
58	Jones	Marjorie P.			4805 Styers Ferry Road	Winston-Salem	NC	27104	written
59	Hargraves	Mary R.			4404 Northampton Drive	Winston-Salem	NC	27105	written
60	Erdenberger	P.			262 Hollin Way	Winston-Salem	NC	27104	written
61	Johnson	Maurice P.			2828 Bon Air Avenue	Winston-Salem	NC	27105	written
62	Marshall	Glenn			413 Montcrest Dr.	Kernersville	NC		written
63	Thomason	Audrey M.			6011 Phelps Circle	Winston-Salem	NC	27105	written
64	Rayburn	Jennifer							written
65	(blank)								written
66	Brummitt	Charles S.	Executive Director	Piedmont Land Conservancy	P.O. Box 4025	Greensboro	NC	27408-4025	written
67	Lilly	Linda L			4510 Gretchen Ave	Pfafftown	NC	27040	written
68	Hampton	Katherine			5631 Whippoorwill Drive	Pfafftown	NC	27040	written
69	Weavil	Ginger			550 Buck Run Drive	Kernersville	NC	27284	written
70	Maltba	Doran			5106 Ivystone Lane	Winston-Salem	NC	27104	written
71	Yarbrough, Jr., AICP	James E.			921 Vernon Avenue	Winston-Salem	NC	27106-5843	written
72	Walker	Michael			3110 Bethania Ridge Road	Pfafftown	NC	27040	written
73	Brown	Georgia			4955 Ellen Ave	Pfafftown	NC	27040	written
+ (10 peop	Johnson	Debra			6650 Reynolda Road	Pfafftown	NC	27040	written
	Tuttle	Harvey			6664 Reynolda Road	Pfafftown	NC	27040	written
	Whitman	Myrtle			6676 Reynolda Rd	Pfafftown	NC	27040	written
	Tharington	Harvey			6700 Reynolda Road	Pfafftown	NC	27040	written
	Hartgrove	Virginia			5000 Hauser Drive	Pfafftown	NC	27040	written
	Johnson	Kathy			4165 Davbow Drive	Pfafftown	NC	27040	written
	Johnson	Mannie			4160 Davbow Drive	Pfafftown	NC	27040	written
	Doub	Brenda			4925 Katie Court	Pfafftown	NC	27040	written
	Hayes	Paul			4135 Dr.	Pfafftown	NC	27040	written
	King	Katie			4105 Davbow Drive	Pfafftown	NC	27040	written

List of Citizen Comments as of January 18th, 2005

Letter #	Last Name	First Name	Title	Company/Agency	Mailing Address	City	State	Zip	Comment Type
75	Wilmoth	Joyce			5090 Roberts Road	Pfafftown	NC	27040	written
76	Rierson	Steve			4457 Northampton Dr.	Winston-Salem	NC	27105	written
77	Hillir	Nancy			2258 West Mountain St.		NC		written
78	Krusinski	Betty			4120 Thornbrook Ln.	Winston-Salem	NC	27105	written
79	Hardison	George W. and Marlene			5026 Woodsboro Lane	Winston-Salem	NC	27105	written
80	Ingram	James and Paulette			4241 Church Hill Rd.	Winston-Salem	NC	27105	written
81	Perryman	Richard and Carol			5862 Stanleyville Dr.	Rural Hall	NC	27045	written & verbal
82	Nuckolls	Billy J.			5762 Germanton Rd.	Winston-Salem	NC	27105	written
83	Cooper	Eric, Mr. and Mrs.			4366 Winnabow Rd.	Winston-Salem	NC	27105	written
84	Whitaker	Don					NC		written
85	Wynn	Robert J.			4391 Winnabow Rd.	Winston-Salem	NC	27105	written
86	Watkins	Ms.							written
87	Jewell	Doug			5005 Oak Garden Dr.	Kernersville	NC		written
88	Clagett	Lawrence and Darlene			5064 Oak Garden Dr.	Kernersville	NC	27284	written
89	Tolbert	Jack and Betty			4230 Orvil Lane	Winston-Salem	NC	27107	written
90	Maxwell	Roberta G.			4880 School View Dr.	Kernersville	NC	27284	written
91	Coulter	John R.				Kernersville	NC		written
92	Mendel	Phyllis E.		Henrick & Bryant, LLP	723 Colis. Drive, Suite 101	Winston-Salem	NC	27106	written
93	Nelson	Sean and Stephanie			5300 Prince Charles Dr.	Kernersville	NC	27284	written
94	Hart	Jeffrey Stanton			2700 Eastport Road Apt. 3	Charlotte	NC	28205	written
95	Boyer	Bruce			108 Rockford Ct.	Kernersville	NC	27284	written
96	Caudill	Karen			4379 Creekridge Ln.	Kernersville	NC	27284	written
97	King	Arnold G.			P.O. Box 525	Kernersville	NC	27285	written
98	Jarrett	Carl and Elwillie			4291 Winnabow Rd.	Winston-Salem	NC	27105	written
99	Tilley	Rebecca			4211 Orvil Lane	Winston-Salem	NC	27107	written
100	Jones	Sarah N.			4805 Styers Ferry Road	Winston-Salem	NC	27104	written
101	Brock	Bill and Donna			930 Bluff School Road	Kernersville	NC	27284	written
102	Peddycord	Rex L. and Faye G.			471 Hastings Hill Road	Kernersville	NC	27289	written
103	Sides	Robert and Dorothy			644 Linville Road	Kernersville	NC	27284	written
104	Allen	Charles F.		Mbr. of Krn. Plan. Brd.	5679 Regents Park Rd.	Kernersville	NC	27284	written
105	Sides	Robert F.			657 Linville Rd.	Kernersville	NC	27284	written
106	Griffin	Kenneth S.			829 Weavil Rd.	Kernersville	NC	27284	written
107	Connor	Ron			432 W. Mountain St.	Kernersville	NC	27284	written
108	Cook, Jr.	Sid George W.			6012 Brookstone Ridge Dr.	Winston-Salem	NC	27107	written
109	Olive	Gary			1118 Clyde Ederton	Kernersville	NC	27284	written
110	Riddick	Mickey and Zelma			4280 High Point Rd.	Winston-Salem	NC	27107	written
111	Culhoun	Jane Allen			110 Wesley Court	Winston-Salem	NC	27107	written
112	Sherron	Jarrett and Kelly			100 Ashe Ct.	Thomasville	NC	27360	written
113	Thomas	Susan M.			472 Meredith Way	Winston-Salem	NC	27107	written
114	Callins, Jr.	Mrs. W.A. (Lois)			4119 Glenn High Road	Winston-Salem	NC	27107	written
115	Bull	Barbara J.			5885 Stigall Road	Kernersville	NC	27284	written
116	Cashion	Brooke			684 Doe Run Drive	Kernersville	NC	27284	written
117	Davis	Darrell			1804 Beech Leaf Ct.	Kernersville	NC	27284	written
118	Murray	William and Kim			568 Doe Run Drive	Kernersville	NC	27284	written
119	Anderson	Cecil K.			2253 Pisgah Church Rd.	Kernersville	NC	27284	written

List of Citizen Comments as of January 18th, 2005

Letter #	Last Name	First Name	Title	Company/Agency	Mailing Address	City	State	Zip	Comment Type
120	Sawyer	Robert	President, South Province	Moravian Church in America	Drawer O. Salem Station	Winston-Salem	NC	27108	written
121	Looby	Tom			3736 Burbank lane	Winston-Salem	NC	27106	written
122	Greene	Chuck		BellSouth Telecomm.	380 Knollwood Street	Winston-Salem	NC	27103	written
123	MacIntosh	Jeff			129 Woodbriar Rd.	Winston-Salem	NC	27106	written
124	Bagby	Stephen J.			1767 Ryefield Ct.	Kernersville	NC	27284	written
125	Miller	Jim			1816 Pope Lane	Kernersville	NC	27284	written
126	Norman	Debbie			2700 Teak Court	Monroe	NC	28110	written
127	McGee	Raymond and Rachel			1820 Union Cross Rd.	Winston-Salem	NC	27107	written
128	Luffman	Vicky F.			1685 Fairview Boulevard	Winston-Salem	NC	27127	written
129	Sides	Robert and Dorothy			644 Linville Road	Kernersville	NC	27284	written
130	Kirby	Everette and Martha			3501 Corvair Drive	High Point	NC	27265	written
131	Pope	Jim and Wanda			202 Oak Grove Church Rd.	Winston-Salem	NC	27107	written
132	Morgan	Jeff			2516 Deer Rack Circle	Kernersville	NC	27284	written
133	Aldridge	Toni			577 Doe Run Dr.	Kernersville	NC	27284	written
134	McCracken	Darlene			4646 Royal Gate Rd.	Winston-Salem	NC		written
135	Earnhardt	Jack			215 Oak Grove Church Rd.	Winston-Salem	NC	27107	written
136	Pruitt Jr.	Thomas B.			4083 High Point Rd.	Winston-Salem	NC	27107	written
137	White	John W.			155 Old Wood Lane	Kernersville	NC	27284	written
138	Whitaker	Kenneth G.			117 Bluff School Rd.				written
139	Wilson Jr.	William E.			4439 Meredith Way	Winston-Salem	NC	27107	written
140	Pennington	Herb			4640 Woodbridge Dr.	Kernersville	NC	27284	written
141	Vaden	James and Carol			4930 Garden View Dr.	Winston-Salem	NC	27107	written
142	Wallace	Scott		Group GKK, LLC	3708 Alliance Drive	Greensboro	NC	27407	written
143	Cox	Joseph Hassel			800 Weavil Rd.	Kernersville	NC	27284	written
144	Bodenheimer	Tony and Lucia			5211 Prince Charles Dr.	Kernersville	NC	27284	written
145	Brown	David			414 Sedge Garden Rd.				written
146	Covert	Jeremy and Sunshyne			4820 Schoolview Dr.	Kernersville	NC		written
147	Cottingham	Margaret and Daniel			811 Norcross Rd.				written
148	Harp	Carol and Philip			3214 Swaim Rd.	Winston-Salem	NC	27107	written
149	Wahl	Wendi			4384 Monica Ct.	Winston-Salem	NC	27107	written
150	Stephens	Larry			320 Hastings Hill Rd.	Kernersville	NC	27284	written
151	Callins, Jr.	Mrs. W.A. (Lois)			4119 Glenn High Road	Winston-Salem	NC	27107	written
152	Pedner	Dustin and Pearl			120 Motsinger Dr.	Winston-Salem	NC	27107	written
153	Hart	Jerry and Sandra			339 Sedge Garden Road	Kernersville	NC	27284	written
154	Wilson	Dale			2226 West Mountain St.	Kernersville	NC	27284	written
155	Mianello	Mike and Alice			315 Crooked Toll Dr.	Kernersville	NC		written
156	Dillon	Charles Ray and Judy			3380 Dillon Farm Rd.	Winston-Salem	NC	27105	written
157	Sloan	Donald			1400 Demetrias Dr.	Winston-Salem	NC	27103	written
158	Shiffiette	Tracey			710 Bluff School Rd.	Kernersville	NC	27284	written
159	Kelly	L.R.		Christ Temple Church	2935 Cole Rd.	Winston-Salem	NC		written
160	Shields	Tod and Jennifer			501 Buck Run Dr	Kernersville	NC	27284	written
161	Tolley	Daniel				Lexington	NC		written
162	Klein	Linda			426 Valleymeade Drive				written
163	Motsinger	Terry W.			270 Motsinger Drive	Winston-Salem	NC	27107	written
164	Motsinger	V. Ellen Reed			270 Motsinger Drive	Winston-Salem	NC	27107	written & verbal
165	Pevarnik	Jane and John			170 Ben Smith Road	Kernersville	NC	27284	written

List of Citizen Comments as of January 18th, 2005

Letter #	Last Name	First Name	Title	Company/Agency	Mailing Address	City	State	Zip	Comment Type
166	Long	Jeff			Kernersville	NC	27284		written
167	Dean	Robin			1584 Trinity Garden Circle				verbal
168	Wynn	Gwendolyn		North Oaks Community	4391 Wenobow Road	Winston-Salem	NC		verbal
169	Dean	Robin			1584 Trinity Garden Circle				verbal
170	Motsinger	Terry							verbal
171	Thompson	Karolyn		North Oaks Community					verbal
172	Watts	Andy							verbal
173	Ramsey	Lloyd							verbal
174	Barksdale	David							verbal
175	Mernand	Ed							verbal
176	Burke	Amos			5981 Phelps Circle	Winston-Salem	NC		verbal
177	Taylor	Jim							verbal
178	Taylor	Wendy							verbal
179	Jones	Laska							verbal
180	King	Arnold							verbal
181	Buchan	Les				Kernersville	NC		verbal
182	Riesen	Steve			Northampton Drive				verbal
183	King	James							verbal
184	Byrd	Russell							verbal
185	Unidentified Male								verbal
186	Anderson	Keith			2253 Pisgah Church Road				verbal
187	Blake	W.C.							verbal
188	Tabor	Byron							verbal
189	Unidentified Male								verbal
190	Childers	J.R.							verbal
191	Anderson	Melanie							verbal
192	Lavender	William							verbal
193	Long	Jeff							verbal
194	Brown	Carson			4955 Ellen Ave	Pfafftown	NC	27040	written
195	Clayton	Kathleen			6025 Crest Ridge Lane				verbal
196	Anderson	Keith							verbal
197	Ward	Emmett	Pastor						verbal
198	Wilson	Dale							verbal
199	Crotts Jr.	John			5030 Hammond Street	Kernersville	NC	27284	verbal
200	Cameron	Wayne			Diffen Road				verbal
201	Harp	Carol S.		Stratapult	2650 Pilgrim Court	Winston-Salem	NC	27106	written
202	Hester	Mike			508 Buck Run Drive	Kernersville	NC		written
203	Murdock	Laurie							verbal
204	Griffin	Tom	Vice Chair	Chamber of Commerce for Transportation					verbal
205	Marsh	Peter	Board member	Winston-Salem Chamber of Commerce					verbal
206	Boyer	Bruce	CEO	Kernersville Chamber of Commerce					verbal
207	Griffin	Tom	Vice Chair	Chamber of Commerce for Transportation					verbal
208	Miller	Gene	Asst. Supt.	Forsyth County Schools	1605 Miller St.	Winston-Salem	NC		written

List of Citizen Comments as of January 18th, 2005

Letter #	Last Name	First Name	Title	Company/Agency	Mailing Address	City	State	Zip	Comment Type
209	Anderson	Gail	President	Winston-Salem Chamber of Commerce					verbal
210	Blakeley	Kenneth			5848 Germanton Road	Winston-Salem	NC		written
211	Ward	Lee			4445 Lane Street	Winston-Salem	NC	27105	written
212	Adams	Ronald			442 Eastcrest Drive	Kernersville	NC	27284	written
213	Calhoun	Jane			110 Wesley Court	Winston-Salem	NC	27107	written
	Lowry	Will			401 Montcrest Drive	Kernersville	NC	27284	written
214	Maddux	Ed			104 Hedgemore Drive	Kernersville	NC	27284	written
	Enscore	Richard			135 Gerry Drive	Kernersville	NC	27284	written
	Johnston	James W.			125 Gerry Drive	Kernersville	NC	27284	written
215	Crotts	Kaylon			5029 Hammond Street	Kernersville	NC	27284	written
216	Wright	Virginia			4410 Winnabow Road	Winston-Salem	NC	27105	written
	Westfall	Kelli			704 Hampton Way Drive	Winston-Salem	NC	27107	written
217	Smith	Paula			632 Brookmont Drive	Winston-Salem	NC	27107	written
218	Barry	William and Hilda			4163 Glenn High Road	Winston-Salem	NC	27107	written
219	Maginnis	Chris	Member	Government Affairs Committee for Winston-Salem Chamber of Commerce					verbal
220	Yenrick	Chris		Home Builders Association of Winston-Salem and Winston-Salem Chamber of Commerce					verbal
221	Rogers	Mark							written
	White	David Ray							written
222	Westmoreland	Darrell							written
223 & 224	Kirby	Gene			3501 Corvair Drive	High Point	NC	27265	written
225	Ahmad	Aamra S.		Terris, Pravlik & Millian, LLP	1121 12th Street, N.W.	Washington, DC		20005-4632	written
226	Talley	Shelba Motsinger			1131 Old Salem Road	Kernersville	NC	27284	written
227	Linville	Ron							written
228	Gray	Lyons	President	Downtown Winston-Salem Partnership	500 W. Fourth Street, Suite 101	Winston-Salem	NC	27101-2782	written

CITIZENS PARTICIPATION
RECEIVED
DEC 2 1 2004

pg 1 of 19

COMMENT SHEET

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

Design Public Meeting

U-2579 8.2625101 Forsyth County

November 17, 2004

NAME: First Baptist Church of Stanleyville

ADDRESS: 851 Ziglar Road, Winston-Salem, NC 27105

COMMENTS AND\OR QUESTIONS:

The congregation of the First Baptist Church of Stanleyville request that the North Carolina Department of Transportation reconsider widening of Virginia Lake Road as part of Project No. 8.2625101 TIP No. U-2579. The plans indicate that the street known as Virginia Lake Road will be widened to 60 feet in width in order to provide access from the Stanleyville manor area to the connecting point of Ziglar Road. Widening of Virginia Lake Road would in effect cut the present church property in half and make the area east of the present Virginia Lake Road useless.

1 The congregation of the church is requesting that you consider moving the access east of Virginia Lake Road and allowing the road to directly to University Parkway or in the alternative use Nylon drive as the access road to Ziglar Road for the area of Stanleyville manor area.

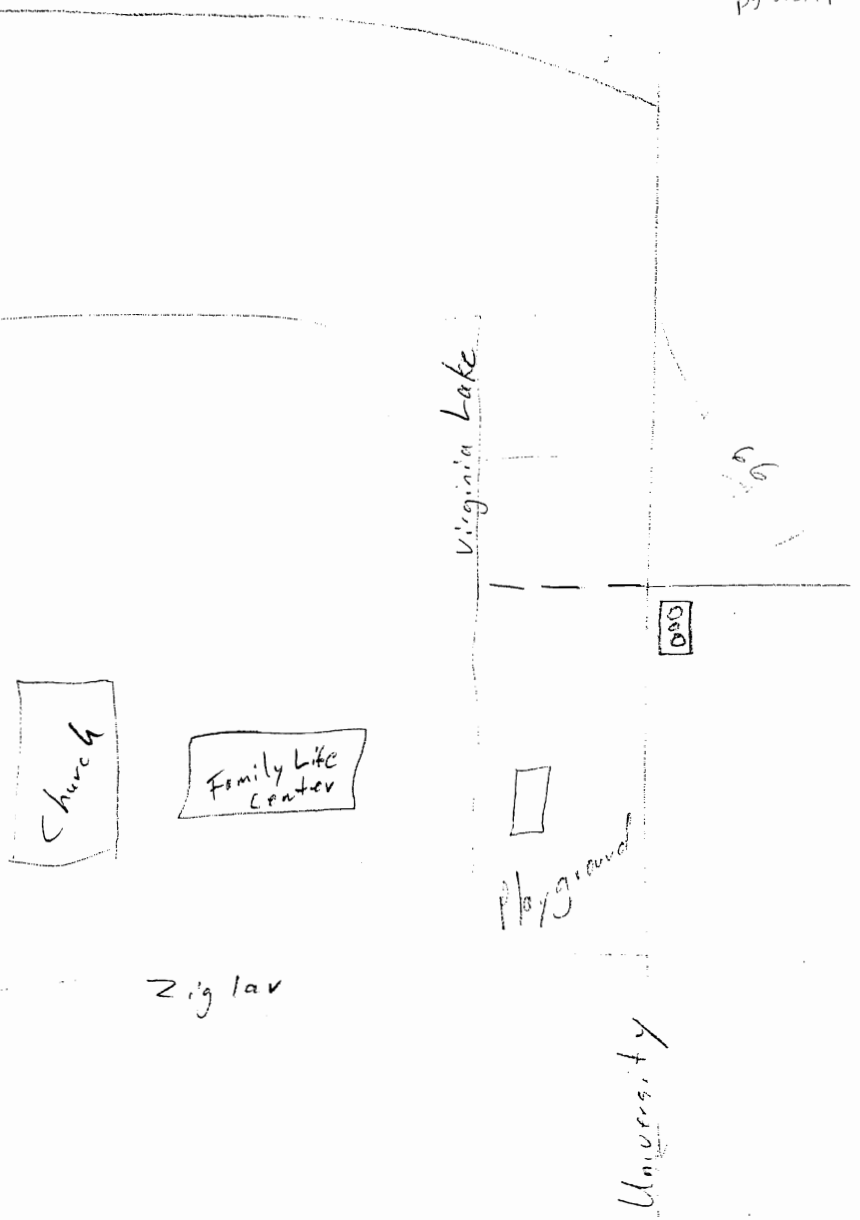
300 p[illegible]

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

** Attached

highlighted Suggested access from Virginia Lake Road to University Pkwy

pg 2 of 19



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CITIZENS PARTICIPATION
RECEIVED
DEC 21 2004

First Baptist Church of Stanleyville

851 Ziglar Road
Winston-Salem, NC 27105

(336) 377-2984
Fax (336) 377-9301

We the people of Stanleyville listed below request an alternate plan be considered for Virginia Lake Road entering University Parkway without going through the middle of First Baptist Church of Stanleyville property on Ziglar Road.

Name	Name
Ann B Nuten	Chris Rausch
Gabria Fresch	~~Tori Taylor~~
Jennifer Rogers	Spencer Snyder
[illegible]	Cody Norman
Natalie Cody	Jacob Rogers
Rachel	McKayla Willard
Kitty	~~[illegible]~~
Jordan	Hope McKerham
[illegible]	Emily Cody
Zachary Scott	Olivia Willard
Rebecca Marion	Kendi Burford
Taylor Edwards	Kaylin Morris
Austin Parker	Christian Rogers
Noel Helms	Pat Rausch
Tyler Grady	[illegible]

pg 4 of 9

First Baptist Church of Stanleyville

851 Ziglar Road
Winston-Salem, NC 27105

(336) 377-2984
Fax (336) 377-9301

We the people of Stanleyville listed below request an alternate plan be considered for Virginia Lake Road entering University Parkway without going through the middle of First Baptist Church of Stanleyville property on Ziglar Road.

Name	Name
Kay Dowell	[illegible]
Linda Springs	[illegible]
Tommy Springs	[illegible]
David Bowden	[illegible]
Betty Yates	[illegible]
[illegible]	[illegible]
Sara Parker	[illegible]
Teresa Scott	[illegible]
[illegible]	[illegible]
Dennis Scott	[illegible]
Kimberly Willard	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]

32 1
Pg 5 of 19

First Baptist Church of Stanleyville

851 Ziglar Road
Winston-Salem, NC 27105

(336) 377-2984
Fax (336) 377-9301

We the people of Stanleyville listed below request an alternate plan be considered for Virginia Lake Road entering University Parkway without going through the middle of First Baptist Church of Stanleyville property on Ziglar Road.

Name	Name
Bill Holbrooks	Donald L. Bush
Virginia Holbrooks	John R Palmer
Judy Crabtree	Lisa Palmer
Bert Crabtree	Darlene Marion
Ann Scott	Jeffrey Marion
Wayne Scott	Julie Morris
Mike Carter	Paul Morris
Billy Rogers	Donna White
	Andy White
Linda B. Gunter	Tina Weaver
Mike Gunter	James Weaver
Wesley C Bank	Tonya Jones
Joy M. Bowden	Ayla Jones
Janet Gibson	Michael Mickey
Linda Bush	James W Van Sciver
Wanda Tuttle	Kathy C. Van Sciver

2nd Pg 6 of 19

First Baptist Church of Stanleyville

851 Ziglar Road
Winston-Salem, NC 27105

(336) 377-2984
Fax (336) 377-9301

We the people of Stanleyville listed below request an alternate plan be considered for Virginia Lake Road entering University Parkway without going through the middle of First Baptist Church of Stanleyville property on Ziglar Road.

Name	Name
Louise Vestal	Geraldine Lunsford
Linda Bennett	Percy Lunsford
Eunice Hiley	Sharon Hayward
Helen Stevens	Don Pickard
Adele Puckett	Janet Cates
Katie Reid	Liz Byrd
Annie Laurie Stott	Frances Vaden
Janie Howell	Frances Gunter
Dilma Adams	Wilma Lance
Barbara Sams	Janet P. Evans
Leanell Groves	
Fran Eyster	
Diana R. Hargrove	
Dorothy Cawley	
Fannie Rutledge	

First Baptist Church of Stanleyville

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We the people of Stanleyville listed below request an alternate plan be considered for Virginia Lake Road entering University Parkway without going through the middle of First Baptist Church of Stanleyville property on Ziglar Road.

Name	Name
	Bobby Bennett
Brooks Brower	Howard Rutledge
Douglas Puckett	Donald E. Dejuan
Harold Cook	B.W. Effler
Bobby Venable	J.D. Tumlin
W. Kerson Tuttle	Linda Jackson
Joe Sams	
Delman Adams	
J.F. Lane	
Robert D. Howell	
Jerry Canady	
Harvey Watts	
Tom Hayman	
Edsel Carter	
Ted Jackson	

First Baptist Church of Stanleyville

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We the people of Stanleyville listed below request an alternate plan be considered for Virginia Lake Road entering University Parkway without going through the middle of First Baptist Church of Stanleyville property on Ziglar Road.

Name	Name
Jimmy Wilson	Mabel Buck
Peggy Holbrow	Jesse Jessup
Patsy Cockerham	Myra Jessup
Delmar Cockerham	Carolyn Gilley
Paul Beck	
J.D. Weatherman	Pamela Weaver
Margie Weatherman	Sandy Naylor
Herbert Wayne Bullin	Ford Naylor
James L. Webb	Harvey E. Smith
Joe L Niten	Wayne Scott
Ann Niten	Ann Scott
Don Cathris	
Shirley Cathris	
Faye Bullin	
Herbert Bullin	

First Baptist Church of Stanleyville

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We the people of Stanleyville listed below request an alternate plan be considered for Virginia Lake Road entering University Parkway without going through the middle of First Baptist Church of Stanleyville property on Ziglar Road.

Name	Name
Jerry Crunfill	
Libby Crunfill	
Lemuel Burchette	
Olivia Willard	
Byron Gibbs	
Kim Hollifield	
Jason Crunfill	
Maranda Crunfill	
Brandi Crunfill	

First Baptist Church of Stanleyville

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We the people of Stanleyville listed below request an alternate plan be considered for Virginia Lake Road entering University Parkway without going through the middle of First Baptist Church of Stanleyville property on Ziglar Road.

Name	Name
Jessi Rogers	Lee Brothers
Wilma Rogers	Lisa Brothers
Ervin Rogers	Judy Caudill
Linda L. Ross	
Jerry Ross	
Thomas Barbee	
Patricia P. Chandler	
David Chandler	
Arthur Epps	
Anglea Jane	
Becky Jane	
Burl Sharpe	

First Baptist Church
of Stanleyville

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We the people of Stanleyville listed below request an alternate plan be considered for Virginia Lake Road entering University Parkway without going through the middle of First Baptist Church of Stanleyville property on Ziglar Road.

Name	Name
Kim Smith	Pat Campbell
Merrie Doar	Josie Jones
Donald Fresch	Lisa M Jones
T. Ann	Jonathan Rogers
C.L. Bayford	
David Burris	
Elizabeth Inman	
Larry Hurley	
Todd Mendenhall	
Rhonda Mendenhall	
James Fie	
Jessica Fie	
Tammy L Tapscott	
Harry D Campbell	
Mac [illegible]	

First Baptist Church
of Stanleyville

851 Ziglar Road
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Fax (336) 377-9301

We the people of Stanleyville listed below request an alternate plan be considered for Virginia Lake Road entering University Parkway without going through the middle of First Baptist Church of Stanleyville property on Ziglar Road.

Name	Name
Joe Scott	Norma Ashby
Judy Cannon	Kathy
Judy Cannon	
Dora Barber	
Yvonne Newton	
Patty Richardson	
Tammy Griffin	
Jack Campbell	
Nancy Griffin	
Bobby Davis	
Becky Davis	
Ben Newman	
Bonnie Newman	
Mary Davis	
Donald E Ashby	

First Baptist Church of Stanleyville

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Fax (336) 377-9301

We the people of Stanleyville listed below request an alternate plan be considered for Virginia Lake Road entering University Parkway without going through the middle of First Baptist Church of Stanleyville property on Ziglar Road.

Name	Name
BRADLEY Olivera	[redacted]
TRevor	
Caroline Cary	
Kimberly Olivera	
Taylor Weaver	
Kayla Cockesham	
Josie Edwards	
Corey Stacy	
Brandon Olivera	
Hannah Helms	
Jared Rogers II	
CHYANNE	

First Baptist Church of Stanleyville

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We the people of Stanleyville listed below request an alternate plan be considered for Virginia Lake Road entering University Parkway without going through the middle of First Baptist Church of Stanleyville property on Ziglar Road.

Name	Name
Dustin Tuttle	Hannah M. Moore A.
Trey Tuttle	
Leeann Tucker	
Elisabeth Tucker	
Chase Tuttle	
Patty Bowden	
Mendy Moore	
Goldie S. Seymore	
Phyllis Wade	
Lisa D. Bailey	

First Baptist Church of Stanleyville

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We the people of Stanleyville listed below request an alternate plan be considered for Virginia Lake Road entering University Parkway without going through the middle of First Baptist Church of Stanleyville property on Ziglar Road.

Name	Name
David Mcmanay	
WANDA Helms	
Tammy Cooper	
Gary Cooper	
Warren Bailey	
Robert Beck	
Stanley L. Wood	
Jeffrey D. Beck	
Donna J. Beck	
Kamron	
Mack Butner	
Helen Butner	
Sylvia Carter	

First Baptist Church of Stanleyville

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We the people of Stanleyville listed below request an alternate plan be considered for Virginia Lake Road entering University Parkway without going through the middle of First Baptist Church of Stanleyville property on Ziglar Road.

Name	Name
Lee Wade	
Joe Sabo	
Steve Tucker	
Brent tootsie Bennett	
Jimmy Dot Patterson	
Dot Patterson	
Carol Wilkinson	
Anita HARWARD	
Betty Smith	
Robin Sumpter	

First Baptist Church of Stanleyville

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Winston-Salem, NC 27105

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Fax (336) 377-9301

We the people of Stanleyville listed below request an alternate plan be considered for Virginia Lake Road entering University Parkway without going through the middle of First Baptist Church of Stanleyville property on Ziglar Road.

Name	Name
Clifton Lee Barbee Sr	
Ralph P Tedder	
Gladys W Tedder	
Mary Blevins	
Mitchell A Taylor	

First Baptist Church of Stanleyville

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Winston-Salem, NC 27105

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Fax (336) 377-9301

We the people of Stanleyville listed below request an alternate plan be considered for Virginia Lake Road entering University Parkway without going through the middle of First Baptist Church of Stanleyville property on Ziglar Road.

Name	Name
Jenney Cooper	
Larry Cooper	
Michelle Wall	
Tim Wall	
Debby Blackburn	
Lucy F. Tilley	

pg 19 of 19

First Baptist Church of Stanleyville

851 Ziglar Road
Winston-Salem, NC 27105

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We the people of Stanleyville listed below request an alternate plan be considered for Virginia Lake Road entering University Parkway without going through the middle of First Baptist Church of Stanleyville property on Ziglar Road.

Name	Name
Sheila E Gregory	

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did not search for duplicates

11/16/04

PETITION FOR

NORTH OAKS AND SURROUNDING COMMUNITIES

CONCERNS & QUESTIONS ABOUT THE **NORTHERN BELTWAY (EASTERN SECTION)**

1. We still want and need to have access to Old Walkertown Rd. from Northampton Dr. Making Northampton a cul-de-sac will affect school bus access, emergency access, convenient access to churches, shopping centers, grocery stores, cleaners, the Lutheran Home, Prince Ibraham School, etc. There would be increased traffic flow on Northampton Dr. and Oak Ridge Dr., more danger during adverse weather conditions, and a safety hazard for school children. We are also concerned about the possibility of Dippen Rd. being made a cul-de-sac because we all frequent this road to get to shopping centers, grocery stores, and churches.

2. **What has been done or will be done to contact others in the Eastern section that will be affected by the Beltway? Some surrounding neighbors are not aware of the plans to build the Beltway.**

3. We need noise barriers due to the heavy traffic, large trucks, and emergency vehicles. Will anything be done to reduce the noise level for the homes closest to the Beltway that are on the northern end of Winnabow Rd.? Our neighborhood has historically been a very quiet and peaceful one.

4. We are concerned about the air quality due to the excess traffic. We have several sick and elderly residents in the community (some are on oxygen).

5. What will be done about any damage that may be done by vibrations (or other causes) from blasting and digging during construction? Who will be responsible for any structural damage to our property and how will we contact them?

6. What is the elevation of the bypass from street level to the bridge that's going to be built?

PLEASE SIGN PETITION (Name Address Print Clearly)

1. Lisa Bouloubasis 5008 Old Walkertown Rd. Winston-Salem NC 27105
2. Laura Boyer 3570 Merry Ridge Rd Tobaccaville, NC 27050
3. Diane Bachman 7145 Pine Hall Rd., Belews Creek, NC 27009
4. ~~Debby D Myers 1657 Jaden Dr W.S.~~
5. ~~Vickie L. Rogers 5438 Old Walkertown Rd - WSNC - 27105~~
6. Kenneth Jewell 4738 Carlton Dr. WS NC - 27105

Steven Wynn
4391 Winnabow Road
767-4656

Brenda Jarrett
4283 Winnabow Road
744-7656

1. Ronnie H. Robinson 115 Winterbrook Ct 767-7613
2. Lonnie H. Robinson 115 Winterbrook Court 767-7613
3. Chanda R. Turner 121 Winterbrook Ct. 767-4327
4. Farris Turner Sr. 121 Winterbrook Ct. 767-4327
5. Carla T. Robinson 115 Winterbrook Court 767-7613
6. Michael Shepherd 4265 Northampton Dr 7678336
7. Anthony Jones 4256 Northampton Dr 767-6525
8. Jane Fulton 4260 Northampton Dr 767 2440
9. Hettie Fulton 4260 Northampton Dr 767 2440
10. Kenneth Funderburk 4264 Northampton Dr.
11. Willie mae Funderburk " " " "
12. Mary D Hampton 4404 N. Hampton Dr 7676370
13. Del A. Avalos Melissa Campos 4408 Northampton 7674313
14. Steve Rierson 4457 Northampton Dr. 767-4499
15. Debra Rierson 4457 " " " "
16. Leslie Spruill
17. Wanda Spruill
18. Walter Spruill

4477
North Hampton Dr.
(336) 714-3480

19. Lonnie J. Tootle Jr. 4502 Northampton Dr. P.O. Box 2100 - Salem, NC 27105 336 271-0353
20. Thomas 4597 N. Hampton Dr
21. Kimberly " " (336)771-1203 4597 N. Hampton Dr.
22. Alfred B. Wilson 4345 N Hampton Dr 767 0193
23. Pearlie G Wilson 4345 N. Hampton Dr 767 0193
24. Shirley Shepherd 4265 Northampton Dr. 7678336
25. James E. Hart 151 Winterbrook ct 767-1740
26. Beulah C. Hart 151 Winterbrook Ct 767-1740

27. Derrick Williams 119 Half Circle
28. Robert Inzar 4204 Northampton Dr.
29. marian Inzar " " " "
30. Dennis Inzar " " " "
31. Bernard Rose 4171 " "
32. Reginald Rose " " "
33. Adolphus Jefferies 4209 Northampton Dr.
34. Lennard B. Jefferies " "
35. Willette Shaw 4201 Garden St.
36. Montez Watson 4201 Garden St. " "
37. Pearl Cook 4203 Garden St
38. Charles B. Higgins Sr. 109 winterbrook ct.
39. John F. Jones 133 Winterbrook Ct.
40. Malinda Jones " "
41. Mary Denkins 127 winterbrook ct.
42. Barbara S. Carter " " "
43. [illegible] " " "
44. James O. Terry Sr. 4243 Northampton Dr.
45. James O. Terry Jr. " " "
46. Tonya W. Terry " " "
47. Thomas N Dorton 4335 Northampton Dr
48. Cynthia G Dorton " " "
49. Alex " Dorton " " "
50. Alecia Dorton " " "
51. Longo B Dillard 4336 N. Hampton Dr.
52. Shirley Dillard 4334 Northampton Dr.
53. MR & MRS CRAIG JOHNSON 4407 N. Hampton Dr
54. Shirley M. Williams 4337 N. Hampton Dr

55. Louis C. Williams
56. Edith Williams
52. Bayson Williams
} 4335 Northampton Dr W-S, N.C. 27105

58. William Brown
59. Patricia Brown
60. Kimberlee Brown
} 3876 N. Hampton Dr W-S N.C. 27105

61. Nell Hopper 4356 Northampton Dr.

50 names

1. David Fyles
3713 Danube Dr
Winston-Salem NC 27105
2. Tricia Fyles
3. Gene Fyles
4. Frankie Reed
5. Jerry Holt 4710 DAVIS Rd
6. Jewel Holt
7. Dustin Holt
8. Joshua Holt

9. Paul Stewart 309 Maple Ave Reidsville NC 27320
10. April Patterson 3308 Wisteria Rd
11. Darrell Patterson 3308 Wisteria Rd
12. Jeremy Patterson East Bend NC 27018
13. Amber Patterson 3308 Wisteria Rd
14. Howard L. Reynolds 4724 White Rock Rd.
15. Don Dain 5041 Wind Spring Dr W-S N.C.
16. Roy Freeman 4307 Kimball lane W-S N.C.
17. Tonya Todd 5501 Sherene Lane Walkertown NC
18. William Snow 4629 Lyn St W-S NC
19. Sue K. Davis 3041 Wind Spring Dr.
20. Paula Wagoner 2242 Old Hollow Rd Walkertown
21. Wayne Wagoner 2242 Old Hollow Rd Walkertown
22. Peggy Tucker 1500 Hanging
23. 1501 Hanging
24. Irene Steeples 4238 Viking Dr.
25. Joseph Dawn
26. Angela Hicks 2961 Bairbridge Dr
27. Roslyn King 1380 Pebblebrook Rd W-S NC 27105
28. [illegible] 4979 Monte Vista St
29. [illegible] 401 S Main
30. Kay [illegible] PO Box 851 Walkertown NC
31. Johnny Catlett PO Box 185 Walkertown NC

32. Angie Tuttty
33. Robert Tuttty
34. Tommy Burgess
35. [illegible] Holt 4710 Davis Rd
36. [illegible] & wife
37. Bobby Crabtree 4869 Monte Vista St WS
38. Ron Perdue 4869 Monte Vista St WS
39. Adam Perdue 4869 Monte-Vista St WS
40. Sabrina Perdue 4869 Monte-Vista St WS
41. [illegible] 4711 Davis Rd
42. [illegible] 4711 Davis Rd
43. [illegible] 5036 Davis Rd, WS-
44. Carolyn [illegible] 972 Wilkinson Guthrie Rd
45. Barbara Fremon 4367 Kimbrell Lane. W.S-
46. Donna Huffman 6901 Red Bank Rd
47. Mark Freeman 6901 Red Bank Rd
48. [illegible] 5001 Daybrook Rd.
49. Hettie Damon Nettie Damon 971 Wilkinson-Guthrie Rd
50. Edna Marshall 971 Wilkinson-Guthrie Rd

North Oaks Community

(1) Rudy and (2) Oldia Anderson
4383 Winnabow Rd.
Winston-Salem, NC 27105

(3) Belicia Gamble
4379 Winnabow Rd

(4) Samuel Gamble
4379 Winnabow Rd

(5) Everett Thurston & (6) Mildred C. Thurston
4375 Winnabow Rd.

(7) Martha Moody & (8) Junnett L. Moody
4371 Winnabow Rd.

(9) Delbert Hairston
4367 Winnabow Rd

(10) William Campbell & (11) [illegible]
4286 Winnabow Rd

(12) Carl & Elwille (13) Jarrett
4291 Winnabow Rd. 27105

(14) E. Eugene Long 4386 Winnabow Rd

(15) Porcial Wilson 400 Allison Ave
(16) Robert Wilson 400 Allison Ave
(17) Rashad Wilson 400 Allison Ave
(18) Rajee Wilson 400 Allison Ave
(19) Simba Wilson 400 Allison Ave
(20) Anthony Washington 400 Allison Ave

21 Virginia Wright - 4410 Winnabow
22 Tanethia Livingston 440 Winnabow
23 June Livingston 440 Winnabow
24 Shonte Watts 4410 Winnabow Rd

25 ROGER BAILEY 4409 WINNABOW RD
24 BARBARA BAILEY 4409 WINNABOW RD

27 Robert Galloway, JR 4402 Winnabow Rd.
28 Partheria Galloway 4402 Winnabow Rd

29 MR. TOMMY F. EASTER - 4406 WINNABOW RD.
30 MRS. ANN W. EASTER 4406 WINNABOW RD.

31 Robert J. Wynn, Sr. 4391 Winnabow Rd
32 Gwendolyn J. Wynn 4391 Winnabow Rd.
33 Princess L. Allen 4391 Winnabow Rd.

34 Julius H Hawkins 4405 Winnabow Rd.

2
pg 2 of 17

32 LUANA Woods 125 Huff Cir
33 Stacey Woods 125 Huff Cir
Janet Connor 125 Huff Cir
Jarrod Brown 125 Huff Cir
Lashawna Woods 125 Huff Cir
Natasha Williams 208 Huff Circle
Benny Williams 208 Huff Circle
Shai'Nay Thompson 208 Huff Circle
Shar'Dai Thompson 208 Huff Circle
Christopher Berry 118 Huff Circle
Alfred Welborn 4860 HUFF Circle

46 Jalpurzia Sellers 4345 Wakeman DR
47 Herbert Sellers 4345 Wakeman DR
48 Alex Sellers 4345 Wakeman Dr
49 Chris Sellers 4345 Wakeman Dr
50 Michael Sellers 4345 Wakeman DR
Niece ↑ 4345 Wakeman Dr

51 Felicia Mercer 4340 Wakeman DR
52 DeMarrio Mercer 4340 Wakeman DR.
53 Tyler Mercer 4340 Wakeman DR.
54 Alexis Mercer 4340 Wakeman DR.
55 DeMarrio Mercer Jr. 4340 Wakeman DR.
4340 Wakeman Dr. ~~HS~~

56 Michael V Kellam 4344 Wakeman DR.
57 Della H Kellam " "
4344 Wakeman Dr

~~58~~ Shawnta Dunlap 4350 Wakeman DR
59 Ronald Dunlap 4350 Wakeman DR
60 Jalen Timmons 4350 Wakeman DR
61 Isaiah Dunlap 4350 Wakeman DR

62 Curtis Hash
63 Rhonda Hash
64 Jamica Hash
65 Jelani Hash
66 Jelijah Hash
4353 Wakeman Dr.
W-S NC 27105

67 Wanda Fletcher
4365 Wakeman Dr
Winston-Salem, NC. 27105

68 Daniel L. Edwards
69 Lena M Edwards
4371 Wakeman Dr
Winston-Salem, NC. 27105

70 ANDREW + GEORGEANN BREAZEALE
4370 WAKEMAN DR
WINSTON-SALEM NC 27105
71 Andrew Breazeale 4370 Wakeman DR.
72 Eugene Sanders
4375 Wakeman Dr
Winston-Salem N.C 27105

73 Angela Sanders
4375 Wakeman Dr
Winston-Salem NC 27105

74 Michael Sanders
4375 Wakeman Dr
Winston-Salem NC 27105

75 Jeffrey Sanders
4375 Wakeman Dr
Winston-Salem N.C 27105

76	Cicil ~~Datting~~		405 Torey Pines Ct.
77	Jaybril Mohommed		405 Torey Pines Ct.
78	Gloria Mohammed		405 Torey Pines Ct.
79	Hakeem Mohammed		405 Torey Pines Ct.
80	Dali Mohamed		405 Torey Pines Ct.
81	Gail	Davis	320 Torey Pines Ct.
82	Woodrow	Davis	320 Torey Pine Ct
83	Brandon	Davis	320 Torey Pine Ct
84	Melody	Davis	320 Torey Pine Ct
85	Demond	Davis	320 Torey Pines Ct
86	Princess	Gaskins	320 Torey Pine Ct
87	Javonne	Medley	320 Torey Pine Ct
88	Christina	Davis	320 Torey Pine Ct
89	Cordenel	McCoy	320 Torey Pine Ct
90	Betsy	Ball	310 Torey Pines Ct
91	Wanda	Ball	310 Torey Pines Ct.
92	Keithian	Charles	310 Torey Pines Ct.
93	James	Charles	310 Torey Pines Ct.
94	Keithian	Charles JR.	310 Torey Pines Ct.
95	Curtis	Charles	310 Torey Pines Ct.

96	Mary	Tilley	OAK Ridge Dr Winston-Salem NC 27105
97	Louise	Waggoner	Hwy 66 Walkertown
98	T.H.	Caudle	4766 Carlton Dr W-S N.C. 27105
99	Jayley R.	Dillon	3380 Dillon Farm Rd W-S, NC 27105
100	Charles	Della	3380 Dillon Rd. W-S NC. 27105
101	Kelvin	Hazel	3755 Forestvalley Dr W-S NC 27105
102	H. Wayne	Frye	5105 Yokop Rd Walkertown N.C. 27051
103	Kim	Sheppard	5008 Old Walkertown Rd W-S NC 27105

101 Arlene Fries > 4864 Dipper Road
105 Kelly Fries
106 Willie Ann Moore
107 3800 Northampton Dr.
108 Winston-Salem, NC
109 Alex Johnson

6 + ~~6~~ 11 + 50 + 109 = 226
Total

1. Barbara A. Cain - 430 Allison Ave W-S NC 27105
1. Alice Fields Cain Sr 430 Allison Ave " " " "
2. Richard Dillard - 4200 Church Hill Rd "
4. Karolyn Thompson 4275 Winnabow Rd. W-S, NC 27105
5. Robert Thompson 4275 Winnabow Rd. W-S, NC 27105
6. Brenda Jarrett - 4283 Winnabow Rd, W-S, NC 27105
7. Curtis Jarrett - 4283 Winnabow Rd, W-S, NC 27105
8. James T. Ingram - 4241 Church Hill Rd. W-S, NC 27105
9. Paulette P. Ingram - 4241 Church Hill Rd W-S NC 27105
10. Porcial W. Wilson - 400 Allison W-S, NC 27105
11. Robert W. Wilson - 400 Allison Ave W-S, NC 27105
12. Rajee T. Wilson - 400 Allison Ave W-S, NC 27105
13. Rashad T. Wilson - 400 Allison Ave W-S, NC 27105
14. Anthony D. Washington - 400 Allison Ave W-S, NC 27105
15. Dallye K. Mack - 4287 Winnabow Rd. W-S, NC 27105
16. James A Mack 4287 Winnabow Rd W-S NC 27105
17. Mildred A Smith 4210 Church Hill Rd WS NC 27105
18. Hessie Smith, JR 4210 Church Hill Rd WS NC 27105
19. Robert J. Edwards 420 Allison Ave W-S N.C 27105
20. Bishop Joseph P Lowery 4264 Winnabow Rd W.S.N.C 27105
21. Josephine Lowery 4264 Winnabow Rd. W.S.N.C 27105
22. Dorothy P. Young 4268 Winnabow Rd. W.S.N.C. 27105
23. Jeanette Grady 4280 Winnabow Rd WS NC 27105
24. Allison Grady 4280 Winnabow Rd WS NC 27105
25. A J Rose 4280 Winnabow Rd WS NC 27105
26. James Garland 4279 Winnabow Rd. W-S, NC 27105
27. [illegible] 420 Allison Ave W-S NC 27105

Beltway Petition

(Northoaks and Surrounding Communities)

Please write name & address below.

1.) JAMES A. GARLAND 4279 Winnabow Rd. W.S. James A Garland
2.) Wayne Cameron 4820 Dipper RD WS
3.) Julia Page-Brown - 3305-Parrish Rd -W.S.N.C. 27105
Belinda B. Williams 3504 Parrish Rd W.S. NC 27105
4.) Chris L. Brown - 3305. Parrish Rd W.S. NC-27105
5.) Cory Jarrett 4283 Winnabow Rd, W-S, NC 27105
6.)
7.)
8.)
9.)
10.)
11.)
12.)

1. William Moore Jr. 3968 Northampton Dr
2. Margie Moore 3968 Northampton Dr.
3. Amos Lewis 4150 Northampton DR.
4. Gina Miller 4130 Northampton Dr.
5. Carol G. Ross 330 Torey Pines Court
6. Nellie C Joyner 3832 Northampton Dr.
7. Donald Mathews 3826 Northampton Pk
8. Mable Moore 3841 Northampton Dr
9. Lorenzo ~~D~~ Dillard 4334 Northampton Dr
10. Shirley Dillard 4334 Northampton Dr.

Jeanette McGarvey 410 Torey Pines Ct.
Bill McClain 410 Torey Pines Ct.
[illegible] 425 Torey Pines Ct.
[illegible] Hunt 400 Torey Pines Ct.
John Hunt 400 Torey Pines Ct.

OFFICIAL PUBLIC HEARING TRANSCRIPT
Design Public Meeting for the Winston-Salem Northern Beltway
From US 158 to US 52 (Eastern Section)
Winston-Salem State University–Anderson Conference Center
November 16, 2004
TIP # U-2579

The first part of the meeting was not recorded due to audio recording equipment difficulties. This transcription begins with first speaker Mr. Greg Turner.

Greg Turner: *(This begins in the middle of his introduction).* Urban Area Transportation Coordinating Committee. I'm speaking tonight on behalf of the Winston-Salem Department of Public Works.

In my career, we in the Winston-Salem Forsyth area have been working to construct the beltway. In the 1960's, the mid 1960's, the road was put on the City Council Thoroughfare Plan. In 1989, we were greatly encouraged by the General Assembly passing the Highway Trust Fund Legislation to fund our beltway plus beltways around other major cities. In 1999, we were very pleased when the contracts for this beltway were let and the project appeared to be underway. However, we have had setbacks. But we understand the need for and the importance for doing good environmental analysis on this project. Our request is that NCDOT move quickly through all the remaining stages of the planning and right of way acquisition and construction of this project so it can be what the residents, visitors and other people who come to our region expect and deserve, a high quality safe and critical component to our transportation system.

In addition to that, there are a number of people who have been in limbo since the project was stopped in 1999. They deserve and answer and resolution to this project.

We've heard the position of those who were against the beltway and we have reviewed the Draft Environmental Impact Statements that the state has prepared. It does appear to us that those concerns that have been raised have been addressed by the information in the Draft Environmental Impact Statement. The beltway is needed to provide a better connectivity for our existing road system. Our road system has historically been a spoke system designed to goods and employees to get into and out of the city core. We've outgrown that transportation flow pattern and now like many metropolitan areas we need to have circulator flow systems to provide better flow for our current needs in addition to addressing our current safety problems. Before the opening of the new I-40, Business 40 through downtown Winston was regularly the source of major congestion and accidents. Now that I-40 has opened up, those problems have been reduced. In addition now, our current problem is US 52. It suffers on an average 360 accidents per year partly due to congestion. The beltway should relieve congestion on roads like US 52, Country Club Road, Robinhood Road, Reidsville Road, and in addition relieve further congestion on Business 40.

The Winston-Salem Urban area has plans for an urban connector that will be built off of the eastern leg of the northern beltway. This road will provide an alternative route for Forsyth residents to get to the airport area, help relieve congestion on I-40 again. In addition the beltway is not only important for present concerns but the formal foundation on which solutions for future road problems can be addressed.

I know I've talked a lot about the past but this project is not about the past but it is about the future. We should dwell on the perceived injustices of the past but should focus our efforts on improving our transportation future. If the Winston-Salem Department of Transportation will be presenting written comments, it will discuss technical aspects of the project like the number of cul-de-sacs that we've heard about. But I will close by saying, the elected bodies and the transportation groups in our area have adopted many resolutions of support for this beltway and that is an indication of how this community views the project overall. Our ending message is to please build the beltway and take the people out of limbo. Thank you very much.

Moderator: Thank you Mr. Turner. Robin Dean.

Robin Dean: Good evening my name is Robin Dean. I live at 1584 Trinity Garden Circle.

I've been fighting this whole process since 1989. I've got an awful lot of what I'm trying to say. I'm going to have to try and condense it. Please bear with me. I'm a member of Friends of Forsyth. We're a group that has tried to protect the citizens and tried to make sure that we don't want the beltway. But we have said pretty much in the beginning is that if you're going to build it please do it right.

I came to Forsyth County 30years ago and I've been in love with the beauty of the area, the history, the character, the pride of the downtown quality of life and the list goes on. But I've seen a lot of changes in the past 30 years and not all of them for the good. The area has witnessed so much uncontrolled growth that the triad area which includes Winston-Salem, now ranks 3rd in the nation for urban sprawl and 17th in the nation for air pollution. Many of our existing roads and bridges are badly in need of repair.

Now there are alternatives to building beltways. Now increasing funding for mass transit, improved land use, updated traffic movement patterns coupled would resolve in our existing problems should have been the priority. Unfortunately, our planners and decision-makers would rather do business as usual. Let's look at this new document as see what it tell us. First it tells us that US 52 remains one if not the worse road in Forsyth County. The document tells us that there is more traffic on the eastern side and that the eastern side has a higher accident rate; which should naturally bring us to the conclusion that if we're going to build a beltway then we would build the eastern section first. But of course that's not the case. The sequence of construction was decided back in 1993 and basically what was said was that we agree that 52 is a problem and building the eastern section first would help that but we're going to have development on the western side so we're going to have to build the western side first. They said that 52 was a separate problem. What's happened to the problems on 52? There was $530

million allocated to the upgrading of 52 but that was removed from the TIP in 2000 and today 52 is still without funding.

The document also tells us that the maximum number of vehicles on any road in the western section of Forsyth County by the year 2025 will be 44,000. But handling those 44,000 in 2025 is more important than handling the $79,000 we have on US 52 today. It also tells us that there are higher accident rates on US 421, 52, 311, and 66. Well 52, 311, and 66 would all benefit if the eastern section were constructed first. But again, that's not the priority. The other thing that the beltway if the western section is constructed it would dump traffic on 421 which is already a problem.

When will the problems on the eastern section be resolved? Who knows? What we do know is that the Highway Trust Fund that was created in 1999 promised to complete seven loops by the year 2002. Today, less than 50% of the construction has been completed. We also know there were major funding problems caused by the addition of extra projects and the poor planning of the projects. The funding has to be found somewhere to maintain our existing roads.

You know we're asked by the supporters of the beltway..I'll wrap it up okay .by the supporters of the beltway to trust our planners to maintain our quality of life, resolve existing problems and ensure as taxpayers we get rallied for money. You know you can believe them if you want to, personally I don't. Personally I don't believe the northern beltway will be completed by 2014 at a cost of $821 million. I empathize with the people who have been sitting in limbo all these years and it's not only in Forsyth County. It's all across the state of North Carolina. I think that this project will go on forever. From our perspective, we would rather see the thing taken away and let people get on with their lives.

Moderator: You can finish up later if you wish.

Robin Dean: Okay. I guess I feel sorry for everybody. But your problems are going to carry on, and on, and on. Just look at what's happening in the rest of the state of North Carolina. Thank you very much.

Moderator: W. K. Varner. Is Mr. Varner here? Larry Womble? Larry Williams.

A-14

Larry Williams: I'm Larry Williams and I'm going to wear two hats this evening. I'm Mayor of Rural Hall and I'm also Chairman of the Winston-Salem Urban Planning Metropolitan Association.

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As Mayor, I want to mention that in May our town council reaffirmed it's support of the Northern Beltway by opting the resolution expressing its support to NCDOT and FHWA for the construction of this beltway. In Rural Hall it's very important that it be constructed. The congestion and resulting accidents along 52 should be reduced and also reduced congestion in the Rural Hall area of Northern Forsyth County. US 52 has a breakdown and the whole surface street has a breakdown. We see this as correcting some of those problems.

The Town Council also requests, one of the reasons that it request that we speed these projects up is NC 65 bridge over US 52 was identified as the number one project in Forsyth County based on the criteria using accidents and capacity and environmental effects. The project was taken out and added to the beltway project. With the delays in the beltway, our NC 65 bridge and it's resulting congestion and accident problems are still there. So our Town Council does in fact certainly want to re-affirm its support. As Chairman, wearing my Chairman TAC Transportation Improvement hat, the Transportation Project Committee on July 15 of this year re-affirmed its position by also adopting the resolution in support of the beltway and we have been encouraging expedient movement as well. Thank you.

Moderator: Thank you Mr. Williams. James Garland.

James Garland: *Inaudible*

Moderator: Eric Cooper. Mary Hargraves. Okay, these people signed up last week. Robert Wilson.

Unidentified Male: We have a spokesman.

Moderator: Okay, they have a spokesman. David Bradley. Chris Maginnis.

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Chris Maginnis: Good evening. I'm Chris Maginnis, a resident of Forsyth County, and a Government Affairs Committee Member for the Winston-Salem Chamber of Commerce.

The Beltway will be a critical part of the infrastructure that will spur growth and development on local, regional and state levels. Delays to the Beltway development have been damaging to the growth and development of this area and should not be allowed to continue. Roadways that have congestion or will need vital Beltway are becoming inefficient and potentially dangerous. For instance, the event of an accident on Highway 52 such as a cattle truck overturn last week, brings Forsyth County roads to a standstill. Numerous ancillary accidents are reported as traffic tries to make its way between Guilford and Forsyth counties. Correspondingly these events impose numerous disruptions to businesses and commerce as employees and freight fail to reach destinations on time. The Beltway would mitigate these problems.

The Eastern Beltway would serve a significant portion of I-74 alleviating traffic on US 52 through Winston-Salem. It would serve as the single most important DOT projects to develop and support all regional businesses with particular emphasis on very high profile enterprises like the upcoming Fed-Ex Hub and the Bell Production Plant and the numerous businesses yet unforeseen that will like congregate around these two new businesses of the Triad. It is often my understanding that the entire Beltway is anticipated to take 6 to 8 years to complete after it has already been in the planning stages for many years now. I hope the DOT will find ways to increase the speed with which projects are completed, especially this one. It seems during my 13 years of residency here the 110 miles or so of Interstate 40 between Raleigh and Forsyth County has been

under constant construction. Though I'm not expert in highway construction, it appears to me that when our highways are completed, they are already outdated from a capacity standpoint. If North Carolina is going to support growth and attract businesses, then developing our system for planning, financing and constructing roads with a more rapid pace than we have seen on Interstate 40 were it witnessed with the north beltway project has to be a priority. It is imperative that we build the beltway with sufficient capacity now that will support growth well into the future. Thank you.

Moderator: Thank you Mr. McGinnis. Tim Shields.

Tim Shields: Tim Shields, Public Works Director for the Town of Kernersville. I'm here tonight to support the Department of Public Works in Kernersville. As well, I think I can speak on behalf of our Board of Alderman, our Planning Board, and our Chamber of Commerce.

The Beltway is extremely important to this region. It is a key element to a much larger transportation picture. We only have one opportunity to build such a facility. We can not afford to overlook mobility and local road at work issues and of course future planning details. It is our request, and we have spoke to Ms. Dickens earlier today, that a technical session be given to members of our Metropolitan Planning Organization and the Town of Kernersville staff to discuss not necessarily the big picture for the Town of Kernersville is whole heartedly in support for the Beltway, but various technical issues that Mr. Greg Turner briefly mentioned such as road services and access. With that once again, I would just like to reaffirm the commitment of the Town of Kernersville supporting the Beltway and the realignment of I-74 through the preferred alternative.

Moderator: Thank you Mr. Shields. Did Tom Griffin arrive? There.

Tom Griffin: My name is Tom Griffin. I'm Vice Chair of the Chamber of Commerce for Winston-Salem for Transportation. I am a retired city employee after 32 years with the City of Winston-Salem City Manager of Public Works so I've had some history with this project.

I think the place we're at today with this particular project is where we were in 1996. The EIS on the western section had been approved. We were beginning to see the right of way processes start that Mr. Goode talked about tonight. We moved on in to construction. Bids were let. There was a lawsuit. Everything was back down. At that point a decision was made as you heard tonight to go back and do one document. That document included, both the eastern and old western and re-do EIS. That's what we're talking about here. We're talking about in this particular case tonight, it's the eastern leg that is up here. We're looking at the EIS for the whole northern beltway. So we are back to where we were in 1996. I think the Chamber as well as I personally feel like it is time to move on with this project.

We hear about the eastern leg being important. Yes it's important. Interstate 74 is slated to go on the eastern leg. I think if we go back and we look at what we were talking about in the mid nineties and we look at the western leg alone, we were looking at that particular facility movement that goes from south to west and north to

east. In other words, if you want to come down and go to the hospital and you live in Stokes County, you're not going to come down US 52 if you've got the western leg. You're going to go around. So there is a lot of traffic that we were predicting at that particular time that was using that facility. We seem to forget about that as an important aspect to the western leg. So that's an issue that I don't want us to forget about. By like token, the eastern leg is extremely important now. I think the thing that overrides all of this now is Dell has made a decision to come to the Triad. That's a very significant piece. Fed-Ex was one thing. We haven't seen it and we don't know it. It's happening over there at the airport. Dell is going to be a bunch of jobs. The thing that is important is that even if Dell doesn't come into Forsyth County all the ancillary facilities, all the support people, all those jobs, there will be more jobs created by the other companies other than Dell when they locate here. We need to move on with this project. We need to move on with all these. We need to get these facilities built ASAP. As soon as we can get this thing rolling we have got to show these folks that we are interested in people coming back into this community. Jobs are so important and we've seen so many of our manufacturing jobs and textile jobs and tobacco jobs being cut down. We've got to build a base back in this community to get something moving again. I think it is extremely important that we see these projects move forward. Thank you very much.

Moderator: Thank you Mr. Griffin. Chris Yenrick.

Chris Yenrick: My name is ChrisYenrick. I'm a resident of Winston-Salem, the General Manager of Smithfield's Building Supply, and I'm also representing the Home Builder's Association of Winston-Salem and *(Inaudible)* Committee for the Winston-Salem Chamber of Commerce.

I just want to stress that I feel that this Beltway is very pertinent for future growth of Winston-Salem and the surrounding areas. As a business owner here in the Winston area we do over 90% of our business is delivered to our customers. We feel it is very important for the future growth of our business and for the growth of Winston-Salem to have a good infrastructure here. We feel that the environmental impacts have been thoroughly studied. I think it is time to quickly move the plan and start the construction of the Beltway. I would like to just voice that we are in very much support of it.

Moderator: Thank you sir. Gail Anderson.

Gail Anderson: I'm Gail Anderson. I'm the President of the Winston-Salem Chamber of Commerce. Our Chamber represents 2000 businesses in Forsyth County.

Fourteen years ago, I stood at a podium very much like this and spoke on behalf of the Beltway. In fourteen years not one inch of road has been built. Fourteen years ago there was a pressing need for the Beltway. Fourteen years later, our other roads continue to be clogged. Our air quality is threatened because of the traffic that jams up on all of the feeder roads on every morning and every afternoon. Our accident rates is excavating. There is not a day that goes by that 52 is not closed somewhere in Forsyth County due to an accident. All of our roads are over capacity. After fourteen years, it is

time to stop talking and start acting. We need the entire western leg of the Beltway and the eastern leg of the Beltway funded and built now.

We need the eastern leg to go all the way to US 311 using the S1 alternative by 2009. And I know that is impossible by DOT's history of construction, but that's when we need it. That's when the Fed-Ex Hub will open. We will see hundreds of companies come here to be near that hub and they are going to be on that road that you and everyone else is driving today if we don't get the Beltway built and we don't get 52 improved. No matter what site Dell goes to, many of the suppliers will locate in Forsyth County and many of the people who work at Dell will live here or in Stokes or in Surry or in Davie or in Yadkin County. How are they going to get to work? Dell is 2000 jobs, we predict an additional 6000 jobs. So add 8000 additional people per day to and from work without a Beltway. The suppliers will locate close to that facility but they are going to have to locate where we have good roads. The good roads that we have now are too congested to handle that type of traffic.

Our message to you is that the business community cannot wait any longer. We are doing everything that we can to create jobs for the thousands of people, 35,000 people who have lost manufacturing jobs in the last 5 years in the Triad. We cannot allow a strangled transportation system to prevent us from creating jobs for people who have lived here all their lives and who want to stay here. We urge you to do everything you can and build the entire Beltway as quickly as you can. Thank you.

Moderator: Thank you Ms. Anderson. Karen Cary. Ok. Gwendolyn Wynn.

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Gwendolyn Wynn: Good evening, my name is Gwendolyn J. Wynn. I reside at 4391 Wenobow Road, Winston-Salem. I am a part of the North Oaks Community.

Will you stand as I call the communities please? I bring you the concerns of over 295 residents of that community that we have received their signature in the last day and a half. The communities are the North Oaks. Hucks Circle. Will you please stand? North Hampton Drive. Wenobrook Circle. Garden Street. Torry Pines. Wakeman Drive and Old Walkertown Road. Will you please stand? Thank you.

Collectively we have six major concerns. Concern number one, the (1) proposal to make a cul-de-sac of North Hampton Drive and Old Walkertown Road. We strongly object to this proposal because a)It will adversely affect access by school buses, emergency vehicles, residents to their respective churches, shopping centers, grocery stores and schools as well as their jobs. B) It will more than double the traffic on North Hampton Drive. Number one causing a safety hazard to school children which there is an absence of sidewalks. Number two, it would provide only one exit from the North Oaks Community and North Hampton Drive. C) To place a cul-de-sac at different roads would provide equal limitations to residents who travel Walkertown Road as well as different roads to go to different shopping centers in various areas.

(2) Concern number two, what has been done to adequately inform other residents in the eastern section who will be affected by the Beltway. A) Many residents

who will be affected have not been formally informed. B) Many residents only have partial information.

Concern three, we have been informed that no barriers are projected for (3) our community. Our area historically is relatively quiet. The area will go from noise free to noise filled zone. C) Our area without sound barriers or noise reducers will be exposed to 24 hours of heavy volume traffic.

Concern four, decrease in quality of air once enjoyed. A) Several sick and (4) elderly residents are on oxygen and I am one of those elderly residents. B) Many sick residents will not be able to enjoy morning and evening community walks because of decreased air quality.

Concern five, we are very concerned about possible damage to homes due (5) to blasting, vibrations and digging during road construction. Who will be primarily responsible for damage if any? B) How will damage be reported? C) Will a contact person be identified?

Concern six, what is the elevation of the bypass from street level to the (6) bridge relative to North Oaks Community? Will any homes or property be overshadowed by the bypass?

Those are our major concerns about the proposed Beltway. However, we as a community would like to submit to the DOT a list of suggestions regarding communication between the DOT and affected community. Number one, instead of sending someone, which happened to me, to my house to bring a note to let me know that this Beltway were coming, it would be nice if we could receive some formal mail. Number two, it should have not been made the responsibility of one neighbor to notify hundreds of residents surrounding the community about the Beltway. Signs were erected on North Hampton Drive and Diffen Road informing the residents about the which a lot of people still don't know about. There were poor communications about this Beltway. We were only given a few newsletters to distribute between hundreds of people. We have had to request more detailed maps of our community. We have residents who will be only a few feet from the Beltway to find out by accident about the Beltway. One lady found out because she had her house appraised. When the man came for the appraisal he told her that her house was in line to be taken by the Beltway. That's how she discovered it.

As the last statement, realtors have erected numerous homes on our neighborhood without informing buyers of the proposed Beltway. Some of these people are from out of town and they had no way of knowing. Some are right here in the city and they have no way of knowing. Some people have purchased their houses, I do know, as early or as late as two months ago. The Beltway is coming right across their back yard. So, I thank you.

Moderator: Thank you Ms. Wynn. Lloyd Ramsey.

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Lloyd Ramsey: I can't really follow that. Public speaking is not what I do and I'm not really prepared with notes or anything like that. What I do is landscape. What I bought is not a dwelling. Being paid for my dwelling is not going to compensate for anything that I am going to loose.

I would like to mention something, however, outside of my own circumstance. What you see in Green on these sheets of paper represents that much eraser of the previous surface of this planet. There was some attempt to use environmental impact statements to delay or defer or redirect this highway. What we're hearing here tonight is the same kind of divide that we have in the entirety of the United States. A friend of mine likes to say that we are ready for a civil war but we cannot afford the gas to get there.

The environmental impact of this roadway is way beyond anything that is in a statement. I make a very simple mention of something that I have not seen any mention of. How many trees are going to be destroyed by this roadway? Has anybody (1) asked? Has anybody counted? Has anybody made any estimate of the consequence of that? I don't think so. My own personal interest otherwise is streams. You can go to my website 2streams.org and see at current 440 photographs of streams and particular streams around the United States. The brochure from Kimley Horne mentioned the statistic of 114 stream crossings by this roadway. What is going to really be true is that everything within the construction corridor of this roadway is going be destroyed. There will not be one singular particle left of what used to be the surface of the planet where this roadway is. In the matter of streams, they're going to rebuild little things about it. The brochure mentioned 30 something odd culverts, 6 feet in diameter or greater. I don't know why they mentioned that particular figure but I think that it may be associated with mitigation. Mitigation means you cannot stop construction in the United States. What there are going to do with this roadway is what they are doing everywhere with streams in the United States particularly in North Carolina that we know about. When a stream is put into a culvert, that culvert is measured for its length. The length is then doubled and money is put into a fund in the state of North Carolina which then bull dozes twice as much length as other streams in other places. That is what mitigation means. You can see what stream projects are in Winston-Salem, and Tanner's Run and numerous places on Salem Creek and Silas Creek, *(Inaudible),* they're all going to go from the slush fund every year that I was told that was one hundred billion dollars to bull doze and re-design streams every where else in addition to the 114 stream crossings in this one roadway. What it is other people want, I don't have anybody to say anything about. What I'm going to loose is a refuge, which is what I bought, and not a dwelling. There will be no place for me to go. We cannot get away from these roads. I'm sorry for everything.

Moderator: Thank you Mr. Ramsey. Ed Mernand.

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Ed Mernand: Well I was with Mr. Goode back in 1989, 15 years ago. When they came to Cash Elementary and there were 300 people like yourselves there. At that time there were 299 who said there has got to be a better way of doing this project. The only ones who were strongly in favor of it were the contractors who were going to reap a large reward for putting the concrete down.

I want to bring to your attention the fact as I learned it was that the original bypass was to go beyond Kernersville and towards the airport. In these years that have passed, I am with the FAA but I speak as an individual and not for the agency. I work at the airport daily. I'm watching Fed-Ex excavation going on. I fly with the airline crews. I see the trucks and it's a city within a city at the PTI area. When Fed-Ex comes in mass that is 1500 people with large semi trailers that are going to be needing to get to and from the airport. Therefore, when it gets down to the end of this project and they have run out of money, they will return the endpoint to the south to cut in west of Kernersville and empty onto Business 40 and US 40 that doesn't appear to approach the problem. It's a hub spoke situation with the airport where transportation should be filtering into the airport and out with least inconvenience to you and to me and not to (1) circumnavigate our city and dump it off into and already congestion Business 40 and US 40.

So I can only intercede on behalf of those people who have enough foresight to take another look at the eastern end and see how it can connect those that will be employed on the western side of our community to get to the eastern side without having to filter into an already run and overcrowded highway. All the adjacent industries that will come with Dell as it was mentioned will produce a necessity for that to take place in the near future.

Moderator: Thank you sir. Amos Burke.

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Amos Burke: Good evening, my name is Amos Burke and I live at 5981 Phelps Circle Winston-Salem.

I would like to begin by expressing my appreciation to the DOT staff that worked at the Pre-Hearing Workshop over at the Dixie Fairgrounds. They were most courteous and made every effort to effectively answer our questions. To any of you here thank you.

I think it was Will Rogers who said, 'I only know what I read in the newspapers'. If he were alive today he would say probably add, 'and see on television'. I have read about Winston-Salem's efforts to revitalize downtown. This I believe is a very worthy goal. I was very pleased to read several months ago that an important recommendation of the consulting firm working with the city on revitalization efforts were to drop the Beltway project because it would take people away from downtown and would have a very negative effect on the revitalization effort. Why are we still determined to go ahead with this Beltway project considering the negative affect it will have on the downtown revitalization effort? More recently in the newspaper I read that the highest priority for DOT resources would be for improvements and maintenance on existing roads and public transportation systems over the building of new roads that we can not afford to maintain. Increased use of public transportation would also have a very desirable affect on the environment. So again, why are we so determined to move ahead with this Beltway project when these funds could so much more effectively used to improve existing roads and to support public transportation.

At 8:00 last night I watched "Open Net" on Cable Channel 13 Winston-Salem's government information channel. I hope most of you saw it especially the transportation planners and policy makers. The guests included some business leaders interested in transportation and the environment and a member of the DOT Board very interested in the environment. It was a very forward thinking group that addressed troublesome issues that will get much worse in the future if we do not address them now. Such issues as we can no longer afford to maintain the roads that we are building. Poor air quality, one third of the state is under a cloud. The effect this is having on our health and the increased number of children suffering from problems with asthma. I suspect there are many things that will have to be done to resolve our air quality problems but getting more people to use public transportation would most certainly be a giant step forward. Can you imagine how much could be accomplished in improving our existing roads and public transportation system with the money that we will spend if we build the northern beltway. Thank you for listening. I urge you to please stop the beltway project now.

Moderator: Thank you Mr. Burke. Wendy Taylor.

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Wendy Taylor: My name is Wendy Taylor. I'm a real estate broker for almost 20 years here. I've been asked to come and talk about our organization's strong support for the construction of the northern beltway project here in Forsyth County.

This project was first proposed back in 1969 as part of the Winston-Salem Thoroughfare Plan and continues to be a desperately needed piece of the Forsyth County transportation puzzle. Over the last years, the major arteries like Peace Haven Road, Country Club Road, Robinhood, Hwy 52, Hwy 158 have continued to see an increase in traffic volume. Attempts have been made when possible to meet this demand to update routes and widening existing right of way. Feasible options have been exhausted. The transportation needs of this beltway are well documented. There are numerous other reasons our organization supports this northern beltway. The eastern section of this northern beltway, the crucial piece that opens up many positive options for Winston-Salem. First it will serve as an interstate 74 route through this area opening up Federal funds for existing roads. Secondly, it will alleviate much traffic on Hwy 52, which is a very dangerous highway. There have been and continue to be many wrecks on US 52. Providing this alternate route will curtail some of these mishaps. Third, the northern beltway will open up potential for the new northern expressway from Winston-Salem to the new Fed-Ex hub or the PTI Airport which in turn should generate much and new relocated business through this corridor.

Currently, much right of way has already been optained for this project. Much, however, remains on the plan that is held in the property of the owners. These residents have unfairly been held prisoner by a home they once desired to purchase but now cannot sale, renovate or relocate from. Each year these homeowners are left in limbo while the challenges of the beltway drag on. It is time to move on with this project that has been in the planning stages for nearly 40 years. Now that all the legal challenges have been addressed and environmental challenges have been well explored and the funding has been identified, we urge a rapid approval and construction of the northern beltway.

This vital planning tool will help shape the economic features of this entire region for many years to come. We thank you for your consideration.

Moderator: Thank you Ms. Taylor. Les Bucker is it?

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Les Buchan: My name is Les Buchan. I live in Kernersville. I am in the real estate business.

When it comes to this beltway we feel like we're playing Russian roulette. We get out there and look at this thing and try to see where this corridor is coming and try to advise people when they buy a home that this beltway may or may not come in their back yard.

Other than that, I spent several years on the Kernersville Planning Board. I've listened to a lot about our beltway around Kernersville, which is a small beltway compared to what this beltway is around Winston-Salem. We ran into all kind of snags in this thing. Sooner or later our beltway will come in contact with this beltway. But I really think is that years ago when we met at East Forsyth High School and talked about this, I lived in Detroit for about 30 years and watched them go through Detroit opening up numerous expressways right straight through the city of Detroit. They operate very efficiently today. They did get those roads built. There were none there at all when I moved there. My feeling is that this beltway, the way it's being planned, could be improved on. To think that 52 is the mess that it is. I think that 52 could be widened it would cost a lot of money to come straight down 52, which is the straightest distance between where they're going to get to 311 is straight down 52. Widen that road up and make it so it's an expressway so you can get to 311 a whole lot quicker. If you don't do that then take the eastern beltway and stop when you get to where the airport connector is coming in. Take the airport connector. Go on over to 68. Take 68, which is already being improved. Take that down and hook it up to 311, which is already being built through High Point. I think that is the simplest way to do this thing with the least amount of affecting other people and other businesses, schools and everything else that this is going to disrupt once it makes that southern turn and starts going down to 311. I really think you should do one of two things, fix 52 or take the *(Inaudible)* corridor to 68. Thank you.

Moderator: Thank you sir. Steve Rieser. Rieser.

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Steve Riesen: My name is Steve Riesen. I live on Northhampton Drive.

I'm here to further protest the closing of North Hampton Drive. North Hampton is a major connector between New Walkertown Road and Old Walkertown Road. I'm not sure where the DOT expects all that traffic to go. The closest re-routing is Oak Ridge Drive. It's 25 miles per hour, very curvy, very small. There's no way it can handle all that traffic. I spoke to several engineers this afternoon about that. I looked at the map. The engineers where very helpful. I appreciate that.

North Hampton Drive comes right here. *(Inaudible)* there's a bridge right across Old Walkertown Road. North Hampton does not connect right at the bridge. We

are a little bit on this side of the bridge. I spoke with a couple of the engineers, if they buy one property they can cut that over and wouldn't have to close North Hampton Drive. I think that needs to be looked into.

The first thing, I've been living at North Hampton Drive for over 20 years and the first thing I heard about North Hampton Drive being close was a day and a half ago when they put up the DOT signs and announced it. We haven't had 14 years to complain about this. We've just had a day and a half and we've got 295 signatures on that and there's probably not too much more than 295 folks that live in that area. So I plead with the DOT. Please investigate this. You've put off the beltway for 14 years. I'm just asking you to look and see if there's another alternative to closing North Hampton Drive. Thank you.

Moderator: Thank you Mr. Reisen. That concludes those of you who signed up to speak earlier. Is there anyone else who has not spoken who would like to add any additional comments? Yes sir.

Unidentified Male: *(Inaudible)* what is the status of a lawsuit *(Inaudible)*? Where does that stand right now? The reason I asked is that a *(Inaudible)* is trying to push me in?

Moderator: You want to address that Missy?

Missy Dickens: The lawsuit was dropped under the condition that we re-evaluate the old Environmental Impact Statement. We are in the process of doing that now. We put out a draft and we will put out a subsequent final in a few months. Also, after that lawsuit happened..right now there is no active lawsuit to answer your question. We did, after that lawsuit, the Federal Highway Administration, rescinded that Record of Decision. We cannot move forward with the project until the Federal Highway Administration issues a new Record of Decision. These Environmental Impact Statements that we just put out and the one that we will do in the coming months are required as part of that process to get a new Record of Decision. So there's no active lawsuit now but we cannot move forward until we have re-evaluated our choices and a new Record of Decision has been issued.

Moderator: Thank you. Does anyone else want to say anything for the record?

Richard Parham: *(Inaudible)*

Moderator: We need you to come down.

Richard Parham: I own nine plus acres right there on Stanville Drive. It's across from *(Inaudible)* 5862 Stanville Drive. I'm Richard Parham that's who it is.

They getting 95% of my land and missing my house by 10 foot–12 foot on one side and one the front they're missing it by 20 foot. You're going to have guard rails, fences and everything else and you're going to leave me with a little old triangle piece of land right there. If they get that they need to get all of it. Thank you.

Moderator: That's something that will be looked at during the right of way phase. There are things that they're looking at. Yes ma'am.

Kathleen Clayton: My name is Kathleen Clayton and I live at 6025 Crest Ridge Lane.

I can appreciate all the comments by the city people and the transportation people. A lot of talk is about jobs and money. This is not jobs and money. This is our land. This is our home. I really hope that everybody takes that into consideration because especially for me some of this land has been in my family since the 1700's and my father-in-law paid taxes all his life to keep it as it was when his ancestors had it. So it's more than just money to us. I hope everybody understands that. We're resigned to the fact that it's coming but it's still a very emotional and hurtful thing to us to think about living next to a six-lane interstate when we have been living next to land that we have kept for hundreds of years.

Moderator: Thank you Ms. Clayton. Yes sir.

Keith Anderson: My name is Keith Anderson. We live on Pisgah Church Road down on the tail end over here.

I've been going to every meeting that y'all have had this thing for over 10 years. They've said, well we may get your house or we may not get your house. We might get it we might not. All I want to know is are you going to get me or are you not going to get me? Really, that's all I want to know and I appreciate it.

Moderator: Thank you sir. Are there others? Any additional comments? Yes sir.

Emmett Ward: Good evening. My name is Emmett Ward. I am currently Pastor of one of the churches *(Inaudible)*.

About 16 years ago when I became affiliated with the church, we moved 3 times. We settled about 5 to 6 years ago in this area unsuspecting and unaware that there was a beltway coming through here. About 2 weeks ago, I stepped of the church and was informed by the young lady that was up here speaking about the residents of North Hampton area that we were actually going to have a road that comes straight through the church property. I've got a congregation now that is basically is in limbo and they come from various parts of the Triad. It's amazing how this news did not get out to people like us so that we could have made a conscious decision as to whether or not we were going to purchase property and build a future church in an area that has already been designated to have a beltway to come through years earlier.

I just ask at this time that you really take into consideration that it's not only just people's land, and it's not only about jobs and money but it's about the final end and the final product of what we're trying to do as a nation. We need to realize that God

is in all of this and this doesn't make any sense that whenever we have information that we don't give it to the people.

Moderator: Thank you sir. Do we have any other comments? Yes sir.

Dale Wilson: I'm Dale Wilson.

We're on..we're out here along with the other lady talking about her land we've got 60 acres right there that it's going to split in half. Neither side will be worth anything. The only people that I see are for this are the Town to increase their tax revenue, the realtors to make money, the business to make money. They don't care about you. They just want to make money.

Moderator: Yes sir.

John Crotts Jr.: My name is John R. Crotts Jr. 5030 Hammond Street. I live down here with the gentleman who just spoke.

I just would like to know and my wife would like to know, when they're going to get our property as we're both in bad health. But we have several pieces of property that your map shows coming there and we would just like to know when they're going to get our property? We keep getting 'you may be'. We would like to know when a definite so we can either sell out, get out, or y'all buy us out. Thank you.

Moderator: Thank you sir. Other comments? Yes sir.

Wayne Cameron: My name is Wayne Cameron and I live on Diffen Road.

As you can tell I'm not from around here they say. I was born and raised in Los Angeles before all the freeways. They started building freeways and taking everybody out. Smog. Smog. Smog. They're going to build a freeway all around our town and throw all us out. I thought this was paradise when I moved here. I've got deer in my back yard now. What are they going to do to all of that? And for all of these people over here not one of them said they lived on the green line.

Moderator: Thank you sir. Other comments? Yes ma'am.

Laurie Murdock: Good evening. My name is Laurie Murdock. I'm a student here at Winston-Salem State University.

Basically when I drop my son off at school in the mornings I have to use Diffen Road. Diffen Road and McGee are the only access that I have to get to Old Walkertown Road. Then from there I have to try to decide if I'm going to use 52 or 40. I suggest that NCDOT will fix 52 or 40 and leave the people and their properties alone.

Moderator: Thank you. Other comments? If not, thank you very much for your participation and coming out. Again, there is another meeting on December 2 and we'll have a formal meeting and an informal meeting prior to that. Thank you very much.

Hearing adjourned.

Carl Goode, Jr., P.E., Manager,
Moderator
Office of Human Environment

CBGjr:dnh
November 17, 2004

OFFICIAL PUBLIC HEARING TRANSCRIPT
Corridor Public Hearing for the Winston-Salem Northern Beltway
From I-40 Business to US 311 (Eastern Section Extended)
Benton Convention Center
December 2, 2004
TIP # U-2579A

Good evening ladies and gentlemen. I would like to welcome you to this evening's public hearing for the location for the eastern section extended for the Winston-Salem Northern Beltway. My name is Carl Goode and I'll be your moderator for this evening's public hearing. I'm the Manager of the Office of Human Environment in the Department of Transportation. I thank you for coming out this evening. I appreciate your participation in this process. Our hearing tonight is one step in our process for making you, the general public, be a part of the selection process for one of the alternatives for this particular portion of this project.

Before I continue, I would like to introduce to you some other people with us this evening who represent various functions within the Department, all of whom either have or will have a role to play in this project. First of all we have our Board of Transportation member for this area, Ms. Nancy Dunn. We have our Division Engineer for the ninth division that is here in Winston-Salem, Mr. Pat Ivey. They may be in the other room. There are still people over there. We have Mr. Mike Patton who is our Division Maintenance Engineer. We have Mr. Keith Ralston who is a Division Construction Engineer. From our Right of Way Department, we have Mr. Ray Lambert. He's there at the back and he has some other folks with him as well. He will try to answer all your questions about right of way. From our Project Development and Environmental Analysis Branch, we have Mr. Derrick Weaver and Ms. Missy Dickens. Missy is over here. We still have activities going on in the other room and we are helping people over there and talking to people over there as well. From Roadway Design, we have Mr. Tony Houser and Mr. Bruce Payne. From the Federal Highway Administration, we have Mr. Felix Divilla. There is Felix right there. From our consulting firm, we have been working on this project for a while, we have Mr. Larry Meisner with Kimley Horn and we Ms. Jewel Gurak from PBS&J.

Did everyone get a handout? Does anyone need a handout? There are a few things that I would like to go over with you in that. As I mentioned earlier, tonight's public hearing is one step in our procedure for including you the general public as a part of the selection process. This is a corridor public hearing which we are soliciting input for you to help us make a selection of one of the six alternatives which we are presenting here tonight to be our preferred alternative. Now public comment is one of a number of elements that go into the selection process and we'll go over some of those a little bit later.

Now that you are here, we certainly encourage you to participate in this process. That is why we are here. That's why you're here. We had a sign-up sheet for some time available for you to sign-up if you wanted to speak. Tonight is our fifth session that we've had on the Northern Beltway. All of them we have had information on the entire beltway available but we are concentrated one night on the western section, one night on

the eastern and then tonight on the eastern extended which goes from I-40 business or just north if I-40 business to US 311.

We, again, encourage you. This is a formal hearing. It is being recorded. We will have it transcribed. You may submit comments for our tape and for our official record that way. You may submit written comments. I will accept those at least until January 5 of 2005. You can speak, submit comments or you may do both. The written comments will be considered the same as those spoken here tonight. Once we get all these comments together, we'll have an internal meeting and we'll go over each and every comment we get and try to incorporate those that we can into the project.

Now as part of our process, there are a couple of rules we like to go by to make these hearings run a little bit smoother. Number one, it is a public hearing, it is not a public debate. We know not everyone is going to agree on what everybody else has to say. That's perfectly fine. We just ask that you give everybody the opportunity to speak in a courteous manner that you would like to be given if you were speaking. By the same token, I'm not or none of our folks are going to debate with you either. We're here to hear you and we're not going to try to argue with you.

We will go by the sign-up list. We have a number who have signed up and we'll go through that list. Obviously they will be given an opportunity to speak as well. We are asking that you limit your comments to four minutes. That's probably out of fairness. These can run long. That's fine with me, I'll be here as long as you are. But, there are some people who do need to get home before too terribly late. I just want to give everybody a change to talk or speak. Then afterwards when we have others, you will certainly be given that opportunity. We will have a timekeeper up here on the front row. He will hold little signs up, three minutes, two minutes, one minute so and so forth. If you would abide by that, we would certainly appreciate it. If you don't finish and you want to come back in the end, that is perfectly fine. We want to give everybody the opportunity to speak.

Now the Northern Beltway is a new highway which proposes to loop around three sides of Winston-Salem. It's been ongoing for a number of years. It began at US 158 west of Winston-Salem and continued around the north, the western north eastern side of Winston-Salem down to US 311. The eastern section and eastern extension section will alternately become a part of I-74 that goes from Michigan down onto South Carolina. That was established by Congress several years ago. All the states were working together to try to get that in place. North Carolina was one of those states. We've been working on it for several years now.

The project will improve mobility within and throughout Forsyth County, reduce traffic congestion, accommodate future growth and improve safety. There's a lot of additional information there in your handout and it is in all the handouts that have been given.

Tonight we have six alternatives which we will go through in a few minutes. What we show you will be the corridors which are 1200 feet wide, considerably wider than what the roadway will be. Now many of you have seen the maps before tonight or either on this afternoon and evening that are next door that showed the actual preliminary

footprints of the project and where they will be within the corridor. Based on time considerations we're just going through the corridors here tonight but that other information is available for you.

Now there is additional information available in your handout regarding construction. Right now construction on the western section is scheduled to begin in 2006, the eastern half in 2010 or so. You have estimated cost and other information there.

I would like to go through a little bit of the information and history unfortunately that shows a little bit better than the others. I'm not sure why that is. The project, there is a western section that run on US 158 and goes over to US 52. The eastern section goes from US 52 and comes down just north to I-40 business. Then the portion of the eastern section, the extension that we are concentrating on tonight, is on I-40 business and comes down to US 311.

The western section is proposed to be a four-lane divided freeway, the eastern – a six-lane divided freeway, and the eastern extension is a four-lanes, again, divided freeway. In freeway I mean to say … certainly this part here will be with interstate standards. It will also be controlled access which means that it will be limited highway with the only access to the interchange.

We started a number of years ago with the western section. We have a number of alternatives that we looked at. We've gone back and we've looked at those again as far as updating our environmental document. A copy of those have been posted that you can go see out from the entire document is there so that you can review. This was the selective alternative here. We hope you can follow along with that. The eastern section had a number of alternatives as well and combinations of alternatives that can be preferred alternatives that was decided back in 1996. The Supplemental Document and Environmental Impact Statement confirmed that and in fact re-affirmed it and *Inaudible* it was the preferred alternative.

The eastern section extension, this is the first public hearing on that. This is at the corridor state. We're presenting six alternatives here tonight and we're trying to get input into the selection process. During this process, there are a number of things that play a role in project developing process. It is looked at and documented in the Environmental Impact Statements. The residents and the businesses that were impacted on, protected species, air quality and water resources. We have utilities that are impacted, hazardous materials, noise impacts, impacts to historic resources and archaeological resources. Those are historic resources that are above ground and below ground and all of those have very distinguishing laws to protect them.

That was a little bit of the history. Obviously I couldn't point to both of them at the same time but the western section, that Relative Impact Statement was done in 1992. The preferred alternative was established in 1993. Then in 1995, the *Inaudible* was started in the eastern section. In 1996 the EIS and the Record of Decision, which is the final document from Federal Highways obviously was completed for the western section. The preferred alternative was determined for the eastern section. In 1997, in May the right of way acquisition was let to the western section and regulation was begun. All *Inaudible*

activity was stopped at that time. The eastern section extension was begun and extended this the rest of *Inaudible* the level. Then in 2001, DOT and Federal Highways Administration decided to combine all three of these into one environmental document. That document is now the one that we are working with right now.

Now this, go back to the first one, look at the combination. These are maps that show the six alternatives. This one here shows the aerial photography. This one you really can't see them. We have those next door but we'll try to project them so that you can see them better in here. These are a combination of the six alternatives. Go to M1, S1. To go through briefly, again these are 1200-foot long corridors. Some of the roadway won't take that much area. The rectangular boxes there represent grade separation there where you are crossroads there. The circles represent the interchanges and all of those have an interchange with Business I-40. We have a grade separation here at Bogg Mountain Road.

At Kernersville Road here we have an alternative that has an interchange with and also there are some that do not have an interchange. So this one has two variations in that this one interchange, right here, will be bridged with Kernersville Road. Of course we will have an interchange with I-40 bypass. Then the N1, S1 we have N is north I-40 west and south of I-40 west. So you would have three north and two south. This is one that is north. The one south and the one coming here with the interchange with 311 in this area here. N1,S2 is our northern part and is the same. The southern part comes further east and has an interchange in this area. East of this one, the interchange here would likely be removed. That is the interchange with Ian Crossroads.

Okay in 2S1, the N2 is just a variation of N1. It is just a little bit further to the east. Again, these corridors don't look like there is much difference once you look at the alignments within them. There is some difference between them. Again, the S1 is the same as it was before. Then you have N2,S2 which goes back to the same as it was before. Then we would have N3,S1 and N3 bends a little bit further east. Then we have N3,S2. Again, the S's are all the same. We do have some variation. A lot of the variation is with the interchange. Again, we are looking at interchanges at Kernersville Road. There may or may not be an alternative along the interchange there are alternatives without an interchange. One of those interchanges will be near Linville Road, the other near Oak Road, and then one near Sedge Garden depending on what alternative.

I need to go through a little bit of right of way information with you. Once the route is selected, the design is completed and approved, the right of way will be staked on the ground. The affected property owners will be contacted by a right of way agent. That agent will show you the plans and show you exactly how you will be affected by this project. The agent will inform you of your rights plus will ask you questions about your property so that he or she can gather as much information about it as possible so that they can make a professional appraisal of the property. Once they get that information and look at it and we would be using our professional appraisals or using a local fee appraiser we'll have an appraisal made of the property at the current market value of the property. They would look at it very similar to comparable sales in the area and that will determine the actual market value of the property. During this process, the Department of

Transportation will treat all owners and tenants equally, must fully explain owners rights, must pay just compensation in exchange for property rights, must furnish relocation advisory assistance if that is required, must initiate any legal actions if a settlement can't be reached. In addition, if you are a relocatee, that is if your home our business will be relocated as a part of the project, the agent will also explain the procedures of any assistance available and try to help you in such things as location of comparable housing, if you so desire. All the moving procedures will be aided, moving expenses may be made. Also there are additional payments that are available in certain situations for such things as closing costs, mortgage increases, and the value of a comparable home. We do have right of way agents here tonight. I sure some of you will want to talk with some of them, but, there will certainly be available for you to answer any questions that you might have regarding right of way.

With that, I would like to go ahead and open the floor up for the speakers. Again, I ask that you limit your comments to four minutes. I also ask that you use any one of the microphones so that everyone else in here can hear and so that our tape recorder can hear you. With that, I guess we have Mr. Greg Turner.

A-11

Greg Turner: Thank you Carl. I think that as I spoke at the last meeting, the history that you mentioned is the history, but I would like to take you back to the prehistory for a moment.

(also submitted comment #7-7+ A-12)

The beltway has been planned since 1968. That means the project is 36 years old and is yet to be built or even started for construction. Our community has people who have been waiting for this project for decades and they need this road. They need it badly. They need it to address traffic congestion. They need it to address traffic safety on many of our existing roads. They need it to address or provide better road connectivity in parts of this community that are not connected well because of the historic transportation patterns that we have had in the city and the county. They need it to provide a better route or provide a route for I-74 as has been alluded to. They need it to serve as the starting point for an airport connector to provide better connectivity between this community and the Piedmont Triad Regional Airport.

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I realize there are a lot of people here tonight and of course with representative government like we have in the United States, people are elected and appointed to represent large groups of citizens. The city of Winton-Salem has a population of over a hundred and ninety thousand people. The population of the urban area which includes all of Forsyth County and parts of additional county is in excess of three hundred and forty thousand people. All of these people can't be here tonight, but the city of Winston-Salem City Council has adopted a resolution supporting the beltway and the Winston-Salem Urban Area Metropolitan Planning Organization which represents all of the urbanized area has also adopted a resolution supporting this beltway. I think that should speak volumes as to the basic consensus of those who are elected or are appointed to represent this community have to say about the beltway.

Realizing that this project is specifically tonight, or this hearing is specifically tonight to talk about the Eastern Extension, our Department of Transportation

for the city of Winston-Salem has reviewed various options and recommends option N2,S1 with an interchange at Kernersville Road. Thank you very much.

A-10

Moderator: Thank you Mr. Turner. Mayor Allen Joines.

(also submitted comment #2-6)

Mayor Allen Joines: Good evening. On behalf of the City Council, as Greg alluded to, I am here tonight to simply say a couple of things.

First of all, this council and this city is behind this beltway as a project that is long overdue as illustrated by Greg's historical account of it. We were ready to begin some years ago and need to get started soon.

The western leg is needed to move traffic through this community. Every day I get calls and complaints about folks sitting in traffic jams on Silas Creek Parkway on County Club Road on Robin Creek Road and on Reynolda Road. This particular aspect will help move that traffic.

The eastern leg is needed similar reasons of moving traffic but it is also needed as an alternative so that US 52 can be improved at some time in the future as well as to offer that alternative for I-74. So we urge that. We having a growing area of our community in the southeastern part of our county that the eastern leg will serve in the future. The extension that we are here specifically to talk about is a tie-in that fits all that together and I certainly agree with Greg on the alternative that he has mentioned that we are firmly behind.

So again, on behalf of the City Council and the one hundred and ninety four thousand citizens of this city, I urge the immediate beginning of this project just as soon as we can. Thank you.

Moderator: Thank sir. Robin Dean.

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(also submitted comment #54)

Robin Dean: My name is Robin Dean. I'm a taxpayer.

To obtain federal funding for the Northern Beltway, the State of North Carolina has to hold public hearings which is the only reason we're here tonight. The location and sequence of construction is being determined by the special interest groups which is born out if you study the revised EIS and follow the workings of the Highway Trust Fund. The Highway Trust Fund was created in 1989. The residents of North Carolina's seven largest cities were told by Legislature that whether they wanted them or not, the beltways would be constructed. It would be constructed by the year 2002 as cost of 2.1 billion dollars. We're now at the end of 2004, and as a result of poor planning and (1) mismanagement of the funding, less than fifty percent of the construction of the beltway is being completed. The cost is doubled and the completion date are anyone's guess which means that all across North Carolina the rule of area residents impacted by beltways are being held hostage in their own homes. The decision-makers don't care. All they know is they want the beltways. It's so wonderful that companies in the private sector if they treated their customers the same way, the government would take legal action against them. The Highway Trust Fund, however, is a government creation and

therefore the taxpayer are having to sacrifice their homes and land and continue to poor millions of tax dollars into road projects that may never be completed while existing roads are deteriorating and becoming safety hazards.

Having fought for the removal of the Northern Beltway from our Transportation Improvement Plan, I found it interesting to study the revised EIS and see what it actually tells us. The document tells us that most of our existing problems are in the eastern side and yet the western side has to be constructed first because it is possible in twenty or thirty years time, the traffic congestion created by urban sprawl on the western side might be a problem. Relieving the problems on US 52 and US 66, two of the most dangerous roads in Forsyth County are not a priority. It is all about the money that can be made from creating urban sprawl on the western side. Have planners actually considered that solving problems that may never happen before resolving existing problems that is visionary planning.

The revised EIS makes no reference to the time period for purchasing right away, so I contacted Mr. Calvin Leggett with the DOT in Raleigh. Mr. Leggett informed me that right of way purchase is based on the 2004-2010 TIP, which means that I-40 to US 158 on the western side, US 52 to Boggs Mountain Road and the eastern extension are all unfunded. Which means that a lot of county residents will be sitting around waiting, the Charlotte Beltway, the only beltway close to completion recently had the commencement of construction date for its final section go back from 2006 to 2009 and yet our planners expect us to believe the whole of the Northern Beltway will be completed 2014.

The Highway Trust Fund and the Northern Beltway are classic examples of how not to plan and how not to get returns on an investment. Several residents so *Inaudible* stated at the last public hearing, the decision makers don't care what happen to rural Forsyth County or it's residents. It's all about the business community making money. Scrap in the Northern Beltway and invest in the funding in resolving our existing problems. That makes sense. Unfortunately, making sense in the Northern Beltway are two expressions that just don't go together. Thank you very much.

Moderator: Thank you Mr. Dean. Jean Marie Craddock. Ms. Craddock? Terry Motsinger.

Terry Motsinger: My name is Terry Motsinger. My family and I are very concerned with the opposed beltway of I-40 coming through our area. It will have a large impact on our farm our home place, our residence of 270 Motsinger Drive and our neighborhood of this garden community.

I do not support any interchange ramps at Highway 150. The traffic at times is already congested especially in the mornings around 7:00 to 7:45 when school starts and the afternoon between 2:00 and 2:45 because of the traffic around Sedgefield Garden School and then other times during business hours. The beltway may reduce traffic in some places but lamps put at Highway 150 will cause even more traffic. When you have more traffic you will usually have more accidents. Also, the proposed ramps between I-40 and Highway 150 will be a little more than one half mile from each other.

According to you, DOT, you prefer that there is one mile between on and off ramps. You're not following your own recommendations.

Missy, Larry, N1, N2 and N2 routes will all have impacts on our 50-acre farm. N1 route will hurt us the most. It will take about 70% of our farm which has been in our family for over 125 years. With land lock-ups having no access routes and because of closing Motsinger Drive it would take our home place which was built in 1909, our feed barn and four storage buildings. Our home place and out buildings are old but they mean something to me and they would be expensive to replace. Also, this road would take away our creek access where our cows get water and where we get water to irrigate our cut flowers. We farm five acres and cut flowers and vegetable crops and the remaining land is in pasture for our cows and calves. N1 route would ruin us and put us out of business.

While comparing the three routes, according to your suggested impacts, N1 would be the most expensive and would cause relocation of the most residents. Motsinger Drive was named after our family. I feel like you are taking away our heritage and our land. We have worked very hard to keep our farm in farm production and I am very hurt that we have to come here tonight and plead with you over the situation. You, the DOT, our the jury and I am on the stand trying to convince you not to destroy our future. Can't there be some farmland left in our area?

So, Missy, Larry and Carl, and other members of the DOT, thank you for helping me and your time and patience with me and I pray that you will not choose the N1 route for this beltway. Do y'all have any questions that y'all want to ask me? Thank you.

Moderator: Thank you sir. Marcia Miller. Ellen Motsinger.

Ellen Motsinger: I'm the other half of the Motsinger family. I'm here tonight representing our cows, our cut flowers and our etc., etc., that my husband has already talked about.

It was November 1, 2001, at Sedge Garden Elementary School when my husband and I went for our first beltway meeting. Since that time, we have tried to keep informed about the beltway by reading newspapers, newsletters, listening to radio reports, watching television updates, and mainly searching the internet. We have attended all five of the November and December meetings to learn as much as we could about the beltway. Even with all this information and all this attention to details, the project is still over whelming.

It's been a pleasure meeting with the Winston-Salem and Raleigh DOT personnel. It is obvious how much time has gone in this beltway planning with the developments and the implementation plans and all the intricate map creations by Kimley Horne Association. Many people with whom I've talked say that haven't heard about the beltway, they don't know what to say on the comment sheet to and won't make any comments. They don't want to get up in front of people and speak. They don't think it

will do any good anyway or they want to be able to go ahead and buy up their property and go ahead with the building of the beltway.

I didn't want to get up here in front of everyone either but it is my sincere desire that you know how I feel. Do I think it will do any good? Yes. You have said in your handouts that personal inputs would be one of the three considerations in choosing a final NCDOT preferred alternative. Hence, I am positive the personal input for project U-2579A will matter. I have very much questioned over and over a lot of people and all of the DOT and Kimley Horne have been very, very patient, knowledgeable and professional with all my questions.

After saying all of that, I know have some suggestions and some possibilities to replace some of initial shock and anger. They will be shared later. Because of many of the recent housing developments that we have around us, there are now three. So we are surrounded on three sides beside us. This area cannot handle any more traffic than we have now because of these. If you go further over one road and down another, you will find that are more housing developments. We are opposed therefore to any of the interchanges at Kernersville Road. We just don't think it can handle that much traffic.

What is our family situation? Terry has already talked about a lot of that. We do use the 58+ acres for our farmland, our homes, our businesses and for the Big Cow which is one of our businesses. We are involved however in all three of the latters.

I'm strongly opposed to N1 for the following reasons. We will be landlocked. The water accessibility and the irrigation of the crops and the water for the cows will be gone. The number of fields that we use will be greatly diminished however 70% of our land will be gone. Therefore, the profits that we have in our businesses will be gone. Our business plan for retirement will be destroyed and it will be very, very expensive to re-create everything we have done at our place and have to do that some place else. It would bring lots of noise and pollution to an otherwise quiet, peaceful, natural area. Our farmland is now surrounded, like I said, on all three sides with housing developments. One of the things that most concerns me is the equestrian wildlife. These animals from all the other housing projects have come on to our land and we provide a safe haven for them. After our last beltway meeting, in the newspaper and on the television, there was an article, a story that talked about "Fatal Run-Ins with Deer at Record High". It said that there were 1.5 million wrecks involving deer last year injuring thirteen thousand people, thirteen thousand and seventeen people and caused 1.1 billion dollars. Clearly a safe haven is needed.

I would like to close with just a portion of Thanksgiving liturgy from the Logan Book of Worship. "Help us to create a God that shows the resources of this world good and faithful stewards. Show us how to tend the land, water and air and to prevent the pollution and destruction. Teach us the discipline of conserving what we have used. Deliver us from exploitation. Keep us from idolizing money and material possessions and make us compassionate in our concern for the needs of others. AMEN"

Moderator: Thank you Ms. Motsinger. Karolyn Thompson.

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Karolyn Thompson: I'm Karolyn Thompson and I am a resident of the Walkertown area.

The concerns that our neighbors have that about the project, I think 2579, (1) that is in our area is that it will create no access to the interchange. The closest access to the interchanges would be at least a mile and a half from our homes. That would cause us not to be able to access the northwest or northeast side of town.

Also, for our neighborhood, we would need a service road in order to access the highway. Initially we would go north on North Hampton Drive in order to get (2) to that area. But then a cul-de-sac would prevent us from doing that. This is in the area of the Hammett Farm Road.

Also, congestion would create a problem for school buses coming in to our area. We have had several homes rebuilt in our area in the past five to ten years. I (3) noticed that school buses have to back down your narrow roads in order to get out of our development.

Also, I'm concerned about emergency vehicle access. They would have (4) access only from New Highway 311 and not Old Walkertown Road which would create problems.

We're also concerned about the noise pollution. We're not certain as far (5) as the noise barriers that would protect our neighborhood residents.

We also would like to have some type of road connectivity to the new highway. I am all for the highway being built but then to it would really cause problems in our area. In addition to that we would need to know exactly how many residents would be affected in our area if the highway goes as plan, if the construction goes as planned.

So basically, these are some concerns for the neighbors in the North Oaks Community. Again, we do support the construction of this highway. But again, it would create more congestion in our neighborhood. Thank you very much.

Moderator: Thank you Ms. Thompson. Jim Walker. Andy Watts.

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Andy Watts: I'm here as a commercial contractor, a developer, a very concerned citizen, a taxpayer, an employer of several people.

All the obvious reasons have been addressed or could be addressed. It's obvious that we need this beltway. We needed it a long time ago. I'm not here to speak on my own selfish interests as some have already done. I'm here to speak on the good of the community. The community has got to have this or we are going to go backwards instead of forwards. If you look at how we compete with other areas such as Greensboro, Raleigh, Charlotte – they all have better transportation situations than we have now. If we don't get a handle on this, we are going to have a major problem in the future.

Those of you who have talked that this beltway is to support business and yes it is to support business. Without business none of you have jobs. If you are retired, then your kids don't have jobs. So wake up when you start talking about good for business. Anything that we can do that is good for business is good for the community and good for each person on this room.

Let's talk about the western section. I think it has already has been mentioned that there is no congestion. Any of you that think there is no congestion in the western section of town, you need to go out in the morning and the evening and you need to drive those roads.

Let's talk about the eastern section. The Fed-Ex is probably the single most important thing that can happen in this community in our lifetime. We need to take advantage of it. If we don't take advantage of it we're making a major, major mistake. Transportation is vital for us to take advantage of that. If we don't deal with that in the very near future, we are going see other areas of the triad take advantage of that and we're going to be left behind again.

So I'm here to support the beltway. I'm here to support it getting started ASAP. Any of you that think that we don't need it, come to me and I'll tell you why we do. If you have your own selfish situation, I'm sorry I have those issues to deal with too. I employ fifty some people. They have to deal with the traffic issues every day. They don't have many alternatives. My children have both graduated college from here. They can leave town and they are. A lot of the kids that are dealing with problems we have now with the economy because of the transportation issues are leaving town. We need to get a handle on it. Thank you for your time.

Moderator: Thank you Mr. Watts. Dee Wood. Tom Griffin.

Tom Griffin: My name is Tom Griffin. I work for Forensic Engineering, Inc. here in Winston. I'm also Vice Chair of the Chamber of Commerce for Transportation.

204 (also submitted *N-2)

I've spoken on the beltway project a number of times. I want to re-iterate the support for the western section. We've heard several people talk about congestion. I think Mr. Watt probably hit the nail on the head. Go out and there and ride those roads and find out and you'll see what is going on.

The eastern section, we heard earlier Mr. Goode talking about the Interstate 74. We obviously have to have the eastern leg to make 74 work. It is a major facility that was authorized by Congress a few years ago. It has to come through here going from Michigan to Charleston, South Carolina.

The reason why we are here tonight is primarily to talk about the eastern extension. When the original beltway was done, it stopped at Business 40 with 77 coming in. It has to go down to tie in at 311. The Chamber supports N2,S1 with the option for contact with Interchange 150 with Kernersville Road.

I make the claim that I want to say in closing, we think about all the personal issues in every thing but one of the things that has happened to this community is…. I've been in this community for thirty four years and one of the things that has happened here is we've lost an awful lot of jobs. I'm sure some of you folks sitting in here have been folks that were laid off by a textile company. We have downsizing in the tobacco industry. We've seen our base basically go away. We've seen other communities in North Carolina who have prospered. We tried to do it with banking and medical. That's not going to cover for everybody. We've got to provide additional jobs in the community. One of the key things that communities have to have in order to entice companies to come in and bid to move their goods and have their businesses operate is a transportation system that works. We desperately need to get started on completing this beltway and getting transportation network in place so we can start to build Winston-Salem back to the prominence. The was one of the largest city in North Carolina, not any more. Every a census is taken, we go backwards in that list. We've got to get moving. Thank you very much.

Moderator: Thank you Mr. Griffin. David Barksdale.

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David Barksdale: Good evening. As we've heard from Mr. Turner earlier tonight, this project has been on the Thoroughfare Plan since 1968. I'm sure it was talked about many years before it was actually but into the Thoroughfare Plan. Even though a project is this old, it doesn't necessary make it right and doesn't necessarily make it easy. However, I do feel like this is the right project for Winston for several reasons, many of which have been mentioned here tonight in the right project for Forsyth County.

With the congestion that we do have in the entire county, in particular the western part, which is where I live, the roads of Peace Haven and Robin Hood and County Club Road, we're going to have to widen those. If we don't get some relief that is going to be an expensive proposition.

I also have the joy of traveling Highway 52 several times a week. It is a dangerous highway. We've got a lot of traffic trying to get north and south. That is the only controlled access north-south thoroughfare that we have through Winston-Salem. So this project will help alleviate some of the traffic on 52 and help us become a little bit safer as a community.

Lastly, I believe it is important from a business development standpoint. When I say business development, I'm certainly talking about luring businesses but I am also talking about luring consumers and individuals and residences to this area. It's a quality of life issue. We've got to build the infrastructure so we can take advantage of economic development that comes along such as the Fed-Ex progress that is going on a little bit east of here. This will help us do that as well as position ourselves for the future. It's still not an easy process. There's still conflict and there is still going to be situations where there is a win-lose outcome. In the long run, I do think the benefits out weight those conflicts and I do support the beltway. Thank you.

Moderator: Thank you sir. Emmit Ward. Chris Blocker.

Chris Blocker: No comments.

Moderator: Peter Marsh.

Peter Marsh: My name is Peter Marsh. I am a resident of Winston-Salem. I live at 309 Cascade Avenue. I'm here speaking tonight on behalf of the Winston-Salem Chamber of Commerce. I'm a board member of the Chamber and serve on the Fed-Ex Hub committee.

I guess what I would bring to the attention of this hearing is the very real fact that our region is in transition. We are moving from tobacco, textiles and furniture to service and technology and biotech as the basis of or economy. Recently economic studies have pointed out five or six major factors will contribute to the growth, the economic health and increased job creation in our region. One of the central factors is transportation and logistics. Our town is way behind other markets in North Carolina in infrastructure development. That's a fact. This project has been delayed far too long and some of the major impetus for economic development in our region is coming from the Fed-Ex Hub, is coming from companies like Dell moving in because of centralized location of this market and the quality transportation logistics that it offers.

We are falling behind in our linkage. In fact the western part of the triad has the worse transportation logistics. We have the opportunity to remedy that by supporting the beltway and in particular the eastern portion and the eastern extension which is a vital link, not only in terms of the I-74 corridor but the economic development opportunities available to this community to create job growth and healthy employment for us and for our children in future generations that will occur on the southeastern portion of the county. So we are soundly in favor of the beltway project. We are soundly in favor of eastern link and the eastern extension. Thank you very much.

Moderator: Thank you Mr. Marsh. Tim Shields.

Tim Shields: Thank you Mr. Goode. Tim Shields, Town of Kernersville Public Works Director.

The leg of the beltway is extremely important to the continued success of this region as well as a key segment of a much larger transportation picture that is the I-74 corridor. The Town of Kernersville has always supported the concept of the beltway and acknowledges the benefits it would bring to our region. However, it is extremely important that local access to beltway is adequately considered and mobility impacts supposed by the beltway are mitigated to the maximum extent possible. Due to the extent of the mobility and access concerns we have, it would be impossible for us to adequately address them in a formal public hearing. You have accepted an invitation to participate with us in a technical session outside this forum and we greatly appreciate your willingness to do so.

(1) However, for the minutes of this meeting, we would like to mention a few issues of importance. Number one, the lack of access onto the beltway at West Mountain Street which any of the proposed alternatives imposes a very difficult situation for

residences in eastern Forsyth County and particularly those in the Kernersville area. The limited option that are being proposed to access the beltway in the Kernersville area will undoubtedly compound several intersections problems that we are already experiencing in Kernersville and Walkertown not to mention lane capacity problems on 66 South Main Street, West Mountain Street, etc. We have an option for you to consider that will not only provide better access onto the beltway facility but it will also solve a growing the North Carolina Department of Transportation must address in the near future. In our working session we can handle this issue and hopefully find a win for both eastern Forsyth County and the Department of Transportation.

There are several roads that are proposed to be severed along this segment of the beltway and the traffic analysis and the EIS document actually measures the impact and that is for all the alignments. A basic transportation fact is we must provide a roadway system that functions in a manner that eliminates point loading of intersections and quickly drives are level of service down to an E or F. The network must provide good service for local residents by staying under the road lane capacity and maintaining an acceptable level of convenience to those who use the facility.

In layman's terms, let's not build a dam between Winston-Salem and Kernersville with not exploring all possible east-west options to get from one side of the facility to the other. Two roads that are proposed to be severed literally jump off the map when we look at them. One is Pisgah Church Road, especially in light of the three rail (2) crossings that are being closed and the new roadway that is being proposed to serve the new middle school. Not to mention, the tremendous expenditures the Department of Transportation is putting into that area of Kernersville to improve the road system.

(3) Secondly, at Hastings Hill Road and critical role it serves in providing access to East Forsyth High School. There are several other minor concerns of mobility that we have that can be discussed at a later time. Generally, it appears that the centerline alignment is (4) proposed and N2,S1 may be the least intrusive. However, we may or may not make a recommendation regarding the preferred allowance. As I understand it, we have until January 5 to do so. Access at Kernersville Road and keeping Sedge Garden connected to Kernersville Road is very important in that particular N2 alignment.

In closing, we understand there are cost constraints to be balanced against the lost of mobility and access, however we would like to remind you that we only have one chance to build this facility. It must be designed and built to minimize the local transportation impact just as you would require a large scaled development or developer to minimize the impacts it might impose on the road system. Very seldom do we look back after a road project and say we shouldn't have built that access or bridged that road. However, we often look back and say why did we fail to provide access to that location and why sever that road. *Inaudible* to make a proactive decision now even though it might take a little more time or cost a little more money may create a bigger problem in the future.

To borrow a phrase from my friend Steven R. Cuddy, I think it is the fourth habit he stresses in his book, "We must think win-win". There is an acceptable

balance between mobility access, cost and quality of life in regards to this section of the beltway and we need to search a little more and dig a little more deeper in and hopely find a win-win for eastern Forsyth County, the citizens of Winston-Salem and the North Carolina Department of Transportation. My comments are not human in nature, those of you who are directly impacted by the beltway may sympathize with that. However it was mentioned earlier, the beltway is a must for the continuous success of this region and the Town of Kernersville supports it whole-heartedly. Thank you for this opportunity and we look forward to meeting with you later to discuss this in more detail.

Moderator: Thank you Mr. Shields. Jim Taylor.

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Jim Taylor: Thank you. My name is Jim Taylor. I am a resident of Kernersville where I have lived for the past sixty years. I know a little bit about the Kernersville area, it's been home for me for a very long, long time.

I'm here to represent the Kernersville Chamber of Commerce this evening and here to tell you that we are very much in support of the beltway. However, there are a few things that we have some concerns about. I would like to take some time if I may to speak to that at the moment. We notice in looking at the map, there are not a connector road south of 158. For many years now, the City of Kernersville has had plans to build a loop road north of Kernersville that would connect with the Piedmont Triad National Airport. We think this would be a great opportunity to make arrangements here to have a connector provide connections to that loop. Having been in the aviation (1) business myself for 43 years, I know how important access is to an airport, not only to the operators of the airport but also to the residents who are trying to get there. I would certainly strongly recommend that you consider a connector at that point.

Additionally, as we move a little further down, and Tim spoke to this just (2) a few moments ago, we're noticing on the map that a suggesting closing off Pisgah Church Road. With everything that is going on in that area right now, I think most everyone knows we've got a new school that is coming on board next fall, Kernersville Middle School. Additionally, there is about three miles of sewer line that has been installed there by the county. Anytime, you get new sewer lines, I think most of you in here know what happens particularly in the development business. You get housing projects, you get a lot of growth in that area. We strongly believe by closing off Pisgah Church Road would be a mistake. It would really create a bottleneck of traffic in that particular area.

One other thing I would like to mention, the Town of Kernersville for a (3) number of years had plans to connect Piedmont Greenway to Winston-Salem Lake Park. Additionally, we would like to also connect to ultimately the Greensboro Greenway. So if that were to happen, we would need some way obviously to get under the beltway so I would encourage you to consider putting a pedestrian tunnel of some type under the beltway where that Greenway project could go forward in the future.

The other area that we have some concern about is the connectability there on Business 40. Dumping all the traffic into South Main Street is a bottleneck now. If you have been in the area recently, you know exactly what we are talking about. The

Town of Kernersville for a number of years has had a plan on Big Mill Farm Road to (4) bring an interchange in there in fact part of is already in. The right of way has already been purchased. A segment of the roads is in there near the Wal-Mart as well as the K-Mart area. We would highly recommend that you consider putting as part of this project tying in the new beltway with that Big Farm Road interchange we have proposed for a number of years. That would allow those people traveling down the beltway to access area north of Business 40 very, very easy without going back into the intersection of Main Street and 40 which is a bottleneck now. In ten years from now, it will be unbelievable. So, we would highly recommend that you would consider that.

The other thing again, was Hastings Hill Road. I think it would be (5) disaster, if we close off that road with East Forsyth and the travel mobility to that school, I think it would be a real terrible situation with bottlenecks of traffic. We would strongly encourage you to reconsider and that and some way or another make a difference where that can either directed in another area but ultimately a way to cross without closing off that road. Thank you very much.

Moderator: Thank Mr. Taylor. Bruce Boyer.

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(also submitted comment #177)

Bruce Boyer: My name is Bruce Boyer. I am the present CEO of the Kernersville Chamber of Commerce and a resident of Kernersville.

I'm very thankful for the steps that we have taken to improve vehicular traffic and reducing the stress on the few interstates and main roads that we have in Eastern Forsyth County. Kernersville is in the final phase of the beltway. It can not come soon enough. Well before the beltway is constructed, we'll have the increased business development and traffic associated with the Fed-Ex hub and Dell Computers. We have a major residential development under construction in the Union Cross-area and will built out in the next 10 years will be a half again the size of current town population. DOT has been very help to Kernersville on improving Kernersville roads as Kernersville has already been experiencing very severe transportation problems that number one on our priority list of citizens.

The beltway will be a major investment to improve transportation systems in Forsyth County. We welcome the eastern beltway leg and the extension to our community. I know that now is the time for detailed planning for these two sections. I would like to speak to two considerations that need to be made for the detailed planning. One is connectivity of the transportation systems including those in existence already. And two, is the location of interchanges on access points. There are two roads both located near schools that have very peak times at certain times of the day but are (1) currently cut off in the plans, they are severed through traffic, one is Pisgah Church Road which is located near pre-schools and the new East Forsyth Middle School that will open next year, Cash Elementary and Currin Baptist School. This area is also a major railroad line between West Mountain Street and Pisgah Church Road. DOT and the town are currently working on improvements to this area and anticipation of the opening to the middle school. We do not want through traffic to have to come out to West Mountain (2) Street because Pisgah Church Road could be severed. Hastings Hill Road is the other road. It's a major feeder to East Forsyth High School a large 4A high school in our

community. Without grade separation overpasses, the beltway could cut in half our community and create cumbersome traffic patterns for east-west traffic. The footprint of Kernersville is oblong in a east-west direction. Kernersville traffic needs to be able to move in a east-west direction.

The second major hope is that the beltway will helpful to Kernersville by providing strategic access points. The beltway is relief to Kernersville traffic. The future (3) airport connector is an important connection that needs to be made somewhere south of Highway 158 with improved access to the airport area. This is important with the residential traffic but also business traffic created by the Fed Ex Hub that will open in 2009.

Since it seems there is not sufficient room for an interchange on West Mountain Street, it will be important for Kernersville to have access points both north and south of West Mountain Street. Two logical points will be Kernersville Road and (4) Big Mill Farm Road. Big Mill Farm Road is the number six priority project for Forsyth County although it is not on the state TIP. Connecting this road as part of the beltway project would make good sense or could be added later as a separate project probably at much higher cost. The interchanges are necessary to serve Kernersville and to keep emergency vehicles response times at a reasonable level. I understand that 5% of area workers in our area commute to work through carpooling or alternative leaves 95%. Kernersville central location an equal distance from Winston, Greensboro and High Point make a great location for families with spouses working in other communities. This makes it even more important that there be a convenient access point for our residents to the various freeways to assist commuter traffic.

I am grateful for the time today to express our opinions. Those of us who are privileged to live in Kernersville can visualize how it can be a real blessing to transportation in Kernersville or how the beltway can actually create traffic problems if there is not sufficient access or blocks to critical roads in our transportation system. Thank you Carl.

Moderator: Thank you. Laska Jones.

179

Laska Jones: Thank you very much. My name is Laska Jones and I'm a resident if Kernersville. I'm also in support of the beltway extension on the east side for the whole thing but for the eastern part in particular.

I do have some concern about traffic. We would like to see this considered a little bit differently, a little bit more as far as connecting towards the airport. You have a lot of people coming in since we are branching out northward and people have to come down to Business 40 and swing around to the airport or who at many times wind out on the highway 150 going north. The traffic at different points of the day is (1) very, very tough. So when you severe Pisgah Church Road it will create more traffic coming into Kernersville. So I would love to not have Pisgah Church Road severed maybe a grade separation done to help allow some east-west mobility.

Also, the Greenway along Kerners Mill Creek, we recommending/hoping (2) the tunnel will be put together there because we are part of a Greenway system and we don't want to get rid of all of the Greenway. East-west is really, really a serious matter in Kernersville. The proposal of several roads being adversely impacted or cut we feel this really does need to be looked at a little bit more. Consideration should be given to maintaining the maximum amount of mobility to one side of the beltway to the other.

Otherwise, we just need better access, particularly from the north-west (3) side of Kernersville getting onto this whole system. Better access could be north of Business 40.

Thank you very much. It's a good project. We think it helps us for the future. We just want to make people in Kernersville, because Kernersville is growing quite fast and getting more and more people. We would love to keep those people moving and keep them moving safely. Thanks you.

Moderator: Thank you Mr. Jones. Arnold King.

180

Arnold King: Good evening. Thank you for the opportunity to speak this evening. I hate to repeat everything that has already been said, but I'm going to try to be brief.

I live just north of Tallie's Crossing. The proposed beltway will be essentially in my back yard. When the eastern of the airport connector was built, that would be sort of in my side yard I guess, but having said that, I'm still here to support this. I support it with a couple of concerns. I have some reservations that we need better access in Kernersville. I also have some concerns about not disrupting the existing streets. We've heard speakers talk about Pisgah Church Road and also Hastings Hill Road. We certainly want the beltway to improve the traffic way and not hinder it. If we can't get on it and it cuts off existing streets, it seems like it is working against us in those areas. Just in the Tallie's Crossing area along with *Inaudible,* Walker Pruden, Loftin Concrete, there's over 1000 jobs in that area right now. There's also a fire station, a YMCA, folks have mentioned the high school, the new middle school, Cash Elementary (1) School, the church and this school. It's simply too much traffic in that area to severe Pisgah Church Road and Hastings Hill Road. There's already too much traffic in that (2) area along all of it having to go back t Walkertown to go back to 158 to get on the beltway. We need better access and certainly can't get the traffic through Hopkins Road or Winston Road and South Main Street. Folks are familiar with that area. It's already clogged up and over capacity right now. There's no easy way to fix that because you've got on each corner a bank, a service station, a fast food restaurant, and just no way to expand that intersection.

Long term, there is going to be some relief with the airport connector. We (3) certainly encourage you during this process to make some provisions to preserve the interchange area or make some decisions to where the connector should be that we could save some right away before it develops. There are some folks there with the sewer lines going all out. That area is just going to continue growing and the longer we wait the

more it going to cost us. The other option on the south side of town is the Kernersville Road connection and I support what the other speakers have said. We definitely need that connection at Kernersville Road. But again, those are two long term options. The only thing we can come up with short term that we think can help this situation is this Big Mill Farm Road connection. That would allow the traffic in the Hopkins Road area and all the folks that live in between Walker Town and Main Street an opportunity on Hopkins Road, Big Mill Farm Road, get on Business 40 and then on this beltway as opposed to trying to funnel it through and impossible situation. We already have it right now and it is off Main Street.

Having said that, we certainly support the project. We thank you for the opportunity to speak here this evening. It just that like many of the speakers said, it's long over due. But again, thank you for the work you're doing and giving us this opportunity to express our concerns.

Moderator: Thank you. Jimmy Barrows.

A-15

Jimmy Barrows: Good evening. I'm Jimmy Barrows, Chief of Kernersville Fire Department.

I want to go over all the roads that they've mentioned like Hastings Hill and Pisgah Church and such like that but the aspect I have forward in your view of it is our response time. I might mention here the Kernersville Road Interchange, the South Main Street Interchange that has been proposed on one of the items.

We will eventually have a fire station in that general area. Without that interchange being in place, the fire station that would protect that area, and we do respond to a lot of interstate type incidents would be the one that would take the longest time to get to an incident in that area. We certainly would support the Kernersville Road Interchange.

Also the Hastings Hill Road connection, the connectivity has been talked about. If we allow that road to be severed, a lot of the high school traffic both buses and student cars will be forced through town back into the Main Street area in many cases congesting that area even further. That presents us with an ever increasing response time situation. Our objective is to get there as quickly and not be delayed by heavy traffic.

The Big Mill Farm Road topic that has been caught up, that again would affect our response time in particular between Business I-40 and US Highway 158. That would reduce our response time due to a fire station location in that general area.

So those are the concerns that we have. There's also one other item that I would like to mention, is the possibility of cross-overs. I know that the DOT normally does not like to consider those but in interstate type situations we can not access an area quickly and we're caught between two interchanges apart from some fire fighting aspects or rescue operations. We have had to shut down both east and west or north-side

depending upon how the road is running lanes in order to perform a fire fighting rescue operation. If we could have some access points where the fire, EMS, rescue units could cross over that would be helpful. I know they don't like to do that because the public tends to use those when they shouldn't and it creates yet another safety hazard. If we have those, it with perhaps chains across them, trust me, I have fire trucks equipped and fire fighters that can get into anything and we can get through that chain if it is there. We get into things and can't get out of them sometimes but we can get into. So, that's just a consideration we would like to have out there. Thank you.

Moderator: Thank you sir. Gene Miller. Is Mr. Miller here? Ron Wooten.

A-16

Ron Wooten: Thank you sir for the opportunity. I'm a resident of Kernersville and I currently serve as the Chairman of the Planning Board.

A lot of the issues that a lot of the other people have mentioned here tonight are a part and parcel of Kernersville Planning and the severance of the roads of Pisgah Church Road and Hastings Hill Road. All those things I would second their comments about the necessity to try to maintain the east-west direction movement.

A couple of things in particular that the planning has been done for years to accommodate, and the plans that we look at for the beltway for now somewhat go in odds with that. The first one would be the Business I-40 Interchange as it has been missing. The absence of one coming into Kernersville on the north side. We feel like the Big Mill Farm Road interchange, which has been in the planning with Kernersville for quite some time, would be the only way we can see at this time to alleviate what would a problem created by bringing the traffic from those who normally access the beltway into the downtown of Kernersville onto our Main Street. We spent quite some time doing planning that would alleviate traffic on Main Street which is more than over stressed. It's widened to the strength that it can't be widened anymore. There are numerous shortcuts for business and it's all apart of our business area. We really don't need anymore through traffic trying to access through that. So the Big Mill Farm Road interchange if it could be moved up in the scheme of things and constructed along with this beltway would be an excellent solution to what would become a problem if it's not done.

The other issues, as I said, is the severance of the road Hastings Hill and Pisgah Church. The Kernersville Road interchange is very much of a necessity. Our planning has assumed, and I hope properly assumed that it would be there, that there would be bottlenecks on this side Kernersville tremendously if we didn't get it.

Lastly, it would deal with the southernmost terminancy of the beltway. We strongly feel that the western most alignment is the one that we would be in favor of. We have got an interchange at Union Crossing 311 that would have to be removed if the eastern alignment were done. We feel like that serves a lot of people in a certain area already. The other thing would be some development land that is a part of the long range plan. You all know some of folks that are going to build a plant. That eastern most alignment would disturb that. So as the other speakers have commented tonight have

already said, we are definitely in favor of the beltway. We think the accessibility at the Kernersville location right now is less than we need to properly access and to use the beltway. We certainly want to see it built and we want to use it. Thank you.

Moderator: Thank you Mr. Wooten. Clarence Lambe. Is Clarence here? James King.

183

James King: My name is James King. I here as just a concerned citizen of Winston-Salem and Forsyth County.

The need for the beltway goes way back pass 1968, we as voters and citizens of cleared the belt of bond funding for the beltways around all the large cities in North Carolina. We just need to get started so that we can improve traffic congestion and safety on our highway. Thank you.

Moderator: Thank you sir. Russell Byrd.

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Russell Byrd: Thank you Mr. Goode. I appreciate the opportunity to speak. I am the City Engineer here in Winston-Salem.

I've been here a little less than 2 years but the one thing that I see that this town and area needs more than any thing else is a quality road system. This project by without any doubt is the number one priority road project for the Triad area and for the Winston-Salem area. I share some of the concerns that have been expressed here tonight particularly in the Kernersville area. We would ask that you endorse the N2,S1 alternative. The bottom line is that we support this project. It is vital and it is needed and it is behind schedule and it needs to be accelerated. That's all.

1

Moderator: Thank you Mr. Byrd. Macon Sammons.

Macon Sammons: Thank you sir. I'm Macon Sammons, County Manager in Surry County.

A-17

Many of you may know that North Carolina is the sixth fastest growing state in the nation, the third fastest east of the Mississippi. Also, Surry County is one of the fastest growing rural counties in the state. Therefore, at the completion of I-74 through our region and in fact linking as an earlier speaker mentioned from Michigan to Charleston, South Carolina is very important to our economy of our entire region. We would urge as an integral part of the highway system of the entire state. Economic development, tourism, and job creation all are somewhat dependent on affect transportation linkages. Linkages for services and materials, linkages for places of employment, linkages for urban facilities and services, linkages with the airport and linkages with the rest of the interstate highway system. Our highest priority is completing the gaps in the I-74 corridor. We would urge NCDOT and leaders to do whatever they can to accelerate that process.

1

While I'm on the floor I just wanted to share with you that over the past three months I've spent almost five days visiting with some of my counterparts in our

region. On the basis of that, I can tell you that the following localities have taken action parallel to that of which just spoke on behalf of the Surry County Board of Commissioners. Similar action has been taken for the Town of Elkton, Town Dobson, Town of Black Mountain, City of Mount Airy, Stokes County, Surry County, Town of Danburry, City of King, Carroll County Virginia, Hillsborough Virginia and City of Gaylash Virginia. I know that there are a number of other localities that will be considering such action in the coming weeks.

We thank you for this opportunity. Jobs are the issue one and need number one in our area. That's the key reason that I'm here. As I said before, these are so important to us. Thank you.

Moderator: Thank you Mr. Sammons. That concludes the list of those who have signed up prior to the meeting. The floor is now open to anyone else who would like to make comments for the record. Yes sir.

186

Keith Anderson: My name is Keith Anderson. I live at … well we've got several properties, 2241 – 2253 – and 2251 Pisgah Church Road.

We're on the other side of the tracks. Y'all are here tonight on the extension part and we've been going through this for about 10 years. It's finally getting down to where they do need to road but we've been in limbo for about 10 years. They're finally getting the ball going. Just be happy that they're doing that. I'm kind of for the road because they do *Inaudible* but a lot of people now are jumping on a band wagon like Kernersville, Pisgah Church Road God don't cut it into. Well why? They created the school and then said we're going to close three schools across the exit on the railroad tracks. But there is one street crossing to connect West Mountain street. What about the people going. Well that's not going to happen and that's why we're building this. Y'all are proposing cutting off Pisgah Church Road and I agree with that. Now they say we've got to keep that open. All that is a loop around the railroad track maybe 2 miles at the most. They're not taking my house. They're taking my property but not my house. So I have no problem with that. But like I said, everybody jump on the bandwagon now. This has been going on for about 10 or 15 years. If y'all got something to say on the other side of Business 40 you better speak now and don't let the business people do your talking for you. Thank you.

1

Moderator: Thank you Mr. Anderson. Yes sir.

187

W. C. Blake: My name is W. C. Blake. I live on Old Hollow Road, 1185.

I work with two different large companies Multo Plant, Multo State, Multo Nation Companies for 30 years. Part of the job that I had in management was finding new locations for plants. What did we look for? We looked for access to an interstate, a beltline that would let the trucks bring raw material in. Take finished product out and not get tied up in the local traffic. Have we done this? No. Are we going to build and interstate and move the parking lot 3 miles over? Are we going to spend a billion dollars to change a parking lot because the traffic is the same. 52 traffic is going

to move over to I-74. The gentleman that was here from Surry County, Surry County had enough foresight to build the bypass I-74 about 20 miles from downtown Mount Airy.

We also looked while we were in this project while I was working for acreage to build plants. If I follow the eastern layout that was on this bulletin board where are there 30 to 50 to 100 acres that an industry such as Dell could buy and build a campus there, a manufacturing plant and be able to sustain that plant and have access to the road, very few. There are a lot of subdivisions moving over 800 residents now. Now that tells me something that we're not even going through countryside, we're going through subdivisions. How smart can we be? Huh?

In reference to the environmental, whoever did the study if they will contact me I will show them right through the road proposing where the red head cockadee woodpecker lives. It lives on my farm. I know. I see it. Somebody did a poor job of even attempting to do a study. Who are we kidding? In our industry, we do not work with a barrow that was bottomless that is called taxpayers money that we could spend. We work with at budget and you know what happens if we went over budget, we got fired. How many people in the state has ever gotten fired?

Moderator: Yes sir.

188 Byron Tabor: My name is Byron Tabor. I live over close to *Inaudible* over out at the Baptist Church. We have a company also in Kernersville. All the Kernersville folks are back there.

I would like to speak to this issue from a different standpoint. We've talked about roads and highways and all like that, but I just want to make a statement on the human side. We moved here 20 years ago and we're right in it. You're going to go right through our place. We've got about 50 acres there and displace a lot of folks. I guess the highway is got to go somewhere. I realize that what we're doing here at the back all you folks know that they're going to put it where they want to put it anyway. So my plea to you is that something I learned as a very young boy and that is in Alabama where I am from, the ants run in line. I used to get out there as a little boy and I would kill that little ant. It was always amazing to me that they never stopped. They always were going right in that straight line. I want to plea to you folks, don't treat us like ants. I've had my property appraised. When I got through with the appraisal I said, I said by the way I've got to disclose the highway going through it. Then they said well we'll have to reduce it by 25% so you're holding us hostage. If you're going to build this highway as fast as you build most highways, I don't even know why I'm here. I'll be dead and gone before you do it anyway. What did it take 6 years to build a highway between Greensboro and Kernersville? I think one of the things that we need to look at pleading you from a human standpoint, you're touching people's lives. We're not ants. If you're going to do this, folks let's do it. We've heard tonight from leaders of our community, from the Chamber of Commerce, from City Councils, and even folks represented in Virginia, but let's do it. If you're not going to do then quit talking about it because you're really tying up and holding a lot of people hostage. These folks sitting over here are not ants and we need to quit treating them like they are.

Moderator: Thank you Mr. Tabor. Are there … yes sir.

189 Unidentified Male: Mr. Chairman, as soon as I open my mouth you will know that I'm not from here. I'm from up North. I'm one of the retirees who have swelled the population down here. I've listened to the farmers. I've listened to those who are in city government. I only have one thing to add. I think we really need this beltway but don't make the mistakes that they made up in New York. It took them about three generations to find out they needed 287. They tried Palace Age, they tried the Garden State, they weren't far enough away. I believe we should go east of Kernersville and west of Greensboro, closer to High Point. Now you've got access for truckers who are going to all three communities. This is the Triad. Thank you.

Moderator: Thank you sir. Yes sir.

190 J. R. Childers: I'm J. R. Childers. I live on Long North Drive. It affects me, yes. Do we need the beltline? Yes. But think about what the last three speakers have been up here talking about, what we've heard earlier tonight. We need a connection to the airport but we need this and we need that. Traffic in Kernersville, if you look in Kernersville you know what it is about. If you go down 150 around McDonalds the interchange is into Business 40 and that is a nightmare. All we're talking about folks is going closer from Kernersville to Winston. Why not do what we just said and go to the east side and go out further and connect there and then cut back in towards Winston-Salem. It's a beltline for Winston-Salem but we want to go outside of Kernersville. Kernersville is the heart of North Carolina. Go out to the outer boundaries and it does not affect the suburbs, the guys that are in the subdivisions that are making this city. They're getting the taxes from where we are trying to create new developments and bring other people in. Yes we want business, along with business brings other individuals, and along with that we have to have housing. So let's not impact the people that are paying the bills. Go outside. Go closer to the Forsyth County-Guilford County line. That way, we get affects for both counties. We take traffic out of the town and not in it. This is going to be I-74. We're talking six lanes. We're not talking Peters Creek Parkway or something like this. We're talking major thoroughfare. All I'm asking is to review it. Thank you.

Moderator: Thank you sir. Yes ma'am.

191 Melanie Anderson: Hey, I'm Melanie Anderson. I live at 2253 Pisgah Church Road but I have properties at 2251 and 2241 as well.

As my husband Keith said, we've been in limbo now for quite some time. We've been to all the meetings. We actually built the house ourselves in 1989. Living on Pisgah Church Road and seeing the opportunist developments is how I see it come in, yes absolutely now we definitely do need a lot of development as far as highways and interchanges. But, I don't think we need one at every single road in Kernersville. I think that Kernersville is looking for a way out as far as the *Inaudible*. There are three schools in a two mile radius. I used to be a traffic control officer at one of them or actually at two of them at East Forsyth Middle School and at Cash Elementary School. So what has happened now is behind my house they have built East Forsyth School. When they did this they took East Forsyth High School and East Forsyth Middle School in the

Kernersville city limits and they didn't have any way to get to the school. So I think that cutting Pisgah Church Road *Inaudible* is a really good idea because those buses of students they are going to all try to beat the buses going into the middle school. It is going to create a traffic hazard to create any kind of an interchange. From Pisgah Church Road, I think it does need to be dead ended simply for safety sake. I just think that they want an interchange there to alleviate the problem that they've created at the middle school. The aerial photograph that has been made for that area there is not any current one say for the last two or three years. There are a lot of developments that have gone in down there and it is an opportunists developers. I noticed that Kernersville Chamber of Commerce and some of the names that were on the list. Kernersville is really, really pushing it now and it is a shame that now they want to get on the bandwagon. They now are just realizing exactly what's at stake but we've been dealing with this for quite some time now. I think that it is real poor planning on their part at this time and a little behind if you ask my opinion to try to get into this thing at this time by making the interchanges at every single stop in Kernersville. I do support the beltway I do support the extension. I do think it just needs to be on Highway 150. I do not think there needs to be an interchange at Hastings Hill Road nor … I think it would be ludicrous to try to put an interchange at Pisgah Church Road. This is where we have a railroad track I think now. *Inaudible* is to go underneath Mountain Street. I think it is an excellent idea. This will impact me tremendously. In fact, two of my properties and one of them will probably looking down at the intersection. So yes I think I have a real stake in this. I've seen a lot of changes in my area and you know I think this can be a really good thing just as long as what is done is done for the right reasons. As I said, I think you're going to attract to this area exactly what you put in to this area. I think Dell Computer, I think a lot of Kernersville really … And by the way, I'm not in the Kernersville city limits yet. I am a resident of Forsyth County and a Forsyth County taxpayer. I just don't think if you build it they will come. Thank you.

Moderator: Thank you Ms. Anderson. Do we have any other comments for the record? Okay, yes sir.

192

William Lavender: My name is William Lavender. I live on Glen Hi Road. Either way the road goes, I'm history. So that part, what the use in fighting. But what I am interested in is this, everybody has talked about a six lane highway to carry I-74 from Rural Hall to Business 40. Why a two-lane from Business 40 to 211? If you want to see a rat race, build a road like that and you'll see a rat race. I know what I'm talking about. I have drove in Atlanta. I've drove in Miami. I drove in Dallas, Fort Worth, St. Louis. I I've drove in Los Angeles, San Francisco, Chicago, New York. I've drove all over. You're going to have a rat race if you go from three lanes to two lanes. It's going to be right out here.

I just thought I would bring that to y'all's attention. I hadn't heard nobody address that. But you're going to have a rat race. I thank you for your time.

Moderator: Thank you sir. Yes sir, I believe we have one right here.

193

Jeff Long: Hi, my name is Jeff Long. I'm a resident of Kernersville.

also submitted

My only concern, well actually I have many concerns but the concern I want to appropriately address here is noise pollution. I noticed that on the eastern section there is only a couple of sound barriers which are proposed and I think that is ridiculous. I think it is a major highway. I think it is a major highway running through a traditionally rural area and there needs to be a great number of sound barriers put up for the citizens to both help with the environment and to help with the quality of life for the citizens. Thank you.

Moderator: Thank you sir. Do we have other comments for the record? If not, I thank you very much for coming out tonight and your participation. With that we will close the hearing.

Hearing adjourned.

Carl Goode, P. E., Manager, Moderator
Office of Human Environment

CBGjr:dnh

1

10 people

December 3, 2004

I am a resident of the Triad/Greater Winston-Salem area and strongly support the construction of the Northern Beltway. The beltway is arguably the single most important transportation project for our area, as it will ensure the efficient and effective movement of goods, services and people necessary to make our community attractive for future economic development. The beltway was added to the Winston-Salem Thoroughfare Plan in 1968 with the NC General Assembly establishing funding legislation for the project in 1989. I am confident that NCDOT will employ adequate controls to safeguard the environment during construction of this important transportation link. Let's get moving!

Stacy G Montgomery

important transportation link. Let's get moving!

Douglas L. Swafford

adequate controls to safeguard the environment during construction of this important transportation link. Let's get moving!

William H Long

1

December 3, 2004

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Bobby R Kyle

Eddie Thomas 12/3/04

J.C. Calloway

important transportation link. Let's get moving!

Jeff Parker

Jacklyn J Justice

Kevin Virnig
1209 Spring Dr.
Tobaccoville NC 27050

$ 00.37⁰
MAILED FROM ZIPCODE

1

C. B. Goode, Jr., P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583

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December 3, 2004

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Jimmy Calloway

December 3, 2004

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David Calloway

1

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$ 00.37⁰
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C. B. Goode, Jr., P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583

2
14 form letters

Jennifer Austin
6655 Lake Dale Way
Clemmons, NC 27012

CITIZENS PARTICIPATION
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December 6, 2004

Mr. C.B. Goode, Jr. P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583

RE: Northern Beltway

Dear Mr. Goode:

I am a resident of the Triad/Greater Winston-Salem area and strongly support the construction of the Northern Beltway. The beltway is arguably the single most important transportation project for our area, as it will ensure the efficient and effective movement of goods, services and people necessary to make our community attractive for future economic development. The beltway was added to the Winston-Salem Thoroughfare Plan in 1968 with the NC General Assembly establishing funding legislation for the project in 1989.

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I am confident that NCDOT will employ adequate controls to safeguard the environment during construction of this important transportation link. Now is the time to move forward and restore some trust in the Highway Trust Fund by actually constructing something taxpayers expected when the trust fund was first created. Let's get our community moving ahead!

Sincerely,

Jennifer Austin
Jennifer Austin

2

Alton Wade Simmons
198 Farmbrook Road
Mount Airy, NC 27030

December 6, 2004

Mr. C.B. Goode, Jr. P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583

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Sincerely,

Alton Wade Simmons

2

Daniel Lawless
4121 Snyder Drive
Winston-Salem, NC 27172

CITIZENS PARTICIPATION
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DEC 0 8 2004

December 3, 2004

Mr. C.B. Goode, Jr. P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583

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Sincerely,

2

Thomas and Carol Caroll
4004 Huntscroft Lane
Winston-Salem, NC 27106

CITIZENS PARTICIPATION
RECEIVED
DEC 0 7 2004

December 7, 2004

Mr. C.B. Goode, Jr. P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583

RE: Northern Beltway

Dear Mr. Goode:

I am a resident of the Greater Winston-Salem area and strongly support the construction of the Northern Beltway. The beltway is arguably the single most important transportation project for our area, as it will ensure the efficient and effective movement of goods, services and people necessary to make our community attractive for future economic development. The beltway was added to the Winston-Salem Thoroughfare Plan in 1968 with the NC General Assembly establishing funding legislation for the project in 1989.

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Sincerely,

2

CITIZENS PARTICIPATION
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DEC 07 2004

December 6, 2004

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1583 Mail Service Center
Raleigh, NC 27699-1583

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Sincerely, Randal K. Forbus
213 Westridge Drive
King, NC 27021

2

Phillip M. Dotson
110 Jim Barr Rd
King, NC 27021

CITIZENS PARTICIPATION
RECEIVED
DEC 06 2004

December 3, 2004

Mr. C.B. Goode, Jr. P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583

RE: Northern Beltway

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Sincerely,
Phil Dotson

2

DANNY TAYLOR
2820 TOM'S RIDGE LANE
EAST BEND, N.C. 27018

CITIZENS PARTICIPATION
RECEIVED
DEC 06 2004

December 03
___, 2004

Mr. C.B. Goode, Jr. P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583

RE: Northern Beltway

Dear Mr. Goode:

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Sincerely,
DANNY TAYLOR

[signature]

2

Bert N. Bond
208 Westridge DR.
Mt. Airy N.C. 27028

CITIZENS PARTICIPATION
RECEIVED
DEC 06 2004

December 03, 2004

Mr. C.B. Goode, Jr. P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583

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Sincerely,
Bert N. Bond

Bert N. Bond

2

Lamar and Debbie Brannon
5104 Mill Run Court
Pfafftown, NC 27040

December 3, 2004

CITIZENS PARTICIPATION
RECEIVED
DEC 06 2004

Mr. C.B. Goode, Jr. P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583

RE: Northern Beltway

Dear Mr. Goode:

I am a resident of the Triad/Greater Winston-Salem area and strongly support the construction of the Northern Beltway. In fact, my home is within a quarter mile of the proposed Western section and I am excited about the transportation opportunities this provides me. The beltway is arguably the single most important transportation project for our area, as it will ensure the efficient and effective movement of goods, services and people necessary to make our community attractive for future economic development. The beltway was added to the Winston-Salem Thoroughfare Plan in 1968 with the NC General Assembly establishing funding legislation for the project in 1989.

The Northern Beltway has been exhaustively studied and now it is time for construction to begin so that our community will realize the many benefits such a project brings. Our future quality of life depends on increased economic development which this proposed project will fuel. With FedEx and the expected Dell Computer expansions into our region, we cannot wait any longer to make the much-needed improvements to our transportation infrastructure. As important as the beltway will be to local interests it will be a vital link in the state and national transportation network with the future I-74 designation.

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Sincerely,

Lamar Brannon

Debbie Brannon

2

Jill B. Clay
1501 Reynolda Road
Winston-Salem, NC 27104

December 3, 2004

CITIZENS PARTICIPATION
RECEIVED
DEC 06 2004

Mr. C.B. Goode, Jr. P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583

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Sincerely,

Jill B. Clay

2

Marion Wiggins
924 Walnut Street
Winston-Salem, NC 27101

CITIZENS PARTICIPATION
RECEIVED
DEC 06 2004

December 3, 2004

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Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583

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Sincerely,

Marion Wiggins

2

David Kyle
6158 Haywood St
Clemmons N.C 27012

December _3_, 2004

Mr. C.B. Goode, Jr. P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583

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Sincerely,

David Kyle

2

Gina C. Harrison
1174 Roberts Lane
High Point, NC 27260

RECEIVED
DEC 06 2004

December 3, 2004

Mr. C.B. Goode, Jr. P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583

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Sincerely,

Gina C. Harrison

Gina C. Harrison

2

Hal Cox
102 Spring Creek Court
Winston Salem, NC 27106

CITIZENS PARTICIPATION
RECEIVED
DEC 06 2004

December 3, 2004

Mr. C.B. Goode, Jr. P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583

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Sincerely,

Hal Cox

CITIZENS PARTICIPATION
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DEC 2 8 2004 3
2 ~~letters~~ people

To: C.B. Goode, Jr., P.E.
Manager of the Office of Human Environment

First I want to thank you for the consideration and time you and your office have given to Kernersville with our wants and needs in the past. Personally I am excited about the growth we are experiencing in the Kernersville area. I want to bring to your attention some concerns we have with the Northern Beltway planning.

(1) Issue #1: Interchanges. Kernersville needs 2 north-south interchanges. One should be at West Mountain street or at Big Mill Farm Road. The other should be at Kernersville Road, near the Sedge Garden Road intersection. This would take some traffic away from the South Main Street area. Kernersville needs two interchanges.

(2) Issue #2: Road closings, or "severing" of key roads.

a) The current plan closes sections of Pisgah Church Road, which is located parallel to West Mountain Street, and is used for school traffic at Cash, Kerwin Baptist and the new East Forsyth Middle School. "Severing" this road means that the beltway would run through Pisgah Church Road. We need an over or under pass so that Pisgah Church road remains open to through traffic.

b) The current plan also closes a section of Hastings Hill Road, near East Forsyth High School, so that the beltway could go through this area. We need an over or underpass allowing East Forsyth High school and other traffic to continue on Hastings Hill Road.

In general, we want to make sure that the beltway does not become a "dam" that stops east-west through traffic in Kernersville on secondary roads.

Thanks for your time and hard work helping to make our community a better place to live.

Sincerely
Darren Bryant
www.dbhomebuilders.com

3

Subject: Proposed Beltway/ C.B.Goode
Date: Fri, 17 Dec 2004 15:13:49 EST
From: FramedImpression@aol.com
To: cgoode@dot.state.nc.us

COMMENT SHEET
Winston-Salem Northern Beltway from north of I-40 Business to US 311
Corridor Public Hearing
U-2579A 8.2625101 Forsyth County
December 2, 2004
NAME: __Framed Impressions_- Patricia & Craig Linville_
ADDRESS: _209 Century Blvd., Suite F, Kernersville, NC 27284_____

COMMENTS AND/OR QUESTIONS:These comments are for improvements to the planned beltway around Winston-Salem/Kernersville.
General Route: The beltway starts at Highway 158 (SW of Winston-Salem), continues Northward by Clemmons. At Bethania, it turns to the east, running roughly at the northern edge of Winston-Salem. It continues through Walkertown and then drops due south, by the western edge of Kernersville, ending up near Union Cross Road

Issue #1: Interchanges. Kernersville needs at least 2 north-south interchanges. One should be at West Mountain street or at Big Mill Farm Road. The other should be at Kernersville Road, near the Sedge Garden Road intersection. This would take some traffic away from the South Main Street area.

Issue #2: Road closings, or "severing" of key roads.

a) The current plan closes sections of Pisgah Church Road, which is located parallel to West Mountain Street, and is used for school traffic at Cash, Kerwin Baptist and the new East Forsyth Middle School. "Severing" this road means that the beltway would run through Pisgah Church Road. We need an over or under pass so that Pisgah Church road remains open to through traffic.

b) The current plan also closes a section of Hastings Hill Road, near East Forsyth High School, so that the beltway could go through this area. We need an over or underpass allowing East Forsyth High school and other traffic to continue on Hastings Hill Road.

In general, we want to make sure that the beltway does not become a "dam" that stops east-west through traffic on secondary roads. Kernersville traffic is already a disaster, and not making these proposed changes would "finish us off" as a community.

Thank you for considering these options.

Comments may be mailed to:
C.B. Goode, Jr., P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-Mail: cgoode@dot.state.nc.us

This electronic mail and any files transmitted with it are confidential and are intended solely for the use of individual or entity to whom they are addressed. If you are not the intended recipient or the person responsible for delivering the electronic mail to the intended recipient, be advised that you have received this electronic mail in error and that any use, dissemination, forwarding, printing or copying of this electronic mail is strictly prohibited. If you have received this electronic mail in error, please immediately notify the sender by return mail.

4
2 people

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HOME BUILDERS
Association of Winston-Salem

220 Charlois Boulevard Winston-Salem, NC 27103-1593 (336) 768-5942 FAX: (336) 768-9280 http://www.hbaws.org

Carl B. Goode, Jr., P.E.
1583 Mail Service Center
Raleigh, NC 27699-1583

December 2, 2004

Dear Mr. Goode:

I would like to register my organization's strong support for construction of the northern beltway project in Forsyth County. This project was first proposed in 1969 as part of the Winston-Salem Thoroughfare plan and continues to be a desperately needed piece of the Forsyth County transportation puzzle. Over the years, major arteries like Peacehaven Road, Country Club Road, Robinhood Road, Highway 52 and Highway 158 have continued to increase in traffic volume. Attempts have been made, when possible, to meet this demand through updating routes and widening existing rights-of-way. Feasible options have been exhausted. The transportation need for the Beltway is well documented, but there are numerous other reasons our organization supports the Northern Beltway.

The Eastern segment of the Northern Beltway is a crucial piece that opens up many positive options for Winston-Salem. First, it will serve as the Interstate 74 route through this area, opening up federal funds for construction and maintenance. Secondly, it will alleviate much traffic on US 52, which is a very dangerous highway. There have been, and continue to be, many wrecks on US 52. Providing this alternate route will help curtail some of these mishaps. Third, the Northern Beltway will open up potential for a new northern expressway from Winston-Salem to the new Fed-Ex hub and the PTI airport, which, in turn, should generate much new and relocated business to that corridor.

Currently, much right-of-way has already been obtained for this project. Much, however, remains on the plan but held by private property owners. These residents are unfairly held prisoner by a home they once desired to purchase, but now can not sell, renovate or relocate because of the planned Beltway. Each year these homeowners are left in limbo while the challenges to the beltway drag on. It is time to move on with this project that has been in the planning stages for nearly 40 years.

Now that all legal challenges have been addressed, environmental concerns have been well explored and funding has been identified, we urge your rapid approval and construction of the Northern Beltway. This vital planning tool will help shape the economic future of this entire region for many years to come. Thank you for your consideration.

Regards,
Jim Morgan, President
Home Builders Association of Winston-Salem

Member NAHB

REALTOR®

WINSTON-SALEM REGIONAL ASSOCIATION OF REALTORS®, INC.

4
2 people

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NATIONAL ASSOCIATION OF REALTORS
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WINSTON-SALEM, NORTH CAROLINA 27103
(336) 768-5560
FAX (336) 768-7295

Carl B. Goode, Jr., P.E.
1583 Mail Service Center
Raleigh, NC 27699-1583

December 2, 2004

CITIZENS PARTICIPATION
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DEC 13 2004

Dear Mr. Goode:

I would like to register my organization's strong support for construction of the northern beltway project in Forsyth County. This project was first proposed in 1969 as part of the Winston-Salem Thoroughfare plan and continues to be a desperately needed piece of the Forsyth County transportation puzzle. Over the years, major arteries like Peacehaven Road, Country Club Road, Robinhood Road, Highway 52 and Highway 158 have continued to increase in traffic volume. Attempts have been made, when possible, to meet this demand through updating routes and widening existing rights-of-way. Feasible options have been exhausted. The transportation need for the Beltway is well documented, but there are numerous other reasons our organization supports the Northern Beltway.

The Eastern segment of the Northern Beltway is a crucial piece that opens up many positive options for Winston-Salem. First, it will serve as the Interstate 74 route through this area, opening up federal funds for construction and maintenance. Secondly, it will alleviate much traffic on US 52, which is a very dangerous highway. There have been, and continue to be, many wrecks on US 52. Providing this alternate route will help curtail some of these mishaps. Third, the Northern Beltway will open up potential for a new northern expressway from Winston-Salem to the new Fed-Ex hub and the PTI airport, which, in turn, should generate much new and relocated business to that corridor.

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Now that all legal challenges have been addressed, environmental concerns have been well explored and funding has been identified, we urge your rapid approval and construction of the Northern Beltway. This vital planning tool will help shape the economic future of this entire region for many years to come. Thank you for your consideration.

Regards,
Trip Smithdeal, President
Winston-Salem Regional Association of REALTORS©

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Page 1 of 2

Subject: **Northern Beltway, Winston-Salem**
Date: Wed, 1 Dec 2004 18:21:47 -0500
From: "Sue Palas" <smpalas@triad.rr.com>
To: <cgoode@dot.state.nc.us>
CC: <gayle.anderson@winstonsalem.com>

<?xml:namespace prefix = st1 ns = "urn:schemas-microsoft-com:office:smarttags" />2860 Burlwood Drive

Winston-Salem, NC 27103<?xml:namespace prefix = o ns = "urn:schemas-microsoft-com:office:office" />

December 1, 2004

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

Manager of the Office of Human Environment

1583 Mail Service Center

Raleigh, NC 27699-1583

Dear Mr. Goode,

As a resident of Winston-Salem, I wanted to make you aware of the support at large the current Northern Beltway project has in this area. To this end, I submit the following points for your consideration and action.

- The Northern Beltway is arguably the single most important transportation project in Winston-Salem's foreseeable future. The Winston-Salem Northern Beltway was added to the Winston-Salem Thoroughfare Plan in 1968; and legislation enacted in 1989 by the North Carolina General Assembly, established funding for the Winston-Salem Northern Beltway.

- The western segment of the beltway will alleviate growing traffic congestion in western Forsyth County, preventing the unnecessary, expensive and publicly unacceptable widening of thoroughfares such as Peacehaven Road, Country Club Road, and Robinhood Road.

- The eastern segment of the beltway will serve as I-74, alleviating traffic on U.S. 52 through downtown Winston-Salem, and will serve as an important tool to maximize Northwest North Carolina's ability to develop ancillary businesses as a result of the location of the Federal Express Mid-Atlantic Hub at Piedmont Triad International Airport, and will improve access to Triad

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pg 2 of 2

Airport for communities and towns north of Winston-Salem.

- The Winston-Salem Chamber of Commerce supports the western most alignment of the Winston-Salem Beltway eastern section extension between business I-40 and U.S. 311 to preserve the interchange between the Union Cross Business Park and the Alliance Science and Technology Park

- Due to the future designation of portions of the Winston-Salem Northern Beltway as an interstate highway, it is a critical transportation infrastructure tool to manage growth and development on local, regional and state levels, and will provide an important national transportation link.

- The North Carolina Department of Transportation has exhaustively studied potential environmental impacts of the beltway and will work to minimize negative environmental impacts.

- With the support of the Winston-Salem community, NCDOT spent the past four years merging the two EIS documents.

- Construction of this important roadway can begin as early as 2006 because of previously acquired right-of-way along the western section.

It is my strong desire to see this project move forward without further delays. I trust we can count on your support.

Sincerely,

Sue M. Palas

Resident, Winston-Salem

6

Subject: Northern Beltway
Date: Fri, 3 Dec 2004 06:43:24 -0500
From: "Pat Grantham" <Pat.Grantham@ipaper.com>
To: cgoode@dot.state.nc.us

Mr. Goode, I am Vice President and General Manager for xpedx, a wholesale distribution company and subsidiary
of International Paper. Transportation is vital to our business and a historical strength for Winston-Salem has been its central location and strong transportation infrastructure. Adding to this strength are a number of future transportation projects. The future I-74 will run north-south through the city, following the route of the eastern segment of the proposed northern beltway. It is this Northern Beltway that is crucial for the continued growth of Winston-Salem and the surrounding region. Please consider these points below.

Â· The western segment of the beltway will alleviate growing traffic congestion in western Forsyth County, preventing the unnecessary, expensive and publicly unacceptable widening of thoroughfares such as Peacehaven Road, Country Club Road, and Robinhood Road.

Â· The eastern segment of the beltway will serve as I-74, alleviating traffic on U.S. 52 through downtown Winston-Salem, and will serve as an important tool to maximize Northwest North Carolinaâ€™s ability to develop ancillary businesses as a result of the location of the Federal Express Mid-Atlantic Hub at Piedmont Triad International Airport, and will improve access to Triad Airport for communities and towns north of Winston-Salem.

Â· The Winston-Salem Chamber of Commerce supports the western most alignment of the Winston-Salem Beltway eastern section extension between business I-40 and U.S. 311 to preserve the interchange between the Union Cross Business Park and the Alliance Science and Technology Park

Â· Due to the future designation of portions of the Winston-Salem Northern Beltway as an interstate highway, it is a critical transportation infrastructure tool to manage growth and development on local, regional and state levels, and will provide an important national transportation link.

Â· The North Carolina Department of Transportation has exhaustively studied potential environmental impacts of the beltway and will work to minimize negative environmental impacts.

Â· With the support of the Winston-Salem community, NCDOT spent the past four years merging the two EIS documents.

Â· Construction of this important roadway can begin as early as 2006 because of previously acquired right-of-way along the western section.

This project is very important to Winston-Salem and our business. We need to advance construction of this project.
Thanks for your consideration!

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Subject: Support for Northern Beltway in Winston-Salem
Date: Wed, 1 Dec 2004 10:42:06 -0500
From: "John Millican" <john.millican@salemgroup.com>
To: <cgoode@dot.state.nc.us>
CC: <ekatsoudas@winstonsalem.com> , <gayle.anderson@winstonsalem.com>

C.B. Goode, Jr., P.E.<?xml:namespace prefix = o ns = "urn:schemas-microsoft-com:office:office" />
Manager of the Office of Human Environment
1583 <?xml:namespace prefix = st1 ns = "urn:schemas-microsoft-com:office:smarttags" />Mail Service Center
Raleigh, NC 27699-1583

Dear Sir:

I am writing you in support the Northern Beltway Project for Winston-Salem.

- The Northern Beltway is arguably the single most important transportation project in Winston-Salem's foreseeable future.
- The western segment of the beltway will alleviate growing traffic congestion in western Forsyth County, preventing the unnecessary, expensive and publicly unacceptable widening of thoroughfares such as Peacehaven Road, Country Club Road, and Robinhood Road which is where I live.
- The eastern segment of the beltway will serve as I-74, alleviating traffic on U.S. 52 through downtown Winston-Salem, and will serve as an important tool to maximize Northwest North Carolina's ability to develop ancillary businesses as a result of the location of the Federal Express Mid-Atlantic Hub at Piedmont Triad International Airport, and will improve access to Triad Airport for communities and towns north of Winston-Salem. This is important for my business.
- I support the western most alignment of the Winston-Salem Beltway eastern section extension between business I-40 and U.S. 311 to preserve the interchange between the Union Cross Business Park and the Alliance Science and Technology Park.
- It is a critical transportation infrastructure tool to manage growth and development on local, regional and state levels, and will provide an important national transportation link due to some portions being designated as interstate highway.
- The North Carolina Department of Transportation has exhaustively studied potential environmental impacts of the beltway and will work to minimize negative environmental impacts.
- I urge construction commence as soon as possible.

Thank you for your attention in this matter.

John Millican
VP / Storage Consultant
SALEM GROUP | WE PUT DATA IN ITS PLACE
465 Corporate Square Drive
Winston-Salem, NC 27105
P 336 744 5999
F 336 661 3400
M 336 406 3590
AIM SalemJWM
john.millican@salemgroup.com

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WAKE FOREST
HEALTH SCIENCES

Richard H. Dean, M.D.
President

December 2, 2004

CITIZENS PARTICIPATION
RECEIVED
DEC 06 2004

Mr. C.B. Goode, Jr., P.E.
Manager
Office of Human Environment
North Carolina Department of Transportation
1583 Mail Service Center
Raleigh, NC 27699-1583

Dear Mr. Goode:

I provide this letter in support of early activation of the expansion of the Winston-Salem Northern Beltway. This Beltway is arguably the single most important transportation project in Winston-Salem's foreseeable future. We currently are suffering through its absence in many different arenas. I list the following points as specific areas of our needs and recommended pathways for its creation:

- The western segment of the Beltway will alleviate growing traffic congestion in western Forsyth County, preventing the unnecessary, expensive, and publicly unacceptable widening of thoroughfares such as Peachhaven Road, Country Club Road, and Robinhood Road.

- The eastern segment of the Beltway will serve as I-74, alleviating traffic on U.S. 52 through downtown Winston-Salem, and will serve as an important tool to maximize Northwest North Carolina's ability to develop ancillary businesses as a result of the location of the Federal Express Mid-Atlantic Hub at Piedmont Triad International Airport, and will improve access to Triad Airport for communities and towns north of Winston-Salem.

- The most appropriate route is the western most alignment of the Winston-Salem Beltway eastern section extension between business I-40 and U.S. 311 to preserve the interchange between the Union Cross Business Park and the Alliance Science and Technology Park.

- Due to the future designation of portions of the Winston-Salem Northern Beltway as an interstate highway, it is a critical transportation infrastructure tool to manage growth and development on local, regional, and state levels, and will provide an important national transportation link.

Wake Forest University Health Sciences
Medical Center Boulevard • Winston-Salem, North Carolina 27157-1003

- The North Carolina Department of Transportation has exhaustively studied potential environmental impacts of the beltway and will work to minimize negative environmental impacts.

It is the above-mentioned points that make the construction of the Northern Beltway of critical importance to our community and region. It is imperative to have this construction begin as early as possible. It is my understanding that such construction could begin as early as 2006, because of the previously acquired right-of-way along the Western section. With these points in mind, please accept this letter as my strongest endorsement of an early initiation of the Northern Beltway construction along the proposed routes.

With best regards,

Richard H. Dean, M.D.

c Ms. Gayle N. Anderson
Winston-Salem Chamber of Commerce

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Forsyth MEDICAL CENTER

Remarkable People. Remarkable Medicine.

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RECEIVED
DEC 06 2004

December 3, 2004

Mr. C.B. Goode, Jr., P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583

Dear Mr. Goode:

I'm writing on behalf of the leadership at Forsyth Medical Center and Novant Health to encourage the NC Department of Transportation to advance the Winston-Salem Northern Beltway, which is the single most important transportation project in our foreseeable future.

As you know, The Northern Beltway was added to the Winston-Salem Thoroughfare Plan in 1968. Legislation enacted in 1989 by the North Carolina General Assembly established funding for this project.

The western segment of the beltway will alleviate growing traffic congestion in western Forsyth County, preventing the unnecessary, expensive and publicly unacceptable widening of thoroughfares such as Peacehaven Road and Robinhood Road.

The eastern segment of the beltway will serve as I-74, alleviating traffic on U.S. 52 through downtown Winston-Salem, and as an important tool to maximize our state's northwest region and its ability to develop ancillary businesses as a result of the location of the Federal Express Mid-Atlantic Hub at Piedmont Triad International Airport. The Beltway will also improve access to Triad Airport for communities and towns north of Winston-Salem.

The Winston-Salem Chamber of Commerce supports the western most alignment of The Beltway eastern section extension between business I-40 and U.S. 311 to preserve the interchange between the Union Cross Business Park and the Alliance Science and Technology Park

Due to the future designation of portions of the Winston-Salem Northern Beltway as an interstate highway, it is a critical transportation infrastructure tool to manage growth and development on local, regional and state levels. And The Beltway will provide an important national transportation link.

The NC Department of Transportation has exhaustively studied potential environmental impacts of the beltway. With the support of the Winston-Salem community, NCDOT spent the past four years merging the two EIS documents.

We strongly encourage you to prioritize the advancement of this project. The Northern Beltway is crucial for the continued growth of Winston-Salem and the surrounding region.

Sincerely,

Jim Tobalski
Senior Vice President
Forsyth Medical Center and Novant Health

3333 Silas Creek Parkway, Winston-Salem, North Carolina 27103 | 336.718.5000 | www.forsythmedicalcenter.org

10
2 form letters
(1 of 2)

Subject: Winston-Salem Northern Beltway
Date: Thu, 2 Dec 2004 07:28:55 -0500
From: "Brian Heelan" <brian.heelan@salemgroup.com>
To: <cgoode@dot.state.nc.us>
CC: <ekatsoudas@winstonsalem.com>

Dear Sir,
I am writing to voice my earnest hope that the NC DOT will finally commence construction on the Winston-Salem Northern Beltway. It seems like we've been hearing about this project forever, and I believe it's time to get into action. As you are probably aware, US52 through downtown Winston-Salem is a mess. There are traffic accidents on an almost daily basis, causing delays and often serious injury. This beltway would alleviate a lot of traffic on US52, making that roadway safer and more passable. Our business is located near US52, and the beltway would make it safer and easier for our employees and our suppliers to reach us. If you factor in the economic impact and infrastructure needs brought on by the addition of FedEx and Dell (and the associated businesses they bring) to the area, you have to agree that we need to get moving on this project!
We are striving to make Winston-Salem a vibrant place for establishing and growing business. It is incredibly difficult to achieve that given the condition of the roads and road system around the area. I hope that you can help us by pushing to start construction on this and other planned transportation projects as soon as possible.
Sincerely,

Brian Heelan
SALEM GROUP | WE PUT DATA IN ITS PLACE
465 Corporate Square Drive
Winston-Salem, NC 27105
P 336-744-5999
F 336-661-3400
M 336-406-3746
brian.heelan@salemgroup.com

10
2 form letters
(2 of 2)

Subject: Winston-Salem Northern Beltway
Date: Wed, 1 Dec 2004 17:22:59 -0500
From: "Dave Rosenblatt" <dave.rosenblatt@salemgroup.com>
To: <cgoode@dot.state.nc.us>
CC: <ekatsoudas@winstonsalem.com> , "Brian Heelan" <brian.heelan@salemgroup.com>

C.B. Goode, Jr., P.E.
Manager of the Office of Human Environment<?xml:namespace prefix = o ns = "urn:schemas-microsoft-com:office:office" />
1583 <?xml:namespace prefix = st1 ns = "urn:schemas-microsoft-com:office:smarttags" />Mail Service Center
Raleigh, NC 27699-1583

Dear Sir,

I am writing to voice my earnest hope that the NC DOT will finally commence construction on the Winston-Salem Northern Beltway. It seems like we've been hearing about this project forever, and I believe it's time to get into action. As you are probably aware, US52 through downtown Winston-Salem is a mess. There are traffic accidents on an almost daily basis, causing delays and often serious injury. This beltway would alleviate a lot of traffic on US52, making that roadway safer and more passable. Our business is located near US52, and the beltway would make it safer and easier for our employees and our suppliers to reach us. If you factor in the economic impact and infrastructure needs brought on by the addition of FedEx and Dell (and the associated businesses they bring) to the area, you have to agree that we need to get moving on this project!

We are striving to make Winston-Salem a vibrant place for establishing and growing business. It is incredibly difficult to achieve that given the condition of the roads and road system around the area. I hope that you can help us by pushing to start construction on this and other planned transportation projects as soon as possible.

Sincerely,

Dave Rosenblatt
President
SALEM GROUP | WE PUT DATA IN ITS PLACE
465 Corporate Square Drive
Winston-Salem, NC 27105
P 336 744 5999
F 336 661 3400
M 336 407 9032
AIM SCGDave
dave.rosenblatt@salemgroup.com

11

Subject: Northern Beltway
Date: Wed, 1 Dec 2004 11:15:32 -0500
From: "Patti Adderton" <pinkandbluepages@yadtel.net>
To: <cgoode@dot.state.nc.us>
CC: "WSChamber" <WSCC@winstonsalem.com>

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

Please note my support of the proposed Northern Beltway through Winston-Salem. It is a crucial element for the continued growth of Winston-Salem and the surrounding region. Just the fact alone that this would help transportation and reduce the need for widening of major roads, example- Peacehaven & Robinhood Roads merits attention.

Thank you,
Patti Adderton
The Pink and Blue Pages
336-998-2842
pinkandbluepages@yadtel.net

12

Subject: Northern Beltway
Date: Wed, 1 Dec 2004 12:30:55 -0500
From: "Allison, Craig S" <csalliso@tycoelectronics.com>
To: "'cgoode@dot.state.nc.us'" <cgoode@dot.state.nc.us>

C.B. Goode, Jr., P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583

Dear Sir:

As a Logistics Manager for a Fortune 500 company in the Piedmont Triad, as well as, a small business owner, I wanted to take a moment to express my desire for the continuation of the Winston-Salem Northern Beltway.

Winston-Salem's strength has been it's central location and excellent transportation infrastructure. Numerous companies have located to this area because of it's logistical advantages. The Northern Beltway is an extremely important project to Winston-Salem's future. The beltway will improve access to the Piedmont Triad Airport, preserve the interchange between the Union Cross Business Park and the Alliance Science and Technology Park, and prevent unnecessary widening of smaller, residential thoroughfares.

The Northern Beltway has been studied for environmental impact, has established funding, and the full support of the Winston-Salem Chamber of Commerce. As a Piedmont Triad businessman, I would like to express my support as well.

Sincerely,
Craig S. Allison
Logistics Manager - Value Added Operations
Global Automotive Division
Tyco Electronics Corporation
336-727-5002

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pg 1 of 2

Subject:
Date: Wed, 1 Dec 2004 12:33:35 -0500
From: "Sam McCormick" <sam@SLAMinc.net>
To: <cgoode@dot.state.nc.us>
CC: "Gayle Anderson" <anderson@winstonsalem.com>

Mr. Goode

I wanted to let you know that I am in complete support of the Winston-Salem Chamber's position on the Winston-Salem Northern Beltway (see key points below). I live on Allistair Road which is just off Peacehaven and close to Robinhood Road. The traffic congestion is becoming a serious issues and the area continues to grow rapidly. Your support of this effort would be greatly appreciated.

Thanks
Sam

Sam McCormick
sam@SLAMinc.net
SLAM, Inc.
870 West 4th Street
Winston-Salem, NC 27101
336.734.1854 (O)
336.749.2146 (C)
336.734-1856 (F)
336.768.2337 (H)
www.SLAMinc.net

Winston-Salem Chamber Position on Northern Beltway

- The Northern Beltway is arguably the single most important transportation project in Winston-Salem's foreseeable future. The Winston-Salem Northern Beltway was added to the Winston-Salem Thoroughfare Plan in 1968; and legislation enacted in 1989 by the North Carolina General Assembly, established funding for the Winston-Salem Northern Beltway.

- The western segment of the beltway will alleviate growing traffic congestion in western Forsyth County, preventing the unnecessary, expensive and publicly unacceptable widening of thoroughfares such as Peacehaven Road, Country Club Road, and Robinhood Road.

- The eastern segment of the beltway will serve as I-74, alleviating traffic on U.S. 52 through downtown Winston-Salem, and will serve as an important tool to maximize Northwest North Carolina's ability to develop ancillary businesses as a result of the location of the Federal Express Mid-Atlantic Hub at Piedmont Triad International Airport, and will improve access to Triad Airport for communities and towns north of Winston-Salem.

- The Winston-Salem Chamber of Commerce supports the western most alignment of the Winston-Salem Beltway eastern section extension between business I-40 and U.S. 311 to preserve the interchange between the Union Cross Business Park and the Alliance Science and Technology Park

- Due to the future designation of portions of the Winston-Salem Northern Beltway as an interstate highway, it is a critical transportation infrastructure tool to manage growth and development on local, regional and state levels, and will provide an important national transportation link.

- The North Carolina Department of Transportation has exhaustively studied potential environmental impacts of the beltway and will work to minimize

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pg 2 of 2

negative environmental impacts.

· With the support of the Winston-Salem community, NCDOT spent the past four years merging the two EIS documents.

· Construction of this important roadway can begin as early as 2006 because of previously acquired right-of-way along the western section.

14

Subject: Forsyth County Northern Beltway
Date: Wed, 1 Dec 2004 15:42:36 -0500
From: "Ken Clay" <KenClay@CastlesInAllSizes.com>
To: <cgoode@dot.state.nc.us>

Dear Mr. Goode,

I'm sending this email in support of all phases of the proposed beltways in Forsyth county. Having grown up, gone to school, and worked in the area since 1956 I have seen the negative impact of delayed transportation needs. We need to have efficient means of moving from one area of the county to another to foster business and housing development.

Being in the Real Estate business, many of the folks contemplating moving here are impressed with the ability we now have to get from one place to another without the traffic delays they see in so many other places. Being a long term resident, I see that this "efficiency" is beginning to deteriorate. The beltways will help alleviate this and preserve the sense on community that we have here that is fostered by the ability to travel throughout the county without undue delay.

With Dell Computer coming to the area (wherever they locate specifically) and the jobs that they will bring directly & indirectly, the need for the beltways is even more urgent.

Thank you for your consideration -

Ken Clay Realtor® e-Pro RECS Broker/Agent
Keller Williams Realty (336) 782-1237 fax to (336) 231-8357
Serving Buyers, Sellers & Investors in Winston-Salem,
Forsyth, Guilford & surrounding Counties in NC

Your referrals are the best Thanks!

mailto:KenClay@CastlesInAllSizes.com

15

Subject: beltway
Date: Wed, 1 Dec 2004 18:02:10 -0500
From: "Linda Bettis" <linda@designworksnc.com>
To: <cgoode@dot.state.nc.us>

I support the Winston-Salem Northern Beltway to better the business community of our region.
Thank you for your favorable consideration of this matter.

Sincerely, Linda Glenn Bettis,life long resident of the area and small business owner.

16

Subject: Northern Beltway Support in Winston-Salem
Date: Wed, 1 Dec 2004 18:19:55 -0500
From: "Lee Ross" <lross@grahamandboles.com>
To: cgoode@dot.state.nc.us
CC: gayle.anderson@winston-salem.com

Dear Sir & to Whom it May Concern:
I am writing you today in support of the Northern Beltway project in Winston-Salem. This highway is vital to our quality of life going forward. Our economy is creating jobs in a multifaceted economy. We are growing because we are planning. With out this highway, our way of life will be severely hampered by issues that we can and must work to avoid. Quality of life and access to other parts of NC are two major reasons DELL & FedEx are setting up shop in the TRIAD. It is more than important. It is a must. So please let the work begin. It is time for the Piedmont Triad to assume its place in NC history.
--
Lee Ross
Prudential Carolinas Realty
190 Charlois Blvd.\Winston-Salem, NC 27103
336-760-7286
lee.ross@prudentialcarolinas.com

17

Subject: Northern Beltway
Date: Thu, 2 Dec 2004 17:10:17 -0500
From: "George Boss" <gboss@cmtcommercial.com>
To: <cgoode@dot.state.nc.us>
CC: <ekatsoudas@winstonsalem.com>

Mr. Goode: We are finally seeing growth in the Triad with FedEx and Dell Inc. coming to the area,and that means having the necessary infrastructure in place in a timely manner. And more at home, here in Winston-Salem, is the need to serve the existing businesses and the growth areas of our community with the necessary transportation system ie. the Northern Beltway.

To the west Peacehaven, Country Club, and Robinhood Roads are overloaded as corridors in and out of the city; the Beltway can bring relief.

In all four area surrounding center city --- Goler Heights to the north; Piedmont Triad Research Park to the east; the Southeast Gateway to the south; and,West End (Krispy Kreme) are in an exciting growth mode, and controlled development is in place and is exciting. We need a highway system to service this growth.

And of course, with continued appeal to industry -- major players and ancillary businesses -- a beltway system in place asap would not only serve these new players for our tax base but, hopefully, would continue to attract quality companies to the Triad and our city.

Aggressively moving forward with the Northern Beltway is a must.

Thank you for your attention,

George W. Boss
Commercial Real Estate Broker
Crowder McChesney & Taylor
3600 Country Club Rd
Winston-Salem, NC 27104

18

Subject: Winston-Salem Northern Beltway
Date: Thu, 2 Dec 2004 18:51:32 -0500
From: "Brad Millsaps" <brad@freemancommercial.com>
To: <cgoode@dot.state.nc.us>

Dear Mr. Goode – I respectfully request your expedited support of this project for our area.

The need for this critical project was identified in 1968 and legislation establishing the funding was passed in 1989. Since then it has been stalled due to environmental litigation.

The DOT has exhaustively studied potential environmental impacts and will work to minimize any negative environmental impacts.

Our area is desperate for this project to maintain our quality of life and prevent our economy from stalling.

Please support moving this project urgently ahead.

Thank you,

Brad Millsaps

S. Brad Millsaps

Freeman Commercial Real Estate

175 Kimel Park Drive, Suite 200

Winston-Salem, NC 27103

brad@freemancommercial.com

336/768-4410 Office

336/768-4413 Fax

336/830-3550 Cell

19

Subject: NORTHERN BELTWAY
Date: Thu, 2 Dec 2004 19:00:56 -0800
From: "Victoria" <anointed@avon.net>
To: <cgoode@dot.state.nc.us>

I SUPPOERT THE NORTHERN BELTWAY FOR I-74.

VICTORIA NIVENS

20
Pg 1 of 2

Subject: Winston-Salem Northern Beltway
Date: Mon, 6 Dec 2004 09:07:44 -0500
From: "Whitaker, John" <John.Whitaker@inmar.com>
To: <cgoode@dot.state.nc.us>

The purpose of this memorandum is to ask for your support in resolving one of the most critical issues we face in Winston-Salem. After numerous construction delays over many years, we have the poorest beltway infrastructure of any major city in North Carolina. We have spent years watching transportation funds which should have been allocated to Winston-Salem go to other cities. As a result, our transportation system has suffered significantly. Simply stated, the Northern Beltway is critical to Winston-Salem for the following reasons:

1. Many residents in western Forsyth County have extreme difficulty getting out of their own neighborhood due to heavy traffic that would be alleviated by the construction of the western segment of the beltway. I personally know of residents who could cut their travel time to work in half if the beltway were constructed.

2. The eastern segment of the beltway would alleviate traffic on US 52 which is the site of so many morning and afternoon accidents with commuters traveling to and from work in Winston-Salem. The eastern segment would also improve access to the Triad Airport for communities north of Winston-Salem.

3. A good transportation infrastructure supports growth and development for our community, which is essential if we are to attract business and replace job losses that have occurred in our area.

The NC DOT has spent a tremendous amount of time studying the potential environmental impacts of the beltway and will do all they can do to minimize the negative effects of construction. Our community cannot afford to have any further delay in construction of the beltway. Please do all that you can to help ensure that construction will begin in 2006 as planned.

20
pg 2 of 2

John C. Whitaker, Jr.

Chairman and CEO

Inmar, Inc.

336-770-3535

john.whitaker@inmar.com

****

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21

Subject: Winston-Salem Northern Beltway
Date: Mon, 06 Dec 2004 22:21:37 +0000
From: "JOHN PESENTI" <jcpesenti@hotmail.com>
To: cgoode@dot.state.nc.us

Dear Mr. Goode:

I am writing this letter to lend my support to the construction of the beltway around Winston-Salem.

The beltway is a long time in coming and has been delayed by a few very vocal supporters of a more bucolic, agricultural Forsyth County. The direction this county has taken was set many years ago. Those who thought they could keep it rural have not been realistic.

I travel the roads in and around Winston-Salem in my sales efforts as District Sales Coordinator for AFLAC and without hesitation I can say the road is long overdue and unfortunately is not already alleviating the traffic problems.

There are many reasons DOT should proceed without any further delay.

1. An exhaustive study has been completed to determine the environmental impact the beltway would have and the impact would be minimal.

2. The I-74 designation the eastern half of the beltway will have will contribute to trememdous economic development and facilitate travel to and from the FedEx hub now under construction.

3. There currently is no alternative route to western Forsyth County from points north, which means any disruption in traffic flow on US 52 causes intolerable delays.

I could go on and on however I believe you can see my point.

I appreciate the opportunity to send this correspondance and hope that my voice along with many others will excelerate this project.

Sincerely,

John Pesenti
District Sales Coordinator
AFLAC Insurance

22

Subject:
Date: Wed, 1 Dec 2004 07:52:45 -0500
From: "Peggie Munnell" <Peggie.Munnell@nobleinvestment.com>
To: <cgoode@dot.state.nc.us>

The Northern Beltway is vital to Winston Salem growing! Please consider this when making your decisions.

Peggie Munnell
Sales Manager
Adam's Mark Hotel
425 North Cherry Street
Winston-Salem, NC 27101
Direct: 336-721-2255
Main: 336-725-3500
Facsimile: 336-728-4020
peggie.munnell@nobleinvestment.com
www.adamsmark.com/winstonsalem

Coming in May 2005, the best thing to happen to Winston-Salem in Years! We are transforming our facility into a Four-Star Marriott and Embassy Suites Convention Center Complex Featuring 316 guest rooms, 147 suites and 170,000 square feet of meeting space.

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Peggie Munnell <peggie.munnell@nobleinvestment.com>
Sales Manager
Adams Mark Hotel

23

Subject: Winston-Salem Northern Beltway
Date: Wed, 1 Dec 2004 07:57:13 -0500
From: "Peter Marsh" <pmarsh@workstratinc.com>
To: <cgoode@dot.state.nc.us>

Mr. Goode,

I am sending you this note today to express my strong support for the Northern Beltway project in Winston-Salem. It is vital to the economic growth of our region, which historically has featured superior transportation infrastructure. In the Triad, the missing link is Winston-Salem's Northern Beltway project, which has been delayed long enough and now has us trailing the rest of the region. It is vital that we get the appropriate linkage to the air-cargo development corridor at PTI and prepare ourselves for the I-74 corridor.

Please consider this note a strong endorsement to move forward with the project.

Peter F. Marsh
Vice President
Workplace Strategies Inc.

155 Tar Branch Court
Winston-Salem, NC 27101
tel: 336-725-7808
fax: 336-761-8025
mob: 336-918-3195

www.workstratinc.com

Workplace Strategies is an affiliate member
of the Interplace Design Collaborative.
Please visit www.idcnc.com

24

Subject: Northern Beltway in Winston-Salem
Date: Wed, 1 Dec 2004 07:25:24 -0600
From: "Stanworth, Edward {PBG}" <Edward.Stanworth@pepsi.com>
To: "'cgoode@dot.state.nc.us'" <cgoode@dot.state.nc.us>

To Whom It May Concern:
I am writing as a citizen of Winston-Salem in support of the Northern Beltway in W-S. I think an excellent transportation system is critical for our county's continued economic growth and livability--the Beltway will help drive that.

Warmest Regards,

Ed Stanworth
The Pepsi Bottling Group
Customer Service Center
336 896-4405
336 896-6256 (f)

25

Subject: Winston-Salem Northern Beltway
Date: Wed, 01 Dec 2004 08:46:57 -0500
From: Clint Burton <Clintb@carospec.com>
To: cgoode@dot.state.nc.us
CC: ekatsoudas@winstonsalem.com

We support the advancement of the Winston-Salem Northen Beltway. Clint Burton, President of Carolina Specialties, Inc., based out of W-S, and our 11 employees.

26

Subject: Winston Salem Northern Beltway
Date: Wed, 1 Dec 2004 07:56:55 -0600
From: "Kimel, Gray" <KimelG@VMCMAIL.com>
To: cgoode@dot.state.nc.us

I am contacting you to express my strong support for the Northern Beltway around Winston Salem. This sorely needed project has been identified, funded and even let for construction only to be held up by frivolous court challenges during recent years. Finally, after years of bad economic news for our area some positive things are starting to happen - most notably the FEDEX hub at the Greensboro airport. Adequate infrastructure to support the movement of goods and services will be essential to allow the area to fully capitalize on this opportunity. The local business community and vast majority of the general public supports this project as a crucial element of Winton Salem's future. NCDOT has studied this situation beyond any needed point of doing so and should be ready to proceed. Right of way is acquired for the western leg and construction could begin now - it certainly should not be delayed beyond 2006. Thanks for hearing my concerns.

Gray Kimel
421 Archer Road
Winston Salem,NC 27106

27

Subject: I-74 Beltway
Date: Wed, 1 Dec 2004 09:37:29 -0500
From: "Judy Casey" <judycasey@triad.rr.com>
To: <cgoode@dot.state.nc.us>

To: C. Goode
North Carolina Department of Transportation

From: Judy Casey
Forsyth County Resident

Date: December 1, 2004

I am writing in support of the Northern Beltway running through the eastern section of Forsyth County. This is a project that has been planned for years and we are looking towards the future with vision (something that hasn't always occurred in Forsyth County), and this beltway is an important part of our future. We seem to finally have the ability and support to see the future of Winston-Salem and the surrounding cities, and we must move forward immediately. The new Dell partnership is just the beginning for our communities. Please take our future into consideration when you are making your plans. With the death of manufacturing in our area, we are working hard to find a new focus for our life-blood. We must be able to move traffic through our community with efficiency to encourage new business to move to the area.
Thank you, we will all be watching this decision with great anticipation.
Judy Casey
336-924-1713

28

Subject: Winston-Salem Northern Beltway
Date: Wed, 1 Dec 2004 11:14:39 -0500
From: "Doug - Williams Roberts Young" <doug@wry.com>
To: <cgoode@dot.state.nc.us>
CC: "Gayle N. Anderson" <gayle.anderson@winstonsalem.com>

C.B. Goode, Jr., P.E.
Manager of the Office of Human environment
1583 Mail service Center
Raleigh, NC 27699

Dear Mr. Goode;

I strongly support moving ahead on Winston-Salem's Northern Beltway. It was been delayed for many years now, and more delay will mean more tax payer costs.

I understand the environmental concerns, but I believe that they have been reasonably addressed.

If our city is to survive as a economically vigorous and desirable place to live, this project must be completed. There are many pieces of our city's future tied to it.

It is my hope that we can begin the work as soon as possible.

Sincerely,

Douglas Hearn

cc! Carl Goode

R-2247
U-2579

29

DOWNTOWN WINSTON-SALEM PARTNERSHIP

November 19, 2004

Mr. Pat Ivey
NCDOT
375 Silas Creek Parkway
Winston-Salem, NC 27127

Dear Pat:

This letter represents an endorsement of the Eastern and Western Beltway plan by the Development Committee of the Downtown Winston-Salem Partnership. This endorsement was unanimously supported by the committee and they have asked that I share their support with you.

Sincerely,

Lyons Gray
President

CC: Nancy Dunn
Missy Dickens

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DEC 01 2004

500 W. Fourth St.
Suite 101
Winston-Salem, NC
27101-2782

TEL | 336 354 1500
FAX | 336 722 0746

TARGACEPT

J. Donald deBethizy, Ph.D.
President and CEO

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pg 1 of 2

December 2, 2004

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DEC 06 2004

C.B. Goode, Jr., P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, North Carolina 27699-1583

Dear Mr. Goode:

As President and CEO of Targacept, Inc., the anchor tenant for the Piedmont Triad Research Park (PTRP) in downtown Winston-Salem, North Carolina, I am writing to you today to voice our company's support for the construction of the Northern Beltway, which we view as the single most important transportation project in Winston-Salem's foreseeable future.

Targacept is a pharmaceutical company that discovers, develops and markets novel therapeutic products for some of the world's most critical diseases. Our priority is to address the unmet medical needs of patients with neurodegenerative, neuropsychiatric and gastrointestinal diseases. As a small business doing innovative research, we have the opportunity to relieve those afflicted with major health challenges while also creating new jobs and stimulating the economy.

Our future success is directly linked to our ability to efficiently transport scientific supplies, goods, personnel and influential investors, partners, and collaborators throughout the Triad and beyond to national and international destinations. It is also directly linked to our ability to recruit and retain a talented workforce, a highly-selective group comprised of well-educated individuals who are keenly discriminating regarding quality of life issues such as traffic congestion and other factors that adversely affect ease of travel.

As Governor Easley has highlighted in all of his recent economic development efforts, biotechnology is vital to our State's future. The Piedmont Triad Research Park, strategically located at the junction of Business Interstate 40 and Highway 52, is one of the fastest growing hubs of biotechnology in the State. As its Master Plan matures, the Park will become home to over 5.7 million square feet of laboratory and office space dedicated to research and development. It promises to become a major engine for economic vitality in North Carolina, generating annual ongoing fiscal revenues of $335 to $410 million and, in an important boon for the people of our State, creating 31,000 jobs with annual direct earnings of $990 million.

Targacept, Inc. • 200 East First Street, Suite 300 • Winston-Salem, NC 27101-4165
Telephone 336.480.2120 • Facsimile 336.480.2103 • E-mail don.debethizy@targacept.com

For the current and future tenants of PTRP, the Northern Beltway will provide a critically important transportation link for several reasons:

- The eastern segment of the Beltway will serve as I-74, alleviating traffic on U.S. 52 through downtown Winston-Salem, and will serve as an important tool to maximize our ability to develop more biotechnology and ancillary businesses as a result of the location of the Federal Express Mid-Atlantic Hub at Piedmont Triad International Airport, and will improve access to the Piedmont Triad International Airport

- Due to significant growth of other partner industries along U.S. 311, we support the western-most alignment of the Winston-Salem Beltway between business I-40 and U.S. 311 to preserve the interchange between the Union Cross Business Park and the Alliance Science and Technology Park.

- Due to the future designation of portions of the Winston-Salem Northern Beltway as an interstate highway, we view it as a critical transportation infrastructure tool to manage growth and development on local, regional and state levels, and to provide an important national transportation link.

- It is important to note that the North Carolina Department of Transportation has exhaustively studied potential environmental impacts of the beltway and will work to minimize negative environmental impacts.

Please feel free to call me if you have questions or need further clarification of our support for the Northern Beltway. I would also be happy to discuss this with you in person and arrange a tour of our facilities, coordinated with a tour and Master Plan discussion of the entire PTRP.

Sincerely,

J. Donald deBethizy, Ph.D.

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DEC 14 2004

NORTH CAROLINA
SCHOOL OF THE ARTS

December 13, 2004

C.B. Goode, Jr., P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, North Carolina 27699-1583

Dear Mr. Goode:

Since becoming Chancellor of the North Carolina School of the Arts, I have been involved in the economic development efforts of the city of Winston-Salem. As a result of these activities, I am acutely aware of the necessity of advancing the construction of the Winston-Salem Northern Beltway.

The Northern Beltway is arguably the single most important transportation project in Winston-Salem's foreseeable future. The Winston-Salem Northern Beltway was added to the Winston-Salem Thoroughfare Plan in 1968; and legislation enacted in 1989 by the North Carolina General Assembly, established funding for the Winston-Salem Northern Beltway.

The western segment of the beltway will alleviate growing traffic congestion in western Forsyth County, preventing the unnecessary, expensive and publicly unacceptable widening of thoroughfares such as Peacehaven Road, Country Club Road, and Robinhood Road. Additionally, the eastern segment of the beltway will serve as I-74, alleviating traffic on U.S. 52 through downtown Winston-Salem, and will serve as an important tool to maximize Northwest North Carolina's ability to develop ancillary businesses as a result of the location of the Federal Express Mid-Atlantic Hub at Piedmont Triad International Airport, and will improve access to Triad Airport for communities and towns north of Winston-Salem.

The Winston-Salem Chamber of Commerce supports the western most alignment of the Winston-Salem Beltway eastern section extension between business I-40 and U.S. 311 to preserve the interchange between the Union Cross Business Park and the Alliance Science and Technology Park

As a result of the future designation of portions of the Winston-Salem Northern Beltway as an interstate highway, it is a critical transportation infrastructure tool to manage growth and development on local, regional and state levels, and will provide an important national transportation link.

Office of the Chancellor
(336) 770-3200 FAX (336) 631-1283
1533 S. Main Street (27127) P.O. Box 12189 Winston-Salem, North Carolina 27117-2189

Moreover, the North Carolina Department of Transportation has exhaustively studied potential environmental impacts of the beltway and will work to minimize negative environmental impacts.

With the support of the Winston-Salem community, NCDOT spent the past four years merging the two EIS documents. Thus, construction of this important roadway can begin as early as 2006 because of previously acquired right-of-way along the western section.

As NCSA Chancellor and someone who is both involved and interested in the economic development of the region and state, I urge you to consider advancing the construction of the Winston-Salem Northern Beltway.

Sincerely,

Wade Hobgood

Wade Hobgood
Chancellor

cc: Gayle Anderson, WS Chamber of Commerce

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NOV 2 5 2004
Div. 9 Engineers Office

JAMES M. WALKER
5320 Dartmoor Street
Winston-Salem, North Carolina 27106

...PATION
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NOV 30 2004

November 22, 2004

North Carolina Department of Transportation
Raleigh, North Carolina

Gentlemen:

I am the president of John S. Clark Company; Chairman of the I-74 Piedmont Triad Committee and Task Force leader for Downtown Winston-Salem Partnership Task Force, on Business 40 upgrades.

Growth and development are inevitable and providing for it is the responsible thing to do. Lack of serious action on highway improvements such as the Beltway has caused current unsafe scenarios on US 52 and Business 40. No longer can we wait for periods of time that has passed on this program 1968 the Beltway was included into Winston-Salem Thoroughfare Plan; 1989 the State of North Carolina established Funding – it is now 2005 and we must start building including the connection to Highway 311.

Quality of life comes from good governance, good vision and addressing the needs. This highway is needed to support the jobs we seek; to protect the safety of our citizens and our invited visitors. The background work has been done – no further delays!

Sincerely,

James M. Walker

COURIER-SERVICE

33

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DEC 16 2004

TriStone
COMMUNITY BANK

December 13, 2004

C. B. Goode, Jr., P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583

RE: Winston-Salem Northern Beltway

Dear Mr. Goode,

A historical strength for Winston-Salem has been its central location and strong transportation infrastructure. Adding to this strength are a number of future transportation projects. The future I-74 will run north-south through the city, following the route of the eastern segment of the proposed northern beltway. It is this northern beltway that is crucial for the continued growth of Winston-Salem and the surrounding region.

Thank you for your time and consideration.

Sincerely,

Gordon H. T. Sheeran

401 Knollwood Street · P.O. Box 25288 · Winston-Salem, NC 27114 · Phone: 336.794.0811 · Fax: 336.794.0815

34

Deutsche Bank Alex.Brown

John W. Davis, III
Managing Director

209 West Second Street, Suite 502
Winston-Salem, NC 27101

Tel: 336 724 6921
Fax: 336 7[illegible]
john.w.davis@db.com

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DEC 15 2004

December 13, 2004

Mr. C. B. Goode, Jr. P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583

RE: Northern Beltway

Dear Mr. Goode:

I am writing this letter to you to ask you to assist Forsyth County to move forward in terms of construction approval for the northern beltway.

I have been involved in this project for over ten years and including the Eastern Beltway, some members of our community have been involved for over 20 years. This project is not only critical for the future of the Winston-Salem community but is the most important transportation project in our future. You are certainly familiar with our situation.

The beltway has been held up for a variety of reasons including court order and an exhaustive environmental impact study. We have been sensitive to these issues but we must now look forward and begin the project. The fact that the northern beltway will become a part of I-74 means a great deal to this state, and to the entire Triad, as it will become the one and only North Carolina gateway to the Midwest.

Thank you very much for this consideration. I appreciate the position that you are in and all the difficult decisions that you must make.

Sincerely yours,

John W. Davis, III

35

Wake Forest University Baptist

Len B. Preslar, Jr.
President and Chief Executive Officer
North Carolina Baptist Hospital
Telephone: (336) 716-4750
Fax: (336) 716-2067

December 2, 2004

CITIZENS PARTICIPATION
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DEC 08 2004

Mr. C. B. Goode, Jr., P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583

Dear Mr. Goode:

I write to you today to state my continued support for the Winston-Salem Northern Beltway. Both the proposed eastern and western segments of the beltway will provide immeasurable benefits to the Winston-Salem area.

Increasing congestion on our current residential and commercial streets will be greatly alleviated by the addition of this new highway, thereby making our county's streets safer and more secure for our residents. Additionally, U. S. Highway 52 through Winston-Salem's downtown area is already above maximum usage for its current construction. The new beltway will maximize our city's ability to both develop businesses and to attract new businesses to our area; and the portion of the beltway to serve as an interstate highway will be a vital tool to manage future growth and development. Furthermore, funding for the Winston-Salem Northern Beltway was previously established by the North Carolina General Assembly.

In summary, the beltway will alleviate congestion in our city's neighborhoods which are already at a critical level, thereby creating a safer and more secure environment for our residents and their families; the beltway will enhance our cities growth and development opportunities; and the beltway already has funding approval. What better argument for the beltway can there possibly be?

I like calling Winston-Salem home – the Northern Beltway will make it better. Thank you for the opportunity to be heard.

Sincerely,

Len B. Preslar, Jr.

LBP:kds

c: Ms. Gayle N. Anderson
President and CEO
Winston-Salem Chamber of Commerce

36

LARRY Miller
120 Century Oaks Ct.
Winston-Salem, NC 27106

MR. C.B. Goode, JR., P.E.
MANAGER OF THE OFFICE OF HUMAN ENVIRONMENT
1583 MAIL SERVICE CENTER
Raleigh, N.C. 27699-1583

Dear Mr. Goode:

I appreciate the opportunity to write your office and express my support for the construction of the Norther Beltway around Winston-Salem, N.C. It is my judgement that construction of this beltway is important to the future growth and development of our region. We must continue to invest in the infrastructure that improves our quality of life and serves to provide much needed jobs for our community through both retention of existing jobs and attracting new employers.

Thanks again for the opportunity to express my opinion. I believe this is a very important project and we should make every effort to implement construction as soon as possible.

Sincerely Yours,
Larry Miller

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DEC 07 2004

37

NATIONAL LIFE

DANIEL C. STRAKA, CSA
Registered Representative,
Equity Services, Inc.

C. B. Goode, Jr., P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583

Dear Mr. Goode,

A historical strength for Winston-Salem has been its central location and strong transportation infrastructure. The project to construct the Northern Beltway is one that I support for the following reasons:

1. The Western Segment of the Beltway will reduce the growing traffic congestion in Western Forsyth County.

2. The Eastern Segment will reduce traffic on U. S. 52.

3. Since the Beltway or portions of it will be an interstate highway, it is a critical to the growth and development of our local and state regions.

I hope that I can count on your support of the Winston-Salem Northern Beltway.

Yours truly,

Daniel C. Straka
Certified Senior Advisor

CC: Winston-Salem Chamber of Commerce

38

JANE BROWNE
5670 Novack Street
Winston-Salem, NC 27105

CITIZEN[illegible]ATION
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DEC 07 2004

December 3, 2004

Mr. C.B. Goode, Jr. P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583

RE: Northern Beltway

Dear Mr. Goode:

As a resident of the Triad/Greater Winston-Salem area, I strongly support the construction of the Northern Beltway and fervently urge NCDOT to get on with the construction of this project. Funding for the Northern Beltway was approved in 1989 – fifteen years ago!! The longer the delays, the higher the cost. As a taxpayer, I say this project has been studied enough and it's time to move forward!

With the FedEx hub and the prospect of Dell Computer coming to the Triad along with all the sundry businesses it will bring to the area, it is imperative that the Triad have an efficient and effective transportation infrastructure for the movement of goods and people. Our very economic survival depends on it.

Mr. Goode, I expect you and the NCDOT to be responsible stewards of the funds entrusted to you for the purpose of constructing the Northern Beltway and ask that you delay no further.

Sincerely,

Jane Browne

Jane Browne

39

MICHAEL D. AVENT & ASSOCIATES, INC.
REAL ESTATE APPRAISERS & CONSULTANTS
SUITE 317, 514 S. STRATFORD ROAD
WINSTON-SALEM, NORTH CAROLINA 27103

MICHAEL D. AVENT, MAI, SRA
M. DOUGLAS AVENT, JR., SRA
GREGORY R. GORDON

TELEPHONE (336) 724-3801
FAX NUMBER (336) 724-3820

CITIZEN[illegible]
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DEC 07 2004

December 2, 2004

Mr. C.B. Goode, Jr., P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583

Re: Northern Beltway, Forsyth County

Dear Mr. Goode:

I am writing this letter in support of the construction of the Winston-Salem Northern Beltway.

Most knowledgeable sources in our area realize the importance of this beltway as being one of the most important transportation topics for Winston-Salem in the near foreseeable future. It will definitely alleviate traffic congestion in the western and northern sections of Forsyth County and, as we all know, will serve as a portion of the I-77 project, alleviating traffic along the highly congested US 52.

It appears that the NC Department of Transportation has spent considerable time in additional environmental impact studies and I, along with most of my associates, feel that it is about time to get the project started. It is supported by the community, in general, and it is a shame that the negative thoughts of a few, that are directly affected, can disrupt future growth for so many. I've been familiar with D.O.T. procedures for 30± years and I've rarely seen anyone, who's property is being acquired, be for the project.

I also understand that several million dollars have previously been spent in right-of-way acquisition and since the project appears inevitable and is greatly needed, I certainly urge you to proceed as soon as possible.

Your consideration on this matter is greatly appreciated.

Sincerely,

Michael D. Avent, MAI, SRA

MDA/jiw

40

341 Saddlebrook Circle
Lewisville, NC 27023
December 6, 2004

CITIZENS PARTICIPATION
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DEC 07 2004

Mr. C. B. Goode, Jr., P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583

RE: Winston-Salem's Northern Beltway

Dear Mr. Goode:

I am a resident of western Forsyth county and I am strongly in favor of the construction of the Northern Beltway. Everyday I travel through neighborhoods and school zones on roads that are not designed for their daily traffic volumes. Unless something is done soon, several of our major thoroughfares will have to be widened thus creating additional safety concerns in our area. The beltway would alleviate numerous traffic issues within our community.

This project has had established funding since 1989 and is arguably the single most important transportation project for Winston-Salem's future. This beltway will help to maximize Northwest North Carolina's ability to develop ancillary business as a result of the Federal Express and Dell relocations.

The NCDOT has studied this project extensively and I am confident that all potential environmental risks will be minimized. Since many of the right-of-ways have already been acquired along the western section of the beltway, work could begin as early as 2006. Let's get started on this vital project for Winston-Salem's future.

Sincerely,

Larry Jones, P.E.

41

Wake Forest University Baptist

G. Douglas Atkinson, FACHE
Vice President of Networks
Telephone: (336) 716-7846
Fax: (336) 716-1300
E-mail: datkinso@wfubmc.edu

CITIZENS PARTICIPATION
RECEIVED
DEC 06 2004

December 2, 2004

C. B. Goode, Jr. P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, N.C. 27699-1583

Dear Mr. Goode:

I am writing to express my support for the construction of the Winston-Salem northern beltway. I feel the northern beltway will be an important part of sustaining our current growth and building future growth in Winston-Salem and the surrounding communities. Our transportation system is vital to attracting companies (as is the case with Dell) which require an efficient transportation infrastructure. Winston-Salem offers a central location which will be important to the people of the region to allow them access to job opportunities as more people travel longer distances for employment.

Sincerely,

G. Douglas Atkinson, FACHE
Vice President

GDA:jmc

Cc: Winston-Salem Chamber of Commerce

42

Sue Donathan
P. O. Box 21
King, N.C. 27021

CITIZEN[illegible]SIPATION
RECEIVED
DEC 06 2004

Mr. C.B. Goode, Jr. P.E.
Mgr., Office of Human Environment
1583 Mail Service Center
Raleigh, N.C. 27699-1583

Re: Northern Beltway

Dear Mr. Goode:

I live and travel in the Greater Winston-Salem area, and I strongly support the construction of the Northern Beltway. We must have this transportation system in order to relieve traffic congestion, allow better access for goods and services and make our area competitive for future economic development. I understand that funding was established for this project in 1989. We needed the beltway then, and we are in dire need of it now.

Thank you for your attention to this matter.

Sue Donathan

43

Gerald H. Long
Chairman

L. A. REYNOLDS GARDEN SHOWCASE®

CITIZENS PARTICIPATION
RECEIVED
DEC 03 2004

December 1, 2004

Mr. C. B. Goode, Jr., P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583

Dear Mr. Goode:

Regarding support of the Winston-Salem Northern Beltway

For over 15 years, my family has owned L. A. Reynolds. We employ about 50 people, almost all of whom commute north-south from Clemmons/Advance or Pfafftown/Stokes County.

I can honestly state that the north-south travel from 7:30 – 9:00 a.m. or 4 – 6 p.m. everyday is getting absolutely worse monthly. Frequently, backups on Lewisville-Clemmons Road will extend upwards one and one-half miles daily.

Additionally, we have nine grandchildren on school buses twice a day, and the problems and delays are very concerning.

We really need both the western and eastern legs of the beltway to support substantial growth, improve convenience and provide safety.

As added information, I am retired after eight years as vice chairman of the Forsyth County Commissioners.

Mr. Goode, we really need your support.

Many thanks and best wishes,

Jerry Long

Gerald H. Long

Cc: Winston-Salem Chamber of Commerce

PS: My direct phone number is 336-945-5735.

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December 1, 2004

CITIZENS PARTICIPATION
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C.B Goode, Jr., P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583

Dear Mr. Goode,

This is a letter of support for the Winston-Salem Northern Beltway construction project. As a lifetime resident of Winston-Salem and a business owner in the northern portion of Winston-Salem, I feel strongly that this is a beneficial project for our state, as well as our city.

There are many reasons to support this Beltway. I feel that the Beltway is probably the most important transportation project for Winston-Salem. It will alleviate much of the growing traffic congestion in western Forsyth County, while preventing widening of thoroughfares not acceptable by the public. Traffic on US 52 through downtown Winston-Salem is a growing concern. The eastern segment of the Beltway, which will also serve as I-74, will alleviate some of this issue. Being designated an interstate highway, I feel that this will provide an important national transportation link as well as promote business growth and development.

The Northern Beltway was added to the Winston-Salem Thoroughfare Plan in 1968 and funding established in 1989. Many have known for a long time that the Beltway would be needed. Studies have been performed to minimize any environmental impacts. The NCDOT has merged the two EIS documents. Construction could begin by 2006 since right-of-ways have been acquired. It's time to move forward!

As you can tell, I feel strongly, as do many others, that the Winston-Salem Northern Beltway project can only benefit Winston-Salem and North Carolina. It is my hope that construction will begin in the very near future.

Sincerely,

Robert L. Fowler
President

5955 University Parkway, Winston-Salem, NC 27105 • (336) 722-4191 • 1-800-842-9242

Stephen Auffinger
8175 Whitmore Cove Lane
Clemmons, NC 27012
336-778-0899

C.B. Goode, Jr., P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583

Re: Northern Beltway in Forsyth County

CITIZENS PARTICIPATION
RECEIVED
DEC 03 2004

December 1, 2004

Dear Mr. Goode:

This letter is in support of the Northern Beltway project.

I live in Clemmons, and also own a consulting business within the Village limits. Our work job requires travel throughout the region visiting, on average, 8 to 12 job sites per week. Trips from Clemmons to northern Forsyth County or beyond require extra time and mileage due to the poor arrangement of the existing road system. Early morning trips along these routes are especially troublesome due to traffic delays. A typical ten-mile trip that normally takes 20 minutes can turn into 45 minutes or more. Most times, it is faster to drive into Winston-Salem via I-40, then get on Rte. 52 North, then head south to the destination. This usually doubles the length of the trip. The proposed beltway would greatly reduce travel time and vehicle mileage to these areas.

It is quite apparent that the economic conditions in the northwest portion of Forsyth County are suffering due to the inadequacy of the transportation network. As a consultant serving home builders in the region, I can attest to the lack of activity within this area.

The rate of residential and commercial expansion in the Clemmons and Advance areas is among the highest in the State. Traffic generated from these areas to northern destinations must pass through the I-40 - US 52 interchange, or travel through downtown Winston-Salem on Business I-40. This puts an additional burden on these critical routes, as well as wastes time, fuel, and causes more pollution from vehicle exhaust. Tallied up over the next 30 years, the negative environmental and economic impacts by taking the "no built" option would be devastating. Since highway related injuries and deaths are directly proportional to mileage and traffic congestion, the human toll would be especially troubling.

I have lived in Clemmons for the past eight years, and have seen vast improvements in the highway system in certain key areas. These include I-40 through Greensboro, US 421 west to Boone, and the Mt. Airy bypass. The Northern Beltway is the next logical step towards regional transportation necessities.

I urge you to expedite this project for the good of our region and the State.

Sincerely,

Steve Auffinger

Beltway Comment Form

46 CITIZENS PARTICIPATION

RECEIVED

JAN 04 2005

Beltway Comment Form

Please send your comments to DOT using this form. Deadline is January 5, 2004

COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A | 8.2625101 | Forsyth County

NAME: Myra Oakley

ADDRESS: 154 Wagoner Drive Mt. Airy, N.C. 27030

COMMENTS AND/OR QUESTIONS:

As a newcomer to the Kernersville area, I continue to learn about the benefits of living & working in the middle of Winston-Salem and Greensboro. My case working, not only do I branch out of Kernersville but travel around the W-S & Greensboro areas, as well as High Point. Please consider Kernersville in the Beltway. With new business coming our way, we (Kernersville) would also like to reap the benefits of the beltway. So many of us are commuters and the beltway would definitely make a difference in our daily commutes! So please remember Kernersville!

Myra Oakley

Comments may be mailed to:

C.B. Goode, Jr., P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone (919) 715-1515 Fax (919) 715-1501
E-Mail: cgoode@dot.state.nc.us

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12-1-04

C.B. Goode, Jr. P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, N.C. 27699

re: W-Salem – Northern Beltway Project.

Dear Mr. Goode:

The purpose of this letter is to ask for your support on the above-referenced. The Northern Beltway is arguably the single most important project in Winston-Salem's foreseeable future. The Winston-Salem Northern Beltway was added to the Winston-Salem Thoroughfare Plan in 1968; and Legislation enacted in 1989 by the N.C. General Assembly, established funds for the W-S Northern Beltway.

Moreover, due to the future designation of portions of the W-S Northern Beltway as an interstate highway, it is a critical transportation task to manage growth and development on local, regional and state levels, and will provide an important national transportation link.

Thanks in advance for your help.

Dec-01-2004 10:14am From- T-309 P.001/002 F-819 47

FAX

To: C. B. Goode, Jr.

919-715-1501

2 page doc

48 CITIZENS PARTICIPATION RECEIVED NOV 19 2004

COMMENT SHEET

Winston-Salem Northern Beltway from US 158 to US 311

Pre-hearing Workshop

R-2247	6.628001T	Forsyth County
U-2579, U-2579A	8.2625101	Forsyth County

November 8 and 9, 2004

NAME: JAMES B HART

ADDRESS: 4433 Old Winston Rd KERNERSVILLE NC 27284

COMMENTS AND\OR QUESTIONS:

We Do Not oppose the Road, the sooner it comes the better the traffic will be to Go to work.

James B Hart

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

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November 6, 2004

CITIZENS PARTICIPATION
RECEIVED
NOV 10 2004

To: ~~Mr. Carl Goode, P.E., Manager~~

From: Seth B. Brown

Subject: Northern Beltway

Dear Sir:

I was the person who pioneered the re-activation of the town of Bethania in May 1995 and also the first mayor.

The purpose was to protect the great historical signifance of a national historical landmark district, the first Moravian town in Wachovia. My ancestors helped settle Bethania.

The number one problem in Bethania is traffic. There are only 300+ residences in Bethania, but the main roads in Bethania are used as cut throughs for people from King, Tobaccoville, Rural Hall, sub-divisions, Mallard Lakes, Wedgewood, Lake Hills and others to get to Winston-Salem and commute to work at RJR Tobaccoville plant and industrial areas in Rural Hall.

The DOT in a Bethania traffic study in 1990 said the vehicle capacity on South Main Street was too high, that 6000 was too high VPD was the maximum. Well, we now have close to 10,000 VPD.

The north western beltway will certainly help take around 40% of the traffic from King, Tobaccoville, Rural Hall and some of the sub-divisions outside of Bethania.

This beltway is a must to move traffic to and from and around Winston-Salem, example is Silas Creek Parkway, Country Club Road, Reynolda Road, Peace Haven Road and other roads that are over loaded.

The northern beltway is long overdue and construction needs to start now.

Thank You,

Seth B. Brown

Seth B. Brown, 5524 Main Street, P. O. Box 309, Bethania, N. C. 27010

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Fax: (336) 721-3660
Web Site: www.wcsr.com

Murray C. Greason, Jr.
Direct Dial: (336) 721-3616
Direct Fax: (336) 733-8388
E-mail: mgreason@wcsr.com

December 7, 2004

Via E-Mail

C.B. Goode, Jr., P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583

Re: Winston-Salem/Forsyth County and the Northern Beltway

Dear Mr. Goode:

The purpose of this letter is to support, as emphatically as the English language will permit, the early construction of our Northern Beltway which has now been delayed for almost six years by a lawsuit brought by a small group of people, while other beltways around the state have been making substantial progress.

There are a number of very important reasons why we need the Northern Beltway; for example, it will decrease growing traffic congestion in Western Forsyth County without the absolutely publicly unacceptable alternative of widening "spoke" roads leading into downtown Winston-Salem such as Peacehaven, Country Club and Robinhood. For the purposes of this letter, however, I want to emphasize what seems to me to be the most important reason. The eastern segment of the Northern Beltway will also constitute I-74 from just north of Winston-Salem down to 311 leading on to High Point. As you know, I-74 will carry traffic from metropolitan centers in the Midwest and Canada through the center of North Carolina and very close to Wilmington, before continuing on to Myrtle Beach and Charleston. The potential for commerce, tourism and resulting economic development across our region and, indeed, all of North Carolina is enormous. Further, when the Northern Beltway is completed, it will be physically possible for the first time to get enough traffic off of 52 to permit it to be upgraded to the place where it does not suffer twice the accidents per mile as the average highway in North Carolina.

Mr. Goode, please listen to the vast majority of citizens (both individual and corporate) of Winston-Salem and vicinity and accelerate the beginning of construction on our Northern Beltway as early as 2006.

Thank you very much for your attention to this matter.

Cordially,

Murray C. Greason, Jr.

MCG:dt

COMMENT SHEET

Winston-Salem Northern Beltway from US 158 to US 311

Pre-hearing Workshop

R-2247	6.628001T	Forsyth County
U-2579, U-2579A	8.2625101	Forsyth County

November 8 and 9, 2004

NAME: J Mosby Voyle - 768-1241

ADDRESS: 3727 Milhaven Rd -

COMMENTS AND\OR QUESTIONS:

- owner of prop w/i Western Dej
- what are you waiting on — our prop. is for sale + been listed for 10 years — a real problem — lets get on w it!

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

COMMENT SHEET

Winston-Salem Northern Beltway from US 158 to US 311

Pre-hearing Workshop

R-2247	6.628001T	Forsyth County
U-2579, U-2579A	8.2625101	Forsyth County

November 8 and 9, 2004

NAME: Kenneth Smith

ADDRESS: 1125 Oakmont Ridge, NC 27105

COMMENTS AND\OR QUESTIONS:

Do it now!

Very Knowledgable People.

We would like to be relocated because we won't have anywhere for our driveway, our septic system. Plus the noise level of a six lane highway.

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A	8.2625101	Forsyth County

December 2, 2004

NAME: Josh Clapp

ADDRESS: 4321 Meredith Dr W-S 27107

COMMENTS AND\OR QUESTIONS:

TAKE IT!

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

CITIZENS PARTICIPATION
RECEIVED
JAN 04 2005

1584, Trinity Garden Circle,
Clemmons, N.C. 27012
January 1, 2005

Comments from Mr. C. Robin Dean, 1584, Trinity Garden Circle, Clemmons, N.C. 27012, on the revised Draft Environmental Impact Statement for the Northern Beltway.

How can the public be asked to make serious comments on a document whose findings have been totally ignored by the planners, designers and the elected officials who are responsible for ensuring that the Northern Beltway helps to resolve existing traffic flow problems, improves safety, improves air quality, helps to control Urban Sprawl and gives Federal and State taxpayers return on their investments.
The Northern Beltway unfortunately achieves none of the above mentioned criteria and with the recent newspaper articles expressing concerns for the lack of funding available to repair North Carolinas rapidly deteriorating existing roads and bridges it is financially irresponsible to construct a new road which, especially with respect to the Western Section, is for the sole purpose of creating development opportunities, i.e. Urban Sprawl.

The Northern Beltway is one of the original 7 loops that were included in the Highway Trust Fund, that was created in 1989, with a promise that the 7 loops would be completed by 2002 at a cost of $ 2.1 billion dollars.
To date, January 1, 2005, not one loop has been completed, in fact less than 50% of the original 7 loops construction has been completed and there is no accurate completion date available.
With respect to the cost, the increased gasoline taxes and additional licensing fees, which are partially funding the loops, have been extended and the loop construction costs have at least tripled.

The Highway Trust Fund is undoubtedly the worst piece of transportation legislation to be created by the State of North Carolina.

Because the loop construction was passed into law, to guarantee the financial returns to the special interest groups that will benefit from the Urban Sprawl that the loops are already creating, there is nothing that the public can do to change the procedure and therefore public hearings have been held simply because they are federally mandated. Public input and has been totally ignored with the Northern Beltway being the classic example of all that is wrong with the Highway Trust Fund projects.

Despite the numerous complaints of the NCDOT refusing to follow Federally mandated procedures, the FEIS for the Western Section of the Northern Beltway was entered into the ROD in 1995.

Actually "railroaded" would be a more accurate description than entered, as the public review period for the FEIS was shortened to enable the Northern Beltway to be entered into the ROD before Forsyth County went into non attainment of Air Quality which would have affected the funding for the Beltway.

As a result of the NCDOT's refusal to follow the Federally mandated procedures, a law suite was filed in 1999 by NCATR and Friends of Forsyth, which resulted in a Federal Judge finding in favor of the plaintiffs, stating that the NCDOT had acted in bad faith towards the public.

The NCDOT did not appeal the judges decision and have spent the last 5 years revising a document that contained, according to Mr. Frank Vick of the NCDOT in 1995, only one insignificant error.

The revised EIS for Eastern Section of the Northern Beltway, about which we are being asked to comment, clearly illustrates everything that is wrong with the planning and design of the Northern Beltway and yet, as previously stated, its finding are being totally ignored by our decision makers.

The revised EIS clearly shows that construction of the Eastern Section first would better serve Forsyth County as there are higher traffic counts on the Eastern Section of the Northern Beltway NOW, that those anticipated in the Western Section in 2025 and yet our so called "Planners" decided to construct the Western Section of the Northern Beltway first.

Construction the Eastern Section of the Beltway first would have helped resolve the traffic flow and safety problems on US 52, the most dangerous road in Forsyth County, as well as helping with the safety problems on US 66, which is the connector from US 52 to I-40 on the Eastern side.
Unfortunately our decision makers have deemed that safety on these two roads is not a priority, the priority is the Section of Beltway between US 421 and Robinhood Road on the Western side of Forsyth County to benefit the development of Brookberry Farm, a parcel of land held in Trust by an influential special interest group.

DEVELOPMENT SHOULD NEVER BE GIVEN PRIORITY OVER SAFETY.

Most of the areas around the Northern Beltway interchanges have already been annexed by Forsyth County municipalities to enable the customary high density residential and commercial development that, while increasing the municipalities tax base, also produces the Urban Sprawl, traffic congestion, dangerous traffic flow patterns and air pollution that North Carolina supposedly is trying to improve.

The problems will be compounded by the fact that if the Beltway interchange designs are studied, they all contain the same outdated traffic flow patterns that cause our existing traffic flow and safety problems. How can a design that will not handle today's traffic volumes possibly accommodate the additional traffic that a Beltway, with its intended interchange development plans, will create in the future.

At the recent public hearings on the Eastern Section it was stated that the entire Northern Beltway would be completed by 2014, which is a total misrepresentation of the facts as much of the Right of Way for the Northern Beltway remains in the unfounded section of the 2006/2010 TIP.

Friends of Forsyth recently went one step further and requested from the NCDOT Right of Way Department the status of Right of Way Purchase for all of the Highway Trust Fund loops and were told that the information was not available because all of the planning, design and the construction of the loops was behind and it was therefore difficult to ascertain which North Carolina residents are actually in the Right of Way.

We are now 15 years into a promised 13 year program and all across the state of North Carolina thousands of residents, whose lives have been adversely impact by the loops, are being held hostage in their own homes while the legislature supports a government department that puts the welfare of the business community before safety, improved traffic flow and air quality.

Both the legislature and the NCDOT should be made accountable for their irresponsible actions. Actions which would not be tolerated if the perpetrator was a company in the private sector.

Government introduces legislation to protect the public from bad business practices but in the case of the Northern Beltway and the Highway Trust Fund no-one is protecting the residents of North Carolina and Federal taxpayers from bad government.

THE PUBLIC DESERVES BETTER TREATMENT

To further illustrate the how meaningless the public hearings for the Eastern Section of the Northern Beltway were, it was recently announced that Dell are constructing their new plant on a parcel of land that was shown to the public at the Eastern Extension public hearing as being in one of the Right of Way alternatives for the extension, which being as Dell have already accepted the tax incentive package offer by the State and Forsyth County and the clearing of the site already begun any public input into the alternative corridors is meaningless. In reality there was no alternative which contravenes NEPA requirements.

How can the public take our elected officials serious when constructing the Eastern Section of the Northern Beltway first would not only improve safety on two of the most dangerous roads in Forsyth County, US 52 and US 66, but also offer easier access to the Fed-Ex Hub and Dell and yet our decision makers continue to support construction of the Beltway section between US 421 and Robinhood Road as the most needed.

As the Highway Trust Fund projects fall further and further behind and the personal hardship of the state residents that are adversely impact by this travesty of transportation planning increases, it can only be hoped that those responsible for allowing our existing roads and bridges to become safety hazards while they continue to support the construct of new roads for development will come to their senses and put a stop to this flagrant disregard for the welfare of residents impacted by the loops, the safety of the travelers on North Carolina roads and the waste of both our federal and state tax dollars.

To allow the Highway Trust Fund fiasco to continue is a grave mistake, but to allow the Western Section of the Northern Beltway to be constructed first clearly demonstrates that the powerful special interest groups are still in control of North Carolina's transportation planning which is something that is immoral, unethical and as previously stated makes a mockery of public input at public hearings.

The public's only hope is that the Federal Government will investigate the misappropriation of our federal and state tax dollars by the North Carolina legislature and the NCDOT and will hold those responsible, accountable for their actions.

As someone who has fought the construction of the Northern Beltway since the creation of the Highway Trust Fund in 1989, who has attended countless transportation meetings, who has made presentations at all levels of North Carolina government and has the documentation to support my comments, one thing is abundantly clear, the public has never been a part of the decision making process and that the State of North Carolina should be ashamed of its actions towards the public, where the Highway Trust Fund loops are concerned.

By continuing to ignore the findings of the revised Environment Impact Statement for the Northern Beltway and having it entered into the Record of Decision, would re-enforce the judges findings that the State of North Carolina has acted in bad faith towards the public. The State of North Carolina, if allowing this to happen, will have much to answer for in the future.

Yours Sincerely,

Mr. C. Robin Dean,
Friends of Forsyth

55

Subject: Winston loop
Date: Tue, 30 Nov 2004 10:07:01 EST
From: TheoTrefz@aol.com
To: cgoode@dot.state.nc.us

Ladies and/or Gentlemen,

(1) I am curious as to why I am not on a mailing and/or contact list concerning the eastern loop of the Winston by-pass. My small neighborhood lies directly in the middle of the 2 alternatives that run from I40 to US 311 S. This in itself surprises me. When I moved into this house in 2000, we did so after investigating these highway projects. At the time the highway was to run just west of our neighborhood, which wouldn't affect our house. Now I have learned that another alternative has put the road in my backyard...and I learned this from a realtor, not my government. When and why was this done?

I am in total disbelief about this because the property right behind me is a brand new housing development where they are still building new homes. I have learned that the government would buy these new homes (there are still several empty lots where homes haven't even been built yet) and pay for everyones moving expenses. I have seen it all when it comes to government waste but I can't believe we would be so wasteful as to let a development company come in and make their money by building a neighborhood and then take them all out within a few years at the expense of the taxpayers.

(2) As a matter of fact the whole idea of the road coming through this area in general is nothing but a waste of millions of dollars in taxpayers money. All of that money will be spent and peoples lives interrupted and pocketbooks unfairly compensated so that travellers can save 5 minutes. There is no reason travelers couldn't use the current 311 S exit ramp. If you really wanted to cut off that corner why wouldn't you have the highway follow the current Hwy 66 or even points further east?

I will be at the meeting on Thursday all because I heard about it from a realtor and then looked up the info on the internet. Please add me to the list for future meetings, info, etc.

Theo Trefz
4410 Wood Glen Ct.
Winston-Salem, NC 27107
336-788-9846

56

Subject: Winston-Salem Beltway Project
Date: Tue, 21 Dec 2004 17:21:17 -0500
From: "James Reinard" <jreinard@acanthusarch.com>
To: <cgoode@dot.state.nc.us>

Dear Sir or Madam,
I'm writing to voice my displeasure with the proposed beltway for Winston-Salem. In my opinion this project has been pushed through and forced upon the citizens of this city by the forces of big business and over-zealous public officials, both of whom are willing to cash in on the great unsuburbanized Western side of Forsyth County. The fact is that the city needs no loop highway along its western edge. The citizens of this rural area wish to preserve their current lifestyle, and those who do wish to sell out to greedy land developers do not want their property values adversly affected by the unregulated sprawling development which comes hand-in-hand with loop highways. Most all citizens recognize that if the same dollar amount needed to build this highway were wisely invested in the existing road system, not only would we have the best roads in the state, we would have enough left over to create a fund which could sustain our infrastructure in perpetuity. It's time for the DOT to exercise some fiscal sanity, and at the same time preserve an area that does not need acres of useless asphalt, I urge you not to build the Western loop of the Winston-Salem beltway.
James Reinard
Winston-Salem, NC

cc: Winston-Salem Journal

CITIZENS PARTICIPATION
RECEIVED
DEC 03 2004

From
Amit Pandit

Amit Pandit
3325 Dobbs Parrish Ln
Pfafftown, NC
27040

[redacted]

To,
Mr Carl Goode, P.E. Manager
NC DOT, Raleigh.

— Appeal to stop the beltway project — Winston Salem

Respected Sir,

I have been hearing information about the proposed beltway for Winston Salem. I have been a resident of Winston Salem for more than 4 years. The environmental impact of each of these projects is really bad. Due to excessive construction and urbanisation, the city is losing a lot of green spaces. I ~~am~~ am a immigrant from India. I have seen the temperatures of my hometown in India rise significantly over the 2 decades. Trees, wetlands and the ecosystem help regulate the ground level temperatures, they also help prevent soil erosion.

I understand the beltway is to reduce traffic, but the environment factor is far more important.

(see back)

— continued

The future generations will be severely impacted, if not the current generation. Winston Salem is beautiful, and I hope and prey that this project is not undertaken. Even though I am not a citizen of this country, I feel deeply concerned for this beautiful country that God has made ~~*~~ with care.

I hope this handwritten comment has some impact, and urge you to stop this project.

Sincerely
Amit. Pandit.
11/25/2004.

4805 Styers Ferry Road
Winston-Salem, N.C. 27104

COMMENT SHEET

Winston-Salem Northern Beltway from US 158 to US 311

Pre-hearing Workshop

R-2247	6.628001T	Forsyth County
U-2579, U-2579A	8.2625101	Forsyth County

November 8 and 9, 2004

NAME: Marjorie P. Jones

ADDRESS: 4805 Styers Ferry Road, Winston-Salem N.C. 27104

COMMENTS AND\OR QUESTIONS:

Why do you pick on old neighborhoods and old people for the benefit of multi-millionaires? You are destroying history. communities, pride and cooperative spirit. You certainly don't spend high way funds where traffic is heavy and the roads are in poor shape. Why don't you spend highway funds where they are needed.

These developments which you are promoting are funded by those who move in and out and on and on and many into bankruptcy. Why don't you consider the long-term picture and pay some attention to those who have held communities together.

Why don't you use transportation money in needed transportation?

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

COMMENT SHEET

Winston-Salem Northern Beltway from US 158 to US 311

Pre-hearing Workshop

R-2247	6.628001T	Forsyth County
U-2579, U-2579A	8.2625101	Forsyth County

November 8 and 9, 2004

NAME: Mary R. Hargraves

ADDRESS: 4404 N. Hampton Dr.

COMMENTS AND\OR QUESTIONS:

I dont want a beltway. It will create to much noise

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

60

Nov 8

COMMENT SHEET

Winston-Salem Northern Beltway from US 158 to US 311

Pre-hearing Workshop

R-2247	6.628001T	Forsyth County
U-2579, U-2579A	8.2625101	Forsyth County

November 8 and 9, 2004

NAME: P. ERDENBERGER

ADDRESS: 262 HOLLIN WAY W-S, NC 27104

COMMENTS AND\OR QUESTIONS:

(1) WHEN & HOW WILL REAL ESTATE VALUES BE DETERMINED FOR PROPERTIES REQUIRED FOR ROADS & RIGHT-OF-WAYS?

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

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COMMENT SHEET

Winston-Salem Northern Beltway from US 158 to US 52

Public Meeting

R-2247	6.628001T	Forsyth County

November 16, 2004

NAME: (Mrs.) Maurice P. Johnson

ADDRESS: 2828 Bon Air Avenue W-S, NC 27105

COMMENTS AND\OR QUESTIONS:

(1) With reference to the current US 52. Please consider placing a right lane between 110B and 110A (South Bound). I would hope that a modification of this kind could be ~~hoped~~ improved soon (prior to the Northern Beltway).

Comments may be mailed to:
C. B. Goode, Jr., P. E.
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Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

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COMMENT SHEET

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

Design Public Meeting

U-2579 | 8.2625101 | Forsyth County

November 17, 2004

NAME: L. Glenn Marshall

ADDRESS: 413 Monterest Dr. Kernersville NC

COMMENTS AND\OR QUESTIONS:

① I would prefer any movement go to the EAST

Comments may be mailed to:
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Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

Audrey M. Thomason
6011 Phelps Circle
Winston-Salem, N.C.
27105

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COMMENT SHEET

Winston-Salem Northern Beltway from US 158 to US 311

Pre-hearing Workshop

R-2247 | 6.628001T | Forsyth County
U-2579, U-2579A | 8.2625101 | Forsyth County

November 8 and 9, 2004

NAME: Audrey M. (Mrs. Oscar L. Jr) Thomason

ADDRESS: 6011 Phelps Circle, Winston-Salem, N.C. 27105

COMMENTS AND\OR QUESTIONS:

I believe that what we need is a by pass instead of a beltway. If a road could be built between King and Rural Hall going close to the Forsyth - Stokes County lines and then going north of Walkertown and Kernersville then towards the airport in Greensboro, this would take some of the traffic off the present US 52. A road in this direction would be fine for Interstate 74. If this were done then 52 and 40 would still be our beltway and could be improved when needed. Such a ~~bypass~~ would benefit Stokes County, which is a poor county. Also all this land would be a bonanza to the developers and businesses. Let's in a lot of instances new roads are outdated before they are completed. It would be

(over)

(All back

Comments may be mailed to:
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Manager of the Office of Human Environment
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Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

very good of the DOT. [illegible] let the builders just drag on and on in their building projects. Citizens get very discouraged when they see all of these yellow barrells forever and workers seemingly taking it pretty easily. After all, it is our money that is paying the bills. Thank you for your consideration.

Audrey Thomason

64

Subject: Fw: Noise
Date: Mon, 15 Nov 2004 17:42:55 -0500
From: "Jennifer Rayburn" <jrayburn@nc.rr.com>
To: <swalker@dot.state.nc.us>, <cgoode@dot.state.nc.us>

This is a quote from the DOT website.

"Traffic noise is not usually a serious problem for people who live more than 500 feet from heavily traveled freeways or more than 100 to 200 feet from lightly traveled roads."

Those of us living in the Five Oaks neighborhood on the west bound lane of I-40 are certainly within 500 feet of 6 lanes of RAGING traffic.

I promise I'm not trying to be annoying. All I wanted to do was sleep in this morning. I had 3 fans on, ear plugs, and a pillow over my head and I still couldn't mask out the noise inside my house....all windows / doors closed.

Do you understand that the leaves are falling off the trees and we will only have a few twigs between my home and 6 lanes of semi-trucks for the next 3 months. It is ridiculous to expect that we will have a decent quality of life, I can't believe the DOT thinks it is ok to make someone live with those conditions.

Do you understand what a helpless and hopeless feeling it is to not have any means or control to make your home a peaceful place to live and sleep.

The DOT are the only people who can help. I have never found anyone at the DOT who has taken my concerns seriously.

Thanks,
Jennifer Rayburn

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Subject: Comment on WS Beltway
Date: Wed, 10 Nov 2004 11:12:17 -0500
From: <Larry.Meisner@kimley-horn.com>
To: <cgoode@dot.state.nc.us>
CC: <jsgurak@pbsj.com>, <mdickens@dot.state.nc.us>

Carl,

I received a call from a citizen in western Forsyth County who expressed several concerns regarding public input:

1. The respond feature of the website was not operational. I've advised PBS&J by phone.
2. The meetings were held in Winston-Salem but the project was in the county, making it difficult for them to attend. I assured him that our intent was not to keep citizens away, but told him that it was difficult to find adequate facilities for these types of meetings and we tried to find central location.
3. All of the contact people are in Raleigh and he had to call long distance to reach them. I gave him Pat Ivey's name but he didn't even ask for Pat's phone number.
4. I advised him to send a letter to you and he complained that you are in Raleigh, too.

I told him I'd forward his comments to the appropriate parties.

Larry Meisner
Kimley-Horn and Associates, Inc.
3001 Weston Parkway
Cary, NC 27513
919-677-2079
Fax 919-677-2050
larry.meisner@kimley-horn.com

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COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

December 2, 2004

NAME: Charles S. Brummitt, Executive Director Piedmont Land Conservancy

ADDRESS: P.O. Box 4025, Greensboro, NC 27408-4025

COMMENTS AND/OR QUESTIONS:

Thank you for the opportunity to comment on this important new highway. Piedmont Land Conservancy is a non-profit land trust serving Forsyth and eight other northern Piedmont counties.

We are currently working with representatives of NCDOT, Winston-Salem, Forsyth County, Kernersville, Guilford County and Greensboro to establish the Piedmont Regional Greenway (PRG) connecting south east Winston-Salem to north west Greensboro through Kernersville and Triad Park. The PRG, when eventually completed, will be a nineteen-mile greenway with up to eight miles of spur trails. The greenway will help knit together the Triad's greenways and serve as a significant green amenity for existing and new citizens of the Triad.

During the summer and fall of 2004, we presented the project to community and governmental groups. A number of citizen organizations and citizens have endorsed the project as well as the Winston-Salem City Council, Forsyth County Commission, Kernersville Board of Aldermen and Guilford County Commission.

1 Making provision for pedestrians in support of the greenway along Kernes Mill Creek and along West Mountain Street is very important to the successful completion of the PRG. Please make such provisions in your plans for the Beltway.

Thank you.

Charles S. Brummitt - Executive Director
Piedmont Land Conservancy
336 691 0088, cbrummitt@piedmontland.org

Comments may be mailed to:
C.B. Goode, Jr., P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-Mail: cgoode@dot.state.nc.us

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Subject: W-S Northern Beltway from US 158 to US 311
Date: Thu, 06 Jan 2005 18:48:40 +0000
From: wvlilly@att.net
To: cgoode@dot.state.nc.us, pivey@dot.state.nc.us

Dear Sirs,

(1) I am sending this email to express my concern about the plans to build a median in the middle of Rt. 67, starting just west of the 65/67 intersection and continuing on 67 to Seward Rd. I understand that the original intent of this median was for safety reasons.

However, after living in Davbow Park for 16 years, I am VERY familiar with the traffic on 67 and how dangerous it currently is to turn left onto Hauser Dr. or Seward Rd. off 67. There is a dip in 67 that obstructs the driver's view of any oncoming traffic traveling east on 67 and headed into Winston-Salem. I feel that putting a median in the middle of 67 will only worsen our safety concerns NOT improve them. A median will **FORCE** traffic that normally turns into Davbow Park onto Ellen Dr. or those residents that live facing 67 between Ellen Dr. and Seward Dr., to travel west on 67 and make a left turn onto Hauser Dr. or make a U-turn at Seward Rd. This is very dangerous and a major concern and needs to be considered in your decision!!!!

Also, it's my understanding that if you build the median, it would take property from property owners that live on the left-hand side of 67 if you are travelling west on 67. The DOT already owns property on the right-hand side of the road. Why take property away from the property owners when the DOT has property on the opposite side of the road?

(2) Please reconsider building a median and if it must be built, please consider NOT taking property from the residents that live along 67.

thank you for your consideration in this matter,
Linda L. Lilly
4510 Gretchen Ave.
Pfafftown, NC 27040
336-924-0064

68

Gurak, Jill S

From: Gurak, Jill S
Sent: Tuesday, December 21, 2004 11:20 AM
To: 'katherine.hampton@wachovia.com'
Cc: 'Missy Dickens'; 'Larry.Meisner@kimley-horn.com'; Wolfe, Lauren A
Subject: FW: WSNB Comments

Ms. Hampton,

Thank you for your interest in the Winston-Northern Beltway project. A noise impact assessment was done for the Winston-Salem Northern Beltway in July 2004. This assessment was done to analyze noise impacts to any subdivisions that were built since the early 1990s. Any subdivisions built prior to the early 1990s would have been evaluated as part of the 1996 Final Environmental Impact Statement that was prepared for the Western Section of the Northern Beltway. As part of the noise impact assessment, potential locations of noise walls are identified and evaluated.

Because Whippoorwill Drive is far from the Preferred Alternative for the Western Section of the Northern Beltway (around 1 mile), your area did not qualify for a noise wall according to regulations set by the Federal Highway Administration (FHWA). I've attached a map showing the Preferred Alternative for the Western Section of the Northern Beltway in relation to Whippoorwill Drive. I appreciate your concern and would be happy to answer any further questions you may have. Please feel free to email me or give me a call.

Sincerely,

Jill Gurak, PE, AICP
PBS&J
1616 East Millbrook Road
Raleigh, NC 27609
phone: (919) 876-6888
mobile: (919) 609-0186
email: jsgurak@pbsj.com

-----Original Message-----
From: 'Katherine Hampton [mailto:katherine.hampton@wachovia.com]
Sent: Monday, December 20, 2004 4:09 PM
To: jsgurak@pbsj.com
Subject: WSNB Comments

Name:	Katherine Hampton
Street Address:	5631 Whippoorwill Drive
City:	Pfafftown
State:	NC
Zip Code:	27040
Email Address:	katherine.hampton@wachovia.com
(1) **Question or Comment:**	I was told there is a way to request to sound wall. Please tell me more abc this.

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pg 1 of 2

Gurak, Jill S

From: Larry.Meisner@kimley-horn.com
Sent: Monday, January 03, 2005 8:58 AM
To: mdickens@dot.state.nc.us; cgoode@dot.state.nc.us
Cc: jsgurak@pbsj.com
Subject: FW: Northern Beltway questions

This is a combination of comments and questions. I'll work on a response to those items to which we can response.

From: Ginger Weavil [mailto:ginger.weavil@analog.com]
Sent: Friday, December 31, 2004 11:47 PM
To: Meisner, Larry
Cc: 'Weavil, Ginger'
Subject: Northern Beltway questions

Here are my concerns which I would like to see repeated in your posted summary.

1. Noise barriers should be implemented at on and off ramps where communities will be effected by the change in elevations of roads which in turns causes more noise.

a) the off and on ramps are proposed in a low area which will cause the sound to echo thru the creek bed at I40 and Gerry drive

b) Large noise barriers should be implemented to eliminate more noise pollution.

2. Have we studied the effects of a tax relief for those who car pool or don't own a car. If I have a house hold of X number and the household owns X-1 cars then offer a tax incentive for that house hold for conserving energy? If the reason we are implementing more roads is due to the population increase, then what are we doing to control the traffic. Building more roads destroys the beautiful land and causes less areas for wildlife to populate. We already see more deer killed each year on the roads because we are closing animals out of their habitats.

3. Will proper fences be implemented to protect the animals?
   a) Will there be any animal population controls implemented before the construction?
   b) With every new road and building I seem to collect more wildlife in my back yard that I can not remove since I'm in the city

i) Who do I call to help me with this problem especially with the land you are taking at I-40 and Gerry Drive

4. How many times will the DOT destroy families in one neighborhood? Sedge Garden was hit with the original 40 which cut Wade Smith's land and now it looks like his land could get cut again. Also Sedge Garden was impacted with the Bypass 40. This neighborhood has had their fair share of disruption - why is it happening again?

5. NC has more roads per land mass than any other state - why are NC tax payers footing the burden of these roads?

6. Will tolls be put in place to offset the burden to out of state travelers?

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pg 2 of 2

7. Houses in my neighborhood are having trouble selling for fair value due to the uncertainty of this plan - will I get a reduction in my taxes until the DOT makes a decision? Why is my life being impacted in such a negative direction for progresses sake with no recourse?

8. My father and mother-in-law are in bad health and have already received a note from the department of engineering. They may need to move to a assistant living facility in the near future, but here again selling a house in the direct path is tough. What will the DOT do in this type of situation? What help will be provided for the family? They live on Hastings Hill Road close to the proposed new road.

9. When will the community get another chance to state their opinions?

10. There were no formal ways to look at maps without traveling to a library prior to these meetings. I would like the opportunity to study a clear map without having to travel to a library and then present my comments. I was traveling on business for the first couple of meetings and sick for the last one. This is also a bad time of the year to hold community meetings for such a large impact to the people. I know my neighborhood did not get a chance to collect our thoughts prior to these meetings and would have liked to have had a combined voice.

11. With so many roads proposed to be cut will the DOT make road improvements to the local roads that will be taking the brunt of the traffic.

a) Hastings Hill traffic will have to go by East verses the option of taking Hastings Hill to Kernersville Road

b) East High will be effected by this shift in traffic - will more lanes be added and the curves straighten for smoother flow.

c) Coming out of Gerry Dr is very tough with the traffic today and now even more will be going by with the cut at Hastings Hill

12. What are the impacts to our schools with these roads?
   a) Buses are already stressed with the routes - What will these changes do
   b) When will these studies be completed

13. It was my understanding this road was to help the stress of 52
   a) when the original study was completed it was indicated that it was too expensive to widen 52
   now with all the housing construction and additional ramps seemingly needing to be built should this not be addressed again?

14. For the connector to 311 - I have even more questions
   a) It now takes me 5 minutes to get to my place of Worship
      after your road it will take me 3 times as long
      Is this progress

When will the summary of these comments be posted?

I sent in comments in a previous email a few years ago and they did not seem to make the comments on the last published notes. Where were those comments logged?

Please posts reply and send back email. I have many more questions, but this is a bad time of the year for the collection. I will send more next week.

Thanks for your response.
Ginger Weavil
550 Buck Run Drive
Kernersville, NC 27284

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pg 1 of 2

Gurak, Jill S

From: Doran Maltba [dmaltba@bellsouth.net]
Sent: Saturday, December 18, 2004 11:46 AM
To: Gurak, Jill S
Subject: RE: WSNB Comments

(1) If a Sound Wall is not warranted, then will the department consider a heavy landscape border, such as evergreens, to block the view and help reduce the noise?

-----Original Message-----
From: Gurak, Jill S [mailto:JSGurak@pbsj.com]
Sent: Friday, December 17, 2004 4:00 PM
To: "Doran Maltba'
Cc: 'Missy Dickens'; 'Larry.Meisner@kimley-horn.com'
Subject: RE: WSNB Comments

Dear Mr. Maltba,

Thank you for your interest in the Winston-Salem Northern Beltway project. A noise impact assessment was prepared for the Winston-Salem Northern Beltway in July 2004 based on the 2002 preliminary engineering designs and year 2025 traffic volumes. This assessment analyzed impacts of future traffic noise to subdivisions that were built since the early 1990s, which does include Ivystone. Any subdivisions built prior to the early 1990s were evaluated as part of the previous 1996 Final Environmental Impact Statement that was prepared for the Western Section of the Northern Beltway.

Unfortunately, based on the 2004 noise impact assessment, your subdivision did not qualify for a noise wall according to the regulations and procedures established by the Federal Highway Administration (FHWA), and a noise wall is not proposed in this location at this time. I appreciate your concern and would be happy to answer any further questions you may have.

Sincerely,

Jill Gurak, PE, AICP
PBS&J
1616 East Millbrook Road
Raleigh, NC 27609
phone: (919) 876-6888
mobile: (919) 609-0186
email: jsgurak@pbsj.com

-----Original Message-----
From: 'Doran Maltba [mailto:dmaltba@bellsouth.net]
Sent: Thursday, December 16, 2004 3:48 PM
To: jsgurak@pbsj.com
Subject: WSNB Comments

Name:	Doran Maltba
Street Address:	5106 Ivystone Lane
City:	Winston-Salem

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pg 2 of 2

State:	NC
Zip Code:	27104
Email Address:	dmaltba@bellsouth.net
Question or Comment:	I am a Board Member and Officer of the Ivystone Homeowners Ass we would like to request that a sound wall be included in the final pl Peace Haven/US 421 Interchange. This sound wall should be installe Peace Haven Road along the North Bound Ramp to access US421. T noise generated by an additional lane to access the Beltway will hav detrimental affect upon our quality of life and property values. If yo questions, please contact me at (336)992-0104. Thanks for your con

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921 Vernon Avenue
Winston-Salem, NC 27106-5843
336.723.8391

JAMES E. YARBROUGH, JR. AICP

November 8, 2004

Mr. Pat Ivey, Division Engineer
NCDOT
2001 Silas Creek Parkway
Winston-Salem, NC 27103

Re: Forsyth County Northern Beltway

Dear Mr. Ivey:

I write you in support of the Northern Beltway. I will be unable to attend your open houses that I read about in yesterday's JOURNAL. I wish to make the following points in support of this project:

- It is included in LEGACY the Forsyth County adopted comprehensive plan.
- Prior to my retirement, I worked on that plan and its predecessors, which also included this project: I closely watched patterns of development and the extension of water and sewer service. All the numbers from model runs in the EIS only confirm what anyone who examines maps and aerial photos can easily see in those development patterns. We must have this facility.
- We must build the western leg first. I believe that those who would tell you that we need the eastern leg first, know as I do that if you build that first, development on the west of the City will have closed off all the alternative routes by the time funding is available for the western leg. I believe that to be part of the opponents' strategy.
- I also worked on the regional transportation planning project with Greensboro, High Point, Winston-Salem, and NCDOT. Our findings included that even if we build everything in the TIP and increase transit ridership we will still have major roads operating at more that 120% capacity in 2025.
- I am a supporter and longtime rider of our local transit system, but we must provide a variety of transportation alternatives for our citizens.

Sincerely,

James E. Yarbrough, Jr.

CITIZENS PARTICIPATION
RECEIVED
DEC 06 2004

jyarb59@davidson.alumlink.com

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COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

December 2, 2004

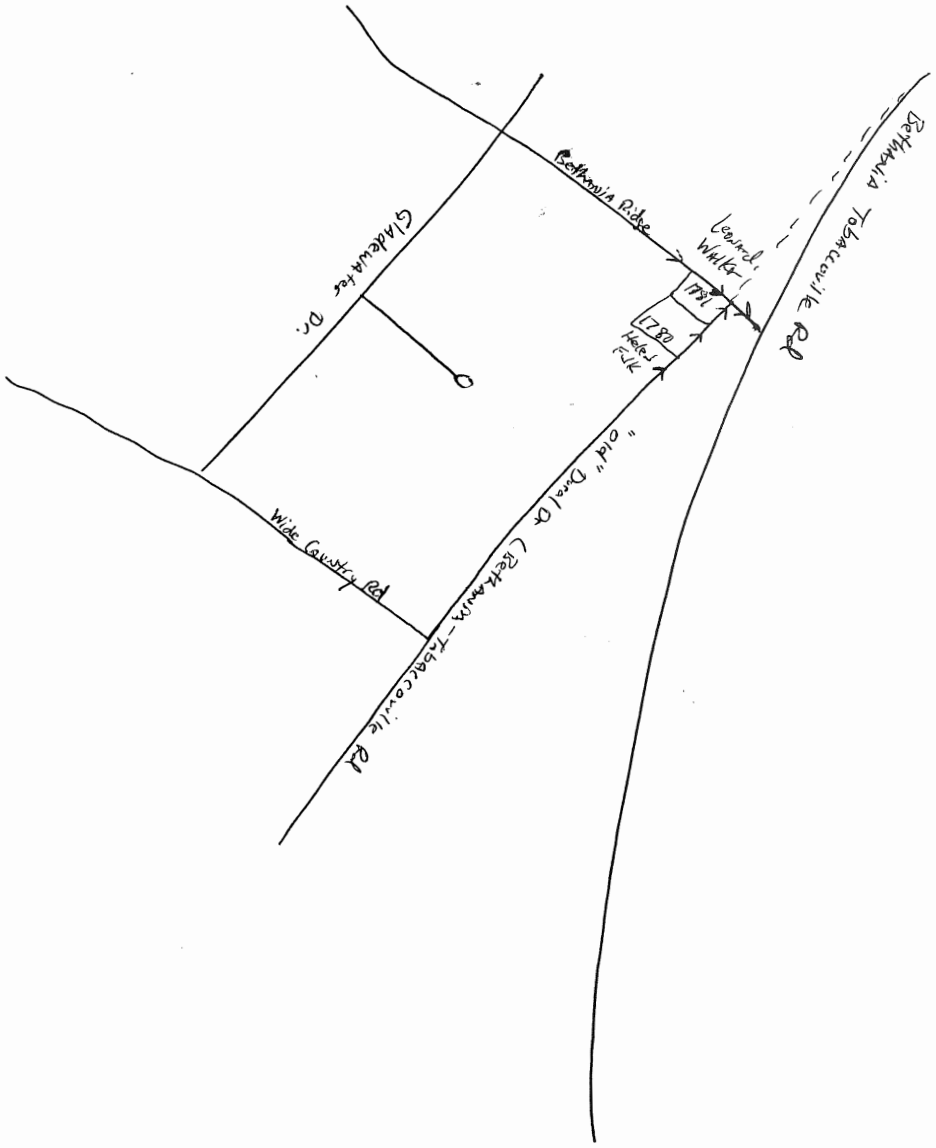
NAME: Michael Walker

ADDRESS: 3110 Bethania Ridge Road. Pfafftown 27040

COMMENTS AND\OR QUESTIONS:

(1) I am concerned if Wide Country Rd is closed to Bethania-Tobaccoville Rd, along with some residents of Bethania-Tobaccoville Rd, all traffic is directed through Bethania Ridge Rd. Bethania Ridge as a development is not designed to handle this amount of traffic. My suggestion is to flatten the curve on Bethania-Tobaccoville Rd (Doral Dr) and extend Bethania Ridge a little further. This will allow the residents on Doral Drive to intersect Bethania Ridge nearer the intersection of Doral. My concerns were shared with Bruce. See other side for map.

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us



73

CITIZENS PARTICIPATION
RECEIVED
JAN 05 2005

Mr. & Mrs. C I. Brown
4955 Ellen Ave
Pfafftown, NC 27040

COMMENT SHEET

-thern Beltway from US 158 to US 311

-e-hearing Workshop

R-2247	6.628001T	Forsyth County
U-2579, U-2579A	8.2625101	Forsyth County

November 8 and 9, 2004

NAME: _____

ADDRESS: _____

COMMENTS AND\OR QUESTIONS:

I live on Ellen Ave in Dawson Park Development. There are
1) about 70 homes in this developement. To put a median strip
on Reynolda Rd. (Hwy 67) along this area of the road is just
going to make it really dangerous for all of us coming out of
Dawson Park. Traffic is already dangerous on Hwy 67. It sounds like
we will have to Turn right on Reynolda Rd and then make a
U-Turn to go left. Sounds dangerous to me! Also don't understan
2) why Reynold Rd. will not be widened on the other side - State
has already purchased and removed houses on that side. To
widen on Dawson Pk. side will take half of the yards of about
7 homes. Why ruin these homes? The road will be so close
to their front doors. Someone needs to do more study on this.
I use this will cause my husband & myself with half of 2 lots facing
Reynolda Rd that we will not be able to sell or build any thing
on (just having to pay taxes on)

Sincerely,

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

Georgia S. Brown
4955 Ellen Ave

COMMENT SHEET

Winston-Salem Northern Beltway from US 158 to US 311

Pre-hearing Workshop

R-2247	6.628001T	Forsyth County
U-2579, U-2579A	8.2625101	Forsyth County

November 8 and 9, 2004

NAME: See Attached

ADDRESS:

COMMENTS AND\OR QUESTIONS:

Name Address

Harvey Tuttle 6664 Reynolda Rd Pfafftown NC, 2704
Myrtle D Whitman 4676 Reynolda Rd Pfafftown NC 2704
HARVEY THARINGTON 6700 Reynolda Rd PFAFFTOWN NC 2704
Virginia Hartgrove 5000 Hauser Dr. Pfafftown, N.C. 27040
Kathi Johnson 4165 Dawson Drive Pfafftown NC 27040
Andrew Johnson 4168 Dawson Dr Pfafftown NC
Brenda Doub 4925 Katie Ct. Pfafftown, N.C. 27040
Paul Hayes 4135 Dr. Pfafftown, N.C. 27040
Katie King 4105 Dawson Dr. Pfafftown NC. 27040

Comments may be mailed to:
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E-mail: cgoode@dot.state.nc.us

COMMENT SHEET

Winston-Salem Northern Beltway from US 158 to US 311

Pre-hearing Workshop

R-2247	6.628001T	Forsyth County
U-2579, U-2579A	8.2625101	Forsyth County

November 8 and 9, 2004

NAME: Debra Johnson

ADDRESS: 6650 Reynolda Rd. Pfafftown

COMMENTS AND\OR QUESTIONS:

I am writting to you in hope that you will look at
(1) the very big hazard that you are creating on Hwy 67 Reynolda Rd. by putting a median in the middle of the road. We will all have to go up the road to a hill that drops off with 2 more roads that come out on Reynolda Rd and do a u-turn to get to our houses and into Dawson neighborhood. We will also have the same problem going the other way. Most all the homes are on the left side of the road.
Another problem that need to be changed is if the road
(2) up Reynolda Rd is to be widened it really should be moved over to the right side and not destroy the property + homes on the left. The state has already purchased and destroyed almost all those homes already. By looking at the road as it is now, that doesn't seem like this would be a problem.
PLEASE take these problems in consideration and help us

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

CITIZENS PARTICIPATION
RECEIVED
JAN 03 2005

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pg 1 of 2

5090 Roberts Rd
Pfafftown, N.C. 27040

To Whom It May Concern:

Since I am losing my home to the building of the Northern Beltway, I'd like to know a few things.

1. Exactly who are you going to benefit by taking what I have worked for?
2. There's nothing between us and Muddy Creek so who are you doing favors for? It has to be somebody.
3. Why is this country trying to make a better place for people all over the world to live and yet they're letting people here be destroyed?
4. How many people that work for the state and county going to lose what they have due to this project?
5. I live two miles from the town of Bethania. It was said by one of the members, now that we've got it (the beltway) moved a good distance away. Just how far away from this town are you supposed to build this thing? Are they in control of this project or is it the people we elect and the ones that get paid with our tax money?

I've already lost all the rest of the land (the Nash land on Muddy Creek) that I would have had a share of because a judge ordered it sold instead of divided. (And it wasn't because of a family disagreement as you might think.)

My parents lived with us so this was their home, it was our daughter's home from the day she was born until the day she died. This is where she ate, slept, marked on the walls and the yard she played in. So you see, when you take it, you've destroyed every thing that's in or been in my life.

I'm sure other people have had very good reasons for the Beltway not to be built. It's been made known to the DOT that we don't need and don't want this beltway. You all always want our input. Well, we've had petitions signed, wrote letters, had meetings, been to Raleigh and who knows what else. Just what kind of input do you want? You people just don't listen.

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pg 2 of 2

Our National Anthem even mentions the land of the free. Free? We're not free when we're told we can't live in our homes because you want it to build a road that is absolutely useless. All the time we've been trying to tell you this, you just kept right on working on it.

What kind of government do we have? It's sad when you feel that you don't belong here any more. Something is very very wrong in this country and I think every body needs to be praying about it.

I just want you to remember one thing. You won't always have the jobs + positions you now have and who ever gets your jobs are not going to care about you any more than you care about us now. Then it will be your turn.

I can understand natural disasters but it's very hard to understand man made disasters. And it's never too late to right a wrong.

Joyce Wilmoth

(1) PS I noticed the turn eastward just south of Reynolda Road, just enough to get us. A little more east would have missed us and went across open land. It sickens me the way you pick and choose. You need to just stop this project and leave people alone so

COMMENT SHEET

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

Design Public Meeting

U-2579 8.2625101 Forsyth County

November 17, 2004

NAME: Steve Rierson

ADDRESS: 4457 Northampton Dr.

COMMENTS AND\OR QUESTIONS:

(1) The closing of Northampton would be a great inconvience to me. I operate a business Tots Planthouse. This business has been in operation since 1980 and was Byerly's greenhouse before that. Byerly's greenhouse was opened in the early 1950's. The closing of Northampton drive along with the problem of no easy detour would ruin my business. I have 2 Full time employees & 2 part time employees.

Steve Rierson

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

December 2, 2004

NAME: Janey Heller

ADDRESS: 3258 West Mountain St.

COMMENTS AND\OR QUESTIONS:

(1) Question the landscaping at the Lowe/Intersection of Willow Bend & W. Mtn. St. (West) water lays after rains in ga (by between houses - drainage is nil

(2) Question if possible for right of way turn onto Willow Bend from W. Mtn. St. cars speed around blind curve - have run into my yard (3258 W. Mtn. St.) and almost into my home -

Suggestion: Lower Speed limit!!!

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

COMMENT SHEET

Winston-Salem Northern Beltway from US 158 to US 52

Public Meeting

~~R-2247~~ U-2579 | ~~6.628001T~~ | Forsyth County

November 16, 2004

NAME: Betty Krusinski

ADDRESS: 4820 Thornbrook Ln. W-S. 27105

COMMENTS AND\OR QUESTIONS:

(1) They will be no way to get on old Walkertown Rd. from Dippen Rd if Dippen Rd is cut off. I'd have to use Dippen to NC 66 to Davis to get to Old Walkertown Rd to go to work. This detour is too long.

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

COMMENT SHEET

Winston-Salem Northern Beltway from US 158 to US 311

Pre-hearing Workshop

R-2247 | 6.628001T | Forsyth County
U-2579, U-2579A | 8.2625101 | Forsyth County

November 8 and 9, 2004

NAME: GEORGE W. & MARLENE W. HARDISON

ADDRESS: 5026 WOODSBORO LANE, W-S, NC 27105-9712

COMMENTS AND\OR QUESTIONS:

REFERENCE MAP N°: U-2579D (ROW 3 OF 4)

(1) MY CONCERN IS NOISE & SEEING THE BELTWAY FROM MY PROPERTY - IN A DENSELY POPULATED NEIGHBORHOOD I REQUEST YOU PURCHASE THE ENTIRE PROPERTIES OF EDWIN CRAIG SNOW & CURTIS R. COX, AS OPPOSED TO JUST THE LIMITED AREA OF THE RIGHT A WAY. AND USE THIS ADDED PRIPERTY TO PLANT TREES TO SHEILD MY NEIGHORHOOD FROM THE BELTWAY. IF THIS IS NOT DOABLE ANY ~~BE~~ BARRIER WILL BE HELPFUL. THANK YOU FOR YOUR CONSIDERATION

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

COMMENT SHEET

Winston-Salem Northern Beltway from US 158 to US 311

Pre-hearing Workshop

R-2247	6.628001T	Forsyth County
U-2579, U-2579A	8.2625101	Forsyth County

November 8 and 9, 2004

NAME: James & Paulette Ingram

ADDRESS: 4241 Church Hill Rd W-S, N.C 27105
(336) 767-6512

COMMENTS AND\OR QUESTIONS:

(1) The plan to close off our access of turning right from Huff Circle onto Northampton Drive is not very agreeable to me and my neighbors. We travel this way to get to 012 Walkertown Rd to go to the grocery store, cleaners, shopping Center and the Lutheran Nursing Home. (No culdesac please)

(2) I was confused about the location of the Moravian Church in relation to where my house is as drawn on the map. Our home is very close to the church, but the map did not accurately show this.

(3) We are also concerned about the noise from the Beltway. We need more accurate information about where the Beltway will be in proximity to our home.

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

COMMENT SHEET

Winston-Salem Northern Beltway from US 158 to US 311

Pre-hearing Workshop

R-2247	6.628001T	Forsyth County
U-2579, U-2579A	8.2625101	Forsyth County

November 8 and 9, 2004

NAME: Richard & Carol Perryman

ADDRESS: 5862, Stanleyville Dr. Kernersville, N.C. 27285

COMMENTS AND\OR QUESTIONS:

(1) We wish to be informed at all times. Map shows 95% of land will be taken for Beltway. I suggest you take all the property. We understand the garden will be in front of house so we feel you should take house & all there is to Clearence between road & house Take all of property

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

COMMENT SHEET

Winston-Salem Northern Beltway from US 158 to US 311

Pre-hearing Workshop

R-2247	6.628001T	Forsyth County
U-2579, U-2579A	8.2625101	Forsyth County

November 8 and 9, 2004

NAME: BILLY J. NUCKOLLS

ADDRESS: 5762 GERMANTON RD. W.S. NC 27105-9605

COMMENTS AND\OR QUESTIONS:

(1) The PREFERRED Route IN DISCUSSING. IT DESTROYS The NEIGHBORHOOD OF ELDER HOMES + A LIFE TIME OF WORK TO IMPROVE THEIR HOMES TO MODERN HOMES.

I SURE there IS A BETTER Route.

B J Nuckolls

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
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COMMENT SHEET

Winston-Salem Northern Beltway from US 158 to US 311

Pre-hearing Workshop

R-2247	6.628001T	Forsyth County
U-2579, U-2579A	8.2625101	Forsyth County

November 8 and 9, 2004

NAME: Mr & Mrs. Eric Cooper

ADDRESS: 4366 Winnabow Rd W-S 27105

COMMENTS AND\OR QUESTIONS:

I moved Here from Maryland in 1999 to make a home for me & my family. That is a peaceful neighborhood, quiet, not a lot of traffic and Safety is not A issue. But with this road I see lots of traffic (1), Noise & unfamiliar People coming into the neighborhood, Exit ramps (2) are A issue, Noise Walls (3) & removing Old Walkertown Rd (4). If there is trees down on North Hampton we will not have another way out. These issues are very important to me & my family.

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

Subject: Winston-Salem comment
Date: Fri, 19 Nov 2004 14:52:20 -0500
From: Missy Dickens <mdickens@dot.state.nc.us>
Organization: North Carolina Department of Transportation
To: Jill Gurak <jsgurak@pbsj.com> , Larry Meisner <larry.meisner@kimley-horn.com> , Carl Goode <cgoode@dot.state.nc.us>

--
Missy Dickens, PE
Project Manager
Consultant Coordination Unit
Project Development and Environmental Analysis Branch
North Carolina Department of Transportation
(919) 733-7844 x 218

Subject: Re: Winston-Salem belt line [north]
Date: Mon, 15 Nov 2004 13:16:14 -0500
From: "Ray McIntyre" <rmcintyre@dot.state.nc.us>
Organization: North Carolina Department of Transportation
To: Don Whitaker <DWHITAKER59@triad.rr.com> , Missy Dickens <mdickens@dot.state.nc.us>

Thank you for your comments Mr. Whitaker,
I am forwarding this email to Missy Dickens, who is the Project Planning Engineer for this project, to make her aware of your concerns.

Don Whitaker wrote:

(1) Belt line around Winston-Salem to do what is needed must go north of Walkertown, or else it will be of no use to traffic coming from north of Walkertown. A study should be made it is unbeliveable the traffic that backs up getting through Walkertown morning and evening. We all know that merchants and developers have the most influence to get what they want instead what is best and what is needed. So PLEASE check out the traffic and make corrections as needed ThanksDon Whitaker

Ray McIntyre <rmcintyre@dot.state.nc.us>
TIP Coordinator - Eastern Region
TIP Development,Program Development Branch,Planning and Environment

COMMENT SHEET

Winston-Salem Northern Beltway from US 158 to US 311

Pre-hearing Workshop

R-2247	6.628001T	Forsyth County
U-2579, U-2579A	8.2625101	Forsyth County

November 8 and 9, 2004

NAME: ROBERT J. WYNN

ADDRESS: 4391 WINNABOW RD. 27105

COMMENTS AND\OR QUESTIONS:

COMMENTS: (1) TO DENY ACCESS FROM NORTHAMPTON DRIVE (AT THE RR CROSSING) TO (1) OLD WALKERTOWN ROAD WOULD LIMIT FAMILIES LIVING ON WINNABOW RD, WAKEMAN DRIVE TORY PINES, AND HUFF CIRCLE TO ONE EXIT THIS WOULD PLACE HEAVY TRAFFIC ON NORTHAMPTON DR

QUESTION:
HOW CLOSE TO WINNABOW ROAD WOULD ACCESS OR RIGHT OF WAY TO THE CORRIDOR EXTEND?
WHAT HAPPENS TO PROPERTY VALUE OF HOMES NEAR RIGHT OF WAY OF CORRIDOR?

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

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Gurak, Jill S

From: Larry.Meisner@kimley-horn.com
Sent: Monday, January 03, 2005 1:59 PM
To: awatkins1@triad.rr.com
Cc: jsgurak@pbsj.com
Subject: Beltway Website E-mail Response

Ms. Watkins,

Thank you for your interest in this project. We apologize for the slow response to your website inquiry. We are working on resolving that issue. On December 29, you wrote

(1) (2) I have 2 comments or concerns: 1) I am very concerned about increased highway noise in my neighborhood. I would like it to be evaluated for some sort of sound barrier. 2) The closing of Hasting Hill Road would be a huge burden to my community. That road gives our neighborhood access to the busiest retail area of town, also many of our churches are located in this area and it would become very difficult to reach these destinations if the road was closed. I would like to see the new road be built over the top of Hasting Hill, leaving the road accessible to the people of Kville. Thank you for your consideration.

1) Noise studies were conducted for the entire beltway, which took into account noise levels, the number of houses impacted, and the benefits and costs of constructing a noise barrier. Only a few barriers were recommended based on those studies. Additional studies will be conducted as the Beltway design is refined.

2) NCDOT has received comments from the Town of Kernersville and others related to road connectivity, and is currently considering additional connections to mitigate the impact to local traffic. These studies include Hastings Hill Road.

Larry Meisner
Kimley-Horn and Associates, Inc.
3001 Weston Parkway
Cary, NC 27513
919-677-2079
Fax 919-677-2050
larry.meisner@kimley-horn.com

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CITIZENS PARTICIPATI
RECEIVED
JAN 04 2005

COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

NAME: Doug Jewell

ADDRESS: 311-A S. Main St., Kernersville, NC (Business)

5005 Oak Garden Dr., Kernersville, NC (Home)

COMMENTS AND/OR QUESTIONS:

I strongly urge that NCDOT include the following in the Winston-Salem Northern Beltway:

1. **AN INTERCHANGE WHERE THE BELTWAY CROSSES BUSINESS-40 WEST OF KERNERSVILLE.** Business-40 is a vital transportation link between our community and all points east and west of Town. Connecting this vital link with the proposed Beltway will reduce traffic congestion at other points and along other routes. The currently planned access points near Walkertown and Union Cross are not sufficient because they are very far from Kernersville's centers of activity and will require excess travel to reach. As well, without the needed interchange, travelers on Business-40 from the east and west beyond Kernersville will have to take circuitous routes and fight crowded streets in order to access the Beltway. (1)
2. **GRADE-SEPARATED INTERSECTIONS AT HASTINGS HILL ROAD AND PISGAH CHURCH ROAD.** To maintain traffic flow around and through our community, these roads should remain connected and not be severed by the Beltway. Grade-separated intersections are needed to maintain the connectivity of these important roads. (2) (3)

C. D. Jewell, P.E.

88 CITIZENS PARTICIPATIC RECEIVED JAN 04 2005

Beltway Comment Form

Please send your comments to DOT using this form. Deadline is January 5, 2004

COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

NAME: Lawrence and Darlene Clagett

ADDRESS: 5064 Oak Garden Dr., Kernersville NC 27284

COMMENTS AND/OR QUESTIONS:

(1) Oak Grove Church Rd. and Hastings Hill Rd. (2) are important routes over Business 40 and I-40 for our community. Hastings Hill Rd. is the only overpass for Business 40 that does not go through downtown Kernersville. Please keep these roads open when constructing the Beltway. Thank you.

Comments may be mailed to:

C.B. Goode, Jr., P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone (919) 715-1515 Fax (919) 715-1501
E-Mail: cgoode@dot.state.nc.us

89 CITIZENS PARTICIPATION RECEIVED JAN 04 2005

COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

December 2, 2004

NAME: JACK A. TOLBERT / BETTY C. TOLBERT

ADDRESS: 4230 ORVIL LANE WINSTON-SALEM N.C. 27107

COMMENTS AND\OR QUESTIONS:

WE ARE IN FAVOR OF THE NORTHERN BELTWAY, HOWEVER, PLEASE CONSIDER THE FOLLOWING:

(1) WE LIVE ON THE CORNER OF OAK GROVE CHURCH RD. AND ORVIL LANE. OAK GROVE CHURCH RD IS A BUSY RD. – A THRUWAY TO BUSINESS 40 SCHOOLS, ETC. OUR DAUGHTERS LIVE ON GLENN HI RD. AND OFF HIGH POINT RD. PLEASE RE-CONSIDER SERVING OAK GROVE CHURCH RD. IN ADDITION, WE DEFINATELY NEED THE INTERCHANGE AT KERNERSVILLE RD.

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

CITIZENS PARTICIPATION
RECEIVED
JAN 04 2005

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COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

December 2, 2004

NAME: Roberta G. Maxwell (nee Almeida)

ADDRESS: 4880 School View Dr. Kernersville, NC 27284

COMMENTS AND\OR QUESTIONS:

Je are very concerned about the effects of Beltway Alternati N2 (and to a lesser degree, N1) on both our own property nd Sedge Garden Elementary School. The N3 alternat Dould cost less, and would be the only alternative with o impact on the school. Choosing N2 over N3 based o umber of stream crossings (only 2 different) seems nwise when the Elementary School already experiences ve congestion and parking problems at school intake and smissal. On a personal note, N2 would result in the rchase of a small portion of our property, but leave us ring on the on-ramp of the beltway. Our property, whic our main investment and savings toward retirement, would stically decline in value from its current $160,000 to less tha $75,000 (unless zoned commercial).

Thank you,
Robin Maxwell

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

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Subject: Northern Beltway in Winston-Salem
Date: Wed, 1 Dec 2004 17:25:21 -0500
From: "John Coulter" <j.coulter@ymca-ws.org>
To: <cgoode@dot.state.nc.us>

C.B. Goode, Jr.,

(1) I am writing to request two things. I think it is vital to our region to have the Northern Beltway around Winston-Salem completed. Traffic in and around the city of WS is horrible. I have to travel from Kernersville to the northern side of Winston-Salem everyday. The traffic on HWY 66 is always bad. It is especially bad when there is an accident on HWY 40 or Hwy 52. The traffic on those highways is unbelievable in the morning and evenings. There are also a number of neighborhoods along HWY 66. I feel this beltway needs to be completed as soon as possible to releive the stress on this road and keep kids in these neighborhoods safe.

(2) The other request I feel strongly about is an interchange being built on West Mountain Street. West Mountain is a major road for Kernersville. there are a number of large companies located along the railroad line with tractor trailers travelling this road through Kernersville. This interchange would give them a second option for reaching HWY 40. They would not have to travel through downtown to reach HWY 40. The interchange will also help commerce in the Kernersville area. More companies will locate along the railroad and a major interchange to the beltway. I am the Executive Director of the Kernersville Family YMCA. An interchange on West Mountain Street would help members get to our Y as well as out of town guests visiting for sporting events. Finally, families living near West Mountain Street would have easy access to get around Winston-Salem.

In conclusion, I hope you will make this road a priority. With Dell and FedEx moving to the area we need to think about the future. The current road system cannot handle what we are asking and we need help. I appreciate anything you can do to make this happen. Please call me if you have any questions. My number is (336)996-2231.

Sincerely,

John R. Coulter
Executive Director
Kernersville Family YMCA

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Subject: W-S Northern Beltway, N of I-40 to US 311
Date: Mon, 20 Dec 2004 11:25:25 -0500
From: "Phyllis Mendel" <PMendel@hendricklawfirm.com>
To: <cgoode@dot.state.nc.us>

Dear Mr. Goode:

(1) I believe Kernersville needs more access to the Winston-Salem Northern Beltway (the "Beltway") than just Business-40. As planned, it would strain an already overburdened South Main Street, which I travel many times each day. Kernersville needs additional intersections, including one at Big Mill Farm Road and West Mountain
(2) Street. Furthermore, Hastings Hill Road, a well-traveled connector should not be severed.
(3)

Kernersville will be contributing quite a lot to the Beltway, and deserves better access in relation to its contribution.

Thank you for your consideration.

Phyllis E. Mendel
Hendrick & Bryant, LLP
723 Coliseum Drive, Suite 101
Winston-Salem, North Carolina 27106
336/723-7200; 336/723-7201 (facsimile)
pmendel@hendricklawfirm.com
www.hendricklawfirm.com

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Subject: Beltway Comment Form
Date: Sun, 2 Jan 2005 00:14:51 EST
From: NelsonSS2@aol.com
To: cgoode@dot.state.nc.us

Beltway Comment Form
Please send your comments to DOT using this form.
Deadline is January 5, 2004
COMMENT SHEET
Winston-Salem Northern Beltway from north of I-40 Business to US 311
Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

NAME: **Sean and Stephanie Nelson**

ADDRESS: 5300 Prince Charles Dr.
Kernersville, NC 27284

COMMENTS AND/OR QUESTIONS:

(1) As concerned Kernersville residents who live in the Sedge Garden area, we would like you to consider using grade separations that would allow traffic flow on both the beltway and the
(2) local roads in Kernersville. Hasting Hill Road would be our recommendation for a grade separation since it is a main passage to East Forsyth High School. We are also concerned that the beltway would be impacting the town of Kernersville, but residents would not get the
(3) benefit of access to the beltway. Therefore we would like to see a Kernersville access point onto the beltway. Thank you for taking the time to read our comments.

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N3-S1 is the best choice.

(1) Of the six alternatives available, NCDOT should seriously consider the N3-S1 alignment as the best option. The N3-S1 route is the least expensive to both the government and our taxpaying citizens. All other routes, although comparable to each other in costs, are significantly more expensive. The taxpaying citizens will save at least $17.8 million to $24.7 million dollars by selecting the N3-S1 route. A budgeted amount that will surely grow as time moves forward and real dollars are put forth.

Beyond the dollar costs, N3-S1 is among the top two choices for having the least impact on residential relocations. As many as 73 families will be spared the disruption of being uprooted and relocated. N3-S1 is also among the top choices for minimal impact on business relocation. And absolutely NO schools will be impacted by the N3-S1 route. It is also among the least of the alternatives in impact churches and cemeteries. Less noise walls will have to be created using the N3-S1 route.

The N3-S1 route has the least long-term environmental impact. It achieves the same goal as all the other routes but is at least a tenth of a mile shorter. A tenth of mile doesn't sound like much but when you consider long-term impact it becomes significant. Take 40,000 cars a day getting about 20 mpg and you achieve about 73,000 gallons of fuel saved every year for the useful life of the highway if N3-S1 is selected. That's less fuel, less air pollution, less maintenance, and less wear and tear on vehicles for all. With these factors under consideration, N3-S1 is the best choice.

Thanks for this consideration,

Jeffrey Stanton Hart
2700 Eastport Road Apt 3
Charlotte, NC 28205-4745

Beltway Comment Form

Please send your comments to DOT using this form. Deadline is January 5, 2004

COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

NAME: Bruce Boyer

ADDRESS: 108 Rockford Ct, Kernersville, NC 27284

COMMENTS AND/OR QUESTIONS:

We appreciate consideration of the beltway through Kernersville. Kernersville is a fast growing community, now even more so with Dell, Fed Ex and subsidiary companies coming. Road system is our #1 public need now, and will even (1) be a greater need in the future. Kernersville needs (2) access points in Kernersville, not in Walkertown. We need to be sure our network of secondary roads near (2) schools are not cut off at Pisgah Church and Hastings (3) Hill roads. These are high traffic areas. Thank you.

Comments may be mailed to:

C.B. Goode, Jr., P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone (919) 715-1515 Fax (919) 715-1501
E-Mail: cgoode@dot.state.nc.us

Beltway Comment Form

Please send your comments to DOT using this form. Deadline is January 5, 2004

COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

NAME: Karen Caudill

ADDRESS: 4379 Creekridge Ln, Kernersville NC 27284

COMMENTS AND/OR QUESTIONS:

(1) There needs to be over or underpasses on Pisgah
(2) Church Rd. & Hopkins Rd to ease school traffic
in those areas. We also need additional
(3) interchanges in the Kernersville area.

Comments may be mailed to:

C.B. Goode, Jr., P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone (919) 715-1515 Fax (919) 715-1501
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COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

97 pg 1 of 2

U-2579A 8.2625101 Forsyth County

NAME: Arnold G. King

ADDRESS: 4392 Creekridge Court, Kernersville, NC 27284

Mailing Address: P.O. Box 525, Kernersville, NC 27285

COMMENTS AND/OR QUESTIONS:

As Chairman of the City-County Planning Board for Winston-Salem and Forsyth County, as Chairman of the Economic Development Advisory Council for the Town of Kernersville, as President of the Kernersville Downtown Preservation and Development Council and as Chairman of "Kernersville 2020" (the long-range strategic plan for the Town of Kernersville), I support the Eastern leg of the Northern Beltway for the purposes of reducing traffic on Highway 52, providing the I-73/I-74 corridor, creating better access to the PTI Airport and many other very valid economic development reasons. There are, however, some very major problems with the current plan.

(1) The major problem is lack of access in the Kernersville area. Assuming that the Kernersville Road (old NC 150) connection is made (and this is still only an "option" in "phase two" of this project), the only other proposed connection between Kernersville Road and Highway 158 in Walkertown is Highway 421 (Business I-40). The **current** traffic situation (not to mention traffic by the time construction begins) is such that it will be virtually impossible to funnel all of the traffic between Walkertown and Kernersville into only one access point using Hopkins Road - Old Winston Road - South Main Street - Business 40 to access the Northern Beltway.

(2) The solution: Access at West Mountain Street **or** Big Mill Farm Road (ideally – both connections would be made).

We recognize the problems with the West Mountain Street access (grade separations, railroad tracks, etc.). If West Mountain Street is not economically feasible, the Big Mill Farm Road interchange onto Business 40 could serve the same purpose. We recognize that this interchange is not "technically within the study area" – but it doesn't hurt to occasionally "think outside the box." I cannot over-emphasize the congestion problems at South Main Street/Business 40 that currently exist. I'm sure NCDOT traffic counts would confirm this. These problems are going to escalate – even without the impact of the additional traffic seeking access to the Northern Beltway. We simply **must** provide another access point(s) for the Kernersville area – or, at least, provide better access to Business 40 (an interchange at Big Mill Farm Road) and then to the Northern Beltway instead of forcing all of this traffic onto South Main Street.

(3) (4) A second major problem is the proposal to sever Pisgah Church Road and Hastings Hill Road. Currently, Hastings Hill poses the larger problem with the heavy traffic around East Forsyth High School and moving traffic between Walkertown and northwest Kernersville to the Sedge Garden and Union Cross areas without going through the aforementioned bottleneck at Old Winston Road and South Main Street. Pisgah Church Road does not appear as critical at this point, but the opening of the new middle school in the area along with the closing of three (3) railroad crossings along Pisgah Church/West Mountain Street, will make Pisgah Church Road a minor thoroughfare that could move traffic without going through the intersection of Old Hollow Road (Highway 66) – West Mountain Street – Hopkins Road (Talley's Crossing).

(5) As part of the planning for the Northern Beltway, a future interchange should be contemplated for the proposed "Airport Connector" to link the Northern Beltway to the Piedmont Triad International Airport without further burdening Business 40 with this traffic. This would probably be relatively close to West Mountain Street, thereby further reducing the likelihood of an interchange at West Mountain Street and leaving the Big Mill Farm Road interchange as the only workable solution.

I enthusiastically endorse the Eastern Leg of the Northern Beltway (which is more critical to Forsyth County and the region than the Western Leg) provided the issues identified above are addressed. If these issues are not addressed, then I would have to regretfully oppose the plan as presented and suggest that further study be done. It is not our desire to delay the project. The project is long overdue and much needed. As proposed, however, it causes more problems for Kernersville area residents than it solves. A road that severs high traffic roads such as Hastings Hill Road and then forces even more traffic through a highly congested area such as South Main Street of Kernersville is of no benefit to the residents of Kernersville. In fact, it only exacerbates the existing problems. Please address these issues and keep the project on schedule.

I would welcome the opportunity to discuss this further.

Phone: (336) 993-2202 E-Mail: arnoldking@mindspring.com

Thank you for your consideration of this request.

Comments may be mailed to:

C.B. Goode, Jr., P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone (919) 715-1515 Fax (919) 715-1501
E-Mail: cgoode@dot.state.nc.us

Carl and Elwillie Jarrett
4291 Winnabow Rd
Winston-Salem, NC 27105-3337

COMMENT SHEET

Winston-Salem Northern Beltway from US 158 to US 311

Pre-hearing Workshop

R-2247	6.628001T	Forsyth County
U-2579, U-2579A	8.2625101	Forsyth County

November 8 and 9, 2004

NAME: Carl + Elwillie Jarrett

ADDRESS: 4291 Winnabow Rd

COMMENTS AND\OR QUESTIONS:

As a resident in the North Oaks community, my husband and I have quite a few concerns. These are just a few.

(1) 1. The culdesac being proposed for the north end of Northampton Dr. closes our community in and prevents access to the Post office, the grocery store and the Drug Store.

(2) 2. We are a community of retirees. With this Bypass in our back door the plan show no sound walls for noise and if there were any sound walls they could distract the look of the neighborhood.

(3) 3. According to the study map, there are other alternatives for this beltway. The N3 alternative that looks as though it could be a better plan. It does not disturb communities as your proposed plan does. It is more in open land.

(4) 4. The exchanges for this new beltway is so far away from us that we would have to travel a long way to get to one and is very inconvenient.

5. I was told that an exchange couldn't be placed close together. The ones for Hwy 311 and Hwy 158 show that one can be place at a more convenient location for our neighborhood.

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

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Subject: Project U-2579A Eastern Loop
Date: Thu, 18 Nov 2004 10:02:45 EST
From: BTi1945@aol.com
To: cgoode@dot.state.nc.us
CC: dspainhour@dot.state.nc.us, kbarr@dot.state.nc.us, mdickens@dot.state.nc.us, rlambert@dot.state.nc.us

November 18, 2004

Mr. Goode,

I live at 4211 Orvil Lane, my Mother lives at 4224 Orvil Lane, and my Brother lives at 4223 Orvil Lane. As you can imagine, we're very concerned. My Mother, is 80 yrs. old and has Macular Degeneration, which is blindness, and my brother and I both take care of her. Naturally, she is worried to death as well as both of us are. We're in our 60's and if it will be taking our home. We need to start looking for a place that will also accommodate Mom because she will have to go with me.

(1) If Eastern Loop is going to happen, Post Year with Right of Way in 2010 , we would like to see the U-2579A project accelerated, especially the Right of Way, so Row can be purchased and we can move on with our lives instead of sitting here in limbo worrying for the next 5 years.

After reviewing these alternatives, these are our comments:

(2) N1: This alternative is UNACCEPTABLE whether interchange is built or not, because it relocates me at 4211 Orvil Lane, and my brother, Mike Roland, at 4223 Orvil Lane But just misses my Mom's property at 4224 Orvil Lane just outside the proposed Row. If However, N1 is the preferred alternative, my Mom at 4224 Orvil Lane **must be relocated** with me because I am her main caretaker even though she is not impacted.

(3) N2: Another preferred Route

(4) N3: This would be the one that I prefer.

Sincerely:

Rebecca Tilley
4211 Orvil Lane 27107
bti1945@aol.com

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page 1 of 9

Comments on the Winston-Salem Northern Beltway

SFEIS/SDEIS

December 31, 2004

TIP PROJECT NOS. R-2247AND R-2247A, U-2579 AND U-2579A

To: *Mr. C. B. Goode, Jr, P. E.*
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, North Carolina 27699-1583

From: *Sarah N. Jones*
4805 Styers Ferry Road
Winston-Salem, North Carolina 27104

Comments on the Winston-Salem Northern Beltway SFEIS/SDEIS

December 31, 2004

(1) **1) Six of the Twelve Alternatives ending in S2 are not legitimate alternatives and could not have been given any serious consideration.**

The Eastern Extension S2 alternative runs through the 200 acres of the Alliance Science and Technology Park located on Temple School Road, between Union Cross Road and High Point Road. And, the S2 alternative closes off the Union Cross Road Interchange at US 311.

Our City/County elected officials offered a $37.2 Million Incentive Package over 15 years and our State elected officials offered a $242 to $267 Million Incentive Package over 20 years, and Dell Computers announced December 22 that they will build a 500,000 square foot plant in the Alliance Science and Technology Park and hire 1500 employees. The elected officials expect Dell's suppliers to locate near the plant and to provide a total of 6000 jobs.

- Is the NCDOT planning to relocate the new Dell facility when the Northern Beltway is constructed?
- Why was the Alliance Science and Technology Park not on the Figure 2-19 of the SDEIS where the Alternatives for the Eastern Extension outlined?
- Why was closing off the Union Cross Road Interchange at US 311 considered? The Union Cross Business Park is located about a mile or less from the Interchange and is half occupied and has been heavily advertised by the Business Recruitment groups?
- Why close off the Union Cross Road Interchange at US 311, when the Alliance and Science Technology Park land is located about a mile from the Interchange?
- Nancy Dunn, our BOT member is quoted in the *Winston-Salem Journal*, November 18, 2004 as saying: "I don't know of anybody who favors an alternative that will do away with that interchange."

See attached articles and maps on Dell Story

(2) **2) The Southern Loop (page 1-24) should be included in the current SFEIS/SDEIS.**

It is shown on the Thoroughfare Plan 2002 Map, Figure 1-7 and on the Latest Thoroughfare Plan Map issued by the City of Winston-Salem in September 2004. It is described in the Thoroughfare Plan Technical Report: "A Southern Beltway loop is proposed to tie the facility from US 311 to S. Stratford Road and will be a four-lane divided facility." It has been written about in the *Winston-Salem Journal* and many people living in the area have been concerned about its effects on Moravian History and Archives, and right-of-way and construction dates. The Southern Loop will have a major impact on the Communities and do considerable Environmental Damage to the County? The Southern Section completes the Loop, and since Charlotte, and Greensboro have planned complete loops, and since Raleigh is seriously talking about adding the Southern Section to their Loop, and since the Loop program in the Highway Trust Fund was primarily about coping Charlotte's plans, it is very likely that Winston-Salem will not be happy until they get the Southern part of the Loop.

See attached Thoroughfare Plan Map and Technical Report

(3) **3) This is not the same project that was conceived in the 1989 Highway Trust Fund Act. (page 1-10) The 1989 TIP estimated the 24.5-mile Loop's total cost to be $209,856 million.**

Estimated Cost per 2004 SFEIS/SDEIS: Approximately $800 Million
Approximately $24 million per mile
Approximately 34 miles long

The Northern Beltway Project was put into the Highway Trust Fund with much less grand ambitions. The type road was decided without Public Input, contrary to the statements on page 2-27. The Winston-Salem Journal, July 19, 1992 says "But local officials say they have quietly settled the equally important question of access: They have informally decided to build the road to freeway standards with overpasses and entrance ramps at key interchanges instead of intersections with traffic signals and turning lanes scattered along the road's 17-mile length."

The Citizens were promised the HTF projects would be finished in 13 years. They are being extended for 20 to 25 years. That was horrible planning, and it is holding the lives of the Public in limbo far too long. **The COST OF THE NORTHERN BELTWAY HAS NOW QUADRUPLED.**

See attached 1989 TIP pages, June 2003 TIP pages, Article from Winston-Salem Journal

Comments on the Winston-Salem Northern Beltway SFEIS/SDEIS

December 31, 2004

(4) **4) The Traffic Volumes for the year 2025 do not justify building the Western Section. Pages 2-14a, 2-14b, 2-20a, 2-20b**

Section	*Project*	*Location*	*Traffic Volumes*	
Western Section	Project R-2247 and Project R-2247A	I-40 to US 52 I-40 to US 158	21,100 to 44,400	4 Lanes
Eastern Section	Project U-2579	US 52 to Bus 40/421	60,900 to 76,600	6 Lanes
Eastern Extension	Project U-2579A	Bus 40/421 to US 311	30,600 to 36,000	4 Lanes
Western Section		Leaving US 52	32,900	
Eastern Section		Leaving US 52	60,900	

- Why is the NCDOT planning on building the Western Section of the Northern Beltway first, when they have projected the Eastern Section will carry a maximum of 76,600 vpd and the Western Section will carry a maximum of 44,400 vpd, or the Eastern Section will carry 32,200 vpd more?
- The Western Section of the Northern Beltway may carry 44,400 cars in 2025, we know that US 52 has wrecks almost everyday and a bad safety record today and is carrying 79,000 vpd. Why is the traffic problem on US 52 not taken very seriously by the DOT?
- Why is the Eastern Extension between I-40 and US 311 planned to be the last section constructed, when the new Dell Facility is supposed to be ready next fall?
- Why is the NCDOT building a $24 million per mile road to carry less traffic in 2025 than any of our major roads do today? I-40 carries 92,000vpd, US 52 carries 79,000vpd, Business 40 carries 68,000vpd, US 421 carries 49,000vpd
- The Western Section of the Northern Beltway in 2025 will carry less traffic than Silas Creek Parkway carries today. The 2001 Traffic counts for Silas Creek Parkway are: North of Business 40 – 54,000vpd and North of Country Club – 54,000vpd, North of Yorkshire – 45,000vpd, South of Yorkshire – 49,000vpd. The Western Section of the Northern Beltway cannot relieve the traffic on Silas Creek Parkway, because that is where Forsyth Hospital and Hanes Mall and Wake Forest University are located. Silas Creek Parkway is the main access road for the Hospital and the University, and a major access road for the Mall. The Hospital and the Mall are major employers in Forsyth County, many medical offices are located in the area surrounding the Hospital, and the Hospital has started a major expansion program.

See attached traffic counts for Major Roads and Maps showing Hospital locations.

(5) **5) Upgrading US 52 (page 2-26 & 2-27) is a viable alternative to constructing the Northern Beltway.**

US 52 was originally planned to be Interstate 74 and it still could be if it were improved. Making the Eastern Section of the Beltway I-74 was an after thought. Project U-2826 in the July 1999 TIP, for $528,888 million, was to improve US 52 from I-40 to the proposed Western Loop Interchange, and upgrade the roadway and interchanges. After the Lawsuit on the Northern Beltway was filed in February 1999, the money for improving US 52 disappeared from the TIP. In the June 2001 TIP the project had been moved to the Unfunded Section. The *Winston-Salem Journal* reported November 30, 2000 that the DOT "couldn't remember why" the money was removed. The Journal's Editorial page said on December 1, 2000 that: "At the very least, the priority for local highway projects ought to give equal weight to improving US 52 through Forsyth County and constructing the Northern Beltway."

Someone in the DOT made a conscious decision that the Western Section of the Northern Beltway would be built and the work on US 52 would be put on the back burner. As a result US 52 is in terrible condition, a dangerous road, with wrecks daily. Even the SFEIS (page 1-38) shows that the Western Section of the County has fewer accidents than US 52, US 311 and NC 66.

The money being used for the Northern Beltway project would cover the cost of improving US 52 to either 6 lanes or 8 lanes. The estimated cost for improving US 52 on Page 2-26 is $531,000 million, the estimated cost for the

Northern Beltway is approximately $800 million. US 52 is currently carrying 79,000 vehicles per day and is the major north/south road in the county. Why is the NCDOT not begging to use the funds for the Northern Beltway to improve US 52, before more lives are lost?

Whether the Northern Beltway is built or not, US 52 will be used as the fastest access to Baptist Hospital, the other major Hospital and employer. Baptist Hospital is located on Business 40 in the center of the City and County, and the North/South US 52 connection with the East/West Business 40 will remain the most direct route to the facility.

The proposed Piedmont Triad Research Park, which is often quoted in the *Winston-Salem Journal* as the future of the Community, is located in downtown Winston-Salem along side US 52 and Business 40. AngelouEconomics, a consulting firm hired to study the area, recommended that the PTRP be the economic priority for an eight-county region of Northwest North Carolina. It would make sense to put the highway money designated for the Beltway toward improving US 52, since it will be the major access route for the future economic driver of Northwest North Carolina, instead of putting in a Beltway that will be used for nothing more that housing development in the suburbs and will finish sucking the life out of the inner city. Improving US 52 and making it I-74 would give an economic boost to the minority groups that live in the area.
See attached TIP records from 1999 and 2001, articles from Winston-Salem Journal, traffic counts for US 52, Maps showing Hospital locations and the Piedmont Triad Research Park Location.

(6) **6) One of the stated purposes of Project R2247 is to Improve North/South Connectivity in Western Forsyth County (page 1-7), but most of Western Forsyth County is a residential area, there is nothing important to Connect.**
Connecting What to What? Rural Hall to Clemmons? Ronald Regan High School to West Forsyth High School? Shopping Center Exits to Shopping Center Exits? Housing Developments to Housing Developments? The new Houses on the Brookberry Development to US 421? The latter is the main reason the Western Section was selected to begin the Winston-Salem Northern Beltway. That is a terrible misuse of Public Funds.

The major Commuting traffic patterns show that I-40 carries 16,515 to Guilford County and 7, 636 from Guilford to Forsyth everyday. US 52 carries 10,259 into Forsyth from Stokes County, and 11,062 from Davidson County into Forsyth everyday. I-40 carries 5,242 from Davie County into Forsyth, and US 421 carries 5,504 from Yadkin County into Forsyth everyday. The major commuting patterns are on the existing East/West, North/South Highways. The traffic counts show the heaviest travel is on I-40, which runs East/West. Most of the existing Industrial Parks are located close to US 52 or Business 40 or I-40. What is the NCDOT trying to Connect in Western Forsyth County?

The Hospitals are Major Employers in the County and they are located in the center of the wheel, not on the rim. The ambulances will take the shortest distance to the Hospitals and that will be along the existing spokes. There are no plans for any major employment opportunities, except schools and shopping centers, in the area surrounding the Western Section of the Beltway.
See attached Traffic flow map.

(7) **7) One of the stated purposes of Projects R2247/U2579/U2579A as a whole is improved Connectivity across US 52 in Northern Forsyth County (page 1-9), but traffic maps (pages 2-14a and 2-20a) show the traffic dropping off before it reaches US 52.**
With the large curve in the Northern Beltway around Bethania from Reynolda Road to US 52, a lot of the traffic will exit at the interchange on Bethania Tobaccoville Road, and use Bethania Tobaccoville Road to connect to US 52 and to go to work at the R J Reynolds Tobaccoville Plant. The Eastern Section Traffic will take US 52 to go to RJR Moore Drive and get to work. The traffic maps show a decrease in traffic before the traffic gets to US 52.
See attached Traffic count maps.

(8) **8) One of the stated purposes of Project R2247 is improved direct connections to US 52, US 421, and I-40 (page 1-7), but traffic maps (pages 2-14a and 2-20a) show the traffic dropping off before it reaches each of the major highways.**
At US 52 traffic decreases from 35,600vpd to 32,900vpd, at US 421 traffic drops from 44,400vpd to 33,000vpd to 24,400vpd, at I-40 traffic drops from 33,000vpd to 24,200vpd to 21,100vpd. The largest traffic volumes are shown out in the middle of the Beltway between Robinhood and Shallowford Roads with 44,400vpd,

between Robinhood and Yadkinville Roads with 37,400vpd, between Yadkinville and Reynolda Roads with 35,100vpd, and between Reynolda and Bethania Tobaccoville Roads with 35,600vpd.

(9) **9) One of the stated purposes of Project R2247 is to provide congestion relief for area roadways (page 1-7), but the Developers will try to build around each Interchange and there are a lot of Interchanges. Our Elected Officials have not been successful at turning the Developers down, and each Interchange and Intersection of major roads in this County sooner or later brings congestion. They are planned traps.**

- Lewisville Clemmons Road is one of the heaviest traveled roads in the study area of the Western Section of the Northern Beltway and the table on page 2-86 shows there will be no effect on the traffic of Lewisville Clemmons Road whether the Beltway is built or not.
- The FEIS does not address the Peace Haven/Styers Ferry Road Connector that was supposed to connect the Beltway with Lewisville Clemmons Road. It is still shown on the latest Thoroughfare Plan Map produced by the Winston-Salem Transportation Department in September 2004 and many of the officials believe it will be built.
- Jonestown Road is already 5 Lanes from Country Club to I-40, your table (page 2-85) shows 2 Lanes, which is incorrect information.
- The traffic congestion will not be reduced on Peace Haven or Country Club Roads because of existing Sprawl. Calvary Baptist Church, which has 3,000 members, is located at the intersection of Peace Haven and Country Club roads. Calvary has a very large campus the size of a small college, a very active School, and a very active Church program. On the other sides of the same Intersection are three shopping centers. The Intersection is a disaster because of poor planning. The Beltway will do nothing to relieve this congestion.
- There are four shopping centers at the intersection of Peace Haven and Robinhood Roads and the Shopping Centers extend past the intersection with Polo. The Beltway will do nothing to relieve this congestion.
- Commercial Development strings on each side of Reynolda Road from Silas Creek Parkway through Old Town.
- Meadowlark Drive has new Elementary and Junior High Schools and have generated a great deal of traffic. Unless the new Development planned for Brookberry is directly connected to the Beltway, and the current plans do not show a connector road, Meadowlark is the main artery for the development and the Beltway will not take any of the traffic off the road.
- Transou Road has a new Regan High School set to open fall 2005, which guarantees traffic increase and the increased traffic will be routed directly through "Historic Pfafftown."

(10) **10) One of the stated purposes of Projects U-2579/U-2579A is to enhance safety (page 1-8). If safety is a factor, why has the state pushed the Western Section of the Beltway to be constructed first?**

- Most of the roads in the Western Section study area are at or below the statewide average accident rate (page 1-38).
- On page 2-107, "While the table shows a slight increase in the total number of accidents with the Northern Beltway in place, this projection was based on a greater number of vehicle miles traveled with the Northern Beltway than without the Northern Beltway, because the analysis included only major roads in the study area." The Design of the Beltway is guaranteed to cause more accidents. On the Western Section most of the cars will dump at the Interchange with US 421 right where there are already many accidents, and the Beltway curves before going into the Interchange from the North. Why are these roads being designed to increase accidents?

(11) **11) The Alternatives workshop for Project R2247 that was held right after 9-11-01 was ridiculous.**

- Turning neighbor against neighbor is cruel anytime, but that timing was especially bad. The DOT knows that if it sends out a lot of notices to people along the Alternatives routes, saying which do you prefer, to lose your front yard and be left sitting on the side of a 200' widened road, or a Beltway that doesn't affect your front yard, that most of the people losing their front yard would comment they preferred the Beltway Alternative (Page 2-20). The DOT made sure the Alternatives involved a lot of Roads to be Widened and taking a lot of yards. The Lewisville Clemmons Road widening did not require 200', the Burlington Parkway is not wider than 100-110', and the Pedestrian friendly road proposed for the center of Blowing Rock is not wider than 100'.

- A lot of Chamber Members, Home Builders, Developers, and Real Estate agents, that were not organized or vocal or in the business of building before 1999, have made an effort to show up and make comments at the new Hearings and Workshops. They want the business the Road will create and they think it is worth their efforts. They are ready to sprawl. The Workshop was more of a Political rally, than a serious study of Alternatives.
- The Workshop Handout included a comparison of the number of homes, businesses and churches taken for the Alternatives and the Beltway, but it did not include a cost comparison between the Beltway and the Alternatives.
- The Workshop should have included Maps and handouts on the Winston-Salem/Forsyth County Thoroughfare Plans. The Public should have been informed of all the Road Projects currently under consideration in the affected area to understand how the Alternatives would affect them. For example some of the roads to be widened would be widened anyway under the current Thoroughfare plans. Not to inform the Public is misleading.
- The Workshop did not include Transportation Demand Management (TDM) Alternatives, Transportation System Management (TSM) Alternatives, or Mass Transit Alternatives for Public Comment. Had TDM, TSM or Mass Transit Alternatives been presented, the Public may have made more favorable comments for the Alternatives.
- A November 1999 study by Robert B. Noland, England and William A. Cowart, Virginia, showed that adding lane miles added Vehicle Miles Traveled and accounted for about 15% of annual VMT growth. Therefore widening existing roads or building new roads would only lead to more VMT and more congestion.
- The Alternatives offered at the Workshop should have been fully examined for safety. A November 2000 study in England by Robert B. Noland, found that when Engineers implemented Safety Improvements to existing Infrastructure, the improvements often resulted statistically in more accidents. If two lanes are expanded to four lanes, cars travel at a greater speed, which results in bigger accidents with increased physical and property damage.
- The 2000 Census shows that the average worker in Forsyth County takes about 20 minutes to get to work. The commute time for the Alternatives and the Beltway should be explored.

(12) **12) The Piedmont Triad is growing slower than State Average at 15%. (page 1-18) Forsyth County's population growth is projected to be much less than Mecklenburg, Wake or Guilford by 2025, why is the state spending $800 million on the Winston-Salem Northern Beltway?**
The Population of Mecklenburg and Wake are projected to be three times bigger than Forsyth in 2025, Guildford is projected to be one and a half times larger.

NORTH CAROLINA LARGEST COUNTIES PROJECTED GROWTH 2030

County	April 2000	July 2005	July 2015	July 2025	April 2030	2025 Growth Comparison with Forsyth	2030 Growth Comparison with Forsyth
MECKLENBURG	695,370	789,940	1,000,441	1,221,922	1,335,062	2.95	3.06
WAKE	627,866	744,024	982,155	1,235,409	1,364,774	2.99	3.12
GUILFORD	421,048	446,189	525,267	606,566	647,192	1.47	1.48
FORSYTH	306,067	325,957	368,868	413,787	436,780		
CUMBERLAND	302,963	315,122	346,136	375,653	388,522		
DURHAM	223,314	243,322	279,957	318,097	336,697		
NORTH CAROLINA	8,046,807	8,709,947	10,194,993	11,711,250	12,467,232		

Information From: NC State Demographics

(13) **13) "The Winston-Salem Northern Beltway Indirect and Cumulative Effects Analysis (2004) concludes that except for localized impacts, each of the Beltway Build scenarios would have minimal effect on the spatial allocation and amount of growth and development within the County compared to the No-Build Scenario." (page 1-30) Why are we spending so much money building the Beltway, the Developers definitely think the Beltway will bring growth? The Northern Beltway does nothing but encourage sprawl.**
The following is from the *Winston-Salem Journal*, December 13:
"Paul Norby, the city-county planning director, said that many people see vacant land and don't realize that it might be zoned for residential and commercial development.
Planners are expecting much of the vacant land to be developed in the coming years as the Northern Beltway is built. A draft area plan that includes Bethania recommends conservation subdivisions, which encourages developers to provide more open space.
Norby said he understands people's worries about new development. That's why there is a Legacy Comprehensive Plan and specific area guidelines to help better plan for growth, he said.
Norby said that there is little that can be done to prohibit development beyond the unrealistic idea of buying all the vacant land and preserving it."

- The Banks, the Home Builders, the Chamber, the Developers, have been the main supports of the Beltway.
- Our Elected Officials have not been able to control sprawl, tax base is far too important to them. The *Winston-Salem Journal*, April 6, 2004 says: "As manufacturing has declined, residential construction has become the dominant force in Forsyth County's tax base, which is now about half residential real property. That means that homeowners are bearing more of the tax burden than commercial and industrial taxpayers." The article ended quoting Pete Rodda, the county's tax assessor: "If we were sustaining a 3 percent growth rate, we would not be having the discussions we're having now."
- The Winston-Salem Triad Area was ranked 2nd in the Country in Sprawl in the study "Suburban sprawl and physical and mental health" released September 27, 2004, conducted by R. Sturm and D. A. Cohen for the Rand Corporation. "Researchers found that people who live in areas with a high degree of suburban sprawl are more likely to report chronic health problems."
- The Greensboro-Winston-Salem-High Point area ranked second out of 83 Metropolitan areas in Sprawl, in a study released October 17, 2002 conducted by professors at Rutgers and Cornell. "The scores for each factor indicate how badly regions have sprawled in terms of spreading out housing and population; segment homes from the activities of daily life; lacking the focus of strong economic activity centers; and building poorly connected street networks."
- The Brookings Institute Study, July 2000, "Adding It Up: Growth Trends and Policies in North Carolina" says "New beltways will likely worsen the sprawl problem." The study recommends looking for other ways to solve the Sprawl Problems.
- Ralph Lerner, Dean of Architecture, Princeton University, was hired by the Downtown Development Corporation to create a plan for Downtown Winston-Salem in November 1999. Mr. Lerner advised not to build the Beltway around Winston-Salem, it would only add to the deterioration of Downtown.

See attached Winston-Salem Journal article, Rand Study, Smart Growth America Study, Brookings Study

(14) **14) Metro Centers (page 3-13) and Urban Boulevards (page 3-12) can be relocated and the Legacy Plan altered whenever the Developers discuss and decide what is best for their Developments.**

The *Winston-Salem Journal*, November 29,2003:
"The problem is that the commercial development proposed for Brookberry in its current location on the southeast section of the property does not match the county's Legacy Comprehensive Plan."
"One of those proposed metro activity centers, according to Legacy, should be along Robinhood Road near Meadowlark Drive, which happens to be on the northern end of Brookberry."
"Brookberry's developers, however, have laid out a plan for commercial development in the southern part of the property, closer to Country Club Road, where some retail development already exists."
"Planners said they will spend most of next year discussing whether to move the metro activity center suggested in their Legacy plan from Robinhood Road to Country Club Road."

"McChesney, for one, said that moving the metro activity center in Legacy near Robinhood to Country Club Road makes the most sense."
" 'Certainly the intersection of Country Club Road and Meadowlark Drive has a certain level of commercial presence there already,' he said. 'Because of the proximity of (U.S.) 421 and (Interstate) 40, it seemed that end of the property was the logical place for services-type growth rather than in the middle of the property or the north end of the property.' "
"Paul Norby, the city-county planning director, said the issue of locating the metro activity center that is near Brookberry Farm is a bit more complex than the other centers."
" 'We're having to look between two interchanges,' he said, referring to Robinhood and Country Club roads."
"McChesney said that two interchanges associated with the proposed Northern Beltway would be near the intersection of Country Club Road and Meadowlark Drive. And, he said, residents in the area want retail-oriented services near them."
See attached Winston-Salem Journal article.

(15) **15) The Triad is ranked the 7th-most dangerous place for pedestrians out of more than 330 major metropolitan areas nationwide. Why is the DOT not concentrating on making the Triad streets safer? Why isn't more federal money spent on Pedestrian Safety, instead of Road Construction?**
The Surface Transportation Policy Project, released a study "Mean Streets" in December 2004, that looked at Pedestrian Safety in 330 major metropolitan areas.
See attached Study

(16) **16) Winston-Salem-Greensboro ranked 16th in the nation in high ozone levels in a study by the American Lung Association in April 29, 2004.**
Winston-Salem had a cooler summer so the ozone levels weren't as bad this summer. In September 2004 the EPA bumped the Triad up from a classification of "moderate" to "marginal nonattainment" and the EPA decided in December 2004 to leave Forsyth County off the list of nonattainment for fine-particle pollution, although Guilford, and Davidson were included.
See attached Study

17) Winston-Salem-Greensboro-High Point ranks 3rd in the Nation for the most air pollution from cars and trucks, per capita, among large metropolitan areas in the study, "More Highways, More Pollution," published by NCPIRG Education Fund, March 2004. Winston-Salem-Greensboro-High Point also ranks 8th for the most highway capacity and 23rd for the most miles driven, per capita, among urbanized areas.
The study found that "building new roads will do little to alleviate traffic congestion in the long run and likely will exacerbate already severe air pollution problems in cities across the country. According to the report, cities with the most highways tend to have the worst air pollution from cars and trucks."
"The positive correlation between highway capacity and vehicular air pollution suggests that highway expansion will lead to increased air pollution, all other factors held constant."
"While road construction is not the only factor affecting per-capita emissions-population growth, air pollution standards, vehicle choice, and other factors also play a role, as do land-use patterns, which are in part driven by road construction-our analysis of 1999 data on highway capacity and air pollution suggests that metropolitan areas can directly influence their levels of vehicular air pollution by choosing to expand-or not expand-local highway capacity. These decisions will significantly affect regional efforts to meet health standards for smog and soot required under the Clean Air act and needed to protect public health."
See attached Study

18) The Triad formed an Early Action Compacts, the Piedmont Triad Council of Governments is coordinating compact compliance. The Southern Environmental Law Center is monitoring the plans. In the High Point Enterprise, October 14, 2004, David Farren, senior lawyer with SELC in the Chapel Hill Office says: "And less automobile traffic means cleaner air."
See attached Article from High Point Enterprise

(17) **19) On page 2-10, Table 2-17, the figures estimate that the Vehicle Miles Traveled will Increase if the Beltway is Built versus No-Build Alternative. Since the NCDOT's own charts admit that Vehicle Miles Traveled have increased at least 4 times as much as the population since 1970, why are we adding more highways to encourage more traffic?**
The November 18, 1999 study "Analysis of Metropolitan Highway Capacity and the Growth in Vehicle Miles of Travel" by Robert B. Noland and William A. Cowart, found that the national average of highway induced traffic was between 15% to 45%, why does North Carolina keep trying to relieve congestion by adding more?
See attached Chart

(18) **20) If we cannot Maintain the Roads we have, why are we adding Miles to take care of? Many of the Roads in Forsyth County are in bad shape and need resurfacing, many bridges need to be replaced, and the work needs to be done in a timely manner not strung out for years. US 52 and Business 40 are in terrible shape. Why didn't the SFEIS/SDEIS address the need for Maintaining the existing roads in Forsyth County, rather than building a new Loop?**

- The Long Range Plan from the NCDOT August 2004 recognizes that money must be shifted to Maintenance and that North Carolina's Highways are in terrible shape.
- The David Hartgen Study, October 2004, recognizes that North Carolina Highways are in terrible condition and more money must be spent on Maintenance.
- The Audit by the North Carolina Auditor in 1998 recognized that more money must be spent on Maintenance.
- The Hartgen study says: "The events of the past several years have sharpened the State's realization that the highway program must be re-focused on stewardship, rather than ribbon-cutting. The downward slide in road conditions cannot be reversed by short-term 'fixes'. Improving, and then maintaining, system condition must be the first priority, not the last."
  The Hartgen study continues: "This will not be easy. Local and state officials understandably focus on major projects such as new facilities and widenings, and many of these needs are real. And the availability of federal funds for major projects but not maintenance increases the tendency to 'over-capitalize' and perhaps 'early capitalize'. And highway maintenance funds must compete with other needs, both within transportation and in other spheres. Yet it is also clear the State must deal effectively with its highway maintenance needs."
  See attached Studies

(19) **21) The Graveyard of Sharon Methodist Church should be eligible for the National Register and was left off the Survey of Historic Properties. George McKnight II, member of the family which sponsored Methodism in Forsyth County, is buried there; also Leonard Conrad, member of the first Board of County Commissioners of Forsyth County.**

(20) **22) The main reason given for not selecting the less costly route of the Western Section, the route that was supposed to carry more vehicles daily, and had less wetlands, was the preservation of Historic Pfafftown. Historic Pfafftown is being developed daily.**

(21) **23) In view of the fact that more road projects are planned than there is money for, as pointed out in the new DOT Long Range Plan, the reasons for building or not building this project ought to be taken very, very seriously. Wasting money to open up land for Developers and using the Northern Beltway as a Marketing tool for the Chamber, while the road system is deteriorating is not fair to the citizens of North Carolina.**
An article in the January 1, 2004 *Winston-Salem Journal* , talking about a project to repairing and rebuilding parts of Business 40 through downtown Winston-Salem said:

> "Unless legislators substantially allocate more money to the DOT, increasingly tight transportation budgets are expected in the coming years, officials say.
> Over the next 25 years, DOT officials expect – based on current revenue projections – huge shortfalls in the amount of money available for road construction projects."
> *See attached article.*

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Unless legislators substantially allocate more money to the DOT, increasingly tight transportation budgets are expected in the coming years, officials say.

Over the next 25 years, DOT officials expect - based on current revenue projections - huge shortfalls in the amount of money available for road construction projects.

Business 40 plan to get review

DOT plans meetings to gauge views on closing downtown section of road

By Jim Sparks
JOURNAL REPORTER
Saturday, January 1, 2005

State transportation officials are planning meetings to gauge public reaction to the idea of closing a two-mile section of Business 40 through downtown Winston-Salem in order to speed up badly needed major repairs.

It's estimated that if the section between Peters Creek Parkway and U.S. 52 were closed to traffic, it would take 18 months to finish the work. If one lane remained open in each direction, it could take as long as six years, officials said.

The concrete roadway is about 50 years old, and it is showing its age. DOT engineers say that the road must be resurfaced and its bridges renovated. Though no lanes will be added to the four-lane highway, entrance and exit ramps will be reconfigured to make them safer and better able to accommodate the road's heavy traffic. It is estimated that the project will cost at least $100 million. Construction could begin as early as 2008.

The meetings have not yet been scheduled but are expected to take place sometime in early 2005, said Pat Ivey, a division engineer with the N.C. Department of Transportation in Winston-Salem.

"We absolutely need to know what the public thinks about this," Ivey said.

The meetings will also give DOT officials the chance to tell people their ideas for the project and why closing the road could help them achieve those goals.

Engineers, who initially thought that the repairs would take two years, plan to speed up construction by incorporating into the design and building process such innovative techniques as using modular components instead of building everything on site.

The question boils down to one of sharp, shorter-term pain versus. a longer, nagging ache, said Nancy Dunn, Winston-Salem's representative on the N.C. Board of Transportation.

Dunn said that since she and Ivey began floating the idea this past spring to various city business, education and institutional leaders, no one has come out totally against it.

"People are open to it, but they want to know more," Dunn said.

She said she thinks that the meetings will help fill in those gaps, as well as providing the opportunity to clear up misperceptions that people might already have about the project.

Dunn said that she has spoken with several people who don't realize that even if one lane in each direction stayed open, entrance and exit ramps would have to be closed. Without ramps, the only purpose the section of roadway would serve while under construction would be to funnel traffic through town, denying access to the heart of downtown.

She also stressed that a decision to close the highway has not been made.

"I want people to understand that this is still in the process of being looked at," she said. " It's not a done deal. There is still a lot of data gathering to be done before DOT staff can make a recommendation."

Although closing major downtown highways to expedite construction has been successful in other states, this would be the first trial of that approach in North Carolina, Ivey said.

Unless legislators substantially allocate more money to the DOT, increasingly tight transportation budgets are expected in the coming years, officials say.

Over the next 25 years, DOT officials expect - based on current revenue projections - huge shortfalls in the amount of money available for road construction projects.

Having the stature of a "model project" would help ensure that the money is readily available to get the Business 40 repairs done, Ivey said.

Closing the road would also give the DOT extra flexibility to improve it aesthetically, because Business 40 is not very attractive.

Ivey said that enhancements in how the retaining walls and bridges are designed could make the section of highway as visually compelling over the next 50 years as it will be easier to navigate, he said.

"One of the biggest complaints we hear about Business 40 now is how ugly it is," Ivey said. "There is a big difference in what we'll be able to do if we can close the highway. We can improve the aesthetics tremendously."

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Cost-Effectiveness of North Carolina's Major Road Projects

By

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2. BOT representation.

One of the interesting findings in our study is the lack of a strong correlation between BOT representation and cost-effectiveness. Indeed, we found some evidence that BOT representation actually seems to lead to better projects, not worse, from a cost-effective viewpoint. Although this may be merely a surrogate effect of higher traffic volumes in high-BOT Member counties, it is encouraging to observe that weak projects do not seem to be associated with BOT county representation.

Further analysis is needed to untangle the correlations further. Perhaps we are observing merely a 'fire trucks/fire damage" correlation rather than a causal structure. Another fruitful area of exploration is the effect of time lags: does the presence of a home-county BOT member lead to project selection, and then construction some years later?

3. Optimum timing of projects.

This study has not investigated the question of 'optimum' project timing. The literature (Lewis) provides some theoretical findings in this regard, concluding that optimum timing for project implementation is the point where the year-after benefits just equal the 'hurdle' rate of return for the project. We found tantalizing evidence that this finding might be confirmed here, based on the finding that 'after' traffic shortly after completion was the key element determining cost-effectiveness. More research is needed to determine just when is the best time to build a project. Built too early, and public sector dollars are locked up unnecessarily; too late, and private sector consumers' dollars are wasted in traffic delays.

C. Recommendations

This section of the Report focuses on suggestions for funding the most worthy highway projects while ensuring fair treatment of the State's regions.

1. Program Priorities and Funding Sources

- **Re-focus the Highway Program on Maintenance.** The events of the past several years have sharpened the State's realization that the highway program must be re-focused on stewardship rather than ribbon-cutting. The downward slide in road conditions cannot be reversed by short-term 'fixes'. Improving, and then maintaining, system condition must be the first priority, not the last.

  This will not be easy. Local and state officials understandably focus on major projects such as new facilities and widenings, and many of these needs are real. And the availability of federal funds for major projects but not maintenance increases the tendency to 'over-capitalize' and perhaps 'early-capitalize'. And highway maintenance funds must compete with other needs, both within transportation and in other spheres. Yet it is also clear the State must deal effectively with its highway maintenance needs.

A STATISTICAL ANALYSIS OF INDUCED TRAVEL EFFECTS IN THE U.S. MID-ATLANTIC REGION

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shown in Tables 7 and 8 for a base model and a distributed lag model. The population density model suggests that areas with medium population density have the highest lane mile elasticities. The congestion level model suggests slightly lower elasticities for the least congested areas, as one would expect. However, the coefficient values between the various lane mile interaction terms are not statistically different, as shown by the overlap between the 95% confidence intervals for the lane mile coefficients. The one exception is the base model with congestion level interactions that has a lower coefficient value for areas with low congestion. The results are inconclusive as to whether there are any differences in elasticities due to existing population density and/or congestion effects.

Conclusions and Policy Issues

The results presented indicate a significant relationship between the level of highway capacity, as measured by lane miles, and the level of travel, measured by daily VMT, in the mid-Atlantic region of the U.S. After accounting for other important determinants of travel, most importantly population and income, the estimated elasticity between lane miles and VMT is between 0.3 to 0.6. Breaking this into short run and long run, the average values are in the range of 0.1 to 0.4 in the short run, and 0.5 to 0.8 in the long run. Although there is some variation across study area and specification, there is a considerable degree of consistency in both the significance and the value of the lane mile coefficient across all the models that were estimated. This is perhaps especially interesting given the significant differences in the geographic and population characteristics of the three states, as discussed above in the section on preliminary data analysis.

The results using the entire database ("all states") are generally close to those for the individual states, and there is relatively little difference between the results for each state, especially in the base runs. However, a somewhat surprising result is that the relationship

between lane miles and travel appears to yield a lower elasticity for more urbanized areas (namely the Washington, DC / Baltimore extended metropolitan area), than for the study areas that contain many rural counties (all three of the states).

Use of the Granger Causality test on the data from Maryland and Virginia establish that lane mile growth precedes VMT growth. This adds additional evidence that the induced travel hypothesis is real and significant.

Attempts to measure differences in elasticity estimates between areas with different levels of congestion did not give conclusive results. Using both population density levels and VMT / lane miles as proxies for congestion, no statistically significant differences in lane mile interaction terms could be found. Noland & Cowart (1999) report a similar result for metropolitan areas with different levels of congestion, though they find a slightly larger elasticity for medium sized metropolitan areas. While it was somewhat surprising that the hypothesis that different congestion levels result in different induced travel lane mile elasticities was not shown, it is possible that the proxies selected were not adequate or that the data is too aggregate to disentangle this sort of effect.

These results, and the growing consensus in the literature that highway capacity expansions can elicit behavioral responses is not surprising. The basic economics are straightforward and empirical analyses have not been able to reject the induced travel hypotheses. The implications for those who advocate increased mobility should be reassuring, as the estimated relationship implies that adding roadway capacity reduces the cost of travel and encourages greater overall travel, and hence, mobility. On the other hand, if congestion reduction is of paramount concern, estimates of a long run elasticity greater than 0.5 suggest that most of the congestion reduction benefits of capacity expansion will be lost over time. Given a

desire to both increase mobility and reduce congestion, the key policy question is whether individual demand for mobility is best served by increases in highway capacity or by alternative means, such as provision of alternative modes of travel, demand management policies or urban design changes. Environmental costs may also be more significant when induced travel impacts are measured resulting in major differences in the relative social costs and benefits of alternative mobility enhancing projects.

Acknowledgements and Disclaimer

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ANALYSIS OF METROPOLITAN HIGHWAY CAPACITY AND THE GROWTH IN VEHICLE MILES OF TRAVEL

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These results imply that, in general, metropolitan size and/or congestion levels do not seem to effect the relative strength of the induced travel effect. Metropolitan areas that invest in large percent increases in road capacity relative to their current base appear to generate the most additional VMT. This result may represent a sprawl effect as much of this new capacity would be built to access newly developing land.

CONCLUSIONS AND POLICY IMPLICATIONS

This paper has provided an estimate of the impact of lane mile additions on VMT growth using an instrumental variable procedure to correct for simultaneity bias. While the instruments selected were not ideal the results are highly suggestive of a causal linkage. Recent literature on this topic, while not accounting for simultaneity bias also offers strong evidence that the induced travel hypothesis cannot be rejected. In addition the impact of lane mile additions on VMT growth appears to be greater in urbanized areas with larger percent increases in total capacity. This may be evidence for a strong sprawl inducing impact of large increases in lane mile capacity relative to the existing infrastructure.

The implications for U.S. transportation policy of induced travel effects have not been fully absorbed. Recognition of these impacts implies that the benefits of new highway construction are less than would be calculated from a static analysis that included no induced travel impacts.

To a large extent, transportation policy in the U.S. has been focused on maintaining traffic flows and reducing congestion. Under current travel behavior patterns, induced travel effects strongly imply that pursuit of congestion reduction by building more capacity will have short-lived benefits. Providing more people with the ability to travel, even if under congested conditions, does provide some benefits. However, these must be weighed against the social costs of increased vehicle usage. Mobility and accessibility benefits can be provided in other ways that do not incur as large of an increase in these social costs (including adverse health effects from increased emissions and injuries and fatalities from crashes).

Since passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and its successor, the Transportation Equity Act for the 21st Century of 1998 (TEA-21), U.S. transportation policy has recognized the need for greater balance in the funding of alternatives to

NEW & WIDER HIGHWAYS WORSEN CINCINNATI'S TRAFFIC GRIDLOCK AND SPRAWL: NEW STUDY SAYS NEW HIGHWAYS CAUSE, NOT RELIEVE, UP TO 43% OF TRI-STATE TRAFFIC JAMS

CINCINNATI - Widening and building new highways actually causes, not relieves, traffic congestion in Cincinnati and other major U.S. metropolitan areas, according to a new study presented today [1/11] to the 79th Annual Transportation Research Board in Washington, DC. The study estimated that up to 43% of traffic in Greater Cincinnati is caused just by expanding the area's road network. The study also that Tri-State traffic congestion would have grown less rapidly if no new or wider highways were built at all, contrary to what highway planners have predicted.

The study, "Analysis of Metropolitan Highway Capacity and the Growth in Vehicle Miles of Travel," used data from the Texas Transportation Institute's most recent database for 70 urbanized areas from 1982-1996. Using three models with different variables, the study found that highway-induced traffic in the Cincinnati area (including Northern Kentucky) increased by 14%-43%. Highway-induced traffic estimates for nearby metropolitan areas were 12%-35% in Columbus; 13%-30% in Cleveland; 20%-50% in Indianapolis; and 34%-77% in Louisville. The national average was 15%-45%.

"Simply put, this study adds to the growing evidence that traffic congestion has been made worse, not alleviated as road builders claim, by more and bigger highways. It follows that to reduce traffic congestion, and therefore air pollution and suburban sprawl, we need to stop building and widening sprawl-causing highways," said Glen Brand, director of the Cincinnati office of the National Sierra Club. "Instead it would be smarter to plan our communities better so that we aren't forced to drive everywhere, and to provide greater transportation choices such as commuter light rail and expanded bus service."

The study's authors, Robert Noland, University of London Center for Transport Studies and William A. Cowart, ICF Consulting in Fairfax, VA., conclude that "induced travel effects strongly imply that pursuit of congestion reduction by building more capacity will have short-lived benefits. This may be evidence for a strong sprawl inducing impact of large increases in lane mile capacity relative to the existing infrastructure. Recognition of these impacts implies that the benefits of new highway construction are less than would be calculated from a static analysis that included no induced travel impacts."

Currently, highway expansion is occurring all over the Tri-State, including widening of I-71 and I-75, the new Butler County Regional Highway, and a proposed Eastgate highway in Clermont County.

"In the light of this new research, policy-makers, including County commissioners and engineers, Ohio Department of Transportation, and Ohio-Kentucky-Indiana Council of Regional Governments, need to re-calculate the benefits and costs of highway expansion, said Sierra Club's Brand. "We are calling for a balanced transportation program that spends as much on travel choices such as clean buses and light rail trains as on building new sprawl-and-congestion-causing highways."

motor vehicle travel. TEA-21 included about a 40% increase in total federal funding of projects. While the total funding passed in 1998 increased the fraction of the total that non-highway (primarily transit) projects receive, it still provided a massive increase in spending for traditional highway expansion projects. In addition, over 1800 additional projects (primarily highway projects) were earmarked by the Congress. Clearly, this level of funding creates a bias for continued pursuit of the types of projects that have been historically less effective than expected at reducing congestion.

The linkage between increasing highway capacity and changes in land use patterns is increasingly being recognized by policy makers. The efficiency and long-term sustainability of expansions, the difficulties in reducing congestion through these projects, and their potential sprawl-inducing impacts, will require a radical change in federal transportation policy if a more sustainable outcome is desired.

Haynes Goddard, Professor of Economics at the University of Cincinnati with expertise in transportation economics, said that "this study is a careful statistical analysis of the perverse effects of insufficiently considered highway investments, and how they can make our region a less desirable place to live. It makes it clear that putting all of our proverbial transport eggs in the highway basket reduces the economic vitality of our region".

One study in Oregon showed that by planning development so that people have easy access to commuter trains and other public transportation choice, traffic for new development can be reduced from 10 car trips per day to 6 trips per day.

"If people are tired of being stuck in sprawl mall traffic, we need to promote smarter planning and increase travel choices, not just build more highways," said Brett Hulsey, coordinator of the Sierra Club Challenge to Sprawl Campaign. "More roads lead to more traffic like bigger pants tend to lead to more weight gain. We need to change our philosophy to reduce, not increase sprawl and traffic."

The Sierra Club is calling on state and local leaders to spend at least half of their transportation money on safety improvements to existing streets and roads, and for public transportation alternatives, and promote traffic impact analysis on new sprawl development, and good planning measures to minimize traffic.

More information on induced traffic and sprawl can be obtained from the Sierra Club web site at www.sierraclub.org/sprawl/resources/links.

10/14/04, High Point Enterprise

And less automobile traffic means cleaner air, said David Farren, senior lawyer in the Chapel Hill SELC office.

Eleven counties and 20 Triad cities and towns have created an Early Action Compact to avoid stricter federal ozone regulations. The Piedmont Triad Council of Governments is coordinating compact compliance.

SELC is monitoring the plan and is negotiating details with Triad officials, McKinney said. "If local communities make these commitments, we see them as a trade off to see that we get healthy air," Farren said.

Transit plan is *major part of clean air solution*

David Nivens, STAFF WRITER — *High Point Enterprise* — 10/14/2004

Providing parking lots for Winston-Salem Amtrak customers may not seem that important to the city's day-to-day business.

But when it's part of a Triad plan to reduce air pollution, it's very important for an environmental group in Chapel Hill.

The Southern Environmental Law Center is monitoring the Triad's progress to clean the air. Making mass transit easier to use is part of a Triad plan to reduce ozone, one of the elements of smog.

Trustees of the Piedmont Authority for Regional Transportation agreed Wednesday to lease 20 downtown Winston-Salem parking spaces for Amtrak and PART Express customers.

The goal is to make parking easier for mass transit riders.

"Air quality is important," said Brent McKinney, PART executive director. "We have to do what we can and do what we say we will do to encourage mass transit. If we can get just a few people to use these lots, it will save gas."

And less automobile traffic means cleaner air, said David Farren, senior lawyer in the Chapel Hill SELC office.

"Most of the ozone in the Triad comes from trucks and cars," Farren said, "and it is important that the problem be addressed."

Eleven counties and 20 Triad cities and towns have created an Early Action Compact to avoid stricter federal ozone regulations. The Piedmont Triad Council of Governments is coordinating compact compliance.

SELC is monitoring the plan and is negotiating details with Triad officials, McKinney said.

"If local communities make these commitments, we see them as a trade off to see that we get healthy air," Farren said.

The group also wants Triad officials to add more miles of sidewalks, greenways and bicycle routes by the end of 2007, Farren said, to avoid EPA sanctions that could slow highway and industrial development.

"We want specifics in these plans so that the local groups will set a standard and maintain it for 20 years," Farren said.

PART is participating in a plan to build an average of five new Park and Ride lots a year.

"We must get the counties that have promised to build lots to live up to what they said they would do," McKinney said.

So far, it appears the Triad plan is on track, Farren said. But SELC believes that EPA could let local deadlines slip and not enforce ozone-cutting plans.

"We want to avoid a lawsuit if that happens," Farren said. "But we did take action in Atlanta."

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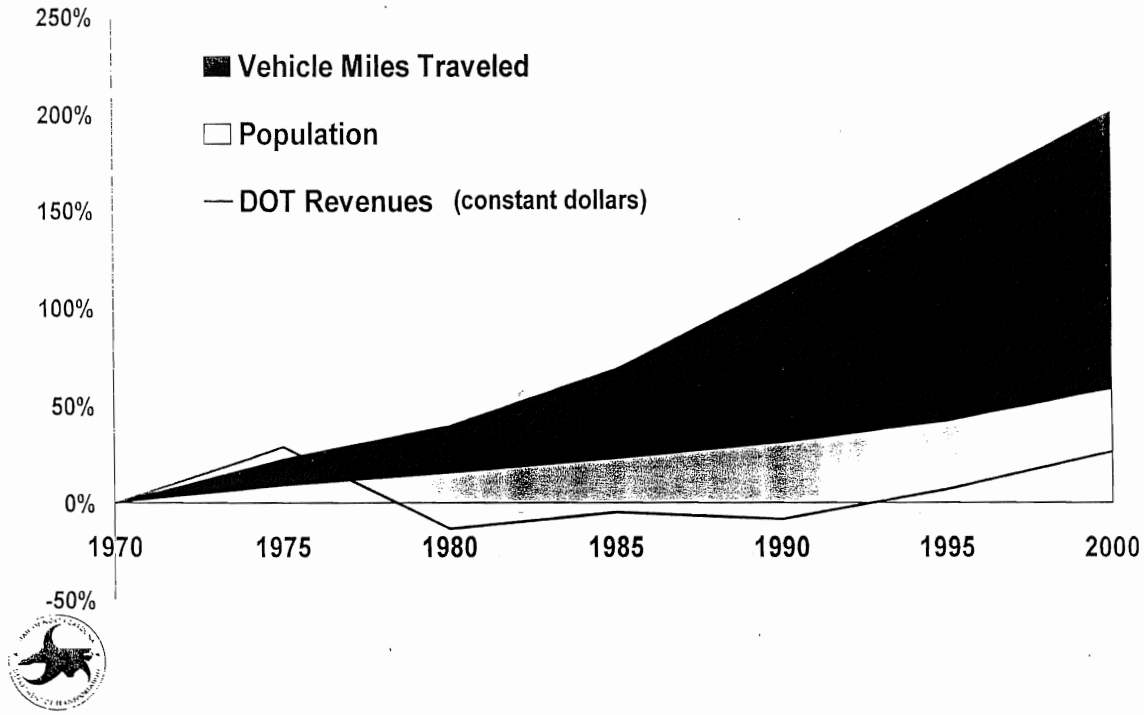
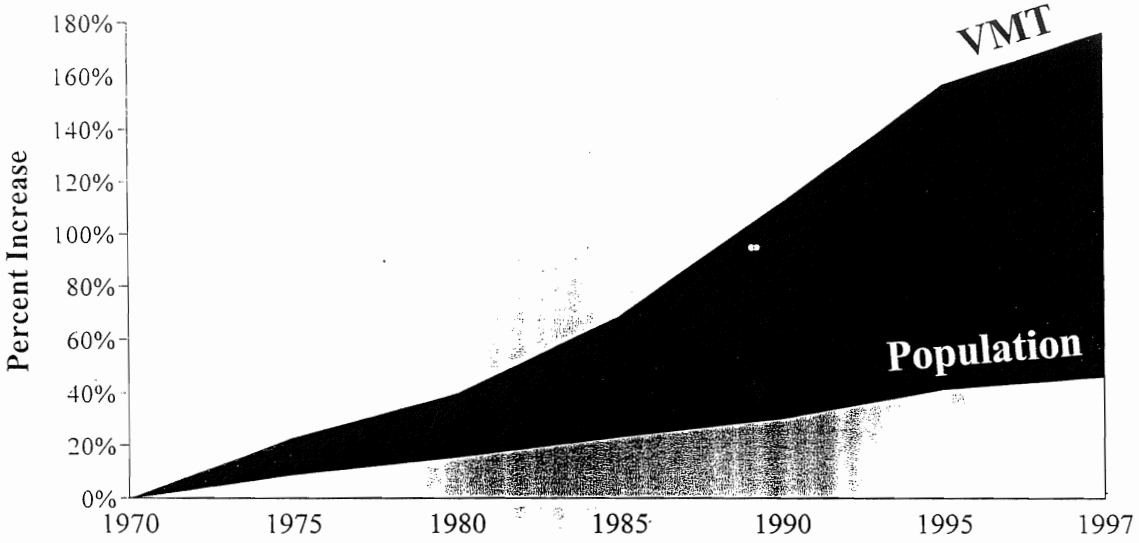
Some Trends Affecting North Carolina Transportation

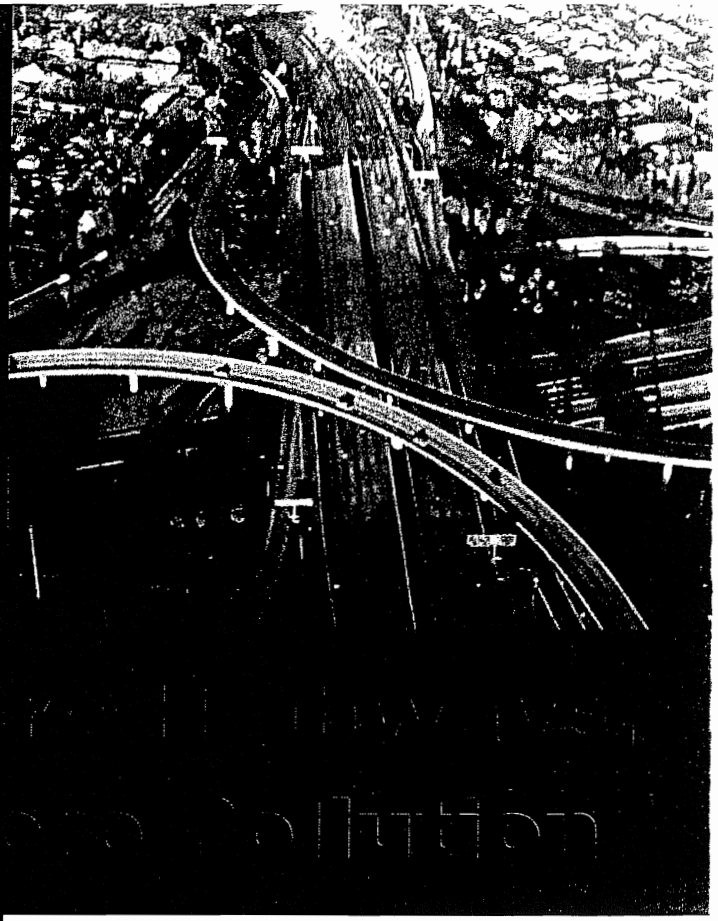


NORTH CAROLINA
Population & VMT Growth



DEPARTMENT OF TRANSPORTATION

March 2004



Road-Building and Air Pollution in America's Cities

NCPIRG Education Fund

As shown in Figures 4 and 5, the relationship between highway capacity and vehicular air pollution, per capita, is strongest in America's largest cities—those with at least one million people. See Appendices A and B for data on highway capacity, driving, and air pollution for each metropolitan area.

The positive correlation between highway capacity and vehicular air pollution suggests that highway expansion will lead to increased air pollution, all other factors held constant. For example, assume that an average large city expands its highway capacity by 14.6 percent – the national rate of growth in urban areas in the 1990s.[30] Based on the relationship between highway capacity and air pollution shown above, an average large city could expect a 10.9 percent increase in NOx emissions and a 10.7 percent increase in VOC emissions, assuming similar levels of per-vehicle pollution. Small and medium-sized cities could expect emissions of each of these pollutants to climb by 2.1 to 5.7 percent (see Tables B and C).

While road construction is not the only factor affecting per-capita emissions—population growth, air pollution standards, vehicle choice, and other factors also play a role, as do land-use patterns, which are in part driven by road construction—our analysis of 1999 data on highway capacity and air pollution suggests that metropolitan areas can directly influence their levels of vehicular air pollution by choosing to expand—or not expand—local highway capacity. These decisions will significantly affect regional efforts to meet health standards for smog and soot required under the Clean Air Act and needed to protect public health.

Table B. Increase in NOx Emissions (pounds) Associated with Hypothetical 14.6 Percent Increase in Highway Capacity (lane miles), By Population of Metropolitan Area

	Above 1 million	250,000-1 million	up to 250,000
Avg lane miles per capita 1999	0.00159	0.00214	0.00324
NOx emissions per capita 1999	53.0545	62.2665	68.1101
NOx emissions per capita after 15% increase	58.8639	65.7922	69.9721
% increase in NOx emissions	10.9%	5.7%	2.7%

Table C. Increase in VOC Emissions (pounds) Associated with Hypothetical 14.6 Percent Increase in Highway Capacity (lane miles), By Population of Metropolitan Area

	Above 1 million	250,000-1 million	up to 250,000
Avg lane miles per capita 1999	0.00159	0.00214	0.00324
VOC emissions per capita 1999	38.1111	44.0206	47.0647
VOC emissions per capita after 15% increase	42.2001	45.8695	48.0703
% increase in VOC emissions	10.7%	4.2%	2.1%

CONCLUSION AND RECOMMENDATIONS

The addition of new highway capacity brings with it the risk of generated traffic and increased vehicular air pollution. Such a risk is very real, even during a period of progressively tighter tailpipe emission standards. Adding new highway capacity, as the American Highway Users Alliance and other highway interests advocate, will do little to alleviate congestion in the long run and likely will exacerbate already severe air pollution problems in metropolitan areas across the country.

To prevent an increase in vehicular air pollution from further endangering public health, transportation planners must consider the air pollution impacts of transportation decisions and should pursue transportation alternatives – such as transportation demand management programs and transit investments – that reduce vehicle travel and promote the shift to other modes of transportation.

At the federal level, key air quality provisions of the Clean Air Act and TEA-21 that require transportation plans to adhere to clean air goals, provide a level fiscal playing field for transit and other alternatives, and dedicate CMAQ funding to projects that can make a significant impact on air pollution must be preserved.

At the state level, transportation planners should use the flexibility provided by TEA-21 to undertake projects that reduce vehicle travel, promote alternative modes of transportation, and pioneer new approaches such as the use of cleaner fuels to achieve air quality goals. There are numerous examples of states and regions that have used this flexibility to great effect. However, there are many others that have continued to treat highway expansion as the default solution to congestion and increased travel demand. Investing in transportation alternatives – at both the state and federal levels – is necessary to guarantee good air quality to residents of all of America's metropolitan areas.

APPENDIX A: MILES OF MAJOR HIGHWAY AND PER CAPITA EMISSIONS, BY METROPOLITAN AREA, 1999

METROPOLITAN AREAS WITH POPULATION OF MORE THAN 1 MILLION PEOPLE

Metropolitan area*	Rank (Lane miles per capita)	Lane miles of major highway 1999	Lane miles per capita 1999	Road miles of major highway 1999	Rank (Vehicular NOx per capita)	Vehicular NOx per capita 1999 (tons)	Rank (Vehicular VOCs per capita)	Vehicular VOCs per capita 1999 (tons)	1999 population
OKLAHOMA CITY, OK MSA	1	2,553	0.00244	615	8	0.0342	1	0.0278	1,046,283
NASHVILLE, TN MSA	2	2,642	0.00225	671	1	0.0391	4	0.0259	1,171,755
KANSAS CITY, MO-KS MSA	3	3,959	0.00225	1,110	9	0.0336	7	0.0250	1,755,899
FORT WORTH-ARLINGTON, TX PMSA	4	3,558	0.00218	886	12	0.0322	12	0.0233	1,629,213
LAS VEGAS, NV-AZ MSA	5	3,001	0.00217	905	37	0.0255	26	0.0201	1,381,086
MEMPHIS, TN-AR-MS MSA	6	2,395	0.00217	553	17	0.0306	18	0.0214	1,105,058
JACKSONVILLE, FL MSA	7	2,170	0.00205	553	11	0.0328	8	0.0249	1,056,332
GREENSBORO--WINSTON-SALEM--HIGH POINT, NC MSA	8	2,367	0.00202	596	3	0.0379	5	0.0250	1,179,384
ORLANDO, FL MSA	9	3,009	0.00196	767	20	0.0293	6	0.0250	1,535,004
RALEIGH-DURHAM-CHAPEL HILL, NC MSA	10	2,164	0.00196	556	4	0.0358	9	0.0246	1,105,535
DALLAS, TX PMSA	11	6,385	0.00195	1,532	14	0.0315	13	0.0232	3,280,310
RIVERSIDE-SAN BERNARDINO, CA PMSA	12	6,129	0.00192	1,469	55	0.0196	55	0.0145	3,200,587
AUSTIN-SAN MARCOS, TX MSA	13	2,191	0.00191	524	19	0.0300	11	0.0241	1,146,050
INDIANAPOLIS, IN MSA	14	2,937	0.00191	756	5	0.0365	3	0.0265	1,536,665
PHOENIX-MESA, AZ MSA	15	5,565	0.00185	1,214	44	0.0236	52	0.0151	3,013,696
ST. LOUIS, MO-IL MSA	16	4,709	0.00183	1,398	10	0.0334	16	0.0223	2,569,029
PITTSBURGH, PA MSA	17	4,224	0.00181	1,245	31	0.0263	36	0.0175	2,331,336
LOUISVILLE, KY-IN MSA	18	1,744	0.00173	427	6	0.0358	14	0.0230	1,005,849
GRAND RAPIDS-MUSKEGON-HOLLAND, MI MSA	19	1,816	0.00173	486	15	0.0314	17	0.0220	1,052,092
CINCINNATI, OH-KY-IN PMSA	20	2,801	0.00172	690	16	0.0307	27	0.0201	1,627,509
DENVER, CO PMSA	21	3,378	0.00171	801	34	0.0261	30	0.0189	1,978,991
SAN ANTONIO, TX MSA	22	2,666	0.00170	706	25	0.0279	15	0.0224	1,564,949

AMERICAN LUNG ASSOCIATION
State of the Air: 2004

(Click for a note on ranking)

- Metropolitan Areas Most Polluted by Short-term Particle Pollution
- Metropolitan Areas Most Polluted by Year-Round Particle Pollution
- Top 25 Cleanest Cities for Year-Round Particle Pollution
- Top 25 Cleanest U.S. Counties for Year-Round Particle Pollution
- Top 26 U.S. Counties Most Polluted by Annual Particle Pollution
- Cleanest U.S. Cities for Ozone Air Pollution (alphabetically)
- Metropolitan Areas with the Worst Ozone Air Pollution
- Counties with the Worst Ozone Air Pollution
- Counties Eliminated from the Top 25 Most Ozone-Polluted List

Metropolitan Areas Most Polluted by Short-term Particle Pollution (24-Hour $PM_{2.5}$)

Rank	Metropolitan Area
1	LOS ANGELES-LONG BEACH-RIVERSIDE, CA
2	FRESNO-MADERA, CA
3	BAKERSFIELD, CA
4	PITTSBURGH-NEW CASTLE, PA
5	EUGENE-SPRINGFIELD, OR
6	BIRMINGHAM-HOOVER-CULLMAN, AL
6	SALT LAKE CITY-OGDEN-CLEARFIELD, UT
8	SACRAMENTO-ARDEN-ARCADE-TRUCKEE, CA-NV
9	VISALIA-PORTERVILLE, CA
10	CLEVELAND-AKRON-ELYRIA, OH
11	MODESTO, CA
12	HANFORD-CORCORAN, CA
12	CHICAGO-NAPERVILLE-MICHIGAN CITY, IL-IN-WI
12	DETROIT-WARREN-FLINT, MI
15	SAN JOSE-SAN FRANCISCO-OAKLAND, CA
16	SAN DIEGO-CARLSBAD-SAN MARCOS, CA
17	CINCINNATI-MIDDLETOWN-WILMINGTON, OH-KY-IN
18	WASHINGTON-BALTIMORE-NORTHERN VIRGINIA, DC-MD-VA-WV
18	PROVO-OREM, UT
20	LOUISVILLE-ELIZABETHTOWN-SCOTTSBURG, KY-IN
21	WEIRTON-STEUBENVILLE, WV-OH
22	SEATTLE-TACOMA-OLYMPIA, WA
23	MERCED, CA
23	MEDFORD, OR
23	HARRISBURG-CARLISLE-LEBANON, PA

Metropolitan Areas Most Polluted by Year-Round Particle Pollution(Annual $PM_{2.5}$)

Rank	Metropolitan Areas
1	LOS ANGELES-LONG BEACH-RIVERSIDE, CA
2	VISALIA-PORTERVILLE, CA
3	BAKERSFIELD, CA
4	FRESNO-MADERA, CA
5	PITTSBURGH-NEW CASTLE, PA
6	DETROIT-WARREN-FLINT, MI
7	ATLANTA-SANDY SPRINGS-GAINESVILLE, GA
8	CLEVELAND-AKRON-ELYRIA, OH
9	HANFORD-CORCORAN, CA
9	BIRMINGHAM-HOOVER-CULLMAN, AL
11	CINCINNATI-MIDDLETOWN-WILMINGTON, OH-KY-IN
12	KNOXVILLE-SEVIERVILLE-LA FOLLETTE, TN
13	WEIRTON-STEUBENVILLE, WV-OH
14	CHICAGO-NAPERVILLE-MICHIGAN CITY, IL-IN-WI
15	CANTON-MASSILLON, OH
16	CHARLESTON, WV
17	MODESTO, CA
18	NEW YORK-NEWARK-BRIDGEPORT, NY-NJ-CT-PA
18	MERCED, CA
20	ST. LOUIS-ST. CHARLES-FARMINGTON, MO-IL
21	WASHINGTON-BALTIMORE-NORTHERN VIRGINIA, DC-MD-VA-WV
22	LOUISVILLE-ELIZABETHTOWN-SCOTTSBURG, KY-IN
22	HUNTINGTON-ASHLAND, WV-KY-OH
24	YORK-HANOVER-GETTYSBURG, PA
24	LANCASTER, PA
24	COLUMBUS-MARION-CHILLICOTHE, OH

Top 25 Cleanest Cities for Year-Round Particle Pollution (Annual $PM_{2.5}$)

Rank	Metropolitan Area
1	SANTA FE-ESPANOLA, NM
2	HONOLULU, HI
3	CHEYENNE, WY
4	GREAT FALLS, MT
5	FARMINGTON, NM

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5	ANCHORAGE, AK
5	ALBUQUERQUE, NM
8	BISMARCK, ND
9	KENNEWICK-RICHLAND-PASCO, WA
10	LUBBOCK-LEVELLAND, TX
10	BILLINGS, MT
12	IDAHO FALLS-BLACKFOOT, ID
13	GRAND JUNCTION, CO
13	COLORADO SPRINGS, CO
15	BELLINGHAM, WA
16	RAPID CITY, SD
16	FARGO-WAHPETON, ND-MN
18	PUEBLO, CA
19	FORT COLLINS-LOVELAND, CO
20	SALEM, OR
21	DULUTH, MN-WI
21	ALBANY-CORVALLIS-LEBANON, OR
23	SALINAS, CA
24	CAPE CORAL-FORT MYERS, FL
25	PORT ST. LUCIE-FORT PIERCE, FL

Top 25 Cleanest U.S. Counties for Year-Round Particle Pollution (Annual $PM_{2.5}$)

Rank	County
1	ELBERT, CO
2	MAUI, HI
3	SANTA FE, NM
3	HONOLULU, HI
3	SANDOVAL, NM
6	LARAMIE, WY
7	LA PLATA, CO
8	BURKE, ND
9	VILAS, WI
10	GRANT, NM
10	CASCADE, MT
10	MATANUSKA-SUSITNA, AK
10	MERCER, ND
14	SCOTTS BLUFF, NE

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14	JUNEAU, AK
14	HANCOCK, ME
17	CAMPBELL, WY
18	SAN JUAN, NM
18	ANCHORAGE, AK
18	BERNALILLO, NM
18	ESSEX, NY
22	COLUMBIA, OR
22	GUNNISON, CO
22	SANDERS, MT
25	BURLEIGH, ND

Top 26 U.S. Counties Most Polluted by Annual Particle Pollution (Annual $PM_{2.5}$)

Rank	County
1	RIVERSIDE, CA
2	SAN BERNARDINO, CA
3	LOS ANGELES, CA
4	TULARE, CA
5	KERN, CA
6	FRESNO, CA
7	ALLEGHENY, PA
8	ORANGE, CA
9	WAYNE, MI
10	FULTON, GA
11	CUYAHOGA, OH
12	KINGS, CA
12	JEFFERSON, AL
14	HAMILTON, OH
15	KNOX, TN
16	JEFFERSON, OH
17	COOK, IL
18	STARK, OH
19	KANAWHA, WV
20	STANISLAUS, CA
20	LAKE, IN
22	NEW YORK, NY
22	MERCED, CA
24	HANCOCK, WV

24	MADISON, IL
24	SCIOTO, OH

Cleanest U.S. Cities for Ozone Air Pollution (alphabetically)

Metropolitan Area	Population
AMES-BOONE, IA	106,816
BELLINGHAM, WA	174,362
BROWNSVILLE-HARLINGEN-RAYMONDVILLE, TX	373,551
COLORADO SPRINGS, CO	565,404
DULUTH, MN-WI	276,298
EUGENE-SPRINGFIELD, OR	326,666
FARGO-WAHPETON, ND-MN	201,602
FLAGSTAFF, AZ	120,295
GREELEY, CO	205,014
HONOLULU, HI	896,019
LAREDO, TX	207,611
LINCOLN, NE	274,178
LOGAN, UT-ID	105,394
MEDFORD, OR	186,430
MOUNT VERNON-ANACORTES, WA	106,906
RENO-SPARKS, NV	365,748
SALEM, OR	357,812
SALINAS, CA	413,408
SAN LUIS OBISPO-PASO ROBLES, CA	253,408
SIOUX FALLS, SD	194,654
SPOKANE, WA	427,506
TALLAHASSEE, FL	327,869

Metropolitan Areas with the Worst Ozone Air Pollution

Rank	Metropolitan Statistical Areas
1	LOS ANGELES-RIVERSIDE-ORANGE COUNTY, CA
2	FRESNO, CA
3	BAKERSFIELD, CA
4	VISALIA- -PORTERVILLE, CA
5	HOUSTON-BAYTOWN-HUNTSVILLE, TX CMSA
6	MERCED, CA
7	SACRAMENTO-ARDEN-ARCADE--TRUCKEE, CA-NV

8	HANFORD-CORCORAN, CA
9	KNOXVILLE-SEVIERVILLE-LA FOLLETTE, TN
10	DALLAS-FORT WORTH, TX CMSA
11	WASHINGTON-BALTIMORE-NORTHERN VIRGINIA, DC-MD-VA-WV
12	PHILADELPHIA-WILMINGTON-ATLANTIC CITY, PA-NJ-DE-MD CMSA
13	NEW YORK-NEWARK-BRIDGEPORT, NY-NJ-CT-PA
14	CHARLOTTE-GASTONIA-SALISBURY, NC-SC
15	CLEVELAND-AKRON-ELYRIA, OH
16	GREENSBORO--WINSTON-SALEM--HIGH POINT, NC
17	PITTSBURGH-NEW CASTLE, PA
18	PHOENIX-MESA-SCOTTSDALE, AZ
18	SAN DIEGO,-CARLSBAD-SAN MARCOSCA
20	MODESTO, CA
21	ATLANTA-SANDY SPRINGS-GAINSVILLE, GA
22	MORRISTOWN-NEWPORT, TN
23	RALEIGH-DURHAM-CARY, NC
23	LANCASTER, PA
25	SHEBOYGAN, WI

Counties with the Worst Ozone Air Pollution*

County	2004 Rank	2003 Rank	2002 Rank	2001 Rank	2000 Rank
SAN BERNARDINO, CA	1	1	1	1	1
FRESNO, CA	2	2	3	4	4
KERN, CA	3	3	2	3	3
RIVERSIDE, CA	4	5	4	2	2
TULARE, CA	5	4	5	5	6
LOS ANGELES, CA	6	7	8	8	5
HARRIS, TX	7	6	6	6	8
MERCED, CA	8	9	9	23	16
EL DORADO, CA	9	8	14	18	17
KINGS, CA	10	10	11	21	9
SEVIER, TN	11	12	10	12	19
NEVADA, CA	12	13	28	50	35
SACRAMENTO, CA	12	14	20	33	20
TARRANT, TX	14	19	37	46	46
HARFORD, MD	15	25	50	30	32
CAMDEN, NJ	16	24	27	16	21

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VENTURA, CA	17	15	21	14	7
ANNE ARUNDEL, MD	17	18	15	10	11
OCEAN, NJ	17	29	38	28	24
ROWAN, NC	20	16	22	19	31
FAIRFIELD, CT	21	29	61	34	39
MECKLENBURG, NC	22	19	12	11	12
PLACER, CA	23	17	31	60	37
CECIL, MD	24	29	40	41	40
GLOUCESTER, NJ	25	47	65	43	44

Counties Eliminated from the Top 25 Most Ozone-Polluted List (between State of the Air 2003 and 2004)

County	2003 Rank	2003 Grade	2004 Rank	2004 Grade
FULTON, GA	11	F	51	F
DEKALB, GA	21	F	52	F
HENRY, GA	22	F	57	F
ROCKDALE, GA	22	F	121	F

* In 2003, the U.S. Census Bureau published revised definitions for the nation's Metropolitan Statistical Areas. Therefore, comparisons between MSAs of previous reports and State of the Air: 2004 should be made with caution.

** Alabama, Connecticut, Florida, Maine, Massachusetts, and Washington adopted shorter ozone seasons. Kentucky and Tennessee adopted longer ozone seasons. These analyses use the revised season data for all three years. No grades were affected by the difference in season length, but comparisons with weighted averages and, therefore, rankings may be slightly affected.

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American Lung Association State of the Air: 2004 Report Ranks Cities and Counties Threatened by Dirty Air

American Lung Association Fights Roll-Backs of Clean Air Act That Would Increase Pollution

Quarter of All Americans Threatened by Dangerous Particle Pollution Levels

April 29, 2004

NEW YORK, N.Y.– High levels of microscopic, soot-like particles are increasing the risk of premature death for millions of people, including those with heart or lung disease, according to the *American Lung Association State of the Air: 2004* report released today. The report, which provides county-by-county grades of ozone pollution and the first-ever county-by-county analysis of particle pollution, can be found by visiting http://www.lungusa.org.

"Americans need to know about unhealthy air pollution in their communities," said John L. Kirkwood. American Lung Association President and Chief Executive Officer. "The threat may be invisible to the human eye, but it is real – and it can kill. This is why the American Lung Association is fighting hard to protect tools in the Clean Air Act that can clean up the pollution – a tool that the Administration has taken steps to roll back," said Kirkwood.

For the first time, the American Lung Association's annual *State of the Air* report uses data from a new, national air-quality surveillance network to go beyond its traditional analysis of smog, or ozone air pollution, to include particle pollution. Produced by power plant emissions, diesel exhaust and wood burning, among other sources, particle pollution can be dangerous when it reaches unhealthy levels over a few hours or a few days, as well as with constant daily exposure over a long period of time. The complex and dangerous health effects of particle pollution were confirmed in a National Research Council report released in March 2004.

Both Particle Pollution and Ozone Threaten Air Quality

While particle pollution emerges as a widespread problem affecting a quarter of all Americans, ozone levels continue to endanger nearly half the nation (136 million Americans). Here are some of the cities and counties most affected by the poorest air quality:

- **Northeast –**New York City, Philadelphia, Harrisburg, Pittsburgh, Washington, DC, , Newark, Bridgeport and Baltimore
- **Southeast –** Atlanta, Birmingham, Knoxville, Louisville, Charleston, Raleigh-Durham and Winston-Salem

- **Midwest –** Chicago, Cleveland, Cincinnati, St. Louis and Detroit
- **Southwest: -** Dallas-Ft. Worth, Houston and Phoenix
- **West–** Los Angeles, San Diego, San Francisco, Sacramento, Fresno, Eugene, Seattle, Provo and Salt Lake City

Report Highlights: Public Health Implications

Particle pollution, complex microscopic bits that are one-thirtieth the width of a

human hair, can cause serious health problems even at relatively low concentrations and are responsible for tens of thousands of premature deaths in the U.S. each year, according to the report.

"The dangerous thing about these fine particles is that they are tiny enough to penetrate the body's natural defense systems," said Norman H. Edelman, MD, the American Lung Association's consultant for scientific affairs. "This means when you inhale these particles, they embed themselves deep in the lungs. Some may even pass through the lungs to the blood."

"Particle pollution is like an invisible army, wreaking havoc on your body through complicated mechanisms we're still sorting out," said Edelman. "Studies link particle pollution to increased risk of asthma attacks, heart attacks and strokes, lung cancer, and premature death, to name just a few of the ways this tiny army attacks."

People with cardiovascular diseases, children and the elderly are most vulnerable to the health risks associated with particle pollution, as are tens of millions of people who suffer from chronic lung disease such as asthma and chronic obstructive pulmonary disease. Specifically at risk are:

- The 16.7 million people with cardiovascular disease living in areas with unhealthy short-term particle pollution levels. Even short-term exposure – several hours to several days – has been linked to premature death, heart attacks and stroke.
- The 3.6 million adults and a 1.4 million children with asthma exposed to unhealthy year-round particle levels; and
- The 2.6 million with chronic bronchitis and 888,000 with emphysema living in areas with dangerous short-term particle pollution.

According to the report:

- Twenty-eight percent (more than 81 million) of the U.S. population lives in areas with unhealthy short-term levels of particle pollution;
- Nearly one-quarter of Americans (66 million) live in areas with unhealthy year-round levels of particle pollution; and
- Nearly half of all Americans (136 million) live in counties with unhealthy levels of ozone, despite substantial reductions in ozone in the thirty-four years spent fighting the problem.
- All totaled, some 159 million Americans live in counties with unhealthy levels of either ozone or short-term levels or year-round levels of particle pollution.
- Most alarmingly, 46 million Americans live in counties where all three levels are unhealthy.

How Air Quality is Measured

American Lung Association State of the Air: 2004 uses air quality measurements made by state and local agencies and reported to EPA for the years 2000 through 2002 to assign grades A through F and Pass/Fail to counties in three categories: 1) daily particle pollution levels 2) year-round particle pollution levels and 3) daily ozone levels. Grades are based on how often air quality levels reach "unhealthful" amounts under EPA's Air Quality Index for short-term levels of particle pollution and ozone. Pass/Fail grades for the year-round levels of particle pollution are based on EPA's own analysis.

Administration Proposals Jeopardize Clean Air Act

Despite progress toward cleaner air over the past 30 years, the American Lung Association is greatly concerned about roadblocks including the Administration's actions to roll back key provisions of the Clean Air Act and persistent delays in carrying out the existing provisions. Last year, the EPA reversed a provision of the Clean Air Act that would have required the nation's oldest, dirtiest power plants and oil refineries to meet clean air standards. The American Lung Association sued to stop that rollback, and in a December 2003 Court of Appeals ruling blocked EPA's efforts until the court can hear the full case. The American Lung Association has successfully sued EPA to set schedules for ending the delays on other key provisions.

What Americans Can Do

To help Americans protect their health and reduce air pollution, the American Lung Association is issuing a "top 10 list" of "What You Can Do To Protect Yourself From Ozone and Particle Air Pollution," with special guidelines for seniors and parents of small children. These simple and concrete action steps include avoiding exercising outside on high pollution days and not burning wood or trash. The American Lung Association also urges taking steps to help clean up the air, including carpooling and filling gas tanks after sundown, as well as supporting strong national, state, and local pollution control programs. For the full lists or to contact members of Congress to oppose revisions to the Clean Air Act, including loopholes for polluting power plants that would weaken existing laws, individuals can log onto www.lungusa.org.

Additional Resources:

- *American Lung Association State of the Air: 2004* National Press Release in Spanish
- Report Backgrounder
- Organization Backgrounder
- Defending the Clean Air Act
- **Take Action:** Defend the Clean Air Act!
- Frequently Asked Questions
- How Parents Can Protect Children From Ozone and Particle Pollution
- How Seniors Can Protect Themselves From Ozone and Particle Air Pollution
- Ozone Fact Sheet
- Particle Pollution Fact Sheet
- Air Quality Index Fact Sheet
- Rankings

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Surface Transportation Policy Project

America's Mean Streets are Getting Meaner in Most Places

-- Tenth year of metropolitan pedestrian safety study pinpoints Orlando with the worst record, Salt Lake City as most improved --

WASHINGTON, D.C., December 2, 2004 – The Surface Transportation Policy Project (STPP)'s *Mean Streets 2004* study issued this morning reveals that walking remains the most dangerous mode of transportation, and some areas of the country are becoming markedly more dangerous.

The study, released by STPP in conjunction with AARP, Advocates for Highway and Auto Safety, American Planning Association, American Public Health Association (APHA), American Society of Landscape Architects, prominent local and state policymakers who are leaders on pedestrian safety and numerous state and local transportation advocates, assesses the data and recommends specific actions that governments can take to increase pedestrian safety.

Mean Streets' findings include:

- In 2003, 4,827 Americans (11.3 percent of all traffic fatalities) died while crossing the street, walking to school or work, going to a bus stop, or strolling to the grocery, among other daily activities. Over the ten-year period 1994-2003, 51,989 pedestrians have died on U.S. streets.
- Senior citizens, African-American and Latino pedestrians suffer a fatality rate well in excess of the population at large.
- Despite a decline in the total number of pedestrian fatalities over the decade and even though walking as a share of total trips declined even faster, more than half of the nation's 50 largest metropolitan areas grew more dangerous.

The Orlando (FL) metropolitan area, which has seen an increase in pedestrian death rate of more than 117 percent in the last ten years, ranks as the area with the meanest streets today, as well as the streets that have worsened the most over the last decade. Other metropolitan areas with worsening pedestrian death rates over the last ten years included Richmond (VA) with a more than 70 percent increase in deaths and Memphis (TN) with a rate of 42.6 percent.

"The *Mean Streets 2004* report provides a useful yardstick for elected officials and transportation leaders to measure progress, or lack thereof, in making pedestrians and their communities safer," said Anne Canby, president of STPP. "Nearly 52,000 pedestrian deaths over the last ten years is a staggering figure that demands that we do much more to make walking a safer travel option."

Turning from trends to a snapshot of pedestrian safety today, *Mean Streets 2004* found that the most dangerous streets in America are clustered in Florida: Orlando, Tampa, West Palm Beach, and Miami-Ft. Lauderdale are the top four, while Jacksonville ranks eighth. Other cities in the top ten are Memphis (TN), Atlanta (GA), Greensboro (NC), Phoenix (AZ), and Houston (TX).

The news is not all bleak. The Salt Lake City (UT) area cut its pedestrian death rate by nearly half over the last decade, Portland (OR) reduced pedestrian deaths by one-third, and Austin (TX), New Orleans (LA), and Los Angeles (CA) saw their death rates drop by nearly 20 percent.

"America's mean streets are meanest to our youngest and oldest citizens, and to African-American and Latino pedestrians," said Judith E. Espinosa, chair of the STPP Board of Directors. "We need to find out why this is happening and take the necessary steps to correct it."

Mean Streets 2004 recommends upgrading sidewalks, signals, streets and other pedestrian infrastructure already in place to improve the pedestrian environment, putting more emphasis on pedestrian safety in the decision-making process for future transportation plans, slowing down traffic through traffic-calming and enforcement, and promoting walking as a transportation alternative. The report also recommends that states allocate a higher share of federal transportation dollars to pedestrian safety. It finds that in four of the top ten metropolitan areas showing the greatest decline in pedestrian safety, state spending of federal dollars available to pedestrian safety actually declined, and that many states actually elected not to spend federal funds specifically available to pedestrian and bicycle safety projects.

Mean Streets notes some simple improvements such as crosswalks and speed limit enforcement that can make a difference. Only one-tenth of pedestrian deaths in 2002-2003 occurred inside a crosswalk, and a recent federal study shows a 95 percent survivability rate for pedestrians struck by a vehicle traveling 20 miles per hour while those struck at 40 mph survived just 15 percent of the time.

"This study is an important wake-up call that documents the preventable suffering that those of us who have worked in emergency departments have seen individually," said Georges C. Benjamin, MD, FACP, executive director of the American Public Health Association and board member of Advocates for Highway Safety. "Pedestrian deaths are traumatic and, in too many circumstances, avoidable tragedies. By making walking and biking safe, we not only improve transportation options, but the exercise can also

improve our health."

Mean Streets draws from U.S. Census data, U.S. Department of Transportation statistics, studies by the Centers for Disease Control and Prevention, and academic research on transportation, demographics and public health. The figures are combined to develop a "Pedestrian Danger Index" (PDI) that examines per capita pedestrian fatalities relative to the amount of walking. *Mean Streets 2004* found that on a national average, the PDI grew from 54.8 to 57.5 between 1994 and 2003. State- and metropolitan-specific listings and the report in its entirety can be found at www.transact.org.

About the Surface Transportation Policy Project

Based in Washington, D.C., the Surface Transportation Policy Project is a diverse, nationwide coalition working to ensure safer communities and smarter transportation choices that enhance the economy, improve public health, promote social equity, and protect the environment. For more information please visit www.transact.org.

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Where Pedestrians Are Dying

In addition to looking at the trend in pedestrian safety over time, STPP also examined how metro areas compare to each other in the most recent time period, 2002 through 2003. Once again, we used the PDI to evaluate the risk of pedestrian death relative to the amount of walking in each metro area.

According to the Pedestrian Danger Index, the top ten most dangerous large metro areas for walking in 2002-2003 were: Orlando; Tampa-St. Petersburg-Clearwater; West Palm Beach-Boca Raton; Miami-Ft. Lauderdale; Memphis; Atlanta, Greensboro-Winston Salem-High Point, NC; Houston-Galveston-Brazoria; Jacksonville; and Phoenix-Mesa. Orlando's pedestrian death rate of 3.15 deaths per 100,000 persons is remarkable given that its walk-to-work rate, 1.3 percent, is well below the national average. This combination of a high death rate, and low rate of walking, gives Orlando the top PDI ranking among large metro areas.

	Metro Area	Pedestrian Danger Index
1	Orlando, FL	243.6
2	Tampa-St Petersburg-Clearwater, FL	215.3
3	West Palm Beach-Boca Raton, FL	209.9
4	Miami-Fort Lauderdale, FL	166.3
5	Memphis, TN-AR-MS	159.1
6	Atlanta, GA	144.4
7	Greensboro--Winston-Salem--High Point, NC	122.5
8	Houston-Galveston-Brazoria, TX	121.9
9	Jacksonville, FL	120.7
10	Phoenix-Mesa, AZ	117.2

The most dangerous metro areas, all located in the South or West, tend to be marked by lower density development patterns, which include wide, high-speed arterials that are particularly hazardous for walking. Most experienced rapid population growth in the latter half of the 20th Century when development was designed to facilitate fast-moving automobile traffic and new growth tended to follow new highways away from the central city. In fact, a report from Smart Growth America found that 50 percent fewer commuters walk to work in sprawling areas like the ones listed above.[5] And the PDI indicates that when they do walk to work, they face a higher level of risk. Table 3 below lists the nation's 50 largest metro areas, ranked according to their PDI.

[5] According to that report, about 2 percent of commuters walk to work in sprawling metro areas, compared to 3.1 percent in less sprawling metro areas. Reid Ewing, Rolf Pendall, and Don Chen. *Measuring Sprawl and Its Impact*. October 2002. <www.smartgrowthamerica.org/sprawlindex/sprawlindex.html>

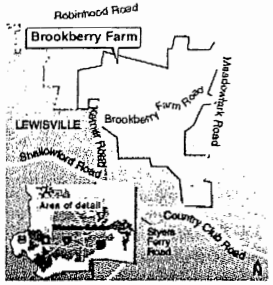
DO Attach

Winston-Salem Journal

Location of Brookberry's retail space undecided

Legacy plan calls for it to be on northern end, but developers disagree

By Michael Hewlett
JOURNAL REPORTER
Saturday, November 29, 2003



Though the Forsyth County Board of Commissioners has approved plans for developing the 795-acre Brookberry Farm, much remains to be resolved about one of the largest area rezoning cases in recent history.

The problem is that the commercial development proposed for Brookberry in its current location on the southeast section of the property does not match with the county's Legacy Comprehensive Plan.

Shopping centers, restaurants and other retail will be built in later phases of the project, which will take at least 12 years to fully develop.

The Legacy plan, approved after much public debate in 2001, is a guideline for future development in Forsyth County. It recommends nine commercial areas, called "metro activity centers" in largely residential parts of the county.

One of those proposed metro activity centers, according to Legacy, should be along Robinhood Road near Meadowlark Drive, which happens to be on the northern end of Brookberry.

Brookberry's developers, however, have laid out a plan for commercial development in the southern part of the property, closer to Country Club Road, where some retail development already exists.

Quality Oil Co. and Jim McChesney, a Winston-Salem developer, earlier this month gained approval for a mix of single-family homes, multifamily housing and retail shops on the property, once the home of Bowman Gray Jr., the former Reynolds Tobacco Co. chairman. When Bowman Gray Jr. died, the Brookberry property was held in trust for family heirs by the real-estate division of Wachovia Trust Co., which has managed the property since. The developers have not disclosed details of the land sale.

Planners said they will spend most of next year discussing whether to move the metro activity center suggested in their Legacy plan from Robinhood Road to Country Club Road. Doing so would require an amendment to the Legacy plan and approval of the planning board and county commissioners.

The idea of metro activity centers is to concentrate homes and apartments near shopping centers and grocery stores. Included is a network of streets that encourage people to get out of their cars.

Rosemary Deemer, a city-county planner, said that such centers help prevent strip malls and ease traffic congestion.

The Legacy plan doesn't specify locations for most of the metro activity centers.

McChesney, for one, said that moving the metro activity center in Legacy near Robinhood to Country Club Road makes the most sense.

"Certainly the intersection of Country Club Road and Meadowlark Drive has a certain level of commercial presence there already," he said. "Because of the proximity of (U.S.) 421 and (Interstate) 40, it seemed that end of the property was the logical place for services-type growth rather than in the middle of the property or the north end of the property."

The developers had first proposed 800,000 square feet of retail space over 100 acres, the bulk of it in the southeast section. After objections from the planning staff, the developers cut that retail space in half - but left it in the southeast part of the property.

The rest of the retail space would be mixed with houses elsewhere in the development. Planners were still concerned that too much retail in that end of the property would increase traffic on Meadowlark, a two-lane road. Improvements are planned for Meadowlark as the project develops.

Paul Norby, the city-county planning director, said the issue of locating the metro activity center that is near Brookberry Farm is a bit more complex than the other centers.

"We're having to look between two interchanges," he said, referring to Robinhood and Country Club roads.

McChesney said that two interchanges associated with the proposed Northern Beltway would be near the intersection of Country Club Road and Meadowlark Drive. And, he said, residents in the area want retail-oriented services near them.

Norby said that residents and business owners will have some say on whether the center will be moved to Country Club Road. He said a decision likely won't be made until next summer.

DO Attach

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ADDING IT UP:
GROWTH TRENDS AND POLICIES IN NORTH CAROLINA

A Report Prepared for the Z. Smith Reynolds Foundation
by the
Brookings Institution
Center on Urban and Metropolitan Policy

July, 2000

III. Putting the Trends Together

North Carolina is growing at a dramatic pace—in population, in jobs, and in land consumption. The state grew by 1.7 million people between 1980 and 1998, with 1.3 million people moving into the seven largest metropolitan areas. Research Triangle Park, the banking industry, and the post-secondary educational institutions have fueled prosperity and population growth in the large metropolitan areas of the state. Land consumption rates are also growing: each year between 1992 and 1997, an area larger than Charlotte was developed. Only four states in the country are consuming land more quickly.

The preponderance of growth is located in the state's seven largest metropolitan areas. Within these metro areas, cities are growing at a rapid pace, principally through annexation. Through liberal annexation powers, cities have kept pace with population growth—but not job growth—by expanding their boundaries into less dense suburban areas, thus retaining large percentages of the metropolitan area and state population. This process may be fiscally beneficial for cities, but allowing them to grow by physical expansion means there is less pressure to promote growth in existing areas through higher density development. Therefore, new regional growth pours into newly developing areas. Suburbs are gaining jobs more rapidly than central cities in most North Carolina metropolitan areas.

Rapid, sprawling growth is threatening the quality of life in many parts of North Carolina and could undermine the state's competitive edge. Growth is taking its toll in metropolitan areas. The state was ranked 5th nationwide in the number of acres of farmland lost between 1992-1997. The Charlotte Region has the 8th worst air quality in the nation—Raleigh-Durham the 17th. Daily vehicle miles of travel are growing significantly in every major metropolitan area. Increasing congestion is frustrating employees stuck in traffic and corporations looking to expand. New beltways will likely worsen the sprawl problem. Infrastructure needs to be expanded and schools need to be built. Some rural areas and small towns are also struggling with growth, either because they are located close to fast growing urban areas or because they are becoming destination sites for retirees and other new residents.

Growth is not uniform across the state, however: rural areas and areas with high concentrations of minorities are being left behind. In North Carolina's metropolitan areas, concentrated poverty is a racial phenomenon, affecting blacks much more than whites. In rural areas, the counties with the highest proportion of non-white residents also experience persistent poverty and sparse economic growth. Unemployment rates are significantly higher among non-whites than among whites. Unemployment rates are also higher in rural areas than in urban areas, and they have gotten worse as predominately rural jobs in the manufacturing, textile/apparel and tobacco industries have been lost. Rural counties and towns in the inner coastal plain of North Carolina suffered $6 billion in damages from flooding after hurricanes in 1999.

North Carolina needs to grow differently; its growth needs to be more compact and balanced. To accommodate future growth and to avoid the persistent consequences of urban sprawl, growth policies and governance powers must be rethought. State policies, particularly transportation policies, that facilitate sprawling development patterns need to be fundamentally revised. State and local governments must rethink land use policies so that more development occurs in older areas with infrastructure and not on farmlands, open space and sensitive coastal areas. Regional approaches to transportation and economic development must be expanded to reflect economic realities. While metropolitan areas and adjacent rural counties need to deal with too much growth, some rural areas need more—but the right kind of growth, which does not make them into anonymous exurbs of major metropolitan areas.

PRESS RELEASE

10.17.02

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Comprehensive Sprawl Study Ranks Metros

Sprawl associated with highway deaths, air pollution, traffic

(WASHINGTON, D.C) – Metropolitan areas that sprawl more have higher traffic fatality rates, more traffic, and poorer air quality than less sprawling areas, according to a landmark study released today. The report, ***Measuring Sprawl and Its Impact***, is based on a three-year research project conducted by professors at Rutgers and Cornell universities.

Unlike previous studies, which attempted to evaluate sprawl based on one or two statistics such as density, Measuring Sprawl uses 22 variables to rate metro areas on four different aspects of their development. The "scores" for each factor indicate how badly those regions have sprawled in terms of spreading out housing and population; segregating homes from the activities of daily life; lacking the focus of strong economic and social centers; and building poorly connected street networks.

This comprehensive and academically rigorous study truly breaks new ground by going a step beyond the index to demonstrate how sprawl development patterns affect the way people live.

"For the first time we are able to define sprawl objectively so we can see how it measures up," said Don Chen, Executive Director of Smart Growth America. "What this study tells us is that sprawl has a direct and negative impact on our everyday lives."

Among the report's findings:

- **More Driving**. The daily distance driven per person is more than ten miles more in the most sprawling places than in the least sprawling, adding up to 40 more miles of automobile travel each day for a family of four.
- **More Traffic Deaths.** The ten most sprawling places average 15 traffic deaths for every 100,000 people, while the least sprawling average 10.7 deaths per 100,000.
- **More Air Pollution**. Ozone pollution levels are as much as 41 parts per billion higher in the most sprawling areas, which can mean the difference between safe, "code green" air quality and "code red" air quality.

In addition, the research found sprawl to lack even the one benefit defenders most often attribute to it: lower congestion. People in sprawling areas endure no less traffic-related delay than those in more compact places, but have fewer alternatives in travel routes and modes, the study found.

The report ranks 83 metropolitan areas, accounting for nearly half the country's population, and finds that **Riverside-San Bernardino** California is the most sprawling overall. It is followed by **Greensboro** and **Raleigh**, both in North Carolina; **Atlanta**; **Greenville**, South Carolina; and **West Palm Beach**. The most sprawling metropolitan area in terms of low-density housing is **Knoxville**, Tennessee; the place with the poorest mix of homes, jobs, and shops is **Raleigh**; The place with the weakest centers of activities such as town centers is **Vallejo-Fairfield-Napa**, California, and the place with the most poorly connected street network is **Rochester**, New York.

Metropolitan Region	Overall Sprawl Index Score
Riverside-San Bernardino, CA PMSA	14.2
Greensboro-Winston-Salem-High Point, NC MSA	46.8
Raleigh-Durham, NC MSA	54.2
Atlanta, GA MSA	57.7
Greenville-Spartanburg, SC MSA	58.6
West Palm Beach-Boca Raton-Delray Beach, FL MSA	67.7
Bridgeport-Stamford-Norwalk-Danbury, CT NECMA	68.4
Knoxville, TN MSA	68.7
Oxnard-Ventura, CA PMSA	75.1
Fort Worth-Arlington, TX PMSA	77.2

The full report, metropolitan area fact sheets, and a peer-reviewed research paper are all available on Smart Growth America's website at www.smartgrowthamerica.org. For more information, call David Goldberg at (202) 412-7930 or John Bailey at (202) 974-5157.

Smart Growth America is a diverse coalition of nearly 100 advocacy organizations organizations with a stake in how metropolitan expansion affects our environment, quality of life and economic sustainability. Coalition partners include national, state and local groups working on behalf of the environment, historic preservation, housing affordability, social equity, land conservation, neighborhood redevelopment, farmland protection labor and town planning and design.

###

MEASURING SPRAWL AND ITS IMPACT
The Character & Consequences of Metropolitan Expansion

Executive Summary

Much as Justice Potter Stewart said of pornography, most people would be hard pressed to define urban sprawl, but they know it when they see it.

Increasingly, however, that is not good enough. As more and more metropolitan areas debate the costs and consequences of poorly managed expansion, there is an increasing need to be clear about the terms of the discussion. Politicians and planners aiming to contain sprawl also must have an agreed-upon way to define and measure it in order to track their progress. Beyond that, it is important for policy makers to be able to demonstrate how, and to what degree, sprawl has real implications for real people.

The study underlying this report, the product of three years of research by Reid Ewing of Rutgers University, Rolf Pendall of Cornell University, and Don Chen of Smart Growth America represents the most comprehensive effort yet undertaken to define, measure and evaluate metropolitan sprawl and its impact. This report is the first in a series of findings to be issued based on the ongoing analysis of that work.

Sprawl Defined
Beginning with an exhaustive review of the existing academic and popular literature, the researchers identified sprawl as the process in which the spread of development across the landscape far outpaces population growth. The landscape sprawl creates has four dimensions: a population that is widely dispersed in low density development; rigidly separated homes, shops, and workplaces; a network of roads marked by huge blocks and poor access; and a lack of well-defined, thriving activity centers, such as downtowns and town centers. Most of the other features usually associated with sprawl—the lack of transportation choices, relative uniformity of housing options or the difficulty of walking—are a result of these conditions.

Creating an Index of Metropolitan Sprawl
Based on this understanding, the researchers set about creating a sprawl index based on four factors that can be measured and analyzed:

- Residential density;
- Neighborhood mix of homes, jobs, and services;
- Strength of activity centers and downtowns;
- Accessibility of the street network.

Each of these factors is in turn composed of several measurable components, a total of 22 in all. Residential density, for example, includes the proportion of residents living in very spread-out suburban areas, the portion of residents living very close together in town centers, as well as simple overall density and other measures. Before being included, each variable was tested through technical analysis to ensure that it added something unique to the overall portrait of sprawl.

The information assembled for each of 83 metropolitan areas (representing nearly half of the nation's population) produced a richly textured database that offers the most comprehensive assessment of metropolitan development patterns available to date. This study is the first to create such a multidimensional picture of the sprawl phenomenon and analyze related impacts.

Comparing and Evaluating Metro Regions
Based on its performance, each metro area earned a score in each of the four factors, indicating where it falls on the spectrum relative to other regions. Much of the value of this study is in this ability to look at the particular ways in which individual regions sprawl.

Some metro areas were found to sprawl badly in all dimensions. These include Atlanta, Raleigh and Greensboro, NC. A few metros did better than other regions in all four factors; among them are San Francisco, Boston, and Portland, Oregon. Other metro areas are more of a mixed bag; in those cases, the individual factor scores can tell us more about the characteristics of individual metro areas. For example, while the Columbia, SC or Tulsa, OK metro areas contain large swaths of low-density development, the presence of a number of strong centers bring them up in the overall ranking. And while San Jose, California, has slightly higher density than most metro areas, its lack of centers of activity pulls it down in the overall ranking.

The scores for the four factors were combined to calculate the overall Four Factor Sprawl Index, ranking the most and least sprawling metropolitan areas. On the Index, the average is 100, with lower scores indicating poorer performance and more sprawl, while higher scores show less sprawl. Using this Index, the most sprawling metro area of the 83 surveyed is Riverside, California, with an Index value of 14.22. It received especially low marks because:

- it has few areas that serve as town centers or focal points for the community: for example, more than 66 percent of the population lives over ten miles from a central business district;
- it has little neighborhood mixing of homes with other uses: one measure shows that just 28 percent of residents in Riverside live within one-half block of any business or institution;
- its residential density is below average: less than one percent of Riverside's population lives in communities with enough density to be effectively served by transit;
- its street network is poorly connected: over 70 percent of its blocks are larger than traditional urban size.

In the overall national ranking, Riverside is followed by Greensboro, NC; Raleigh, NC; Atlanta, GA; Greenville, SC; West Palm Beach, FL; Bridgeport, CT; Knoxville, TN; Oxnard-Ventura, CA; and Ft. Worth, TX.

Metropolitan Region	Overall Sprawl Index Score	Rank
Riverside-San Bernardino, CA PMSA	14.2	1
Greensboro-Winston-Salem-High Point, NC MSA	46.8	2
Raleigh-Durham, NC MSA	54.2	3
Atlanta, GA MSA	57.7	4
Greenville-Spartanburg, SC MSA	58.6	5
West Palm Beach-Boca Raton-Delray Beach, FL MSA	67.7	6
Bridgeport-Stamford-Norwalk-Danbury, CT NECMA	68.4	7
Knoxville, TN MSA	68.7	8
Oxnard-Ventura, CA PMSA	75.1	9
Fort Worth-Arlington, TX PMSA	77.2	10

At the other end of the scale, the metro area with the highest overall score is, not surprisingly, New York City, closely followed by Jersey City just across the Hudson River. (New York and Jersey City are such extreme "outliers" that they were excluded from most of the comparative analysis discussed later in the report.) Providence, San Francisco, and Honolulu round out the top five most compact metros, followed by Omaha, NE, Boston, Portland, OR, Miami, and New Orleans.

Sprawl's Impacts on Quality of Life

This initial report examines several transportation-related measures and impacts and finds that people living in more sprawling regions tend to drive greater distances, own more cars, breathe more polluted air, face a greater risk of traffic fatalities and walk and use transit less. Although this study was not designed to prove that land-use patterns cause those conditions, sprawl and its component factors were found to be a greater predictor than numerous demographic control variables that were also tested.

Among the impacts of sprawl found:

- *Higher rates of driving and vehicle ownership*. The research indicates that in relatively sprawling regions, cars are driven longer distances per person than in places with lower-than-average sprawl. Over an entire region, that adds up to millions of extra miles and tons of additional vehicle emissions. Also, the study found that in the ten most sprawling metropolitan areas, there are on average 180 cars to every 100 households; in the least sprawling metro areas (excluding New York City and Jersey City, which are outliers), there are 162 cars to every 100 households. The research indicates that this is not simply a matter of greater or lesser affluence; even controlling for income, households are more likely to bear the expense of additional vehicles in more sprawling areas.

- *Increased levels of ozone pollution*. The study found that the degree of sprawl is more strongly related to the severity of peak ozone days than per capita income or employment levels. The difference in ozone peaks appears significant enough to potentially mean the difference between reaching or failing to meet federal health-based standards. Failing to reach the standard not only imperils the health of children and other vulnerable populations, but also subjects regions to a raft of rigorous compliance measures.

- *Greater risk of fatal accidents.* Residents of more sprawling areas are at greater risk of dying in a car crash, the research indicates. In the nation's most sprawling region, Riverside CA, 18 of every 100,000 residents die each year in traffic crashes. The eight least sprawling metro areas all have traffic fatality rates of fewer than 8 deaths per 100,000. The higher death rates in more sprawling areas may be related to higher amounts of driving, or to more driving on high-speed arterials and highways, as opposed to driving on smaller city streets where speeds are lower. Speed is a major factor in the deadliness of automobile crashes.

- *Depressed rates of walking and alternative transport use*. In more sprawling places, people on their way to work are far less likely to take the bus or train or to walk. Twice the proportion of residents take public transit to work in relatively non-sprawling metro areas versus those with below-average scores. Likewise, thousands more residents walk to work in regions that sprawl less.

- *No significant differences in congestion delays*. The research found that sprawling metros exhibited the same levels of congestion delay as other regions. This finding challenges claims that regions can sprawl their way out of congestion.

Policy Recommendations

This study shows that sprawl is a real, measurable phenomenon with real implications for peoples' everyday lives. Regions wishing to improve their quality of life should consider taking steps to reduce sprawl and promote smarter growth. Based on this research, Smart Growth America offers six policy recommendations:

1) Reinvest in Neglected Communities and Provide More Housing Opportunities

2) Rehabilitate Abandoned Properties

3) Encourage New Development or Redevelopment in Already Built Up Areas

4) Create and Nurture Thriving, Mixed-Use Centers of Activity

5) Support Growth Management Strategies

6) Craft Transportation Policies that Complement Smarter Growth

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Suburban sprawl and physical and mental health

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KEYWORDS
Built environment;
Chronic conditions;
Urban form;
Mental health;
Urban sprawl

Summary *Objective*. To study the association between objective measures of suburban sprawl and chronic medical conditions and mental health disorders in the USA.

Methods. Cross-sectional analysis of survey data merged with objective measures of suburban sprawl. Outcomes are self-reported medical conditions, mental health disorders and health-related quality of life.

Results. Sprawl significantly predicts chronic medical conditions and health-related quality of life, but not mental health disorders. An increase in sprawl from one standard deviation less to one standard deviation more than average implies 96 more chronic medical problems per 1000 residents, which is approximately similar to an aging of the population of 4 years.

Conclusions. A robust association between sprawl and physical (but not mental) health suggests that suburban design may be an important new avenue for health promotion and disease prevention.

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Introduction

Each decade, millions of acres of rural land are converted into urbanized areas with separated residential, shopping and business areas, limited street connections and lower population density. Sprawling developments increase our dependence upon automobiles for transportation, fuel consumption and commuting distances, a trend observed in Europe just as much as in the USA. While empirical evidence to support the popular assumption that suburban sprawl is bad for one's health remains limited, plausible pathways exist through which suburban sprawl can affect health.[1–4] Pathways that have been documented include increased traffic fatalities, increased air pollution from motor vehicles, decreased walking trips and a higher body mass index.[5–11] No studies exist on the relationship between the prevalence of common medical and mental health disorders and suburban sprawl, although one study found an association between sprawl and increased hypertension.[11]

Comprehensive measurement of the multidimensional phenomenon of suburban sprawl is recent. Previous indices focused on a single dimension, such as population density, including the well-known sprawl index published by *USA Today*.[12] Ewing et al. developed more comprehensive measures, including four dimensions of sprawl (residential density, land use mix, degree of centring and street accessibility), and an overall index, which is a significant predictor of vehicle miles driven per capita, ozone levels, traffic

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Analyses

Linear and logistic regression were used to adjust for sociodemographic differences. To account for the hierarchical design, random effects models (multilevel hierarchical models that allow for different intercepts across metropolitan areas) were estimated as implemented in Stata 7.0. Tests were based on the covariance matrix of the estimators (Wald test) and we expressed results to correspond with fixed changes on explanatory variables. The sprawl indicators are centred around 100 and a change of one standard deviation below the mean (more sprawl than average) to one standard deviation above the mean (less sprawl) is 50 points, which is about the difference between high sprawl areas (e.g. Atlanta, GA) and average sprawl areas (e.g. Pittsburgh, PA, and Tulsa, OK), as well as between average sprawl areas and low sprawl areas (e.g. San Francisco, CA). All confidence intervals below refer to the effect of a 50-point change on the sprawl indicator.

Results

Table 1 provides a list of the sites included in the study and Table 2 provides summary statistics for dependent and explanatory variables. Per 1000 population, there were 1260 reported chronic medical conditions, ranging from a low site average of 930 (Chicago) to a high site average of 1770 (West Palm Beach), with a larger variation in the prevalence of mental health disorders and specific

Table 1 List of sites from most to least sprawling

	Overall sprawl	Number of observations	Mean age	Mean number of chronic medical conditions
Riverside-San Bernardino, CA PMSA	82	90	48	1.47
Greensboro-Winston-Salem-High Point, NC MSA	87.8	49	48	1.47
Atlanta, GA MSA	87.9	77	47	1.47
Greenville-Spartanburg-Anderson, SC MSA	88.5	80	46	1.47
West Palm Beach-Boca Raton, FL MSA	88.6	55	50	1.77
Bridgeport-Stamford-Danbury-Waterbury, CT PMSA	88.7	77	47	1.47
Knoxville, TN MSA	89.5	236	47	1.47
Rochester, NY MSA	89.8	77	47	1.47
Detroit, MI PMSA	90.1	46	46	1.47
Syracuse, NY MSA	90.5	45	48	1.47
Newark, NJ PMSA	91.5	77	47	1.47
Little Rock-North Little Rock, AR MSA	86.3	172	52	1.47
Tampa-St. Petersburg-Clearwater, FL MSA	90.5	225	47.7	1.18
Worcester-Fitchburg, MA Portion	90.8	211	45.4	1.21
Washington DC-MD-VA-WV PMSA	91	204	43.9	1.71
Columbus, OH MSA	91.8	347	52.5	1.43
Cleveland, OH PMSA	93.3	161	46	1.13
Houston, TX PMSA	93.7	311	44.3	1.26
Indianapolis, IN MSA	94.5	227	47.4	1.34
St. Louis, MO-IL MSA	95.9	237	43.5	1.04
Minneapolis-St. Paul, MN-WI MSA	99.1	192	44.4	1.21
Tulsa, OK MSA	100.9	292	49.5	1.39
Seattle-Bellevue-Everett, WA PMSA	101.8	221	42.6	1.09
Los Angeles-Long Beach, CA PMSA	104.7	155	50.7	1.48
Las Vegas, NV-AZ MSA	105.9	254	51.8	1.27
Pittsburgh, PA MSA	107.8	186	46.6	1.18
San Antonio, TX MSA	110.9	260	47.4	1.18
Phoenix-Mesa, AZ MSA	112.6	225	47.2	1.32
Philadelphia, PA-NJ PMSA	115.9	215	44.8	0.98
Baltimore, MD PMSA	117.3	201	48.8	1.52
Milwaukee-Racine, WI PMSA	121.2	231	46.6	0.93
Chicago, IL PMSA	125.2	159	46.9	1.43
Denver, CO PMSA	125.7	173	43.7	1.42
Miami, FL PMSA	126.1	195	46.5	1.03
Portland-Salem, OR-WA PMSA	126.9	340	44.6	1.04
Boston, MA	146.8	181	44.2	1.14
San Francisco, CA PMSA	177.8	201	43.6	1.15
New York City, NY PMSA				

canada.com **News**

Study: Suburban sprawl linked to chronic ailments; could be lack of walking

Canadian Press

Monday, September 27, 2004

LOS ANGELES (AP) - Warning: Suburban sprawl may be hazardous to your health.

A report released Monday found that people who live in sprawling metropolitan areas are more likely to report chronic health problems such as high blood pressure, arthritis, headaches and breathing difficulties than residents of more compact cities.

The difference - which remained even when researchers accounted for factors such as age, economic status and race - may have something to do with the way people get around in more spread-out cities.

"People drive more in these areas; they walk less," said Roland Sturm, co-author of the report by Rand Corp., a nonprofit research group.

The report suggests that an adult who lives in a sprawling city such as Atlanta will have health characteristics similar to someone four years older, but otherwise similar, who lives in a more compact city like Seattle.

The report is not the first to suggest that sprawl cramps a healthy lifestyle. Last year, major studies found that residents of such areas weighed more than their counterparts in walkable cities like New York.

The study was based on information from a telephone survey, funded by the Robert Wood Johnson Foundation, that questioned adults about their physical and mental health in 1998 and 2001. The study analysed information from more than 8,600 people in 38 metropolitan areas.

The study found no link between suburban sprawl and a greater incidence of mental health problems.

Regions considered to have the worst suburban sprawl included Atlanta; Riverside-San Bernardino, Calif.; Winston-Salem, N.C.; West Palm Beach, Fla.; and Bridgeport-Danbury-Stamford, Conn., the report said. Regions with the least amount of sprawl included New York City, San Francisco, Boston and Portland, Ore.

The findings appear in the October edition of the journal Public Health.

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Shape of tax base changing

Loss of manufacturing slows growth, shifts burden to homeowners

By Michael Hewlett
JOURNAL REPORTER

In the 1980s, R.J. Reynolds Tobacco Co. played a critical role in strengthening the county's tax base, which grew an average of 7.22 percent a year from 1980 to 1986, according to a 1986 credit report from Moody's Investors Service. This period includes a 1984 revaluation.

With the continued decline of R.J. Reynolds and manufacturing in general, Pete Rodda, the county's tax assessor, is projecting that Forsyth County's tax base will grow about 1 percent for 2004-05. That would be the lowest rate he has seen in the 15 years he's been with the county, Rodda said.

As manufacturing has declined, residential construction has become the dominant force in Forsyth County's tax base, which is now about half residential real property. That means that homeowners are bearing more of the tax burden than commercial and industrial taxpayers.

Other counties statewide are experiencing similar numbers, with residential growth creeping up and the commercial and industrial sectors declining in recent years.

The problem with the trend is that new homes are not as much of a benefit as new companies. Counties depend largely on property and sales taxes.

"It takes a lot of new home development to move the tax base," Rodda

See TAXATION, Page A6

Comparing tax bases

The figures show how counties compare, as a percentage of their net taxable real property, in the proportion of residential to commercial/industrial land for fiscal year 2002-03:

	Taxable real property*	Residential	Commercial/ Industrial	Personal Property**
Forsyth	$19.1 billion	65 percent	35 percent	$5 billion
Durham	$15 billion	62 percent	38 percent	$3.9 billion
Guilford	$16 billion	67 percent	33 percent	$7.1 billion
Wake	$51.3 billion	76 percent	24 percent	$10.5 billion
Mecklenburg	$92.7 billion	65 percent	35 percent	$12.7 billion

* This does not include parcels subject to tax breaks, such as historic property, agricultural land and land inside future roadway corridors.
** Personal property is the total value of items such as computers and machinery for business, boats, airplanes and motor vehicles. It excludes items associated with residential life.

Source: N.C. Department of Revenue, Forsyth County

JOURNAL GRAPHIC BY NICOLAS CLIFF

FROM PAGE ONE

JOURNAL PHOTO BY MEGAN MORR

Property taxes on new homes don't cover the cost to Forsyth County of educating new students.

TAXATION

Continued From Page A1

said. "The best situation is if all segments are enjoying comparable growth," he said.

It also costs the county more to provide for new residents than it does for new business.

For example, every new subdivision in Forsyth County potentially increases the number of students who will attend the schools around the subdivision. But the property taxes that those homeowners pay are not enough to cover the increased costs of more students, Rodda said.

The average value of a home in Forsyth County is $150,000, Rodda said. The current county property-tax rate is 69.2 cents per $100 of assessed value. The owner of a $150,000 home would pay $1,038 a year in county property taxes.

The county, however, spends $1,739 per pupil, according to statistics gathered by the N.C. Association of County Commissioners.

"If your tax base is more residential in nature, there's a limit in what you really can do without causing individual tax rates to increase," said Greg Allison, a lecturer in public finance for the Institute of Government at the University of North Carolina at Chapel Hill.

Residents also are more likely than businesses to use such high-cost services as libraries and parks. And businesses also pay for such services as hiring trash haulers.

Over the past 20 years, the nation's manufacturing base has declined while banking and other service-oriented industries have become more dominant. Forsyth County reflects that trend.

"We had major employers like Western Electric that disappeared," said Paul Fulton, the county's finance director.

Meanwhile, Rodda said, the tax base slowly became more dependent on residential growth.

Some positive developments have occurred in Forsyth County. Last year, officials with the Piedmont Triad Research Park announced an expansion to 200 acres in downtown Winston-Salem over the next 30 years. And plans call for Krispy Kreme Inc. to move its headquarters downtown as part of the Unity Place project.

Besides new homes and shopping centers, the only other [illegible] in Forsyth County stems from the two hospitals, Forsyth Medical Center and Wake Forest University Baptist Medical Center, both of which are run by nonprofit organizations and are largely exempt from property taxes, Rodda said.

He said that the state has given too many property-tax exemptions to nonprofit organizations and businesses. About 60 property-tax exemptions exist, but only three are for residential properties, he said.

County officials were excited when CME North American Merchant LLC, a Boston company, proposed building a $400 million natural gas-fired plant.

But CME North American has delayed the project until 2006, citing the high price of natural gas and the relatively low price that the plant could get for its electricity.

The proposed CME plant, which would be the county's largest single tax-base investment since R.J. Reynolds Tobacco Co. finished its plant in Tobaccoville in 1986, would generate more than $2 million a year in county property taxes based on the current tax rate.

By way of comparison, it would take about 2,000 new $150,000 homes to generate $2 million in property taxes a year. In 2003, more than 1,600 single-family home-building permits were issued in Forsyth County and Winston-Salem. Those figures do not include Kernersville.

When counties face shrinking revenues and rising expenses in such areas as public schools and Medicaid, they have little flexibility to find more money, said Rebecca Troutman, the director of research and public technology for the N.C. Association of County Commissioners.

Elected officials can either choose to make deep cuts, raise taxes or do some combination of the two. This year both the city and the county are facing tight budgets. Forsyth County is facing a $14 million gap between expenses and revenues. The city is considering a 4.5-cent property-tax increase to help close a $7.7 million gap in the operating budget.

Allison said that raising property taxes is never easy for elected leaders. Many counties facing tight budgets choose to cut services rather than raise property taxes, he said.

Durham, Guilford, Mecklenburg and Wake counties, all are seeing their tax bases depend more on residential growth than in the past.

Jay Adler, Durham County deputy tax assessor, says that both Wake County and Durham County have some share of the Research Triangle Park, and Durham County has a denser population. Wake and Mecklenburg counties, he said, have a larger physical area, and all counties have widely different industrial and commercial influences on their economies.

Though Mecklenburg is facing its own budget issues — officials there are projecting a $32 million budget gap next year — the county that includes the city of Charlotte has resisted some effects of the weak economy. In 2002, Mecklenburg County had 692 new or expanded businesses, creating more than 5,600 new jobs and representing about $1.4 billion in capital investments, the county's 2003 comprehensive financial report says.

Forsyth County has not been as fortunate. Last year, R.J. Reynolds Holdings Inc., the parent company of R.J. Reynolds Tobacco Co., announced that it would eliminate 2,600 jobs, about 1,600 to 1,700 jobs in Forsyth County. The company has since announced a merger with Brown & Williamson Tobacco Co. that could bring 800 jobs to Winston-Salem and increase cigarette production.

Allison said that the main revenue source for county governments — property taxes — has been eroding with the decline in manufacturing. In 1987, the state took away local governments' ability to levy the business-inventory tax, which charged manufacturers, wholesalers and retailers based on the value of their inventories.

To compensate for the loss, the state paid counties and towns for the uncollected tax.

But Gov. Mike Easley eliminated those reimbursements in 2002 in response to a state budget crisis. Elected leaders in Winston-Salem and Forsyth County said that the loss of those reimbursements caused them to raise property taxes that year.

County officials have said that Forsyth cannot afford to absorb much more debt with poor revenue growth. That leaves the county commissioners with few choices as they look at closing the $14 million gap.

"If we were sustaining a 7 percent growth rate, we would not be having the discussions we're having now," Rodda said.

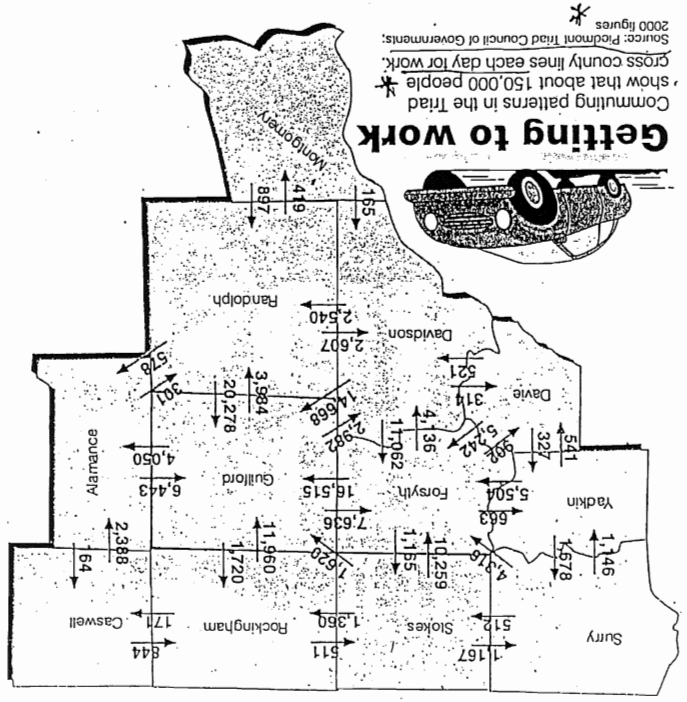
■ Richard Hewlett can be reached at 727-7376 or at rhewlett@wsjournal.com

JOURNAL GRAPHICS BY NICHOLAS WEIR

Getting to work

Commuting patterns in the Triad show that about 150,000 people cross county lines each day for work.

Source: Piedmont Triad Council of Governments; 2000 figures



NORTH CAROLINA LARGEST COUNTIES PROJECTED GROWTH 2030

County	Population							2025 Growth Comparison with Forsyth	2030 Growth Comparison with Forsyth
	April 2000	July 2005	April 2010	July 2015	April 2020	July 2025	April 2030		
MECKLENBURG	695,370	789,940	892,458	1,000,441	1,107,790	1,221,922	1,335,062	2.95	3.06
WAKE	627,866	744,024	860,108	982,155	1,105,867	1,235,409	1,364,774	2.99	3.12
GUILFORD	421,048	446,189	484,834	525,267	564,975	606,566	647,192	1.47	1.48
FORSYTH	306,067	325,957	347,303	368,868	391,265	413,787	436,780		
CUMBERLAND	302,963	315,122	329,293	346,136	360,023	375,653	388,522		
DURHAM	223,314	243,322	260,655	279,957	298,010	318,097	336,697		
NORTH CAROLINA	8,046,807	8,709,947	9,441,440	10,194,993	10,943,973	11,711,250	12,467,232		

Information From:
NC State Data Center Census Information
NC State Demographics

10 Attach

10 Attach

Winston-Salem Journal, December 13, 2004

Paul Norby, the city-county planning director, said that many people see vacant land and don't realize that it might be zoned for residential and commercial development.

Planners are expecting much of the vacant land to be developed in the coming years as the Northern Beltway is built. A draft area plan that includes Bethania recommends conservation subdivisions, which encourages developers to provide more open space.

Norby said he understands people's worries about new development. That's why there is a Legacy Comprehensive Plan and specific area guidelines to help better plan for growth, he said.

Norby said that there is little that can be done to prohibit development beyond the unrealistic idea of buying all the vacant land and preserving it.

Price of Change

Planned development near Bethania threatens to worsen traffic problems

By Michael Hewlett
JOURNAL REPORTER
Monday, December 13, 2004

John Kapp once roamed woods near his childhood two-story home just outside the town of Bethania. Sometimes, he would listen to insects as he lay upon his father's hammock, which he strung up on the second-floor front porch.

Land that his family had owned for generations surrounded him. Over the years, the area has changed. New homes have popped up around Bethania, though vacant land still remains.

His parents and siblings have long since died, but Kapp, 88, lives on Lakeview Drive, less than a mile from his childhood home on Bethania Road.

Although he is resigned to the changes occurring around him, he's not entirely happy that 32 acres across from the family home may soon be cut up into a 137-lot subdivision. Kapp's niece Ernstine Kapp Studer, who lives in Texas, owns the land.

One recent rainy morning, Kapp, a Moravian minister, talked about the past and the future. He doesn't like the prospect of more traffic, and wishes fewer homes would be built, but he doesn't blame his niece for trying to sell the land.

"You can't stop progress," Kapp said. "You just do the best you can. If you don't move along with progress, you'll get left holding the bag."

Bethania town officials and residents are more vocal than Kapp. They are objecting to the project, saying they fear that it will increase traffic through their neighborhoods and the small town, which became a National Historic Landmark in 2001.

The opponents of the project have started circulating a petition. They expect to meet with representatives from LandCraft Management LLC, the subdivision's developer, on Tuesday.

"It's just inappropriate," said Kaila Hires, who lives in the nearby Lake Hills neighborhood.

Several residents came to an Oct. 14 City-County Planning Board meeting to protest the subdivision. But there is not much the board can do.

The land is already zoned for residential use, and the developer is allowed under the zoning designation for the land to build more than 150 homes. Unlike rezoning requests, the planning board is required only to make sure that LandCraft's site plan adheres to zoning ordinances. Upon approval, the developer can start applying for a building permit.

Tripp Bunker, the Triad division manager for LandCraft, said that the company consulted with people who had expertise in residential subdivisions and that it has worked with the N.C. Department of Transportation to work out traffic issues. Bethania Road would be widened to accommodate new turning lanes at the developer's expense.

Robert McMath, an assistant district engineer with the DOT, said that it would be dangerous to put entrances to the development off Reynolda Road because that road has faster traffic than Bethania Road. The turning lanes on Bethania Road would help prevent congestion, he said.

The development still aggravates officials in Bethania. Residents there have long complained about cars and trucks going through the small town, shaking the foundations of the old homes that sit along the two-lane road.

"I'm beyond words on how they can continue to ignore Bethania's traffic problems," said Mayor Deborah Stoltz Thompson of Bethania.

Though Bethania and surrounding neighborhoods have been at odds over traffic solutions in years past, they are united in their concerns about this development.

"What we want is something better over there," said Wade Peeples, whose wife is Kapp's daughter. "There seems there's not much we can do about it."

The Kapp family has owned land in and around Bethania since the late 1700s and early 1800s. Kapp, the president of the Bethania Historical Association, said that John Jacob Kapp came to Bethabara in 1754. One of his sons moved to Bethania in 1798, he said.

Ernest Elias Kapp Sr., John Kapp's father, inherited some of that land.

When he died, the land he owned was passed down to Kapp and his two siblings, Ernest Elias Kapp Jr. and Emma Elizabeth Kapp, he said.

"We knew this would not always remain wilderness," Kapp said.

Studer, Kapp's niece, has lived in San Antonio, Texas, for years and had always struggled over what to do about the land she owns.

Developers had come and gone making offers.

But LandCraft Management approached her and her husband, Stan Studer, who died in August, she said.

Her husband, who worked in real estate, researched the company and found it to be reputable, Studer said.

She said she thinks she did the right thing by allowing LandCraft to develop. She had always feared, she said, that a Wal-Mart store or a large car dealership would be built on the land. "We just can't stop it," she said. "Otherwise, I would have sat on the land until my grandchildren fiddled with it."

Paul Norby, the city-county planning director, said that many people see vacant land and don't realize that it might be zoned for residential and commercial development.

Planners are expecting much of the vacant land to be developed in the coming years as the Northern Beltway is built. A draft area plan that includes Bethania recommends conservation subdivisions, which encourages developers to provide more open space.

Norby said he understands people's worries about new development. That's why there is a Legacy Comprehensive Plan and specific area guidelines to help better plan for growth, he said.

Norby said that there is little that can be done to prohibit development beyond the unrealistic idea of buying all the vacant land and preserving it.

Thompson said that city and transportation officials have not done a good job planning for future development and how it will affect Bethania.

"I think we have been patient too long," she said.

Pat Ivey, the district engineer for the DOT, said that the department has worked on solutions to Bethania's traffic problems. He said that there are no easy answers and that his department has no control over development.

"We take what we're given and try to make it safe as possible," he said.

No one likes change, Studer said last week in a telephone conversation from her San Antonio home. She said she lives in a 70-year-old house, but might have to move soon as the area around her home develops.

STATION LOCATIONS	Y2001	Y1998	Y1997	Y1995	Y1994	Y1993	Y1992	Y1991	Y1990	Y1989	Y1988	Y1987	Y1986	Y1985	Y1984	Y1983	Y1982	Y1981	Y1980	Y1975	Y1965
INDIANA AVE, E OF MOTOR RD	16000	13000		12800	X	13500	X	11214	X	10449	X	8257	7700	8300		6400	6800	7200	6800	X	3850
INDIANA AVE, N OF AKRON DR				19000	X	18332	X	15731	X	16356	X	14587	13500	14700		12400	12900	11800	11200	10000	2450
INDIANA AVE, N OF BETHABARA RD				3500	X	4369	X	4223	X	4861	X	4504	4300	4300		3000	2900	3000	2900	2500	1080
INDIANA AVE, S OF 30th ST				11300	X	11900	X	11875	X	10900	X	10693	9200	9300		9100	9000	9700	10000	X	7300
INDIANA AVE, S OF AKRON DR				6200	X	6960	X	6252	X	6046	X	5539	6100	5500		8700	4500	8200	8200	6800	6200
INDIANA AVE, W OF CHERRY ST	9300	7000		6300	X	4935	X	5453	X	7529	X	6564	5300	5100		4000	4200	4200	4200	2850	1700
INDIANA AVE, W OF LIBERTY ST	13000	10000		13500	X	16444	X	13000	X	13531	X	12375	12500	11000		8200		11100	13400	X	X
INDIANA AVE, W OF PATTERSON AVE				6700	X	6837	X	6322	X	6500	X	6433	6700	6300		6100	6000	5200	6400	5800	5800
INDIANA AVE, W OF UNIVERSITY PKWY	2900	3800		3700	X	4528	X	4167	X	4519	X	4345	4300	4300		3000	2900	2800		X	X
INDIANA, S. OF CHERRY STREET	9500																				
INDUSTRIAL PARK DR. , E OF NC. 66	3300	3400																			
INTERSTATE 40 NE of WEST MOUNTAIN ST.					X		X		X		54900							X		X	X
INTERSTATE 40 RAMP, W OF THOMASVILLE RD	5500	5200		6100	X	4940	X	3337	X	4500	X	4534	4300	4300		5000	4700	4300	3900	X	X
INTERSTATE 40 RAMP, W OF THOMASVILLE RD	5200	4900		5400	X	5581	X	3442	X	6000	X	5713	4400	4500		5000	4400	4100	4000	X	X
INTERSTATE 40, E OF HARPER RD	52000	45000		42900	38400		36500	36400	34000	32400	10300	25900	25900	22600			21400	20500	19000	17500	6400
INTERSTATE 40, E OF NC 66	50000	48000		46600	36700	42800	27000		X		X							X		X	X
INTERSTATE 40, E OF OLD LEXINGTON RD	90000			82900	X		X	22700	X	25000	X	24717	22400	17500		16000	17100	15100	12600	X	X
INTERSTATE 40, E OF OLD LEXINGTON RD	90000	54000		82900	71500		40000		X		X							X		X	X
INTERSTATE 40, E OF PATRIA ST ✓	92000			90200	X		X	25800	X	28500	X	27915	23900	24100		21300	19800	21800	17900	16000	5630
INTERSTATE 40, E OF PETERS CREEK PKWY (NC 150	78000	69000		73300	55300		38000		X		X							X		X	X
INTERSTATE 40, E OF S. MAIN ST ✓	92000	82000		90200	69900		40000		X		X							X		X	X
INTERSTATE 40, E OF S. STRATFORD RD (US 158)	63000	54000		51500	45400		34000		X		X							X		X	X
INTERSTATE 40, E OF SILAS CREEK PARKWAY	58000				X		X		X		58600							X		X	X
INTERSTATE 40, E OF THOMASVILLE RD				66000	X	59700	X	9744	X	12000	X	12000						X		X	X
INTERSTATE 40, E OF UNION CROSS	53000	51000		50100	39800	45100	30000		X		X							X		X	X
INTERSTATE 40, E OF US 311	53000	51000		50100	40200		34000		X		X							X		X	X
INTERSTATE 40, E OF US 52				82900	X		X	26300	X	35331	X		27200	32100		21800	18400	20000	19100	16000	X
INTERSTATE 40, NE OF KINNAMON RD (SR 1109)				45300	45200		X		X		28800							X		X	X
INTERSTATE 40, W OF HARPER RD	46000	40000		37300	32500		31400	31900	30200	27800	23800	21700	20700	16500			16600	15900	15600	X	5600
INTERSTATE 40, W OF McGREGOR RD	58000	51000		45300	X		37200	38800	36400	32000	X		29500	24100		21900	21700	26300	25000	22000	6280
INTERSTATE 40, W OF OLD LEXINGTON RD	90000	86000		82900	71500		42000		X		X							X		X	X
INTERSTATE 40, W OF PETERS CREEK PKWY (NC 150)	89000	77000		78800	64000		36000		X		X							X		X	X
INTERSTATE 40, W OF S. STRATFORD RD (US 158)	68000			46300	42000		27000		X		X							X		X	X
INTERSTATE 40, W OF US 311	75000	72000		66000	56300		38000		X		X							X		X	X
JEAN DR, N OF RINK RD	70	140			61		64		61		53		56				80	X	470	X	X
JEFFERSON CHURCH RD, N OF TROLLEY LN	1200		940	950	X	673	X	533	X	646	X	451		400		400		400		X	X
JONESTOWN RD (SR 1120), N. OF MCGREGOR RD.	5800	3600																			
JONESTOWN RD, S OF COUNTRY CLUB RD	18000	20000		17900	X	16258	X	11351	X	13184	X	10200	10500	11000		9500	7700	4500	4500	7250	2750
JONESTOWN RD, S OF HANES MALL BLVD.				16400	X	12915	X		X	13500	X	11110	11200	10300		8300	7400	7200	7300	X	2230
JONESTOWN RD, S OF INTERSTATE 40	13000	11000		10200	X	9523	X		X	7436	X	7774	7000	7000		6500	5900	5800	6100	X	X
JONESTOWN RD., N OF STRATFORD RD (US 158)	5100	5000		3800	X	2950	X	3675	X	3804	X	2821	2300	2600		2200	1500	1600	2200	1200	790

"It puts me in tears," she said.

• Michael Hewlett can be reached at 727-7326 or at mhewlett@wsjournal.com

10 of Attach 1

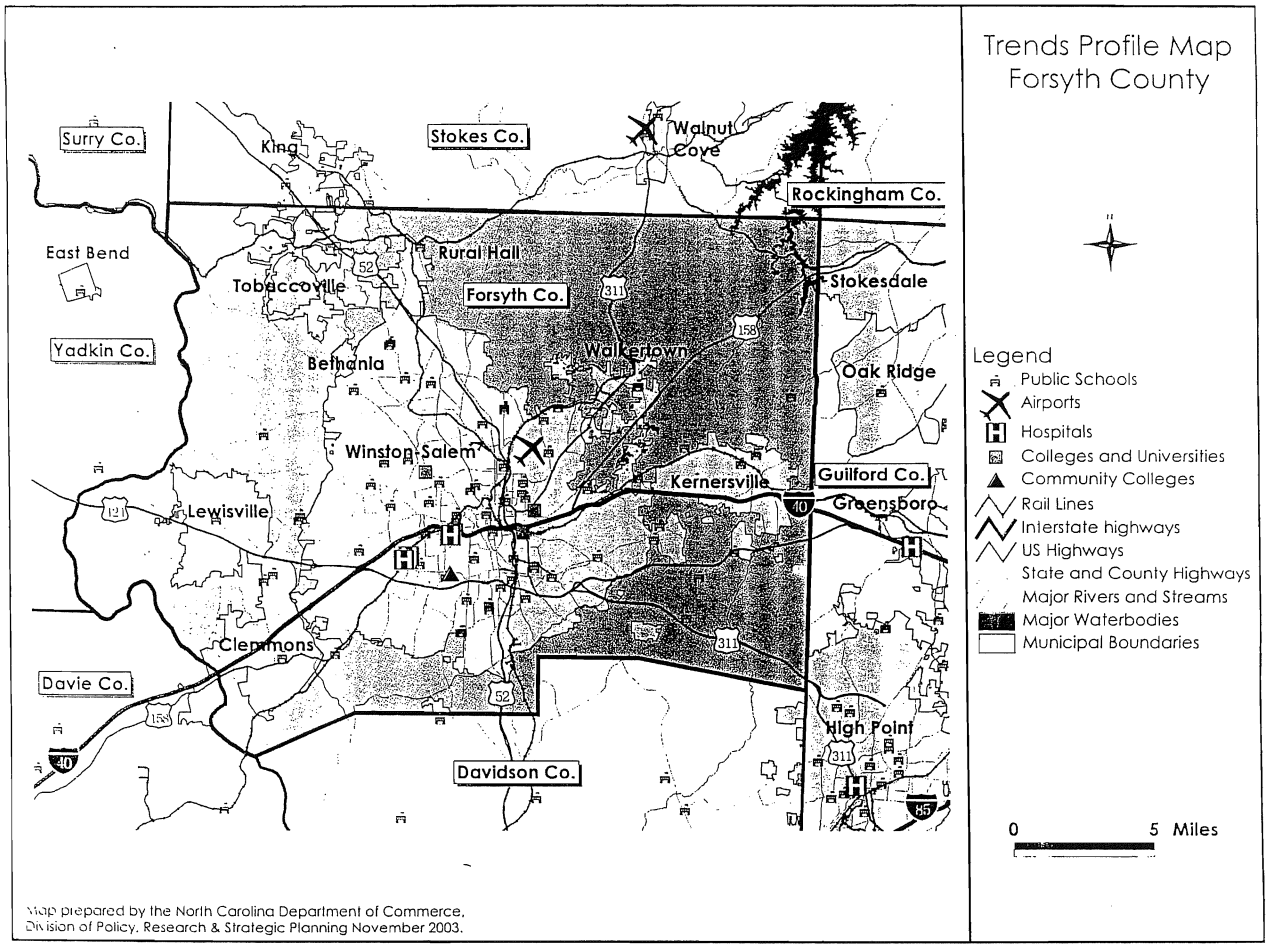
STATION LOCATIONS	Y2001	Y1998	Y1997	Y1995	Y1994	Y1993	Y1992	Y1991	Y1990	Y1989	Y1988	Y1987	Y1986	Y1985	Y1984	Y1983	Y1982	Y1981	Y1980	Y1975	Y1965
BUNKER HILL-SANDY RIDGE RD, E OF KNIGHT RD	2400		1800	1600	X	1400	X	1359	X	1287	X	1264		1200		1200		950		X	X
BUNKER HILL-SANDY RIDGE RD, W OF TWIN CREEK RD	2700		2400	2000	X	1600	X	1644	X	1316	X	1501		1400		1100		1100		X	X
BURKE MILL RD, E OF STRATFORD RD	4900	4500		3800	X	2200	X	2365	X	2000	X	2069	2000	2000		1500	1400	1600	1500	800	580
BURKE MILL RD, W OF BETHEL CHURCH RD	7600	7400		6100	X	5549	X	4244	X	3500	X	3310	2600	3200		2600	2200	2300	1700	1550	580
BURKE MILL RD., S OF SILAS CREEK PKWY	16000	11000		11400	X	10100	X	22619	X		X							X		5700	2770
BURKE W. OF BROOKSTOWN AVE.	5200			4500	X	4313	X	5434	X	9278	X	8216	6604	6068	4917	4896	4631	X	4895	X	X
BURKEMILL ROAD, S. OF LONDON LANE	8100																				
BUSINESS 40, BTWN PETERS CREEK PARKWAY RAMPS	66000	71000		65100	X	61100	90900	95600	80900		X		75500	75500		69500	61600	60800	63000	54000	40600
BUSINESS 40, E OF 5th ST	66000	62000		56000	X		74800	74300	71600	75600	X		63500	63500		57800	50800	48800	52000	37000	16900
BUSINESS 40, E OF CHERRY ST	66000	65000		59600	X	56502	89700	92100	82600	81600	X	75800	68000	74400		67700	65300	51200	59000	56000	X
BUSINESS 40, E OF CLOVERDALE AVE	56000			54600	X	48700	X	76700	X		X							X		X	29490
BUSINESS 40, E OF M.L.K. JR. DR. ✓	68000			55500	X		73900	73400	70900	74400	X		61700	62100		56300	49400	47400	46200	38000	15900
BUSINESS 40, E OF OLD LINVILLE RD	41000			33500	X		50400	54900	54000	57000	X		50700	39000		35500	36700	35000	33400	28000	9360
BUSINESS 40, E OF REIDSVILLE RD	51000			42500	X	33863	59400	61000	57500		X		51400	51000		46500	39500	36900	11000	35000	12150
BUSINESS 40, E OF SILAS CREEK PKWY	58000			50400	X	44373	72500	76100	69800		X		55000	51800		47100	47100	46900	52300	45000	19560
BUSINESS 40, W FOURTH ST	66000			61500	X	54719	84900	88000	78200		X		69700	68500		62400	57300	53400	58000	X	32900
BUSINESS 40, W OF BROOKSTOWN AVE	66000	66000		60600	X	62248	91600	94200	81800		X		79000	75500		68800	64600	63000	65000	X	X
BUSINESS 40, W OF KERNERSVILLE ROAD	36000	33000		25700	X	31200	50400	54900	54000	57000	50000	50700	50700	39400		35500	36700	35000	31600	X	13000
BUSINESS 40, W OF M.L.K. JR. DR.	50000	65000		63500	X	52242	79800	79800	75400		X		69000	63800		60800	55000	53300	53200	45000	18950
BUSINESS 40, W OF MILLER ST	63000			55100	X	51995	79800	82900	76400		X		62900	62700		57000	57000	49000	55000	X	29200
BUSINESS 40, W OF SALEM AVE ✓	68000	66000		60900	X	53148	86500	86500	78500		X			66600		60600	58200	56300	60000	X	X
BUSINESS 40, W OF SILAS CREEK PKWY	64000	58000		50700	X	46764	74700	75100	71100		X		60000	54500		49600	44600	47200	48000	X	16200
BUSINESS 40, W OF STRATFORD RD	59000	59000		51800	X	45776	74900	77800	71600		X		50500	49400		45000	44900	48200	49500	48000	22100
BUSINESS 40, W OF UNION CROSS RD	38000	44000		28800	X	28835	40500	58600	54300		48000	47800	44300	35700		32500	32000	29500	33100	25000	12500
BUTLER ST, N OF WAUGHTOWN ST	1100	910		1100	X	800	X	796	X	900	X	775	700	800		800	800	X	1000	X	1040
BUTLER STREET, S OF REYNOLDS PARK RD	1000																				
BUTTERFIELD DR, E OF CARVER SCHOOL RD	1600	1700		1700	X	2200	X	2196	X		X							X		X	X
BUTTNER RD, N OF SPAINHOUR MILL RD	380	230			80		131		90		88		95				40	X	70	X	35
CAMERON AVE, N OF 12th ST	3300	3000		2100	X	1979	X	1925	X	2429	X	2376	2600	2600		2200	2300	2300	2100	X	2720
CAMERON AVE, N OF NEW WALKERTOWN RD				2200	X	2000	X	1967	X	2000	X		1592	1900		1800	1600	1800	1600	X	2410
CAMERON AVE., N OF 5th ST	3600	13000		12400	X	9807	X	2633	X	2765	X	2500	2500	2900		2900	2600	3000	2800	X	4600
CANSTAFF DR, E OF NC 66	390	410			366		260		235		89		122				40	X	180	X	X
CARVER SCHOOL RD, S OF LANSING DR	7100	6500		5700	X	5822	X		X	6300	X	6291	4500	5000		3700	3700	4000	3700	X	X
CARVER SCHOOL RD, S OF OLD WALKERTOWN RD		4700		3900	X		X	4007	X	4985	X		3700	3600		2400	2300	2500	2200	1400	820
CARVER SCHOOL RD, W OF NEW WALKERTOWN RD	9200	8800		7700	X	8800	X	8773	X	8600	X	8800	9000	8200		7700	7200	8000	9600	7600	3110
CASSELL ST, E OF MAIN ST	3000	2700		2400	X	2706	X	2505	X	3000	X	3009	3200	3700		3200	3600	4400	3100	X	X
CASSELL ST, W OF LEXINGTON RD	2400	2300		2100	X	2846	X	1940	X	3000	X	2859	3400	4400		3200	3900	3300	3100	X	X
CENTER GROVE CHURCH RD, W OF LASATER RD	710		1400	850	X	706	X	609	X	646	X	475		600		550		500		X	X
CHARLIE RD, W OF ABBOTTS CREEK CHURCH RD	110	120			119		120		122		124		65				50	X	130	X	X
CHATAM ST, S OF NORTHWEST BLVD				1600	X	1000	X	1200	X	1286	X	940	1400	1300		1100		900	900	X	X
CHATHAM, N. OF BUXTON ST.*	500	550		440	X	451	X	420	X	980	X	2616	2516	2346	2118	2454	2204	X	2745	X	X

10 of Attach 1

STATION LOCATIONS	Y2001	Y1998	Y1997	Y1995	Y1994	Y1993	Y1992	Y1991	Y1990	Y1989	Y1988	Y1987	Y1986	Y1985	Y1984	Y1983	Y1982	Y1981	Y1980	Y1975	Y1965
US 52 SE OF VARGRAVE ST					X		X		X		33000							X		X	X
US 52, N OF AKRON DR				48000	X	45700	X	45700	X	41399	X	35430	34400			28600	24000	25300	22700	24000	7780
US 52, N OF FISHEL RD					X	18800	14392	12100	X	12800	X		12500				8200	4950		10511	7150
US 52, N OF FISHEL RD.	35000			25200	X	18796	X	12148	X	12807	X	11500	12500	12700		9800	8200	7200		X	X
US 52, N OF GERMANTON RD	50000	47000		42300	X	32496	X	27754	X	34079	X	26273	25500	26000		26000	20300	18800	18600	X	X
US 52, N OF HANES MILL RD	47000				X		X		X		28100							X		X	X
US 52, N OF HANES MILL RD	47000	46000		41900	X	37493	X	31725	X	29043	X	28095	26600			25300	22300	19100	17400	16100	X
US 52, N OF INTERSTATE 40	67000			53000	X	41145	X	37930	X	38000	X	37000	37200	34000		27000	27600	27600	28000	24000	8340
US 52, N OF LIBERTY ST (NORTH CROSSING)				63000	X	44100	X	44102	X	51620	X	42000	41300	40800		35700	33900	31800	30300	X	11600
US 52, N OF LIBERTY ST (SOUTH CROSSING)				67200	X	60400	X	59850	X	63467	X	55697		56500		54000	51700	47600	42400	52500	X
US 52, N OF M.L.K. JR. DR.	65000			76100	X	64500	X	60900	X	64847	X	55762	61000	63000		53628	51000	46700	51500	50000	20010
US 52, N OF MAIN ST	32000	30000		27500	X	23200	X	17400	X	17375	X	15000	14500	14500		12700	10900	12000	8000	X	X
US 52, N OF STADIUM DR				64000	X	50173	X	47400	X	48500	X	50572	48700	50200		45600	47600	46200	43400	40000	18970
US 52, N OF TWENTY-EIGHTH ST.					X		X		X		41800							X		X	X
US 52, N OF TWENTY-FIRST ST				63900	X	62000	X	57892	X	61737	X	55151	52000	51100		49300	49400	44000	42200	50400	15500
US 52, NW OF BETHANIA-RURAL HALL RD	46000	39000		34100	35502	35512	35787	29657	27501		X		22000				17100	X		X	6500
US 52, NW OF N. LIBERTY ST.					X		X		X		42000							X		X	X
US 52, NW OF N.CHERRY ST.					X		X		X		26300							X		X	X
US 52, S OF BETHANIA-RURAL HALL RD (NC 65)	59000	57000		50000	X	41700	X		X	33835	X	33152	31180	28500		25300	25600	25600	22900	16200	7460
US 52, S OF DIGGS BLVD				56400	X	40473	X	38776	X	42000	X		41800	35000		41200	32300	31700	28400	28000	X
US 52, S OF GERMANTON RD				45500	X	38170	X		X	30600	X	30000	29400			27500	23700	21500	21800	X	7600
US 52, S OF GREYHOUND CT	75000			87700	X	73600	X	67425	X	77374	X	66800		63100		58000	48300	52500	54600	55000	23000
US 52, S OF HANES MILL RD	48000	50000		42300	X	38610	X	30039	X	29500	X	29500	28900	28800		25700	21100	17900	17200	16500	X
US 52, S OF I-40					X		X		X		20600							X		X	X
US 52, S OF I-40	42000			33900	X	30138	X	21400	X	21429	X	20623	20000	20000		17000	15100	16400	14700	14000	X
US 52, S OF KING-TOBACCOVILLE RD	43000	36000		33800	26783	29799	32338	30600	27783		23800	23800	25000	21000		19600	17200	15800	16000	12500	6500
US 52, S OF LIBERTY ST				67700	X	52000	X	50600	X	54410	X	41800	40000			39500	42100	39400	34900	32000	13960
US 52, S OF MOCK ST	56000			51300	X	43289	X	36965	X	40000	X	38549	32800	31100		36000	29000	29200		X	8150
US 52, S OF SIXTEENTH ST				74100	X	54300	X	54313	X	60570	X	55100	53500	31900		53100	54100	43700	43100	X	17760
US 52, S OF STADIUM DR		67000		60700	X	46880	X	44800	X	46000	X	45600	45500	44900		42300	37000	X	36900	X	10230
US 52, S OF TWENTY-EIGHTH ST				67600	X	53400	X	42763	X	50063	X	41000	40000			38500		X		32000	4300
US 52, S OF VARGRAVE ST	56000	48000		46600	X	33501	X	36000	X	36023	X	33000	30900	32800		33800	23300	23000	20000	25000	8970
US 52, SE OF GERMANTON RD					X		X		X		30000							X		X	X
US 52, N OF FIFTH ST ✓	79000			75900	X	67400	X	64800	X	71000	X	68920	53200	65200		53400	51300	48800	48100	50000	21000
US158, E. OF STADIUM DRIVE	17000																				
US158, W. OF KINNAMON ROAD	15000																				
VALLEY RD, W OF REYNOLDA RD	1800	1600		1400	X	1391	X	1213	X		X							X		X	X
VANCE RD, E OF OLD FLAT ROCK RD	3300		2900	2500	X	1979	X	1961	X	1700	X	1514		1300		1300		1000		X	X
VANCE RD, E OF REIDSVILLE RD (US 158)	3200		3000	2700	X	1796	X	2232	X	2000	X	1749		1600		1600		1200		780	X
VANCE RD, W OF KERNER RD	3100		2900	2300	X	1940	X	1881	X	1648	X	1530		1600		800		320		X	X
VANCE RD, W OF PINEY GROVE RD	1800		1500	1700	X	1251	X	1387	X	1034	X	950		800		900		1050		X	X

STATION LOCATIONS	Y2001	Y1998	Y1997	Y1995	Y1994	Y1993	Y1992	Y1991	Y1990	Y1989	Y1988	Y1987	Y1986	Y1985	Y1984	Y1983	Y1982	Y1981	Y1980	Y1975	Y1965
SILAS CREEK PKWY, S OF YORKSHIRE RD	49000	50000		45200	X	42300	X	42100	X	38300	X	38287	37400	45000		37700	36900	40500	32700	X	12200
SILAS CREEK PKWY, SE OF BUSINESS 40	57000	55000		50900	X	39199	X	58024	X		X	52000	50758	53100		45000	44000	47300	44900	31000	12820
SILAS CREEK PKWY, W OF BUCHANNAN ST	20000	23000		27400	X		X	32100	X	32810	X	29389	30600	30200		27500	26400	28900	27500	31000	X
SILAS CREEK PKWY, W OF BURKE MILL RD	35000	35000		32500	X	32829	X	44833	X		X							X		24700	8330
SILAS CREEK PKWY, W OF KONNOAK DR	15000	15000		25200	X		X	24900	X	28000	X	27500	27200	28400		26500	24700	28600	24400	24000	14040
SILAS CREEK PKWY, W OF MILLER ST	27000			26600	X	26643	X	38052	X		X	38000	38190	36500		28500	27200	27100	27700	21000	10070
SILAS CREEK PKWY, W OF OLD SALISBURY RIDGE RD	24000			25500	X	20437	X	38200	X	49357	X	36315	32600	32200		28200	27200	39300	28000	25000	9200
SILAS CREEK, N. OF POLO RD (SR 1370)	31000	33000																			
SIMMONS RD, S OF ACADEMY ST	220		210	120	X	150	X	145	X	63	X	115		90		120		130		X	X
SIXTEENTH ST, W OF 52	4800	4700		5100	X	5100	X	5104	X		X	4419	4100	4700		4000	3800	3800	3700	X	X
SIXTH ST E. OF LIBERTY ST.	1700			1600	X	2475	X	2470	X	2198	X	4804	4721	4172	3718	3671	3364	X	3716	X	X
SIXTH ST W. OF CHERRY ST.	4500			5800	X	4673	X	5510	X	8172	X	5912		4927	9428	4130	4455	X	4316	X	X
SIXTH ST W. OF CHESTNUT ST.	2100			1000	X	1863	X	1814	X	2854	X	4001	3916	3537	2804	2406	2104	X	2330	X	X
SIXTH ST W OF CHURCH ST.	1800			1200	X	2273	X	3382	X	2198	X	4810	4212	3841	3312	2933	2756	X	3147	X	X
SIXTH ST W. OF LIBERTY ST.	3000			2400	X	4997	X	4018	X	3679	X	6763	5983	5524	4996	4518	4318	X	4182	X	X
SIXTH ST W. OF MARSHALL ST.	5600			5200	X	4920	X	6345	X	7697	X	6253	5991	5314	4717	4517	4791	X	4518	X	X
SIXTH ST W. OF PATTERSON AVE.	1200			1400	X	1210	X	1497	X	1582	X	9822	4103	3372	2631	2324	1948	X	2188	X	X
SIXTH ST W. OF SPRING ST.	4900			4600	X	4398	X	5118	X	7118	X	7283	6107	5483	4751	4699	4417	X	4211	X	X
SIXTH ST W. OF SPRUCE ST.	5000			5000	X	5281	X	5431	X	7118	X	6410	5816	5291	4933	4740	4533	X	4279	X	X
SIXTH ST W. OF TRADE ST.	6100			2600	X	3283	X	3685	X	4228	X	6763		5783	5304	4963	4631	X	4365	X	X
SKYLARK DR., W. OF CLINEDALE RD.	930		1100	1000	X	936	X	954	X	1024	X	623		900		700		X		X	X
SKYLARK RD. E OF CLINESDALE ST	960		1100	1100	X	977	X	987	X	1058	X	875		700		700		550		X	X
SKYLARK RD. E OF VIENNA-DOZIER RD	380		400	370	X	313	X	318	X	318	X			302		200		190		X	X
SLATER RD, S OF SHALLOWFORD RD	60	70			83		78		60		57		41				10	X	10	X	X
SMITH EDWARDS RD, E OF OAK RIDGE RD	640	700			600		542		356		311		249				180	X	270	X	X
SMITH EDWARDS ST, E OF OAK RIDGE RD	500		670	700	X	600	X	541	X		X							X		X	X
SNYDER FARM RD, S OF SPAINHOUR MILL RD	80	90			30		30		28		35		19				10	X	10	X	10
SOMERSET DR, W OF STRATFORD RD	2000	1900		2100	X	1425	X	1921	X		X							X		X	X
SONATA DR, N OF ARIA DR	720		660	650	X	700	X	655	X	772	X	570		500		600		500		X	X
SOPONA TR, W OF WOOSLEY RD	80	60			40		33		39		38		50				10	X	30	X	X
SOUTH PARK DR. , W. OF NC. 66	4100	3500																			
SOUTHDALE AVE, S OF CLEMMONSVILLE RD	3200	2900		3300	X	3600	X	3591	X	2881	X	2877	2800	3500		2600	2200	3400	2100	X	X
SPAINHOUR MILL RD, W OF DONNAHA RD	780			700	X	599	X	553	X	602	X	484		350		300		130		X	X
SPAINHOUR MILL RD, W OF KING-TOBACCOVILLE RD	3300		3500	3200	X	2924	X	2784	X	2600	X	2109		1800		1600		1400		X	X
SPICEWOOD DR, E OF OLIVET CHURCH RD	1500		1200	1400	X	1117	X	1226	X	956	X	907		1000		900		100		X	X
SPRAGUE CT. S OF KERNERSVILLE RD	4500			4400	X		X	7818	X	5525	X	5000	4900	5000		5000	4900	X	4600	4600	3330
SPRAGUE ST, E OF BROAD ST	1800	2000		1100	X	1600	X	1562	X	1353	X	1485	1300	1400		1300	1300	1500	1700	2200	4500
SPRAGUE ST, E OF MARBLE ST	8800	7200		6600	X	7000	X	6981	X	8300	X	8946	5900	6500		6200	5800	7100	7100	6500	5850
SPRAGUE ST, W OF BURGANDY ST	11000	6800		7000	X	6968	X	6093	X	6025	X	6004	5600	5500		5700	5100	7300	5900	X	7980
SPRAGUE ST, W OF CLEMMONSVILLE RD	5700	4300		3800	X	3900	X	5226	X	3870	X	4200	4800			4200	3000	4100	4800	X	4460
SPRAGUE ST, W OF COLE RD	5800	4800		4800	X	5200	X	5218	X	4583	X	4000	4500	4600		5700	4800	X	5700	X	3330

STATION LOCATIONS	Y2001	Y1998	Y1997	Y1995	Y1994	Y1993	Y1992	Y1991	Y1990	Y1989	Y1988	Y1987	Y1986	Y1985	Y1984	Y1983	Y1982	Y1981	Y1980	Y1975	Y1965
SHALLOWFORD RD, E OF SCOTT RD	1800		1600	1600	X	1150	X	1496	X	1317	X	1000		1000		700		700		800	X
SHALLOWFORD RD, N OF 421	1600		1300	1600	X	1031	X		X		X							X		450	X
SHALLOWFORD RD, N OF WILLIAMS RD	6500		5400	5600	X	3968	X	4029	X	3500	X	3400		3400		400		300		X	X
SHALLOWFORD RD, S OF US421					X		X		X		X							X		X	X
SHALLOWFORD RD, W OF CONRAD RD	2500		2500	2600	X	1900	X	1900	X	2217	X	1577		1800		1300		1500		X	X
SHALLOWFORD RD, W OF COUNTRY CLUB RD	6000		6000	6400	X	5837	X		X		X							3300		X	X
SHALLOWFORD RD, W OF LEWISVILLE-CLEMMONS RD	9500		8700	8100	X	7245	X	5930	X	5800	X	4989				4300		4100		X	X
SHALLOWFORD RD, W OF LEWISVILLE-VIENNA RD	12000		9900	10000	X	8304	X	7641	X	7600	X	7032		6500		6000		6200		X	X
SHALLOWFORD RD, W OF WILLIAMS RD.	1000		950	900	X	900	X	855	X	798	X	522		500		350		600		X	X
SHANGRILA DR, N OF CONCORD CHURCH RD	150	140			87		87		100		104		150				200	X	260	X	X
SHATTALON DR, E OF BETHANIA RD	9300	8100		9100	X	9558	X	9325	X	9500	X	9856	8700	8700		6900	7400	6600	6900	4000	3680
SHATTALON DR, E OF BETHANIA STATION RD	11000	9700		9700	X	9645	X	6549	X	8400	X	8626	8000	9000		6400	5900	6200	4800	X	3490
SHATTALON DR, E OF HILLDEBRAND DR.	10000	11000		11200	X	9519	X	9335	X	9200	X	9160	8200	8500		5700	6500	5700	5400	X	2350
SHATTALON DR, E OF MURRAY RD	10000	8500		8700	X	8264	X	6980	X	6800	X	6800	6800	7100		5200	5000	5200	5200	5200	2850
SHATTALON DR, N OF ROBINHOOD RD	8400	7800		6500	X	5800	X	5759	X	5228	X	4476	4500	4600		4100	3200	3200	3600	2100	1500
SHATTALON DR, N OF YADKINVILLE RD	7400	6700		7400	X	6769	X	6594	X	6611	X	5983	5900	5700		4400	4100	4300	4400	4000	X
SHATTALON DR, S OF REYNOLDA RD	8600			10400	X	8143	X	6728	X	7000	X	7072	6500	8200		4700	5200	4600	5300	6700	2490
SHATTALON DR, S OF YADKINVILLE RD	7200	6400		6700	X	5728	X	5873	X	5192	X	5000	5000	5100		4000	3900	3600	3600	3450	1450
SHATTALON DR., W OF UNIVERSITY PKWY	13000	12000		11600	X	11000	X	11030	X	10000	X	10796	9300	9500		7300	7200	7000	6600	7000	3490
SHATTALON RD, N OF PETREE RD	9400	8900		7500	X	6732	X	5954	X	5555	X	4783	4000	4000		4300	3500	3000	3900	X	X
SHEPARD HILLS RD, N OF VANCE RD	300	310			155		195		300		80		124				90	X	190	X	X
SHIELDS RD, E OF UNION CROSS RD	5200		3300	2700	X	2900	X	2927	X	2603	X	2000		1900		1300		1150		X	X
SHIELDS RD, W OF NC 66	4100		2900	2400	X	3300	X	3326	X		X							X		X	X
SHILOH CHURCH RD, E OF GERMANTON RD	320	290			226		130		118		114		123				30	X	60	X	55
SHILOH CHURCH RD, W OF RED BANK RD	280	220			276		230		235		88		40				120	X	140	X	60
SHORE RD, S OF US 52	910		930	800	X	734	X	650	X	658	X	480		600		500		500		X	X
SHORE RD, W OF BETHANIA-RURAL HALL RD	460		550	440	X	458	X	436	X	405	X	285				300		250		180	X
SHOREFAIR DR, N OF THIRTY-SECOND ST	4300	4800		3500	X	3800	X	3788	X		X							X		X	X
SILAS CREEK PKWY, E OF BOLTON ST.	29000	27000		29300	X	29118	X	34823	X		X							X		20000	10010
SILAS CREEK PKWY, E OF BUCHANNAN ST	18000	20000		23000	X		X	26800	X	32000	X	31000	31100	29400		27300	26000	29800	27500	X	X
SILAS CREEK PKWY, E OF ELDERADO RD	24000	22000		23200	X	22781	X	28300	X		X	29000	30000	29500		28100	26200	25200	23500	X	11110
SILAS CREEK PKWY, E OF MILLER ST.	28000	30000		28000	X	27749	X	39200	X		X	41000	41500	41300		39400	30800	39000	31000	X	12470
SILAS CREEK PKWY, E OF STRATFORD RD	43000	40000		41500	X	36500	X	46500	X	42300	X	42325		48500		35500	34700	27200	31900	29000	11280
SILAS CREEK PKWY, E. OF KONNOAK DR	14000	14000		25800	X		X	26200	X	27500	X	28000	27700	26500		21300	20200	21600	19800	X	11620
SILAS CREEK PKWY, N OF BUSINESS 40	54000	57000		46800	X	46635	X	45400	X	46500	X	46500	46000	47000		38300	34700	37400	35100	26000	13430
SILAS CREEK PKWY, N OF COUNTRY CLUB RD	54000	52000		40900	X	42432	X	44300	X	43900	X	43900	43700	44200		36100	32600	31900	24200	26000	X
SILAS CREEK PKWY, N OF POLO RD	26000	29000		24200	X	25950	X		X		X							X		X	X
SILAS CREEK PKWY, N OF ROBINHOOD RD	40000	46000			X	34294	X	30100	X	32000	X	32000	32000	31000		31700	25100	24500	23200	17000	8500
SILAS CREEK PKWY, N OF YORKSHIRE RD	45000	48000		42100	X	40010	X	37200	X	45446	X	36500	36200	36200		33400	31400	29400	26400	X	11080
SILAS CREEK PKWY, S OF HAWTHORNE RD	37000	36000		35400	X	33482	X	36300	X	33300	X	33292	45000			28100	28000	26400	26800	X	11280
SILAS CREEK PKWY, S OF POLO RD				20900	X	22136	X		X		X							X		X	X



STATION LOCATIONS	Y2001	Y1998	Y1997	Y1995	Y1994	Y1993	Y1992	Y1991	Y1990	Y1989	Y1988	Y1987	Y1986	Y1985	Y1984	Y1983	Y1982	Y1981	Y1980	Y1975	Y1965
UNIVERSITY PKWY, N OF NORTH PATTERSON AVE	23000	22000		19000	X	17491	X	15400	X	15194	X	13314	13300	16500		16700	14400	15200	9500	11400	X
UNIVERSITY PKWY, N OF NORTH POINT BLVD	32000	31000		28000	X	25121	X	19620	X	23005	X	20363	18900	19300		15200	14300	12700	11600	X	X
UNIVERSITY PKWY, N OF POLO RD	15000	16000		11500	X	12900	X	12854	X	18500	X	17217	11700	13600		11800	10500	9200	8100	8100	2600
UNIVERSITY PKWY, N OF WAKE FOREST DR		20000		14100	X	16300	X	17300	X	18143	X	18183	19200	17100		17000	13600	13800	11100	X	4680
UNIVERSITY PKWY, N OF WEBSTER RD	12000	12000		10800	12000	11107	11100	11100	11138		9200	10000	10800	10000		9300	9200	8900	8600	X	6000
UNIVERSITY PKWY, N OF ZIGLAR RD	12000	11000		11000	X	12229	X	9809	X	10201	X	10191	10400	10000		9700	9200	9900	9000	7800	X
UNIVERSITY PKWY, S OF 52 RAMP	17000	16000		15400	X	17019	X	13911	X	14253	X	13200	12700	13000		12600	10900	12100	10900	11000	6450
UNIVERSITY PKWY, S OF BROWNSBORO RD	17000	17000		14700	X	16000	X	20942	X	26644	X	22244	18400	20000		15500	15000	14200	13000	X	X
UNIVERSITY PKWY, S OF COLISEUM DR	23000	26000		24000	X	21193	X	22643	X	24500	X	24033	22400			21400	20200	21100	18300	24000	14610
UNIVERSITY PKWY, S OF FACULTY DR	18000	18000		15100	X	18500	X	18469	X	21200	X	21161	18100	15300		12300	12500	10700	9500	X	X
UNIVERSITY PKWY, S OF HANES MILL RD.	28000	29000		26700	X	24306	X	20768	X	22509	X	19349		15800		17000	16700	13400	12900	10500	X
UNIVERSITY PKWY, S OF NORTH POINT BLVD	17000	20000		15100	X	17200	X	21713	X	24887	X	22500	20800	22200		17000	16400	13600	14300	X	X
UNIVERSITY PKWY, S OF TICKLE RD	13000	12000		11900	X	13226	X	10889	X	15249	X	11500	11300	10400		10500	9500	9900	5700	8500	5230
UNIVERSITY PKWY, S OF US 52	25000	33000		24200	X	21789	X	18367	X	20048	X	19400	19100	21800		16700	13800	13000	11800	X	2990
UNIVERSITY PKWY, S OF WAKE FOREST DR	21000	23000		14700	X	16523	X	20719	X	20600	X	23700	23400	20200		19500	17400	14700	15700	X	X
UNIVERSITY PKWY, S OF ZIGLAR RD	13000	12000		12100	X	12805	X	10652	X	11044	X	14000	11100	12600		10300	9500	10300	9600	8200	4500
UNIVERSITY PKWY, S. OF 25TH STREET	23000																				
UNIVERSITY PKWY, S. OF NORTH PATTERSON AVE				22500	X	19469	X	16600	X	22101	X			15100		14700	11900	12300	10100	8900	X
UNIVERSITY PKWY, N. OF CHERRY ST EXTN	39000	35000																			
UNIVERSITY PKWY., S OF SUN VIEW RD (SR 1670)	21000	19000																			
UNIVERSITY PW, N. OF BETHABARA PARK BLVD	36000																				
US 311 , E OF RIDGEWOOD RD				12600	X	11056	X	8491	X	9000	X	8801						X		X	X
US 311 SW OF US 158					X		X		X		14600							X		X	X
US 311, E OF HORNEYTOWN RD	23000	19000		15200	14497	15000	15310	14023	13722		X						8800	X		X	X
US 311, E OF UNION CROSS RD					X		X		X		X		2100	2567		5620		X		X	X
US 311, S OF THOMAS RD					X		X		X		X						8695	9023	8385	X	X
US 311, W OF COLE RD	20000	19000		15900	X	13155	X	10276	X	10829	X	9911						X		X	X
US 311, W OF HASTINGS RD	19000	16000		13000	11779	11988	11100	10054	X		X							X		X	X
US 311, W OF HORNEYTOWN RD	18000	18000		11300	10131	11950	10582		X		X						5805	5344		X	X
US 311, W OF PINE MEADOW DR				12100	9252	11884	X	8841	8987		X							X		X	X
US 311, W OF UNION CROSS RD	17000	15000		12300	10328	11285	11930		X		X							X		X	X
US 421, E OF CONCORD CHURCH RD	28000	30000		23100	21602	21224	20600	20576	19680		15100	11000	11300	13000		15000	12700	12700	12500	11000	5000
US 421, E OF JONESTOWN RD				44300	X	33794	X	33900	X	35360	X	27785	30500	30600		27700	22900	20900	23000	24000	9300
US 421, E OF LAKEVIEW DR	10000	9600		8000	7700	7765	9900	9878	8924		8400	6900	6900	7800		5500	5500	5100	5100	X	X
US 421, E OF PEACE HAVEN RD	49000	50000		42600	X	37200	X	31000	X	30775	X	26769	24500	25200		22800	20000	19500	23000	17000	7600
US 421, E OF SCOTT RD	20000	21000		16300	14000	13896	14310	12787	11998	11800	11500		11000	10000		8400	8500	8500	9400	X	3700
US 421, E OF SHALLOWFORD RIDGE RD	21000	23000		18400	16492	14761	15206	13592	12359		12000	11800	11200	10900		8500	8500	X	8400	X	4100
US 421, W OF LAKEVIEW DR.	12000	11000		8800	7178	8060	9500	9482	8900		8300	8200	7000	7200		7000	6500	6100	5400	X	3900
US 421, W OF OLD GREENSBORO RD	7100	12000		10000	9078	10283	12661	11167	10609		9300	9300	8500	8000		7000	7800	8200	7400	5900	4000
US 421, W OF PEACE HAVEN RD	39000	40000		36000	X	25564	X	25000	X	25019	X	22839	22400	22900		20900	16900	15200	16200	15000	5640
US 52 RAMP, W OF UNIVERSITY PKWY.	5300	5000		5100	X	4617	X	3903	X	3407	X	3316	3000	3300		2700	2100	2500	2200	1700	800

July 1999

HIGHWAY PROGRAM — FORSYTH COUNTY

ROUTE/CITY	ID NO.	LOCATION AND DESCRIPTION	LENGTH (MI) (KM)	TOTAL EST. COST (THOU.)	PRIOR YRS. COST (THOU.)	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU.)	SCHEDULE (FISCAL YEARS)
WINSTON-SALEM	U-2826	US 52, I-40 BYPASS TO PROPOSED WESTERN LOOP INTERCHANGE. REPLACE BRIDGES NO. 256 AND NO. 257, WIDEN AND UPGRADE ROADWAY AND INTERCHANGES.	12.0 19.3	528888	400	PLANNING			FY 01
						DESIGN			FY 02
						RIGHT-OF-WAY	NHS	955	FFY 04
						CONSTRUCTION	NHS	8614	FFY 06
						RIGHT-OF-WAY	NHS	15266	POST YEARS
						CONSTRUCTION	NHS	503653	POST YEARS
WINSTON-SALEM	U-2827	US 421, I-40 BYPASS TO WEST OF US 158. PAVEMENT REHABILITATION AND SAFETY IMPROVEMENTS.	7.8 12.6	23284	400	PLANNING			IN PROGRESS
						DESIGN			IN PROGRESS
						RIGHT-OF-WAY	NHS	1061	FFY 00
						CONSTRUCTION	NHS	21823	FFY 01 02 03 04
WINSTON-SALEM	U-2828	M. L. KING, JR. DRIVE EXTENSION AND EIGHTH STREET CONNECTOR. CONSTRUCT A FOUR LANE FACILITY ON NEW LOCATION. (COORDINATE WITH B-2562)	0.4 0.6	3000	3000	UNDER CONSTRUCTION BY DIVISION			
WINSTON-SALEM	U-2923	SR 2747 (CLEMMONSVILLE ROAD), SR 3011 (OLD SALISBURY ROAD) TO SOUTH MAIN STREET. WIDEN ROADWAY TO A MULTI-LANE FACILITY.	1.9 3.1	8611	400	PLANNING			FY 00
						DESIGN			FY 01
						RIGHT-OF-WAY	STP	2695	FFY 03
						CONSTRUCTION	STP	5516	FFY 05
WINSTON-SALEM	U-2925	DIGGS BOULEVARD, VARGRAVE STREET TO SR 4325 (MARTIN LUTHER KING DRIVE). WIDEN TO A MULTI-LANE FACILITY.	0.6 1.0	2232		PLANNING			FY 00
						DESIGN			FY 03
						RIGHT-OF-WAY	STP	1599	FFY 05
						CONSTRUCTION	STP	633	FFY 06
WINSTON-SALEM	U-2926	SR 2456 (SOUTH MAIN STREET) AND WAUGHTOWN STREET. REALIGN INTERSECTION.	0.3 0.5	2756	200	PLANNING			IN PROGRESS
						DESIGN			IN PROGRESS
						RIGHT-OF-WAY	S	530	SFY 00
						CONSTRUCTION	S	2026	SFY 02
WINSTON-SALEM	U-3119	SR 1103 (LEWISVILLE-CLEMMONS ROAD), SR 1891 (PEACE HAVEN ROAD) TO NORTH OF US 421. WIDEN ROADWAY TO MULTI-LANES AND REPLACE BRIDGE NO. 213 OVER US 421.	2.5 4.0	27679	8800	DESIGN			FY 02
						RIGHT-OF-WAY			PART IN ACQUISITION
						RIGHT-OF-WAY	STP	2149	FFY 04
						CONSTRUCTION	STP	16730	FFY 01 02 06
WINSTON-SALEM	U-3829	US 421, PEACE HAVEN INTERCHANGE TO JONESTOWN ROAD. WIDEN TO A SIX LANE DIVIDED FACILITY.	0.6 1.0	4950	4950	UNDER CONSTRUCTION			
WINSTON-SALEM	U-3832	SR 3875 (WAUGHTOWN STREET), EAST OF LOMOND STREET TO WEST OF FAYETTEVILLE STREET. RELOCATION.		750	100	DESIGN			IN PROGRESS
						CONSTRUCTION	S	650	SFY 00
WINSTON-SALEM	U-3833	SR 1672 (BETHANIA STATION ROAD), BECKS CHURCH ROAD TO HANES MILL ROAD. UPGRADE ROADWAY.	0.5 0.8	700	700	UNDER CONSTRUCTION			

Forsyth County

Trends Profile

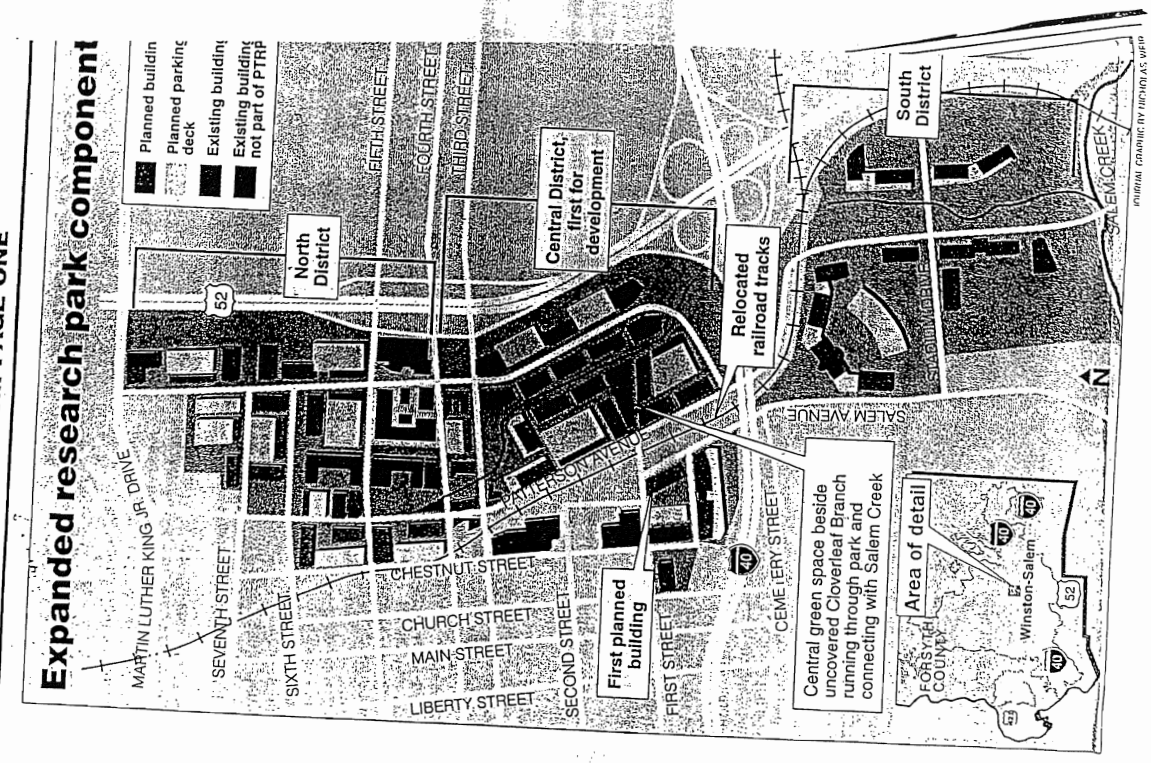
Reporting Quarter: 3rd Quarter 2004
Contact: PRSP (919) 715-6374

		County Rank
Demographics		
Population, July 2004	321,852	4
Population, 2000 Census	306,067	4
Population, 1990 Census	265,855	5
Percent population change, 1990-2000	15.1	54
Percent population change, NC, 1990-2000	21.4	
Workforce & Education		
Employment, September 2004	151,292	4
Unemployed, September 2004	6,036	4
Percent unemployed, September 2004	3.8	61
Percent unemployed, 2003	5.3	72
Percent unemployed, NC, September 2004	4.4	
Percent unemployed, NC, 2003	6.5	
Percent unemployed, 2000	82	16
Percent high school graduates, 2000	78.1	
Percent high school graduates, NC, 2000	992	47
Average SAT score, 2004	1,006	8
Average SAT score, NC, 2004	28.7	
Percent bachelor's degree or higher, 2000	22.5	
Percent bachelor's degree or higher, NC, 2000		
Income, Housing & Poverty		
Average weekly wage per employee, First Quarter 2004	$731	4
Median household income, 2000	$42,097	10
Per capita personal income, 1990	$22,187	3
Per capita personal income, 2002	$31,236	7
Per capita personal income, NC, 2002	$27,785	
Median value of owner-occupied housing units, 2000	$105,182	14
Median value of owner-occupied housing units, NC, 2000	$108,300	
Percent in poverty, 2000	11.0	73
Percent in poverty, NC, 2000	12.3	
Announced Jobs & Investments		
Jobs announced, 2003	185	
Jobs announced, Thru October 2004	0	
Total investment announced, 2003	$9,890,000	
Total investment announced, Thru October 2004	$0	
Announced Closings & Layoffs		
Number of affected establishments, 2003	36	
Number of affected establishments, Thru October 2004	29	
Job losses, 2003	1,788	
Job losses, Thru October 2004	380	

Taxes, Sales & Services		
Property taxes/$100 Value	$0.6920	
Gross retail sales (Mil $, June 04)	$501.0	
Gross retail sales (Mil $, FY 03-04)	$5,886.0	
Number of physicians, 2003	1,248	
Population/physician ratio, 2003	255	
Population/RN ratio, 2003	64	
Population/dentist ratio, 2003	1,705	
Tier designation, 2004	5	
Partnership Region	Piedmont Triad	
Licensed Child Care Facilities	296	
Child Care Capacity	18,223	

Notes: Data are the latest available as of the date the profile was prepared. Demographics are from U.S. Census; Workforce & Education are from NC Employment Security Commission; Private Sector Employment are from NCESC's "Insured Employment and Wages in NC for Industry by Sector (2 digit) series;" Taxes, Sales & Services are from the NC Dept. of Public Instruction respectively; county unemployment rates are seasonally unadjusted. Average wage per employee, Employment rates are seasonally unadjusted. Average wage are from ESC's "Insured Employment and Wages in NC for Private Industry by Sector (2 digit) which is based on the Current Population Survey." Income, Housing & Poverty are from U.S. Bureau of Economic Analysis and the U.S. Census, respectively. Jobs and Investments are from NC Dept. of Commerce. Closings & Layoffs are from the NC Employment Security Commission. Private Sector Employment are from NCESC's "Insured Employment and Wages in NC for Industry by Sector (2 digit) series."

FROM PAGE ONE



JUNE 2001

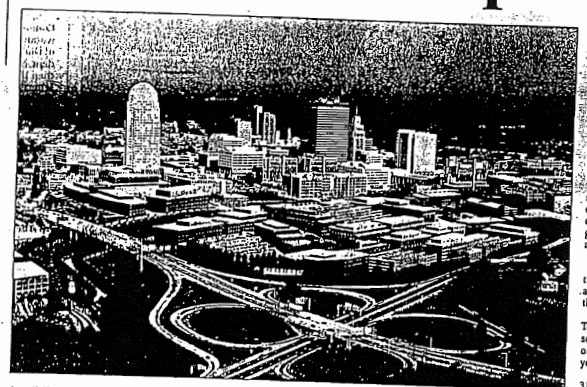
HIGHWAY PROGRAM — FORSYTH COUNTY

ROUTE/CITY	ID NO.	LOCATION AND DESCRIPTION	LENGTH (MI) (KM)	TOTAL EST. COST (THOU.)	PRIOR YRS. COST (THOU.)	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU.)	SCHEDULE (FISCAL YEARS)
SR 1222 NEWSOME ROAD	R-4072	RELOCATE EXISTING SR 1222, WEST OF INDUSTRIAL DRIVE TO MAIN STREET (KING-TOBACCOVILLE ROAD). TWO LANES ON NEW LOCATION.	0.5 0.8	460	460	UNDER CONSTRUCTION BY DIVISION			
SR 1611-SR 1112	R-2201	KING-TOBACCOVILLE ROAD (MAIN STREET). RJR ENTRANCE TO SR 1105 (MEADOWBROOK DRIVE), WIDEN TO MULTI-LANES.	1.7 2.7	12100	500	PLANNING DESIGN RIGHT-OF-WAY CONSTRUCTION CONSTRUCTION BY DIVISION	 STP STP	 2900 8700	IN PROGRESS IN PROGRESS FFY 02 FFY 04
NEW ROUTE	R-2247 *	WINSTON-SALEM WESTERN LOOP, I-40 TO US 52. FOUR LANE EXPRESSWAY ON NEW LOCATION.	14.8 23.8	284481	46281	PLANNING DESIGN RIGHT-OF-WAY RIGHT-OF-WAY CONSTRUCTION CONSTRUCTION	 NHS T NHS T	 16400 11000 149900 60900	IN PROGRESS IN PROGRESS FFY 03 SFY 02 FFY 02 04 05 06 SFY 03 04
CLEMMONS	U-2707	SR 3000 (IDOLS ROAD), SR 2999 (HAMPTON ROAD) TO US 158. TWO LANE SHOULDER SECTION ON NEW LOCATION.	2.3 3.7	8490	540	DESIGN RIGHT-OF-WAY CONSTRUCTION PART COMPLETE	 STP STP	 950 7000	IN PROGRESS FFY 03 FFY 05
KERNERSVILLE	U-2800	SR 2601 (MACY GROVE ROAD), INDUSTRIAL PARK DRIVE TO SR 1005 (OLD US 421). WIDEN TO MULTI-LANES, PART ON NEW LOCATION AND CONVERT GRADE SEPARATION AT I-40 BUSINESS TO AN INTERCHANGE.	0.4 0.6	9500	200	PLANNING DESIGN RIGHT-OF-WAY CONSTRUCTION	 STP STP	 3000 6300	IN PROGRESS FFY 04 FFY 06 FFY 08
WINSTON-SALEM	U-2579 *	NORTHERN BELTWAY (EASTERN SECTION), US 52 TO US 421/I-40 BUS. MULTI-LANE FREEWAY ON NEW LOCATION.	9.5 15.3	225598	1698	PLANNING DESIGN RIGHT-OF-WAY CONSTRUCTION	 T T	 30100 193800	IN PROGRESS SFY 04 SFY 08 POST YEARS
WINSTON-SALEM	U-2728	US 421, NORTH OF SR 1171 (CONCORD CHURCH ROAD) TO I-40. PAVEMENT REHABILITATION AND SAFETY IMPROVEMENTS.	5.2 8.4	1200		PLANNING DESIGN CONSTRUCTION CONSTRUCTION BY DIVISION	 S	 1200	IN PROGRESS SFY 02 SFY 03
WINSTON-SALEM	U-2826A	US 52. REPLACE BRIDGES NO. 256 AND 257.		14200	100	PLANNING DESIGN RIGHT-OF-WAY CONSTRUCTION	 NHS NHS	 800 13300	IN PROGRESS IN PROGRESS FFY 03 FFY 05
WINSTON-SALEM	U-2826B	US 52, US 421 (I-40 BUSINESS) TO PATTERSON AVENUE. CONSTRUCT IMPROVEMENTS TO ALLOW USE OF EXISTING SHOULDERS AS TRAVEL LANES.	4.0 6.4	16000		PLANNING DESIGN RIGHT-OF-WAY CONSTRUCTION	 S S	 1000 15000	IN PROGRESS SFY 02 SFY 04 SFY 05

HIGHWAY DIVISION 9 — ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

Wake Forest officials tout park as an economic-development engine for region

WFU shows off park plans



An artist's rendering shows proposed details of Piedmont Research Park planned for downtown Winston-Salem's eastern edge. ILLUSTRATION COURTESY OF IDEALLIANCE

New jobs, businesses would generate more city, county revenues

By Victoria Cherrie and Michael Hewlett
JOURNAL REPORTERS

The expansion of the Piedmont Triad Research Park is being billed as the economic engine that will drive growth in the state's northwest region.

And even though Wake Forest officials spoke little of money at yesterday's news conference that introduced the latest details of the park's design, it was clear that the engine will need hundreds of millions of federal, state and local dollars.

And none of that money is in place.

Planners behind the research park said that the expansion from 10 acres to 180 acres will be developed in three phases over the next 20 years or more.

At the news conference, held at One Technology Place, the developers of the research park extolled the economic benefits once the expansion is completed 20 to 30 years from now.

The expansion, they said, may generate 31,400 jobs, either from within the park or from businesses that start as a result of the development. The city and county would see about $52 million annually in new revenue once developers finish expanding the park.

The first phase of the project, the core of the work, will cost about $150 million, Dr. Richard Dean, the president and chief executive officer of Wake Forest University Health Services, said in an interview after the press conference.

Most of that money, about $70 million, will go toward the sewers, water lines and streets needed for the project; the rest of the money will pay for buildings, parking decks and land acquisition, he said.

Local congressmen have vowed to help the project by lobbying for federal money. At the same time, Wake Forest has hired Patton Boggs Inc., a Washington lobbying firm that is considered by experts to be one of the top five in the capital, Dean said.

He said that he expects federal grants to come from any of several departments, including transportation, economic development or homeland security.

Mayor Allen Joines, who stood quietly at the back of the crowd yesterday and was not asked to the podium, said that the city has

STAGES: Virtual tour shows park's growth

By Danielle Deaver and Kristi E. Swartz
JOURNAL REPORTERS

People took a virtual stroll through the Piedmont Triad Research Park of the future yesterday and got to see the new buildings, a newly revealed creek and greenways that over the next 20 years may become part of downtown Winston-Salem.

Computer graphics, accompanied by a soundtrack of Glenn Miller's "In the Mood," showed a packed room of 200 business and civic officials at One Technology Place how the research park is expected to change its profile over the next 20 years. What is now four buildings on 10 acres would grow to dozens of buildings on 180 acres.

Though some people at the news conference began applauding before the simulation was completed, the officials behind the expansion said

acquisitions, and utility and road improvements.

Dr. Richard Dean, the president and chief executive of Wake Forest University Health Sciences, the project's developer, said that people won't see the initial work.

"That's why I need to have the (Piedmont) Concrete Company down and a crane up somewhere so people can see," Dean said.

Work on the first building in the expansion, which will be for Wake Forest, could begin as early as the fall, but is more likely to start in the first quarter of next year, Dean said. The $22 million, 120,000-square-foot building is expected to take 16 months to complete, park officials said yesterday. The building will be behind the Piedmont Triad Community Research Center, which current-

JOURNAL PHOTO BY TOM KUNKEL

100 Attack

RESEARCH

Continued From Page A1

Other than concrete details about the first building, park designers yesterday emphasized that the rest of the expansion plans are still literally on the drawing board.

Research-park officials have been slowly buying land. The organizers have closed deals on two property purchases and are scheduled to close on five more by the end of the year, Dean said. The research park will then have 50 to 70 acres, he said.

Among the acquisitions: land owned by Piedmont Concrete Co. — the firm remains in business while it is building a new plant — and 3.5 acres near Stadium Drive and Dean Street previously owned by Duke Energy Corp., Dean said.

Wake's building is likely to be the first of five in the initial development of the central part of the research park.

What is being called the Central District is a little more than 70 acres and could take up to 10 years to complete. It will be bounded by U.S. 52 to the east, the existing research-park buildings that line Chestnut Street to the west, Third Street on the north and Business 40 to the south.

The area contains nearly two dozen industrial buildings that once marked the city's thriving tobacco industry. Nine of these buildings are expected to be renovated for laboratory and office space, but others will probably be demolished, said Dan Kenny, a principal with Sasaki Associates Inc. of Massachusetts, which designed the expansion plan.

The Central District will be built in conjunction with utility and road changes, including moving one Norfolk Southern Railway rail line to the west and demolishing another line, extending Linden and Patterson streets, and creating a new road, Research Parkway, which will run through the entire park. Work also will begin on green spaces, a fountain and a water system that will flow into the uncovered Salem Creek.

The expanded park's two other areas — the North and South districts — will start to take shape after the Central District, though how quickly is not clear. The North District, 74 acres that extends to Martin Luther King Jr. Drive, will eventually link the park to the Goler/Depot Street Renaissance project, a $50 million church and community effort to build lofts, apartments and rowhouses. This district will contain more commercial development.

"It's likely one of the later phases of development. It's not been specifically planned," Dean said.

The South District begins on the other side of Business 40 and runs close to Salem Academy and College. The buildings on its 86 acres will be more spread out, giving the area more of a campus appearance.

Though no new tenants have been announced, one official was optimistic about filling the park.

"Companies will come from Wake Forest, from UNC Greensboro, from Winston-Salem State. They will spin out of companies like Targacept," said Don deBethizy, the chief executive of Targacept Inc., a biotechnology company in the research park. "They will be attracted to collaborate with our companies and attracted to our medical school."

Faculty members at the Wake Forest University School of Medicine and other researchers at the medical center are eagerly watching the plans for the research park. Some will be moving to new buildings in the park, but no one knows which departments will go and which will stay in the overcrowded laboratories and offices in the Wake Forest University Baptist Medical Center's Hawthorne Hill campus.

"The mood in the medical center is that we're in a serious space crunch," said Mark Lively III, a professor of biochemistry at the medical center. "The competition for space over at Hawthorne Hill is really intense. We've run out of space."

Lively is one of about 20 researchers who will be moving into leased lab space at Whitaker Park later this summer. They expect to be moving into the research park in about three years, he said. Other departments are spread among 50,000 square feet that are leased throughout the city.

Other than his team, no one knows who will be moving to the research park. "Dr. Dean's been keeping his cards close to his chest," Lively said.

Dean said that the decision will depend mostly on who needs to be in the new space. The university's medical school is not included in the master plan for the park, Dean said.

People at yesterday's announcement refuted skeptics of the expansion plan.

"We won't really know for seven or eight years, or maybe even 15 or 16 years, but it has been carefully studied, modeled, compared to other successful, similar ventures by a substantial number of people, who at least by their credentials know what they are doing," said Murray Greason, a local attorney and member of the board of Idealliance, the nonprofit group affiliated with Wake Forest that runs the research park.

"So I can't tell you that it's impossible for it to fail, but it's not designed to fail," he said. "And I think the alternative is that we just sit here and do nothing."

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Research park tops jobs plan

Technology center to provide base for economic growth in 8 counties

By Richard Craver
JOURNAL REPORTER

"While the research park makes up a good piece of it, it's not all weighted toward the research park."
Mayor Allen Joines

A consulting firm is expected to recommend today that developing the Piedmont Triad Research Park in downtown Winston-Salem should be the economic priority for an eight-county region of Northwest North Carolina.

AngelouEconomics will present its recommendations for the region at 10 a.m. at the Benton Convention Center. The session is free and open to the public. The firm has been conducting an eight-month economic assessment for Alleghany, Ashe, Davie, Forsyth, Rockingham, Stokes, Surry and Yadkin counties at a cost of $280,000.

A final draft report of the firm's strategy for Forsyth County said that a strong research park would "diversify the economy through technology-led initiatives" and generate wealth and jobs in the community and region. The report said that the park would require a substantial investment by the private and public sectors to reach its full developmental potential during the next 30 years.

The report is being issued during a time of economic transition for the region, which has been stung by mass manufacturing layoffs in its traditional industries of furniture, textiles and tobacco.

There have been about 4,487 manufacturing jobs eliminated in the region since the study began in February, according to the N.C. Employment Security Commission.

Most of the firm's recommendations directly or indirectly involve the research park, including potential projects with the N.C. School of the Arts, Forsyth Technical Community College, and a research and technology center for youth.

The report also urged that Forsyth County nurture entrepreneurship and small-business growth, develop strong K-12 and adult-education initiatives, provide appealing arts, cultural and entertainment offerings to the 25-to-44-year-old demographic group, improve its transportation infrastructure and engage in a targeted-branding campaign for the region.

FROM PAGE ONE

REPORT

Continued From Page A1

AngelouEconomics suggested that the Winston-Salem Alliance, a nonprofit economic-development group, coordinate the implementation of the recommendations.

City leaders contacted yesterday said they believe that the recommendations place the right amount of emphasis on the research park without putting all the community's economic eggs into one basket.

"Based on my preliminary look at the report, it appears pretty multi-faceted," said Allen Joines, the president of the alliance and the mayor of Winston-Salem. "While the research park makes up a good piece of it, it's not all weighted toward the research park."

The report also says that Forsyth County should continue to develop its design, financial-services, logistics, and hospitality and tourism industries.

The firm recommended that the community's top short-term goal should be a 45,000-square-foot biomedical office/laboratory building in the research park at an estimated cost of $20 million.

"One of the most immediate needs (of the park) consists of affordable lab space to grow new biomedical companies," the report said.

The firm recommended that the community request funding for the building from a wide variety of federal agencies, as well as the Golden Leaf Foundation and private-sector investment, in the 2004-05 fiscal year.

Bill Dean, the president of Idealliance, a nonprofit group affiliated with Wake Forest University that runs the park, said he is pleased that the firm is promoting the need for outside funding for affordable laboratory space.

"The recommendations in this study can help us move forward with establishing a cluster of biomedical and biotechnol- initiatives in the park and diversifying the economic base of this community," Dean said.

Other key projects listed in the Forsyth strategy are:

- Paying for a $150,000 feasibility study for a potential computer-animation, digital-arts and entertainment-design program at the N.C. School of the Arts that could be situated in the research park. School officials have discussed the possibility of creating a visual-arts program in downtown Winston-Salem.

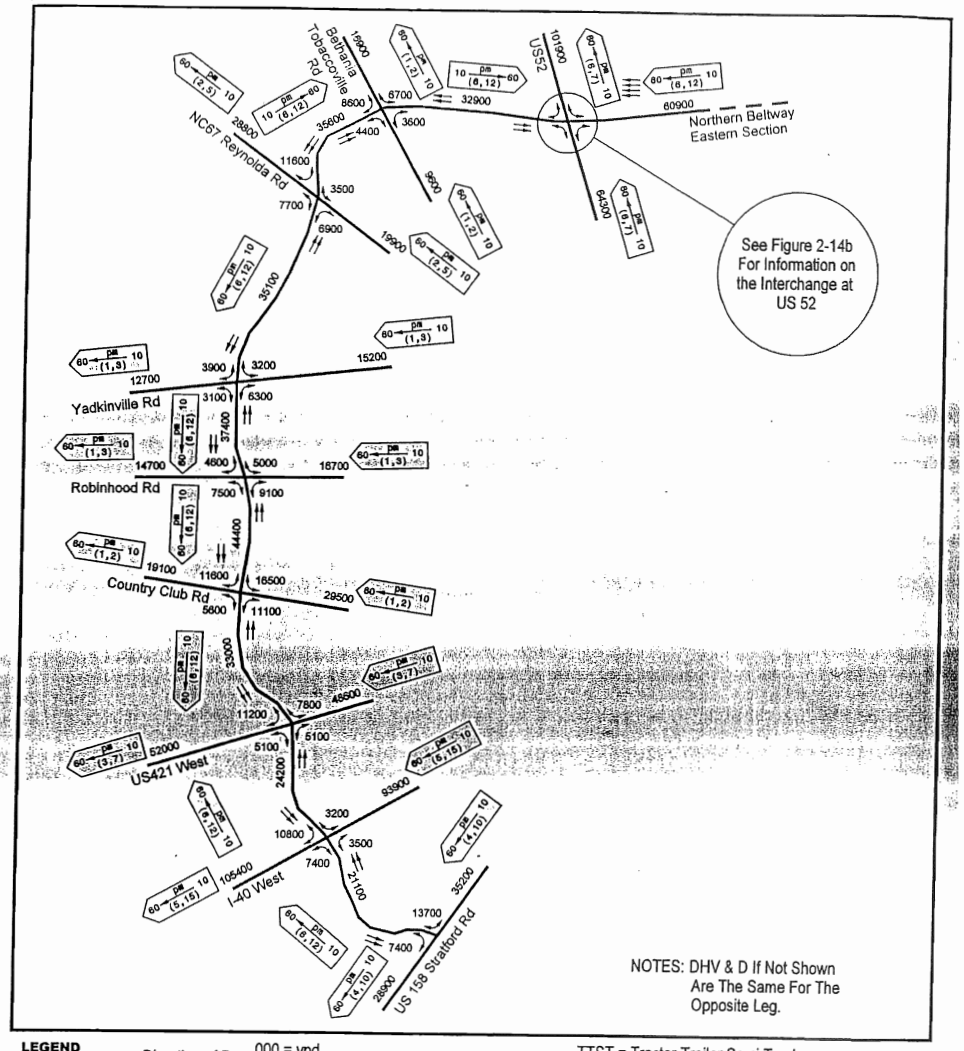
"Biomedicine will continue to be a main emphasis for the county, but design will help the county and region distinguish itself from other areas of the country," the report said.

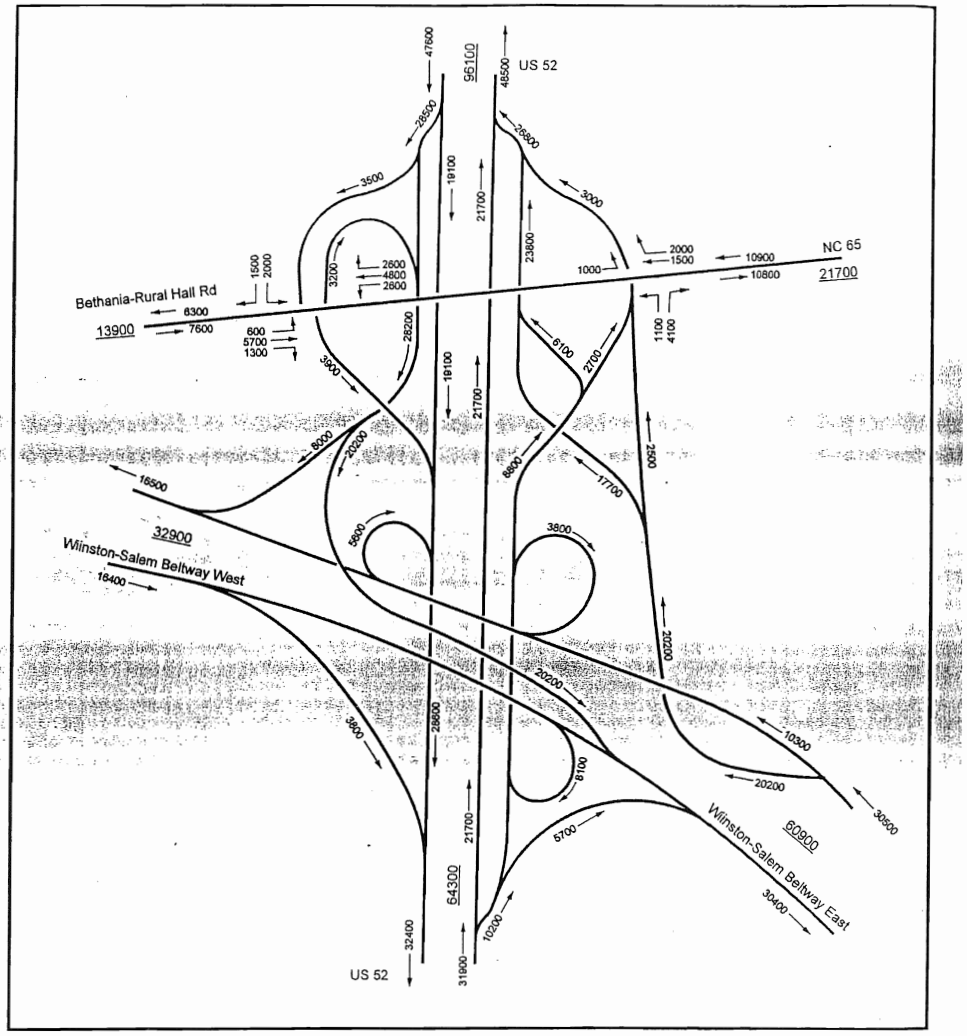
Winston-Salem Business Inc. said yesterday that it has commissioned a study with Whittaker Associates Inc. of Holland, Mich., to determine design opportunities for the region, in part because of the AngelouEconomics recommendation.

"The Whittaker study can specifically identify growth trends in the design industry that will allow us to better understand the opportunities in this business segment for our region and community," said Bob Leak, the president of Winston-Salem Business.

- Building a minority small-business innovation center in a renovated Smith Reynolds Business Park at an estimated cost of $3 million to $5 million. It also was suggested that Smith Reynolds Airport could serve as a satellite location for the FedEx cargo hub planned for Piedmont Triad International Airport.
- Encouraging Forsyth Technical Community College to expand its biotechnology-training program in the research park at an estimated cost of $3 million to $5 million.
- Developing a youth research and technology center at the research park at an estimated cost of $1 million.
- Funding infrastructure improvements for the Union Cross Business Park at an estimated cost of $750,000.

■ *Richard Craver can be reached at 727-7376 or at*





LEGEND

Direction of D

80 D pm (Dual, TTST) 10 DHV Fac

000 = vpd
DHV Fac = Design Hourly Volume (%) = K30
K30 = 30th highest hourly volume as % of ADT
D = Directional Flow (%)
AM/PM = AM or PM Peak

TTST = Tractor Trailer Semi Truck
Dual = Vehicles with Two Tires on Each Side of Rear Axle

North Carolina Department of Transprotation

NOT TO SCALE

Source: Statewide Planning, NCDOT, Sept. 25, 2002

2025 Average Daily Traffic Volumes
Project R-2247 Preferred Alternative

Figure 2-14a

LEGEND

Direction

2500 Average Daily Traffic Volumes

North Carolina Department of Transprotation

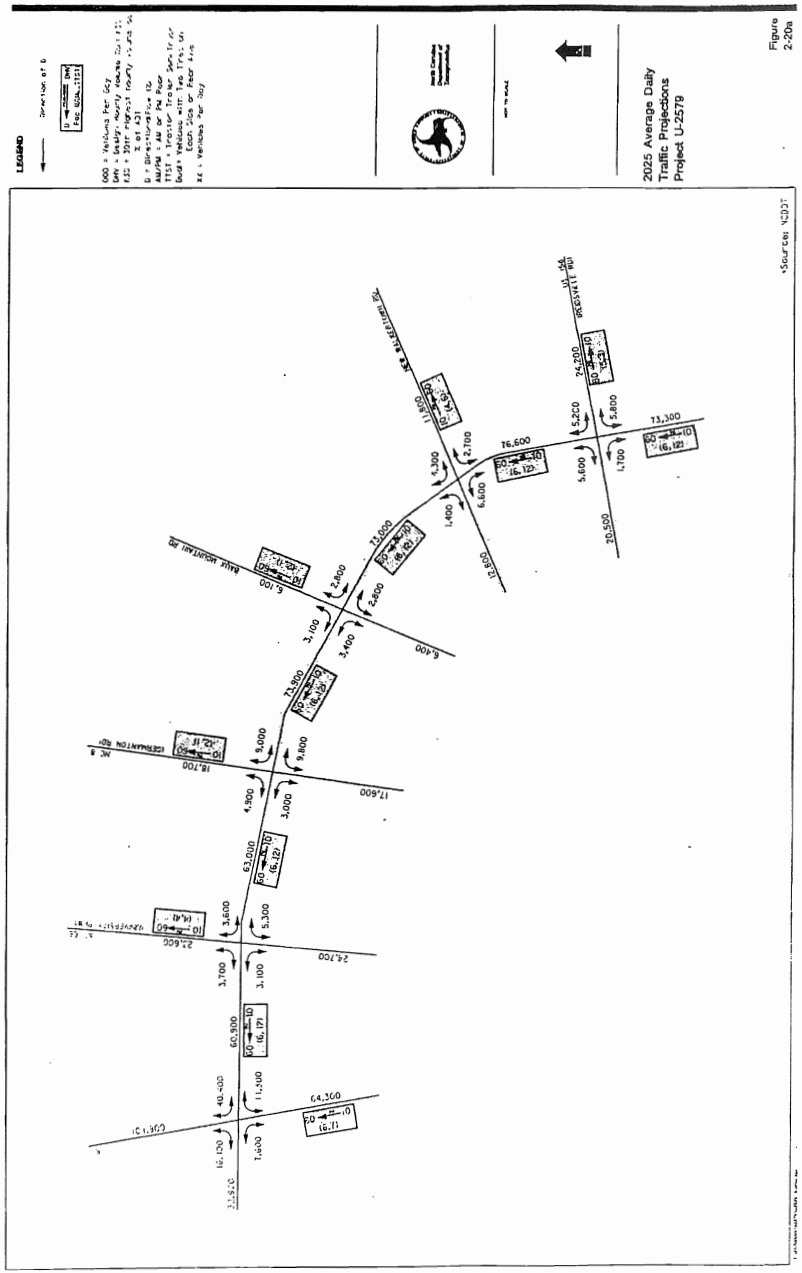
NOT TO SCALE

Source: Statewide Planning, NCDOT, Dec. 10, 2002

2025 Average Daily Traffic Volumes
at US 52
Project R-2247
Preferred Alternative

Figure 2-14b

DO Attach



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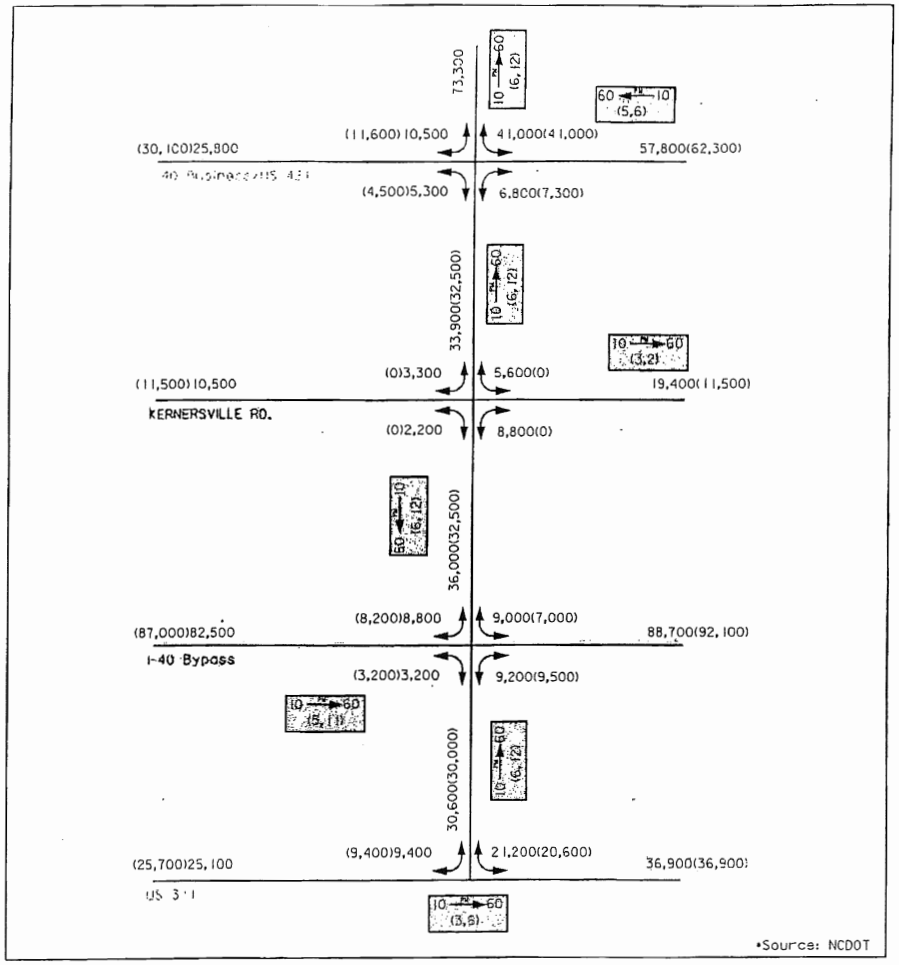


LEGEND

Direction of D

D = Directional Flow (%)
AM/PM = AM or PM Peak

000 = Vehicles Per Day
DHV = Design Hourly Volume (%) = K30
K30 = 30-th highest hourly volume as % of ADT

TTST = Tractor Trailer Semi Truck
Dual = Vehicles with Two Tires on Each Side or Rear Axle
XX = Vehicles Per Day with Kernersville Road Interchange
(XX) = Vehicles Per Day without Kernersville Road Interchange

North Carolina Department of Transportation

NOT TO SCALE

2025 Average Daily Traffic Projections
Project U-2579A

Figure 2-20b

ROUTE/CITY	ID NO.	LOCATION AND DESCRIPTION	TOTAL EST. COST (THOU)	PRIOR YEARS COST (THOU)	WORK TYPE (FUNDING) EST. COST (THOU)	SCHEDULE FEDERAL FISCAL YEAR 90 91 92 93 94 95 96
I-40	I-1013	US 421 WEST OF WINSTON-SALEM TO WEST CITY LIMITS OF GREENSBORO. (27.0 MILES). LOGO SIGNING.	270		C(IR) 270	
I-40	I-900 *	I-40 WEST OF US 421 TO EAST OF KERNERSVILLE. (20.9 MILES) MULTI-LANE FREEWAY ON NEW AND EXISTING LOCATION. CONSTRUCT NOISE WALLS AND MAKE SAFETY IMPROVEMENTS.	198213	196713	D C(IR) 1500	UNDER CONSTRUCTION
I-40	I-1012	SR 1147 IN DAVIE COUNTY TO WEST OF US 421 IN FORSYTH COUNTY. (22.0 MILES) LOGO SIGNING.	170	20	C(IR) 150	
I-40	I-911 I-2102	WEST OF NC 801 TO I-40 AT US 421 AND INTERCHANGE AT SR 1101 (HARPER ROAD). (8.2 MILES) PAVEMENT REHABILITATION AND INTERCHANGE REVISION. PARTIAL LANE ADDITIONS.	20320	690	P D R(IR) 1130 C(IR) 17300	POST YEAR CONSTRUCTION-1200
NC 66	R-511	SR 2611 TO I-40 IN KERNERSVILLE. (2.9 MILES) WIDEN EXISTING TWO LANE ROADWAY TO A MULTI-LANE FACILITY.	1218	1218	C(M)	PART COMPLETE-UNDER CONSTRUCTION
US 158	R-2577 *	FOUR LANES NORTH OF I-40 TO US 220. (18.8 MILES) WIDEN EXISTING ROADWAY TO A MULTI-LANE FACILITY.	40550		P	POST YEAR ROW AND CONSTRUCTION-40
US 311	R-2313	US 220 AT MADISON TO WALKERTOWN. (24.0 MILES) UPGRADE EXISTING FACILITY.	36770	30	SCHEDULED FOR ROW PROTECTION	
US 421	R-952	WEST OF US 158 TO WEST OF SR 1850. (9.8 MILES) RAIL RETROFITS, BRIDGE DECK AND CONCRETE PAVEMENT REHABILITATION.	11370	70	C(F) 11300	
NEW ROUTE	R-2247 *	WINSTON-SALEM, NORTHERN BELTWAY, (15.0 MILES) I-40 TO US 52. FOUR LANE EXPRESSWAY ON NEW LOCATION.	132500		P D R(M) 20000 C(M) 10000	POST YEAR ROW AND CONSTRUCTION-1

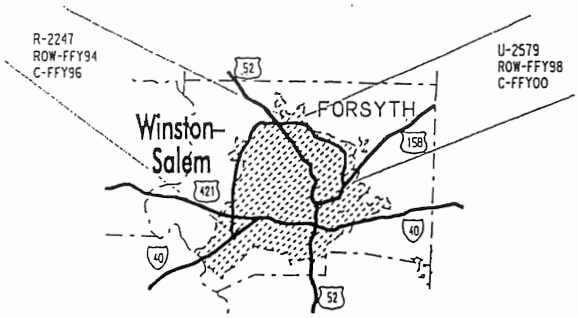
* INDICATES INTRASTATE PROJECT

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

Intrastate Corridor

Winston-Salem Urban Loop

1989



ROW	- Right of way acquisition
C	- Construction
FFY-00	- Fiscal Year - date shown is time of first ROW or C funding
R-0000	- Rural project identification number
I-0000	- Interstate project identification number
U-0000	- Urban project identification number
B-0000	- Bridge project identification number
A-00	- Appalachian project identification number
UC	- Under Construction
EX ML	- Existing Multi-lane

The Winston-Salem Urban Loop will partially encircle the city of Winston-Salem, extending from I-40 on the southwest to US 158 on the east side. This corridor will complement the I-40 relocation (now under construction) and greatly ease the traffic burden through the Winston-Salem Urban Area.

Additional project information is available in the Highway section for Division 9.

June 2003

TRANSPORTATION PROGRAM — FORSYTH COUNTY

LOCATION	ID NO.	DESCRIPTION	LENGTH (MI)	TOTAL EST. COST (THOU.)	PRIOR YRS. COST (THOU.)	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU.)	SCHEDULE (FISCAL YEARS)
RURAL PROJECTS									
NC [illegible]	R-2568	SOUTH OF I-85 BUSINESS IN THOMASVILLE TO I-40/ US 311 IN WINSTON-SALEM. WIDEN TO MULTI-LANES WITH BYPASS OF WALLBURG, SOME NEW LOCATION.	13.5	87778	25578	PLANNING			IN PROGRESS
						DESIGN			IN PROGRESS
						RIGHT-OF-WAY			PART IN ACQUISITION
						CONSTRUCTION	STP	15200	FFY 05
						RIGHT-OF-WAY	STP	19800	POST YEARS
						CONSTRUCTION	STP	27200	POST YEARS
						PART UNDER CONSTRUCTION			
SR 1[illegible]-SR 1112	R-2201	KING-TOBACCOVILLE ROAD (MAIN STREET). RJR ENTRANCE TO SR 1115 (KIRBY ROAD). WIDEN TO MULTI-LANES. INTERSECTION IMPROVEMENTS AT SR 1105 (MEADOWBROOK ROAD).	1.7	24000	700	DESIGN			IN PROGRESS
						RIGHT-OF-WAY	STP	7100	FFY 04
						CONSTRUCTION	STP	16200	FFY 06
						DIVISION PROJECT			
NEW ROUTE	R-2247 *	WINSTON-SALEM NORTHERN BELTWAY, I-40 TO US 52. FOUR LANE EXPRESSWAY ON NEW LOCATION.	14.8	306704	49704	PLANNING			IN PROGRESS
						DESIGN			IN PROGRESS
						RIGHT-OF-WAY	NHS	23400	FFY 06 08
						RIGHT-OF-WAY	T	11000	SFY 07
						CONSTRUCTION	NHS	108917	FFY 06 08 09 10
						CONSTRUCTION	T	52800	SFY 07 09
						CONSTRUCTION	NHS	50483	POST YEARS
						CONSTRUCTION	T	10400	POST YEARS
NEW ROUTE	R-2247A	WINSTON-SALEM NORTHERN BELTWAY, US 158 TO I-40. FOUR LANE EXPRESSWAY ON NEW LOCATION.	1.9	19931	1131	RIGHT-OF-WAY	NHS	5000	POST YEARS
						CONSTRUCTION	NHS	13800	POST YEARS
						UNFUNDED PROJECT			
URBAN PROJECTS									
CLEMMONS	U-2707	SR 3000 (IDOLS ROAD), SR 2999 (HAMPTON ROAD) TO US 158. TWO LANE SHOULDER SECTION ON NEW LOCATION.	2.3	8640	540	DESIGN			IN PROGRESS
						RIGHT-OF-WAY	STP	1200	FFY 05
						CONSTRUCTION	STP	6900	FFY 07
						PART COMPLETE			
CLEMMONS	U-3119	SR 1103 (LEWISVILLE-CLEMMONS ROAD), SR 1891 (PEACE HAVEN ROAD) TO NORTH OF US 421. WIDEN TO MULTI-LANES AND REPLACE BRIDGE NO. 213 OVER US 421.	2.5	30978	24578	DESIGN			IN PROGRESS
						RIGHT-OF-WAY	STP	1800	FFY 05
						CONSTRUCTION	STP	4600	FFY 07
						PART UNDER CONSTRUCTION			
COLFAX KERNERSVILLE	U-3617	SR 2045 (EAST MOUNTAIN STREET/OLD US 421), SR 1005, SR 1008, NC 66 IN KERNERSVILLE (FORSYTH COUNTY) TO SR 2001 (GUILFORD COUNTY). WIDEN TO MULTI-LANES.	2.8	18600		RIGHT-OF-WAY	STP	6000	POST YEARS
						CONSTRUCTION	STP	12600	POST YEARS
						UNFUNDED PROJECT			
KERNERSVILLE	U-2800	SR 2601 (MACY GROVE ROAD), INDUSTRIAL PARK DRIVE TO SR 1005 (OLD US 421). WIDEN TO MULTI-LANES, PART ON NEW LOCATION AND CONVERT GRADE SEPARATION AT I-40 BUSINESS TO AN INTERCHANGE.	0.4	9674	374	PLANNING			IN PROGRESS
						DESIGN			FFY 05
						RIGHT-OF-WAY	STP	3000	FFY 07
						CONSTRUCTION	STP	6300	FFY 09

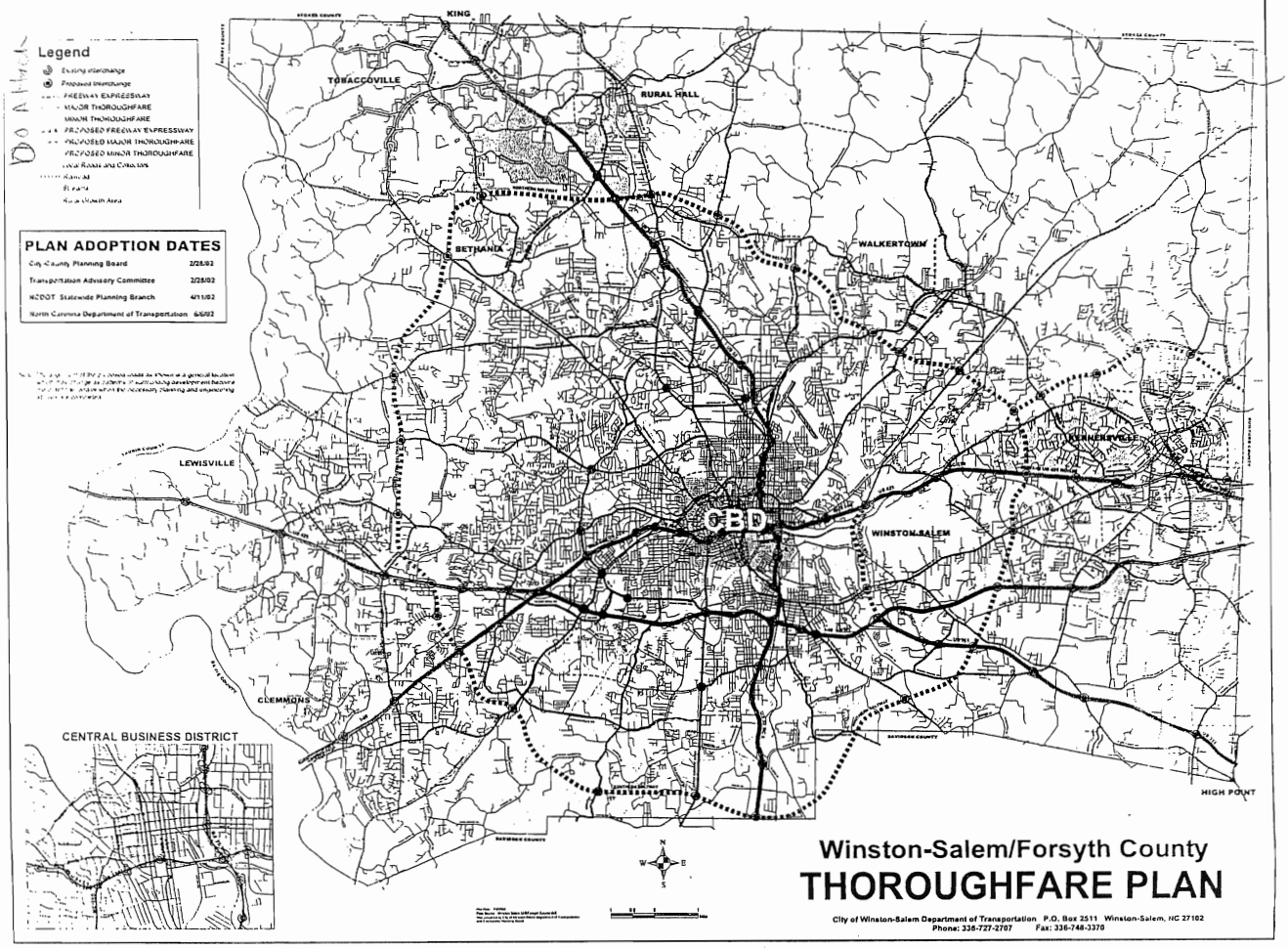
[illegible] ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

TRANSPORTATION PROGRAM

						90	91	92	93	94	95
WINSTON-SALEM	U-2578	PEACE HAVEN-POLO CONNECTOR, WHITAKER ROAD TO FAIRCLOTH STREET. (0.8 MILES) WIDEN EXISTING ROADWAY TO MULTI-LANES AND CONSTRUCT MULTI-LANE CONNECTOR ON NEW LOCATION.	2000		C(S) 2000						
WINSTON-SALEM	U-2579 *	EAST LOOP, US 52 TO OLD I-40. (9.5 MILES) MULTI-LANE EXPRESSWAY ON NEW LOCATION.	77356		P D						
						POST YEAR ROW AND CONSTRUCTION-773					
WINSTON-SALEM	U-526	SR 2747 (CLEMMONSVILLE RD.), US 52 TO I-40. (0.9 MILES) WIDEN EXISTING ROADWAY TO A MULTI-LANE FACILITY.	3535	835	D R C(S) 2700						
US 52	B-2554	REHABILITATION OF BRIDGE NO. 224, NO. 232, NO. 237, NO. 253, NO. 255, NO. 256, NO. 257, NO. 263, NO. 267, NO. 268, NO. 270, NO. 271, NO. 343, AND NO. 344	16000		C(FA) 16000 CONSTRUCTION - FFY94						
NC 150	B-2214	I-40 & US 421. REPLACE BRIDGE NO. 167 AND WIDEN NC 150, SOUTH OF I-40TO SR 2648 TO A FIVE LANE CURB AND GUTTER FACILITY	2400	50	C(FA) 2250 CONSTRUCTION - FFY91 C(S) 100 CONSTRUCTION - FFY91						
US 421	B-2555	REHABILITATION OF BRIDGE NO. 254, NO. 259, NO. 262, NO. 264, NO. 288, NO. 345, NO. 348, AND NO. 305	19000		C(FA) 19000 CONSTRUCTION - FFY93						
SR 1001	B-2556	MUDDY CREEK. REPLACE BRIDGE NO. 97	605		R(S) 30 RIGHT OF WAY - FFY94 C(S) 575 CONSTRUCTION - FFY95						
SR 1101	B-2035	BLANKET CREEK. REPLACE BRIDGE NO. 100	328		R(S) 28 RIGHT OF WAY - FFY91 C(S) 300 CONSTRUCTION - FFY92						
SR 1103	B-2215	I-40. REHABILITATION OF BRIDGE NO. 104	3575	100	R(IR) 775 RIGHT OF WAY - FFY91 C(IR) 2700 CONSTRUCTION - FFY92						
SR 1120	B-1182	LITTLE CREEK. REPLACE BRIDGE NO. 106	543	65	R(FA) 78 RIGHT OF WAY - FFY90 C(FA) 400 CONSTRUCTION - FFY90						
SR 1120	B-1184	MIDDLER FORK CREEK. REPLACE BRIDGE NO. 118	801	75	R(FA) 26 RIGHT OF WAY - FFY90 C(FA) 700 CONSTRUCTION - FFY91						
SR 1122	B-2557	MUDDY CREEK. REPLACE BRIDGE NO. 105	265		R(S) 15 RIGHT OF WAY - FFY94 C(S) 250 CONSTRUCTION - FFY95						

* INDICATES INTRASTATE PROJECT

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS



TRANSPORTATION PROGRAM — JUNE 2003 — FORSYTH COUNTY

LOCATION	ID NO.	DESCRIPTION	LENGTH (MI)	TOTAL EST. COST (THOU.)	PRIOR YRS. COST (THOU.)	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU.)	SCHEDULE (FISCAL YEARS)
URBAN PROJECTS									
KERNERSVILLE	U-4734	MACY GROVE ROAD EXTENSION, SR 1005 (EAST MOUNTAIN STREET) TO NC 150 (NORTH MAIN STREET). MULTI-LANE FACILITY ON NEW LOCATION.	1.5			PLANNING			SFY 04
						PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY			
LEWISVILLE	U-2728	US 421, YADKIN COUNTY LINE TO NORTH OF SR 1171 (CONCORD CHURCH ROAD). PAVEMENT REHABILITATION AND SAFETY IMPROVEMENTS.	4.1	1340	1340	UNDER CONSTRUCTION BY DIVISION			
RURAL HALL STANLEYVILLE	U-3457	NC 66 (BROAD STREET), SR 2170 (WALLASEY ROAD) TO PASO STREET. WIDEN TO 3-LANES.				SCHEDULED FOR FEASIBILITY STUDY RE-EVALUATION			
WINSTON-SALEM	U-2579 *	WINSTON-SALEM NORTHERN BELTWAY (FUTURE I-74), US 52 TO I-40. MULTI-LANE FREEWAY ON NEW LOCATION.	12.6	315741	2041	PLANNING			IN PROGRESS
						DESIGN			SFY 05
						RIGHT-OF-WAY	T	19900	SFY 08 09
						CONSTRUCTION	T	14800	SFY 10
						RIGHT-OF-WAY	T	29900	POST YEARS
						CONSTRUCTION	T	249100	POST YEARS
WINSTON-SALEM	U-2579AA	WINSTON-SALEM NORTHERN BELTWAY (FUTURE I-74), I-40 TO US 311. MULTI-LANE FREEWAY ON NEW LOCATION.	1.6	39550	150	PLANNING			IN PROGRESS
						RIGHT-OF-WAY	NHS	10500	POST YEARS
						CONSTRUCTION	NHS	28900	POST YEARS
						PROGRAMMED FOR PLANNING AND DESIGN ONLY			
WINSTON-SALEM	U-2729	SR 1672 (HANES MILL ROAD), MUSEUM DRIVE TO SR 4000 (UNIVERSITY PARKWAY). WIDEN TO MULTI-LANES WITH CURB AND GUTTER.	0.4	6345	145	RIGHT-OF-WAY	STP	1600	POST YEARS
						CONSTRUCTION	STP	4600	POST YEARS
						UNFUNDED PROJECT			
WINSTON-SALEM	U-2730	NC 65 (BETHANIA-RURAL HALL ROAD). US 52 TO NC 66 IN RURAL HALL. WIDEN TO FIVE LANES, US 52 TO SR 3983 (NORTHRIDGE PARK DRIVE) AND TO THREE-LANES, SR 3983 TO NC 66.	2.4	16751	1351	RIGHT-OF-WAY	STP	6800	POST YEARS
						CONSTRUCTION	STP	8600	POST YEARS
						PART COMPLETE - PART UNFUNDED			
WINSTON-SALEM	U-2826	US 52, I-40 BYPASS TO PROPOSED WESTERN LOOP INTERCHANGE. WIDEN AND UPGRADE ROADWAY AND INTERCHANGES	12.0	416700	1200	PLANNING			IN PROGRESS
						DESIGN			IN PROGRESS
						RIGHT-OF-WAY	NHS	800	FFY 04
						RIGHT-OF-WAY	S	1000	SFY 05
						CONSTRUCTION	NHS	12000	FFY 06
						CONSTRUCTION	S	15000	SFY 07
						RIGHT-OF-WAY	NHS	11700	POST YEARS
						CONSTRUCTION	NHS	375000	POST YEARS
WINSTON-SALEM	U-2826C	US 52, PATTERSON AVENUE TO SR 4000 (UNIVERSITY PARKWAY). CONSTRUCT IMPROVEMENTS TO ALLOW THE USE OF EXISTING SHOULDERS AS TRAVEL LANES.				FEASIBLITY STUDY IN PROGRESS			

Winston-Salem/Forsyth County Urban Area

Thoroughfare Plan

TECHNICAL REPORT

Produced by the Winston-Salem Department of Transportation and
the North Carolina Department of Transportation in cooperation with
Forsyth County, Bethania, Clemmons, Kernersville, Lewisville,
Rural Hall, Tobaccoville, Walkertown and Winston-Salem

February 28, 2002

Freeways/Expressways

US 52
This facility is also the future Interstate 74 corridor and carries north-south commuting and external traffic. A six-lane section is recommended from the Stokes County line to the Northern Beltway and eight-lanes from the Northern Beltway to Interstate 40. This highway is already experiencing congestion, particularly in the CBD and peak hour. If nothing is done the situation will continue to deteriorate. When the Northern Beltway is built some trips will be diverted onto alternate routes from US 52.

Interstate 40
Interstate 40 carries the bulk of east-west through traffic and truck movements. Currently scheduled for safety improvements and a widening to six lanes from Harper Road to Davie County, the section from US 311 to Guilford County will need to be widened to six lanes in the future to accommodate increased traffic.

Business Interstate 40/US 421
Business Interstate 40 and US 421 continue to function as both a commuting facility and for through county traffic movements. Safety improvements are currently underway and planned for Business 40 through downtown Winston-Salem. To accommodate the increased traffic from the eastern section of the Northern Beltway, Business Interstate 40 is recommended to be widened to six lanes in the future. Likewise US 421 from the Northern Beltway to Yadkin County is proposed to be six lanes.

US 311
US 311 serves as a commuting facility to High Point and Guilford County. The freeway operates at a high level of service and will serve as the southeastern leg of the future I-74 through Forsyth County. Sufficient right-of-way exists for potential multi-modal uses.

Northern and Southern Beltway
Serving as a circumferential bypass and commuting facility, the Northern Beltway western and eastern sections are in the Environmental Impact Phase of study. A design corridor has been selected for the western section and funding is in place for all but the segment from Interstate 40 to S. Stratford Road. The western section will be a four-lane divided facility from S. Stratford Road to US 52 North. The eastern section will be a six-lane divided facility from US 52 North to Business Interstate 40 with a four-lane divided facility for the portion from Business I-40 to US 311. A Southern Beltway loop is proposed to tie the facility from US 311 to S. Stratford Road and will be a four-lane divided facility.

Regional Airport Connector
The Regional Airport Connector will be a four-lane divided freeway and major thoroughfare which incorporates other multi-modal functions. The freeway will tie into a similar road in Guilford County and will serve as direct access to the Piedmont Triad Regional Airport and potential rail facilities.

US 311 Connector
The US 311 Connector is proposed to be an expressway facility with a four-lane divided urban boulevard design and at-grade intersections. The facility will provide needed north-south access to the eastern side of Winston-Salem and connect to regionally significant corridors - US 311 and Reidsville Road (US 158).

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Beltway Facts

- Although the exact path has not yet been determined, the proposed Northern Beltway is intended to carry traffic from Interstate 40 in western Forsyth County 17 miles to U.S. 52 and on to U.S. 158 — a total of 26 miles.
- Local officials favor a road designed as a limited-access highway, with overpasses and entrance ramps instead of traffic signals and turning lanes.
- The estimate to build a limited-access road is $328 million. That figure is up 73 percent from an earlier estimate for an open-access road.
- Officials say that even though the estimates and plans assume that the beltway will be built to limited-access standards, local officials can always scale back the project.

Officials Decide On Beltway Access

■ Road to have overpasses, ramps, no lights

By Phoebe Zerwick
JOURNAL REPORTER

Even after consultants release their long-awaited study of Winston-Salem's proposed Northern Beltway this week, it will still be months before residents know what path the road will take through western Forsyth County.

But local officials say they have quietly settled the equally important question of access: They have informally decided to build the road to freeway standards with overpasses and entrance ramps at key interchanges instead of intersections with traffic signals and turning lanes scattered along the road's 17-mile length.

"The last thing I would want in a Northern Beltway is the reincarnation of University Parkway," said Alderman Robert S. Northington Jr., the chairman of the Forsyth County Transportation Advisory Committee, which will recommend a route to the N.C. Department of Transportation.

"I'll let the consultants who've done the minuscule work tell me where to put it, and I'll vote for the best type, trying to work from past

See BELTWAY, Page A4

BELTWAY

Continued From Page A1

mistakes and trying to exhibit some measure of leadership."

The choice that Northington and others favor is an expensive one. Overpasses and ramps can take up dozens of acres, and right-of-way costs are higher because property owners along the road don't have access. But eliminating traffic signals and driveways also keeps traffic moving faster and protects the landscape from strip development.

State highway engineers released a cost estimate this month for the entire Northern Beltway, which includes the 17-mile stretch on the west side of town and a 9-mile stretch running north of the city and east to U.S. 158. The estimate to build a freeway was $328 million, up 73 percent from an earlier estimate for building an open-access highway.

Calvin W. Leggett, the manager of program development for the N.C. Department of Transportation, said that highway engineers decided to change their estimates after hearing that officials here had reached a general consensus in favor of a freeway.

"I think what you're trying to do

Forsyth and four other counties on the N.C. Board of Transportation.

The choice, however, hasn't always seemed so clear.

Four years ago, the last time that local officials debated the road, the type of road was as controversial as its path. Christopher's predecessor, Charles M. Shelton, one the area's largest developers, was the leading advocate for providing more access to the road.

Shelton used the new section of Silas Creek Parkway as a model and argued that such a road can move traffic, promote development and save money. "I don't know that there's sufficient money in the future to build that road to where you have no access," Shelton said then. "The road can serve two purposes. It can be for growth in the community as well as moving traffic."

Even then, Shelton found few supporters locally. But some people familiar with the project say that he undoubtedly had some influence over the preliminary estimates. Douglas B. Waters, the division engineer for the N.C. Department of Transportation, said: "The earlier estimates were based on open access. I don't know why. I guess because the people who were promoting that imposed their will."

Shelton warned that unless the city followed his advice and chose

look at this highway project realistically, it may never be built, and Winston-Salem will take another step toward being just a name on a map," he wrote in an opinion piece published in the *Journal*.

Christopher takes the opposite approach. He said he looks at the way highway money is distributed across the state and sees other cities building expensive beltways, all to freeway standards.

"You see immediately that we have been falling significantly behind these other major cities," he said. "My real emphasis has been on getting additional funding. . . . If we decide not to have a limited access, then Charlotte has, quote, some of our money to build a limited access."

Road planners say that even though the estimates and plans assume that the beltway will be built to freeway standards, local officials can always scale back the project.

Christopher and others say that choosing a road with interchanges instead of intersections should not be called a choice between moving traffic and promoting development.

"Assuming there are adequate numbers of interchanges, I don't see how a road with controlled access would adversely affect economic development," said John F.

cess Issue On Beltway Is Divisive

Can Road Move People And Aid Development?

By David Rice and Richard M. Barron
SPECIAL REPORTERS

In the next few months, local officials will make a decision that could cost — or save — taxpayers at least $27 million.

That decision may also dictate whether a beltway around Winston-Salem serves as a "people mover" or yet another development strip.

But local officials find themselves on a different side of the question from Forsyth County's chief representative with the N.C. Department of Transportation.

In a meeting with a committee of local officials on Wednesday, state engineers raised the issue of access to the Northern Beltway, a four-lane road that would connect Interstate 40 west of the city with U.S. 52 to the north.

A. Blake Norwood, a transportation planning engineer for the Department of Transportation, advised members of the Winston-Salem/Forsyth County Transportation Advisory Committee to make the road a freeway, with cars entering and leaving the road only at designated interchanges.

CHARLES M. SHELTON

Until now, planners assumed that the road would be a limited-access expressway, with no access to commercial establishments and office buildings allowed between interchanges. The cost of buying land for the beltway would be lower if the officials let landowners to retain access to the new road.

The only official estimate so far on the cost of the Northern Beltway is $135 million for the 15-mile stretch between I-40 and U.S. 52. Norwood said that if officials decide to limit access to interchanges, the cost could rise 20 to 25 percent, or at least $27 million based on the official estimate.

But he also emphasized that the first driveway that the state and county allow to connect to the beltway will set a precedent. "To tell the guy next door that he's not going to get it is going to be even tougher," he said.

For a while, local officials might allow only right turns in and out of commercial establishments, Norwood said. But then a developer with a big project might demand that his company be allowed to create a left-turn lane opposite an existing turnoff.

See BELTWAY, Page 15

100 Attach

BELTWAY

Continued From Page 11

"As soon as that left turn comes, the next thing that happens is a stoplight goes there," he said.

A road where traffic can enter only at interchanges might be more expensive, but it would allow traffic to move much more quickly, Norwood said.

The governor's appointee to the N.C. Board of Transportation, though, doesn't see the Northern Beltway in such absolute terms. Charles M. Shelton, a co-founder of the Shelton Cos. and the county's chief spokesman with the state on transportation matters, said that the road can serve a dual purpose.

"I don't know that there's sufficient money in the future to build that road to where you have no access to it," Shelton said. "I think it has to be limited access. I think I would be supportive of a limited access-type road.

"The road can serve two purposes. It can be for growth in the community as well as moving traffic," he said.

Shelton said that he doesn't want the road to have an entrance every 500 feet. He does want it built near land that will support new buildings, however, because the community wants economic growth, he said.

But some of the very officials who would decide whether to allow new entrances say that they're not sure their boards would deny access to one property owner once it has been granted to another. Do the Forsyth County commissioners and the Winston-Salem aldermen have the gumption to say no?

"Historically, no," said Robert S. Northington Jr., the city alderman who is the chairman of the Transportation Advisory Committee.

Northington said that the cost of a controlled access highway is worth avoiding another road like Silas Creek Parkway between Stratford Road and Peters Creek Parkway, with its multiple stoplights and entrances.

"I'd go so far as to say the Department of Transportation in Raleigh has not been able to control 'controlled' access highways," he said. When access is negotiable, he said, "you leave the door open to an awful lot of possibilities."

Told that Shelton had said the proposed highway could meet both transportation and development needs, Commissioner Wayne G. Willard replied: "Charlie's a developer."

Willard listed several cluttered local parkways: Peters Creek, Silas Creek, Corporation and University. In the 30 years since those roads began to become congested with commercial operations, he said, "We've heard the same complaints over and over. Maybe what the elected boards need to do is decide that we need to have access only at interchanges."

When developers' access is limited to interchanges, Willard said, "You're not denying them a chance to make a dollar. You're making the cost of making that dollar a little higher."

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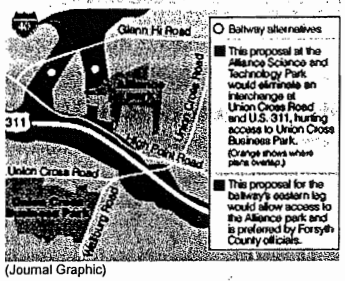
Dell-site proposals face quandary

Planned Northern Beltway could interfere with building a plant at two business parks

By Victoria Cherrie and Jim Sparks
JOURNAL REPORTERS
Thursday, November 18, 2004

The beltway and Dell



(Journal Graphic)

One of the two proposed alternatives for the extension of the eastern leg of the Northern Beltway would cut into the corner of the Alliance Science and Technology Park and disturb a major interchange at U.S. 311 and Union Cross Road near the Union Cross Business Park.

Both parks in southeastern Forsyth County are being pitched by Forsyth County as possible sites for Dell Inc.'s proposed Triad expansion, which would include a computer-assembly plant. Guilford and Forsyth counties are competing for the plant and have until Nov. 30 to submit local incentive offers. Dell is expected to make a site decision by mid-December.

The easternmost alternative would run south from Interstate 40 along the western edge of Alliance park to U.S. 311.

That route would limit access to Alliance park and result in the N.C. Department of Transportation closing the interchange at U.S. 311 and Union Cross Road. The interchange provides quick access to Union Cross Business Park.

The other proposed alternative, to the west, runs south from I-40 to connect with U.S. 311 near High Point Road.

Although Forsyth officials say that the eastern proposal wouldn't put the county's Dell bid in jeopardy, they are still working to get the state transportation department to sign off quickly on the western alternative.

"Even if the thing (Dell) goes to Greensboro, we'd still be opposed to this," said Greg Turner, Winston-Salem's assistant city manager for public works. "Both potential sites would be negatively affected. Both of these parks need the interchange."

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The transportation department will recommend one of the two routes in February, with a decision from the Federal Highway Administration expected in October 2005. The chosen route will be part of a 34-mile loop around Winston-Salem. Construction is supposed to begin in 2014.

"Forsyth County has a limited number of sites that work as industrial parks," said Mayor Allen Joines of Winston-Salem.

"I believe the state would be very sympathetic to the need to protect these parks with or without Dell," he said.

Joines is also the president of the Winston-Salem Alliance, a nonprofit economic-development group that assembled about 200 acres for the Alliance park with $6.1 million from the City-County Utility Commission.

The commission recently agreed to use $606,400 to buy another 18 acres for the park that could be paired with an existing lot and rezoned to accommodate the 400,000-square-foot plant that Dell says it needs to get its operations started.

Pat Ivey, the division engineer in Forsyth County for the state transportation department, said that the agency's goal is simply to pick the best route. Local DOT officials met with Turner on Tuesday to discuss beltway plans. Public hearings about the project are being held this month and early next month.

The utility commission will present a resolution supporting the western extension at a public hearing on Dec. 2.

Pat Swann, a utility-commission member, said that eliminating the interchange at Union Cross Road and U.S. 311 concerned him more than the beltway touching part of the Alliance park.

Nancy Dunn, Winston-Salem's representative on the N.C. Board of Transportation, said, "I don't know of anybody who favors an alternative that will do away with that interchange."

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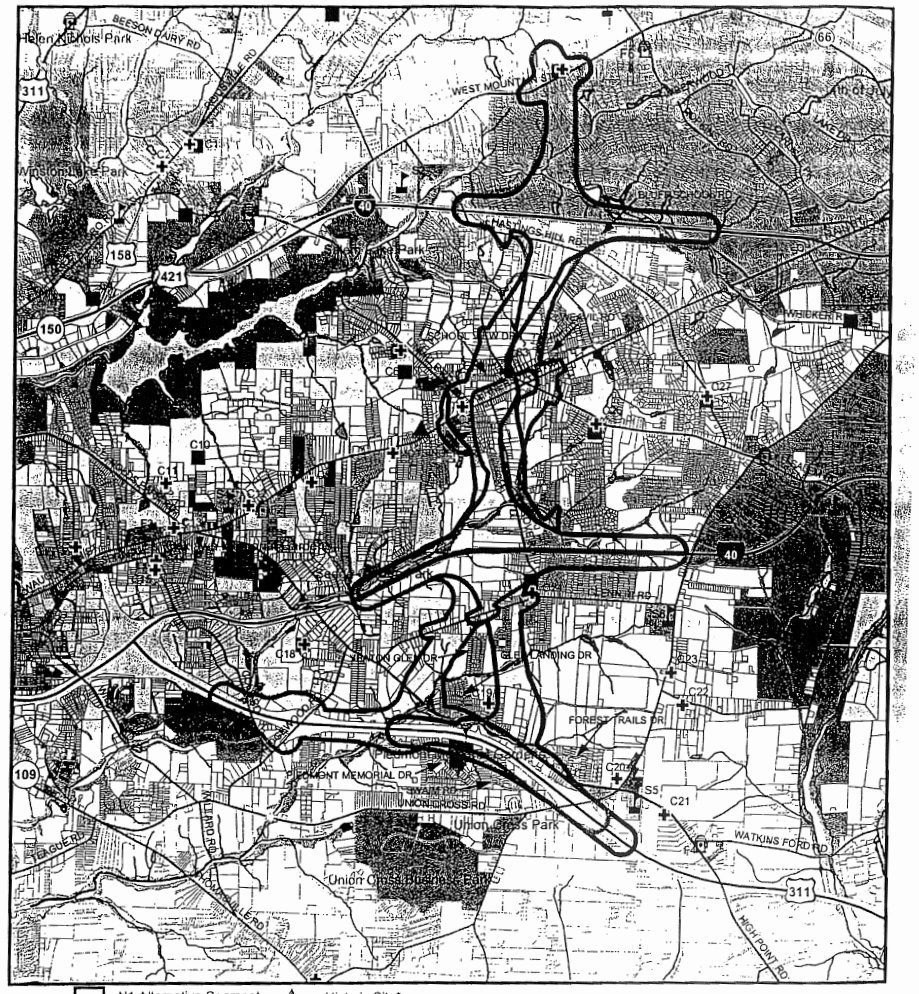
- Jim Sparks can be reached at 727-7301 or at jsparks@wsjournal.com

- Journal reporter Michael Hewlett contributed to this story.



Detailed Study Alternative Segments
Project U-2579A

Figure
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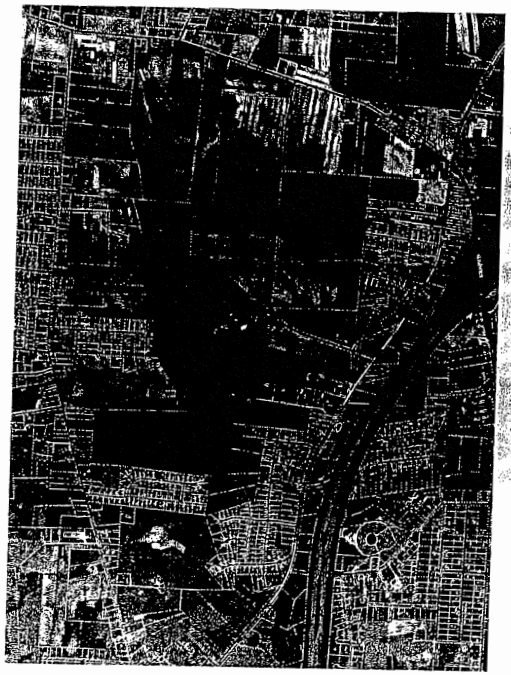
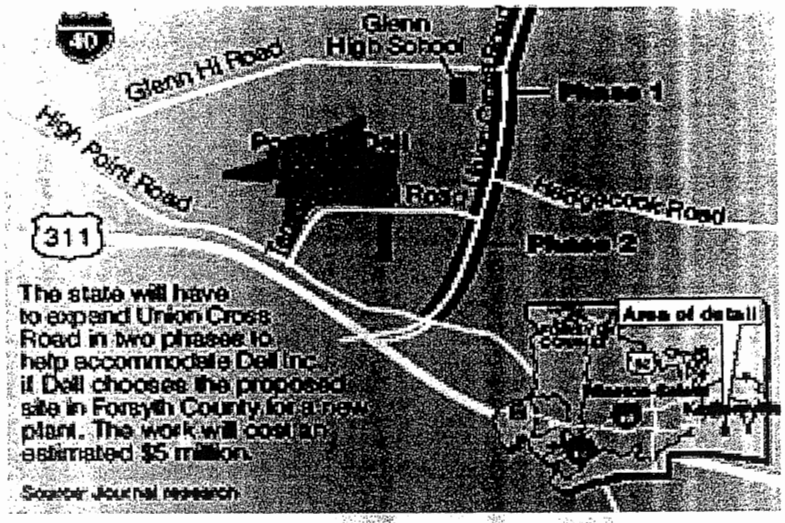


sapa

Alliance Science & Technology Park
Winston Salem, NC

Winston Salem Alliance



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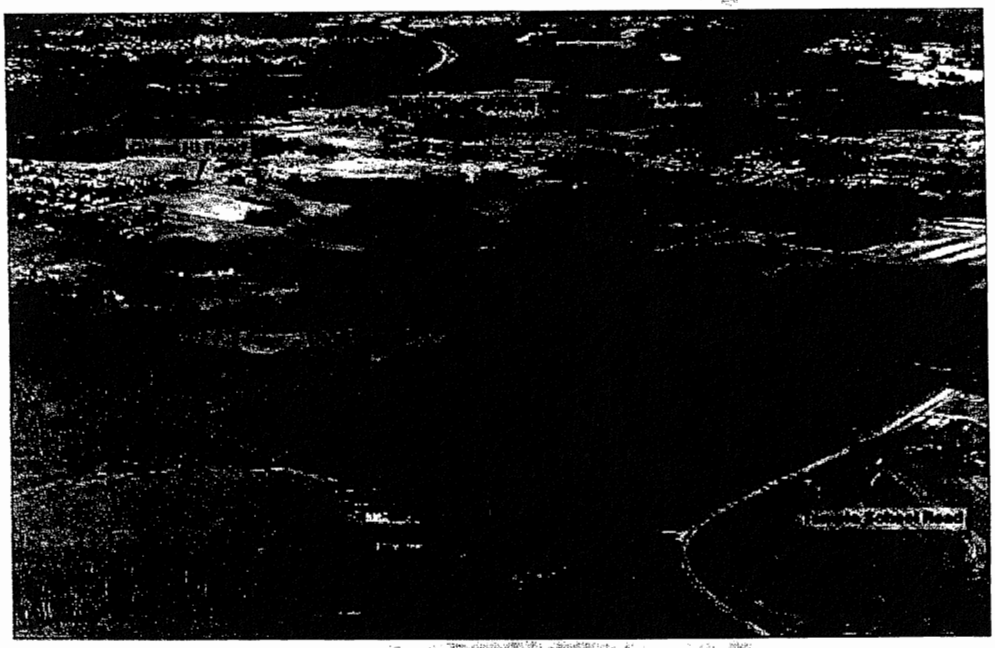

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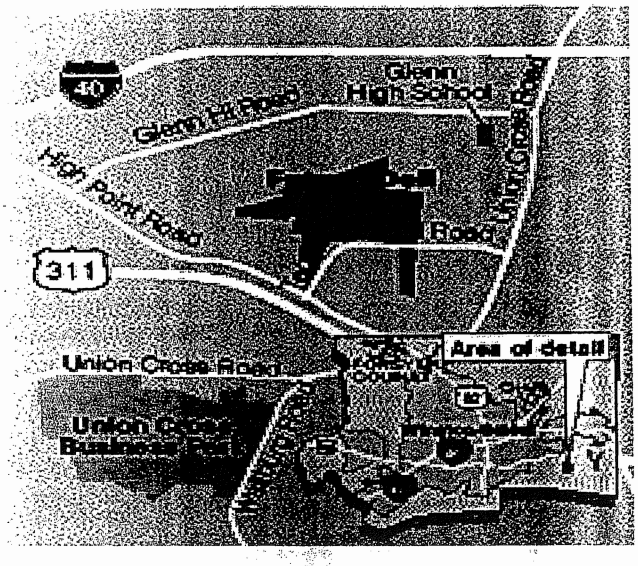


Behind the deal

What Dell gets:

City of Winston-Salem incentives:
$18.9 million, portions extending 15 years.

Forsyth County incentives:
$18.3 million, portions extending 15 years.

State incentives:
$242 million to $267 million in incentives and tax breaks over 20 years.

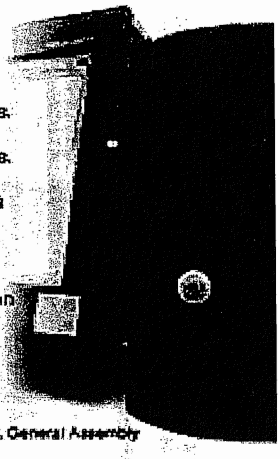
What Dell gives:

At least 1,500 jobs, most paying between $9.50 and $14 an hour.

Capital investment of $115 million over five years

500,000-square-foot factory at Alliance Science and Technology Park.

Source: City of Winston-Salem, Forsyth County, N.C. General Assembly



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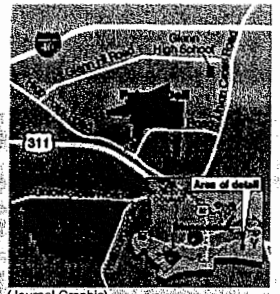
We've got Dell :)

Alliance site best suited to plant's timetable, company says

By Richard Craver
JOURNAL REPORTER
Thursday, December 23, 2004



(Journal Graphic)

Winston-Salem and Forsyth County won the high-stakes bidding war yesterday for a Dell Inc. computer-assembly plant, landing a $115 million project in southeast Forsyth County that is expected to create 1,500 jobs in the next five years and act as a catalyst for thousands of other jobs in the region.

It was the most hotly pursued project in Triad economic-development history. Elected officials here offered Dell $37.2 million in local incentives, far more than the packages put forward by Greensboro, Guilford County, Davidson County and High Point.

Dell said that Forsyth's site - at the Alliance Science and Technology Park between U.S. 311 and Interstate 40 - will need less grading work than other sites. The computer company is on a fast timetable. It wants the 500,000-square-foot plant open by next fall and plans to begin construction in January.

Winston-Salem and Forsyth officials expressed relief and elation with Dell's decision, especially since months of negotiations ended only 11/2 hours before the company made its announcement at 3 p.m. Dell said that it still has to complete final due diligence on the incentives package.

Allen Joines, the mayor of Winston-Salem, described the Dell plant as a "once-in-a-lifetime" project that pushed the community to be "very aggressive from the very beginning."

"We are delighted and proud to be able to say that Dell is a part of our community," Joines said. "More importantly, Dell is a part of the Piedmont Triad and will have a positive impact on the entire region.

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"The jobs that Dell brings to our area are sorely needed. Winston-Salem has taken a lot of hits economically and a lot of workers have been displaced, which had an effect on the mood of the community," Joines said.

"Not only will this plant bring jobs, but it also brings hope of a better economic future and will enable us to look forward and not backward," he said.

Winston-Salem and Forsyth County's offer includes the value of 200 acres at the park off Union Cross Road. Dell will also receivebetween $242 million and$267 million in incentives and tax relief from the General Assembly.

Dell's planned computer-assembly plant is among the largest economic projects in North Carolina history and one of the biggest in the country in the past three years.

Gov. Mike Easley said that the entire Triad would benefit from the decision.

"Workers across the region are the winners today and for decades to come," Easley said.

Dell, based in Round Rock, Texas, said it received "quality proposals that were responsive to our needs" from all the Triad communities, but it chose the Alliance park site because it was the best fit for meeting all of its long-term goals for the plant.

"Winston-Salem's Alliance park location is best suited to bringing our new operation online in time to meet growing customer needs, providing good proximity to an available work force and supporting our logistics objectives," said Ro Parra, a senior vice president and the general manager of Dell Americas.

Michele Blood, a Dell spokeswoman, said, "The Winston-Salem and Forsyth packages helped us to make a good business decision for the company and our shareholders."

Dell plans to begin hiring in April and to have 700 employees trained within the first year of operation. Blood said that Dell has received thousands of inquiries on its www.workatdell.com Web site about applying for work at the plant.

Don Flow is the chairman of Winston-Salem Business Inc., the group that has been at the forefront of the county's effort to land Dell, and it was his personal relationship with John Medica, a senior vice president at Dell, that started the ball rolling many months ago.

"I'm extremely excited," Flow said at an afternoon news conference.

Winston-Salem Business was the first economic-development group to go public with its recruitment of the Dell plant, filing an application for job-training assistance with the Golden LEAF Foundation in late May.

Blood said that Dell's human-resources department plans to meet in early January with Triad educational institutions to begin preparing job-training programs.

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The Triad's economy has been gaining momentum in recent months, picking up a net 3,400 jobs, mostly in the service sector, since October 2003, according to the N.C. Employment Security Commission. But the region has lost 2,800 manufacturing jobs over the same period.

Pete Brunstetter, who until recently was chairman of the Forsyth County Board of Commissioners, said that Dell's decision would help the county make a smoother transition from its traditional manufacturing base of tobacco, furniture and textiles.

"Forsyth County absolutely needed this," Brunstetter said. "This sews up the final leg of the re-creation of the local economy," which consists of technology, health care and financial services.

He said that the final selection of a contractor to grade the site would be made shortly.

Economic officials said that, despite the intense competition, Dell's decision to build a plant in the Triad represented a win for regionalism on one level. Lobbying by more than 100 Triad officials that the region needed the Dell jobs persuaded the General Assembly to provide more than $200,000 in incentives for each job created at the plant.

But the project also highlighted the limitations of regionalism. Each community ultimately chose to make a separate incentive and land offer to Dell rather than make one offer at a multicounty site.

Don Kirkman, the president of the Piedmont Triad Partnership, said that Winston-Salem and Forsyth County deserve credit for landing the plant. He said that the region would benefit significantly because the site is centrally positioned for Triad residents wanting to work for Dell. Officials have estimated that Dell would attract most of its plant employees from within a radius of 60 miles.

"Given the sheer magnitude of the project, it's hard to be disappointed in the big picture of having Dell in the Triad," said Dan Lynch, the senior vice president of the Greensboro Economic Development Partnership.

"We felt we had a very aggressive package and a great site and were very competitive until the end," Lynch said.

He said that there may have been "more of a sense of urgency" in Winston-Salem and Forsyth's offer compared with the combined $12.4 million offer from Greensboro and Guilford.

"There was a perception by some economic officials that Winston-Salem and Forsyth felt they had to have the plant and that they were willing to do whatever it took," Lynch said. "There never was a sense of urgency in the Greensboro package that we had to go out and get this at all cost."

Lynch said that the preferred plant site in Greensboro, on land owned by the Piedmont Triad Airport Authority east of the airport and near N.C. 68, was never offered for free to Dell.

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"I still believe we had the best site for the plant," Lynch said. "But was the land $24 million better than the Forsyth site? Probably not."

High Point economic officials said they believe that their residents will benefit significantly from the Alliance park site since it is five miles from the city limits. High Point had submitted an incentive offer to Dell, but unlike the other communities it never made it public.

"Positive economic-development news in Winston-Salem or anywhere else in the 12-county Piedmont Triad region is great news for High Point, too, benefiting us all," said Loren Hill, the president of the High Point Economic Development Corp.

Dell's site decision was made in the context of growing unease and anger about the state's willingness to establish long-term partnerships with some companies, not least among their competitors already doing business in the state. Some small-business owners have also grumbled about the lack of incentives for their job-creation efforts.

Economic studies have found that the Dell plant could spawn more than 6,000 indirect jobs for the Triad as suppliers, logistics operations, retail and restaurants open around the site. "Every Dell job has led to another 11/2 to two jobs for the local economy," said Amy King, a Dell spokeswoman.

State Rep. Paul Luebke, D-Durham, and a frequent critic of economic incentives, cited recent reports that Virginia offered far less for the Dell plant.

"I think North Carolina dramatically overpaid Dell to come here," Luebke said.

The biggest benefit for Forsyth and Winston-Salem is that the plant will have a local address to present to global businesses, said John H. Boyd, the president of The Boyd Co. Inc., a site-selection company in Princeton, N.J.

"The community has landed a trophy project that will, over time, prove to be a very wise investment in terms of the use of public funds," Boyd said.

• Richard Craver can be reached at 727-7376 or at rcraver@wsjournal.com

• Journal reporters Victoria Cherrie, Michael Hewlett and David Rice contributed to this article.

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Don Flow is chairman of the biggest Car Dealership in Forsyth County.

Don Flow is the chairman of Winston-Salem Business Inc., the group that has been at the forefront of the county's effort to land Dell, and it was his personal relationship with John Medica, a senior vice president at Dell, that started the ball rolling many months ago.

It looks like the boys bought this project and bought it.

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Luebke is a professor at UNCG and has worked to make the Durham Loop less harmful.

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pg 1 of 3

CITIZENS PARTICIPATION
RECEIVED

DEC 13 2004

Bill & Donna Brock
930 Bluff School Road
Kernersville, North Carolina 27284

December 04, 2004

NC Department of Transportation,

Our property is located in Kernersville, N.C. at the end of the Eastern Section of the beltway. If you would please refer to the map in question that was displayed at the DOT pre-hearing. It clearly displays our land needed for this interchange. Since our land adjoins business 40 the alternate routes have no bearing on the change of our land being needed. Any route that is determined will still join at business 40. This would be a four lane highway if I am correct.

If I may please let me tell you a little about us and our situation. We have a small farm with 6 horses about 6.8 acres. We purchased this land in the year 2001 and were not told that we may be affected. It was completely wooded . We have since cleared the land, built the road, and built a 36'x 60' barn with an office, living quarters, bath, shower and kitchen. We have also fenced in pasture land for our horses. We had to go in front of the Board of Kernersville in April of 2002 prior to this to get the building permit to build the barn at its current location. We were again never told that we could be affected. We then received a business permit in May of 2003 and again were never told we could be affected by this highway.

We have recently started our on small business, A Quest For Change, Inc., using our land and horses. Please see enclosed brochure for more information. Basically it deals with children, adults, and families in a session type format using horses as a tool to process everything back to their personal issues. It deals with any problem that may occur in their lifetime such as anger management, marital issues, self-esteem, anxiety disorders, mood disorders, eating disorders, substance abuse, depression, divorce, grief and loss. We have put every penny earn and saved into this business. Our whole future and others depend on this business. It is designed to help others cope with their problems. We have established a location here. We have clients who depend on us each week.

When this highway comes through it will take the barn, pasture needed for 6 horses and our business. It will leave the house and unusable land. This means that we have nowhere to put our horses or run our business. We are asking that you take all rather than half because we have no choice but to move. Farms are hard to come by and we feel that we must begin our search now. This location is very important to us due to being near family and the contacts we have to get clients but to remain in this area will be very difficult because to find what we have already will be very costly. This is why we bought this property and built it ourselves because we were unable to find a farm that we could afford. We cannot rebuild because our clients cannot wait on us to rebuild and business has to go on as usual or we loose money and time.

(1)

Please don't get us wrong, we have nothing against this highway that is needed to

improve our state and city. It is just that we are in a dilemma here also. We would very much like to resolve this matter as quickly and as stress free on us all as possible. Including you and our clients.

May we talk about the issue at hand please? First our business is new and not completely developed to its full potential. We have a lot of room to grow and we are in the process of getting contracts with local providers to get clients in our program. We are in prime location to get clients form both Winston-Salem and Greensboro. Therefore a change now could be better accepted. No matter what the alternative routes are we are still affected.

We still have to build other buildings needed for our business. Such as an indoor arena to house clients in rainy weather and winter months for sessions. It already breaks my heart to know that everything I have built here is going to be removed, I just can't see building more to have it destroyed. We cannot continue to build here and grow a business that is not going to be here in the future. We have spent a lot of money on marketing . We need to be in a location where we can continue to market for clients in the area we are going to remain. We need to be settled so our business will grow, not to be up rooted and have to start over again. I hope that you will understand our problem here and realize that we need to get this issue resolved so we can get back to business. Farms are very difficult to find so we have begun our search.

I am 45 years of age now and in five to seven years that will put me over the fifty mark. I really had planed on being settled in my life by that age, can't see me having to find another place and move or build the necessary things needed to supply our business or our home at that age. Please work with me on this issue, lord knows what shape I will be in at fifty. I don't want to be building my life all over again.

What we would like to purpose is to settle this matter as soon as possible. We both can benefit from this we feel. In 5 to 7 years from now this land will only increase in value. In 5 to 7 years from now we could be living our lives instead our changing them. So I guess what we are saying is you can save money buying now and we can get our lives re-established and start living again.

The only thing we would ask is that you buy all of our land. We cannot split the business from the house due to the horses that we need to take care of. The pasture land will be gone and the barn cannot be moved. Please consider this matter as quickly as possible so we can carry on with our lives.

We look forward to hearing from you in the near future. Thank you for your time and effort. You may reach us at 336-771-2455.

Thank You,

Bill & Donna Brock

A Quest For Change, Inc.

Equine Assisted Psychotherapy
(EAP)

Counseling and Psychological Services
for the Whole Family

Our Mission is to strengthen the social, physical, emotional and spiritual well-being of children, youth and families to help them to move toward achieving a satisfying future.

Donna Brock, BS
Director, Owner
Equine Specialist I

Melanie Coble, LCSW-P
Chief Therapist
Secretary
Equine Specialist I

Bill Brock
President, Owner
Equine Specialist I
Stable Manager

A Quest for Change, Inc.

930 Bluff School Road
Kernersville, NC 27284

Phone: (336) 785-9754
Fax: (336) 785-2290
E-mail: AQuestForChange@aol.com

AQC provides multiple mental health services to clients.

Services Include:

Child, Adolescent and Adult Therapy

Marriage and Family Therapy

Substance Abuse Services

Group Therapy

Assessment and Evaluative Services

Crisis Intervention

Case Consultation to area medical, mental health and legal professionals

Case Management Services

Mental health issues addressed include
nger management, conflict resolution,
ommunication, marital issues, ADHD,
elf-esteem, behavior modification,
nxiety disorders, mood disorders, eating
isorders, substance abuse, depression,
rauma, divorce, grief and loss.

CITIZENS PARTICIPATION
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pg 1 of 3

COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

December 2, 2004

NAME: Rex L. + Faye G. Peddycord

ADDRESS: 471 Hastings Hill Road, Kernersville, N.C. 27284

COMMENTS AND\OR QUESTIONS:

SEE ATTACHMENTS

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

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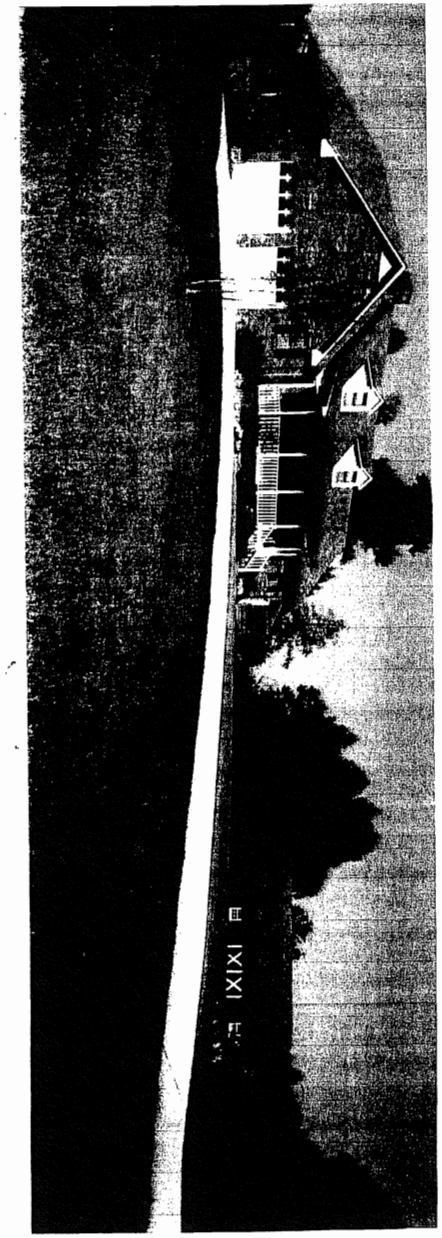

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pg 3 of 3

12/14/04

RE: Project U-2579

We have property on both sides of business 52 where the eastern section of the beltway crosses. Our family has lived and farmed here for four generations, and three generations still reside here. We have several businesses that afford us a very good income and a rewarding lifestyle.

We accept the fact that this project is going forward, but the impact on our family is tremendous. We are all very sad and at times have come to tears.

(1) Our many conversations with persons involved with this project have been positive, and we appreciate that.

Our future is out of our hands and we hope you will be fair.

Enclosed is a picture of our present house & barn.

Sincerely,

Clyde & Faye Pilkyard

PHONE 336 788-2620

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COMMENT SHEET

Winston-Salem Northern Beltway from US 158 to US 311

Pre-hearing Workshop

R-2247	6.628001T	Forsyth County
U-2579, U-2579A	8.2625101	Forsyth County

November 8 and 9, 2004

NAME: ROBERT E. & DOROTHY H. SIDES

ADDRESS: 644 LINVILLE ROAD, KERNERSVILLE, NC 27284

COMMENTS AND\OR QUESTIONS:

We would like to see Alternative N3 approved as it would (1) least affect our home.

We would like to recommend that the road, shown in (2) all of the N2 alternatives, giving School View Drive access to Linville Road, be changed in accordance with the attached sheet. This route should be more economical. It would be more direct and would not require moving any homes. Much of this route was previously dedicated as a road for future development. It would run near rental homes rather than our area where most of us have lived for many years.

We would like to recommend that Alternative N1-S2 (Roll 2 of 3) (3) not be approved. This alternative, containing an access road for School View Drive, would take the home at 649 Linville Road. It would run between the Langhams (654) and within 25 feet of our home (644). We have lived in these homes for over 48 years. This would be devastating as Linville Road is

(Cont)

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
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Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
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COMMENT SHEET

Winston-Salem Northern Beltway from US 158 to US 311

Pre-hearing Workshop

R-2247	6.628001T	Forsyth County
U-2579, U-2579A	8.2625101	Forsyth County

November 8 and 9, 2004

NAME: ROBERT E. & DOROTHY H. SIDES

ADDRESS: 644 LINVILLE ROAD, KERNERSVILLE, N.C. 27284

COMMENTS AND\OR QUESTIONS:

Already real busy. One development containing approximately 240 acres and another with 50 homes has been started. With all this traffic, we can't imagine Linville Road being blocked at Kernersville Road.

We would appreciate if you would give this your serious attention. We would prefer you take our home if Alternative N1 is selected.

(J)

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

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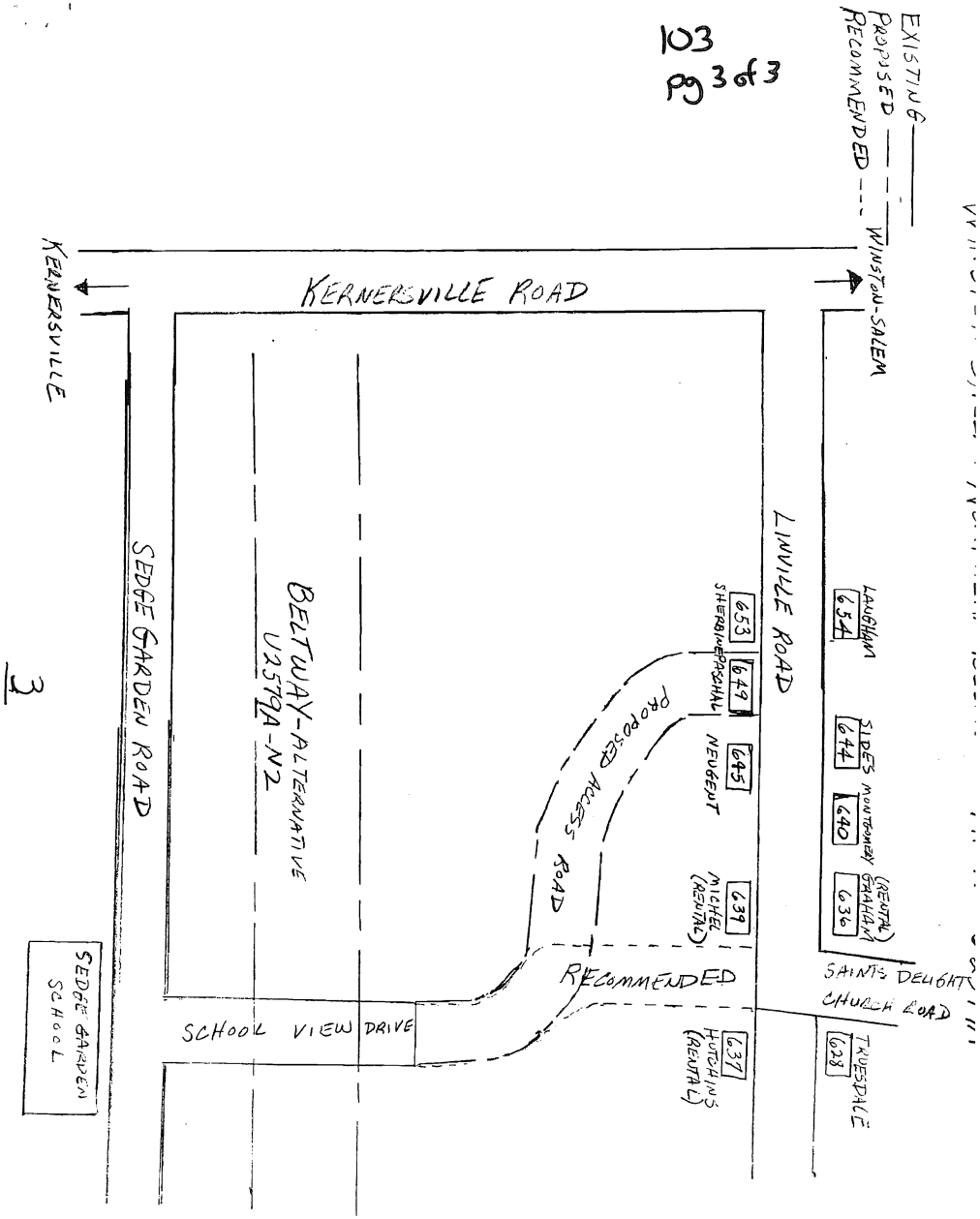

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CITIZENS PARTICIPATION
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COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A | 8.2625101 | Forsyth County

December 2, 2004

NAME: CHARLES F. ALLEN - MEMBER OF KERNERSVILLE PLANNING BOARD

ADDRESS: 5679 REGENTS PK. Rd., KERNERSVILLE, N.C. 27284

COMMENTS AND/OR QUESTIONS:

(1) ACCESS: - CONSTRUCTION OF INTERCHANGE AT BUS. I-40 & BIGMILL FARM Rd. WOULD ALLOW LOCAL ACCESS TO BUS. I-40 & THE BELTWAY WITHOUT ADDITIONAL TRAFFIC BEARING ON THE ALREADY CONGESTED S. MAIN ST/I-40 BUSINESS EXCHANGE.

(2) - NEED INTERCHANGE AT KERNERSVILLE Rd. & THE BELTWAY

(3) - DO NOT SEVER HASTINGHILL Rd. SO AS TO NOT SEVERELY IMPACT E/W TRAFFIC, ESPECIALLY ACCES to EAST FORSYTH HIGH SCHOOL.

(4) - PISGAH CHURH Rd SHOULD REMAIN OPEN to PROVIDE E/W ACCESS.

(5) IN ORDER to KEEP TRAFFIC FLOWING SOMEWHAT SMOOTHLY IN OUR COMMUNITY THE INTERCHANGES SHOULD BE BUILT WITH A MINIMUM OF STREETS SEVERED.

THANKS,
Charles F. Allen

Comments may be mailed to:
C.B. Goode, Jr., P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-Mail: cgoode@dot.state.nc.us

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Mr. Robert Sides
657 Linville Rd.
Kernersville, NC 27284-8004

COMMENT SHEET

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Winston-Salem Northern Beltway from US 158 to US 311

Pre-hearing Workshop

R-2247 | 6.628001T | [redacted] Forsyth County
U-2579, U-2579A | 8.2625101 | Forsyth County

November 8 and 9, 2004

NAME: Robert F Sides

ADDRESS: 657 Linville Rd Kernersville N.C.

COMMENTS AND\OR QUESTIONS: After viewing the maps of the options for the Eastern Extension, it seems plain to me that Option #'s

(1) N3-52 & N3-51, Roll 2A of 3, impacts fewer houses & developments than the other four options. They both pass through more open fields without housing developments, resulting in less re settlement & disruption of lives. These two options also have no off ramps at

(3) Kernersville Rd. This would reduce, somewhat, the amount of traffic on Linville Rd. due to traffic going to Business 40 or I40 to access the beltway. Linville Rd is exceedingly busy already, so a traffic reduction would be a blessing. Also, the off ramps would undoubtedly bring with them fast food restaurants & possibly motels, which would definitely reduce the value of all properties in the area. Please consider the above Options to be the best ones for the Linville Rd area.

Thanks Robert F Sides

Comments may be mailed to:
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Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
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COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

December 2, 2004

NAME: Kenneth S Griffin

ADDRESS: 829 Weavil Rd, Kernersville, NC 27284

COMMENTS AND\OR QUESTIONS:

Being a concerned resident of Winston-Salem who lives within a range of 300 meters to 1 mile of the proposed alternatives for the beltway, I would like to voice my thoughts. For the record, I am for an interchange where the proposed beltway (1) crosses Kernersville Road. Contrary to others, I believe an interchange at Kernersville Road will alleviate much of the congestion that now plagues the area. No matter which alternative that is chosen, an intersection at Kernersville Road is certainly needed. Thank You.

12/17/04

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
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Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
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COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

December 2, 2004

NAME: Ron Connor

ADDRESS: 432 W. Mountain St. Kernersville, NC 27284

COMMENTS AND/OR QUESTIONS:

As a business owner in Kernersville, I am excited to see movement again toward your building of the W-S Northern Beltway. But I am also distressed by the poor access (1) for us in Kernersville and strongly encourage consideration of a second interchange.

The other issue I would like to mention is the severing (2) of roads, and ask to please minimize this. When I-40 was built through here, many neighborhoods were "dammed up" making access difficult.

Thank you for your consideration, and Merry Christmas!

Ron Connor

Comments may be mailed to:
C.B. Goode, Jr., P.E.
Manager of the Office of Human Environment
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Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
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COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

December 2, 2004

NAME: Sid George W. Cook Jr

ADDRESS: 6012 Brookstone Ridge Dr. Winston Salem, NC 27107

COMMENTS AND\OR QUESTIONS:

(1) I perfer N1/S1 route any of the S1 routes I Can Live with this route.

(2)

(3) I would like a $ map of my area please!

Sid George W. Cook Jr.

Sent 12/17/04 rsc

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
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COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

December 2, 2004

NAME: GARY OLIVE

ADDRESS: 1118 CLYDE EDGERTON KERNERSVILLE 27284

COMMENTS AND/OR QUESTIONS:

Kernersville needs adequate access to the beltway. Two interchanges should be

(1) adequate one north of business 40

(2) and one between the two 40's.

(3) Please do not close Hastings Hill Rd. this is an important through street for north south travel to avoid the congestion of S. MAIN

Comments may be mailed to:
C.B. Goode, Jr., P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
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COMMENT SHEET

Winston-Salem Northern Beltway from US 158 to US 311

Pre-hearing Workshop

R-2247	6.628001T	Forsyth County
U-2579, U-2579A	8.2625101	Forsyth County

November 8 and 9, 2004

NAME: Mickey and Zelma Riddick

ADDRESS: 4280 High Point Rd Winston Salem N.C. 27107

COMMENTS AND\OR QUESTIONS:

① The N1S1 alternative is a better choice for our developing community. The Union Cross interchange needs to

② remain open for traffic generated by the Union Cross Business Park, the proposed 250 home community (at the Union Cross / High Point Rd intersection), the possible Dell traffic, and the Biotech Park, etc.

Comments may be mailed to:
C. B. Goode, Jr., P. E.
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Jane Calhoun, RPR
United States District Court
324 W Market St Suite 101
Greensboro NC 27401

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COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A	8.2625101	Forsyth County

December 2, 2004

NAME: Jane Allen- Calhoun

ADDRESS: 110 Wesley Court, Winston-Salem 27107

COMMENTS AND\OR QUESTIONS:

As a homeowner who will be directly impacted by this

① project, I am in support of the N1 proposal.

I hope you will take into consideration Sedge Garden

② Elementary school - keeping the project as far away from that as possible, so as to not impact or distract the children.

③ Whatever proposal is chosen, I would like to see sound barriers in the residential areas.

Comments may be mailed to:
C. B. Goode, Jr., P. E.
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COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

December 2, 2004

NAME: JARRETT SHERRON and KELLY SHERRON

ADDRESS: Current: 100 Ashe Ct, Thomasville NC 27360 / As of Jan. 24, 2005: 5003 Long Mill Ct. Kernersville NC 27284

COMMENTS AND\OR QUESTIONS:

(1) I would like to go on record against any interchange at Kernersville Road for the Eastern Section Extension. Of the alternatives presented, I prefer (2) N1 the most, followed by N2. I do not support option N3 (3) in any (4) manner.

I am building a home in the Sedgemont Village subdivision to be completed January 24, 2005. After careful selection of where to live and raise my family, I chose to return to my native Kernersville. I do not wish to disturb my new neighborhood with an interchange as proposed in N3. I fully understand the need to alleviate traffic for the future, I simply do not wish it to impact my home adversely.

Thank you for your time.

Respectfully,
Jarrett Sherron

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
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DEC 09 2004

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COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

December 2, 2004

NAME: Susan M. Thomas

ADDRESS: 472 Meredith Way / W/S NC 27107

COMMENTS AND\OR QUESTIONS:

I feel that this beltway in my backyard and 3 doors down are lowering my property value. If (1) you have to build another way out of our development (2) why not take the whole development. Also my (3) tax value is going up by $20,000 how can this be. Please consider taking all homes in Meredith Thank You

S M. Thomas

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
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Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

1,2. the one way & will consider moving— Build me a house (and little house) like the one I & to now live in. (beside our log house).
Mrs. Collins 114

COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

December 2, 2004

NAME: Mrs. W.A. Lois Collins

ADDRESS: 4119 Glenn High Road
Winston Salem N.C. 27107

COMMENTS AND\OR QUESTIONS:

(1) Please select 2-1- I really love a lovely home. Do not feel like moving! 3 acres land and a second building heated & furnished for grandchildren and friends. I can't stop you but I'll probably grieve the rest of my life. I have 10 rooms 4 bathrooms and furnished beautifully! There are lots of fields behind our home. And also along Glenn High Road. Why not take the fields and leave our homes alone. I thought our state was out of money- would you like for your home to be taken away from you?

Lois Collins

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
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E-mail: cgoode@dot.state.nc.us

There is no new home- that could replace what I have! If you don't believe me- Come and see! Thanks

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DEC 30 2004

COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

December 2, 2004

NAME: Barbara J Bull

ADDRESS: 5885 Stigall Road Kernersville NC 27284

COMMENTS AND/OR QUESTIONS:

A dam works well for water, however, a road dam can create a jam by requiring all traffic normally using that byway to route to other more heavily traveled roads - Locals know and use backroads to navigate in, around and through town - Please reconsider
(1) the lack of interchanges in Kernersville and the proposed dead-
(2) end roads of Pisgah Church and
(3) Hastings Hill - Thank you

336-993-3411

Comments may be mailed to:
C.B. Goode, Jr., P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
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DEC 30 2004

Beltway Comment Form

Please send your comments to DOT using this form. Deadline is January 5, 2004

COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

NAME: Brooke Cashion

ADDRESS: 6884 Doe Run Dr. Kernersville NC 27284

COMMENTS AND/OR QUESTIONS: As a local Realtor who serves the Kernersville ave I would like to express my opinion ~~of~~ the impact of recent beltway proposals.

(1) In regards to proposals made to essentially bisect Hastings Hill

(2) Rd & Pisgah Church Rd, I am very strongly opposed the beltway is supposed to be making travel more convenient, not eliminate my route into Kernersville along with my neighbors'. West Mountain St. is congested enough, to add more traffic into Kville via this road or even @ Talley's crossing would be a nightmare! Hastings Hill serves a dozen or more large subdivisions, several schools, serves as an alternate route to W/S via Hwy 150 and is a connector from our side of town to by-pass 140. Please consider the concerns of those who live by this proposed area, use this area's roads and folks like myself who represent this area in regards to real estate and development. Other solutions are out there. Thank you!

Sincerely,
Brooke Cashion,
Broker/Owner, GRI,
Realtor

Comments may be mailed to:
C.B. Goode, Jr., P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone (919) 715-1515 Fax (919) 715-1501
E-Mail: cgoode@dot.state.nc.us

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COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

CITIZENS PARTICIPATION RECEIVED
DEC 30 2004

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

December 2, 2004

NAME: Darrell Davis

ADDRESS: 1804 Beech Leaf Ct., Kernersville, N.C. 27284

COMMENTS AND/OR QUESTIONS:

(1) where is access for Kernersville Residents to the Beltway?

We are a major growth area in the state and would appreciate your consideration.

Comments may be mailed to:
C.B. Goode, Jr., P.E.
Manager of the Office of Human Environment
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COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

December 2, 2004

Jan 3. 2005

NAME: William & Kim Murray

ADDRESS: 568 Doe Run Drive

What Hwy 66 or Linery Grove Area

COMMENTS AND\OR QUESTIONS: Our main concern is this beltway was planned 20 years ago and doesn't include the provision for how Kernersville has grown & changed. The nicest neighborhoods & quality of living are impacted MOST with this plan.

① Doe Run will be destroyed at the end of a neighbor to have a road built for 3 trailors - Where is the logic in this? At the cost of 100's of thousand dollars. There is a ramp 3/4 of a mile long

② with no sound walls through Rayden, Windsor Park and Doe Run. Low end housing even gets sound walls in Greensboro, Raleigh & Durham

③ Hasting Hill area will be destroyed and cut off from Kernersville. We bought and moved to Kernersville for the quality of life & convenience. We live at the end of Doe Run and none of this was disclosed. There is no reason to ruin our neighbor for a short access road which could go out the other side through Willowbend on a ramp w/o sound walls.

Bill & Kim Murray

336/785-7688

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
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Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
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COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

December 2, 2004

NAME: Cecil K. Anderson

ADDRESS: 2253, 2251, 2241, Pisgah Church Road Kernersville.

COMMENTS AND\OR QUESTIONS: I am very glad to see this project finally moving ahead and it needs to move quickly. The eastern section was designed to move traffic, not to cater to Kernersvilles thoughtless planning.

① Pisgah Church Road needs to be closed!

The new middle school was built without planning for traffic. Since, there was ~~no~~ no way to handle the traffic, they decided to build a main entrance crossing Pisgah and into West Mountain Street. School traffic would not use Pisgah for an escape route. "They said."

* Now, as usual, K-Ville change their minds because * they don't want traffic to dump out on W. Mountain St * as said in the meeting.

Pisgah Ch. Rd. is an Arrow rural road, not an escape Route. Please consider the residents & close off Pisgah Ch. Rd.

Thank you very much

C.K. Anderson

C.K. Anderson
2253 Pisgah Ch. Rd
Kernersville, N.C

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

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MORAVIAN CHURCH IN AMERICA

SOUTHERN PROVINCE
PROVINCIAL ELDERS' CONFERENCE

THE REV. DR. ROBERT E. SAWYER - PRESIDENT
459 SOUTH CHURCH STREET
WINSTON-SALEM, NC 27101
PHONE: (336) 725-5811

MAILING ADDRESS:
DRAWER O, SALEM STATION
WINSTON-SALEM, NC 27108
FAX: (336) 723-1029
PHONE: (888) 725-5811

CITIZENS PARTICIPATION
RECEIVED
DEC 06 2004

November 29, 2004

Mr. C.B. Goode, Jr., P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583

Dear Mr. Goode,

(1) According to the Preferred Alternative of the Northern Beltway Eastern Section (U-2579) the proposed highway will affect the Oak Grove Moravian Church. The maps on display at the Public Workshop on November 9 show the road taking part of the church's land and quite possibly the church parsonage, which is located behind (south) of the church building. Though the house itself is not within the construction limits, it is colored within the very edge of the right of way. After talking with several DOT representatives, there was no clear answers as to the fate of the parsonage. Some said that since it is not within the construction limits, it most likely will not have to be displaced. Yet others said it would definitely have to be removed.

We would appreciate your consideration to do your best to minimize impact to the parsonage. Because the pastor lives in the parsonage and is not a homeowner, this will displace him and his family. Oak Grove is a small congregation with limited financial resources. If the parsonage had to be removed it is very unlikely the church could afford to build a new parsonage or buy a home nearby. With limited land, there would likely not be room to build another house on church property. It would be unfair for the pastor to have to buy his own home, since the terms of his call to the church were that he would be furnished a parsonage.

Oak Grove has owned this parsonage for over 40 years and the house has been well-maintained. The congregation likes for its pastor to live in the parsonage and every pastor that has served this congregation has lived there. It is important for the pastor to live near the church and in the community.

We ask you to do your best not to have to remove the house. We understand the need for progress and we are not against the road itself. But removing the parsonage would produce undue hardship to the pastor and church.

Sincerely

Robert E. Sawyer

Robert E. Sawyer
/lk

Betsy Reed Bombick, Vice-President • Donna D. Hurt

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CITIZENS PARTICIPATION
RECEIVED
DEC 06 2004

December 2, 2004

Mr. C.B. Goode, Jr., P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583

Dear Mr. Goode:

I'm writing to express my support for advancing the construction of the Winston-Salem Northern Beltway, the single most important transportation project in our community's foreseeable future. The Beltway was added to the Winston-Salem Thoroughfare Plan in 1968, and legislation enacted in 1989 by the General Assembly established funding for the Beltway. It's now time for the Beltway to be built!

The western segment of the beltway will alleviate growing traffic congestion in western Forsyth County, preventing the unnecessary, expensive, and publicly unacceptable widening of thoroughfares such as Peacehaven Road, Country Club Road, and Robin Hood Road.

The eastern segment of the Beltway will serve as I-74, alleviating traffic on US 52 through downtown Winston-Salem, and will serve as an important tool to maximize Northwest North Carolina's ability to develop ancillary businesses because of the location of the Federal Express Mid-Atlantic Hub at Piedmont Triad International Airport. In addition, it will improve access to the airport for communities north of Winston-Salem.

(1) The Winston-Salem chamber of Commerce supports the western most alignment of the Winston-Salem Beltway eastern section extension between Business I-40 and US 311 to preserve the interchange between Union Cross Park and Alliance Science and Technology Park. Due to the future designation of portions of the Winston-Salem Northern Beltway as an interstate highway, it is a critical transportation infrastructure tool to manage growth and development on local, regional, and state levels, and will provide an important national transportation link.

The North Carolina Department of Transportation has exhaustively studied potential environmental impacts of the Beltway and will work to minimize any negative environmental impact. With the support of the Winston-Salem community, NCDOT spent the past four years merging the two EIS documents.

Construction on the important roadway can begin as early as 2006 due to previously acquired right-of-way along the western section. As I said earlier, it's not time for the Beltway to be built.

Sincerely,

Tom Looby
3736 Burbank Lane
Winston-Salem, NC 27106
(336)922-3477

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BellSouth Telecommunications, Inc.
380 Knollwood Street
Suite 305
Winston-Salem, NC 27103

chuck.greene@bellsouth.com

Chuck Greene
Area Director

336 631 2112
Fax 336 722 9062

December 3, 2004

Mr. Carl B. Goode, Jr., P.E.
Manager of the Office of Human Environment
North Carolina Department of Transportation
1583 Mail Service Center
Raleigh, North Carolina 27699-1583

CITIZENS PARTICIPATION
RECEIVED
DEC 06 2004

RE: TIP Project U-2579A

Dear Mr. Goode:

(1) I am writing to express my strong support for the construction of the Winston-Salem Northern Beltway and the selection of the western-most alignment of the Eastern Section Extension. Without question, this project is of the utmost importance for the continued economic growth and success of Winston-Salem and the Piedmont Triad.

The western-most alignment of the eastern extension is, by far, the better option for several reasons. First, it will require taking fewer business and housing structures, thus minimizing the impact on the immediate community surrounding the project. Second, it will cross fewer streams and will have less effect on the environment than the eastern-most alignment. Finally, the western-most alignment will preserve the interchange between Union Cross Business Park and the Alliance Science & Technology Park and keep all the property for the Alliance Park intact.

In closing, I would like to express my support once more for the Northern Beltway and the western-most alignment of the Eastern Section Extension. Thank you in advance for the Department's consideration.

Sincerely,

Chuck Greene
Area Director

cc: Winston-Salem Chamber of Commerce

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J. MACINTOSH
129 WOODBRIAR RD
WS NC 27106

December 1, 2004

Mr. ~~Goode~~,

(1) I am writing to urge your support in approving the proposal for the "Northern Beltway" transportation project in Winston-Salem. Specifically I would like you to support the "westernmost" route under consideration.

In order to capitalize on existing investments and "victories" in economic development in recent years I think we need to be aware of what comes with the result some of the success that has been achieved. Specifically with regards to downtown Winston-Salem, the Research Park will be greatly enhanced by lessening through traffic on US52/future I74. This stretch of road is already dangerously overloaded and with continued growth in the Research Park things will get significantly worse. In fact, the entire downtown effort will benefit from easing access from the suburbs to be able to make use of the amenities we have tried so long and hard to develop. Success is coming, let's not choke it off!

Sincerely,

Jeff MacIntosh
129 Woodbriar Road
Winston-Salem, NC 27106
336-768-8444

CITIZENS PARTICIPATION
RECEIVED
DEC 02 2004

124 CITIZENS PARTICIPATION RECEIVED NOV 23 2004

COMMENT SHEET

Winston-Salem Northern Beltway from US 158 to US 311

Pre-hearing Workshop

R-2247	6.628001T	Forsyth County
U-2579, U-2579A	8.2625101	Forsyth County

November 8 and 9, 2004

NAME: STEPHEN J. BAGBY

ADDRESS: 1767 RYEFIELD CT, KERNERSVILLE NC 27284

COMMENTS AND\OR QUESTIONS:

(1) RE: project U-2579A, N3-S1, 2of3

This is the project that I prefer as it gives access to the beltway from the Kernersville Road/Sedgegarden Road area.

Comments may be mailed to:
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Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

MILLER
1816 POPE LANE
KERNERSVILLE, NC 27284

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COMMENT SHEET

Winston-Salem Northern Beltway from US 158 to US 311

Pre-hearing Workshop

R-2247	6.628001T	Forsyth County
U-2579, U-2579A	8.2625101	Forsyth County

November 8 and 9, 2004

NAME: JIM MILLER

ADDRESS: 1816 POPE LANE, KERNERSVILLE, NC 27284

COMMENTS AND\OR QUESTIONS:

(1) ANY ROUTE THAT HAS AN INTERSECTION IN THE SEDGE GARDEN ROAD AREA IS A BAD IDEA. THE ROADS IN THIS AREA ARE ALREADY VERY BUSY.

THE PRE-HEARING WORKSHOP WAS VERY HELPFUL. ALSO THE PEOPLE WORKING THERE WERE VERY PLEASANT & HELPFUL.

Comments may be mailed to:
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Comment on project U-2579A

(1) It's really quite simple. The least expensive route to the taxpayers should be chosen. That route is N3-S1.

Debbie Norman
2700 Teak Court
Monroe, NC 28110

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RECEIVED
NOV 22 2004

COMMENT SHEET

Winston-Salem Northern Beltway from US 158 to US 311

Pre-hearing Workshop

R-2247	6.628001T	Forsyth County
U-2579, U-2579A	8.2625101	Forsyth County

November 8 and 9, 2004

NAME: Raymond + Rachel McGee

ADDRESS: 1826 UNION CROSS Rd., Winston-Salem, NC 27107-3632

COMMENTS AND\OR QUESTIONS:

(1) Leaving the UNION CROSS Rd. Interchange open seems to be the Much better option. We have A developing community with the two Business PARKS very NEAR And A 200 plus development Now under construction.

IF Dell decides on one of these Business PARKS, we most certainly will need the UNION CROSS Interchange.

Comments may be mailed to:
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CITIZENS PARTICIPATION
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COMMENT SHEET

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

Design Public Meeting

U-2579 | 8.2625101 | Forsyth County

November 17, 2004

NAME: Vicky F. Luffman

ADDRESS: 1685 Fairview Blvd. Winston-Salem, NC 27127

COMMENTS AND\OR QUESTIONS: 12/31/04

Mr. Goode,

Thank you for taking the time to read my comments about a little house with a big history located at 3296 Williston Rd. in Walkertow NC. According to your map of the proposed Winston-Salem Northern Beltwa it sits square in the middle of the highway. My father bought four acres there in the late '40's. He got the materials to build the house with a promise and a handshake. (He lived up to his promise.) An uncle and a couple other men helped my Dad build my homeplace. We moved into the house in 1951. I was one year old. My sister was born in 195 We loved our home, community and the church down the road, Gospel Light Ba that my parents started with about a dozen other people. The house is not only my homeplace but it has been home to my daughter and I after a failed marriage. My daughter and her husband still live in the house. Many precious memories have been made in our home and we are praying that many more will be made. We don't want our homes be torn down just to make way for another high speed death trap like I 7 and I 85. We need a better way to get around Winston-Salem; North, South, East and West. I 40 was built to close to my area, southern Winston-Salem. The road sits on top of Peters Creek Pky. The highway needs to start just outside Kernersville, bypassing Kernersville and Walkertown ending North of Winston-Salem at Hwy. 52. The plan would help the people of the Triad; not those

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CITIZENS PARTICIPATION
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DEC 10 2004

COMMENT SHEET

Winston-Salem Northern Beltway from US 158 to US 311

Pre-hearing Workshop

R-2247 | 6.628001T | Forsyth County
U-2579, U-2579A | 8.2625101 | Forsyth County

November 8 and 9, 2004

NAME: Mrs. Dorothy H. Sides

ADDRESS: 644 Linville Rd. Kernersville, NC. 27284

COMMENTS AND\OR QUESTIONS:

In regards to the Beltway, we would like to recommend

(1) N-3 as it would least affect our home.

N-2 is our second choice, although we are not at all

(2) happy with a side road across from our home. We suggest School View Dr come out at Saints Delight Rd.

(3) N-1 would be devastating to us. It would be hard for us to even sell our house if you put a road 20 ft. from it. We would be sitting in our den and our screened in porch with a car 20 ft. from it.

We have lived here for 48 years. My husband has taken a lot of pride to keep our home neat.

I can't comprehend putting a road beside our house. We would prefer you take our house than leave us next to the road.

Please, please don't choose N-1. We pray that you choose N-3.

Sincerely,
Dorothy H. Sides

Comments may be mailed to:
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Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
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Tip Project (U-2579A) ALTERNATIVE N2-S1

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COMMENT SHEET

Winston-Salem Northern Beltway from US 158 to US 311

Pre-hearing Workshop

R-2247	6.628001T	Forsyth County
U-2579, U-2579A	8.2625101	Forsyth County

November 8 and 9, 2004

NAME: EVERETTE E. & MARTHA KIRBY

ADDRESS: 3501 CORVAIR DRIVE, HIGH POINT, N.C. 27265

COMMENTS AND\OR QUESTIONS:

① Tip Project U-2579A – ALTERNATIVE N2-S1 APPEARS to take about 1/3 rd to 1/2 of our property which is being used as a training/boarding facility for Retriever dogs. The result of taking our training ponds by the highway will eliminate the use of the property for this purpose and will basically render the land useless except for farming.

② The Closing of High Point Road will prevent us from getting to the property from High Point, except by a circuitous route.

Obviously, we oppose this alternative and recommend

③ the S-2 ALTERNATIVE.

④ We plan legal Action Against the State if S-1 is chosen.

Comments may be mailed to:
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Manager of the Office of Human Environment
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E. E. Kirby

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COMMENT SHEET

Winston-Salem Northern Beltway from US 158 to US 311

Pre-hearing Workshop

R-2247	6.628001T	Forsyth County
U-2579, U-2579A	8.2625101	Forsyth County

November 8 and 9, 2004

NAME: Jim & Wanda Pope

ADDRESS: 202 Oak Grove Church Road, W.S. NC 27107

COMMENTS AND\OR QUESTIONS:

① We prefer N2-S2-

We will cooperate fully with this

② project if it takes our house rather than just coming close and devaluing our property.

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
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COMMENT SHEET

Winston-Salem Northern Beltway from US 158 to US 311

Pre-hearing Workshop

R-2247	6.628001T	Forsyth County
U-2579, U-2579A	8.2625101	Forsyth County

November 8 and 9, 2004

NAME: JEFF MORGAN (DOE RUN HOA PRESIDENT)

ADDRESS: 2516 DEER RACK CIRCLE KERNERSVILLE, NC

COMMENTS AND\OR QUESTIONS:

FIRST, I WOULD LIKE TO THANK THE INVOLVED PARTIES FOR A PROFESSIONAL & COURTEOUS PRE-HEARING WORKSHOP. AS PRESIDENT OF THE DOE RUN HOMEOWNERS ASSOCIATION, I HAVE SEVERAL CONCERNS WITH ALL OF THE ALTERNATIVES THAT IMPACT THE DOE RUN COMMUNITY (WESTERN KERNERSVILLE):

1. THE RE-ROUTING OF GERRY RD TAKES PART OF THE
(1) PEGG FAMILY'S LOT. MOVING THIS SLIGHTLY NORTHWARD WOULD ELIMINATE THE ISSUE

2. WE HAVE A VERY DEEP CONCERN FOR INCREASED SOUND LEVELS FOR THE PROPERTIES. BASED ON CONVERSATIONS WITH WORKSHOP
(2) PERSONNEL, WE WOULD LIKE TO REQUEST REEVALUATION OF THIS AREA FOR SOUND BARRIER WALLS. SEVERAL HOUSES HAVE BEEN BUILT NEAR THE IMPACT AREA SINCE THE MAPS WERE DRAWN

(3) 3. PLEASE CONSIDER A SLIGHT MOVEMENT OF THE PROPOSED RAMP THAT CAUSES ITEMS 1 & 2 TO ELIMINATE THESE ISSUES.

THANK YOU!

Comments may be mailed to:
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COMMENT SHEET

Winston-Salem Northern Beltway from US 158 to US 311

Pre-hearing Workshop

R-2247	6.628001T	Forsyth County
U-2579, U-2579A	8.2625101	Forsyth County

November 8 and 9, 2004

NAME: Toni Aldridge

ADDRESS: 577 Doe Run Dr

COMMENTS AND\OR QUESTIONS:

(1) Can an additional loop be put onto the clover in NE-SW. And eliminate the ramp connecting new N/S road w/ existing B421.?

(2) Are noise walls being put up on NW ~~Side~~ quadrant of proposed interchange of B421 & Northern Beltway -

I think this stinks! I realize that traffic flow is important, but I feel this will

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seriously hurt the value of Kernersville as a very attractive suburb to Winston & Greensboro. Harry 70K vehicles circle the small town (apparently no one will be able to get off) will not increase the appeal of a small town.

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COMMENT SHEET

Nov 8

Winston-Salem Northern Beltway from US 158 to US 311

Pre-hearing Workshop

R-2247	6.628001T	Forsyth County
U-2579, U-2579A	8.2625101	Forsyth County

November 8 and 9, 2004

NAME: Darlene McCracken

ADDRESS: 4646 Regal Gate Rd. W-S off Walkertown-Guthrie,

COMMENTS AND\OR QUESTIONS:

If we can't use Walkertown Guthrie to get to Mountain St. I could add 30 min. or more to my husband & my commute to work every morning. Thank God my son is out of High School because going to East High School would be 30 min drive instead of 5 min drive. If my husband & I have to go down 66 past Cash Elementary during School Drop off time it will tie up traffic horribly. Not to mention when the new middle school opens up. But if you're determ to do this. You have to give us an exchange in Kernersville. Otherwise it won't be of much use to us.

(1)

(2)

Comments may be mailed to:
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Nov 8

COMMENT SHEET

Winston-Salem Northern Beltway from US 158 to US 311

Pre-hearing Workshop

R-2247	6.628001T	Forsyth County
U-2579, U-2579A	8.2625101	Forsyth County

November 8 and 9, 2004

NAME: JACK V. EARNHARDT

ADDRESS: 215 OAK GROVE CHURCH RD WINSTON SALEM, N.C. 27107

COMMENTS AND\OR QUESTIONS:

(1) (1) MY 1st CHOICE WOULD BE NI-51 WITHOUT
(2) INTER CHANG AT KERNERSVILLE RD.

(2) 2nd Second choice would be NI-51 WITH INTERCHANGE AT KERNERSVILLE RD.

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
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Nov 8

COMMENT SHEET

Winston-Salem Northern Beltway from US 158 to US 311

Pre-hearing Workshop

R-2247	6.628001T	Forsyth County
U-2579, U-2579A	8.2625101	Forsyth County

November 8 and 9, 2004

NAME: THOMAS B. PRUITT, JR.

ADDRESS: 4087 HIGH POINT RD.

COMMENTS AND\OR QUESTIONS:

(1) PLEASE USE THE 52 ROUTE

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
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COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

December 2, 2004

NAME: John W. White

ADDRESS: 155 Old Wood Lane Kernersville, NC 27284

COMMENTS AND\OR QUESTIONS:

(1) I do not think Hasting Hill Road should be severed as proposed. It would create problems with getting access to the Town of Kernersville from my home. I would have to go Hasting Hill road to West Mountain then to Hopkins Road to Old Winston Road to South Main Street. Another route would be Hasting Hill to Sedge Garden Road and then to Kernersville Road. We go to Kernersville for doctors appointments, the drug store, the grocery store & is also the way we get to church on North Main Street. Also by closing to use Sedge Garden Road it will create More Congestion near Sedge Garden School & Kernersville Rd (over)

Comments may be mailed to:
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By closing Hasting Hill it will create problems for access of schools buses & cars traveling to East Forsyth High School

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pg 2 of 2

N1-52 Kernersville Rd Dead End
N2-51 will not WS DOT N2 52 with interchange
N3-51 Least Important at Kville Rd.
Right of Way Agents Help with relocation of homes & businesses
& to help find comparable housing. Can help with closing costs etc.

Hastings Hill be severed beyond Sedge Garden Rd.

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pg 1 of 2

COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

December 2, 2004

NAME: Kenneth G. Whitaker 336-788-6623 (H) 336-997-0706 (W)

ADDRESS: 117 Bluff School Rd.

COMMENTS AND\OR QUESTIONS:

(1) Under the present plan my house will be setting beside B-40 & a new access Ramp - The plan shows the Sound Barrier stopping prior to my area, how feasible is it to extent the wall closer to me to reduce Noise & sight --- (Lot #121 on NCDOT Map)

(2) Closure of Hastings Hill Rd. will create a hardship anytime I need to go toward East Hasl (2) School -- A one minute drive could take 10 minutes going thru Sedge Garden --

(3) (3) Property value will drop sharply w/ this New Ramp close to my house & closure of Hastings Hill Rd ---

(over)

Comments may be mailed to:
C. B. Goode, Jr., P. E.
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pg 2 of 2

(4) Should Hastings Hill Rd be Closed - The intersection of Kernersville Rd @ Hastings Hill Rd needs to be improved w/ turn lanes -

(4) &

(3) The Big Mill Farm Rd. Interchange needs to become a part of this project -

Thank You -

Ken Whitaker

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pg 1 of 2

COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

December 2, 2004

NAME: William E. Wilson, Jr

ADDRESS: 4439 Meredith Way, W-S, NC 27107

COMMENTS AND\OR QUESTIONS:

My house is lot #~~258~~ on Meredith Dr. Currently, I am not included in the buy-out. The new ramps which will be constructed on the North side are slated to get a noise retaining wall. Our side is not. The noise of the new ramp, combined with the existing I-40 noise will be untenable, and will completely destroy our property value. There is also not a viable egress from our and shown on any of the 3 alternatives. My house, along with the other 5 on my side of the street (#255 - #259) should be included in the by-out due to destruction of property value, as a matter of law, respect + common decency.

(1) (2) (3)

Thank You!

William E Wilson Jr

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

(over)

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pg 2 of 2

1) Please send me a copy of the minutes of the meeting held at the end of the comment period.

(4)

2) With the ramp from West-bound I-40 to the northern beltway now closer to my home than existing I-40; this will have 3 significant negative impacts on my property:

a) Highway noise, especially from semi-tractor trailer traffic will be significantly louder than now; and vibration from truck traffic already shakes my windows - increased traffic that close will cause structural damage to my home.

(5)

b) With the ramp to the bypass so close to the house significantly increases the risk of hazardous materials accidents/spills which could be life-threatening.

(6)

c) With the increased traffic and ramp increases the danger of injury/death to neighborhood children should a truck jump the ramp. One truck has already [illegible] into property across the street

(7)

COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

December 2, 2004

NAME: HERB PENNINGTON

ADDRESS: 4640 WOODBRIDGE DR, KERNERSVILLE 27284

COMMENTS AND\OR QUESTIONS:

(1) I FAVOR N1-S1 & N1-S2 WITH AN EXIT @ KERNERSVILLE RD (3) (2) AND SEDGE GARDEN.

CURRENT PROBLEM NEEDING IMMEDIATE ATTENTION:
SOUTH MAIN ST & KERNERSVILLE RD) FROM LOWES LUMBER & WALMART.
TOWARDS WINSTON SALEM (THRU SEDGE GARDEN.

INTERSECTION WITH HASTINGS HILL ROAD

(3) THIS INTERSECTION REQUIRES TURNING LANES ON KERNERSVILLE RD AND HASTING HILL RD, COMING FROM EAST FORSYTH HIGH SCHOOL.

TRAFFIC GOING TOWARD W/S ON KVL RD BACKS UP FROM HASTINGS HILL LIGHT TO LOWES!! — DUE TO LEFT TURNERS!!

LEFT TURNERS ON HASTINGS HILL RD ON TO KVL RD GOING TOWARD KVL GET BACKED UP CONSTANTLY — A LEFT TURN LIGHT WOULD FIX THIS.

I ASKED FOR A STUDY ON THIS INTERSECTION 2 YEARS AGO!

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

December 2, 2004

NAME: James & Carol Vader

ADDRESS: 4930 Garden View Dr. Winston Salem N.C. 27107

COMMENTS AND\OR QUESTIONS:

(1) Would like for it to come through N-1 With (2) exchange

Comments may be mailed to:
C. B. Goode, Jr., P. E.
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COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

December 2, 2004

NAME: Group GKK, LLC / Scott Wallace

ADDRESS: 3708 Alliance Drive, Greensboro NC 27407

COMMENTS AND\OR QUESTIONS:

① - Interchange at Kernersville Road is very much needed considering the High Density Development Demand expected in this Central Triad location.

Traffic will steadily increase along Kernersville Road from Now thru the time of Beltway Construction.

Comments may be mailed to:
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COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

December 2, 2004

NAME: Joseph. Hassel Cox

ADDRESS: 800 Weavil Rd Kernersville, NC 27284

COMMENTS AND\OR QUESTIONS:

prefer ① - N1 or N2 Less disruptive to our Community ②

③ N3 Not Desirable Closeing to our Community noise Level and smog from Cars. and Destroy our Wetlands.

Comments may be mailed to:
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COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

December 2, 2004

NAME: Tony + Lucia Bodenheimer

ADDRESS: 5214 Prince Charles Dr. Kulle 27284

COMMENTS AND\OR QUESTIONS:

We prefer N1 or N2. (1) (2)
Because it is less disruptive to our quite neighborhood.
(3) NO to N3, it would destroy our wet land. We need to keep all we can of our Natural Surroundings.

Thanks
Tony + Lucia Bodenheimer

Comments may be mailed to:
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COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

December 2, 2004

NAME: David Brown

ADDRESS: 414 Sedge Garden Rd.

COMMENTS AND\OR QUESTIONS:

(1) In plan N1-52 (2) Roll 2A Control of Access is taking half of my drive leaving less than half of original road frontage. Would like control of Access to be extended to take all of my property. I would be left with approximately 20 ft. or so of road frontage with a bridge to cross over the New Corridor in my front door. My concern is with 2 children I would have heavy traffic, gaurd rails and a bridge crossing going across my front yard. I am also listed in the N2 plan. The N3 plan does exclude me! (3)

(4) Thank-you for taking my plea into consideration.

Comments may be mailed to:
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COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

December 2, 2004

NAME: Jeremy + Sunshyde Covert

ADDRESS: 4820 Schoolview DR. Kernersville

COMMENTS AND\OR QUESTIONS:

IN Route N-1/S-1 + N-1/S-2 We would

(1) Prefer a Silence Wall or some other Blockage to the actual Beltway to reduce NOISE AS THE BELTWAY Will Be COMING THROUGH OUR BACK YARD.

THANK YOU,

MR + MRS.

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
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Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
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COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

December 2, 2004

NAME: Margaret & Daniel Cottingham

ADDRESS: 811 Norcross Road

COMMENTS AND\OR QUESTIONS:

My preference for a Corridor would be

(1) to the South of Sedge Garden School. If the corridor to the North is Chosen it looks like it would take three homes across the street from us, but not our property.

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COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

December 2, 2004

NAME: Carol & Philip Harp

ADDRESS: 3214 Swaim Rd Winston Salem 27107

COMMENTS AND\OR QUESTIONS:

① NI-SI has the least impact regarding noise & inconvenience. or the N2-SI.

②

Thank you

Comments may be mailed to:
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COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

December 2, 2004

NAME: Wendi Wahl

ADDRESS: 4384 Monica Court WS, NC 27107

COMMENTS AND\OR QUESTIONS:

TAKE OUR HOUSE!!!!

① We like Alternate N3-S2 which has us on (hopefully will expand to take us over) Proposed Control of Access and have some hope of you buying us out. It is awful for you to want us to sit on our back deck, which will basically be on the beltway. I think if you are that close to our home you should take it all, because it is NOT our idea of building the Beltway. ON N3-S2 it appears you will take part of our lot; if you are that close, TAKE IT!!

② At this time 40 is close enough and causes a lot of noise. By adding another Hwy "in our yard" it will cause double noise, how do you expect someone to live in a home at this location? Would you want your child's bedroom on the Beltway??

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Gurak, Jill S

From: Ray McIntyre [rmcintyre@dot.state.nc.us]
Sent: Friday, December 03, 2004 7:39 AM
To: Wendi; Missy Dickens
Subject: Re: Eastern Beltline

Good Morning Ms. Wahl,
I am forwarding your email to Ms. Missy Dickens, Project Planning Engineer for this project. She will be able to provide you with details regarding this project.

Wendi wrote:

> Ray, I attended the meeting tonight, December 2nd and I have some MAJOR concerns. I am not sure if you are the person we need to "talk" to but I hope you can listen to our concerns and direct us to right person to talk with. When looking at the maps of the proposed beltline it appears that they could take a portion of our yard (which is not big at all). IF you take a portion of it, do we have any chance to fight to take the entire piece of property? Even if you are close the our home, I can not imagine living here (4384 Monica Court, W-S 27107) with two majors hwys pretty much in our backyard. At this time 40 is close and we can hear the traffic, I can not imagine what it will be like when the Beltline comes through and it is pretty much IN our yard. Would you want your child's bedroom "on the hwy"? How is this not a noise violation? How can you expect anyone to live so close and "enjoy living" in their home? We won't even be able to sit out on our deck and enjoy it because it will be so loud and you won't even be able to hear the person sitting across the table (3) from you. I know this project is needed for this area, but all I am asking is TO TAKE OUR HOUSE!!! since it is coming in our backyard and pretty much taking most of our neighborhood. Once the hwy comes through our homes will depreciate, and who in their right mind would purchase a home that sits ON the highway? Will you pay us for the depreciation of our homes????? Did you all take this (4) all into consideration when deciding whose home will be obtained? As it is right now, the ONLY entrance to our home will be taken over, and they say they will be building another road to exit our "development", wouldn't it be more beneficial to just take all of our homes instead reconstructing new roadways for the development? As it appears now, we will be surrounded by highways.....can you PLEASE consider buying my and my neighbor's homes? How would you like to be in our shoes w/ the issues that I have mentioned above? I would like to hear back from you on the stipulations and where we stand in our arguments. Do we as new homeowners have ANY chance to ever move out of this house with the beltway in our backyard? Thank you for your time and if we need to talk to someone else, please direct me to them. Thanks.Wendi Wahl

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COMMENT SHEET

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

Design Public Meeting

U-2579 8.2625101 Forsyth County

November 17, 2004

NAME: Lacey Stephens

ADDRESS: 320 Hastings Hill Rd Kernersville, NC. 27284

COMMENTS AND\OR QUESTIONS:

(1) Cutting Hastings hill off from main st will cause a hardship on students who live on main ~~st~~ street side of hastings hill and attend East Forsyth High on 421, Also using Sedge garden for access to S main street will create a bottleneck at Sedge Garden elementary school. The road is narrow there with no turning lanes, and the traffic will be increased substancially. Please consider these issues.

Thanks
Lacey Stephens

Comments may be mailed to:
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Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

Telephone
336-788-0156

Mrs. W.A. Callins, Jr.
(Lois)

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Monday Morning pg 1 of 2
Nov. 8th

Dear Lonny,

It was good talking to you several weeks ago. I know you will listen to my pleas and concern.

I live at 4119 Glenn High Road Winston-Salem, N.C. 27107. We have lived here almost 14 years. My houses were always what me and my dear husband wanted.

We have 10 rooms-2 full baths and 2 half baths - also a small guest house. Perfect for our 2 sons & their wife - (5 grand children an 7 great grandchildren) The little house is just perfect for the grand children. (3 Rooms)

Large garage attached to the house

We also have 3 acres of land with our property.

The house is so convenient - all on one floor - no basement - Wide sliding doors - wide halls and every convenience I wanted never find if I had to - made to another house.

I do hope you will find another way. There are open fields on Glenn High Road - why take my home and my good neighbors.

(1) I do hope and pray there is another way - for this Beltway!

By the way - we furnished the house so pretty - just the way - I wanted and

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pg 2 of 2

pretty. I do wish you could see inside our homes. You would understand why I don't want to move.

Please find another way. I'll pray every day. God does answer prayer.

Thanks so much for taking the time to read my letter.

Sincerely and Kindest Regards
Mrs. W.A. Callins, Jr.
(Lois)

P.S. Can't you go behind Glenn High Road? Are take in the open fields - that no houses are on?

Thanks again

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COMMENT SHEET

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

Design Public Meeting

U-2579 8.2625101 Forsyth County

November 17, 2004

NAME: Dustin M. Faul (Pedner)

ADDRESS: 120 Motsinger Dr Winston-Salem NC 27107

COMMENTS AND\OR QUESTIONS:

① Any Alternative w/ Kernersville Rd Interchange will be fine w/ me.

Comments may be mailed to:
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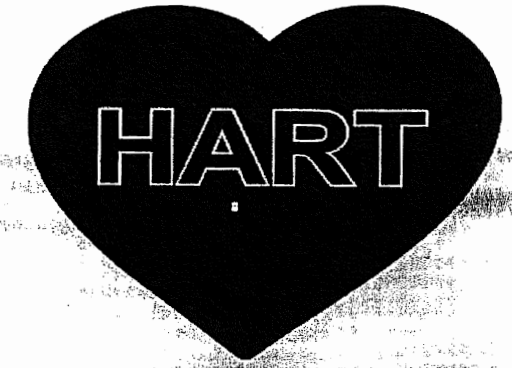
HOME IS WHERE THE



IS!

Comments About The Eastern Section
Of The
Northern Beltway

Submitted By
Jerry and Sandra Hart
339 Sedge Garden Road
Kernersville, NC 27284
(336) 784-0301

January 3, 2005

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History of our Home

Economic Impact

Environmental Impact

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Personal Interest

We have a very personal interest in and some observations as homeowners, citizens and taxpayers about the proposed routes of the Eastern Section of the Northern Beltway.

Our home is in the path of two proposed routes of the Eastern Section of the Northern Beltway. Local public officials, business leaders and the North Carolina Department of Transportation see our home as a dot on a map, statistics and dollar figures.

We would like you to see it as we see it!

History of our Home

Everyone's home has a history; we want you to know ours.

Jerry grew up in the Sedge Garden community in eastern Forsyth County. His family has longstanding ties to this community – six generations. His great-great-great grandmother on his mother's side is buried in the cemetery of Sedge Garden United Methodist Church.

After completion of elementary school (Jerry at Sedge Garden and Sandra at Union Cross) we met at Glenn High School. After graduation, we married, Jerry joined the Navy, we had a son and then returned to the communities where we both grew up – because our family, friends and roots were here.

As a young boy, Jerry used to walk through the woods behind his house to a lake at a summer retreat home where he learned to swim. It was referred to as "Disher's lake" after the owner of the property. Even though we have lived here now for over thirty

years, we, as well as others in our neighborhood, still refer to the lake as "Disher's."

Picture yourself in 1946 coming from Winston-Salem to a tranquil retreat in the eastern part of Forsyth County. On the property then, there was a "main" cabin, a guest cabin, a gatekeeper's cabin, an outhouse, a gazebo picnic shelter and two barbecue pits – all still standing today. These 50+ years old buildings are historic structures.

We were lucky to be able to purchase this land and, after nine years of saving, we built the home we now live in, the home where our son grew up (his roots are here!) and the home where we planned to live in our retirement years. It's still a tranquil retreat for us today!

Our home was designed by Jerry and local touches were woven into it when it was built – we have a brick fireplace built with an "H" imprinted into its center – the bricks came from the old Robert E. Lee Hotel that was in downtown Winston-Salem. The stone in another fireplace came from Sauratown quarry.

Our landscape is full of "Hartprints" – bushes and trees that have special meaning to us because they were gifts to us from our loved ones (some who are no longer with us) – camellia, crape myrtle, magnolia and rhododendron; others we especially planted for the fruit (cherries, figs and pears) or planted for food for the birds (holly and winterberry). Mother Nature has given us cedar, dogwood and hickory trees that provide berries and nuts for the birds, chipmunks and squirrels.

Economic Impact

We reduce our heating expenses by supplemental heat, using wood from dead trees on our property and limbs that have been pruned by Mother Nature due to ice and wind storms.

Environmental Impact

We do not have any known "official" endangered species – **BUT** we do have our own endangered animals, amphibians, birds, fish reptiles, trees, bushes, plants and vines -- and our rural, peaceful surrounding.

Animals – chipmunks, deer, foxes, groundhogs, 'possums, raccoons and squirrels. *(Many of these have taken refuge here as other land nearby has been developed.)*

Birds – Blue jays, cardinals, Carolina wrens *(they come back every year from their winter habitat and build a "surprise" nest that we find in a hanging basket or a potted plant or shrub),* Canadian geese, chickadees, goldfinch, herons, hummingbirds, purple finch and sparrows.

Other – fish *(bass, bream, catfish and goldfish),* frogs, toads, turtles, lizards and snakes.

Trees – ash, cedar, cherry, hickory, oak (red and white), pine, poplar, sassafras and sycamore.

Bushes – azaleas and camellias.

Plants – crocus, daffodils, ferns, iris, tulips, yellow bells and yucca.

Vines – blackberry, clematis, hummingbird, muscadine and wisteria.

Our Observations

Destruction of the Sedge Garden community – This community will be separated by the beltway's eastern extension; families will be uprooted who have ancestors that settled here 150+ years ago. Remaining families, friends and neighbors will also be separated.

(1) (2) Severance of Hastings Hill Road and Pisgah Church Road – These roads are to be severed, which will result in a cost to the affected communities because of the need to take an alternative route to their destination – more time, more fuel expenses and more air pollution!

(3) Lost Habitats – Our habitats for animals, amphibians, birds, fish, reptiles, trees, bushes, plants and vines and another lake will be gone forever. Once done, you cannot restore lost homes, farms, lakes and habitats for flora and fauna!

(4) Drought of 2002 – In the summer of 2002, the Triad area was in the midst of a severe drought. We saw the stream that fed our lake completely dry up (not a trickle!). This had not been seen by us since we first moved here over thirty years ago This was the same time that we think a study was done around our lake and the stream that feeds it. *We think the wetlands study needs to be reevaluated. Can a wetland study done under extreme drought conditions produce accurate conclusions?*

(5) Water Runoff – Ribbons of asphalt and concrete contribute to loss of water resources because badly needed water just goes down storm drains and therefore is not absorbed into the underground water supply *(which is a source of our home's water supply through a well; our water is unadulterated by*

chemicals used by municipalities to treat water). ***What a shame to continue to lose this most precious resource – purity of water!***

Nature That Is Natural – Planners and developers seem to have a common purpose of requiring people to live in "metro activity centers" where people are to walk to work and school and the grocery store and the drug store, etc. The ultimate result will be that "green space" will be planned for us – that it will no longer be possible for a private citizen to own a piece of earth in its natural state. All of us will be dependent on public parks and public paths to enjoy nature – because we are continuing to replace natural flora and fauna with asphalt and concrete ribbons.

Our Recommendations

In addition to our personal interest, our concern for our lost habitats, the uncertainty of the adequacy of the wetlands study and the water runoff problems, we also want fiscal prudence to be practiced in the selection of routes.

(6) We recommend that the N3-S1 route be selected.

The N3-S1 route is the least expensive to both the citizens and the government. All other routes are significantly more expensive. The taxpaying citizens will save at least $17.8 million to $24.7 million dollars by selecting the N3-S1 route. These savings of millions of dollars can appropriately be used for badly needed maintenance and repairs of existing roads.

Selecting the N3-S1 route means that as many as 73 families will be spared from being uprooted and relocated. *Speaking of being uprooted and relocated -- Is it possible that 700+ households can all be reestablished in Forsyth County? For choices made by individuals due to personal and monetary*

reasons, many may choose to migrate to surrounding counties, such as Davidson County and Stokes County – thus causing a loss of tax revenue for Forsyth County.

The N3-S1 route impacts no schools.

The N3-S1 route will result in less noise walls that will have to be created.

The N3-S1 route has the least potential hazardous materials sites.

To those reading our comments, you have a responsibility to be fiscally conservative. You are charged with being good stewards of the public's monies by spending it prudently and wisely. You can do this by selecting the least expensive route.

Our Request

To paraphrase Dorothy in the "Wizard of Oz" – "There's no place like our special home." Speaking from our hearts, we request that you allow us to keep it.

Jerry and Sandra Hart

"HARTPRINTS"

(See Next Pages)

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KERNERSVILLE NEWS

VOL. XXXIX, NO. 38 KERNERSVILLE, N.C. THURSDAY, NOVEMBER 13, 1975 PUBLISHED THURSDAY

The Harts Are 'All Heart'

BY ARLENE WALKER

Most people who visit the home of Sandra and Jerry Hart usually come away saying, "They certainly put their heart into it."

Pun intended. The Harts have tried to incorporate the symbol of their name as well as their real heart and soul into their new home whenever possible.

Nine years of planning, saving and designing culminated in the home which was finished late last year. During that time the whole family including Jeff, 14, had a hand in suggesting ways the structure could reflect their name as well as each individual's interest.

The three bedroom brick, situated about 300 yards off Sedge Garden Road, is a haven of peaceful isolation in the busy community. Surrounding the brick home is a gazebo picnic shelter, a lake with a dam and waterfall and several utility cabins. All the facilities were once part of an employee recreation area of a local firm before it was sold to the Harts for their home site.

Jerry said he was lucky in being able to purchase the acreage which was "perfect" for their type of life. They particularly like outdoor entertaining and throughout the summer they have used their home and surrounding facilities for family gatherings and holiday parties.

Much of their warm weather entertaining has been done on their huge screen porch and adjacent deck which overlooks the lake and picnic area and is a step away from the kitchen and indoor dining area.

Inside the home several conveniences have been installed at the request of various family members. To alleviate some of the added housework, Jerry put his electrical knowledge to use and installed electrical outlets at every handy place imaginable as well as an internal vacuum cleaner outlet in each room.

After living in a trailer for almost a decade, Sandra said she had come to realize the importance of having alot of storage space. On her request, huge closets were placed throughout the house, a pantry in the utility room and huge over-sized medicine cabinets in the baths.

The basement of the home is used as an all purpose area and houses the hobbies of the Harts. All are animal lovers and among his wood and electronic engineering projects Jerry has arranged an incubator for duck eggs.

Jeff is a sand painting artist and has his hobby area in another corner of the basement. His real pride and joy, though, is his pet rabbit Jack Bunny, named for Jack Benny. It is completely housebroken and has the run of the basement unless company's coming.

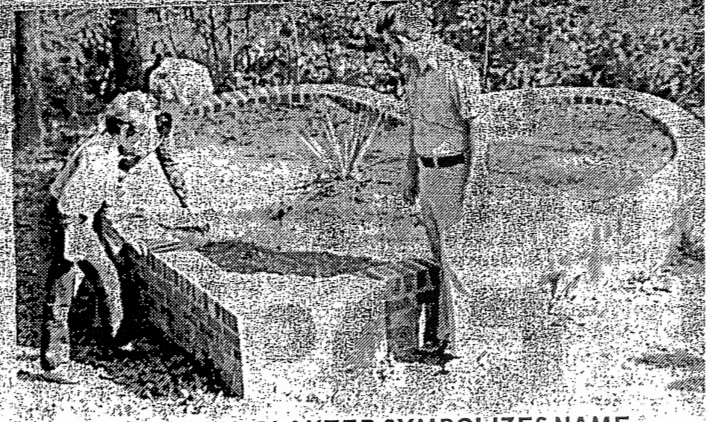
The remaining half of the basement is used as a casual entertaining area in the colder months of the year. Focal point of the area is a brick fireplace with the letter "H" spelled out in lighter bricks salvaged from the Hotel Robert Lee.

For her hobby, Sandra collects pieces of wrought iron and she is the one most responsible for the heart symbols in the home. Hearts are found in the iron railing that surrounds their sunken living room, in a towel star in the bath and in an iron rest on the side of the hom

But their biggest heart is the back yard. There Jer has recently finished buildi a 900-brick planter in t shape of a heart and ne spring, thanks to Sandra fall planting, it should be f of red, white and blu hyacinths and tulips.

While they say they ca think of anymore i provements or hearts add to their abode (wh they think is just abo perfect now) they do s they have one problem solved.

If anyone is in doubt o what to get them Christmas they are invited of heart, no matter wh shape, form, material usage, will be a welcom addition to their collectio



UNUSUAL PLANTER SYMBOLIZES NAME

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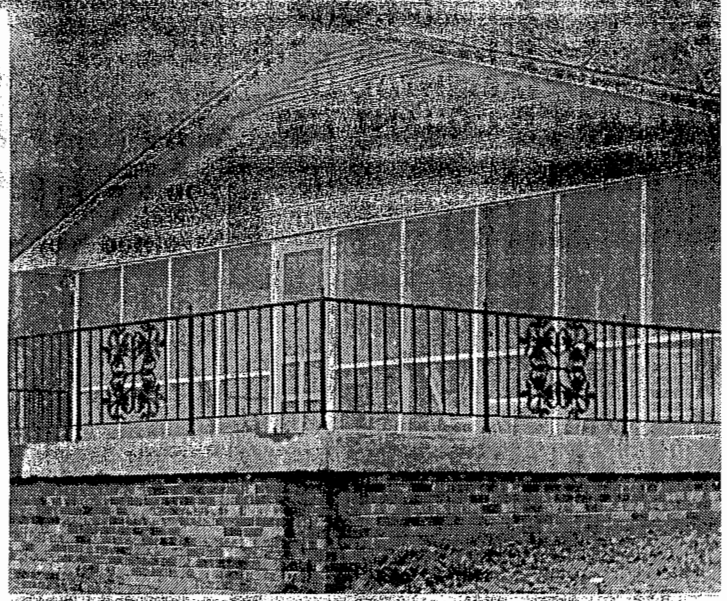
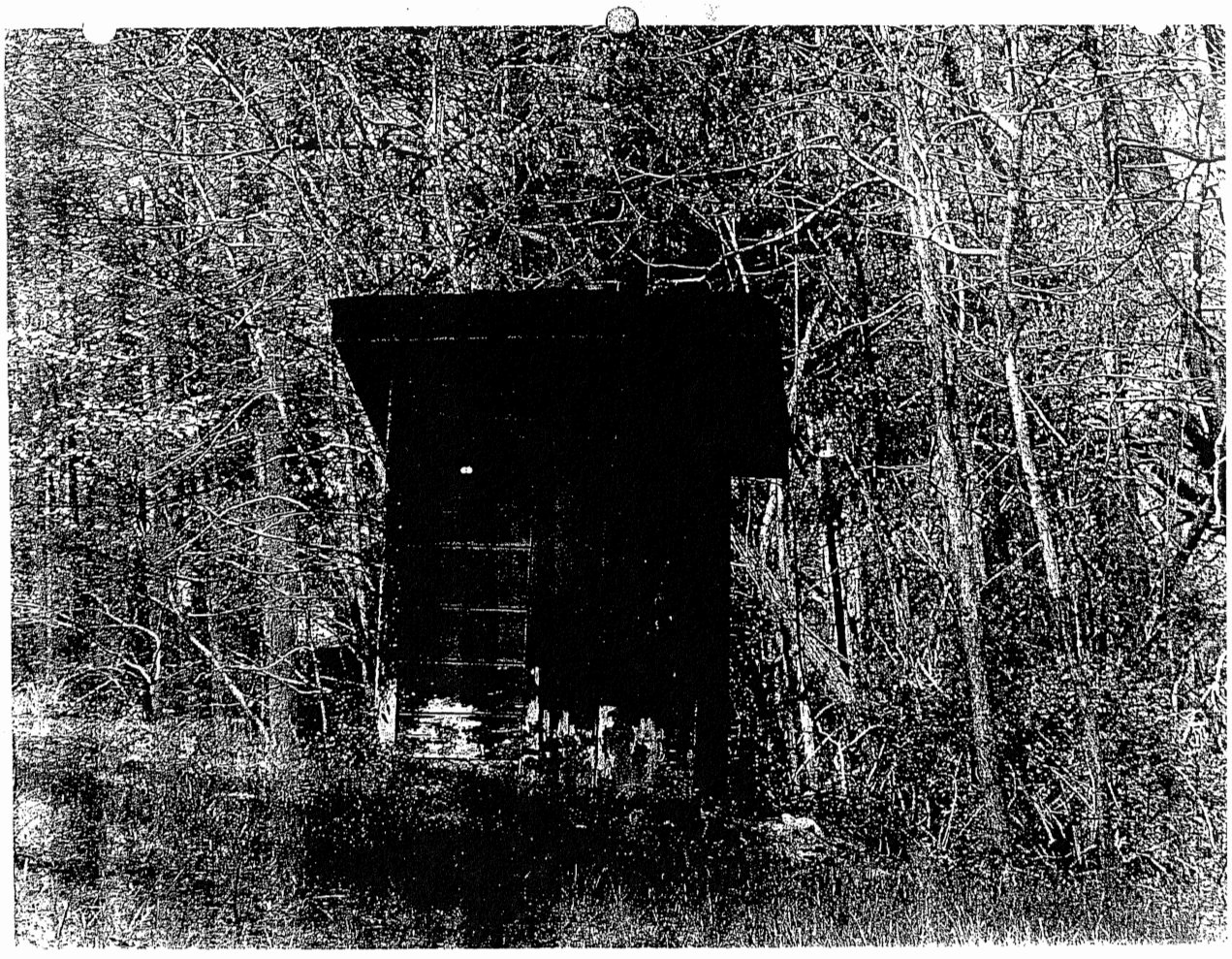
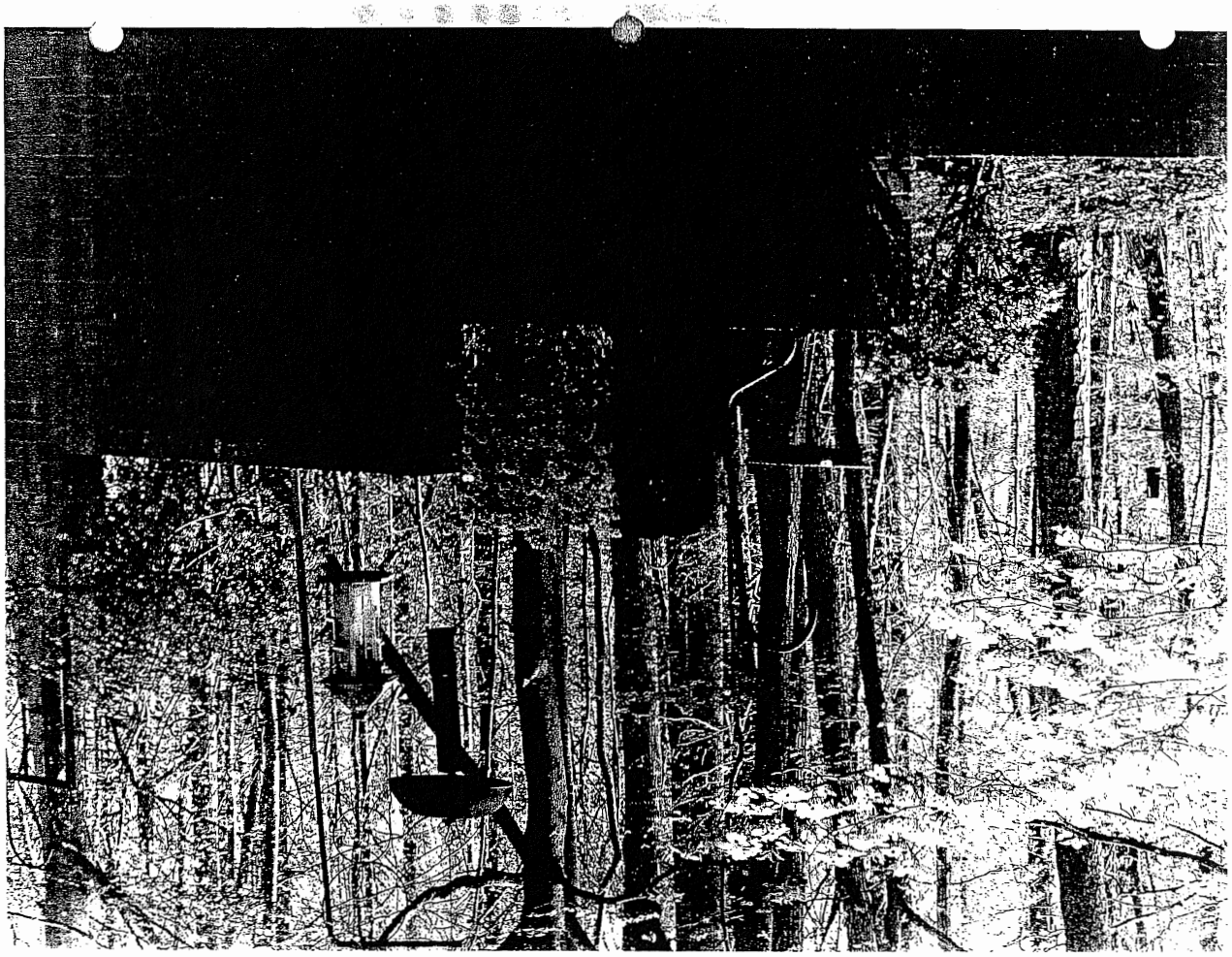
DREAM HOME SITS ATOP WOODED KNOLL

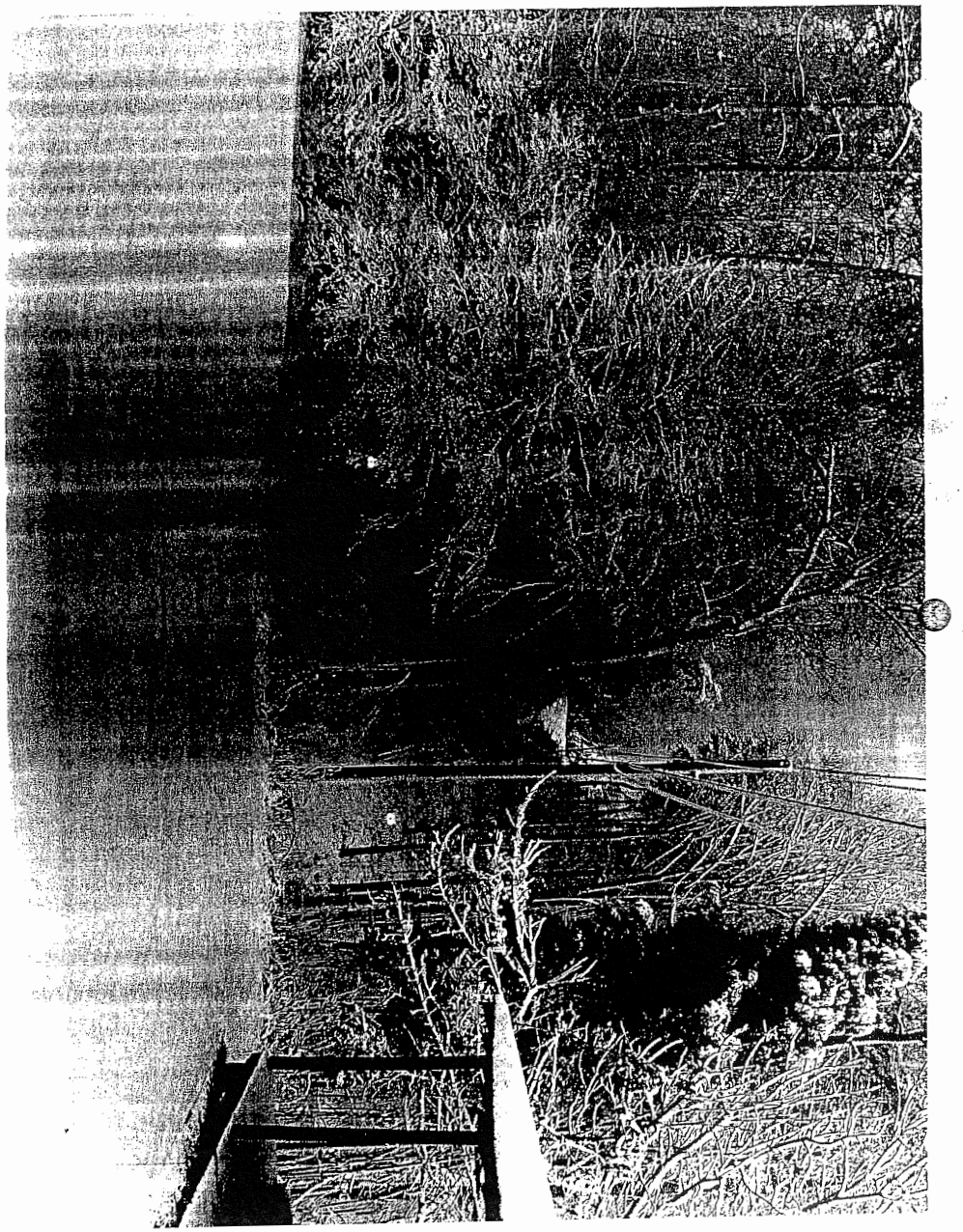


HEART SYMBOL TOPS DECK AND PORCH

BUTCHER







COMMENT SHEET

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

Design Public Meeting

U-2579 8.2625101 Forsyth County

November 17, 2004

NAME: DALE WILSON

ADDRESS: 2226 WEST MOUNTAIN ST. KERNERSVILLE N.C. 27284

COMMENTS AND\OR QUESTIONS:

(1) More crossing point of W. MTN. ST to the east or west to go with property Lines of farm of Dale Wilson. As it is now it splits farm down middle. Both sides worthless to Farm. Move to East property line of Dale Wilson or West property line of Helen Elliott. (William Bond property line) As proposed also cuts off right of way to Gary Wilson Land + House

(2) No Build option - Widen + upgrade US-52

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

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COMMENT SHEET

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

Design Public Meeting

U-2579 8.2625101 Forsyth County

November 17, 2004

NAME: Mike & Alice Mainello

ADDRESS: 315 Crooked Tree Dr, Kernersville NC

COMMENTS AND\OR QUESTIONS:

Good IDEA

(1) • On Ramp From Kernersville Rd to the connector

• Would like to see Hasting Hill Road
(2) Remain open either through an over or underpass. Sedge Garden Elementary is right on the road and increased traffic By the school could be dangerous.

Comments may be mailed to:
C. B. Goode, Jr., P. E.
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E-mail: cgoode@dot.state.nc.us

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pg 1 of 2

COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

December 2, 2004

NAME: Charles Ray & Judy R. Dillon

ADDRESS: 3380 Dillon Farm Rd, W-S 27105

COMMENTS AND\OR QUESTIONS:

1. By closing the road to the trailer park off New 311,
(1) the tenants will have noway in or out but to use our private driveway, across the dam of the pond. which may or may not be available according to the map.
2. It appears that the well for the trailer park will have
(2) to be relocated at considerable expense - IF the Tenants can leave their homes in place.
3. The 12" gas line across our pasture & land
(3) already would have to be moved.
(4) 4. Our spring-fed pond may be impacted also.
(5) 5. Many hardwood and pines (large) will be lost. Do we have the option to cut & sell prior?
(6) 6. 2 of our relatives (1 is handicapped) will be cut off over

Comments may be mailed to:
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E-mail: cgoode@dot.state.nc.us

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pg 2 of 2

#6 cont'd -
from access to Dillon Farm Rd - will be Land Locked. He's in no shape to have to relocate and rebuild.

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COMMENT SHEET

Winston-Salem Northern Beltway from US 158 to US 311

Pre-hearing Workshop

R-2247	6.628001T	Forsyth County
U-2579, U-2579A	8.2625101	Forsyth County

November 8 and 9, 2004

NAME: DONALD A SLOAN

ADDRESS: 1400 DEATRICK PL. W-S 27103

COMMENTS AND\OR QUESTIONS:

JUNY IS IT SO DIFFICULT TO DESIGN
① A EAST BOUND I-40 TO WEST BOUND
US421 AND VICE VERSA ?

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
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Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
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COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

December 2, 2004

NAME: Mrs. Tracey Shiffiette

ADDRESS: 710 Bluff School Rd
Kernersville, NC 27284

THE HUMANE SOCIETY OF THE UNITED STATES

COMMENTS AND/OR QUESTIONS:

(1) Kernersville needs (DESPERATLY) 2 interchanges w/the beltway. One needs to be @ Big Mill Farm Rd + one needs to
(2) be @ Sedge Garden Rd.

(3) We need over/under passes @ Pisgah
(4) Church Rd + Hastings Hill Rd. You Can not sever these roads as hundreds of students + parents will be terribly inconvenienced if Cash Elementary, Kernersville Baptist, East Forsyth Middle School + East Forsyth H.S. are further congested by cutting off these roads.

Comments may be mailed to:
C.B. Goode, Jr., P.E.
Manager of the Office of Human Environment
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Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-Mail: cgoode@dot.state.nc.us

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COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

December 2, 2004

NAME: L.R. Kelly % Christ Temple Church

ADDRESS: 2935 Cole Rd. Winston-Salem, N.C.

COMMENTS AND\OR QUESTIONS:

(1) Church will loose parking Area, Recreation Facilities Family Life Center was planned. Will have to Re-evaluate!

Comments may be mailed to:
C. B. Goode, Jr., P. E.
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COMMENT SHEET

Winston-Salem Northern Beltway from US 158 to US 311

Pre-hearing Workshop

R-2247	6.628001T	Forsyth County
U-2579, U-2579A	8.2625101	Forsyth County

November 8 and 9, 2004

NAME: Tod W & Jennifer S. Shields

ADDRESS: 501 Buck Run Dr, Kernersville NC 27284

COMMENTS AND\OR QUESTIONS:

1.) We would like to request a Noise Study to be Completed in our location because the New Road Will be 15 feet closer to our home. (1) We strongly suggest a Noise Barrier beside our home because of the Noise and Visual disturbance this will bring

2.) How is the State going to Compensate us for the property value of our home depreciating. (2)

Comments may be mailed to:
C. B. Goode, Jr., P. E.
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January 3, 2005

Comments on project U-2579A, Eastern Section Extension of the Northern Beltway

It is now apparent that Winston-Salem officials have no working knowledge of the Northern Beltway project. Unfortunately, without this knowledge they still chose to give specific route recommendations for the Eastern Section Extension. When questioned why such a specific route, their response was that they needed an interchange at Kernersville Road. Facts are they can get their interchange no matter which route is selected.

So why are they blindly making specific route recommendations without understanding the project? I would ask the committee to discount the statements from unifermed Winston-Salem officials.

(1) N3-S1 remains the best choice. It has the lowest initial and long-term costs. And the least long-term impact on the environment.

Daniel Tolley
Lexington, NC

Beltway Comment Form

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Beltway Comment Form

Please send your comments to DOT using this form. Deadline is January 5, 2004

COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth
County

NAME: Linda Klein

ADDRESS: 426 Valleymeade Drive

COMMENTS AND/OR QUESTIONS:

(1) I have several comments on the proposed beltway. Please do not cut Hastings Hill Rd to a dead-end. This is a very busy road leading to and from East Forsyth High School. This will create excessive traffic and long "detour" routes for those who live near the high school but on the "wrong" side of the break. Breaking up Pisgah Church Road would have the same effect for the new East Forsyth Middle School.

(2) Comments may be mailed to:

C.B. Goode, Jr., P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone (919) 715-1515 Fax (919) 715-1501
E-Mail: cgoode@dot.state.nc.us

(3) I also do not agree with an intersection at 150 and Sedge Garden Road. This is a very busy area and cannot handle the additional traffic as this would be the closest [illegible]. Please

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page 1 of 2

CITIZENS PARTICIPATION
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JAN 0 2005

December 31, 2004

Dear Mr. Goode and DOT members,

My family and I are very concerned with the proposed beltway/I74 coming through our area. It will have a large impact on our farm, our home place, our residence at 270 Motsinger Dr and on our neighborhood in the Sedge Garden community.

(1) I do not support any interchange ramps at Hwy 150. The traffic at times is already congested, especially in the morning around 7 to 7:45 and 2 to 2:45 because of the traffic around Sedge Garden School and during business hours. The beltway may reduce traffic congestion in some places, but ramps put at hwy 150 will cause even more traffic. When you have more traffic, you will usually have more accidents. Also, the proposed ramps between I 40 and Hwy 150 would be a little more than ½ mile from each other.

(2) According to you, the DOT, you prefer that there is 1 mile between on and off ramps. You are not following your own recommendation.

(3) N1, N2 and N3 routes will have an impact on our 50 plus acre farm. N1 route will hurt us the most. It will take about 70% of our farm, which has been in our family for over 125 years, would land lock us having no access road because of closing Motsinger Drive, would take our home place which was built in 1909, our feed barn, and four storage buildings. Our home place and out buildings are old but they mean something to me and they would be expensive to replace. Also, this road would take away our creek access where our cows get water and where we get water to irrigate our cut flowers. We farm 5 acres in cut flowers and vegetable crops and the remaining land is in pasture for our cows and calves. N1 route would ruin us and put us out of business. While comparing the three routes, according to your project impacts, N1 will be one of the most expensive and will cause the relocation of most residences.

(4) I feel like this beltway will destroy the Sedge Garden community…If this road is supposed to help improve mobility within and through out Forsyth County, reduce traffic congestion, accommodate future traffic growth, and improve safety, then I wish this road was moved closer to Kernersville to help them with their traffic problems and growth.

(5) I also do not support closing Hastings Hill Road. This road is used very much for school traffic to East Forsyth High and to Sedge Garden School.

Motsinger Drive was named after our family. I feel like you are taking away our heritage and our land. We have worked very hard to keep our farm in farm production and I am very hurt we have to plead with you over this situation. You, the DOT, are the jury and I am on the stand trying to convince you not to destroy our future. Can't there still be some farm land left in our area?

(6) If I have to choice a route, then the best route I prefer is N2. This route will take most of the land on Oak Grove Road, some land off Weavil Road and the bottom of our farm at 290 Motsinger Drive, but at least we will still have my home place and barns left and most of the farm left.

So Missy, Larry, Carl, and other members of the DOT, thank you for your help and time. I pray you will not choose the N1 route for this beltway.

Sincerely,

Terry W. Motsinger
270 Motsinger Drive
Winston-Salem, NC 27107
336-785-4218

CITIZENS PARTICIPATION
RECEIVED
JAN 04 2005

December 31, 2004

Dear Mr. Goode and all people involved:

My husband and I attended the Design Public Hearing of the Beltway's Eastern Section on November 17, 2004, to get an idea of what happens at a public hearing. Each speaker represented one or more businesses; I was therefore present on behalf of our cows, dogs, etc., since they couldn't speak for themselves (a little humor intended).

At the meeting after our speeches had been given, another speaker strongly criticized us as having selfish motives rather than looking at the broader picture. It was my understanding that the D.O.T. wanted input from individuals as to how the beltway would impact them.

Following is a copy of my speech given at the Eastern Section Extension Corridor Public Hearing on December 2, 2004:

"It was November 1, 2001, at Sedge Garden Elementary School when my husband and I went to our 1st beltway meeting.

Since that time, we have tried to keep informed about the beltway by reading newspapers and newsletters, listening to radio reports, watching television updates, and now, searching on the internet.

We have attended all 5 of the Nov. and Dec. meetings this year to learn as much as we could about the beltway. Even with all this attention to detail, the project is still overwhelming.

It has been a pleasure meeting with the Winston-Salem and Raleigh D. O. T. personnel. It is obvious how much time has gone into beltway planning, development, and implementation, and into intricate map creation.

Many people with whom I have talked say they haven't heard of the beltway, don't know what to say on the comment sheet, wouldn't want to get up in front of people and speak, don't think it would do any good anyway, OR just want the D.O.T. to buy their property and finally get on with the building of the beltway.

I didn't want to get up in front of all these people either, but it is my sincere desire that you know how I feel. Do I think it will do any good? YES. You have said that personal input would be one of three

considerations in choosing a final NCDOT preferred alternative. I am positive that our personal input for project 2579-A WILL matter.

I have questioned the very patient, knowledgeable, and professional D.O.T. staff, and carefully studied the maps by Kimley-Hiorn & Associates. Criticism alone does not solve problems. I now have suggestions and possibilities to replace my initial shock and anger. These will be submitted in writing and/or in person.

(1) Because of the many recent housing projects developed in our area, we are opposed to any of the Kernersville Road interchanges. This area cannot handle the traffic it has now; an interchange would only complicate matters severely.

What is my family's situation? We use the 50+ acres for our homes, farmland, businesses of cut-flower and vegetable production, and beef cattle.

(2) We are involved in all three of the N routes: N1, N2, and N3. I am strongly opposed to N1 for the following reasons:

_The property would be landlocked because Motsinger Drive would be closed;
_Water access for crop irrigation and creek water for cows would be eliminated;
_The road would be in our front yard;
_The number of fields used in growing cut-flowers, garden produce, and pasture land would be greatly reduced------therefore, profits would be greatly decreased;
_My husband's home place and barns of over 100 years would be bulldozed to the ground;
_Our business plans for retirement would be destroyed; it would be VERY expensive to recreate all we have at another site (if a location was found in our Sedge Garden area);
_It would exhaust us emotionally; and
_It would bring constant noise and pollution to a quiet, peaceful, natural area.

Our farmland is now surrounded on the east, west, and south with new housing developments. The terrestrial wildlife from those areas enjoy a safe haven on our land. After the 4th beltway meeting this year, a news story on television and in the newspaper (11-18-04...Associated Press Article in Winston-Salem's Journal) was titled, "Fatal Run-Ins with Deer at Record High...." It reported that there were 1.5 million wrecks involving deer last year, injuring 13,713 people and causing $1.1 billion in vehicle damage....Clearly, a safe haven for animals is needed.

I would like to close with a portion of our Thanksgiving liturgy from the current Moravian Book of Worship which addresses the current situation:
"Help us, Creator God, to share the resources of this world as good and faithful stewards. Show us how to tend the land, water, and air and to prevent their pollution and destruction. Teach us the discipline of conserving and of replacing what we have used. Deliver us from exploitation. Keep us from idolizing money and material possessions. And make us compassionate in our concern for the needs of others. Amen."

In summary, I feel very strongly against N1. N2 and N3 will also affect us, but not to the magnitude of N1."

My suggestions and possibilities are as follows:

(3) If N1 was chosen (which land locks us and three others), purchase of one home on Sedgeview Lane instead of four in the area would be less costly and provide an outlet for the other four.

(4) I do not know the procedure of buying properties; however, it seems best for all if new development building could be halted as soon as possible after the route is chosen. For example: Oak Hill Place has homes over $130,000. Many have not been sold at present. Why go ahead and sell them just to later have to buy them? The contractor is the one making the money----he/she sells the home and then is gone!

(5) In Winston-Salem there are exit and entrance ramps that are so short that many accidents have happened. Please check again to see if any of the roads in the beltway plan could be lengthened to better provide safe driving. (One example: the ramp between Highway 150 and Interstate 40).

(6) In talking with several people about our loss of water access in all three N routes, I asked about the possibility of moving the highway corridor slightly so that some water access for the Motsinger land would be provided. Thank you for taking another look at this problem.

(7) **Wildlife safety really concerns me. They need the water that is now found on our property. Are there enough rural areas versus populated areas? We need the life cycle of the trees; if every area is "citified", we have upset the balance of nature.**

I am sure there are other suggestions and possibilities to be considered, and we would be glad to help in any way discovering/solving problems with you. Sometimes an outsider's view helps to see something missed because of the total involvement and immersion of the other person.

Thank you for allowing us to express our views and to help in the decision-making process.

Sincerely,
V. Ellen Reed Motsinger

V. Ellen Reed Motsinger
270 Motsinger Drive
Winston-Salem, NC 27107-1944
(336) 785-4218

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Beltway Comment Form

Please send your comments to DOT using this form. Deadline is January 5, 2004

COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

NAME: Jane Pevarnik / John Pevarnik

ADDRESS: 170 Ben Smith Road Kernersville, NC 27284

COMMENTS AND/OR QUESTIONS:

(1) We feel the current plan of very limited access and strip mining roads to the Kernersville community is inadequate. We are one of the fastest growing areas of the county and this population is being isolated.

(2) Every opportunity should be taken to keep existing roads intact by overpass. We will be among the many who will be

(3) directly affected by cutting off Hastings Mill Road with a bisecting highway. Don't make our traffic problems worse by placing through our community

Comments may be mailed to:

C.B. Goode, Jr., P.E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone (919) 715-1515 Fax (919) 715-1501
E-Mail: cgoode@dot.state.nc.us

20002474 166

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DEC 09 2004

RALEIGH REGULATORY FIELD OFFICE

12/6/04

From: Jeff Long
516 Clubb Rd.
Kernersville, NC 27284

To: Department of the Army, Raleigh Regulatory Field Office
Attention: Mr. Eric Alsmeyer
6508 Falls of Neuse Road, Suite 120
Raleigh, NC 27615-6814

Re: Projects U-2579 and U-2579A, Eastern Extension of the Northern Beltway in Forsyth Co. NC. I am concerned about the location of this section of the Beltway

Dear Sir,

I recently attended a public meeting concerning the Eastern Extension of the Northern Beltway. I viewed the present preferred alternative as it passes under West Mountain Street, to the West of Kernersville. The concern I wish to express involves several issues. First, this highway is a very poor use of the land. The open spaces this highway is slated to go through are the future growth areas of Forsyth County. The highway needs to pass through land to the East of Kernersville whish are further from the core developmental areas. Winston Salem is cutting off its right hand by supporting the routing of traffic directly through its feeder suburbs and rural communities. Second, this highway will ruin the rural culture of the Kernersville area. Irreplaceable heartland, farms, grandmothers, cultural roots that go back one to two hundred years will be erased and replaced with a poorly placed super highway that serves everyone but the local interest. Third, this highway is located much to closely to the natural springs and streams that feed Salem Lake, the primary source of drinking water in the Eastern Winston Salem and Kernersville area. The engineer who chose to draw lines on the map that routed this thing through the feeder suburbs, through the source of and in very close proximity to the drinking water reservoir, and through our rural farmland and communities made a mistake. Fourth, last but definitely not least, economically speaking there have been some major shifts in the dynamics of our local economy.

(1) (2) (3) (4)

The Fed-Ex Hub is going to be completed before anyone realizes there is going to be no way for our area to benefit without some additional East-West infrastructure improvements. If we do not act fast and relocate this highway more directly towards the Piedmont Triad International Airport immediately, we are going to miss our plane. Also,

regarding the local economy, we are having to bri..; I mean "provide an incentive package" to a large corporation, Dell Computers, just to locate in our poorly planned area. They must realize our land is undervalued near our core cities, that our people are highly educated but willing to be underpaid (maybe because no one can get to work on time with our present transportation situation), and that our local politicians are dazzled by dollar signs rather than behaving themselves with a little foresight and common sense concerning the basics. Protect our water resources, reduce pollution in our cities (noise and air), provide some wildlife refuges close to our cities, and maintain and constantly with timeliness improve existing roadways IN ADDITION to providing jobs.

(5) Our present transportation infrastructure needs to be concentrated upon, existing highways such as Highway 66, Highway 158, US 52, Highway 150, Highway 68 need to be widened immediately. If they are not improved before this highway comes to town there will be an even bigger mess than we already have.

Our drinking resources should be protected at all costs even if the cost I speak of involve re-engineering this route and shifting it to the east side of Kernersville. There are fewer streams to the east side of Kernersville which feed major water reservoirs. The reservoirs which are fed by these easterly streams would be further from the polluting highway and will be naturally filtered before they reach the respective reservoirs. THIS IS NOT THE CASE WITH THE LOCATION OF THE PROPOSED BELTWAY. The streams which it affects are not sufficiently far enough from the Salem Lake reservoir to properly filter the contaminants which the highway will carry. There is GREAT POTENTIAL for dangerous contaminants to enter the reservoir with the highway in such close proximity; gasoline, oil, salt, chemical residues, transported hazardous chemicals, and toxic waste to name a few. With more interchanges and merging traffic the possibility of major spills and permanent contamination increase. To protect the freshwater resources of our country for future generations we must not allow such a major source of pollution to be placed in such close proximity to the source of a locality's drinking water supply IF WE TAKE A LONG TERM VIEW CONCERNING THIS PROJECT WE MUST RECOGNIZE THAT OUR WATER RESOURCES ARE IRREPLACABLE. THE PRESENT ROUTE FOR THIS CORRIDOR WILL POLUTE OUR LOCAL WATER RESERVOIR AND WILL ENDANGER THE LIVES OF LOCAL CITIZENS.

I realize my comments come at the 9th hour in the decision making process. I hope that, despite this fact, someone will have the foresight and the courage to stand up to this massive bureaucracy. Those who have been blinded by the dollars already buried in this thing and don't have the courage to speak out even though they too see that their plan has taken so long it has become environmentally, economically, socially and culturally unfeasible and outdated.

Please take my comments into consideration. I realize you are just one man who has been given a great responsibility, to review comments and determine if this project is safe for our long term water resources. I believe the section of the beltway from Business 40 to West Mountain Street is an extremely poor location as it pertains to ensuring water quality.

Existing roadways must be improved in this immediate area. For long term planning it definitely makes more sense to scrap the existing plan and move the Eastern

portion of the Northern Beltway further east. In my opinion both from a water quality viewpoint and from and economic/transportation viewpoint.

Many individual men have made enormous decisions which were not always popular at the time. Is it better to be popular or to do what is right? Please do not allow yourself to be influenced by the politicians and big dollar signs which are flowing around this project. Groups have been throwing money at this project and it has already cost so much. At this 9th hour, decision makers such as you, must intelligently view the proposition before them. Is it worth continuing to pour money into a route that so clearly is located too far from emerging economic sources such as Fed-Ex in Western Guilford County? Is it worth pouring more money into a project that devours the few remaining open spaces left in Forsyth County? Is it worth ruining our drinking water by placing such a potential source of pollutants so close to a major water supply when we still have the opportunity to relocate it?

Please recommend that existing roadways must be improved in the short term. Please recommend moving the path of the highway away from fresh springs and streams which supply our citizens with drinking water and moving it East of Kernersville. Please recommend that this plan be scraped and relocated to the East of Kernersville so that our area can more greatly benefit from the new Fed-Ex Hub.

I know you're glad I'm almost finished. Please consider my statements and modify the permit so that it better meets the needs and the welfare of the local people. We are all on the same team in this country and the issues that affect us locally, in the long run, affect the overall heath of our national economy.

Thank you for your time and consideration of my comments and those of other regular citizens.

Yours Truly,

Jeff Long

FACSIMILE TRANSMITTAL HEADER SHEET

For use of this form, see AR 25-11; the proponent agency is OCISC4

COMMAND/ OFFICE	NAME/ OFFICE SYMBOL	OFFICE TELEPHONE NO. (AUTOVON/Comm.)	FAX NO. (AUTOVON/Comm.)
FROM: Army Corps of Engineers Wilmington District	Eric Alsmeyer Raleigh Regulatory Field Office	(919) 876-8441 extension 23	(919) 876-5823
TO: NC Department of Transportation - Division of Highways - PDEA	~~Office of Natural Environment~~ ATTN: Missy Dickens	(919) ~~733-1391~~ 733-7844 x 218	FAX (919) ~~733-1391~~ 733-9794

CLASSIFICATION	PRECEDENCE	NO. PAGES (Including this Header)	DATE-TIME	MONTH	YEAR	RELEASER'S SIGNATURE
UNCLASS.	Routine	4	12-15-04 340p			Eric Alsmeyer

REMARKS

Missy: TIP NO. U-2579A W-5 N. Beltway PN Comment

Space Below For Communications Center Use Only

DA FORM 3918-R, JUL 90 — DA FORM 3918-R, AUG 72 IS OBSOLETE — USAPC V2.10

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COMMENT SHEET

Winston-Salem Northern Beltway from US 158 to US 311

Pre-hearing Workshop

R-2247	6.628001T	Forsyth County
U-2579, U-2579A	8.2625101	Forsyth County

November 8 and 9, 2004

NAME:

ADDRESS:

(1) COMMENTS AND\OR QUESTIONS:

I live on Ellen Ave in Dawson Park Development. There are about 70 homes in this development. To put a traffic light on Reynolda Rd. (Hwy 67) along this area of the road is just going to make it really dangerous for all of us coming out of Dawson Park. Traffic is already heavy on Hwy 67. It sounds like we will have to turn right on Reynolda Rd and then make a U-Turn to go left. Sounds dangerous to me! Also don't understand why Reynolda Rd will be widened on the other side - State has already purchased and removed houses on that side. To widen on DawsonPk side will take half of the yards of about 6 homes. Why ruin this homes, the road will be so close to their front doors. Someone needs to do more study on this.

Thanks.

Deanna Jackson
1455 Ellen Ave
Hayesville, NC 28906

(336-924-4534)

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

Also this will leave my husband and myself with (2) vacant lots (facing Reynolda Rd) that we will not be able to sell or build on this as [illegible]

Subject: Eastern Portion U2579A
Date: Wed, 17 Nov 2004 12:25:40 -0500
From: "Harp, Carol" <Carol.Harp@stratapult.com>
To: <cgoode@dot.state.nc.us>

(1) I live at 3214 Swaim Road, Winston-Salem that runs parallel to US 311 South. It looks from the maps that you will be going through my neighborhood. Have formal plans been made to take our neighborhood? Or, who should I contact? My neighbor has moved out as he will be working on this project starting, I believe, 2005. This concerns me as we have not heard anything formal from the state. If our neighborhood is to be taken how long before we are notified and how long would we have to relocate?

Thank you for your attention to this matter.

Sincerely,

Carol S. Harp
Stratapult

2650 Pilgrim Court
Winston-Salem, NC 27106
Office: 336 631-2769
Fax: 336 631-2903
mailto:carol.harp@stratapult.com
internet: www.stratapult.com

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Subject: W-S Eastern Beltway Question
Date: Tue, 9 Nov 2004 12:51:43 -0500
From: mike.hester@syngenta.com
To: cgoode@dot.state.nc.us

Good Afternoon,

My name is Mike Hester. I have a question regarding the Eastern Section of the Winston-Salem Beltway. I am unable to make the public meetings scheduled for this week or next as I am out of town on business.

(1) I live at 508 Buck Run Drive in Kernersville. Per the most recent map I have seen of the proposed route of the eastern section there will be an interchange at Business 40, and the exit ramp of this interchange will be very close to my home. Browsing through the website and looking at the environmental impact report I could not ascertain if my home will be affected. Based on the current path will my home be affected, and if not how close will this interchange be? Will Gerry Drive, which currently parallels B40 be part of this interchange or be closed?

I appreciate any info and direction to web documents/maps that could answer my questions.

Thanks

Mike Hester
Office 336-632-7235
Cell 336-255-1848

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COMMENT SHEET

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

Design Public Meeting

U-2579 8.2625101 Forsyth County

November 17, 2004

NAME: Gene Miller (Asst. Supt. WS-Forsyth County Schools

ADDRESS: 1605 Miller St. Winston-Salem, N.C.

COMMENTS AND\OR QUESTIONS:

(1) I would prefer option W-3 on the Eastern Corridor. It will put the new 2000 Above Sedge Garden School and would be preferable to the options that bring the road below and almost on school property.

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

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COMMENT SHEET

Winston-Salem Northern Beltway from US 158 to US 311

Pre-hearing Workshop

R-2247	6.628001T	Forsyth County
U-2579, U-2579A	8.2625101	Forsyth County

November 8 and 9, 2004

NAME: _____

ADDRESS: _____

COMMENTS AND\OR QUESTIONS:

(1) Please send this gentleman a copy of the Germanton Road interchange. He lives just outside the R/W, but wants a copy of the interchange. Let me know if you have questions. Thanks

-Drew Joyner
919-715-0954

Kenneth Blakeley
5848 Germanton Road
Winston Salem (he didn't give his zipcode)
767-2980

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

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COMMENT SHEET

Winston-Salem Northern Beltway from US 158 to US 311

Pre-hearing Workshop

R-2247	6.628001T	Forsyth County
U-2579, U-2579A	8.2625101	Forsyth County

November 8 and 9, 2004

NAME: LEE WARD

ADDRESS: 4445 ~~PEARD~~ LANE ST WINSTON-SALEM NC 27105

COMMENTS AND\OR QUESTIONS:

LANE ST RUNS IN TO OLD WALKERTOWN ROAD
TIP PROJECT U-2579

(1) (1) How far is the project from my street.

(2) (2) I would like Xerox copy of Interchange between Stanleyville Rd & University Parkway. Quadrant D & southward.

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

COMMENT SHEET

Winston-Salem Northern Beltway from US 158 to US 311

Pre-hearing Workshop

R-2247	6.628001T	Forsyth County
U-2579, U-2579A	8.2625101	Forsyth County

November 8 and 9, 2004

NAME: Ronald Adams 11-9-04

ADDRESS: 422 Eastcrest Dr. Kernersville 27284

COMMENTS AND\OR QUESTIONS:

(1) Roll #1 House #122
Eastern Extension
Send copy to us pls of the above description
Also newsletter updates

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

Gurak, Jill S

From: 'Jane Calhoun' [jfcfedrp@bellsouth.net]
Sent: Sunday, November 28, 2004 6:54 AM
To: jsgurak@pbsj.com
Subject: WSNB Comments

Name:	Jane Calhoun
Street Address:	110 Wesley Court
City:	Winston Salem
State:	NC
Zip Code:	27107
Email Address:	jfcfedrp@bellsouth.net
Question or Comment: (1)	I have received my first correspondence regarding this project from the Army, and this was my first notification that I will be directly impacted by this project. I would like to know how I can receive all the information that my neighbors have apparently been receiving regarding this project. Could you please tell me who to contact or what is necessary to receive all correspondence in the future. Thank you, Jane F. Calhoun

214

map request

Will Lowry
401 Montcrest Dr. #131
Kernersville, NC 27284

Ed Maddux
104 Hedgemore Dr. #126
Kernersville, NC 27284

B+W photocopy
Roll 1 - U-2579A
I-40 Bus Interchange, quadrant D
and
Roll 1 inset

Same area for both

215

map request

Richard Enscore - a copy of map
135 Gerry Drive
K'ville NC 27284 "Nelson"

JAMES W. JOHNSTON
125 GERRY DR.
K'VILLE NC. 27284 "peddycord"

U-2579A
Roll 1
I-40 Business Interchange, quadrant B
at Gerry Rd & Rachel Rd

Same area for all 3

Kaylon Crotts
5029 Hammond St
K-V 27284 "Crotts"

916

map request

1 Virginia Wright
4410 Winnabow Rd
W-S 27105

Northampton cul-de-sac area at Old Walkertown Rd

U-2579
Rou 3

917

Subject: Winston Salem Beltway Eastern Section & Newsletter
Date: Sun, 7 Nov 2004 12:51:10 -0500
From: "Kelli" <zodydog8@aol.com>
To: <cgoode@dot.state.nc.us>

Carl,

1 Thank you for your time. I was reading the Sunday paper of the Winston Salem Journal and found the article of all the the meetings taking place on the beltway and did not realize that you had a news letter that was being sent out. My neighbor and I were wondering if we could get a copy of the latest news letter sent to us and be added to the mailing list on any future mailings you may have.

2 We live in the Brookmont sub-division off Glen Hi Road, which is off Union Cross Road. If you have time to respond to this letter could you please tell me how exactly this affects our neighborhood. Because I do see that there are a couple different proposed ways this may go and from what I see two of the five do possibly affect our neighborhood. I do understand this may be sticky subject with alot of people but I am not writing this in any such way to complain or be a problem I just would like to know how I may be affected and to see if the other proposals that avoid my area look like they would be put in place before I would be affected.

Thank you very much for your time,

Kelli Westfall

For the newsletters:

Kelli Westfall
704 Hampton Way Drive
Winston Salem NC 27107

Paula Smith
632 Brookmont Drive
Winston Salem NC 27107

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CITIZENS PARTICIPATION
RECEIVED
NOV 22 2004

COMMENT SHEET

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

Design Public Meeting

U-2579 | 8.2625101 | Forsyth County

November 17, 2004

NAME: William and Hilda Barry

ADDRESS: 4163 Glenn High Road, W-Salem, NC 2711

COMMENTS AND\OR QUESTIONS:

(1) It seems likely that both S-1 and S-2 alternatives for the Eastern Extension (TIP Project U-2579A) will impact our septic system which is located very close to the front of our property.

We are unable to attend the Formal Corridor Public Hearing for the Eastern Section Extension Thursday, Dec. 2, 2004. Please send a copy of the minutes of this meeting to the address listed above. Thank you.

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

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WINSTON-SALEM
MARK ROGERS OR TROY HALL 1/ NOV 8

11X17 of U-2579 Roll 3 of 4 (1)
Xerox

SR 2216 DAVIS ROAD
SR 2219 & DIPPEN RD
SNOW PROP

Mark subject to change
PUT IN ENVELOPE

copy ✓ 278

DAVID RAY WHITE U-2579 (2)
Roll 4 of 4 EASTERN SECTION
Rt Edge of Map

* Would like DOT to slide R/W over 10' and take him.

85-90% Damages due to proximity
$350,000 down to $35,000

Darrell Westmoreland ↗ same map
DAN WESTMORELAND - HOME/BLDGS

222

DARRELL WESTMORELAND
DAN WESTMORELAND

NOV8

(1)

U-2579 Roll 4 of 4

MAJOR R/W TAKE AT INTERCHANGE

WANTS COPY ✓ E73

223

Gene Kirby

3501 Corvair Drive
High Point, North Carolina 27265

Department of the Army
6508 Falls of Neuse Rd, Suite 120
Raleigh, N. C. 27615-6814

Attention: Eric Alsmeyer

Gentlemen,

I am a recipient of your Public Notice letter dated; November 16, 2004 which pertains to Action ID#200021474. My interest in this project is the result of my ownership of a 45-acre tract in the path of Project U-2579A, just at its intersection with U.S. 311.

My understanding is that there are three alternative routes for the extension of the Beltway from U. S. 52 to U. S. 311. Two of the three alternative routes involve my property. The proposed alternative route designated as N1-S1 would be the most undesirable, in my opinion. This route would destroy natural wetlands, man-made ponds, two converging streams, and would further destroy my kennel business, which I have developed over the past 22 years. A major part of the proposed N1-Sl route lies in a flood plain, which is very much flooded during heavy rains.

I have landscaped and improved the property aesthetically over the past years to the point that it is now one of the most beautiful tracts in Forsyth County. It is fenced, grassed, and maintained to the point that it stands out as someplace special. We use the property for recreation, and the ponds for fishing and for Retriever dog training, which is our official business

In addition, the County /City has just place a major sewer outfall line through the property. That outfall line lies directly in the path of the proposed Alternative N1-S1

For these reasons I oppose this Alternative, but recommend Alternative N1-S2, which does not touch my property. I feel that this route would be least environmentally damaging and the most practicable Alternative for the Beltway.

Respectfully submitted,

Gene Kirby
November 23, 2004

Telephone: (336) 869-5527 • Fax (336) 869-8471

DNR
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pg 1 of 2

Gene Kirby

3501 Corvair Drive
High Point, North Carolina 27265

Ms. Missy Dickens, P. E.
N. C. DOT
1548 Mail Service Center
Raleigh, N. C. 27699-1548

Dear Ms. Dickens,

This letter is a follow-up to my written comments which were left at the Winston-Salem meeting on Tuesday, November 9.

(1) If Alternative S-1 is in fact selected (I opposed this selection for obvious reasons), the remainder of my land at 4000 High Point Road would still have some residential developmental value if it could be tied together with the SUE WOOSLEY property and the HAZEL SMITH property. This residential development value would be greatly diminished if the High Point Road were in fact closed, as projected by your presented plans.

(2) The closing of High Point Road would put my land at the dead-end of a road going nowhere, would cut off easy accessibility to the new industrial tract on Temple School Road (perhaps the Dell Computer site), would cut off easy accessibility to the elementary school (Union Cross), and would cut off the most direct route to High Point.

Accessibility would be a selling point to prospective residential developers and development would help offset the loss of the closing down of my kennel and training grounds. The operation of the kennel is 100% dependent on having the 3 training pond available, but those ponds are taken by the highway if S-1 Alternative is selected..

(3) Regardless of which Alternative Plan is chosen, access to Temple School Road is absolutely essential if my property is to change from its present use to residential or industrial use, and to retain a portion of its value.

I would think that the development of the Temple School Road industrial tract, with the possibility of that being used by DELL COMPUTERS with 2000 cars using the highway would put a terrific traffic load on Union Cross Road. Union Cross is already extremely busy with traffic from Union Cross Industrial Park and Glenn High School. Even if DELL chooses another site, some other supplier, or an unrelated industry or industries will ultimately move to this new park..

My thinking is that we will need all the open highways that we can develop to handle the sure-to-be increased traffic in the area. When this Beltway is completed some 10 years from now the area will be completely different because of the industrial

Telephone: (336) 869-5527 • Fax (336) 869-8471

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development and the accompanying residential development. It seems to me that High Point Road must remain open to help handle the local traffic rather than spilling it out onto I-74 or I-40.

Now is the time to consider the long-term highway needs for a rapidly growing area. You must keep High Point Road open at any cost.

Respectfully submitted,

Gene Kirby

Gene Kirby
November 11, 2004,

Cc: Grayson Kelley, Office of Attorney General
Mayor Allen Joines, Winston-Salem
Asst. Mgr. Lee Garrity, Winston- Salem

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pg 1 of 60

TERRIS, PRAVLIK & MILLIAN, LLP

BRUCE J. TERRIS
CAROLYN SMITH PRAVLIK
KATHLEEN L. MILLIAN
SARAH A. ADAMS

1121 12TH STREET, N.W.
WASHINGTON, D.C. 20005-4632
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CAROLYN D. MOZDEN
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LARA CARTWRIGHT-SMITH
LEMUEL B. THOMAS
ALICIA C. ALCORN*

MONICA WAGNER
LYNN E. CUNNINGHAM
Of Counsel

*Not Admitted D.C. Bar

January 14, 2005

VIA FEDERAL EXPRESS

Gregory Thorpe, Ph.D.
North Carolina Dept. Of Transportation
Mail Service Center 1548
Raleigh, NC 27699-1548

Re: Comments on the Environmental Impact Statement for Project Nos. R-2247, U-2579, and U-2579A

Dear Dr. Thorpe:

Enclosed please find our comments on the Winston-Salem Northern Beltway EIS, submitted on behalf of the North Carolina Alliance for Transportation Reform, Inc. and Friends of Forsyth County, an unincorporated association.

Please contact me if you have any questions.

Sincerely,

A.S. Ahmad

Aamra S. Ahmad*
** Not yet admitted to the bar; supervision by Bruce J. Terris, a member of the D.C. Bar.*

Enclosure

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COMMENTS ON THE FEDERAL HIGHWAY ADMINISTRATION'S AND NORTH CAROLINA DEPARTMENT OF TRANSPORTATION'S SUPPLEMENTAL FINAL ENVIRONMENTAL IMPACT STATEMENT FOR PROPOSED WESTERN SECTION OF THE NORTHERN BELTWAY
AND
SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR PROPOSED EASTERN SECTION AND EASTERN SECTION EXTENSION OF THE NORTHERN BELTWAY

Submitted on behalf of the North Carolina Alliance for Transportation Reform and its members and Friends of Forsyth County and its members,

Bruce J. Terris
Terris, Pravlik & Millian, LLP
1121 12th Street, N.W.
Washington, DC 20005-4632
(202) 682-2100

January 14, 2004

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TABLE OF EXHIBITS

Exhibit No.	Description of Exhibit
1	Report of Norman L. Marshall and Brian R. Grady, "Review of Winston-Salem Northern Beltway SFEIS/SDEIS," Jan. 14, 2005.
2	Richard Craver, *We've Got Dell*, WINSTON-SALEM JOURNAL, Dec. 23, 2004, at 1.
3	V. Cherrie & J. Sparks, *Dell-Site Proposals Face Quandry*, WINSTON-SALEM JOURNAL, Nov. 18, 2004, at 1.
4	Jim Sparks, *EPA Faults Air in 3 N.C. Counties*, WINSTON-SALEM JOURNAL, Dec. 18, 2004, at 1.

STATUTORY BACKGROUND

The National Environmental Policy Act (hereafter "NEPA"), 42 U.S.C. 4321, *et seq.*, declares a broad national commitment to protecting and promoting environmental quality." *Robertson v. Methow Valley Citizens Council*, 490 U.S. 332, 348 (1989). Its goal is "to use all practicable means and measures * * * to create and maintain conditions under which man and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future generations of Americans." 42 U.S.C. 4331(a).

"To ensure that this commitment is infused into the ongoing programs and actions of the Federal Government, the act also establishes some important 'action-forcing' procedures" (citations omitted). *Robertson v. Methow Valley Citizens Council, supra*, 490 U.S. at 348. NEPA requires "that federal agencies prepare [environmental impact statements] to be included 'in every recommendation or report on proposals for . . . major Federal actions significantly affecting the quality of the human environment'" (omission in original). *Hughes River Watershed Conservancy v. Glickman*, 81 F.3d 437, 443 (4th Cir. 1996) (citing 42 U.S.C. 4332(2)(C)). "Major Federal action" encompasses "new and continuing activities, including projects and programs entirely or partly financed, assisted, conducted, regulated, or approved by federal agencies * * *." 40 C.F.R. 1508.18(a).

The environmental impact statement (hereafter "EIS") requirement serves the Act's action-forcing purpose in two respects. First, it "ensures that the agency, in reaching its decision, will have available, and will carefully consider, detailed information concerning significant environmental impacts * * *." *Robertson v. Methow Valley Citizens Council, supra*, 490 U.S. at 349. Second, it "guarantees that the relevant information will be made available to the larger audience that may also play a role in both the decisionmaking process and the implementation of that

decision." *Ibid.* Thus, "by focusing the agency's attention on the environmental consequences of a proposed project, NEPA ensures that important effects will not be overlooked or underestimated only to be discovered after resources have been committed or the die otherwise cast" (citations omitted). *Ibid.*

In order to implement NEPA's provisions, Congress created the Council on Environmental Quality (hereafter "CEQ"). 42 U.S.C. 4342. CEQ has promulgated various regulations under the Act. *See* 40 C.F.R. 1500, *et seq*. These regulations "are binding on all federal agencies, and CEQ's interpretation of NEPA is entitled to substantial deference." *Sugarloaf Citizens Ass'n v. Federal Energy Regulatory Commission*, 959 F.2d 508, 512, n. 3 (4th Cir. 1992) (citing *Andrus v. Sierra Club*, 442 U.S. 347, 357-358 (1979)).

While the Act and its regulations "establish[] environmental quality as a substantive goal," they do not require substantive results. *Hughes River Watershed Conservancy v. Glickman, supra*, 81 F.3d at 443. Instead, they set "forth procedures that agencies must follow." *Ibid.* However, these "are not highly flexible. Indeed, they establish a strict standard of compliance." *Calvert Cliffs' Coordinating Committee, Inc. v. United States Atomic Energy Commission*, 449 F.2d 1109, 1112 (D.C. Cir.1971). Writing for the Court of Appeals for the First Circuit, then-Judge Breyer explained (*Massachusetts v. Watt*, 716 F.2d 946, 952 (1st Cir. 1983)):

> NEPA is not designed to prevent all possible harm to the environment; it foresees that decisionmakers may choose to inflict such harm, for perfectly good reasons. Rather, NEPA is designed to influence the decisionmaking process; its aim is to make government officials notice environmental considerations and take them into account. Thus, when a decision to which NEPA obligations attach is made without the informed environmental consideration that NEPA requires, the harm that NEPA intends to prevent has been suffered.

With this statutory background in mind, we respectfully submit the following comments.

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SCOPE

COMMENT: The SFEIS/SDEIS Should Have Analyzed the Southern Loop Together with the Winston-Salem Northern Beltway

The SFEIS/SDEIS analyzes only the three projects that form the Winston-Salem Northern Beltway. SFEIS/SDEIS, p. S-3; *see id.*, figure 1-1. Together, these three projects are expected to extend from US 158 northward to US 311 southeast of Winston-Salem. *Id.*, p. S-3. Thus, the Northern Beltway will form the upper portion of a loop rather than a complete beltway. However, the *2002 Thoroughfare Plan* "shows a potential future southern loop connecting the Northern Beltway from US 158 to US 311" and resulting in the formation of a complete loop. *Id.*, p. 1-24; *see id.*, figure 1-7 (depicting a map of the southern loop connecting both ends of the Northern Beltway in the *2002 Thoroughfare Plan*). Considering the geographic proximity of the southern loop to the Winston-Salem Northern Beltway, the SFEIS/SDEIS should have analyzed the environmental impacts of constructing the southern loop together with its analysis of the three projects that constitute the Winston-Salem Northern Beltway.

1
Southern loop

PURPOSE AND NEED

COMMENT: The SFEIS/SDEIS Fails to Substantiate Proposed Needs

CEQ's regulations require that an EIS "briefly specify the underlying purpose and need to which the agency is responding in proposing the alternatives including the proposed action." 40 C.F.R. 1502.13. "The stated goal of a project necessarily dictates the range of 'reasonable' alternatives and an agency cannot define its objectives in unreasonably narrow terms." *Carmel-By-The-Sea v. United States Dep't of Transportation*, 123 F.3d 1142, 1155 (9th Cir. 1997). Otherwise, "only one alternative from among the environmentally benign ones in the agency's power would

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accomplish the goals of the agency's action, and the EIS would become a foreordained formality," *Citizens against Burlington, Inc. v. Busey*, 938 F.2d 190, 196 (D.C. Cir. 1991), certiorari denied, 502 U.S. 994 (1991).

We are submitting a report, dated January 14, 2005, from Norman L. Marshall and Brian R. Grady. *See* Ex. 1. In the report, Mr. Marshall and Mr. Grady analyze various sections of the SFEIS/SDEIS.

The needs for the three projects fall under three categories: (1) connectivity and linkage; (2) capacity deficiencies; (3) above average accident rates; and (4) corridor for Interstate 74 (hereafter "I-74"). The SFEIS/SDEIS lists the following two transportation needs for the Western Section study area: Poor north/south roadway connectivity within and through western Forsyth County and capacity deficiencies. SFEIS/SDEIS, pp. 1-3 to 1-4. The SFEIS/SDEIS lists the following five transportation needs for the Eastern Section and the Eastern Section Extension study: Poor intrastate and interstate linkage to the north and south; poor roadway connectivity within and through eastern Forsyth County; capacity deficiencies; above average accident rates on area roadways; and corridor for Interstate 74. *Id.*, pp. 1-5 to 1-6.

2
~~FEA~~ speed/time comps.

The SFEIS/SDEIS fails to document specific needs. For example, there is no enumeration of how many trips would be served or how much time would be saved as a benefit of constructing any of the three projects. *See* Ex. 1, pp. 1, 2. In addition, as Mr. Marshall and Mr. Grady explain,

3

construction of a highway is not an effective way to improve connectivity. *See id.*, p. 2.

confusing connectivity w/ accessibility?

4

Mr. Marshall and Mr. Grady also explain that the underlying transportation modeling for the congestion analysis is erroneous. *See* Ex. 1, pp. 1, 3-6. The SFEIS/SDEIS uses a transportation modeling approach known as the all-or-nothing assignment method that has been considered to be

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unreliable for many years. *See id.*, p 3. As Mr. Marshall and Mr. Grady have shown, the all-or-nothing assignment model substantially over predicted congestion. *Id.*, p.5. Therefore, the SFEIS/SDEIS should have based its analysis on the equilibrium method. *See id.*, pp. 5-6. Use of the outdated all-or-nothing method also affected the SFEIS/SDEIS's consideration of alternatives. *See id.*, pp. 3-6.

The accident analysis purporting to support the need to construct the Northern Beltway in order to address "above average" accident rates is also deficient in many respects. *See* SFEIS/SDEIS, pp. 1-38 to 1-42. First, the SFEIS/SDEIS merely compares the statewide average accident rate with the accident rate at specific roadways in the study areas, while failing to demonstrate the significance of these rates. *See* SFEIS/SDEIS, tables 1-11, 1-12. Comparing accident rates to state averages without further detail about the significance of the averages and the significance of deviating from them is not useful because an average necessarily means that some road segments will be above the average while others will fall below it. *See* Ex. 1, pp. 1, 6. Second, the SFEIS/SDEIS's discussion of accident rates fails to consider how the construction of these three projects, or any one or combination of them, will effectively address the problem. *See* SFEIS/SDEIS, pp. 1-38 to 1-42. Third, the SFEIS/SDEIS also fails to evaluate whether there are any alternatives to constructing these projects that could have a positive impact on accident rates. *See ibid.* Fourth, the SFEIS/SDEIS fails to consider the effect that induced travel resulting from construction of the Northern Beltway will have on the current accident rate. *See ibid.*; Ex.1, p. 6. Fifth, the SFEIS/SDEIS is misleading in stating that accident rates are lower on interstate facilities than on arterial roadways. *See* SFEIS/SDEIS, p. 1-9; Ex. 1, p. 6.

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ALTERNATIVES CONSIDERED

COMMENT: The SFEIS/SDEIS's Consideration of Alternatives Is Incomplete

An EIS must discuss reasonable "alternatives to the proposed action." 42 U.S.C. 4332(2)(C)(iii). The consideration of alternatives "is the heart of the environmental impact statement." 40 C.F.R. 1502.14.

The SFEIS/SDEIS's evaluation of alternatives fails to address the deficiency found by the district court in the 1996 FEIS for the Western Section of the Northern Beltway. The district court determined that the 1996 FEIS should not have "used identical population and employment forecasts when examining both the Build and No-Build alternatives" without producing evidence to support the claim that "the proposed construction would not spur new growth, it would simply accommodate already existing growth or growth that was bound to occur whether or not the Western Section was constructed." *North Carolina Alliance for Transportation Reform, Inc. v. United States Dep't of Transportation*, 151 F. Supp. 2d 661, 689-690 (M.D.N.C. 2001). The SFEIS/SDEIS fails to provide any evidence that construction of the Northern Beltway would not spur new growth in the area. Nonetheless, it continues to use the same population and employment inputs for all scenarios in its analysis of alternatives. *See* Ex. 1, p. 10.

The level-of-service (hereafter "LOS") data (pp. 2-80 to 2-88) used in the alternatives discussion is deficient in three respects. *See* Ex. 1, pp. 1, 2-3. First, an LOS analysis comparing construction of a project to not building it at all was conducted only for the Western Section, not the Eastern Section or the Eastern Section Extension. *See* SFEIS/SDEIS, pp. 2-85 to 2-87 ("Table 2-19"); Ex. 1, pp. 1, 2-3. Table 2-19 contains a year 2025 LOS analysis for the Build Western Section Only Alternative and the No-Build alternative; there is no such analysis of the effect on LOS in 2025

for the Build Eastern Section Only Alternative, the Build Eastern Section Extension Only Alternative, or the No-Build Alternative. *See* SFEIS/SDEIS, pp. 2-85 to 2-87.

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Second, although the SFEIS/SDEIS does compare the LOS of the No-Build Alternative to the Build Western Section Only Alternative (pp. 2-85 to 2-87), it fails to demonstrate significant traffic benefits from constructing the Western Section. *See* Ex. 1, pp. 1, 3. For example, Mr. Marshall and Mr. Grady point out that "[o]f the 74 [Western Section study area] roadway segments analyzed, 62 would have undesirable levels of service in 2025 in the No Build alternative, which would be cut by 2 to 60 in the Build scenario." Ex. 1, p. 3. Improvement of the LOS at merely two interchanges is not am impressive feat for a multi-million dollar project.

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Third, the LOS studies are incomplete in that they fail to account for the effects of additional commercial development near interchanges, as described in the SFEIS/SDEIS's Interchange-Specific Analysis (SFEIS/SDEIS, pp. 4-197 to 4-198), or for regional measures of congestion, such as total vehicle hours of travel. *See* Ex. 1, p. 3.

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Finally, the SFEIS/SDEIS's consideration of the alternatives for the Eastern Section Extension should be updated to account for the recent announcement that construction of a manufacturing facility by Dell Inc. in the Alliance Science and Technology Park will begin in January 2005. *See* Ex. 2, p.1. Construction of the facility will certainly affect construction of the Eastern Section Extension because one of the proposed alternatives for the Eastern Section Extension "would cut into the corner of the Alliance Science and Technology Park and disturb a major interchange at US 311 and Union Cross Road near the Union Cross Business Park." Ex. 3, p. 1.

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AIR QUALITY

COMMENT: The SFEIS/SDEIS Fails to Properly Analyze the Winston-Salem Northern Beltway's Effect on Carbon Monoxide Emissions

NEPA requires an agency to analyze the impacts a proposed action will have on air quality. 40 C.F.R. 1502.16(6), 1508.8(b); N.C. Admin. Code Title 1, Reg. 25.0603(6)(b). "[A]n impact statement is incomplete without an analysis of the effect [a road] will have on the production of ozone in the region." *Sierra Club v. United States Dep't of Transportation*, 962 F. Supp. 1037, 1045 (N.D. Ill. 1997).

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The SFEIS/SDEIS has failed to do this. First, the SFEIS/SDEIS only considers the effect on carbon monoxide (CO) emissions from each of the three proposed projects individually and fails to consider the effect on CO emissions if all three of the proposed projects, or any combination of them, is built. The SFEIS/SDEIS states that the same methodology was used for projecting the effect on CO emissions caused by the Western Section Preferred Alternative, the Eastern Section Preferred Alternative, and the Eastern Section Extension Detailed Study Alternatives. *See* SFEIS/SDEIS, pp. 4-80 to 4-81, 4-83, 4-84. That methodology modeled the 2005, 2010, and 2025 project peak-hour traffic at selected project interchanges. *See id.*, pp. 4-81, 4-84, 4-85. For each project, the intersection with the lowest LOS and highest delay was selected for modeling. *See id.*, pp. 4-81, 4-83, 4-84. The conclusion was that microscale exceedances of state and federal ambient CO standards would not occur at the three selected interchanges. *See id.*, pp. 4-81, 4-84, 4-85. However, the results indicate that the analysis did not evaluate the construction of all three projects and their combined effect on CO emissions. Mr. Marshall and Mr. Grady explain that the microscale air quality analyses failed to evaluate the CO effects of the whole Northern Beltway but merely

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evaluated the CO effects at one specific interchange in each of the three projects. *See* Ex. 1, p. 17.

Second, the SFEIS/SDEIS contains the same air quality analysis for the Western Section Detailed Study Alternatives as was in the 1996 Western Section FEIS that has been rescinded. SFEIS/SDEIS, p. 4-79. This is the same air quality analysis that the district court has determined to be outdated due to its use of MOBILE 4 technology. 151 F. Supp. 2d at 695. The SFEIS/SDEIS offers the following explanation for using the same data as in the 1996 FEIS (SFEIS/SDEIS, p. 4-80):

> It can be estimated that because the results for the Project R-2247 Preferred Alternative are well below the National Ambient Air Quality Standards (NAAQS), none of the other Detailed Study Alternatives would cause exceedances of the NAAQS since traffic volumes would be similar and the interchange locations would be the same.

However, Mr. Marshall and Mr. Grady explain that a fair comparison of the Detailed Study Alternatives is not possible due to the use of the outdated MOBILE 4 technology. *See* Ex. 1, pp. 15-17.

Third, by using different technologies and time lines to conduct the various air quality analyses, the SFEIS/SDEIS fails to provide a proper means for comparing the Western and Eastern Sections' Detailed Study Alternatives to their respective Preferred Alternatives. The air analyses conducted for the Western Section Detailed Study Alternatives utilize MOBILE 4 technology to predict CO emissions for the years 2005 and 2015, whereas the air analysis for the Western Section Preferred Alternative uses MOBILE 5b technology to predict CO emissions for the years 2005, 2010, and 2025. *See* SFEIS/SDEIS, pp. 4-79 to 4-81. The air analyses conducted for the Eastern Section Detailed Study Alternatives utilize MOBILE 5a technology to predict CO emissions for the year 2020, whereas the air analysis for the Eastern Section Preferred Alternative uses MOBILE 5b

technology to predict CO emissions for the years 2005, 2010, 2025. *See id.*, pp. 4-82 to 4-84. Because different MOBILE technology and different dates are used for the Western and Eastern Sections' Detailed Study Alternatives and Preferred Alternatives, there is no basis on which to compare these alternatives with each other. *See* Ex. 1, pp. 16-17.

INDIRECT EFFECTS

COMMENT: The SFEIS/SDEIS Fails to Properly Analyze the Indirect Effects of Constructing the Winston-Salem Northern Beltway

An agency must address the indirect environmental effects of the proposed action. 40 C.F.R. 1502.16(b); see also N.C. Admin. Code tit. 1, r. 25.0603(6)(b) (May 1993).

1. Indirect Effects on Air, Water, and Other Natural Systems

In its discussion on indirect effects, the SFEIS/SDEIS provides the following definition of indirect effects (p. 4-192), which paraphrases the regulation that defines the term (40 C.F.R. 1508.8(b)):

> Indirect effects are caused by the project and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems.

Despite its citation to this definition, the SFEIS/SDEIS's discussion entitled "Indirect Effects" that follows the definition fails to mention "related effects on air and water and other natural systems." *See* SFEIS/SDEIS, pp. 4-196 to 4-198 (containing the entire discussion entitled "Indirect Effects").

The subsequent discussion in the SFEIS/SDEIS entitled "Cumulative Effects" does discuss "the likely effect on [natural habitat, water quality, and air quality] from the Northern Beltway and other reasonably foreseeable public and private projects in the study area" (p. 1-493), but because

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it is a cumulative effects discussion and not an indirect effects discussion, it merely considers the effects of "other reasonably foreseeable public and private projects in the study area" (*ibid.*). It therefore fails to evaluate the "[reasonably foreseeable effects that] are caused by the project and are later in time or farther removed in distance," as the regulations specifically require. *See* SFEIS/SDEIS, pp. 4-198 to 4-201 (containing the entire discussion entitled "Cumulative Effects"). In addition, as described below (pp. 11-12, 16-18), the SFEIS/SDEIS's analysis of the cumulative effects on natural habitat, water quality, and air quality is deficient in its own right.

2. Indirect Effects on Resident and Migratory Wildlife

In its decision regarding the 1996 FEIS for the Western Section of the Northern Beltway, the district court determined that the FEIS had not been revised to address the Fish and Wildlife Service's suggestion that it "fully assess both the direct and indirect effects on resident and migratory wildlife resulting from habitat loss and alteration associated with each alternative." 151 F. Supp. 2d at 696 (citing FEIS, p. B-40). The SFEIS/SDEIS addresses this issue in a section entitled "Natural Habitat" in its "Cumulative Effects" discussion. *See* SFEIS/SDEIS, p. 4-200. Because the district court categorized the issue identified by the Fish and Wildlife Service as one of Indirect Effects (*see* 151 F.Supp. 2d at 695-697), it will be discussed here.

The SFEIS/SDEIS again fails to discuss the indirect effects on resident and migratory wildlife with any specificity. Although the SFEIS/SDEIS explains that current growth is "reducing the natural habitat available to wildlife" and that "each of the Build scenarios would additionally fragment habitat in the area by introducing a large barrier to animal migration," it bases these conclusions on the premise that "[n]one of the Build scenarios significantly change the pace of development in Forsyth County." SFEIS/SDEIS, p. 4-200. This is the same argument put forth in

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defense of the 1996 FEIS's failure to address the Fish and Wildlife Service's concerns. The district court stated concerning this argument (151 F. Supp. 2d at 696-697) :

> Defendants fail to present any definitive evidence to support their claim that development would occur to the same extent or at the same rate absent construction of the Western Section. * * * [W]estern Forsyth County still has significant growth potential. The position that construction of the Western Section would have no effect on future growth in the area contradicts common sense. [citations omitted]

Yet, the SFEIS/SDEIS relies upon this position again in its analysis of the Northern Beltway's anticipated effects on Natural Habitat.

3. The Geographic Scope of the Gravity Model

The SFEIS/SDEIS "analyzed [Forsyth County] using a gravity allocation model to assess the likelihood of jobs and housing distributing differently in the Build scenarios * * * than in the No-Build scenarios due to changes in accessability." SFEIS/SDEIS, p. 4-193. The gravity model in the SFEIS/SDEIS only considers the growth of Forsyth county and fails to account for the growth rates of surrounding counties, which had higher growth rates in the 1990's than Forsyth County. *See* Ex. 1, p. 8. Mr. Marshall and Mr. Grady explain that "Forsyth County's economy is increasingly intertwined with those of surrounding counties. Land development does not stop at the county line." *Ibid.* By failing to account for anticipated growth in surrounding counties, the SFEIS/SDEIS fails to consider how construction of the Northern Beltway could encourage commuting to and from Forsyth County and the growth effects of such commuting on Forsyth County. *See id.*, p. 8, figure 3. Mr. Marshall and Mr. Grady's discussion of the unexpected growth in Montgomery County, Maryland after widening I-270 in the late 1980's demonstrates the importance of accounting for growth in the areas surrounding new construction instead of limiting forecasting to the area in which the construction will actually occur. *See id.*, pp. 9-10, figure 4.

4. Interchange-Specific Analysis

The SFEIS/SDEIS's discussion entitled "Interchange-Specific Analysis" is inadequate. *See* SFEIS/SDEIS, pp. 4-197 to 4-198. Mr. Marshall and Mr. Grady explain that three of the criteria used to rate the development potential at an interchange – existing traffic volumes, existing commercial development, and potential for future development as identified in zoning and land use plans – "are backward looking and are a poor basis for forecasting conditions in 2025." Ex. 1, p. 10. In addition to failing to project future unplanned development at the interchanges, the SFEIS/SDEIS's analysis of interchange development fails to analyze the effects of the added development on traffic on the crossroads and whether that additional traffic could "undermine the very weak benefits attributed to the project." *Id.*, p. 11.

The SFEIS/SDEIS's evaluation of interchange development potential also fails to quantify anticipated growth. The analysis categorizes potential growth at interchanges as either "Low," "Medium," or "High" without quantifying what these categories represent. *See* SFEIS/SDEIS, pp. 4-197 to 4-198. This discussion does not disclose the potential for development at interchanges because there is no way to know what these categories mean. They convey no more information than that an interchange categorized as having a Low potential for development is expected to have less development than an interchange categorized as having a Medium or High potential.

5. General Growth Patterns

The discussion entitled "General Growth Patterns" is deficient in at least three ways. *See* SFEIS/SDEIS, p. 4-196. First, the analysis merely discusses the possible effects of constructing the Northern Beltway on housing density in Forsyth County, without adequately considering commercial development. *See ibid.* Although the SFEIS/SDEIS's subsequent discussion entitled "Interchange-

Specific Analysis" appears to consider commercial development, its scope is limited to development at interchanges. *See id.*, pp. 4-197 to 4-198. Thus, a discussion of land use patterns outside of housing patterns and interchanges, such as commercial development outside of the interchanges, is missing.

Second, the evaluation of growth is not quantified. For example, it states that "[t]he analysis determined that there was very little change in density levels for individual TAZ's indicating that the Northern Beltway has minimal effects on housing location" (emphases added). SFEIS/SDEIS, p. 4-196. Without explanation of what "very little change" or "minimal effects" means, this discussion is of little value.

Third, the conclusion that "the Northern Beltway [will have] minimal effects on housing location" (SFEIS/SDEIS, p. 4-196), is questionable in light of the potential interchange development identified by the SFEIS/SDEIS in its discussion of Indirect Effects (*see id.*, pp. 4-197 to 4-198), as well as Mr. Marshall and Mr. Grady's explanation of how residential growth is likely to shift as Forsyth County continues to build out. *See* Ex. 1, pp. 7-10.

6. Induced Travel Analysis

The SFEIS/SDEIS's assertion that the "FHWA's SMITE model was used to provide an estimate of induced travel that may occur related to the Winston-Salem Northern Beltway" (p. 4-198) is not accurate. *See* Ex. 1, pp. 11-12. In fact, the model used in the SFEIS/SDEIS is "greatly modified" from the FHWA's SMITE model. Ex. 1, p. 12. This fact is not mentioned in the SDEIS/SFEIS. It is only referred to in Appendix A-2 of the *Winston-Salem Northern Beltway Indirect and Cumulative Impacts Analysis, Draft*, dated October 2004, a document merely referenced in the SFEIS/SDEIS. *See* Ex. 1, p. 12; *Winston-Salem Northern Beltway Indirect and Cumulative*

Summary

We have reviewed the traffic and air quality analysis components of the Supplemental Final Environmental Impact Statement/Supplemental Draft Environmental Impact Statement for the Winston Salem Northern Beltway.

We have identified the following deficiencies in this document:

1) Several of the "needs" identified in the Purpose and Need section are for "connectivity" or "linkage." This discussion is so general that it could apply to any roadway project proposed anywhere. More specific data are needed to justify these connections and linkages.

2) The SFEIS/SDEIS fails to demonstrate significant traffic benefits. The Northern Beltway is justified, in part, by an analysis showing that the western project improves the level of service for more roadway segments than it makes worse. This is a very weak justification. The difference is only 2 roadway segments out of 74. Furthermore, the analysis shows that some segments with level of service F in both the No Build and Build scenarios are much worse in the build scenario. No traffic analysis is provided for other roadway alternatives. The SFEIS/SDEIS lacks comprehensive summaries of vehicle hours of travel that are standard in roadway EIS documentation.

3) Examination of model networks received on January 7, 2005 reveal additional problems with the underlying traffic modeling. The "all or nothing" assignment approach used is invalid for congested roadway networks, and therefore can not be used to reach conclusions about levels of future congestion.

4) The accident analysis similarly is inconclusive as it is based on counting roadway segments with accident rates that are "above average." By definition, it would be expected that roughly half of roadway segments would have rates above average, and that is true here. No evidence is presented that there are statistically significant high accident rates in the study area.

5) The gravity model applied in the indirect and cumulative impacts analysis is incorrect because it includes only Forsyth County. The Forsyth economy already is intertwined with economies of surround counties. Between 1990 and 2000, 64% of the net new jobs in the county were filled with workers commuting in from outside the county. Similarly, 60% of net new workers residing in Forsyth County commuted to jobs outside the county. These trends are likely to be even stronger in the future. This failure to include the other counties in the gravity model causes the effects of the Northern Beltway on future land use to be underestimated.

6) The interchange analysis fails to quantify the effects on commercial development around the proposed interchanges, or what effects the traffic from this development will have on area roadways.

7) The induced travel estimates are based on an inappropriate application of the FHWA SMITE model. In an attempt to force the SMITE model to this purpose, errors have been introduced, as well as undocumented changes to equations. The resulting estimate of induced travel is invalid, and is less than what would be expected from the technical literature on induced travel.

8) Even the low induced travel estimates in the SFEIS/SDEIS have not been considered in the traffic analysis. Any induced travel will lessen any benefits of the Northern Beltway.

9) The microscale air quality impacts analyses for the Detailed Study Alternative are still based on outdated emissions models. The alternatives can not be fully evaluated until the air impacts are quantified using the same version of MOBILE.

Purpose and Need/Alternatives Analysis

Purpose and Need

The transportation needs for the western project identified in the SFEIS/SDEIS:

- poor north/south roadway connectivity within and through western Forsyth County, and
- capacity deficiencies. (p. 1-3 – 1-4)

The transportation needs for the eastern project identified in the SFEIS/SDEIS:

- poor intrastate and interstate linkage to the north and south,
- poor roadway connectivity within and through eastern Forsyth County,
- capacity deficiencies,
- above-average accident rates on area roadways, and
- corridor for I-74 (p. 1-4 – 1-6)

Three of the items above suggest needs for "connectivity" or "linkage." These terms are general enough to support any roadway. Limited access highways often are relatively poor ways to improve connectivity as they require expensive bridging by local roads, and therefore limit cross points.

The SFEIS/SDEIS fails to document more specific needs but instead just makes assertions such as "does not address current travel patterns" (1-7) without providing evidence. Similarly, needs for continuous freeways are suggested without any enumeration of how many trips would be served or how much time would be saved. Similar arguments could be made for building any freeway anywhere. Quantitative analysis is needed to demonstrate a need.

Traffic analysis

The quantitative analysis presented in the SFEIS/SDEIS that relates to connectivity and linkage is in the level-of-service analyses. This analysis is incomplete. The SDEIS provides the modeled 2025 daily traffic volume and level of service at 74 locations on the roadway network – but only

for the western project only vs. No Build. (Table 2-19, p. 2-85 – 2-87) No level-of-service results are presented for the other roadway alternatives supposedly considered in the SFEIS/SDEIS – the east project only, the full Northern Beltway, or the "Improve Existing Roadways Alternatives."

The results that are given for the western project fail to show significant traffic benefits for the project. Compared to the No Build scenario, "more roadway segments would experience improved levels of service and/or reduced traffic volumes than roadway segments that would experience worse levels of service and higher traffic volumes." (p. 2-88) This is a low standard to justify the expenditure of hundreds of millions of dollars. Of the 74 roadway segments analyzed, 62 would have undesirable levels of service in 2025 in the No Build alternative, which would be cut by 2 to 60 in the Build scenario. It seems probable that targeted local projects could cut the number by more than 2 at much lower cost. Furthermore, some of the most congested roadway segments are shown as much more congested in the Build scenario than the No Build scenario. The most severe case is Country Club Road between Jonestown Road and Peace Haven Road. It is shown with level of service F in both scenarios, but the traffic volume increases to 58,300 in the Build scenario from about half that (31,600) in the No Build scenario. (Table 2-19, p. 2-85)

As is discussed below, these limited traffic analyses fail to include the effects of additional commercial development near interchanges, or the effects of induced travel. They do not include regional measures of congestion such as total vehicle hours of travel that are routinely included in roadway Environmental Impact Statements.

Transportation Modeling

The transportation modeling that provides the basis for the alternatives analysis is based on the obsolete "all-or-nothing" assignment algorithm. This approach assumes that all travelers will choose the route that would be quickest if they operated the only car on the roadway network. For many years, it has been known that this approach is invalid for modeling congested roadway networks because it fails to include drivers' actions taken to avoid congested routes. As the Federal Highway Administration has stated[1]:

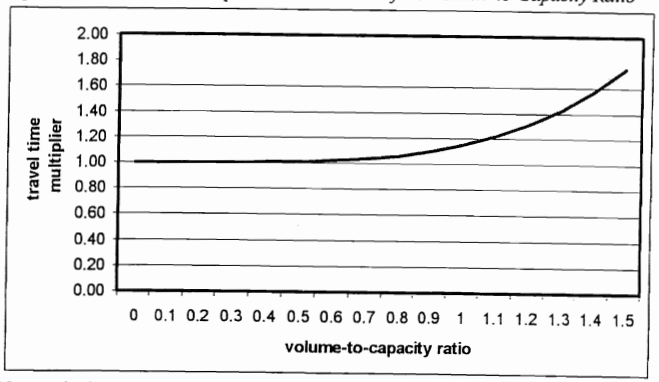
> It is very difficult on congested networks to obtain good estimates of link volumes with an all-or-nothing assignment. There is more control possible with an iterative capacity restraint process that weights the iteration results. However, with the above two methods (All-or-Nothing & Capacity Restraint) volumes on individual links can be erratically sensitive to small changes in link travel time or turn penalties. This sensitivity to small changes in link travel times or turn penalties makes the process of arriving at just the right combination of speeds on various links especially difficult.
>
> In an equilibrium assignment, there are usually several equally good paths through the network for each origin-destination pair. These extra paths help produce a more accurate assignment, and they also have an important benefit during calibration. The extra paths buffer the effect of link speeds on link volumes, that is, small changes in speed will cause an appropriately small change in volume.
>
> Because they are an iterative procedure, equilibrium assignment algorithms are time-consuming. Nonetheless, their advantages may be substantial. Equilibrium and capacity restraint assignments are beneficial if congestion exists. For small urbanized areas with minimal congestion, an all-or-nothing assignment may be more appropriate and give adequate results.

[1] Federal Highway Administration, *Calibration and Adjustment of System Planning Models*, 1990.

While equilibrium assignment does require longer computer time, the time required was practical even back in 1990 when the Federal Highway Administration issued the report quoted above, and is no problem at all today. In fact, the model networks provided by the North Carolina Department of Transportation include one equilibrium assignment output. As will be discussed below, the results are very different between the two assignment methods.

Understanding the differences requires some understanding of how the model calculates the degree of congestion. Travel time, travel delay, and travel speed are functions of the "volume-to-capacity ratio" for each model link. As the volume-to-capacity ratio increases, travel time also increases. As shown in the graphic below, travel time increases at an exponential rate.

Figure 1: Travel Time Multiplier as a Function of the Volume-to-Capacity Ratio

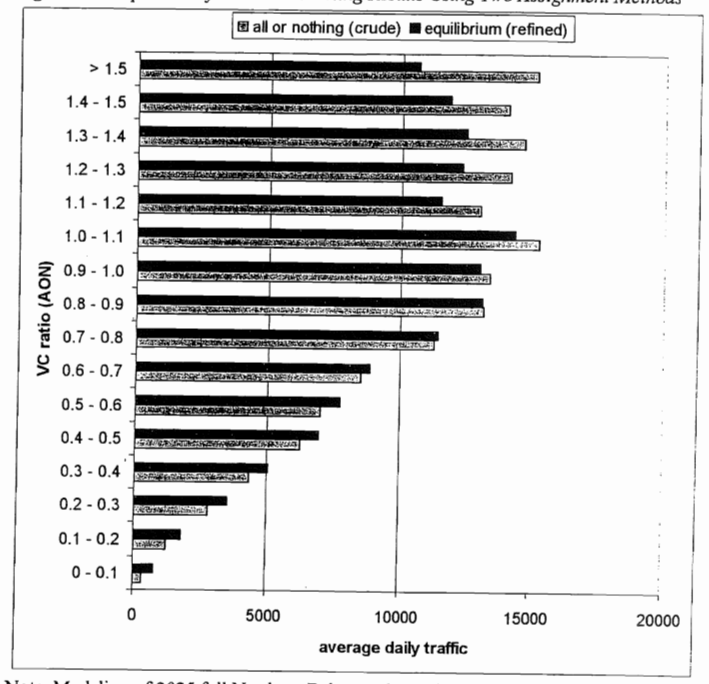


Note: calculated using the original Bureau of Public Roads or "BPR function and coefficients; delay increases exponentially in all volume-to-delay functions.

Figure 1 above graphs the travel time multiplier for volume-to-capacity ratios from 0.0 to 1.5. At a 0 traffic volume, the ratio is 0.0 and the multiplier is 1.0, i.e. travel time is equal to the free-flow travel time. At a ratio of 1.0, the multiplier is 1.15 (with the original BPR function and coefficients). At a ratio of 1.5, it is 1.76.

The full build analysis was modeled both with all-or-nothing and equilibrium assignment, although the traffic analysis presented in the SFEIS/SDEIS included only the all-or-nothing results. The two modeling procedures produced very different results. We grouped model roadway links as to their volume-to-capacity ratio in the all-or-nothing assignment. The groups followed the graphic above with groups of 0.0 - 0.1, 0.1 - 0.2, and so forth except that all links with volume-to-capacity ratios greater than 1.5 were placed in the final group.

Figure 2: Comparison of NCDOT Modeling Results Using Two Assignment Methods



Note: Modeling of 2025 full Northern Beltway alternative

As shown above, the equilibrium method assigns less traffic to roadway links with volume-to-capacity ratios of greater than 0.8 than does the all-or-nothing method. The greater the volume-to-capacity ratio, and the greater the modeled congestion, the greater is the reduction in traffic volume as compared to the all-or-nothing method. It is exactly these roadway links with modeled volume-to-capacity ratios of greater than 0.8 that are the highly congested links. The all-or-nothing assignment method relied on in the EIS substantially over-predicts traffic on congested links, and cannot be relied on for any analyses of congestion.

The rationale given by NCDOT staff on the phone for using this outdated method is that the model was originally developed and calibrated with all-or-nothing assignment. This excuse is insufficient. The model base year has a relatively uncongested roadway system in comparison to what is forecast for 2025. Even if the model were valid for the base year, it is invalid for 2025.

Accident Analysis

The accident analysis is similarly weak. Table 1-11 shows that the majority of the roadway segments in the western study area have accident rates below the state average, but Table 1-12 shows that the majority of roadway segments in the eastern study area have accident rates above the state average. Safety is presented as a need for the eastern project.

It would be expected that roughly half of the segments would have rates above the state average and about half would be below average. Similarly, it would be expected that any collection of segments would have more than half above average about half the time. No analysis is presented whether the differences in accident rates are statistically significant. Given the small sample, it appears that the differences are not statistically significant.

The SFEIS/SDEIS also mentions that accident rates are lower on Interstate facilities than on arterial roadways (p. 1-9), but this is misleading. No trip begins or ends on an Interstate facility. Travelers using Interstate roadways must also use other roads, often traveling through congested arterial sections near interchanges. Travel often becomes less direct to access the Interstates, and vehicle miles go up. Accident rates are given in terms of accidents per mile, so the rates per person do not decline as much as might be expected. In a more detailed study of proposed Interstate I-69 in Indiana, these factors plus induced travel offset much of the safety benefits of a new and safer roadway.[2]

Indirect and Cumulative Impacts

Section 4.20 of the SFEIS/SDEIS addresses Indirect and Cumulative Impacts. This section begins with the statement:

> This section summarizes the analysis and conclusions documented in the *Draft Winston-Salem Northern Beltway Indirect and Cumulative Effects Assessment* (July 2004), which is appended by reference. For additional information about this report or any other report referenced in this document, or to view a copy of a report, please contact the NCDOT. (SFEIS/SDEIS, p. 4-191)

We have received the document, *Winston-Salem Northern Beltway Indirect and Cumulative Impacts Analysis, Draft*, dated October 2004, from NCDOT. We assume that the reference in the SFEIS/SDEIS is to the same document, or an earlier version. Our comments reference both the SFEIS/SDEIS and this document.

[2] I-69 Evansville to Indianapolis Tier 1 Draft Environmental Impact Statement, 2002.

The SFEIS/SDEIS addresses "induced travel" as a component of indirect and cumulative effects. In its definition of induced travel, it starts out correctly, saying:

> Induced travel is increases in total vehicle miles of travel on a roadway network resulting from increased roadway capacity beyond the vehicle miles of travel that results from population growth, changes in income, and other outside variables (demographics, etc.). Induced travel is difficult to measure in part because it is composed of three components, only two of which are actually 'new' travel. Diverted trips, lengthened trips, and new trips have been considered part of induced travel according to various researchers. (p. 4-192)

However, the concluding sentence of the paragraph suggests that only the third component, new travel, "strictly speaking . . . meets the definition." This is wrong and the sentence should be removed. One of the primary references relied on in the indirect and cumulative impacts analysis is an FHWA document which discusses these issues. It discusses six different components of induced travel and states: "In this paper, therefore, we define "induced" travel as an increase in daily vehicle miles of travel, with reference to a specific geographic context."[3]

The evaluation procedure includes five main categories of analysis

1) gravity model
2) secondary study areas around potential interchanges
3) qualitative assessment of cumulative effects
4) analysis of Federal Express Distribution Center
5) induced travel using a computer model (SFEIS/SDEIS p. 4-193 – 4-194)

Our comments focus on items 1, 2 and 5.

Gravity Model

The gravity model is not explained in the SFEIS/SDEIS. Nor is it explained in the main body of the *Indirect and Cumulative Impacts Analysis* report, but only in Appendix A-1. Our critique of the gravity model has been made more difficult due to the absence of Figures D-1 through D-12 at least in our copy of the report, which are described as displaying housing accessibilities, job accessibilities and congested impedances for the four scenarios analyzed. (Appendix A-1, page 5)

Gravity models are based on the concept that attraction between different land uses increases with the size of development, and decreases with travel time between the land uses. If additional roadway capacity reduces travel times between two areas, the attraction between the areas will increase. Areas around interchanges, in particular, may have reduced travel times to many areas and will become especially attractive.

Gravity models are used extensively in transportation models, land use allocation models, and retail market models. The general use of a gravity model for this purpose is sound. However,

[3] DeCorla-Souza, Patrick and Harry Cohen. "Accounting for Induced Travel in Evaluation of Urban Highway Expansion." http://www.fhwa.dot.gov/steam/doc.htm.

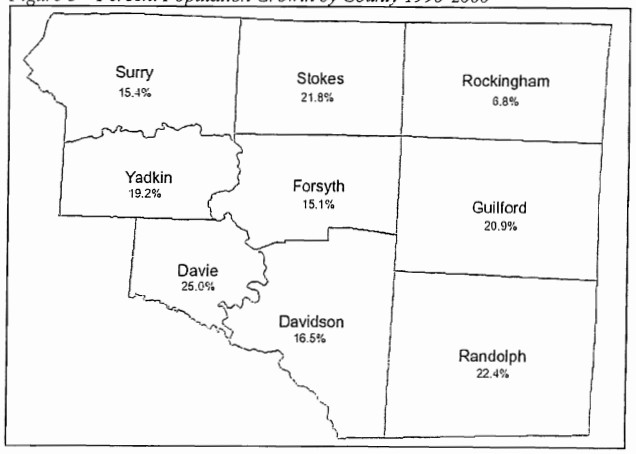
there is a serious flaw in the application of the gravity model in the Northern Beltway analysis. The gravity model is applied only within Forsyth County. (Indirect and Cumulative Impacts Analysis, Appendix A-1, page 3.)

Forsyth County's economy is increasingly intertwined with those of surrounding counties. Land development does not stop at the county line. This is illustrated in the 1990 and 2000 Census journey-to-work data.[4] The percentage of those commuting to Forsyth County jobs from outside the county increased from 27% to 30%. The percentage of workers residing in Forsyth County commuting to jobs outside the county increased from 15% to 19%.

The increase in the number of workers commuting to Forsyth County jobs between 1990 and 2000 was 15,502. The increase in workers commuting in from outside the county was 9,923 or 64% of the total increase in workers. The increase over the same time period in workers living in Forsyth County and commuting into Forsyth County was 13,847. The increase in workers commuting out of the county was 8,268 or 60% of the total net new workers. The net change in worker flow across the county line between 1990 and 2000 was greater than the change within the county.

As shown in the figure below, seven of the eight surrounding counties had higher growth rates in the 1990s than did Forsyth County. As Forsyth County continues to build out, it is likely that even more of the region's growth will shift to surrounding counties. Effects within Forsyth County to control growth in the outlying areas, could have unintended consequences of encouraging growth in surrounding counties.

Figure 3 – Percent Population Growth by County 1990-2000



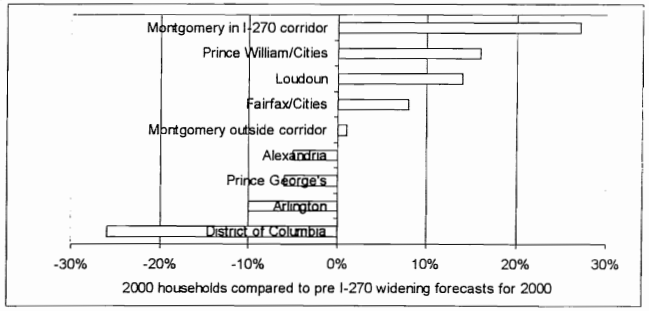
[4] These numbers were all downloaded from the North Carolina State Data Center, http://census.state.nc.us.

Despite billions of dollars of investments in suburban freeways, congestion has increased in every major metropolitan area in the U.S. over the past twenty years. New and widened suburban freeways have failed to live up to their promise. Sprawling development has followed the freeway projects, and freeways have filled with traffic much faster than planners assumed. Travel begins at homes and businesses. No trip begins or ends on a freeway, and the increased freeway traffic has spilled over onto intersecting roadways, creating many new bottlenecks. Expected traffic decreases on other roadways often have failed to occur at all.

The history of widening I-270 in Montgomery County, Maryland in the late 1980's demonstrates these failings. Traffic conditions improved briefly. Then land development boomed in the corridor. "In the five years before construction began, officials endorsed 1,745 new homes in the area stretching from Rockville to Clarksburg. During the next five years, 13,642 won approval." (*Washington Post*, January 4, 1999) By 1997, I-270 was routinely overrunning its designed capacity, and peak-hour traffic volumes on some segments had surpassed levels forecasted for 2010. A primary cause of the inaccurate traffic forecasts was inaccurate land use forecasts which were assumed to be the same for both no build and build analyses.

Figure 4 compares the 2000 forecast made before the I-270 widening with actual 2000 numbers. The largest forecasting error was for Montgomery County in the I-270 corridor, where the actual number of households in 2000 exceeded the forecast by 27 percent. Widening I-270 was a primary cause.

Figure 4 – Washington DC Region: Suburban Freeway Projects Shifted Households to Suburbs from Core



The total number of regional households in 2000 was 2 percent less than forecast prior to the I-270 widening project. When the I-270 widening project was planned, forecast housing and employment growth in the corridor was moderate, and growth in the region's core was expected to be much stronger. The forecasts were completely wrong about the distribution of the households. Growth was much lower in the region's core than forecast, and much higher in western suburban areas, especially in the I-270 corridor.

The other areas where growth exceeded the forecast are suburban Virginia areas where freeway capacity also was expanded. Projects in these areas include construction of the Dulles Greenway, the Route 234 Beltway and widening I-66.

The suburban increases were balanced by declines and slower growth in the core of the region, including D.C., Arlington, Prince George's County, and Alexandria.

New highways cause shifts in population and employment. The SFEIS/SDEIS fails to account for the impacts of these shifts. Instead, it uses the same population and employment inputs for all scenarios.

Interchange Development Potential

The SFEIS/SDEIS identifies four Northern Beltway interchanges as having "High" growth potential, and six others as having "Medium" growth potential. (Table 4-87, p. 197)

These subjective ratings are based on five criteria. Three of these criteria are backward looking and are a poor basis for forecasting conditions in 2025. These include, "existing traffic volumes on cross streets", "amount of existing commercial development", and "potential for future development as identified in zoning and land use plans."

Existing traffic is an especially poor basis for a 2025 forecast as it is virtually certain that traffic volumes will increase on the cross streets after the interchanges are built – even without additional development. Development that will inevitably follow the interchanges will increase traffic volumes, and lead to further development.

Similarly the current amount of commercial development says little about the future retail potential – as the current commercial development is serving existing land use with the existing roadway network.

Even the zoning and land use plans are impermanent. Few local officials will argue that existing zoning should be maintained if this means turning down applications that will bring hundreds or thousands of jobs to their community.

The interchange development potential analysis framework is too weak to be of any real value, but the SFEIS/SDEIS also fails to push it to its logical conclusion. Rather than forecast numerical shifts in employment to the high and medium employment areas, it simply discusses whether such changes are consistent with local zoning and land use plans. (Indirect and Cumulative Impacts Analysis, p. 75-77)

As the Northern Beltway has been in planning for many years, it is not surprising that many local plans have been developed assuming that it will be constructed. However, just calling an area a "Metro Activity Center" on the map doesn't create one. The build out of these areas will be very different if the Northern Beltway is constructed than if it is not.

The SFEIS/SDEIS includes no analysis of the effects of the added development on traffic on the cross roads, or whether this additional traffic might undermine the very weak benefits attributed to the project.

Induced Travel

Land use changes are one of the components of what is called induced travel. Broadly understood, induced travel demand is defined as *any increase in travel resulting from improved travel conditions*.[5] Travel conditions may be improved by reducing travel times, reducing travel cost, improving traveler safety, improving traveler comfort and so on. Changes in transportation capacity can elicit three possible changes in travel behavior almost instantaneously after they occur. These changes constitute "triple convergence" as characterized by Downs in his seminal book *Stuck in Traffic*, published in 1992.[6]

1) *Temporal convergence:* people might change their departure time, for example by shifting their departure times to the peak hour when they previously might have traveled off-peak to avoid congestion;
2) *Spatial convergence:* people might change their route to take advantage of added capacity on a particular facility or service;
3) *Modal convergence:* people might change how they choose to travel by, for example, foregoing carpooling or transit use to drive alone following a highway improvement.

The reality of triple convergence is that efforts to reduce peak congestion through roadway expansion are ineffective. Downs has recently completed an updated version of *Stuck in Traffic*. In a companion piece published by the Brookings Institution, he writes:

> **Greatly expanding road capacity.** The second approach would be to build enough road capacity to handle all drivers who want to travel in peak hours at the same time without delays. But this "cure" is totally impractical and prohibitively expensive. Governments would have to widen all major commuting roads by demolishing millions of buildings, cutting down trees, and turning most of every metropolitan region into a giant concrete slab. Those roads would then be grossly underutilized during non-peak hours. There are many occasions when adding more road capacity is a good idea, but no large region can afford to build enough to completely eliminate peak-hour congestion.[7]

The SFEIS/SDEIS states that "FHWA's SMITE model was used to provide an estimate of induced travel that may occur related to the Winston-Salem Northern Beltway. (p. 4-198)"

[5] J.D. Hunt, "Induced Demand in Transportation Demand Models" in *Working Together to Address Induced Demand.* Washington: ENO Transportation Foundation, 2002.
[6] Anthony Downs, *Stuck in Traffic: Coping with Peak-Hour Traffic Congestion* (Washington D.C.: The Brookings Institute, 1992): 27-29.
[7] Downs, Anthony. "Traffic: Why It's Getting Worse, What Government Can Do", Brookings Institution *Policy Brief* 128, January 2004.

Actually, the statement above is false. The spreadsheet model used has been greatly modified from the SMITE model distributed by FHWA.

These changes are not acknowledged at all in the SDEIS. Neither are they acknowledged in the main body of the *Indirect and Cumulative Impacts Analysis* report. The changes are mentioned only in Appendix A-2 of the report where one paragraph is included on the modifications.

> The SMITE model version on FHWA's website is intended to evaluate induced travel along a corridor in which there are two parallel facilities. That model was modified for the purposes of this study to allow calculation of diversion and induced travel over a broader area, namely, Forsyth County. The modifications included reformatting the spreadsheet to segregate calculations of speed estimates, travel diversion, and induced travel. In addition, the format was changed to add facility classes, match NCDOT's data reporting formats, add graphs of selected output, and remove sections that monetize the value of time. (Indirect and Cumulative Impacts Analysis, Appendix A-2, page 4)

There are two fatal flaws with the modification procedure. First, it extends the use of the model inappropriately. Second, the modifications introduced errors.

The paragraph above describes how SMITE is "intended to evaluate induced travel along a corridor in which there are two parallel facilities." By adding additional roadway capacity in the study corridor, travel speeds are increased. With increased speeds and resulting reduced travel times in the region, additional travel will be induced in the corridor. This model formulation is straightforward.

In the reformulation, the SMITE model is inappropriately shifted from a corridor to an entire region. Rather than analyzing parallel roadways, the analysis is shifted to classes of roadways. The Northern Beltway is not analyzed as itself. It is analyzed as part of a class of all freeways. Implicitly, it is assumed to shift traffic equally from all other freeways equally – whether the freeway is near or far away, and whether the freeway is parallel or runs perpendicularly. Similarly travel is assumed to be drawn to this class of freeways from all other roadways – even minor local streets on the opposite side of the county. This use of the model is unrealistic and invalid.

The reformulation also causes induced travel to be underestimated. Travel times in the model are calculated based on the "volume-to-capacity ratio." Given a constant capacity, increased traffic volume will lead to increased travel time. Travel time increases exponentially with traffic flow. On an uncongested roadway, adding a few cars doesn't make much of a difference. On a congested roadway, each additional car makes a big difference. By lumping together all roadways – those that are congested and those that are not – the induced travel effects get diluted.

Even if the modifications were appropriate, the analysis is riddled with errors that invalidate the results. As discussed above, the travel time equations based on the volume-to-capacity ratios are central to the analysis. The errors in the spreadsheets include:

- inconsistent capacity inputs between alternatives,
- inconsistent travel time functions between alternatives,
- undocumented equations that essentially replace the SMITE model with an alternative model, and
- extremely low modeled speeds that are unrealistic and skew the analysis results.

These errors are described further in Table 1.

Table 1: Errors in Spreadsheets Modified from SMITE Model

	Error	Description
1	Inconsistent capacity inputs between alternatives	All of the calculations depend on roadway capacity assumptions. Different capacities assumed in the different scenarios. In the "Capacity per Lane" field on pages 8, 12, and 16, the capacity (vehicles/lane/hour) for Urban Principal Arterials is given as 920 or 670, for Urban Minor Arterials as 840 or 620; for Urban Collectors as 840 or 560, and for Urban Local as 500 or 340. In the spreadsheets, these errors can be traced back to different "Constant Data" worksheet. Only one such worksheet is reproduced in the report (p. 17) as the values should be the same in all scenarios.
2	Inconsistent travel time functions between alternatives	In the Northern Beltway scenario, there are no new lanes of Rural Interstate added (p. 8 – "New Lane Miles"). It is calculated that 108,483 VMT per day or 8.7% of the initial total will divert from this class to the new roadway classes ("Urban Interstate" and "Urban Expressway") as shown on p. 5. The speed should be higher after diversion, but it is shown as lower – 19.0 m.p.h. as compared with 19.1 m.p.h. before diversion (p. 6).
3	Undocumented equations that essentially replace the SMITE model with an alternative model	Speeds for arterials, collectors and local roads are calculated with undocumented equations that replace the delay equations in the SMITE model.
4	Extremely low modeled speeds that are unrealistic and skew the analysis results	In the Northern Beltway scenario, the initial speed calculated for Urban Principal Arterials is 1.60 m.p.h. (p. 7) This is an average for the entire day. This is equal to 37 minutes per mile which is considerably slower than walking time. The daily travel time on them is calculated to total 291,297 hours per day, or 41% of the total travel time, although this class only represents 4% of the region's roadway capacity (p. 6). This is unrealistic and distorts the analysis. It is a case of "garbage in – garbage out"

Due to the flawed analysis with the reconfigured spreadsheet, the resulting estimate of induced travel is lower than what would be expected based on extensive research on induced travel.

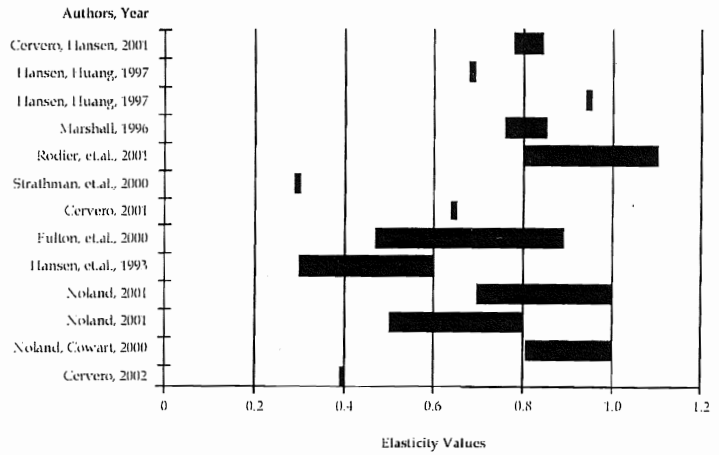
In 2003, the Utah Department of Transportation commissioned a study that summarized research on induced travel from new highways. The following discussion is based on the Utah study.

Induced travel results have typically been summarized in terms of "elasticity."

> **Elasticity** – The percent change in a variable resulting from a percent change in another variable. For VMT with respect to lane-miles, it is defined as the percent change in total VMT resulting from a percent change in lane-miles. A typical measure of lane-miles is number of lanes added times centerline miles of the improved or new road. Elasticities have been correlated with expansion of highway capacity, price of gasoline, economy of an area, distance from roadways, cost of transit and other variables.[8]

The research results for the elasticity of induced travel in terms of vehicle miles of travel (VMT) as a result of lane miles is shown below.

Figure 5 – Long-Term Elasticity for All Project Types



Reproduced from Cambridge Systematics, Inc. with Fehr & Peers Associates, Inc. Wasatch Front Regional Council (WFRC) *Model Sensitivity Testing and Training Study: Final Report*, Figure 2.2 p. 2-8. Prepared for the Utah Department of Transportation, November 2003.

[8] Cambridge Systematics, Inc. with Fehr & Peers Associates, Inc. Wasatch Front Regional Council (WFRC) *Model Sensitivity Testing and Training Study: Final Report*, Figure 2.5. Prepared for the Utah Department of Transportation, November 2003.

An average of the values in the figure above would be an elasticity of about 0.7. This means that if lane miles of roadway in a region increase by 1%, it would be expected that regional VMT would increase by about 0.7%.

The spreadsheets in Appendix A-2 show that the Northern Beltway would add 92.4 lane miles to 2475.4 lane miles in the region. This is an increase of 3.7%. With an elasticity of 0.7, an increase in VMT would be expected of 2.6%. This is twice the number of 1.3% reported in the SFEIS/SDEIS, p. 4-198. As discussed above, we attribute the low estimated of induced travel in the SFEIS/SDEIS to a combination of inappropriate use of the modified spreadsheet and errors in the spreadsheets.

Failure to Consider Full Implications of Induced Travel

In addition to presenting a low estimate of induced travel, the SFEIS/SDEIS fails to consider the impacts of induced travel on other sections of the SFEIS/SDEIS. In particular, the traffic impacts of the project discussed in the alternatives analysis exclude part or all of the induced travel. As discussed above, the SFEIS/SDEIS also fails to account for increased traffic around interchanges in evaluating alternatives. Given these omissions, it is impossible to know whether traffic congestion would be better or worse with the Northern Beltway than without.

Air Quality

The microscale carbon monoxide (CO) air quality impacts for Projects R-2247, U-2579, and U-2579A are presented in Section 4.7 of the SFEIS/SDEIS. For R-2247 and U-2579, the analyses for the Preferred Alternative have been conducted with the appropriate Environmental Protection Agency (EPA) emission factor model. However, the microscale CO hot spot analyses for the Detailed Study Alternative for Projects R-2247 and U-2579 are still based on outdated models. A fair comparison of the alternatives is therefore not possible. The SFEIS/SDEIS should be considered incomplete until the analysis has also been updated for the Detailed Study Alternatives.

The table below indicates which EPA MOBILE emission factor model was used in the microscale air quality analysis.

MOBILE Model Used for each Microscale Air Quality Impact Analysis

Alternative	R-2247	U-2579	U-2579A
Detailed Study Alternatives	MOBILE4	MOBILE5a	MOBILE5b
Preferred Alternative	MOBILE5b	MOBILE5b	n/a

For the R-2247 and U-2579 Preferred Alternative, the microscale air quality impacts analysis was updated in 2003 using the lastest traffic projections, the CAL3QHC dispersion model, and the MOBILE5b emission factor model. However, the microscale air quality impacts analysis for the Detailed Study Alternatives is still based on the original modeling submitted back in 1996 and 1995 respectively. In the case of the R-2247 Detailed Study Alternatives, this modeling was done with MOBILE4.

The MOBILE4 model was released in 1989, and EPA has released 6 revisions since that time. The current model version is MOBILE6 which the SFEIS/SDEIS indicates was not used for two reasons, 1) consistency with the most recent conformity demonstration and 2) the analysis was performed during the MOBILE6 phase-in grace period. The problem with using different MOBILE models to evaluate different alternatives is that each emission factor model yields different results. MOBILE undergoes constant revision in order to improve the predictive capability of the model and to incorporate Clean Air Act initiatives implemented to reduce motor vehicle emissions.

Between MOBILE4 and MOBILE5, significant changes were made to the underlying basic emission rate equations in the model. As a result, the emission estimates for each pollutant type (in grams per mile) produced by MOBILE5 are substantially different than the ones predicted by MOBILE4. The below compares fleet average carbon monoxide emission rates from MOBILE4 versus MOBILE5 holding all other inputs constant.

Figure 6
Carbon Monoxide Emission Rates: MOBILE4 versus MOBILE5

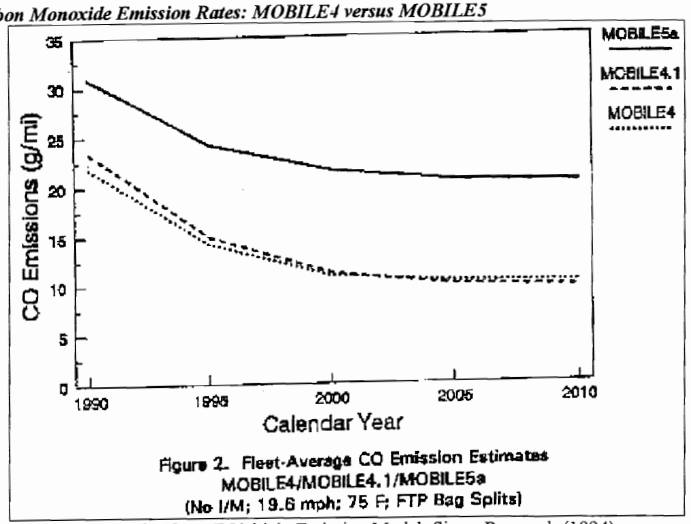


Figure 2. Fleet-Average CO Emission Estimates MOBILE4/MOBILE4.1/MOBILE5a (No I/M; 19.6 mph; 75 F; FTP Bag Splits)

Source – Evaluation of MOBILE Vehicle Emission Model, Sierra Research (1994)

The MOBILE5 carbon monoxide emission rate in calendar year 2005 is more than double the corresponding MOBILE4 emission rate. As such, comparison of the air impacts associated with the R-2247 Detailed Study Alternatives and the Preferred Alternative are impossible because these two different MOBILE versions, which produce very different results, were used to derive the carbon monoxide emission factors. As was done for the Preferred Alternatives, the

76 microscale air quality impact analysis for the R-2247 and U-2579 Detailed Study Alternatives should also be updated using MOBILE5b following the methodology outlined in Section 4.7.2.2 so the project alternatives can be fully evaluated.

The documentation presented in Section 4.7 of the FEIS/DEIS only briefly summarizes the microscale air quality impacts methodology. The FEIS/DEIS indicates that additional documentation is provided in a series of technical memorandums: *Air Quality Assessment for the Winston-Salem Northern Beltway Western Section Technical Memorandum* (2003), *Air Quality Analysis, Winston-Salem Northern Beltway, Eastern Section Technical Memorandum* (February 2003), and *Air Quality Analysis, Winston-Salem Northern Beltway, Eastern Section Extension Technical Memorandum* (October 2002). We requested and received these technical memorandums. The microscale air quality impacts were only evaluated for each individual segment of the Northern Beltway. No analysis was performed using traffic volumes that reflect a full build out of the eastern and western sections of the beltway.

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smart mobility
NORMAN L. MARSHALL, PRESIDENT
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EDUCATION:

Master of Science in Engineering Sciences, Dartmouth College, Hanover, NH, 1982
Bachelor of Science in Mathematics, Worcester Polytechnic Institute, Worcester, MA, 1977

PROFESSIONAL EXPERIENCE:

Mr. Marshall helped found Smart Mobility, Inc. in 2001 and is its President. Prior to this, he was employed for 14 years at Resource Systems Group, Inc. where he developed a national practice in travel demand modeling and related transportation planning work. His work focuses on analyzing the relationships between the build environment and travel behavior.

Developing Regional Transportation Models

Chicago Metropolis 2020—made further enhancements to the model developed for the Route 53 and I-355 Alternatives Studies (described below). These enhancements included porting to TransCAD, implementation of a non-motorized trip mode based on urban form variables, and a truck freight model with multi-class assignment (truck restrictions, and truck-only routes). Chicago Metropolis 2020 was awarded the Daniel Burnham Award for regional planning in 2004, based in part on this work.

Envision Central Texas—implemented many enhancements in regional model including multiple time periods, feedback from congestion to trip distribution and mode choice, new life style trip production rates, auto availability model sensitive to urban design variables, non-motorized trip model sensitive to urban design variables, and mode choice model sensitive to urban design variables and with higher values of time (more accurate for "choice" riders).

Baltimore Vision 2030—working with the Baltimore Metropolitan Council and the Baltimore Regional Partnership, increased regional travel demand model's sensitivity to land use and transportation infrastructure. Enhanced model is being used to test alternative land use and transportation scenarios.

The Future of Transportation Modeling—Member of Advisory Board on project for State of New Jersey researching trends and directions, and making recommendations for future practice.

Route 53 and I-355 Alternatives Studies—with assistance from University of Illinois at Chicago staff, developed advanced transportation modeling capability of the Chicago. The model includes simultaneous selection of destination, mode, route, and time of day, and is being used to test alternative highway, transit, land use, and TDM scenarios.

Georgia Intercity Rail Plan—developed statewide travel demand model for the Georgia Department of Transportation including auto, air, bus and rail modes. Work included estimating travel demand and mode split models, and building the Departments ARC/INFO database for a model running with a GIS user interface.

Trip Generation Characteristics of Multi-Use Developments—estimated internal vehicle trips, internal pedestrian trips, and trip-making characteristics of residents at large multi-use developments in Fort Lauderdale, Florida.

Pease Area Transportation and Air Quality Planning—developed an integrated land use allocation, transportation, and air quality model for a three-county New Hampshire and Maine seacoast region that covers two New Hampshire MPOs, the Seacoast MPO and the Salem-Plaistow MPO.

Syracuse Intermodal Model—developed custom trip generation, trip distribution, and mode split models for the Syracuse Metropolitan Transportation Council. All of the new models were developed on a person-trip basis, with the trip distribution model and mode split models based on one estimated logit model formulation.

Portland Area Comprehensive Travel Study—Travel Demand Model Upgrade—enhanced the Portland Maine regional model (TRIPS software). Estimated person-based trip generation and distribution, and a mode split model including drive alone, shared ride, bus, and walk/bike modes.

Chittenden County ISTEA Planning—developed a land use allocation model and a set of performance measures for Chittenden County (Burlington) Vermont for use in transportation planning studies required by the Intermodal Surface Transportation Efficiency Act (ISTEA).

Bangor Area Comprehensive Travel Study—developed transportation system planning model for Bangor (Maine) metropolitan area including auto, carpool, bus, and walk/bike travel modes.

Nashua Regional Planning Commission—completed regional travel demand model update for Nashua, New Hampshire MPO.

Improved Transportation Models for the Future—assisted Sandia National Laboratories in developing a prototype model of the future linking ARC/INFO to the EMME/2 Albuquerque model and adding a land use allocation model and auto ownership model including alternative vehicle types.

Applying Regional Transportation Models

Mr. Marshall has applied regional transportation models developed by his own team and by others in highway and transit planning projects at the project, corridor, and regional levels. Projects include:

Essex (VT) Commuter Rail Environmental Assessment—estimated transit ridership for commuter rail and enhanced bus scenarios, as well as traffic volumes.

State Routes 5 & 92 Scoping Phase—evaluated TSM, TDM, transit and highway widening alternatives for the New York State Department of Transportation using local and national data, and a linkage between a regional network model and a detailed subarea CORSIM model.

Conformity Analyses – Applied models for three New Hampshire MPOs in calculating air emissions in the conformity process.

Twin Cities Area and Corridor Studies—improved regional demand model to better match observed traffic volumes, particularly in suburban growth areas. Applied enhanced model in a series of subarea and corridor studies.

Ohio 3-C Corridor Rail Estimation—re-calibrated a previously-developed demand model and produced ridership and revenue estimates for a proposed Cleveland-Columbus-Cincinnati high-speed rail service.

Reviewing Regional Transportation Models

Mr. Marshall draws on his experience in developing and applying regional transportation models to review the work of others. Projects include:

Stillwater Bridge – Participated in 4-person expert panel assembled by Minnesota DOT to review modeling of proposed replacement bridge in Stillwater, with special attention to land use, induced travel, pricing, and transit use.

Ohio River Bridges Projects– Reviewed Environmental Impact Statement for proposed new freeway bridge east of Louisville Kentucky for River Fields, a local land trust and historic preservation not-for-profit organization.

Indiana I-69 – Reviewed model analyses from Indiana statewide travel demand model of proposed new Interstate highway for coalition, including the Environmental Law and Policy Center of the Midwest.

Washington, DC region – Reviewed modeling of Potomac River bridge crossings.

Phoenix, Arizona – Reviewed conformity analyses and long-term transportation plan under contract to Tempe, a municipality in the Phoenix region.

Atlanta, Georgia – Critiqued conformity analyses and long-term transportation plan for an environmental coalition.

Daniel Island (Charleston, South Carolina) – Reviewed Draft Environmental Impact Statement for large proposed Port expansion (the "Global Gateway") for an environmental coalition.

Houston, Texas– Analyzed conformity analyses and long-term transportation plan for an environmental coalition.

MEMBERSHIPS/AFFILIATIONS

Associate Member, Institute of Transportation Engineers
Individual Affiliate, Transportation Research Board
Member, American Planning Association
Member, Congress for New Urbanism
Technical Advisory Committee Member and past Board Member, Vital Communities (VT/NH)

PUBLICATIONS AND PRESENTATIONS

Travel Demand Modeling for Regional Visioning and Scenario Analysis with Brian Grady. Scheduled for presentation at the Annual Meeting of the Transportation Research Board, Washington DC, January 2005.

Chicago Metropolis 2020: the Business Community Develops an Integrated Land Use/Transportation Plan with Brian Grady, Frank Beal and John Fregonese, presented at the Transportation Research Board's Conference on Planning Applications, Baton Rouge LA, April 2003.

Chicago Metropolis 2020: the Business Community Develops an Integrated Land Use/Transportation Plan with Lucinda Gibson, P.E., Frank Beal and John Fregonese, presented at the Institute of Transportation Engineers Technical Conference on Transportation's Role in Successful Communities, Fort Lauderdale FL, March 2003.

Evidence of Induced Travel with Bill Cowart, presented in association with the Ninth Session of the Commission on Sustainable Development, United Nations, New York City, April 2001.

Induced Demand at the Metropolitan Level – Regulatory Disputes in Conformity Determinations and Environmental Impact Statement Approvals, Transportation Research Forum, Annapolis MD, November 2000.

Evidence of Induced Demand in the Texas Transportation Institute's Urban Roadway Congestion Study Data Set, Transportation Research Board Annual Meeting, Washington DC: January 2000.

Subarea Modeling with a Regional Model and CORSIM" with K. Kaliski, presented at *Seventh National Transportation Research Board Conference on the Application of Transportation Planning Methods, Boston MA, May 1999.*

New Distribution and Mode Choice Models for Chicago with K. Ballard, *Transportation Research Board Annual Meeting*, Washington DC: January 1998.

"Land Use Allocation Modeling in Uni-Centric and Multi-Centric Regions" with S. Lawe, *Transportation Research Board Annual Meeting*, Washington DC: January 1996.

Multimodal Statewide Travel Demand Modeling Within a GIS with S. Lawe, Transportation Research Board Annual Meeting, Washington DC: January 1996.

Linking a GIS and a Statewide Transportation Planning Model, with L. Barbour and Judith LaFavor, Urban and Regional Information Systems Association (URISA) Annual Conference, San Antonio, TX, July 1995.

Land Use, Transportation, and Air Quality Models Linked With ARC/INFO. with C. Hanley, C. Blewitt, and M. Lewis, Urban and Regional Information Systems Association (URISA) Annual Conference,: San Antonio, TX, July 1995.

Forecasting Land Use Changes for Transportation Alternative with S. Lawe, Fifth National Conference on the Application of Transportation Planning Methods, Seattle WA, April 1995.

Forecasting Land Use Changes for Transportation Alternatives, with S. Lawe, Fifth National Conference on the Application of Transportation Planning Methods (Transportation Research Board),: Seattle WA, April 1995.

Integrated Transportation, Land Use, and Air Quality Modeling Environment with C. Hanley and M. Lewis Fifth National Conference on the Application of Transportation Planning Methods (Transportation Research Board), Seattle WA, April 1995.

Land Use Allocation Models for Multi-County Urban and Suburban Areas, with S. Lawe, Fourth National Conference on the Application of Transportation Planning Methods (Transportation Research Board), Daytona Beach, FL, May 1993.

Land Use Allocation Models for Regional Planning with S. Lawe, 1993 International System Dynamics Conference, Cancun, Mexico, July 1993.

Estimating Network Model Parameters from Mail Survey Data, with K. Kaliski, L. Rimmer, and S. Lawe, American Society of Civil Engineers 4th International Conference on Microcomputers in Transportation, Baltimore MD, July 1992.

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EDUCATION:

Bachelor of Science in Engineering Sciences, Bates College 1998
Bachelor of Engineering, Dartmouth College 1999

SELECTED PROFESSIONAL EXPERIENCE:

Mr. Grady works on projects in transportation planning and traffic impact analysis requiring the application and development of regional travel demand models. Mr. Grady has been actively involved in the review and critique of network models, particularly as they relate to the National Environmental Policy Act, Environmental Impact Statement, and air quality conformity determination processes. Mr. Grady also has special expertise in the field of mobile source emissions modeling using the MOBILE pollutant emission factor models developed by the Environmental Protection Agency.

Developing Regional Transportation Models

Envision Central Texas—implemented many enhancements in MPO TransCAD model including multiple time periods, feedback from congestion to trip distribution and mode choice, new life style trip production rates, auto availability model sensitive to urban design variables, non-motorized trip model sensitive to urban design variables, and mode choice model sensitive to urban design variables and with higher values of time (more accurate for "choice" riders).

Chicago Metropolis 2020—Developed TransCAD based regional travel demand model for the Chicago six-county region which was used to evaluate various land use and transportation system strategies. Performed highway and transit network coding within TransCAD to include a system of parkways, boulevards and Bus Rapid Transit service which complemented the smart growth land use scenarios.

Baltimore Vision 2030— Enhanced the Baltimore Metropolitan Council's TP+ regional travel demand model to be more responsive to land use development and public investment strategies. The model was run for four different scenarios, and indicators such as land consumption, fuel consumption, accessibility to transit, and mode shares were prepared for each.

Applying Regional Transportation Models

Mr. Grady has applied regional transportation models developed by Smart Mobility, Inc. and by other MPOs and/or consultants in highway and transit planning projects at the project, corridor, and regional levels.

Essex, Vermont Commuter Rail Environmental Assessment—estimated transit ridership for light rail and enhanced bus scenarios, as well as traffic volumes along a major transportation corridor in the Burlington, Vermont designed to serve commuters working at one of the region's major employers, IBM.
Highway Investments and Induced Demand Travel—under contract with the Environmental Protection Agency, determined the extent to which the overall transportation planning and 4-step modeling processes account for induced demand, and the extent to which the individual components of different transportation planning and modeling methodologies account for induced demand.

Inter-County Connector Impacts and Alternatives Study—evaluated the impact of a proposed 18-mile limited access highway in Montgomery County, Maryland and modeled a number alternatives including a transit oriented development strategy as well as the implementation of an express toll lane network consisting of I-270, the Capital Beltway, and I-95 in the Washington, D.C. metro area.

North Potomac River Crossings Impacts Study—evaluated the impact of three different proposed Potomac River crossings: Western Transportation Corridor, High Techway, and Low Techway, northwest of the Capital Beltway in the Washington D.C. region. The TPB-MWCOG travel model was used to quantify the regional transportation impacts of the proposed bridges.

Seacoast Air Quality Conformity Analysis—updated the Seacoast Megamodel developed for three New Hampshire MPOs. The model was applied to calculate vehicle-miles traveled and the resulting air emissions for the conformity determination process.

Nashua Regional Planning Commission Conformity Analysis—updated and improved the RPC travel demand used by planners in the Nashua, New Hampshire region. The model was applied by staff with our support and technical guidance to calculate vehicle-miles traveled and the resulting air emissions for the conformity determination process.

Burlington One-Way Circulation Study—used the Chittenden County travel demand model to identify one-way street pairs for potential two-way conversion. A level of service analysis for fifteen major intersections in the downtown area was conducted for the Department of Public Works.

Reviewing Regional Transportation Models and Studies Based on Them

Mr. Grady has also participated in the review of travel demand models and their use in the air quality conformity process.

Ohio River Bridges Projects– Reviewed Environmental Impact Statement for proposed new freeway bridge east of Louisville, Kentucky for River Fields, a local land trust and historic preservation not-for-profit organization.

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pg 55 of 60

Indiana I-69 – Reviewed model analyses from Indiana statewide travel demand model of proposed new Interstate highway for coalition, including the Environmental Law and Policy Center of the Midwest.

Legacy Highway Draft Supplemental Environmental Impact Statement – Reviewed model alternative analyses from Salt Lake City travel demand model of proposed new highway for Utahns for Better Transportation and FRIENDS of Great Salt Lake. We also modeled a locally-preferred alternative to the new highway.

Reviewing Regional Conformity Findings— Mr. Grady reviews conformity determination analyses, and corresponding transportation improvement plans and long range transportation plans. Recent project work includes: Tempe, Arizona; Atlanta, Georgia; Houston, Texas; Las Vegas, Nevada; and Salt Lake City, Utah.

RECENT PUBLICATIONS AND PRESENTATIONS

Travel Demand Modeling for Regional Visioning and Scenario Analysis with Norm Marshall. Recommended for presentation at the Annual Meeting of the Transportation Research Board, Washington DC, January 2005.

Chicago Metropolis 2020: the Business Community Develops an Integrated Land Use/Transportation Plan with Norm Marshall, Frank Beal and John Fregonese, presented at the Transportation Research Board's Conference on Planning Applications, Baton Rouge LA, April 2003.

225
pg 51 of 60

EXHIBIT 2

WE'VE GOT DELL :) ; ALLIANCE SITE BEST SUITED TO PLANT'S TIMETABLE, COMPANY SAYS; LOCAL OFFICIALS CELEBRATE END OF A 'VERY AGGRESSIVE' PURSUIT; HIRING IS EXPECTED TO BEGIN IN APRIL; ASSEMBLY PLANT COULD HAVE 1,500 WORKERS IN 5 YEARS; [METRO Edition]

Richard Craver JOURNAL REPORTER. **Winston - Salem Journal.** Winston-Salem, N.C.: Dec 23, 2004. pg. 1

Abstract (Document Summary)

Don Kirkman, the president of the Piedmont Triad Partnership, said that Winston-Salem and Forsyth County deserve credit for landing the plant. He said that the region would benefit significantly because the site is centrally positioned for Triad residents wanting to work for Dell. Officials have estimated that Dell would attract most of its plant employees from within a radius of 60 miles.

Economic studies have found that the Dell plant could spawn more than 6,000 indirect jobs for the Triad as suppliers, logistics operations, retail and restaurants open around the site. "Every Dell job has led to another 1 1/2 to two jobs for the local economy," said Amy King, a Dell spokeswoman.

Journal photo by David Rolfe; Journal Graphic by Nicholas Weir; Journal Graphic by Richard Boyd II; Council Member Wanda Merschel (from left), Mayor [Allen Joines], Forsyth Tech President Gary Green, Council Member Vivian Burke, Don Flow of Winston-Salem Business Inc. and WSSU Chancellor Harold Martin celebrate the announcement by Dell Inc. that it will build a computer-manufacturing plant in Alliance Science and Technology Park. (Rolfe) A8: Behind the Deal (Weir; see text at end of article). 2. Planned location of Dell plant (Boyd).

Full Text (1548 words)

Copyright Media General, Inc. Dec 23, 2004

Journal reporters Victoria Cherrie, Michael Hewlett and David Rice contributed to this article.

Winston-Salem and Forsyth County won the high-stakes bidding war yesterday for a Dell Inc. computer-assembly plant, landing a $115 million project in southeast Forsyth County that is expected to create 1,500 jobs in the next five years and act as a catalyst for thousands of other jobs in the region.

It was the most hotly pursued project in Triad economic- development history. Elected officials here offered Dell $37.2 million in local incentives, far more than the packages put forward by Greensboro, Guilford County, Davidson County and High Point.

Dell said that Forsyth's site - at the Alliance Science and Technology Park between U.S. 311 and Interstate 40 - will need less grading work than other sites. The computer company is on a fast timetable. It wants the 500,000-square-foot plant open by next fall and plans to begin construction in January.

Winston-Salem and Forsyth officials expressed relief and elation with Dell's decision, especially since months of negotiations ended only 1 1/2 hours before the company made its announcement at 3 p.m. Dell said that it still has to complete final due diligence on the incentives package.

Allen Joines, the mayor of Winston-Salem, described the Dell plant as a "once-in-a-lifetime" project that pushed the community to be "very aggressive from the very beginning."

"We are delighted and proud to be able to say that Dell is a part of our community," Joines said. "More importantly, Dell is a part of the Piedmont Triad and will have a positive impact on the entire region.

"The jobs that Dell brings to our area are sorely needed. Winston- Salem has taken a lot of hits economically and a lot of workers have been displaced, which had an effect on the mood of the community," Joines said.

"Not only will this plant bring jobs, but it also brings hope of a better economic future and will enable us to look forward and not backward," he said.

Winston-Salem and Forsyth County's offer includes the value of 200 acres at the park off Union Cross Road. Dell will also receive between $242 million and $267 million in incentives and tax relief from the General Assembly.

Shelba Motsinger Talley
1131 Old Salem Road
Kernersville, NC 27284

January 3, 2005

Ms. Mary Alice Dickens, PE
Project Development & Environmental
Analysis Branch, Division of Highways
N.C. Department of Transportation
P. O. Box 25201
Raleigh, NC 27611

Re: Proposed Beltway I74

Dear Ms. Dickens:

I own property in the Sedge Garden Community in Forsyth County. The Motsinger Farm, located at the end of Motsinger Road, has been in our family over 125 years. My father was born in the house that was built in 1909. The entire acreage is in farm use, i.e. cattle, horses, grain, hay, vegetable production and a floral cut flower business.

The N1 route would completely destroy this farm operation plus land-lock this farm. The N2 route would have some negative bearing on this property, but would be the least of the three routes. The N3 route would also affect our property on Weavil Road.

We know that our property is in each of the three proposals due to our family owning property in three different locations. The larger farm acreage on Motsinger Road is our biggest concern, because as I noted above, it will completely destroy the farm operation. We are asking that you do not use the N1 route.

We do appreciate your consideration in this matter.

Sincerely,

Shelba M. Talley

Other joint owners: Terry Motsinger
J. R. Motsinger

Gurak, Jill S

From: Ron Linville [linvillejr@earthlink.net]
Sent: Monday, January 17, 2005 2:04 PM
To: mdickens@dot.state.nc.us; jsgurak@pbsj.com; larry.meisner@kimley-horn.com
Cc: Marla Chambers; Diane Hampton; Marella Buncick
Subject: W-S Beltway

(1) I have been told that NCDOT has plans to disconnect Old High Point Road/Old 311 when the new road is built. I have lived in this community for most of my life and do not think this is a good idea. It will divide families and increase traffic on the new road and New HWY 311. In my particular case, my family lives on Robbins Road and I live east of there so it will be necessary for my aging parents to access new HWY 311 or use another roundabout routing to visit. There are many similar family and church visitation situations in the area, especially between members of Union Cross Moravian Church families and their mother church families at Friedland Moravian Church located near Old 311 at Ridgewood Road.

I request that DOT not disconnect our communities by cutting off Old High Point Road/Old 311. It would increase travel distances, air pollution and influence safety fopr local travelers. Please allow existing passage on Old 311 to continue. Thanks for your consideration.

for Beltway.

228

DOWNTOWN WINSTON-SALEM PARTNERSHIP

November 19, 2004

Mr. Pat Ivey
NCDOT
375 Silas Creek Parkway
Winston-Salem, NC 27127

Dear Pat:

(1) This letter represents an endorsement of the Eastern and Western Beltway plan by the Development Committee of the Downtown Winston-Salem Partnership. This endorsement was unanimously supported by the committee and they have asked that I share their support with you.

Sincerely,

Lyons Gray
President

CC: Nancy Dunn
Missy Dickens

500 W. Fourth St.
Suite 101
Winston-Salem, NC
27101-2782

TEL | 336 354 1500
FAX | 336 722 0746

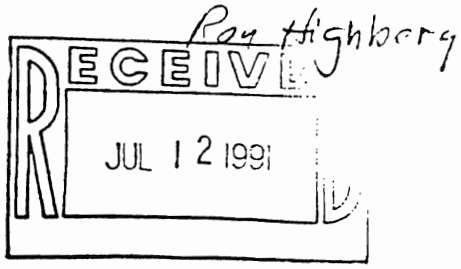
www.dwsp.org

APPENDIX D

AGENCY COORDINATION
PARTS 1 - 9

APPENDIX D

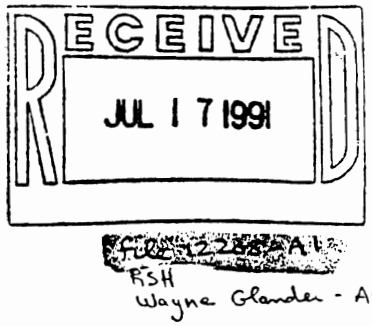
1. Section 106 Compliance



North Carolina Department of Cultural Resources

James G. Martin, Governor
Patric Dorsey, Secretary

Division of Archives and History
William S. Price, Jr., Director



File 12282.A1
RSH
Wayne Glander - AUS

July 10, 1991

Nicholas L. Graf
Division Administrator
Federal Highway Administration
U.S. Department of Transportation
P. O. Box 26806
Raleigh, N.C. 27611

Re: Section 106 Consultation
Winston-Salem Northern Beltway, Sample survey report, R-2247, Forsyth County, CH 91-E-4220-0603, ER 91-8267

Dear Mr. Graf:

Thank you for your letter of July 1, 1991, concerning the above project.

We have reviewed the sample survey report for the above project and concur with its recommendations. Specifically, we agree that a full (100 percent) survey will be required for the selected alternative and that a historic archaeologist familiar with the Colonial period in North Carolina be required for future investigations.

Of the seventeen sites found by the sample survey, we agree that only four (31FY626, 818, 828, and 830) warrant additional testing to determine their eligibility for the National Register. Historic sites 31FY626, 818, and 830 may warrant preservation in place. However, 31FY828 is important chiefly for the information it is likely to yield during data recovery. Given the local, state, and national importance of historic sites in the project area, we urge close communication and cooperation with us as future plans are developed for the 100 percent survey.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966 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, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

David Brook

David Brook
Deputy State Historic Preservation Officer

DB:slw

cc: L. J. Ward
Lee Novick
Kay Simpson

North Carolina Department of Cultural Resources

James G. Martin, Governor
Patric Dorsey, Secretary

Division of Archives and History
William S. Price, Jr., Director

February 25, 1992

Nicholas L. Graf
Division Administrator
Federal Highway Administration
Department of Transportation
310 New Bern Avenue
Raleigh, N.C. 27601-1442

Re: Winston-Salem Northern Beltway
Forsyth County, R-2247, ER 92-7741

Dear Mr. Graf:

Thank you for your letter of January 13, 1992, transmitting your findings for archaeological sites 31FY626, 818, and 830, the archival research report prepared by Langdon Edmunds Oppermann, and North Carolina Department of Transportation's letter of January 7, 1992. While we agree that none of the three sites warrants preservation in place, we disagree with your finding that 31FY626 should not be included in the Pfafftown Historic District which was previously determined eligible by our agencies' concurrence.

Based on the original survey report and Ms. Oppermann's research we believe there is a clear relationship between 31FY626 (Holder-Flynt House and Barn Site) and the Pfafftown Historic District. We also believe the archaeological site should be included as a contributing element within the historic district's boundaries under all the National Register criteria since it contributes to an understanding of the development of the Pfafftown community; is associated with individuals important to the community; is a representative example of a farm complex located along the edge of a closely-knit rural Moravian community; and is likely to yield information about the history of that community. In determining the importance of individuals, relative wealth is not always an appropriate measure. In this case the Holder family's selling land for a church at below market value and the fact that they were developing their property during the period that Pfafftown was developing are sufficient enough to establish their significance to the historic district.

Until an alignment is selected we do not believe a finding of effect for 31FY830 is appropriate. We will, however, be happy to address the effect of the northern beltway on the site once an alignment is selected.

Although not addressed in your letter, we assume your previous commitment to a 100 percent survey will be implemented once the final alignment is selected.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966 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, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

David Brook

David Brook
Deputy State Historic Preservation Officer

DB:slw

cc: L. J. Ward
L. Novick
B. Church
Forsyth County Joint HPC
L. Oppermann

LANGDON EDMUNDS OPPERMANN
Preservation & Planning Consultant

RECEIVED
SEP 28 1992

file 12208-A2
Brent McKinney, WS DOT
Rob Hanson, NCDOT
RSH
TLH
Clell Bond, ACS
Wady Williams, FHWA

September 23, 1992

Mr. Roy S. Highberg, P.E.
Assistant Project Manager
Espey Huston and Assoc., Inc.
P.O. Box 36231
Charlotte, NC 28236

Re: Re-examination of Architectural Property #N48, Hege Log House
S side Shallowford Rd, 0.1 mi W of jct with Kettner Rd (Clemmons USGS quad)
Winston-Salem Northern Beltway (Western Section)
Forsyth County, R-2247

Dear Roy:

On September 21 I received a call from Mrs. Betty Slater (945-2141) asking me about a log house in the project area, apparently within the western corridor. She believes that the house is historically significant and should therefore be protected from the effects of the proposed corridor. Apparently Mrs. Slater received my name from Brent McKinney.

The property's address is 5340 Shallowford Road. Map location is given above. I identified the building on my field map as # N48 on the reconnaissance survey conducted in June of 1991. During the course of my reconnaissance and intensive surveys in 1991 and 1992 I determined that the property did not meet National Register criteria. The property is included in the photographs and map sent to the SHPO office as part of my contract for the Northern Beltway project. It was not selected for inclusion in the final report.

According to the owners, the house is known to have been built by 1877 when Bud Hege (a neighbor now deceased) was born there. Mrs. Slater believes it was built several decades earlier.

On September 22 I drove out to the house, took black and white photographs and met with Mrs. Hazel Potts. Mrs. Potts and her husband J. Frank Potts are the owner-occupants and are Mrs. Slater's parents. The Potts moved into the house in 1937 and at that time and over the next few years made major repairs and alterations to the building.

Today, the house is a 1½-story log building, 3 bays wide with central entrance, 6/6 sash, 2 gable dormers, one stone exterior end chimney, and a front-gabled porch with cement floor at the entrance bay. Below is a partial list of 1937 and later alterations to the house.

1. All original windows (only 18" to 20" wide, according to Mrs. Potts) were removed and replaced with wider, 6/6 sash with surrounds typical of the 1930s. Paired windows were added on the east side elevation.

2. The front door was removed and replaced with the present door and surround.

3. The earlier frame, full-front porch was removed and replaced with current entrance-bay porch.

4. The entire roof and roof structure were removed in 1937 and replaced with the current gable roof and rafters.

1500 Overbrook Avenue, Winston-Salem, NC 27104
Phone (919) 721-1949 • FAX (919) 777-8641

5. The two dormers were added.

6. A room west of the existing house was demolished.

7. A brick exterior end chimney on the east elevation was demolished. A new stone chimney was built on the west elevation.

8. A cement-floored porch was added at the west elevation.

9. The hand-hewn logs of the house had been damaged by termites. Several of these were removed and replaced with circular-sawn boards in three thicknesses to match the width of the logs; these boards are clearly visible on facades as well as at corner notching.

10. Mud chinking was removed throughout the building and replaced with Portland cement.

11. Inside, a corner stair leading to a loft was removed and a new staircase installed at a different location. The upper level was converted to bedrooms and lighted with the new dormers. Two original upper end windows were removed and replaced with new windows.

Based on this re-examination of the exterior of the building, it remains my opinion that character-altering changes to the structure have compromised its historic integrity to the extent the property does not meet National Register criteria. In reexamining the property I have taken into account the level of disrepair and termite damage apparently present in 1937 when the Potts acquired the property. The house is attractive and appears to be well-maintained; it contributes to the architectural history of Forsyth County.

I am sending this information to you for your use and distribution as you feel appropriate. I have a roll of black-and-white film with 17 exposures of the exterior of the property. I will be happy to send it to you for developing if you wish.

Sincerely,

Laydon B. Oppermann

North Carolina Department of Cultural Resources

James B. Hunt, Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
William S. Price, Jr., Director

August 1, 1995

AUG 7 1995
& ASSOCIATES, INC.
CHARLOTTE

Nicholas L. Graf
Division Administrator
Federal Highway Administration
Department of Transportation
310 New Bern Avenue
Raleigh, N.C. 27601-1442

Re: Archaeological surveys for Winston-Salem Northern Beltway (Western Section), Forsyth County R-2247, State Project 6.628001T, 91-E-4220-0603, ER 96-7102

Dear Mr. Graf:

Thank you for your letter of July 17, 1995, concerning the above project.

We have reviewed the seven proposed interchange locations for the above project We feel there has been sufficient archaeological survey, considering the amount of development in these areas, and that no further survey work is needed at the seven locations. We also note that a section of the right-of-way has not been surveyed since the land owner denied access to the archaeologists. We understand this area will be surveyed after the property has been purchased.

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, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

David Brook

David Brook
Deputy State Historic Preservation Officer

DB:slw

cc: H. F. Vick
L. Novick

109 East Jones Street • Raleigh, North Carolina 27601-2807

North Carolina Department of Cultural Resources

James B. Hunt Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
Jeffrey J. Crow, Director

March 13, 1996

Nicholas L. Graf
Division Administrator
Federal Highway Administration
Department of Transportation
310 New Bern Avenue
Raleigh, N.C. 27601-1442

Re: Archaeological surveys for Winston-Salem Northern Beltway (Western Section), Forsyth County, Federal-Aid 92-06-F, State Project 6.628001T, TIP R-2247, ER 96-8503

Dear Mr. Graf:

This letter is in response to your letter of March 8, 1996, requesting concurrence with recommendations for National Register eligibility for twelve additional archaeological sites located within the preferred corridor of this project.

We agree that the following sites are eligible for listing on the National Register of Historic Places:

Site #	Applicable Criteria	Rationale
31FY888	A, D	A rare example of small upland Woodland occupation sites, with datable (C-14) contexts for associated artifacts and, possibly, cultural features.
31FY893**	A(?), D	The historic components included stratified midden deposits and subsurface features, which can contribute to a better understanding of nineteenth century subsistence and economic patterns.
31FY901	A, D	A multicomponent prehistoric Woodland site which can provide needed information on short term habitations in upland Piedmont settings.
31FY902**	A, D	Multicomponent historic and prehistoric site containing information on Archaic and Woodland upland Piedmont habitation and technology, plus late nineteenth century site structure and economic patterns.

109 East Jones Street • Raleigh, North Carolina 27601-2807

Site #	Applicable Criteria	Rationale
31FY903	A, D	Buried components of the site represent a rare example of small, upland Woodland occupations in the Piedmont; information can be gained on site function and technological diversity, especially in comparison to other examples like 31FY888 and 31FY921.
31FY910**	A, D	Historic site components of this site, 31FY911** and 31FY912**, contribute to knowledge of early nineteenth century Moravian occupation of the Wachovia tract; associated with a single family (Flynt) through time.
31FY911**	A, D	See 31FY910**
31FY912**	A, D	See 31FY910**
31FY921	A, D	Intact A and B soil horizons contain artifacts associated with short-term, upland Piedmont Woodland occupations, which are poorly understood in terms of site function, seasonality, and technological diversity.
31FY925**	A, D	Remains of a historic grist mill and road system associated with the National Register of Historic Places-eligible Stultz farmstead; can yield important information on milling technology and early historic economic pursuits in the Forsyth County area.
31FY944	A, D	Another example of upland Piedmont Woodland sites, but one which can produce information on the transition from pre-ceramic Late Archaic to Early Woodland subsistence and technology patterns.
31FY947	A, D(?)	See discussion for 31FY888 above.

We agree that if these sites cannot be avoided during the planning or construction phases of this project, archaeological data recovery and, as necessary, testing to design data recovery programs for these sites is needed. Preservation in place is not considered a necessary or feasible option.

To avoid adversely affecting these twelve sites and any others that may be identified in the preferred alignment, the Federal Highway Administration (FHwA) should develop a data recovery program in consultation with us. Upon our acceptance of the plan, FHwA should implement the plan as agreed upon and submit all appropriate materials to us for review and comment prior to undertaking construction activities. FHwA's acceptance and implementation of the above conditions will adequately document the sites and the information they are likely to yield and result in no adverse effect upon the sites.

We will continue our review of the lengthy draft report submitted with your March 8, 1996 letter, and provide detailed comments as soon as possible.

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, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

David Brook

David Brook
Deputy State Historic Preservation Officer

DB:slw

cc: H. F. Vick
Lee Novick

12208-A1
ASH
Brent McKinney
Langdon Oppermann
Clall Bond

RECEIVED
JAN - 8 1992

North Carolina Department of Cultural Resources

James G. Martin, Governor
Patric Dorsey, Secretary

Division of Archives and History
William S. Price, Jr., Director

RECEIVED
JAN 0 2 1992

January 2, 1992

Nicholas L. Graf
Division Administrator
Federal Highway Administration
Department of Transportation
P.O. Box 26806
Raleigh, N.C. 27611

Re: Historic Structures Survey Report for the Winston-Salem Northern Beltway (Western Section), Forsyth County, R-2247, 6.628001T, ER 92-7484

Dear Mr. Graf:

Thank you for your letter of November 1, 1991, concerning the above project. We have reviewed the historic structures survey report by Langdon Edmunds Oppermann and offer our comments.

The following properties within the area of potential effect are listed in the National Register of Historic Places:

John Jacob Schaub House (N 145). The John Jacob Schaub House was placed on the National Register on October 7, 1982.

Samuel B. Stauber House and Barn (N 245). The Samuel B. Stauber House and Barn were placed on the National Register on January 12, 1988.

The following properties were included on our state study list on April 8, 1982, for possible nomination to the National Register and are in effect considered eligible:

Jeremiah Bahnson Conrad House (N 326)

Ploughboy Jarvis Farm (N 199)

John Henry Kapp Farm (N 464)

Thomas Jefferson Kapp House (N 466)

Pfafftown Historic District. Please refer to the attachment for questions and comments concerning the historic district.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are also eligible for listing in the National Register of Historic Places under the criteria cited:

Doub-Yarbrough House (N 100). Criterion C--The house is significant as a little-altered example of the application of Colonial Revival ornamentation onto the traditional T-house form.

Columbus Kapp Farm (N 454). Criterion A--The property with its house, lands, and extant associated outbuildings represents agricultural practices in Forsyth County during the late nineteenth and early twentieth centuries. Criterion C--The house is an excellent example of a late nineteenth century brick-nogged Victorian I-house.

Constantine C. Stoltz House (N 407). Criterion C--The house is an unusual and rare example of the dog-trot form in Forsyth County.

The following properties were determined not eligible for listing in the National Register of Historic Places because they have undergone numerous character-altering changes:

Jack Boyer House (N 188)

Century Oak Farm (N 97)

Clayton House (N 408)

Alpheus Conrad House (N 98)

Jessie Thomas Conrad House (N 319)

Simeon Cook House (N 200)

Emery Daub House (N 135)

Allen Harper Log House (N 24)

Hauser House (N 45)

Henry Wesley Johnson House (N 203)

Eugene Thomas Kapp House (N 465)

Kapps Mill Miller's House (N 467)

Wesley Kearney House and John Henry Keaney House (N 356A, N 356B)

Edwin F. Shore House (N 231)

Erastus E. Speas House (N 241)

Wolff-Moser House (N 496)

Brookberry Farms (N 89, N 92-96). Brookberry Farms is also not eligible for listing in the National Register because its period of significance did not begin until the late 1940s.

Until additional information for the properties listed below is provided, we are unable to make a determination of their eligibility for listing in the National Register:

Hope Moravian Church (N 210)

John William Kapp Barn (N 455)

Doub Conrad House (N 343)

James W. Franklin House (N 341)

Albert Pfaff House (N 327)

Robertson House (N 201)

Sharon United Methodist Church (N 47)

John Speas House (N 406)

Transou-Davis House (N 123)

In general the report meets our office's guidelines and those of the Secretary of the Interior. However, specific concerns and/or corrections which need to be addressed in the revisions to the final report are attached for the author's use.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966 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, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

David Brook
Deputy State Historic Preservation Officer

DB:slw

Attachment

cc: L. J. Ward
B. Church
Langdon Oppermann

ATTACHMENT

Historic Structures Survey Report for the Winston-Salem Northern Beltway (Western Section), Forsyth County, R-2247, 6.628001T, ER 92-7484

Specific Comments:

1. Hope Moravian Church (N 210). Please provide details about the mid-1970s renovations done to bring the church up to code. This information will determine if the interior of the 1896 building retains its integrity. We agree that the 1964 education building and the 1970s brick hyphen additions do not compromise the integrity of the 1896 church building.

   In addition, we feel that the statement on page 40, "It is the only Moravian . . . 1950s," needs to be refined since the Clemmons Moravian Church (ca. 1901) is also a Moravian community building located in western Forsyth County.

2. J. W. Kapp Barn (N 455). We feel that virtually all intact examples of once-important barns with German origins are likely to be eligible for listing in the National Register. Additional information as to the degree and nature of any alterations to the barn is needed to make a final determination.

3. Pfafftown Historic District. On the Pfafftown Historic District map (page 90) only eight structures are identified within the district's boundaries. Please indicate on the map all contributing properties so that we may have an idea of the ratio of contributing to noncontributing properties. This information will also help determine whether the boundaries shown on the map are appropriate.

4. Though we are inclined to agree that the following properties are not eligible for listing in the National Register, please provide a photograph of the overall exterior view of each property so that we may make a final determination of eligibility and our records will be complete:

   Doub Conrad House (N 343)

   James W. Franklin House (N 341)

   Albert Pfaff House (N 327)

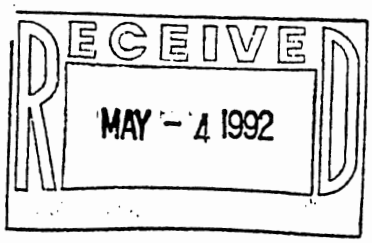
   Robertson House (N 201)

   Sharon United Methodist Church (N 47)

   John Speas House (n 406)

   Transou-Davis House (N 123)

cc: Vick Hanson



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RS H
Odell Bond
Brent McKinney

North Carolina Department of Cultural Resources

James G. Martin, Governor
Patric Dorsey, Secretary

Division of Archives and History
William S. Price, Jr., Director

April 7, 1992

Nicholas L. Graf
Division Administrator
Federal Highway Administration
Department of Transportation
310 New Bern Avenue
Raleigh, N.C. 27601-1442

Re: Addendum to Historic Structures Survey Report for Winston-Salem Northern Beltway (Western Section), Forsyth County, R-2247, 6.628001T, ER 92-8004

Dear Mr. Graf:

Thank you for your letter of March 9, 1992, concerning the above project. We have reviewed the addendum to the historic structures survey report by Langdon Edmunds Oppermann and offer our comments.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are not eligible for listing in the National Register of Historic Places because they have undergone numerous character-altering changes:

John William Kapp Barn (N455)

Doub/Conrad House (N343)

James W. Franklin House (N341)

Albert Pfaff House (N327)

Robertson House (N201)

Sharon United Methodist Church (N47)

John Speas House (N406)

Transou-Davis House (N123)

Also, we have reviewed the additional information concerning contributing and non-contributing properties in the Pfafftown Historic District. We feel that the preliminary boundaries shown are appropriate, noting that the final

boundaries cannot be determined until the Holder-Flynt site is incorporated into the district.

As for the Hope Moravian Church (N210), we understand per telephone conversations with Barbara Church of the North Carolina Department of Transportation (NCDOT), that additional documentation concerning the property will be submitted for our review. We will offer our comments regarding the eligibility of the church upon receipt of NCDOT's documentation.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966 and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106, codified at 36 CFR Part 800.

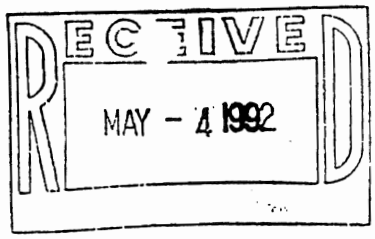
Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

David Brook
Deputy State Historic Preservation Officer

DB:slw

cc: L. J. Ward
B. Church
Langdon Edmunds Oppermann



12208 A1
RSH
cc all Sand
Brent McKinney

North Carolina Department of Cultural Resources

James G. Martin, Governor
Patric Dorsey, Secretary

Division of Archives and History
William S. Price, Jr., Director

April 24, 1992

Nicholas L. Graf
Division Administrator
Federal Highway Administration
Department of Transportation
310 New Bern Avenue
Raleigh, N.C. 27601-1442

RE: Addendum to Historic Structures Survey Report for
Winston-Salem Northern Beltway (Western Section),
Forsyth County, R-2247, 6.628001T, ER 92-8231

Dear Mr. Graff:

We have received a letter dated April 16, 1992, and additional documentation for the Hope Moravian Church (N210) from the North Carolina Department of Transportation. We have reviewed this information along with the addendum to the historic structures survey report by Langdon Edmunds Oppermann and offer our comments.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we believe the property is eligible for listing in the National Register of Historic Places under:

Criterion A--The church is significant for religious history in the context of the Moravian Church.
Criterion C--The church is significant for its architecture as a representative of late 19th-early 20th C. frame churches

If the Federal Highway Administration does not concur with our finding, you have the option of requesting a formal Determination of Eligibility from the Keeper of the National Register of Historic Places.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966 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, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

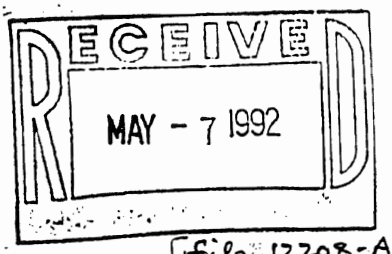
Sincerely,

David Brook

David Brook, Deputy State
Historic Preservation Officer

DB:tmm

cc: L.J. Ward
Barbara Church
Langdon Edmunds Oppermann



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RSH
Cleell Bond - Aus
Brent McKinney - W-S
Alain Outlaw - WBG

North Carolina Department of Cultural Resources

James G. Martin, Governor
Patric Dorsey, Secretary

Division of Archives and History
William S. Price, Jr., Director

May 1, 1992

Nicholas L. Graf
Division Administrator
Federal Highway Administration
Department of Transportation
310 New Bern Avenue
Raleigh, N.C. 27601-1442

Re: Winston-Salem Northern Beltway (Western Section), from US 158 to US 52, Forsyth County, R-2247, 6.628001T, ER 92-8238

Dear Mr. Graf:

Thank you for your letter of April 24, 1992, concerning the above project.

We have reviewed the preliminary documentation provided to us to determine the effects of this project on historic architectural properties and concur with the North Carolina Department of Transportation's determinations of effect upon National Register-listed or eligible properties located within the area of potential effect.

Below is a list of the National Register-listed or eligible properties along with our determinations of effect for each segment of the proposed undertakings near a historic property:

Jeremiah Bahnson Conrad House (N326)

No effect for Segments B7 and A4.

Doub-Yarbrough House (N100)

No Effect for Segments B6 and A4.

Hope Moravian Church (N210)

No Effect for Segments A1 and B1.

Ploughboy Jarvis Farm (N199)

No Effect for Segments B1, C1, and A2.

Columbus Kapp House and Barn (N454)

No Effect for Segment B10, B10a.
Adverse Effect for Segment A6.

John Henry Kapp House and Barn (N464)

No Adverse Effect for Segments A4 and C6a.
Adverse Effect for Segments B7 and B7c.

Thomas Jefferson Kapp House (N466)

No Effect for Segments B7, C4, and A5.

Pfafftown Historic District

No Effect for Segment A4.
Adverse Effect for Segments B7, B7b.

John Jacob Schaub House (N145)

No Effect for all segments.

Samuel Stauber House and Barn (N245)

No Effect for Segment A5.
Adverse Effect for Segments C4-C5, B7-B8, and B7-B9.

Constantine C. Stoltz House (N407)

No Effect for Segment A6.
Adverse Effect for Segments B10 and B10a.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966 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, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

David Brook
Deputy State Historic Preservation Officer

DB:slw

cc: L. J. Ward
B. Church
Roy Highberg, Espey Houston & Assoc.
Langdon Edmunds Oppermann

cc: Vick

North Carolina Department of Cultural Resources

James B. Hunt, Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
William S. Price, Jr., Director

MAY 18 1993
PLANNING & ENVIRONMENTAL BRANCH

RECEIVED
MAY 17 1993
DIVISION OF HIGHWAYS
PLANNING & ENVIRONMENTAL

May 14, 1993

Nicholas L. Graf
Division Administrator
Federal Highway Administration
Department of Transportation
310 New Bern Avenue
Raleigh, N.C. 27601-1442

RE: Winston-Salem Northern Beltway, Forsyth County,
R-2247, 6.628001T, ER 93-8729

Dear Mr. Graf:

Thank you for your letter of April 26, 1993, concerning the above project.

We have reviewed the formal Determination of Eligibility Report prepared by the North Carolina Department of Transportation's Architectural Resources Section, as well as the historic structures survey report and addendum by Langdon Edmunds Oppermann. Upon closer consideration and review of the collection of historic churches in Forsyth County, we feel that the Hope Moravian Church does not appear eligible for listing in the National Register of Historic Places

The above comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966 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, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

David Brook

David Brook
Deputy State Historic Preservation Officer

DB:slw

cc: L. J. Ward
B. Church
Keeper of the Register
Landgon Edmunds Oppermann

RECEIVED
APR 11 1995
ESPEY, HUSTON & ASSOCIATES, INC.
CHARLOTTE

12208-B2a
RSH
Langdon E. Oppermann

TIP # R-2247 Federal Aid # M-5913 County FORSYTH

CONCURRENCE FORM FOR ASSESSMENT OF EFFECTS

Brief Project Description
WINSTON-SALEM NORTHERN BELTWAY (WESTERN SECTION), FROM US 158 TO US 52

On July 25, 1995, representatives of the

- ✓ North Carolina Department of Transportation (NCDOT)
- ___ Federal Highway Administration (FHwA)
- ✓ North Carolina State Historic Preservation Office (SHPO)
- ___ Other ___

reviewed the subject project and agreed

- ___ there are no effects on the National Register-listed property within the project's area of potential effect and listed on the reverse.
- ___ there are no effects on the National Register-eligible properties located within the project's area of potential effect and listed on the reverse.
- ___ there is an effect on the National Register-listed property/properties within the project's area of potential effect. The property/properties and the effect(s) are listed on the reverse.
- ✓ there is an effect on the National Register-eligible property/properties within the project's area of potential effect. The property/properties and effect(s) are listed on the reverse.

Signed:

Barbara Church — July 25, 1995
Representative, NCDOT — Date

Roy C Shelton — 7/31/95
FHwA, for the Division Administrator, or other Federal Agency — Date

Debbie Bevin — 7/25/95
Representative, SHPO — Date

for David Brook, Deputy — 8/9/95
State Historic Preservation Officer — Date

(over)

TIP # R-2247 Federal Aid # M-5913 County FORSYTH

Properties within area of potential effect for which there is no effect. Indicate if property is National Register-listed (NR) or determined eligible (DE).

Properties within area of potential effect for which there is an effect. Indicate property status (NR or DE) and describe effect.

SAMUEL STAUBER HOUSE AND BARN (DE) – NO ADVERSE EFFECT

In their letter dated September 30, 1992, the SHPO concurred with a finding of Adverse Effect for the Stauber House. Due to refinements of the project design since that time, the alignment has shifted within the corridor approximately 300 feet away from the property. Since the alignment has shifted, the effect on the Stauber House is no longer adverse. There will still be increased traffic in front of the house and therefore there is an effect on the property. Since the area of construction and control of access have been shifted 300 feet away, the effect is not adverse.

Initialed: NCDOT BC FHwA MLS SHPO _____

Advisory Council On Historic Preservation

The Old Post Office Building
1100 Pennsylvania Avenue, NW, #809
Washington, DC 20004

NOV 13 1995

Mr. Nicholas L. Graf
Division Administrator
Federal Highway Administration
310 New Bern Avenue, Suite 410
Raleigh, NC 27601

REF: Winston-Salem Northern Beltway Project (Western Section)
Forsyth County, North Carolina

Dear Mr. Graf:

On October 16, 1995, the Council received your determination, supported by the North Carolina State Historic Preservation Officer (SHPO), that the referenced undertaking will have no adverse effect upon the Samuel Stauber House and Barn, which are included in the National Register of Historic Places. Pursuant to Section 800.5(d)(2) of the Council's regulations, "Protection of Historic Properties" (36 CFR Part 800), we do not object to your determination. Therefore, you are not required to take any further steps to comply with Section 106 of the National Historic Preservation Act other than to implement the undertaking as proposed and consistent with the conditions you have reached with the North Carolina SHPO.

Thank you for your cooperation.

Sincerely,

MaryAnn Naber
Historic Preservation Specialist
Eastern Office of Review

North Carolina Department of Cultural Resources

James B. Hunt Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
Jeffrey J. Crow, Director

March 8, 1996

Nicholas L. Graf
Division Administrator
Federal Highway Administration
Department of Transportation
310 New Bern Avenue
Raleigh, N.C. 27601-1442

Re: Winston-Salem Northern Beltway, Western Section, Forsyth County, R-2247, State Project No. 6.628001T

Dear Mr. Graf:

On March 7, 1996, we received a facsimile transmission from the North Carolina Department of Transportation with recent photographs showing that the Constantine C. Stoltz House has been demolished. The demolition of the Stoltz House by a private developer negates this project's need for the Memorandum of Agreement (MOA) signed by the State Historic Preservation Officer on November 16, 1995. If you have already forwarded the MOA to the Forsyth County Historic Properties Commission and the Advisory Council on Historic Preservation, please notify them of the current circumstances and our belief that a MOA is not longer necessary.

So our files for this property will be complete, we would like original copies of the photographs showing the demolition.

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, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

David Brook

David Brook
Deputy State Historic Preservation Officer

DB:slw

cc: H. F. Vick
B. Church
Forsyth County HPC
Advisory Council on Historic Preservation

bc: File Brown/Bevin County RF

109 East Jones Street • Raleigh, North Carolina 27601-2807

MAR-08-'96 FRI 15:03 ID:PLANNING AND ENVIRON TEL NO: #179 P02

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Region Four
310 New Bern Avenue, Suite 410
Raleigh, North Carolina 27601
April 26, 1996

IN REPLY REFER TO
HO-NC

Mr. Don Klima, Director
Eastern Office of Project Review
Advisory Council on Historic Preservation
The Old Post Office Building
1100 Pennsylvania Ave., N.W. No. 809
Washington, D.C. 20004

Dear Mr. Klima:

Subject: Finding of No Adverse Effect for 12 Archaeological Sites, Winston-Salem Northern Beltway (Western Section), TIP No. R-2247, State Project No. 6.628001T, Forsyth County

Enclosed for your review are copies of the following information:

1) A description of the undertaking;
2) A description of the 12 archaeological sites;
3) A description of the efforts used to identify historic properties;
3) A discussion of avoidance alternatives;
4) The State Historic Preservation Officer's concurrence in the no adverse effect determination on the 12 archaeological sites;
5) Memorandum of Agreement (MOA).

The Federal Highway Administration (FHWA) in consultation with the State Historic Preservation Officer (SHPO) has determined that 12 Archaeological sites are eligible for the National Register of Historic Places under Criteria A and D. After an extensive environmental evaluation was performed, an alternative was selected which will have unavoidable impacts to these sites. The SHPO and FHWA have agreed that this project will have no adverse effect on these archaeological sites with the enactment of testing and data recovery plans, which will be developed as stipulated in the subject MOA.

This information is provided to your office pursuant to 36 CFR 800.8(a). We request your concurrence in the no adverse effect finding and the MOA. Should you have any questions, please contact Mr. Dan Hinton of my staff at (919) 856-4350.

Sincerely yours,

Ray C Shelton

For Nicholas L. Graf, P.E.
Division Administrator

Enclosures

cc: Mr. H. Frank Vick, NCDOT P&E
Mr. David Brook, NC Department of Cultural Resources
File: R-2247
Reading File: 6D23OP01.DTH

MEMORANDUM OF AGREEMENT
FOR THE WESTERN SECTION OF THE WINSTON SALEM NORTHERN BELTWAY
SUBMITTED TO THE ADVISORY COUNCIL ON
HISTORIC PRESERVATION
PURSUANT TO 36 CFR PART 800.6(a)

WHEREAS, the Federal Highway Administration (FHWA) has determined that the Western Section of the proposed Winston-Salem Northern Beltway will have an effect upon twelve (12) archaeological sites that are eligible for inclusion in the National Register of Historic Places, and has consulted with the North Carolina State Historic Preservation Officer (SHPO) in accordance with Section 106 of the National Historic Preservation Act, 16 U.S.C. Part 470, and its implementing regulations (36 CFR Part 800); and

WHEREAS the North Carolina Department of Transportation (NCDOT) has participated in the consultation, and has been invited to concur in this Memorandum of Agreement (MOA);

NOW, THEREFORE, the FHWA and the North Carolina SHPO agree that the undertaking shall be implemented in accordance with the following stipulations to take into account the effect of the proposed undertaking on historic properties.

Stipulations

The FHWA will ensure that the following stipulations are implemented:

I. The NCDOT in consultation with the North Carolina SHPO, will develop a testing plan, for the twelve eligible archaeological sites which are:

Site #	Rationale
31FY888	A rare example of small upland Woodland occupation sites, with datable (C-14) contexts for associated artifacts, and possibly, cultural features.
31FY893**	The historic components included stratified midden deposits and subsurface features, which can contribute to a better understanding of nineteenth century subsistence and economic patterns.
31FY901	A multicomponent prehistoric Woodland site which can provide needed information on short term habitations in upland Piedmont settings.
31FY902**	Multicomponent historic and prehistoric site containing information on Archaic and Woodland upland Piedmont habitation and technology, plus late nineteenth century site structure and economic patterns.

31FY903	Buried components of the site represent a rare example of small, upland Woodland occupations in the Piedmont; information can be gained on site function and technological diversity, especially in comparison to other examples like 31FY888 and 31FY921.
31FY910**	Historic site components of this site, 31FY911** and 31FY912**, contribute to knowledge of early nineteenth century Moravian occupation of the Wachovia tract; associated with a single family (Flynt) through time.
31FY911**	See 31FY910**
31FY912**	See 31FY910**
31FY921	Intact A and B soil horizons contain artifacts associated with short-term, upland Piedmont Woodland occupations, which are poorly understood in terms of site function, seasonality, and technological diversity.
31FY925**	Remains of a historic grist mill and road system associated with the National Register of Historic Places-eligible Stultz farmstead; can yield important information on milling technology and early historic economic pursuits in the Forsyth County area.
31FY944	An example of upland Piedmont Woodland sites, which can produce information on the transition from pre-ceramic Late Archaic to Early Woodland subsistence and technology patterns.
31FY947	See 31FY888.

The plan shall be consistent with the Secretary of the Interior's Standards and Guidelines for Archeological Documentation (48 FR 44734-37) and take into account the Council's publication, Treatment of Archeological Properties (Advisory Council on Historic Preservation, 1980), subject to any pertinent revisions the Council may make in the publication prior to completion of the site testing, and decisions regarding the need for data recovery, as well as the research designs and questions in Abbott 1996; Nash et al. 1991; and Novick 1995 (as referenced in Attachment A). The plan shall specify, at a minimum:

(A) the property, properties, or portions of properties where testing is to be carried out;

(B) any property, properties, or portions of properties that will be impacted without further evaluation;

(C) the research questions to be addressed through the testing with an explanation of their relevance and importance;

(D) the methods to be used, with an explanation of their relevance to the research questions;

(E) the methods to be used in analysis, data management, and dissemination of data, including a schedule;

(F) the proposed disposition of recovered materials and records;

(G) proposed methods for involving the interested public in the testing;

(H) proposed methods for disseminating results of the work to the interested public;

(I) a proposed schedule for the submission of progress reports to the FHWA and North Carolina SHPO.

II. The testing plan shall be submitted by the FHWA to the North Carolina SHPO for 30 days review. Unless the SHPO objects within 30 days after receipt of the plan, the FHWA shall ensure the plan is implemented.

III. Based on results of the testing plan, the FHWA shall consult with the North Carolina SHPO to determine whether or not data recovery is necessary for any of the archaeological sites.

If recovery is necessary, NCDOT shall develop a data recovery plan which incorporates the minimum elements outlined in Stipulation I.A-I above for the sites requiring data recovery.

IV. The data recovery plan shall be submitted by the FHWA to the North Carolina SHPO for 30 days review. Unless the SHPO objects within 30 days after receipt of the plan, the FHWA shall ensure the plan is implemented for each site requiring data recovery.

V. Should the North Carolina SHPO object within 20 days of any plan provided for review pursuant to this Memorandum Agreement, FHWA shall consult with the North Carolina SHPO to resolve the objection. If FHWA or the North Carolina SHPO determines that the objection cannot be resolved, FHWA shall forward all documentation relevant to the dispute to the Council. Within 30 days after receipt of all pertinent documentation, the Council will either:

A. Provide FHWA with recommendations, which FHWA will take into account in reaching a final decision regarding the dispute, or

B. Notify FHWA that it will comment pursuant to 36 CFR Section 800.6(b) and proceed to comment. Any Council comment provided in response to such a request will be taken into account by FHWA in accordance with 36 CFR Section 800.6(c)(2) with reference to the subject of the dispute.

Any recommendation or comment provided by the Council will be understood to pertain only to the subject of the dispute; FHWA's responsibility to carry out all the actions under the Memorandum of Agreement that are not the subject of the dispute will remain unchanged.

Execution of this Memorandum of Agreement by the FHWA and the North Carolina SHPO, its subsequent acceptance by the Council, and implementation of its terms, evidences that the FHWA has afforded the Council an opportunity to comment on the Western Section of the Winston Salem Northern Beltway and its effects on historic properties, and that FHWA has taken into account the effects of the undertaking on historic properties.

ATTACHMENT A

REFERENCES

Abbott, Lawrence E., Jr.

1996 Winston-Salem Northern Beltway Project (Western Section), Archaeological Survey With the Muddy Creek Drainage Basin, Forsyth County, North Carolina, NCDOT TIP R-2247. New South Associates. On file NCDOT.

Nash, Michael, Loretta Lautzenheiser, Robert Rogers, Patricia McCoy, and Wayne Glander

1991 A Sample Archaeological Survey of the Proposed Final Alternatives For the Winston-Salem Northern Beltway (Western Section) Forsyth County, North Carolina (State Clearinghouse Project No. 91I4220603).

Novick, Lee

1994 Archaeological Background Report, Newton-Conover Eastern Loop (U-2404) Study Area, Catawba County, North Carolina.

FEDERAL HIGHWAY ADMINISTRATION

By: Mary C Shelton Date: 4/26/96

For Nicholas Graf, Administrator

NORTH CAROLINA STATE HISTORIC PRESERVATION OFFICER

By: Jeffrey J Crow for Date: 4-26-96

Jeffrey J. Crow, State Historic Preservation Officer

Concur:

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

By: H. Franklin Vick Date: 4/26/96

H. Franklin Vick, P. E., Manager, Planning and Environmental Branch

ACCEPTED for the Advisory Council on Historic Preservation

By: _____ Date: _____

Robert Bush, Ph.D., Executive Director

North Carolina Department of Cultural Resources
State Historic Preservation Office
David L. S. Brook, Administrator

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary
Office of Archives and History

Division of Historical Resources

October 9, 2003

TO: Greg Thorpe, Ph.D., Director
Project Development and Environmental Analysis Branch
NCDOT Division of Highways

FROM: David Brook DSE for David Brook

SUBJECT: Historic Architectural Resources Survey Report/Winston-Salem Northern Beltway, Western Section, US 158 to US 52, R-2247, Forsyth County, CH91-0603

Thank you for your letter of August 8, 2003, transmitting the survey report by Sarah A. Woodard of Edwards-Pitman Environmental, Inc.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties remain eligible and are listed in the National Register of Historic Places under the criterion cited:

John Henry Kapp Farm, 6055 Bethania-Tobaccoville Road, north side of NC Highway 65, 0.1 mile northeast of the junction with NC Highway 67 (Reynolda Road extension), remains eligible for the National Register under Criteria A and C. The farm with associated land and buildings represents patterns of successful agricultural practices in Forsyth County during the late nineteenth and early twentieth centuries. The house is an unusually fine mid-nineteenth century brick-nogged farmhouse in Forsyth County. The property's National Register boundaries remain unchanged.

John Jacob Schaub House, south side of SR 1455 (Balsom Road), 0.2 mile west of junction with SR 1456 (Warner Road), remains eligible for the National Register under Criterion C as a rare example of original, little altered Moravian architecture. The property's National Register boundaries remain unchanged.

Samuel B. Stauber House, 6085 Bethania-Tobaccoville Road (SR 1611), east and west sides of SR 1611 0.05 mile south of SR 1626 (Kapp Road), remains eligible for the

National Register under Criteria A and C. It is an excellent representative example of a mid-nineteenth century farmstead in the county, illustrating traditional German building practices and distinctive characteristics of the Greek Revival style. The property's National Register boundaries remain unchanged.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are listed in the State Study List and remain eligible for the National Register of Historic Places under the criterion cited:

Eugene Thomas Kapp House, 5631 Kapp Road, remains eligible for the National Register under Criterion C for architecture. The house is of heavy frame construction with brick noggin and is an excellent of an unaltered, rural I-house with Queen Anne and Italianate detailing. We concur with the proposed National Register boundaries as described and delineated in the survey report.

Kapp's Mill Miller's House, 5611 Kapp Road, remains eligible for the National Register under Criterion A for its association with rural industry and commerce in nineteenth-century Forsyth County. We concur with the National Register boundaries as described and delineated in the survey report.

Jeremiah Bahnson Conrad House, 2650 Spicewood Drive; SW corner of SR 1863 and SR 1434, remains eligible for the National Register under Criteria A and C for its association with western Forsyth County's rural agrarian development in the mid to late nineteenth century. The house is a well-preserved and distinctive example of a brick I-house with Greek Revival and Italianate details. We concur with the proposed National Register boundaries as described and delineated in the survey report.

Ploughboy Jarvis Farm, 1532 Jonestown Road; junction of SR 1136 and SR 1120, remains eligible for the National Register under Criteria A and B. The farm complex represents the pattern of agricultural practices in Forsyth County during the late nineteenth and early twentieth centuries. In addition, the farm is associated with James Monroe "Ploughboy" Jarvis whose writings pioneered seed production and farming practices. We concur with the proposed National Register boundaries as described and delineated in the survey report.

Thomas Jefferson Kapp House, 5620 Kapp Road; west side of SR 1626, 0.25 mile south of the junction with SR 1821 and 0.7 mile south of the junction with SR 1611, remains eligible for the National Register under Criterion C as an unusually fine mid-nineteenth century Greek Revival farmhouse in the county. We concur with the proposed National Register boundaries as described and delineated in the survey report.

Pfafftown Historic District, both sides of Transou Road, extending 0.05 mi S and 0.6 mi N of SR 1525, remains eligible for the National Register under Criteria A and C. The district is an intact satellite community within the broader Moravian network established in the Wachovia tract. In addition, the district's structures are representative of building practices in rural and small town Forsyth county communities from the 1840s into the early twentieth century. We concur with the National Register boundaries as described and delineated in the survey report.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties remain eligible for the National Register of Historic Places under the criterion cited:

Doub-Yarborough House, 5315 Fleetwood Circle; NW corner of SR 1427 and SR 1348, remains eligible for the National Register under Criterion C as a little altered example of the application of Colonial Revival ornamentation onto the traditional North Carolina I-house form. We concur with the proposed National Register boundaries as described and delineated in the survey report.

Columbus Kapp House, east side of dirt drive (Kapp Road), 0.1 mile south of the junction with SR 1898 and 0.3 mi south of the junction with centerline of US Highway 52, remains eligible for the National Register under Criteria A and C. The house represents agricultural practices in Forsyth County during the late nineteenth and early twentieth centuries. It is also an excellent example of a late nineteenth-century brick nogged-Victorian I-house in the western half of Forsyth County. We concur with the proposed National Register boundaries as described and delineated in the survey report.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are eligible for the National Register of Historic Places under the criterion cited:

Brookberry Farm, east side of SR 1314, 0.8 mile south of the junction with SR 1348, is eligible for the National Register under Criteria A and C. The house, grounds, pastures, and dairy-related buildings survive as important examples of the country house movement and the Colonial Revival Style during the post-World War II period. We concur with the proposed National Register boundaries as described and delineated in the survey report.

Harmony Grove United Methodist Church Cemetery, north side of SR 1261, 0.3 mile east of SR 1103, is eligible for the National Register under Criterion C and Criterion Consideration D for its outstanding non-Moravian Germanic funerary art. We concur with the proposed National Register boundaries as described and delineated in the survey report.

Alexander Hege House, 5340 Shallowford Road, is eligible for the National Register under Criteria A and C for its association with the broad patterns of rural agrarian development in the western Forsyth County during the mid to late nineteenth century and as a well preserved example of a log house. We concur with the proposed National Register boundaries as described and delineated in the survey report.

John S. Shore Farm, 6010 Bethania-Tobaccoville Road, is eligible for listing in the National Register under Criteria A and C. The farm is associated with the broad pattern of western Forsyth County's rural agrarian development in the early nineteenth century and is a well-preserved example of a typical I-house with a compliment of well-preserved outbuildings. We concur with the proposed National Register boundaries as described and delineated in the survey report.

Todd House, 2514 Clemmonsville Road, is eligible for listing in the National Register under Criterion C as a rare and distinctive example of plank construction. We concur with the proposed National Register boundaries as described and delineated in the survey report.

The following properties are determined not individually eligible for listing in the National Register of Historic Places:

Community (Pfafftown) United Church of Christ
Clayton House
Alpheus Conrad House
Jessie Thomas "Jessie Pete" Conrad House
House
John William Kapp Farm
Wesley Kearney House and John Keatney House
Hugh Shoaf House
Southwest Elementary School
Thomas House
Properties 2-16; 18-78; 80-151; 154-169; 171-279; 281-294; 298- 300; 303- 327.

We do not concur with the evaluation of the Wolff-Moser House, 0.3 mi south of driveway start at SR 1631 (Mizpah Church Road), 0.8 mi east of SR 1611 (Bethania-Tobaccoville Road). The verbal description of the house does not provide enough evidence for us to substantiate changes to the structure. The house is still sited at its original location. Therefore, the Woff-Moser House remains eligible for the National Register and is still listed in the State Study List.

We would like to request a further evaluation of the Hope Moravian Church, Hope Church Road. The church organization has had a significant impact on the ethnic history of the area and the vinyl siding does not appear to detract from the building's character and design.

Further, we are also requesting a supplemental Phase II survey report for this project. Because the western bypass will have secondary and cumulative impacts, we believe the Area of Potential Effect (APE) is larger than shown in this report. The planned interchanges will necessitate a four-lane highway to the nearest community. Therefore, wherever an interchange is planned, the APE should include the interchange to the nearest community. If interchanges are planned for this project, please provide us with additional information concerning the APE and an evaluation of the historic/architectural resources within the APE.

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 919/733-4763. In all future communication concerning this project, please cite the above referenced tracking number.

cc: Barbara Church, NCDOT
Sarah A. Woodard, Edwards-Pitman Environmental, Inc.

Federal Aid # *TIP #* **R-2247** *County*: **Forsyth**

CONCURRENCE FORM FOR ASSESSMENT OF EFFECTS

Project Description: Winston-Salem Northern Beltway, Western Section Preferred Alternative ONLY

On March 1, 2004, representatives of the

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

Reviewed the subject project and agreed

- [ ] There are no effects on the National Register-listed property/properties located within the project's area of potential effect and listed on the reverse.
- [x] There are no effects on the National Register-eligible property/properties located within the project's area of potential effect and listed on the reverse.
- [ ] There is an effect on the National Register-listed property/properties located within the project's area of potential effect. The property/properties and the effect(s) are listed on the reverse. * John Henry Kapp Farm – awaiting further detai
- [x] There is an effect on the National Register-eligible property/properties located within the project's area of potential effect. The property/properties and effect(s) are listed on the reverse.

Signed:

Mary Pope Furr — March 1, 2004
Representative, NCDOT — Date

FHWA, for the Division Administrator, or other Federal Agency — Date

3/1/04
Representative, HPO — Date

Renee Gledhill-Earley — 3/1/04
State Historic Preservation Officer — Date

Federal Aid # *TIP #* **R-2247** *County*: **Forsyth**

Properties within the area of potential effect for which there is no effect. Indicate if property is National Register-listed (NR) or determined eligible (DE).

Brookberry Farm (DE)
Harmony Grove UMC Cemetery (DE)
John S. Shore Farm (DE)
Eugene Thos. Kapp House (DE)
Kapp Mill Miller's House (DE)
Todd House (DE)

Properties within the area of potential effect for which there is an effect. Indicate property status (NR or DE) and describe the effect.

Alexander Hege House (DE) Adverse Effect
Samuel Stauber Farm (DE) No Adverse Effect

Reason(s) why the effect is not adverse (if applicable).

S. Stauber Farm - No Adverse Effect because little visual impact & controlled access in the area.

Initialed: NCDOT MPF FHWA _____ HPO SDM

Federal Aid # *TIP #* **R-2247** *County*: **Forsyth**

CONCURRENCE FORM FOR ASSESSMENT OF EFFECTS

Project Description: Winston-Salem Northern Beltway, Western Section

On 4/21/2004, representatives of the

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

Reviewed the subject project and agreed

- [ ] There are no effects on the National Register-listed property/properties located within the project's area of potential effect and listed on the reverse.
- [ ] There are no effects on the National Register-eligible property/properties located within the project's area of potential effect and listed on the reverse.
- [ ] There is an effect on the National Register-listed property/properties located within the project's area of potential effect. The property/properties and the effect(s) are listed on the reverse.
- [x] There is an effect on the National Register-eligible property/properties located within the project's area of potential effect. The property/properties and effect(s) are listed on the reverse.

Signed:

Mary Pope Furr 4-21-2004

Representative, NCDOT Date

FHWA, for the Division Administrator, or other Federal Agency Date

Representative, HPO 4/21/04 Date

Renee Gledhill-Earley 4/21/04

State Historic Preservation Officer Date

Federal Aid # *TIP #* **R-2247** *County*: **Forsyth**

Properties within the area of potential effect for which there is no effect. Indicate if property is National Register-listed (NR) or determined eligible (DE).

Properties within the area of potential effect for which there is an effect. Indicate property status (NR or DE) and describe the effect.

John Henry Kapp Farm (NR) - No Adverse Effect with conditions.

Reason(s) why the effect is not adverse (if applicable).

No adverse effect w/ the condition that NCDOT shall not approve any more driveway permits along the property of the Kapp Farm within the Right of Way for the project (Currently there are 3 driveways shown on the plans) And this commitment shall be filed in the Div. office for driveway permits

Initialed: NCDOT MPF FHWA _____ HPO SDM

RECEIVED
JUN 2
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH

North Carolina Department of Cultural Resources
State Historic Preservation Office

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History
Division of Historical Resources
David Brook, Director

May 24, 2004

MEMORANDUM

TO: Greg Thorpe, Manager
Project Development and Environmental Analysis Branch
NCDOT Division of Highways

FROM: David Brook DB for David Brook

SUBJECT: Hope Moravian Church – National Register Eligibility, Winston-Salem Northern Beltway, Western Section, R-2247, Forsyth County, CH91-0603

Thank you for your letter of May 3, 2004, concerning the above project.

We appreciate the additional information you have provided about the Hope Moravian Church.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that Hope Moravian Church, 2759 Hope Church Road, Winston Salem, is not eligible for listing in the National Register of Historic Places:

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 919/733-4763. In all future communication concerning this project, please cite the above referenced tracking number.

cc: Mary Pope Furr

North Carolina Department of Cultural Resources

State Historic Preservation Office

Peter B. Sandbeck, Administrator

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History
Division of Historical Resources
David Brook, Director

December 12, 2005

MEMORANDUM

TO: Greg Thorpe, Ph.D., Director
Project Development and Environmental Analysis Branch
NCDOT Division of Highways

FROM: Peter Sandbeck RSB for Peter Sandbeck

SUBJECT: Sharon United Methodist Church – Citizen Comment, Winston-Salem Northern Beltway, R-2247, U-2579, and U-2579A, Forsyth County, CH 91-0603 and ER 03-0569

Thank you for your letter of December 1, 2005, concerning the above project.

In 1991 and 2003, we concurred with NC DOT's determination that the Sharon United Methodist Church is not eligible for listing in the National Register of Historic Places. We stand by these concurrences and reiterate our concurrences.

The Sharon United Methodist Church Cemetery, located south of the church, is outside the area of potential effects and will not be impacted by the project. The project will not have a visual impact on the cemetery because burials are horizontally oriented.

However, we will need to be informed immediately if any ground disturbing activities occur on the cemetery property or if any burials are discovered during construction.

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, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763. In all future communication concerning this project, please cite the above-referenced tracking number.

cc: Mary Pope Furr
Richard Silverman
Missy Dickens, NC DOT Program Development

North Carolina Department of Cultural Resources

James B. Hunt, Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
William S. Price, Jr., Director

December 20, 1994

MEMORANDUM

TO: H. Franklin Vick, P.E., Manager
Planning and Environmental Branch
Division of Highways
Department of Transportation

FROM: David Brook
Deputy State Historic Preservation Officer

SUBJECT: Extension of Winston-Salem Northern Beltway (Eastern Section) from I-40 Business to US 311, Forsyth County, State Project 6.628002T, TIP U-2579, CH 95-E-4220-0363

We have received information concerning the above project from the State Clearinghouse.

Our comments of April 13, 1993, acknowledged the North Carolina Department of Transportation's (NCDOT) intention to conduct cultural resource surveys to identify properties which might be within the area of potential effect and that we would comment upon the effects of the project after reviewing the survey reports. The proposed study area may contain potentially significant cultural resources. Therefore, we recommend that surveys be conducted to identify historic, archaeological, and architectural resources which might be affected by the proposed undertaking. Upon review of the survey reports we will comment further concerning the impact of the project on historic properties.

Gwynne Taylor conducted a comprehensive survey of historic architectural resources in Forsyth County in 1981. We have conducted a search of our maps and files and have located the following structures of historical or architectural importance within the general area of the project:

FY 316	Fred Crews House
FY 317	Sapp House
FY 325	Joe Crews House
FY 314	Sts. Delight Primitive Baptist Church
FY 313	Sedge Garden School
FY 323	Bunyon Linville House

FY 321	Glenn E. Swaim House
FY 322	Wilson-Stockton House
FY 320	Atkins House
FY 319	House
FY 312	Holder House
FY 307	Isaac Robbins House
FY 310	House
FY 380	Charlie Tucker House
FY 309	House
FY 311	George Williard House
FY 376	Union Cross Elementary
FY 324	Noah Smith House
FY 326	Unidentified
FY 327	R. L. Hastings Store
FY 328	Kermit Smith House

Please see attached quad maps for locations of the above properties.

Since this survey was conducted over a decade ago, additional properties which may be eligible for the National Register may be located in the area of potential effect. Survey site files for Forsyth County are available for use at the Survey and Planning Branch, 515 North Blount Street. We suggest that you schedule an appointment to use the files (telephone 733-6545).

The above comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966 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, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

DB:slw

Enclosures

cc: N. Graf
B. Church
State Clearinghouse
Forsyth County Joint HPC

4/3 cc: Davis/Bissett

North Carolina Department of Cultural Resources

James B. Hunt, Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
William S. Price, Jr., Director

August 1, 1995

RECEIVED
AUG 0 3 1995
DIVISION O. HIGHWAYS
PLANNING & ENVIRONMENTAL

Nicholas L. Graf
Division Administrator
Federal Highway Administration
Department of Transportation
310 New Bern Avenue
Raleigh, N.C. 27601-1442

Re: Eastern Section, Winston-Salem Northern Beltway, U-2579, State Project 6.628002T, CH 93-E-4220-0764, ER 95-9304

Dear Mr. Graf:

Thank you for your letter of June 30, 1995, concerning the above project.

Review of the archaeological survey report and site forms for the above project has turned up several inconsistencies which need to be clarified before we continue our review. In general, information within site forms and between the forms and the report does not always agree.

Attached is a list of partial comments and areas that need attention. We suggest the consultant thoroughly revise the site forms and report to reflect greater consistency. Upon receipt of the revisions, we will gladly continue our review.

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, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

David Brook

David Brook
Deputy State Historic Preservation Officer

DB:slw

Enclosure

cc: H. F. Vick
L. Novick
Lee Abbott, New South Associates

Winston-Salem Northern Beltway (Eastern Section)
GS-93-0004
8LO

ARW: Indicates there are problems with site forms; research potential codes, recording historic structures on archaeological site forms, statement conflicts between research potential and recommendations, assignment of historical site numbers (** designation) to isolated finds, etc.

General:

49 sites reported (2 previously recorded, 47 new sites)
Six sites recommended for special action (NR eligible, needs additional testing/evaluation)-

31FY64	previously recorded	access denied	needs testing
31FY975	new	eligible	avoid or test
31FY994	new	eligible	avoid or test
31FY996	cemetery	unmarked/GS-70	removal/reburial
31FY1008	new	eligible	avoid or test
31FY1020	new	undetermined	assessment needed

31FY4 - previously recorded site - nothing found, except modern plastic. Need to check with UNC re: artifact inventory reported by S. Bates in 1959. Location tested and site location may not be the same.

Site Forms: (sample of submitted site forms)

1. Standing structures are recorded on archaeological site form, but should have been evaluated by architectural historian, also.
2. 31FY973 - Report and site form do not agree on age of historic component; report has refined occupation date, site form does not; recommendations on site form do not match research potential statements. "Research potential" suggests potential exists while no further work/low potential is recommended.
3. 31FY974** should have the ** designation eliminated. Shovel tests failed to produce artifacts; one isolated whiteware sherd found. An isolated find does not constitute an historic component. Discovery of isolated sherd should be coded as #54(S). Site elevation is mistakenly identified as "9 feet." This should be corrected.
4. 31FY975** - site form map and report map do not agree. Quartz feature is omitted from report map. Quartz LO 3 is missing from site form map.
5. 31FY976** is not identified as multicomponent. Designation of the prehistoric component is omitted from site form and discussion of historic component is missing from report text. No identification of artifacts in report text, but they are listed on site form.
6. 31FY985** Eliminate ** designation. Discovery of a single historic artifact constitutes an isolated find. Should be coded as #54(S).
7. 31FY986 - Recommendations do not agree with research potential. Report statements concerning nature of soil deposits is contradictory. On p.51, 53 "relatively undisturbed soil stratigraphy" is identified,

but the site is concluded to "lack integrity and preservation." Soil stratigraphy cannot be described as both "undisturbed" and "lacking integrity." A lack of integrity and preservation implies that the archaeological remains have been subjected to disturbing forces in the past, yet statements in the report rule out cultivation and logging as significant influences. Thus, the artifact bearing deposits are described as "relatively undisturbed soil." Additionally, opportunities to investigate small, upland Woodland sites are noted to be rare in occurrance. These factors conflict with the conclusion that integrity is lacking and no further work is required.

8. 31FY977 - Research potential on site form does not match recommendations.

9. 31FY988 - Same as above.

10. 31FY979 - Same comments as 31FY986 concerning "intact soil stratigraphy" and "lack of preservation." - Logging activities may have adversely affected the archaeological remains more than first thought: Fig. 5-51, percentage is misaligned in left column. Statement concerning absence of subsurface features conflicts with observation that a well and privy were found.

11. 31FY998** - Robbins Farmstead - Recommendations for this site are not supported by the data. An absence of associated archaeological remains from the site of a continuous 140 year occupation is implausible. A deflated context is suggested, but, if so, where have the artifacts gone? Insufficient information exists to fully evaluate the nature and significance of this historic site. Structural remains should be evaluated by an architectural historian and reported on an architectural survey form. Maps indicating the layout of the site or the placement of shovel tests are absent from the text and the site form.

End of sample.....

Report comments (partial; discontinued review once problems with site forms arose>)

1. p. 30 Table 5-4, percentage column is misaligned.
   p. 43 ".c3." is printed in the heading and should be deleted.
   p. 60 Table 5-40, percentage column is misaligned.

2. Fig. 5-1, 31FY975 does not indicate the location of the "quartz pavement" feature described in the text; also, the site form map indicates the location of this feature to the east of the half-timbered house section, but does not indicate the "area of quartz LO 3" identified near the frame building and log barn in Fig. 5-1.

3. p. 49 "small flake tool with graver spur" should be illustrated. Photographs, in general, would enhance the presentation of the data.

4. p. 69 31FY978 - Was testing adequate to evaluate remains that may be associated with "original log structure?" Probably not. ST locations widely spaced; lack of tests in close proximity to oldest portion of structure. Location of wells, privies, and trash dumps possible. Former two more likely than latter.

5. p. 92 Could there be additional information on 31FY996 (cemetery) in State Archives? Check w/ DK. Checked w/ DK, nothing additional in WPA files.

6. p. 96 31FY998, an historic farmstead est. 1850. Absence of artifacts is puzzling. Potential for associated features exists or must be more adequately explained. Question NFW recommendation.

Conclusion:

1. Report needs revisions which are consistent with information presented in the site forms. Site form information should be internally consistent, particularly between statements of research potential and recommendations.
2. The inclusion of photographs is a generally accepted practice which has been encouraged by the SHPO. However, photographs are lacking from this report. The absence of photographs illustrating site views (historic sites, in particular) and selected artifacts detracts from the presentation of the report. Photographs should be added selectively to the report.

1RAD-7

DAVIS

North Carolina Department of Cultural Resources

James B. Hunt, Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
William S. Price, Jr., Director

August 2, 1995

Nicholas L. Graf
Division Administrator
Federal Highway Administration
Department of Transportation
310 New Bern Avenue
Raleigh, N.C. 27601-1442

Re: Historic Structures Survey Report for Winston-Salem Northern Beltway (Eastern Section) from US 52 to US 421/I-40 Business, Forsyth County, U-2579,. State Project No. 6.628002T, ER 95-9273

Dear Mr. Graf:

Thank you for your letter of June 28, 1995, transmitting the historic structures survey report by Ruth Little for Kimley-Horn and Associates concerning the above project.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are eligible for the National Register of Historic Places under the criterion cited:

John and Matthew Clayton Farm. This farm consists of the homesteads of two successive generations: a frontier homestead and a later nineteenth century progressive farm set at a strategic crossroads, with old roadbeds preserved. It is eligible under Criterion A for agriculture and transportation and Criterion C for architecture. We believe that the eligible boundaries should include the entire northern woods tract, property which remained associated with the farm after its 1920 subdivision.

John and Charles Fries Day Farm. This farm is a rare surviving example of the small subsistence post-Civil War farm in Forsyth County. It is eligible under Criterion A for agriculture and Criterion C for architecture. We believe the proposed boundaries are appropriate for this property.

The following properties are determined not eligible for listing in the National Register of Historic Places:

Zimmerman House (FY 676). This house has been heavily remodeled and may have been moved to its current site.

C. C. Stoltz Farm (FY 564). This farm's outbuildings have been demolished and the house is in the process of demolition.

Rev. Thomas Stoltz House. This Italiante-style house is in ruinous condition.

Slate-Dollon House (FY 529). This house has been moved and enlarged, and is now abandoned and deteriorating.

Crews-Grubbs House (FY 523). This typical but well-preserved I-house does not retain historic farm outbuildings and does not appear to be one of the most intact representatives of its type in the project area.

Joe Grubbs House (FY 526). This property lacks special historical or architectural significance.

Charles Melvin Fulp House (FY 524). This property lacks special historical or architectural significance.

Davis-Hampton Houses (FY 520). These altered log houses, once joined but now separate, no longer have significance as a dog-trot, and are not eligible in their present configuration.

House, 1801 Old Hollow Road. This rusticated concrete block bungalow is a typical, though particularly decorative, example of the common Craftsman style.

Day Miller's House (FY 533). This log cabin lacks integrity as a nineteenth century structure because of later additions, and as a twentieth century tenant house lacks special historical or architectural significance.

D. P. Davis House (FY 518). This deteriorated log house lacks special historical or architectural significance.

Will Hammock Farm. This farm complex includes a Foursquare farmhouse that appears to be typical of the project area and at present does not have sufficient historic or architectural significance or eligibility.

Frank Dillon House (FY 504). This house lacks special historical or architectural significance.

Moses Westmoreland Farm. This property is a relatively typical twentieth century farm complex, and the log house and frame I-house have undergone alterations and have lost integrity.

Morris House. This house is an altered example of the typical I-house, and lacks special historical or architectural significance.

Sapp House (FY 317). This house is a typical I-house that has undergone numerous alterations and has lot integrity.

The report in general meets our office's guidelines and those of the Secretary of the Interior.

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, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

David Brook

David Brook
Deputy State Historic Preservation Officer

DB:slw

cc: H. F. Vick
B. Church
Forsyth County Historic Properties Commission

North Carolina Department of Cultural Resources

James B. Hunt, Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
William S. Price, Jr., Director

September 6, 1995

Nicholas L. Graf
Division Administrator
Federal Highway Administration
Department of Transportation
310 New Bern Avenue
Raleigh, N.C. 27601-1442

Re: Winston-Salem Northern Beltway (Eastern Section), Archaeological Survey, Forsyth County, TIP U-2579, State Project 6.628002T, 93-E-4220-0764, ER 95-9304

Dear Mr. Graf:

As a follow-up to our August 1, 1995 letter on this project, we offer these additional comments.

On August 28, 1995, Dr. Lee Novick (North Carolina Department of Transportation) and Lawrence E. Abbott Jr. (New South Associates) met with Steve Claggett of our Office of State Archaeology. They agreed the changes to the archaeological survey report and site forms requested in our August 1 letter will be made and revised forms and reports will be submitted for our review.

On the strength of that meeting, we are willing to agree with the recommendation in your letter of June 30, 1995. That is, six archaeological sites are potentially eligible for the National Register and will be subjected to archaeological data recovery if they are affected by the selected preferred corridor. Additional survey of the preferred alternative will be performed only in areas identified as having non-eroded soil, i.e., with a greater potential for containing intact, National Register-eligible archaeological remains.

We hope this addresses your immediate needs and look forward to reviewing additional reports on this project. We appreciate the prompt attention to our comments by NCDOT and their consultants.

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, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

David Brook

David Brook
Deputy State Historic Preservation Officer

DB:slw

cc: H. F. Vick
L. Novick

North Carolina Department of Cultural Resources

James B. Hunt, Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
William S. Price, Jr., Director

November 3, 1995

MEMORANDUM

TO: H. Franklin Vick, P.E., Manager
Planning and Environmental Branch
Division of Highways
Department of Transportation

FROM: David Brook
Deputy State Historic Preservation Officer

SUBJECT: Winston-Salem Northern Beltway (Eastern Section), Forsyth County, U-2579, State Project 6.628002T, 96-E-4220-0247

We have received the Draft Environmental Impact Statement (DEIS) for the above project from the State Clearinghouse and would like to comment.

The description of the John and Matthew Clayton Houses on p. III-17 states that the historic property consists of approximately fifteen acres. There is a discrepancy between that figure, the eleven acres that the survey report proposed, and the approximately twenty-five acres that we believe should be included within eligible boundaries (see our letter of August 2, 1995). Please resolve this discrepancy in the final EIS. We would also like to note that we have not been consulted about the effects of the project on the Clayton Farm or the John and Charles Fries Day Farm, properties eligible for the National Register of Historic Places. Therefore, we cannot concur with the findings of effect on page IV-10 in the DEIS at this time.

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, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

DB:slw

cc: State Clearinghouse
N. Graf
B. Church
Forsyth County Joint Historic Properties Commission

North Carolina Department of Cultural Resources

State Historic Preservation Office

David L. S. Brook, Administrator

James B. Hunt Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
Jeffrey J. Crow, Director

April 13, 2000

MEMORANDUM

TO: William D. Gilmore, P.E., Manager
Project Development and Environmental Analysis Branch
Division of Highways
Department of Transportation

FROM: David Brook
Deputy State Historic Preservation Officer

SUBJECT: Archaeological Survey, Muddy Creek Drainage Basin, Winston-Salem Northern Beltway Project (Eastern Section), U-2579, Forsyth County, CH 93-E-4220-0764, (ER 00-8326)

Thank you for your letter of December 14, 1999, transmitting the archaeological survey report by New South Associates, Inc. concerning the above project. We apologize for the delay in our response. We have reviewed the report and offer the following comments.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are not eligible for inclusion in the National Register of Historic Places under Criterion D:

31FY976&976**, 31FY977**, 31FY989, 31FY990&990**, 31FY992**, 31FY1008, 31FY1009, 31FY1034**, 31FY1035**, 31FY1036**, 31FY1037, 31FY1038, 31FY1039, 31FY1040**, 31FY1042&1042**, 31FY1043, 31FY1044**, 31FY1045, 31FY1046**, 31FY1047**, 31FY1048, 31FY1049, 31FY1050, 31FY1051**, 31FY1052&1052**, and 31FY1054**

All of the above listed archaeological sites lack sufficient clarity and research potential to yield information important in history or prehistory.

Site 31FY1053/31FY1053**, the Westmoreland-Snow 19th/20th century farmstead, was recommended by the report authors as eligible for the National Register of Historic Places in that it has yielded, and is likely to yield, information important to a better understanding of the history and development of Forsyth County, North Carolina. This farm complex can be traced historically through several generations of the Westmoreland family since 1862. Additionally, a log house and frame addition may predate 1855 when the land was owned by the Moravian Church, and was an outlying part of Wachovia. This historic complex is associated with local community development in the central Piedmont, and may address significant research questions regarding this period of history.

We concur that site 31FY1053**, the Westmoreland-Snow farmstead, is eligible for the National Register of Historic Places under Criterion D. Although your letter of December 14, 1999 indicated a desire to discuss the eligibility of 31FY1053** on-site with our archaeological and architectural structures staff, we feel the report

	Location	Mailing Address	Telephone/Fax
ADMINISTRATION	507 N. Blount St., Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919) 733-4763 • 733-8653
ARCHAEOLOGY	421 N. Blount St., Raleigh NC	4619 Mail Service Center, Raleigh NC 27699-4619	(919) 733-7342 • 715-2671
RESTORATION	515 N. Blount St., Raleigh NC	4613 Mail Service Center, Raleigh NC 27699-4613	(919) 733-6547 • 715-4801
SURVEY & PLANNING	515 N. Blount St., Raleigh NC	4618 Mail Service Center, Raleigh NC 27699-4618	(919) 733-6545 • 715-4801

satisfactorily documents the significance issue, and poses well-considered research questions related to development of local and regional historical contexts. In our opinion, an on-site meeting is not necessary as we believe the information provided in the report adequately supports a determination of eligibility. If you do not concur, a determination of eligibility should be sought pursuant to 36 CFR Part 63.

The scope of work for this project called for archaeological testing of sites 31FY1008 and 31FY1020**. Although 31FY1008 was tested and recommended as not eligible, site 31FY1020** was not tested as it was found to be located outside the area of potential effect. If project plans change and the site will be affected, testing of 31FY 1020** will be necessary. Additionally, a 1.1-mile section of the preferred corridor was not surveyed due to lack of landowner permission. This area remains to be surveyed and evaluated in order to determine potential adverse effects to cultural resources. We look forward to further consultation, and an opportunity to review the results of the additional survey for this portion of the preferred corridor.

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, please contact Renee Gledhill-Earley, environmental review coordinator.

cc: N. Graf
T. Padgett
Lawrence Abbott, New South Associates, Inc.

Federal Aid # *TIP #* U-2579A *County*: Forsyth

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

Project Description: Winston-Salem Northern Beltway consolidating the western section from US 158 northward to US 52; and the eastern section from I-40 Business northward to US 52; and the eastern section extension from US 311 northward to I-40 Business.

On June 4, 2002, representatives of the

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

Reviewed the subject project at

- ☐ Scoping meeting
- ☒ Historic architectural resources photograph review session/consultation
- ☐ Other

All parties present agreed

- ☐ There are no properties over fifty years old within the project's area of potential effects.
- ☒ There are no properties less than fifty years old which are considered to meet Criteria Consideration G within the project's area of potential effects.
- ☒ There are properties over fifty years old within the project's Area of Potential Effects (APE), but based on the historical information available and the photographs of each property, the properties identified as **(List Attached)** are considered not eligible for the National Register and no further evaluation of them is necessary. all w/exception of #27
- ☒ There are no National Register-listed or Study Listed properties within the project's area of potential effects.
- ☐ 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.
- ☐ There are no historic properties affected by this project. (*Attach any notes or documents as needed*)

Signed:

Barbara H. Chrest — 6/4/02
Representative, NCDOT — Date

Robert Hanson — 6/4/02
FHWA, for the Division Administrator, or other Federal Agency — Date

Claudia R. Brown — 6-4-02
Representative, HPO — Date

David Brook — 6/4/02
State Historic Preservation Officer — Date

North Carolina Department of Cultural Resources
State Historic Preservation Office
David L. S. Brook, Administrator

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary
Office of Archives and History

Division of Historical Resources

January 20, 2004

MEMORANDUM

TO: Greg Thorpe, Ph.D., Director
Project Development and Environmental Analysis Branch
NCDOT Division of Highways

FROM: David Brook David Brook by BTS

SUBJECT: Historic Architectural Resources Survey Report/Winston-Salem Northern Beltway, Eastern Section, I-40 Business to US 52, U-2579, Forsyth County, ER03-0569

Thank you for your letter of August 8, 2003, transmitting the survey report by Jennifer F. Martin of Edwards-Pitman Environmental, Inc.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties remain eligible and are listed in the National Register of Historic Places:

> Clayton Family Farm (also known as the John and Mathew Clayton Farm), 5809 Stanleyville Road or NE corner of SR 1920 and NC 66.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties remain eligible and are listed on the North Carolina state Study List:

> John and Charles Fries Day Farm, 4995 Dippen Road or SE corner of SR 2219 and SR 2220.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are eligible for listing in the National Register of Historic Places under the criterion cited:

> Seaver's Gulf Station, 5476 Old Walkertown Road, is eligible for the National Register under Criteria A and C as an increasingly rare building type associated with the development of rural transportation history in the county and as well-preserved example of the standardized gasoline station. We concur with the proposed National Register boundary as described and delineated in the survey report.

North Carolina Department of Cultural Resources
State Historic Preservation Office

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary
Office of Archives and History

Division of Historical Resources
David L. S. Brook, Director

RECEIVED
FEB 11
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH
DIVISION OF HIGHWAYS

February 5, 2004

MEMORANDUM

TO: Greg Thorpe, Ph.D., Director
Project Development and Environmental Analysis Branch
NCDOT Division of Highways

FROM: David Brook p.p. for David Brook

SUBJECT: Winston-Salem Northern Beltway, Eastern Extension: US 311 to I-40 Business, U-2579A, Forsyth County, ER03-0569

Thank you for your letter of August 8, 2003, transmitting the survey report by Jennifer F. Martin of Edwards-Pitman Environmental, Inc.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are determined not eligible for the National Register of Historic Places:

Motsinger Family Farm, 290 Motsinger Road SE, Forsyth County.
Properties listed in Appendix B, 1–26 , 28–71, 73–74.

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 919/733-4763. In all future communication concerning this project, please cite the above referenced tracking number.

cc: Mary Pope Furr, NCDOT
Jennifer F. Martin, Edwards-Pittman Environmental, Inc.

North Carolina Department of Cultural Resources
State Historic Preservation Office

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary
Office of Archives and History

Division of Historical Resources
David L. S. Brook, Director

February 5, 2004

Michael and Marcia Miller
4072 High Point Road
Winston Salem, NC 27107

Re: Dempsey McDaniel House, Winston-Salem Northern Beltway, Eastern Extension: US 311 to I-40 Business, U-2579A, Forsyth County, ER03-0569

Dear Mr. and Ms. Miller:

Thank you for your letter of June 29, 2004, concerning the above project.

We apologize for the delay in our response to your inquiry concerning the evaluation of the Dempsey McDaniel House located at 4072 High Point Road, and in the Area of Potential Effects for the proposed Winston-Salem Northern Beltway, Eastern Extension.

By copy of this letter, I am requesting that the North Carolina Department of Transportation, Office of Human Environment, Historic Architecture Section, to evaluate the potential eligibility of your property for the National Register of Historic Places. We are forwarding your research materials to Mary Pope Furr, Supervisor of the Historic Architecture Section.

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 919/733-4763. In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,

David Brook

cc: Mary Pope Furr, NCDOT

bc: Southern/McBride
County

Federal Aid # *TIP #* **U-2579** *County*: **Forsyth**

CONCURRENCE FORM FOR ASSESSMENT OF EFFECTS

Project Description: Winston-Salem Northern Beltway, Eastern Section Preferred Alternative ONLY

On March 1, 2004, representatives of the

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

Reviewed the subject project and agreed

- [ ] There are no effects on the National Register-listed property/properties located within the project's area of potential effect and listed on the reverse.
- [x] There are no effects on the National Register-eligible property/properties located within the project's area of potential effect and listed on the reverse.
- [x] There is an effect on the National Register-listed property/properties located within the project's area of potential effect. The property/properties and the effect(s) are listed on the reverse.
- [x] There is an effect on the National Register-eligible property/properties located within the project's area of potential effect. The property/properties and effect(s) are listed on the reverse.

Signed:

Mary Pope Furr — March 1 2004
Representative, NCDOT — Date

FHWA, for the Division Administrator, or other Federal Agency — Date

[signature] — 3/1/04
Representative, HPO — Date

Renee Gledhill-Earley — 3/1/04
State Historic Preservation Officer — Date

Federal Aid # *TIP #* **U-2579** *County*: **Forsyth**

Properties within the area of potential effect for which there is no effect. Indicate if property is National Register-listed (NR) or determined eligible (DE).

Seavers Gulf Station (DE)

Properties within the area of potential effect for which there is an effect. Indicate property status (NR or DE) and describe the effect.

Clayton Family Farm (NR) No adverse effect

Hammock Family Farm (DE) No adverse effect.

Reason(s) why the effect is not adverse (if applicable).

Clayton - No adverse effect - NCDOT will minimize tree removal & replant with similar species (temporary construction easement & little visual impacts)

Hammock - No adverse effect - no construction within historic boundary.

Initialed: NCDOT MPJ FHWA _____ HPO SDM

North Carolina Department of Cultural Resources
State Historic Preservation Office

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary
Office of Archives and History

Division of Historical Resources
David ~~L. S.~~ Brook, Director

March 5, 2004

MEMORANDUM

TO: Greg Thorpe, Ph.D., Director
Project Development and Environmental Analysis Branch
NCDOT Division of Highways

FROM: David Brook /BSH for David Brook

SUBJECT: Phase II Historic Architectural Resources Survey Report, John and Catherine Bodenhamer House National Register of Historic Places Evaluation, Winston-Salem Northern Beltway: Eastern Extension, US 311 to I-40 Business, U-2579A, Forsyth County, ER03-0569

Thank you for your February 23, 2004, transmittal of the survey report by Heather Fearnbach of Edwards-Pittman Environmental, Inc.

For purpose of compliance with Section 106 of the National Historic Preservation Act, we concur that the following property is not eligible for the National Register of Historic Places:

> The John and Catherine Bodenhamer House, 4072 High Point Road, is not eligible for the National Register under any criteria because it does not retain sufficient integrity in design, materials, and workmanship to convey the significance of the property. The building's integrity has been compromised by its numerous changes, including the application of permastone to the exterior, the ten-foot raised foundation, and the two-and-a half-mile move from its original location.
>
> Although the John and Catherine Bodenhamer House is not eligible for the National Register, it does retain some significant late-eighteenth and early-nineteenth-century architectural elements. The core of the house is hewn log, constructed in circa 1790.
>
> Because of these factors, the State Historic Preservation Office hopes that the North Carolina Department of Transportation can avoid this property in constructing the Winston-Salem Northern Beltway project.

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 919/733-4763. In all future communication concerning this project, please cite the above referenced tracking number.

cc: Mary Pope Furr, NCDOT
Heather Fearnbach, Edwards-Pittman Environmental, Inc.

Federal Aid # *TIP #* **U-2579** *County*: **Forsyth**

CONCURRENCE FORM FOR ASSESSMENT OF EFFECTS

Project Description: Winston-Salem Northern Beltway, Eastern Section

On 4/21/2004, representatives of the

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

Reviewed the subject project and agreed

- [ ] There are no effects on the National Register-listed property/properties located within the project's area of potential effect and listed on the reverse.
- [x] There are no effects on the National Register-eligible property/properties located within the project's area of potential effect and listed on the reverse.
- [ ] There is an effect on the National Register-listed property/properties located within the project's area of potential effect. The property/properties and the effect(s) are listed on the reverse.
- [ ] There is an effect on the National Register-eligible property/properties located within the project's area of potential effect. The property/properties and effect(s) are listed on the reverse.

Signed:

Mary Pope Furr 4-21-2004

Representative, NCDOT Date

FHWA, for the Division Administrator, or other Federal Agency Date

Representative, HPO 4/21/04 Date

Renee Gledhill-Earley 4/21/04

State Historic Preservation Officer Date

Federal Aid # *TIP #* **U-2579** *County*: **Forsyth**

Properties within the area of potential effect for which there is no effect. Indicate if property is National Register-listed (NR) or determined eligible (DE).

John & Charles Fries Day Farm - (DE)

Properties within the area of potential effect for which there is an effect. Indicate property status (NR or DE) and describe the effect.

Reason(s) why the effect is not adverse (if applicable).

Initialed: NCDOT MPF FHWA _____ HPO SDM

North Carolina Department of Cultural Resources
State Historic Preservation Office
Peter B. Sandbeck, Administrator

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary
Office of Archives and History

Division of Historical Resources
David L. S. Brook, Director

March 3, 2005

MEMORANDUM

TO: Greg Thorpe, Ph.D., Director
Project Development and Environmental Analysis Branch
NCDOT Division of Highways

FROM: Peter Sandbeck

SUBJECT: Historic Architectural Survey Report, Winston-Salem Northern Beltway: Eastern Extension, US 311 to I-40 Business, Tip No. U-2579A, Forsyth County, CH93-0764

Thank you for your letter of February 18, 2005, transmitting the survey report by Heather Fearnbach of Edwards Pittman, Inc.

For purposes of compliance with Section 106 of the National Historic Preservation Act, and based upon the information provided in this survey report, we concur that the following property is determined not eligible for the National Register of Historic Places:

E.J. Disher Retreat, also known as the Hart Property, 339 Sedge Garden Road, Forsyth County.

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 919/733-4763. In all future communication concerning this project, cite the above referenced tracking number.

cc: Mary Pope Furr
Heather Fearnbach, Edwards-Pittman Environmental, Inc.

North Carolina Department of Cultural Resources

State Historic Preservation Office

Peter B. Sandbeck, Administrator

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History
Division of Historical Resources
David Brook, Director

RECEIVED

March 10, 2005

MEMORANDUM

TO: Gregory J. Thorpe, Ph.D., Director
Project Development and Environmental Analysis Branch
NCDOT Division of Highways

FROM: Peter Sandbeck PBS for Peter Sandbeck

SUBJECT: Supplemental Environmental Impact Statements Winston-Salem Northern Beltway, Eastern Section TIP No. U-2579, Eastern Section Extension TIP No. U-2579A, and Western Section R-2247, CH 05-E-4220-0111, Forsyth County, CH 93-0764

We have received notification from the State Clearinghouse concerning the above project.

The Supplemental Environmental Impact Statements adequately address our concerns regarding the historic properties and the projects direct impacts upon those properties. The document accurately reflects our finding of adverse effect upon one of those properties.

A determination of adverse effect requires that the federal agency begin consultation with us in accordance with Section 106 of the National Historic Preservation Act. We look forward to working with all the appropriate parties to develop a Memorandum of Agreement to mitigate the adverse effect of the undertaking on the historic property.

The combined document for these three transportation projects includes commitments for additional archaeological investigations in connection with each project. We look forward to working with your staff archaeologists in determining the level and nature of these archaeological investigations when sufficient information is available.

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, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763. In all future communication concerning this project, please cite the above-referenced tracking number.

cc: Matt Wilkerson, NCDOT
Corps of Engineers, Wilmington District
State Clearinghouse

	Location	Mailing Address	Telephone/Fax
ADMINISTRATION	507 N. Blount Street, Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-4763/733-8653
RESTORATION	515 N. Blount Street, Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-6547/715-4801
SURVEY & PLANNING	515 N. Blount Street, Raleigh, NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-6545/715-4801

310 New Bern Avenue, Suite 410
Raleigh, North Carolina 27601

U.S. Department
of Transportation
**Federal Highway
Administration**

March 29, 2006

North Carolina Division

In Reply Refer To:
HDA-NC

Mr. Don Klima
Director, Office of Planning and Review
Advisory Council on Historic Preservation
The Old Post Office Building
1100 Pennsylvania Avenue, N.W. No. 809
Washington, D.C. 20004

Dear Mr. Klima:

As required by 36 CFR 800.6(b)(iv), we are filing the attached Memorandum of Agreement (MOA) that was developed in consultation with the North Carolina State Historic Preservation Office for the following project:

> Winston-Salem Northern Beltway, Forsyth County, North Carolina, TIP No's R-2247, U-2579 and U-2579A, Federal Aid No: NHF-0918(14).

It is our understanding that the filing of the enclosed MOA with the Advisory Council on Historic Preservation completes our compliance responsibilities under Section 106 of the National Historic Preservation Act. Questions concerning this submittal may be directed to Felix Davila of this office at (919) 856-4350, extension 106.

Sincerely Yours,

/s/ Felix Davila

For John F. Sullivan III, P.E.
Division Administrator

Enclosure

cc: Mary Pope Furr, NCDOT
Matt Wilkerson, NCDOT
Renee Gledhill-Earley, NCSHPO
File: NHF-0918(14)
Reading File: 6c29op01.fd
FDavila:dkr:03/29/06

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

March 13, 2006

John F. Sullivan, III
Division Administrator
Federal Highway Administration
Department of Transportation
310 New Bern Avenue
Raleigh, NC 27601

Dear Mr. Sullivan:

RE: **Amended Memorandum of Agreement (MOA),** Winston-Salem Northern Beltway, Forsyth County, North Carolina, TIP No's. R-2247, U-2579, and U-2579A, Federal Aid No: NHF-0918(14).

The above-referenced projects, together comprising the Winston-Salem Northern Beltway, are subject to compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, and implemented by the Advisory Council on Historic Preservation's regulations for compliance codified at 36 CFR Part 800. Enclosed is the Amended Memorandum of Agreement (MOA) required for the resolution of adverse effects.

After consultation with the North Carolina State Historic Preservation Office (SHPO), it was determined that the subject project would have an adverse effect on the Alexander Hege House, determined eligible for listing in the National Register of Historic Places. In consultation with SHPO and a close examination of the preliminary design plans for the subject project, it was determined that the following archaeological sites determined to be eligible for inclusion on the National Register of Historic Places would also experience an effect. These sites are listed as: 31FY888, 31FY893**, 31FY901, 31FY902**, 31FY903, 31FY910**, 31FY911**, 31FY912**, 31FY921, 31FY925**, 31FY944, and 31FY1053/1053**. Subsequently, an Amended MOA has been drafted to mitigate the effects of the proposed undertaking on the historic properties present. Please review and sign the Amended MOA and forward it to the Advisory Council for their files. This filing is the formal conclusion of the Section 106 process and must occur before the undertaking is approved.

If you have any questions concerning the accompanying information, please contact Mary Pope Furr, Historic Architecture Section, at (919) 715-1620 or Matt Wilkerson, Archaeology Section, at (919) 715-1561.

Sincerely,

Gregory J. Thorpe, Ph.D., Director
Project Development and Environmental Analysis Branch

CBG/mpf
Attachments
cc: Eric Midkiff, P.E., Project Development Manager, Central Region
Missy Dickens, P.E., Program Development Branch

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
OFFICE OF HUMAN ENVIRONMENT
1583 MAIL SERVICE CENTER
RALEIGH NC 27699-1583

TELEPHONE: 919-715-1500
FAX: 919-715-1522

WEBSITE: WWW.NCDOT.ORG

LOCATION:
PARKER LINCOLN BUILDING
2728 CAPITAL BOULEVARD, SUITE 168
RALEIGH, NC 27604

**AMENDED MEMORANDUM OF AGREEMENT
BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION AND
NORTH CAROLINA STATE HISTORIC PRESERVATION OFFICER
FOR
WINSTON-SALEM NORTHERN BELTWAY
(TIP No.'s R-2247, U-2579 & U-2579A)
Federal Aid No. NHF-0918(14)
TO ADDRESS EFFECTS TO
The Alexander Hege House
and
Archaeological Sites 31FY888, 31FY893**, 31FY901, 31FY902**, 31FY903, 31FY910**, 31FY911**, 31FY912**, 31FY921, 31FY925**, 31FY944, and 31FY1053/1053**.
Forsyth County, North Carolina**

WHEREAS, the Federal Highway Administration (FHWA) has determined that the Winston-Salem Northern Beltway, Forsyth County, North Carolina (the Undertaking) will have an effect upon the Alexander Hege House and upon archaeological sites 31FY888, 31FY893**, 31FY901, 31FY902**, 31FY903, 31FY910**, 31FY911**, 31FY912**, 31FY921, 31FY925**, 31FY944, and 31FY1053/1053**, properties determined eligible for listing in the National Register of Historic Places, and has consulted with the North Carolina State Historic Preservation Officer (SHPO) pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f); and

WHEREAS, in accordance with 36 CFR Part 800, the North Carolina Department of Transportation (NCDOT) acknowledges and accepts the advice and conditions outlined in the Advisory Council on Historic Preservation's (Council) "Recommended Approach for Consultation on the Recovery of Significant Information from Archaeological Sites," published in the Federal Register (FR Doc. 99-12055) on May 17, 1999; and

WHEREAS, this Amended Memorandum of Agreement (MOA) supercedes a previously executed MOA signed by FHWA, SHPO, and NCDOT on April 26, 1996; and

WHEREAS, NCDOT and Bettie P. Slater, owner or the Alexander Hege House (Owner), participated in the consultation and has been invited to concur in this Amended Memorandum of Agreement (Agreement) pursuant only to the Alexander Hege House; and

WHEREAS, the consulting parties agree that the recovery of significant information from the archaeological sites listed above may be done in accordance with the published guidance; and

WHEREAS, the consulting parties agree that it is in the public interest to expend funds for the recovery of significant information from these archaeological sites to mitigate the adverse effects of the project; and

WHEREAS, the consulting parties concur, to the best of the their knowledge and belief, that no Native American Tribes or Native Hawaiian organizations attach religious or cultural importance to the affected property and that no objections from such groups have been raised to the work proposed; and

WHEREAS, to the best of our knowledge and belief, no human remains, associated or unassociated funerary objects or sacred objects, or objects of cultural patrimony as defined in the Native American Graves Protection and Repatriation Act (25 U.S.C. 3001), are expected to be encountered in the archaeological work;

NOW, THEREFORE, FHWA and the North Carolina SHPO agree that the Undertaking will be implemented in accordance with the following stipulations in order to take into account the effects of the Undertaking on the historic properties. FHWA will ensure that the following terms and conditions will be implemented in a timely manner and with adequate resources in compliance with the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470).

STIPULATIONS

I. Data Recovery of Archaeological Sites:

- The NCDOT will develop Data Recovery Plans (DRP) for Sites 31FY888, 31FY893**, 31FY901, 31FY902**, 31FY903, 31FY910**, 31FY911**, 31FY912**, 31FY921, 31FY925**, 31FY944, 31FY1053/1053**, all of which will be affected by the subject project, in consultation with the North Carolina SHPO.

- The NCDOT will ensure that each DRP is implemented after Right-of-Way is acquired or once Right-of-Entry is secured from the property owners and prior to construction activities within the site location as shown in the DRP.

- As they are developed, each individual DRP will be forwarded for review by the SHPO.

- Upon completion of each Data Recovery effort, the NCDOT will prepare and forward a Management Summary to the SHPO detailing the results of the Data Recovery field investigations. The Management Summary will contain sufficient information to demonstrate that the field investigation portion of the DRP has been implemented.

- Upon receipt of the Management Summary, the SHPO will respond within ten (10) days to the recommendations contained within the document.

- Upon acceptance of the recommendations contained in the Management Summary, the SHPO will issue the NCDOT documentation that the Data Recovery field investigations have been completed.

- The analysis and report preparation, detailing Sites 31FY888, 31FY893**, 31FY901, 31FY902**, 31FY903, 31FY910**, 31FY911**, 31FY912**, 31FY921, 31FY925**, 31FY944, 31FY1053/1053** will be completed by the NCDOT, or their consultants, within twenty-four (24) months after completion of each site's fieldwork schedule.

II. Alexander Hege House Recordation:

- Prior to the initiation of construction, NCDOT will record the existing condition of the Alexander Hege House and its surroundings in accordance with the attached Historic Structures and Landscape Recordation Plan (Appendix A).

III. Alexander Hege House and Project Construction:

- NCDOT will align the Alexander Hege House driveway opposite the new intersection ramp, so property access will be under full traffic signal control. This will allow NCDOT and the property owner full movement for equipment and trucks.

- In consultation with SHPO, NCDOT will determine the extent of control-of-access fencing, as well as its type, material, and finish. NCDOT will purchase and then install the control-of-access fencing within the NCDOT right-of-way. NCDOT will maintain the control-of-access fencing.

- NCDOT will provide tree protection measures along the National Register boundary lines adjoining project construction areas. NCDOT will exercise best management practices to minimize, as practicable, tree trimming and disturbance of existing plantings along the National Register boundary.

IV. Preservation Easement:

- The Alexander Hege House property owner may pursue a preservation easement for the National Register-eligible Alexander Hege House at the owner's discretion.

OTHER TERMS AND CONDITIONS

Unanticipated Discovery
In accordance with 36 CFR 800.11(a), and prior to initiation of construction activities, NCDOT will ensure preparation of a plan of action should archaeological or architectural resources be inadvertently or accidentally discovered during the construction phase of the project. The plan will provide for an assessment of the significance of the discovery in consultation amongst NCDOT, FHWA, and the SHPO. Inadvertent or accidental discovery of human remains will be handled in accordance with North Carolina General Statutes 65 and 70.

Dispute Resolution
Modification, amendment, or termination of this agreement as necessary will be accomplished by the signatories in the same manner as the original agreement. Disputes regarding the completion of the terms of this agreement will be resolved by the signatories. If the signatories cannot agree regarding a dispute, any one of the signatories may request the participation of the Council to assist in resolving the dispute.

Should the North Carolina SHPO object within (30) days to any plans or documentation provided for review pursuant to this Agreement, FWHA will consult with the North Carolina SHPO to resolve the objection. If FHWA or the North Carolina SHPO determines that the objection cannot be resolved, FHWA will forward all documentation relevant to the dispute to the Council. Within thirty (30) days after receipt of all pertinent documentation, the Council will either:

Provide FHWA with recommendations, which FHWA will take into account in reaching a final decision regarding the dispute, or

Notify FHWA that it will comment pursuant to 36 CFR Section 800.7(c) and proceed to comment. Any Council comment provided in response to such a request will be taken

into account by FHWA in accordance with 36 CFR Section 800.7 (c) (4) with reference to the subject of the dispute.

Any recommendation or comment provided by the Council will be understood to pertain only to the subject of the dispute; FHWA's responsibility to carry out all the actions under this Agreement that are not the subject of the dispute will remain unchanged.

Execution of Agreement
Execution of this Amended Memorandum of Agreement by FHWA and the North Carolina SHPO, its subsequent filing with the Council, and implementation of its terms evidence that FHWA has afforded the Council an opportunity to comment on the Undertaking and its effects on the historic properties, and that FHWA has taken into account the effects of the Undertaking on the historic properties.

Expiration and Extension of Agreement
This agreement will be null and void if its terms are not carried out within five (5) years from the date of its execution, unless the signatories agree in writing to an extension for carrying out its terms.

AGREE:

Federal Highway Administration:

FOR _____ Date: 3/29/06
John F. Sullivan, III, P.E.
Division Administrator

State Historic Preservation Officer:

_____ Date: 2/17/06
Jeffrey J. Crow
North Carolina State Historic Preservation Officer

FILED BY:

Advisory Council on Historic Preservation

_____ Date: _____

CONCUR:

North Carolina Department of Transportation:

Date: 15 Mar 06

Gregory J. Thorpe, Ph.D.
Manager, Project Development and Environmental Analysis Branch

Form FHWA-201 (Rev. 11-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MINUTE - MEMO

Use this form in lieu of transmittal slips within Dept. of Trans. when message comment is to be retained as file material. Do not prepare carbons. Not to be used in lieu of form FHWA-121 for informal correspondence

Subject: **Amended Memorandum of Agreement for Winston-Salem Northern Beltway R-2247, U-2579 & U-2579A**

TO	MESSAGE/COMMENT	FROM/DATE
FHWA Memo to File NC-Division Memo to File	This Minute Memo is with the purpose of documenting a phone conversation between Felix Davila and Richard (919)715-1618 *rlsilverman@dot.state.nc.us* of the NCDOT Human Environment Unit. On a telephone conversation of 3/29/06, Richard Silverman of NCDOT indicated that although NCDOT consulted and reached agreement with Ms. Bettie P. Slater on the terms of the MOA she was reluctant to sign the MOA because of concerns of giving away any rights she may have. ----------End of Memo to File----------	Felix Davila 3/29/06 FHWA-NC Division

CONCUR:

Alexander Hege House:

_____ Date:_____

Bettie P. Slater, Owner

APPENDIX A

Historic Structures and Landscape Recordation Plan
For the Alexander Hege House and Site
TIP No.'s R-2247, U-2579 & U-2579A
Winston-Salem Northern Beltway
Federal Aid No. NHF-0918(14)
Forsyth County, North Carolina

Photographic Requirements

- Overall views of the Alexander Hege House and surrounding landscape (elevations and oblique views).
- Selected photographic views of the Alexander Hege House.
- Views of the property and landscape showing the relationship to existing roads.

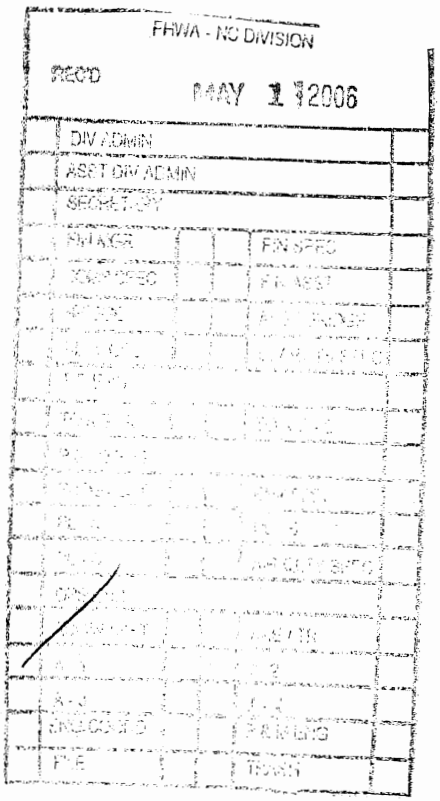
Photographic Format

- Color slides (all views)
- 35 mm or larger black and white negatives (all views)
- Two (2) sets of black and white contact sheets (all views)
- All processing to be done to archival standards
- All photographs and negatives to be labeled according to Division of Archives and History standards

Copies and Curation

One (1) set of all photographic documentation will be deposited with the North Carolina Division of Archives and History/State Historic Preservation Office to be made a permanent part of the statewide survey and iconographic collection. One contact sheet will be deposited in the files of the Historic Architecture Section of NCDOT.

Preserving America's Heritage



April 28, 2006

Mr. John F. Sullivan III, P.E.
Division Administrator
Federal Highway Administration
310 New Bern Avenue
Raleigh, NC 27601

REF: Winston-Salem Northern Beltway Project
Forsyth County, North Carolina

Dear Mr. Sullivan:

The ACHP recently received the Memorandum of Agreement (MOA) for the referenced project. In accordance with Section 800.6(b)(1) of the Council's regulations, "Protection of Historic Properties" (36 CFR Part 800), the ACHP acknowledges receipt of the MOA executed by the FHWA and the North Carolina State Historic Preservation Officer, and other consulting parties and the supporting project documentation.

The filing of the MOA completes the requirements of Section 106 of the National Historic Preservation Act and the Council's regulations. Please provide copies of the signed MOA to all consulting parties for their records if necessary.

If we can be of any additional assistance, please contact us at 202-606-8505.

Sincerely,

Raymond V. Wallace

Raymond V. Wallace
Historic Preservation Technician
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 809 • Washington, DC 20004
Phone: 202-606-8503 • Fax: 202-606-8647 • achp@achp.gov • www.achp.gov

APPENDIX D

2. USACE and DWQ Verification Letters

DEPARTMENT OF THE ARMY
WILMINGTON DISTRICT, CORPS OF ENGINEERS
P.O. BOX 1890
WILMINGTON, NORTH CAROLINA 28402-1890

REPLY TO
ATTENTION OF

September 19, 1997

Regulatory Branch

Action ID. 199302221

RECEIVED
SEP 1997
DIVISION OF
HIGHWAYS
PLANNING & ENVIRONMENTAL BRANCH

Mr. H. Franklin Vick, P.E., Manager
Planning and Environmental Branch
North Carolina Department of Transportation
Division of Highways
Post Office Box 25201
Raleigh, North Carolina 27611-5201

Dear Mr. Vick:

This correspondence is in reference to your June 3, 1997 letter regarding the subject project (Winston-Salem Northern Beltway, Eastern Section, TIP Project No. U-2579), which is located northeast of Winston-Salem, in Forsyth County, North Carolina. You letter asks for our concurrence with your selection of the least environmentally damaging practicable alternative for this projects.

Mr. Eric Alsmeyer, Project Manager/NCDOT Coordinator, of my Raleigh regulatory staff conducted a field inspection of the eastern portion of this project on December 11, 1996, with Mr. Eric Galamb of the North Carolina Division of Water Quality, and Ms. Beth Reid and Mr. Keith Markham of Kimley Horne, your consultants. Considering the information that is available at this time, augmented by the field inspection, we concur that Alternative No. 7 is the least environmentally damaging preferred alternative.

We appreciate the opportunity to comment on this project. Questions or comments pertaining to permits may be directed to Mr. Alsmeyer at telephone (919) 876-8441, extension 23.

Sincerely,

S. Kenneth Jolly
Manager, Raleigh Regulatory
Field Office

Copy Furnished:

Mr. Roy Shelton
Federal Highway Administration
310 New Bern Ave., Room 410
Raleigh, North Carolina 27601-1442

U.S. ARMY CORPS OF ENGINEERS
Wilmington District

Action ID: 200320170 **County:** Forsyth

NOTIFICATION OF JURISDICTIONAL DETERMINATION

Project Proponent:	NCDOT	**Agent:**	PBS&J
Address:	ATTN: Gregory J. Thorpe, Ph.D. Environmental Management Director, PDEA 1548 Mail Service Center Raleigh, NC 27699-1548		ATTN: Mr. Eric Galamb, PWS 3214 Spring Forest Road Raleigh, North Carolina 27616
Telephone No.:	(919) 733-7844, x218 (M. Dickens)		876-6888

Location of Property (Highway name/number, town, etc.): Bethania-Tobaccoville Road (SR 1611) interchange study area, as shown on the attached map (Figure 1), for the Winston-Salem Northern Beltway, Section E of the Western Section (R-2247E); northwest of Bethania, North Carolina.

Basis for Determination: The study area contains wetlands and stream channels with indicators of ordinary high water marks, located adjacent to unnamed tributaries of Beaver Dam Creek, in the Yadkin River drainage basin.

Indicate Which of the Following Apply:

___ There are waters of the U.S., to include wetlands, on the above described property which we strongly suggest should be delineated and surveyed. The surveyed wetland lines must be verified by our staff before the Corps will make a final jurisdictional determination on your property.

___ Because of the size of your property and our present workload, our identification and delineation of your wetlands cannot be accomplished in a timely manner. You may wish to obtain a consultant to obtain a more timely delineation of the wetlands. Once the consultant has flagged a wetland line on the property, Corps staff will review it, and, if it is accurate, we strongly recommend that you have the line surveyed for final approval by the Corps. The Corps will not make a final jurisdictional determination on your property without an approved survey.

X The waters of the U.S., to include wetlands, within the study area have been delineated, and the limits of the Corps jurisdiction have been explained to your consultant. The limits of the jurisdictional areas are accurate, as flagged in the field (and verified by field inspection on October 25, 2002), and as depicted on the maps submitted with PBS&J's 9/30/02 letter. Unless there is a change in the law or our published regulations, this determination may be relied upon for a period not to exceed five years from the date of this notification.

___ There are no waters of the U.S., to include wetlands, present on the above described property which are subject to the permit requirements of Section 404 of the Clean Water Act (33 USC 1344). Unless there is a change in the law or our published regulations, this determination may be relied upon for a period not to exceed five years from the date of this notification.

Placement of dredged or fill material in wetlands on this property without a Department of the Army Permit is in most cases a violation of Section 301 of the Clean Water Act (33 USC 1311). A permit is not required for work on the property restricted entirely to existing high ground. If you have any questions regarding the Corps of Engineers regulatory program, please contact Eric Alsmeyer **at telephone number** (919) 876 - 8441 extension 23.

Project Manager Signature Eric Alsmeyer

Date November 12, 2002 **Expiration Date** November 12, 2007

SURVEY PLAT OR FIELD SKETCH OF THE DESCRIBED PROPERTY AND THE WETLAND DELINEATION FORM MUST BE ATTACHED TO THE FILE COPY OF THIS FORM.

CF: E. Galamb, PBS&J (BY FAX)

North Carolina Department of Transportation

Winston - Salem Northern Beltway
TIP Project No. R - 2247

AOR Biotic Communities WET Wetlands Study Area

Wetland and Streams in the Bethania-Tobaccoville Interchange Area
Figure 1

NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL

Applicant: NCDOT (TIP R-2247E)	File Number: 200320170	Date: November 12, 2002
Attached is:		See Section below
	INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)	A
	PROFFERED PERMIT (Standard Permit or Letter of permission)	B
	PERMIT DENIAL	C
X	APPROVED JURISDICTIONAL DETERMINATION	D
	PRELIMINARY JURISDICTIONAL DETERMINATION	E

SECTION I - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at http://www.usace.army.mil/inet/functions/cw/cecwo/reg or Corps regulations at 33 CFR Part 331.

A: INITIAL PROFFERED PERMIT: You may accept or object to the permit.

- ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- OBJECT: If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Your objections must be received by the district engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: PROFFERED PERMIT: You may accept or appeal the permit

- ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- APPEAL: If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

C: PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

D: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information.

- ACCEPT: You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice, means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.
- APPEAL: If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

E: PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.

SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision and/or the appeal process you may contact: Mr. Eric C. Alsmeyer, Regulatory Project Manager U.S. Army Corps of Engineers, Wilmington District Raleigh Regulatory Field Office 6508 Falls of Neuse Road, Suite 120 Raleigh, North Carolina 27615-6814	If you only have questions regarding the appeal process you may also contact: Mr. Arthur Middleton, Administrative Appeal Review Officer CESAD-ET-CO-R U.S. Army Corps of Engineers, South Atlantic Division 60 Forsyth Street, Room 9M15 Atlanta, Georgia 30303-8801

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15 day notice of any site investigation, and will have the opportunity to participate in all site investigations.

_____ Signature of appellant or agent.	Date:	Telephone number:

DIVISION ENGINEER:
Commander
U.S. Army Engineer Division, South Atlantic
60 Forsyth Street, Room 9M15
Atlanta, Georgia 30303-3490

RV

COPY

U.S. ARMY CORPS OF ENGINEERS
Wilmington District

Action ID: 200320170 **County:** Forsyth

NOTIFICATION OF JURISDICTIONAL DETERMINATION

Project Proponent:	NCDOT	**Agent:**	PBS&J
Address:	ATTN: Gregory J. Thorpe, Ph.D. Environmental Management Director, PDEA 1548 Mail Service Center Raleigh, NC 27699-1548		ATTN: Mr. Eric Galamb, PWS 3214 Spring Forest Road Raleigh, North Carolina 27616
Telephone No.:	(919) 733-7844, x218 (M. Dickens)		876-6888

Location of Property (Highway name/number, town, etc.): Preferred Alternative study area, as described in PBS&J's June 10, 2003 letter, for the Winston-Salem Northern Beltway, Western Section (R-2247); generally northwest of Winston-Salem, North Carolina.

Basis for Determination: The study area contains wetlands, and stream channels with indicators of ordinary high water marks, located adjacent to Little Creek, Silas Creek, Muddy Creek, Reynolds Creek, Tomahawk Creek, Bashavia Creek, Grassy Creek, and unnamed tributaries, in the Yadkin River drainage basin.

Indicate Which of the Following Apply:

____ There are waters of the U.S., to include wetlands, on the above described property which we strongly suggest should be delineated and surveyed. The surveyed wetland lines must be verified by our staff before the Corps will make a final jurisdictional determination on your property.

____ Because of the size of your property and our present workload, our identification and delineation of your wetlands cannot be accomplished in a timely manner. You may wish to obtain a consultant to obtain a more timely delineation of the wetlands. Once the consultant has flagged a wetland line on the property, Corps staff will review it, and, if it is accurate, we strongly recommend that you have the line surveyed for final approval by the Corps. The Corps will not make a final jurisdictional determination on your property without an approved survey.

__X__ The waters of the U.S., to include wetlands, within the study area have been delineated, and the limits of the Corps jurisdiction have been explained to your consultant. The limits of the jurisdictional areas are accurate, as flagged in the field (and verified by field inspection on April 29, 2003), and as depicted in the figures in Appendix A of PBS&J's Draft Supplemental Natural Systems Technical Memorandum, submitted on June 10, 2003. Unless there is a change in the law or our published regulations, this determination may be relied upon for a period not to exceed five years from the date of this notification.

____ There are no waters of the U.S., to include wetlands, present on the above described property, which are subject to the permit requirements of Section 404 of the Clean Water Act (33 USC 1344). Unless there is a change in the law or our published regulations, this determination may be relied upon for a period not to exceed five years from the date of this notification.

Placement of dredged or fill material in wetlands on this property without a Department of the Army Permit is in most cases a violation of Section 301 of the Clean Water Act (33 USC 1311). A permit is not required for work on the property restricted entirely to existing high ground. If you have any questions regarding the Corps of Engineers regulatory program, please contact Eric Alsmeyer **at telephone number** (919) 876 - 8441 extension 23.

Project Manager Signature Eric Alsmeyer

Date August 28, 2003 **Expiration Date** August 28, 2008

SURVEY PLAT OR FIELD SKETCH OF THE DESCRIBED PROPERTY AND THE WETLAND DELINEATION FORM MUST BE ATTACHED TO THE FILE COPY OF THIS FORM.

CF: E. Galamb, PBS&J

NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL

Applicant: NCDOT (TIP R-2247)	File Number: 200320170	Date: August 28, 2003
Attached is:		See Section below
	INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)	A
	PROFFERED PERMIT (Standard Permit or Letter of permission)	B
	PERMIT DENIAL	C
X	APPROVED JURISDICTIONAL DETERMINATION	D
	PRELIMINARY JURISDICTIONAL DETERMINATION	E

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- ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- OBJECT: If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Your objections must be received by the district engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: PROFFERED PERMIT: You may accept or appeal the permit

- ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- APPEAL: If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

C: PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

D: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information.

- ACCEPT: You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice, means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.
- APPEAL: If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

E: PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.

SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision and/or the appeal process you may contact: Mr. Eric C. Alsmeyer, Regulatory Project Manager U.S. Army Corps of Engineers, Wilmington District Raleigh Regulatory Field Office 6508 Falls of Neuse Road, Suite 120 Raleigh, North Carolina 27615-6814	If you only have questions regarding the appeal process you may also contact: Mr. Arthur Middleton, Administrative Appeal Review Officer CESAD-ET-CO-R U.S. Army Corps of Engineers, South Atlantic Division 60 Forsyth Street, Room 9M15 Atlanta, Georgia 30303-8801

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15 day notice of any site investigation, and will have the opportunity to participate in all site investigations.

_____ Signature of appellant or agent.	Date:	Telephone number:

DIVISION ENGINEER:
Commander
U.S. Army Engineer Division, South Atlantic
60 Forsyth Street, Room 9M15
Atlanta, Georgia 30303-3490

Michael F. Easley, Governor
William G. Ross Jr., Secretary
North Carolina Department of Environment and Natural Resources

Alan W. Klimek, P.E., Director
Division of Water Quality
Coleen H. Sullins, Deputy Director
Division of Water Quality

December 1, 2003

MEMORANDUM

TO: Gregory J. Thorpe, Ph.D., Director
NCDOT Project Development & Environmental Analysis Branch

FROM: Cynthia F. Van Der Wiele, NCDOT Coordinator cvdw

SUBJECT: Winston-Salem Northern Beltway Eastern Section, TIP Project U-2579, Alternative 7 Preferred Alternative

In reply to your correspondence dated September 12, 2003 regarding the chronology of events and agency meetings leading to the selection of Alternative 7 as the Preferred Alternative, NC Division of Water Quality has the following comments:

1. After reviewing the documentation, DWQ concurs with the selection of Alternative 7 as the least environmentally damaging practicable alternative (LEDPA).
2. This alternative will still be required to avoid and minimize environmental impacts.
3. The Winston-Salem Northern Beltway project should stay in the NEPA merger process.
4. The environmental documentation, including the analysis of indirect and cumulative impacts, should include the entire Winston-Salem Northern Beltway project (all sections).
5. The 404/401 permit application should encompass impacts from the entire project rather than a separate application for each section.

Thank you for requesting our input at this time. If you have any questions or require additional information, please contact Cynthia Van Der Wiele at (919) 733.5715.

Attachment

pc: Eric Alsmeyer, USACE Raleigh Field Office
Chris Militscher, USEPA
Marella Buncick, USFWS
Marla Chambers, NCWRC
File Copy

N. C. Division of Water Quality. 401 Wetlands Certification Unit,
1650 Mail Service Center. Raleigh, NC 27699-1650 (Mailing Address)
2321 Crabtree Blvd., Raleigh, NC 27604-2260 (Location)
(919) 733-1786 (phone), 919-733-6893 (fax), (http://h2o.enr.state.nc.us/ncwetlands)
Customer Service #: 1-877-623-6748

NCDENR

U.S. ARMY CORPS OF ENGINEERS
WILMINGTON DISTRICT

Action ID. 200021474 County: Forsyth U.S.G.S. Quad: Walkertown & Winston-Salem East

NOTIFICATION OF JURISDICTIONAL DETERMINATION

Property Owner: **NCDOT - Division of Highways**
Attn: Gregory J. Thorpe, Ph.D., Dir., PDEA
Mailing Address: **1548 Mail Service Center**
Raleigh, NC 27699
Telephone No.: **(919) 733-2031 (Missy Dickens)**

Authorized Agent: **Kimley-Horn & Assoc., Inc.**
Attn: Norton Webster
Mailing Address: **PO Box 33068**
Raleigh, NC 27636-3068
Telephone No.: **(919) 678-4173**

Property description:
Size (acres) N/A Nearest Town Winston-Salem
Nearest Waterway Kerners Mill, Smith, Muddy and Fiddlers Creeks River Basin Yadkin
USGS HUC 03040101 Coordinates N 36.08° W 80.12°
Location description Study area for Winston-Salem Northern Beltway (TIP's U-2579/U-2579A), as shown on the drawings submitted on February 14, 2002.

Indicate Which of the Following Apply:

A. Preliminary Determination

_ Based on preliminary information, there may be waters of the U.S. including wetlands on the above described property. We strongly suggest you have this property inspected to determine the extent of Department of the Army (DA) jurisdiction. To be considered final, a jurisdictional determination must be verified by the Corps. This preliminary determination is not an appealable action under the Regulatory Program Administrative Appeal Process (Reference 33 CFR Part 331).

B. Approved Determination

_ There are Navigable Waters of the United States within the above described property subject to the permit requirements of Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act. Unless there is a change in the law or our published regulations, this determination may be relied upon for a period not to exceed five years from the date of this notification.

X There are waters of the U.S. including wetlands on the above described project area subject to the permit requirements of Section 404 of the Clean Water Act (CWA)(33 USC § 1344). Unless there is a change in the law or our published regulations, this determination may be relied upon for a period not to exceed five years from the date of this notification.

_ We strongly suggest you have the waters of the U.S. including wetlands on your property delineated. Due to the size of your property and/or our present workload, the Corps may not be able to accomplish this wetland delineation in a timely manner. For a more timely delineation, you may wish to obtain a consultant. To be considered final, any delineation must be verified by the Corps.

X The waters of the U.S. including wetlands on your project area have been delineated and the delineation has been verified by the Corps. We strongly suggest you have this delineation surveyed. Upon completion, this survey should be reviewed and verified by the Corps. Once verified, this survey will provide an accurate depiction of all areas subject to CWA jurisdiction on your property which, provided there is no change in the law or our published regulations, may be relied upon for a period not to exceed five years.

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AID 200021474

_ The waters of the U.S. including wetlands have been delineated and surveyed and are accurately depicted on the plat signed by the Corps Regulatory Official identified below on _____. Unless there is a change in the law or our published regulations, this determination may be relied upon for a period not to exceed five years from the date of this notification.

_ There are no waters of the U.S., to include wetlands, present on the above described property which are subject to the permit requirements of Section 404 of the Clean Water Act (33 USC 1344). Unless there is a change in the law or our published regulations, this determination may be relied upon for a period not to exceed five years from the date of this notification.

_ The property is located in one of the 20 Coastal Counties subject to regulation under the Coastal Area Management Act (CAMA). You should contact the Division of Coastal Management in Washington, NC, at (252) 946-6481 to determine their requirements.

Placement of dredged or fill material within waters of the US and/or wetlands without a Department of the Army permit may constitute a violation of Section 301 of the Clean Water Act (33 USC § 1311). If you have any questions regarding this determination and/or the Corps regulatory program, please contact Eric Alsmeyer at (919) 876-8441, ext. 23.

C. Basis For Determination

The study area contains stream channels of unnamed tributaries of Kerners Mill, Smith, Muddy and Fiddlers Creeks, tributaries of the Yadkin River, with indicators of ordinary high water marks, and wetlands adjacent to the tributaries.

D. Remarks

Per site inpections on 3/5 and 4/4/2002, wetlands and streams are accurately depicted on maps submitted on 2/14/2002.

E. Appeals Information (This information applies only to approved jurisdictional determinations as indicated in B. above)

This correspondence constitutes an approved jurisdictional determination for the above described site. If you object to this determination, you may request an administrative appeal under Corps regulations at 33 CFR part 331. Enclosed you will find a Notification of Appeal Process (NAP) fact sheet and request for appeal (RFA) form. If you request to appeal this determination you must submit a completed RFA form to the South Atlantic Division, Division Office at the Following address:

Mr. Michael F. Bell, Administrative Appeal Review Officer
CESAD-ET-CO-R
U.S. Army Corps of Engineers, South Atlantic Division
60 Forsyth Street, Room 9M15
Atlanta, Georgia 30303-8801

In order for an RFA to be accepted by the Corps, the Corps must determine that it is complete, that it meets the criteria for appeal under 33 CFR part 331.5, and that it has been received by the Division Office within 60 days of the date of the NAP. Should you decide to submit an RFA form, it must be received at the above address by _____.

It is not necessary to submit an RFA form to the Division Office if you do not object to the determination in this correspondence.

Corps Regulatory Official: _____

Date 3/31/2006 Expiration Date 3/31/2011

Copy furnished :
Agent: Kimley-Horne

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NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL

Applicant: NCDOT - Division of Highways/ TIP U-2579	File Number: 200021474	Date: 3/31/2006

Attached is:	See Section below
☐ INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)	A
☐ PROFFERED PERMIT (Standard Permit or Letter of permission)	B
☐ PERMIT DENIAL	C
☒ APPROVED JURISDICTIONAL DETERMINATION	D
☐ PRELIMINARY JURISDICTIONAL DETERMINATION	E

SECTION I - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at http://www.usace.army.mil/inet/functions/cw/cecwo/reg or Corps regulations at 33 CFR Part 331.

A: INITIAL PROFFERED PERMIT: You may accept or object to the permit.

- ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- OBJECT: If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Your objections must be received by the district engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: PROFFERED PERMIT: You may accept or appeal the permit

- ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- APPEAL: If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

C: PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

D: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information.

- ACCEPT: You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice, means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.
- APPEAL: If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

E: PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.

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SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision and/or the appeal process you may contact: Eric Alsmeyer Raleigh Regulatory Field Office US Army Corps of Engineers 6508 Falls of the Neuse Road, Suite 120 Raleigh, North Carolina 27615	If you only have questions regarding the appeal process you may also contact: Mr. Michael Bell, Administrative Appeal Review Officer CESAD-ET-CO-R U.S. Army Corps of Engineers, South Atlantic Division 60 Forsyth Street, Room 9M15 Atlanta, Georgia 30303-8801

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15 day notice of any site investigation, and will have the opportunity to participate in all site investigations.

_____ Signature of appellant or agent.	Date:	Telephone number:

DIVISION ENGINEER:
Commander
U.S. Army Engineer Division, South Atlantic
60 Forsyth Street, Room 9M15
Atlanta, Georgia 30303-3490

MAR.28.2006 13:53 919 876 5823 USACE RAL REG #3196 P.003/003

APPENDIX D

3. FEMA Coordination

Federal Emergency Management Agency

Washington, D.C. 20472

AUG 13 1999

IN REPLY REFER TO:
Case Number: 99-04-021R
Community Names: Forsyth County (Unincorporated Areas), and the City of Winston-Salem, North Carolina
Community Numbers: 375349 and 375360, respectively

Mr. Graham Pervier
Forsyth County Manager
Hall of Justice, Room 700
200 North Main Street
Winston-Salem, North Carolina 27101

Mr. Bryce Stuart
City of Winston-Salem Manager
P.O. Box 2511
Winston-Salem, North Carolina 27102

(104)

Dear Messrs. Pervier and Stuart:

This is in reference to an October 20, 1998, letter from Mr. Jeffrey P. Kopf, Erosion Control Engineer for the City of Winston-Salem, forwarding a request from the North Carolina Department of Transportation (NCDOT) for a conditional Letter of Map Revision (LOMR) for the proposed construction of the Winston-Salem Northern Beltway along Muddy Creek. We addressed this proposed project previously in our letter dated January 28, 1998. The proposed project, which will be located from a point approximately 3,350 feet downstream of U.S. Route 421 to a point approximately 300 feet upstream of U.S. Route 421, will consist of the replacement of two existing bridges over Muddy Creek for U.S. Route 421, construction of a new bridge across Muddy Creek for a ramp connecting the proposed beltway to U.S. Route 421, and the placement of fill for a ramp along Muddy Creek connecting the proposed beltway to U.S. Route 421. The area of the proposed project is shown on the Forsyth County and incorporated areas Flood Insurance Rate Map (FIRM) number 37067C0253 H, dated October 20, 1998.

We received the following data, prepared by the NCDOT, unless otherwise noted, in support of this request:

- a HEC-2 hydraulic backwater model, dated November 12, 1996, of the 10% (10-year), 2% (50-year), 1% (100-year), and 0.2% (500-year) annual chance floods and floodway for Muddy Creek, duplicating the model used to prepare the October 20, 1998, Flood Insurance Study (FIS) for Forsyth County and incorporated areas;

- a HEC-2 hydraulic backwater model, dated February 26, 1999, of the 10%, 2%, 1%, and 0.2% annual chance floods and floodway for Muddy Creek, reflecting existing conditions;

- a HEC-2 hydraulic backwater model, dated March 17, 1999, of the 10%, 2%, 1%, and 0.2% annual chance floods and floodway for Muddy Creek, reflecting proposed conditions;

- an untitled topographic map with spot elevations, dated July 1, 1999, at a scale of 1"=200', with a contour interval of 2 feet, showing the proposed 1% annual chance floodplain and floodway;

- a copy of FIRM numbers 37067C0253 H and 37067C0261 H, both dated October 20, 1998, annotated to reflect proposed conditions;

- a December 14, 1998, letter from Mr. Andrew T. Nottingham, P.E., of the NCDOT, including an evaluation of alternatives to the proposed project, which explains that, because of constraints with existing residential development, there are no feasible alternatives to the proposed project;

- copies of six letters from the NCDOT, all dated March 18, 1999, to the property owners affected by the proposed increases in the 1% annual chance water-surface elevations, notifying them of the increases;

- an October 20, 1998, letter from Mr. Kopf, stating that no structures will be impacted by the proposed increases in 1% annual chance water-surface elevations; and

- completed application/certification forms.

We received all data necessary to process this request by July 9, 1999.

To determine the changes in flood hazards caused by the proposed project, we must compare the hydraulic modeling reflecting the project (referred to as the proposed conditions model) to the hydraulic modeling used to prepare the FIS (referred to as the effective model). If substantial changes have occurred in the watershed since the effective model was developed, an existing conditions model must be developed to reflect these changes. This existing conditions model is then compared to the effective model and the proposed conditions model to differentiate the changes in flood hazards caused by updated conditions from those caused by the proposed project.

The existing conditions model used nine additional cross sections than the effective model. When compared to the effective model, the existing conditions model reflects both increases and decreases in the 1% annual chance water-surface elevations. The maximum increase of 0.22 foot occurs at U.S. Route 421. The maximum decrease of 0.32 feet occurs at a point approximately 1,230 feet downstream of U.S. Route 421

When we compared the existing conditions model to the proposed conditions model, we determined that the proposed project would cause increases in the 1% annual chance water-surface elevations, with a maximum increase of 0.52 foot, at a point approximately 580 feet downstream of U.S. Route 421.

We have reviewed the submitted data and determined that the proposed project meets the minimum floodplain management criteria of the National Flood Insurance Program (NFIP). If the project is built as proposed, a revision to the October 20, 1998, FIS and FIRM for Forsyth County and incorporated areas will be warranted. This revision will show the following effects, as shown by the aforementioned data.

1% Annual Chance Water-Surface Elevations

The 1% annual chance water-surface elevations for Muddy Creek will increase and decrease. The maximum increase will be 0.65 foot, at U.S. Route 421. The maximum decrease will be 0.26 foot at a point approximately 1,230 feet downstream of U.S. Route 421.

1% Annual Chance Floodplain

The 1% annual chance floodplain for Muddy Creek will narrow by a maximum of 600 feet at a point approximately 250 feet downstream of U.S. Route 421.

Floodway

The floodway for Muddy Creek will shift and widen. The floodway will widen by a maximum of 250 feet at a point approximately 3,000 feet downstream of U.S. Route 421.

Future revisions to the FIS and FIRM or restudies of the flood hazards in this area could modify this determination.

We based this determination on the 1% annual chance flood discharges computed in the October 20, 1998, FIS for Forsyth County and incorporated areas without considering subsequent changes in watershed characteristics that could increase flood discharges. Future development of projects upstream could cause increased flood discharges, which could cause increased flood hazards. A comprehensive restudy of your county's and city's flood hazards would consider the cumulative effects of development on flood discharges subsequent to the publication of the October 20, 1998, FIS for Forsyth County and incorporated areas and could, therefore, establish greater flood hazards in this area.

Your communities must approve all proposed floodplain development, including this proposed project, and ensure that permits required by Federal and/or State law have been obtained. State, county, or city officials may set higher standards for construction or may limit development in floodplain areas, based on knowledge of local conditions and in the interest of safety. If the State of North Carolina, Forsyth County, or the City of Winston-Salem has adopted more restrictive or comprehensive floodplain management criteria, those criteria take precedence over the minimum NFIP requirements.

When your communities request a map revision to reflect the effects of the completed project, a copy of a public notice stating Forsyth County's and the City of Winston-Salem's intent to modify the floodway, or a statement by the communities that they have notified all affected property owners and affected adjacent jurisdictions of the modification to the floodway, must be submitted in compliance with NFIP regulations Subparagraph 65.7(b)(1).

NFIP regulations Section 65.3 states that when a community's Base (1% annual chance) Flood Elevations (BFEs) increase or decrease because of physical changes that affect flooding conditions, the community must submit technical or scientific data to the Federal Emergency Management Agency (FEMA) that substantiate these changes. The community must submit such data as soon as possible, but no later than 6 months after such data become available, so that FEMA can base risk premium data and floodplain management requirements on current information.

Instead of issuing a LOMR, we may incorporate the effects of the completed project into the FIS and FIRM through a physical map revision, which entails revising and republishing the FIS and FIRM. A physical map revision, because it involves preparing preliminary versions of the revised FIS and FIRM for community review, takes considerably longer than the issuance of a LOMR; however, it provides due process to property owners who may be affected by increased BFEs, floodways, or 1% annual chance floodplains.

Upon completion of the proposed project, your county and city should request a revision to the October 20, 1998, FIS and FIRM. The revision request should be submitted to our Regional Office in Atlanta, Georgia, and include the data listed below.

1. Evidence of compliance with NFIP regulations Paragraph 65.4(b), which states that "all requests for changes to effective maps . . . must be made in writing by the community's Chief Executive Officer (CEO) or an official designated by the CEO. Should the CEO refuse to submit such a request on behalf of another party, we will agree to review the request only if written evidence is provided indicating the CEO or designee has been requested to do so."

2. As-built plans of the project, certified by a registered professional engineer.

3. HEC-2 hydraulic backwater models of the 10%, 2%, 1%, and 0.2% annual chance floods and floodway for Muddy Creek, representing as-built conditions. The elevations in the as-built HEC-2 models must coincide with the FIS elevations at the upstream and downstream ends of the project.

4. Water-surface profiles of the 10%, 2%, 1%, and 0.2% annual chance floods for Muddy Creek, reflecting as-built conditions.

5. Delineation of the 1% and 0.2% annual chance floodplain boundaries and floodway, and the locations and alignment of the cross sections and flow line used in the hydraulic model.

    a. Please show this information on a certified map of suitable scale and topographic definition to provide reasonable accuracy.

    b. Label all items for easy cross-referencing to the hydraulic model and summary data.

6. Evidence of compliance with NFIP regulations Subparagraph 65.7(b)(1) regarding floodway modification, as previously discussed.

7. Property owner acceptance of the increased 1% annual chance water-surface elevations. Property owner acceptance of the increase is required for the LOMR to take effect on the date of issuance. Without such acceptance, finalizing a revision to reflect the effects of the completed project may be delayed to allow for public review and comment.

If the project is built as proposed, you do not have to resubmit items 3 and 4; otherwise, please resubmit them. If the effects of the project are incorporated into the FIS and FIRM through a physical map revision, you do not need to submit property owner acceptance because the physical map revision process includes a comment period during which property owners can submit their concerns about the revision to the FIS and FIRM.

We have enclosed a copy of our application/certification forms for your reference. Typically, we do not require these forms if the project is completed as proposed. The enclosed document, titled "Requirements for Submitting Application/Certification Forms to Support Requests for NFIP Map Revisions," describes in detail the circumstances under which the forms are required.

The NFIP is not funded by taxes; rather, its expenses are borne by policyholders. To minimize the financial burden on our policyholders, FEMA has established a flat processing fee for review of proposed projects and requests for revisions to published flood information and maps. Currently the fee for an as-built LOMR request in follow-up to this conditional LOMR is $3,400, which must be received before we can begin processing. This fee represents the new fee schedule effective March 1, 1999. Please note that the fees are subject to change, and the fee for the follow-up LOMR may change between the date of this letter and the date that the follow-up LOMR is submitted. If items 3 and 4 listed above must be resubmitted, the review and processing fee could be higher. Your payment must be a check or money order made payable to the National Flood Insurance Program and should be forwarded to:

Federal Emergency Management Agency
Fee Charge System Administrator
P.O. Box 3173
Merrifield, Virginia 22216

Once we receive the items listed above, including the processing fee, complete our review, and verify that the completed project meets all applicable NFIP standards, we will revise the FIS and FIRM for Forsyth County and incorporated areas to incorporate the effects of the completed project, as appropriate.

Part 65 of the enclosed NFIP regulations further describes the nature and extent of the material needed to support a request to revise a FIS and FIRM. Your compliance with the criteria outlined in this document will streamline our review, allowing us to expeditiously revise the FIS and FIRM for Forsyth County and incorporated areas.

If you have any questions, please do not hesitate to contact the Director, Mitigation Division of the Federal Emergency Management Agency in Philadelphia, Pennsylvania, at (215) 931-5512, or me at our Headquarters Office in Washington, D.C., at (202) 646-3932, or by facsimile at (202) 646-4596.

Sincerely,

John F. Magnotti III
Project Engineer
Hazards Study Branch
Mitigation Directorate

For: Matthew B. Miller, P.E., Chief
Hazards Study Branch
Mitigation Directorate

cc: Mr. Jeffrey P. Kopf
Mr. Andrew T. Nottingham, P.E.
State Coordinator

APPENDIX D

4. NEPA/404 Merger Coordination

Meeting Minutes

U-2579A Concurrence Point 1
July 19, 2000

NCDOT
Missy Dickens, PDEA
Tom Kendig, PDEA
Kathy Lassiter, Roadway Design
Bruce Payne, Roadway Design
Larry Meisner, Kimley-Horn and Associates, Inc.

NCDWQ
Cynthia Van Der Wiele

NCSHPO
April Montgomery

NCWRC
David Cox

US Army Corps of Engineers
Eric Alsmeyer

USFWS
Marella Buncick

FHWA
Felix Davila

Missy Dickens and Larry Meisner distributed the revised Purpose and Need Technical memorandum and described the project history. It was emphasized that this project is an extension of the portion of the Eastern Section of the Winston-Salem Northern Beltway, which has an approved DEIS. Missy and Larry reviewed the Purpose and Need statement and the major points involved in the purpose and need for the project. Following preparation of a Supplemental Draft EIS for this extension, a FEIS will be prepared for the entire Eastern Section from US 52 to US 311.

Resource agencies comments and concerns are summarized below by report section:

General
System linkage and continuity should be emphasized. This project should be treated as an extension of the Eastern Section rather than try to justify it on its own.
Consider this as a small piece of the Eastern Section, referencing the DEIS as appropriate.

Introduction
"Enhance regional and local transportation system" should not be included as a bullet item. Remove "enhance safety" in the list of bulleted items, but keep in text under "Reduce traffic congestion…" The bulleted item on reducing traffic congestion should mention specific routes, particularly US 52. Add "provide logical termini" to project purpose. Include system linkage and continuity as a separate item.

Provide a Freeway Route from US 52 to US 311
(No comments)

Reduce Traffic Congestion and Serve Future Traffic
No-Build traffic volumes are needed to show the project's impact on future traffic volumes. The future Build volumes should not show US 52 as being 8-laned if that is not believed to be feasible. Traffic volumes should be included on local roads if part of the purpose is relieving those roads.

Enhance Safety for Roadway Users
Accident rates for US 52 north of I-40 Business should be included. (These can be referenced from previous DEIS.)

Compatibility with Transportation and Land Use Plans
The decision to include this item in this document was questioned. It was decided to leave this item in the document.

Serve as Part of I-74 Corridor
(No comments)

Summary
The last sentence in the summary should be omitted, referring to noise and air pollution.

Following discussion, NCDOT agreed to revise and redistribute the report. When resource agencies agree that their comments have been adequately addressed, Eric Alsmeyer will circulate a signature sheet. Another meeting will be held only if deemed necessary to finalize the document.

If you have any additions or corrections to the above meeting notes, please contact Missy Dickens at 919-733-7844 ext. 218.

Kimley-Horn
and Associates, Inc.

Meeting Minutes

Winston-Salem Northern Beltway – Eastern Section Extension
U-2579A Concurrence Point 1
February 8, 2001

P.O Box 33068
Raleigh, North Carolina
27636-3068

FHWA
Felix Davila

US Army Corps of Engineers
Eric Alsmeyer
Jean B. Manuele

USEPA
Ted Bisterfield (via telephone)

USFWS
Marella Buncick (via telephone)

NCDWQ
Cynthia Van der Wiele

NCWRC
David Cox
Mary Ellen Huggard

NCDOT
Missy Dickens, PDEA (via telephone)
Tom Kendig, PDEA
Roy Shelton, PDEA
Kathy Lassiter, Roadway Design
Jay Bennett, Roadway Design
Bruce Payne, Roadway Design
Larry Meisner, Kimley-Horn
Jeff Moore, Kimley-Horn

The purpose of the meeting was to 1) obtain agreement on Concurrence point 1: Purpose and Need, and 2) to provide information and obtain input regarding preliminary alternatives to be studied prior to determining feasible and reasonable alternatives for detailed study.

Larry Meisner briefly discussed the project history and described the revisions to the Purpose and Need Technical Memorandum based on comments made at the July 2000 meeting. Copies were distributed to those who had not received the document. The signature sheet, which summarized the project purpose and need, was also distributed. In addition to providing additional material requested by the team members and changing the emphasis of the project need elements, the major change to the document was related to traffic volumes. This latest document includes traffic volumes that were generated assuming 4 lanes in place on US 52 in the future (the earlier volumes assumed 8 lanes in place) and included "No-Build" traffic volumes. This newest information supports the premise that the project will provide traffic relief to US 52 and other major arterial roads in Winston-Salem. After a brief discussion, all those attending the meeting, including those attending by telephone agreed to sign the signature sheet for Concurrence Point 1. The signed sheet is enclosed with this memorandum, as is the Technical Memorandum.

TEL 919 677 2000
FAX 919 677 2050

As part of the second portion of the meeting, Larry Meisner reviewed the preliminary alternatives developed to date using a map on the wall and another map on the table. Missy Dickens and Marella Buncick had a map they could refer to. It was noted that the red (middle) alignment had been designated as preferred in the 1996 feasibility study, but that that study was not part of the NEPA process. There is currently no preferred alternative. The following comments and requests for changes to the preliminary alternatives were noted:

- Consider shifting the red (middle) alternative to the west at US 311 to reduce impacts to Muddy Creek.
- Consider shifting the blue (Oak Grove) alternative to the west and the red (middle) alternative to the east at I-40 to minimize impacts to Fiddlers Creek.
- Discuss the preliminary alternatives with the Winston-Salem MPO.
- Consider the implications of an extension of the project to the south of US 311. Mr. Meisner noted that such a route is not shown on the adopted thoroughfare plan and will not be studied as part of this project. If a southern loop were proposed, it would have to analyze the feasibility of extending this project.
- Transit is not included in this project per se, but will be included in preliminary alternatives.
- An alternative well to the east of those shown on the map does not need to be evaluated, but it should be mentioned in the alternatives report along with the reasons for its elimination from further study.
- The interchange at Kernersville Road is not essential to the purpose and need for this project, and could be eliminated from this project to minimize impacts if the community and MPO do not view local access as a priority.
- Wetlands will be delineated once the feasible and reasonable alternatives have been developed. Impact on local land use plans, where they exist, also will be evaluated following development of feasible and reasonable alternatives.
- Following the meeting, Ms. Van der Wiele requested that impacts to routes used by bicyclists be considered, specifically relating the Oak Grove alternative.

If you have any additions or corrections to the above meeting notes, please contact Missy Dickens at 919-733-7844 extension 218.

Section 404/NEPA Merger Project Team Meeting Agreement
Concurrence Point No.1 - Purpose and Need.

Project No./TIP No./Name/Description: Action ID 20002474
TIP No. U-2579A, Federal Aid Project NHF-0918(14), State Project No. 8.2625101
Winston-Salem Northern Beltway, Eastern Section Extension
Approximately 5 Miles, from US 421/I-40 Business East of Winston-Salem to US 311
Forsyth County, North Carolina

Purpose and Need of Proposed Project:
The purpose of the proposed Winston-Salem Northern Beltway, Eastern Section Extension is to satisfy the identified transportation need for a freeway connection between US 421/I-40 Business and US 311 as well as to provide a logical point of terminus for the Northern Beltway, Eastern Section. To that end, the proposed project is anticipated to do each of the following:

- Provide roadway system linkage and continuity
- Reduce traffic congestion and carry future traffic at an acceptable level of service
- Enhance safety
- Be compatible with adopted transportation and land use plans
- Provide a route for the I-74 corridor

The Project Team concurred on this date of 2/8/2001 with the purpose of and need for the proposed project as stated above.

USACE Eric C Alsmeyer

NCDOT John R Kent Sr

USEPA [signature]

USFWS _____

NMFS n/a

NPS n/a

DCM n/a

NCDWQ Cynthia J. Van Der Wiele

NCWRC [signature]

NCDCR April Montgomery

NCDMF n/a

FHWA [signature]

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Section 404/NEPA Merger Project Team Meeting Agreement
Concurrence Point No.1 - Purpose and Need.

Project No./TIP No./Name/Description:
TIP No. U-2579A, Federal Aid Project NHF-0918(14), State Project No. 8.2625101
Winston-Salem Northern Beltway, Eastern Section Extension
Approximately 5 Miles, from US 421/I-40 Business East of Winston-Salem to US 311
Forsyth County, North Carolina 20002147Y

Purpose and Need of Proposed Project:
The purpose of the proposed Winston-Salem Northern Beltway, Eastern Section Extension is to satisfy the identified transportation need for a freeway connection between US 421/I-40 Business and US 311 as well as to provide a logical point of terminus for the Northern Beltway, Eastern Section. To that end, the proposed project is anticipated to do each of the following:

- Provide roadway system linkage and continuity
- Reduce traffic congestion and carry future traffic at an acceptable level of service
- Enhance safety
- Be compatible with adopted transportation and land use plans
- Provide a route for the I-74 corridor

The Project Team concurred on this date of 2/8/01 with the purpose of and need for the proposed project as stated above.

USACE		NCDOT	
USEPA		USFWS	Martha A. Bennett
NMFS	n/a	NPS	n/a
DCM	n/a	NCDWQ	
NCWRC		NCDCR	
NCDMF	n/a	FHWA	

Kimley-Horn
and Associates, Inc.

Meeting Minutes

Winston-Salem Northern Beltway – Eastern Section Extension
U-2579A Concurrence Point 2
April 18, 2001

P.O Box 33068
Raleigh, North Carolina
27636-3068

FHWA
Felix Davila

US Army Corps of Engineers
Eric Alsmeyer
Richard Spence

USEPA
Ted Bisterfield (via telephone)

USFWS
Marella Buncick

NCDWQ
Cynthia Van der Wiele

NCWRC
David Cox
MaryEllen Haggard

NCDOT
Missy Dickens, PDEA
Tom Kendig, PDEA
Bruce Payne, Roadway Design
Larry Meisner, Kimley-Horn
Beth Reed, Kimley-Horn
Jeff Moore, Kimley-Horn

The purpose of the meeting was to obtain agreement on Concurrence Point 2: Alternatives.

Project team members had previously received copies of the draft preliminary alternatives report, dated April 2001. Larry Meisner briefly reviewed the development and evaluation of the preliminary alternatives. Missy Dickens reviewed the results of coordination with the Winston-Salem MPO. Preliminary construction alternatives had been presented at the February 8 meeting and revised based on comments made at that meeting. The findings and conclusions of the report were that the no-build, TSM, transit, and improve existing roads alternatives did not satisfy the project purpose and need. The no-build alternative would be retained for comparison with the build alternatives. Two construction alternatives were studied but eliminated. The alternative of moving the US 311 interchange to the west was eliminated due to its impact on the existing Ridgewood Road interchange and surrounding land uses and out-of-direction travel. Another alternative that involved moving the alignment far to the east was eliminated due to impacts to Glenn High School and to Abbots Creek. Initially, it was recommended that all of the northern alternatives (N1, N2, N3, and N4) be retained for detailed study, since none of them had "fatal flaws." The S1A alternative had been developed based on comments at the previous meetings to reduce impacts to streams to the northeast of the I-40 interchange, but resulted in greater impacts to Fiddlers Creek northwest of the interchange. It was recommended that it be dropped from the study alternatives. Based on further discussion (see below), N4 also was eliminated from the study alternatives.

TEL 919 677 2000
FAX 919 677 2050

The following comments and requests for changes to the alternatives to be studied were noted:

- Because the study team had previously recommended a shift in N4 to avoid stream impacts, and because the shift resulted in greater impacts, N4 should be eliminated from the study alternatives. Dropping N4 was approved by the group.
- Impact to farms should be included in the evaluation of alternatives. It was agreed that the SDEIS would include that item in the evaluation.
- Representatives from the Winston-Salem MPO were invited to this meeting.
- In a previous meeting, representatives from Winston-Salem concurred with the alternatives. They did not favor eliminating the interchange with Kernersville Road because it is the only location at which local access could be provided.
- Winston-Salem may seek to modify its thoroughfare plan to include extending the Beltway south of US 311. The extension is not included in this project.

The remaining alternatives include N1, N2, N3, S1, and S2. The following combinations of alternatives will be retained for study in the SDEIS:

N1-S1, N1-S2, N2-S1, N2-S2, N3-S1, N3-S2

All team members present signed the concurrence form. The next meeting of the study team will take place following study and evaluation of the detailed alternatives, and their documentation in the SDEIS. The purpose of that meeting will be to select the preferred alternative.

If you have any additions or corrections to the above meeting notes, please contact Missy Dickens at 919-733-7844 extension 218.

Section 404/NEPA Merger Project Team Meeting Agreement

Concurrence Point No. 2 - Alternatives to be studied in detail in the NEPA document.

Project No./TIP No./Name/Description:
TIP No. U-2579A
Federal Aid Project BRSTP-2832(1)
State Project No. 8.2625101
Winston-Salem Northern Beltway, Eastern Section Extension
Approximately 5 Miles Long, from US 421/I-40 Business East of Winston-Salem to US 311, in Forsyth County, North Carolina

Alternatives to be studied in detail in the NEPA document:

1. N1-S1
2. N1-S2
3. N2-S1
4. N2-S2
5. N3-S1
6. N3-S2

The Project Team has concurred on this date of April 18, 2001 with the "alternatives to be studied in detail" in the NEPA document as stated above.

USACE Eric Alsmeyer

NCDOT Gary Mace Carter

USEPA _____

USFWS Matthew Wicker

NMFS n/a

NPS n/a

DCM n/a

NCDWQ Cynthia F. VanDer Wiele

NCWRC Mazelle Hoggard

NCDCR Renee Gledhill-Earley
Eliminate interchange at Kernersville Road

NCDMF n/a

FHWA Fily Dedosis

Section 404/NEPA Merger Project Team Meeting Agreement
Concurrence Point No. 2 - Alternatives to be studied in detail in the NEPA document.

Project No./TIP No./Name/Description:
TIP No. U-2579A
Federal Aid Project BRSTP-2832(1)
State Project No. 8.2625101
Winston-Salem Northern Beltway, Eastern Section Extension
Approximately 5 Miles Long, from US 421/I-40 Business East of Winston-Salem to US 311, in Forsyth County, North Carolina

Alternatives to be studied in detail in the NEPA document:

1. N1-S1
2. N1-S2
3. N2-S1
4. N2-S2
5. N3-S1
6. N3-S2

The Project Team has concurred on this date of April 18, 2001 with the "alternatives to be studied in detail" in the NEPA document as stated above.

USACE _____ NCDOT _____

USEPA _____ USFWS _____

NMFS n/a NPS n/a

DCM n/a NCDWQ _____

NCWRC _____ NCDCR _____

NCDMF n/a FHWA _____

Meeting Minutes

Winston-Salem Northern Beltway – Eastern Section Extension
U-2579A Concurrence Point 2A
March 16, 2004

FHWA
Felix Davila

US Army Corps of Engineers
Eric Alsmeyer

USEPA
Chris Militscher

USFWS
Marella Buncick

NCDWQ
Cynthia Van der Wiele

NCWRC
Marla Chambers

HSMM
Eric Black
Wendee Smith

Kimley-Horn and Associates
Larry Meisner
Teresa Frusti
Jeff Moore
Norton Webster

NCDOT
Art McMillan, Highway Design
Pat Ivey, Division 9
Keith Raulston, Division 9
Missy Dickens, PDEA
Derrick Weaver, PDEA
Rachelle Beauregard, PDEA – Office of Natural Environment
Elizabeth Lusk, PDEA – Office of Natural Environment
Drew Joyner, TIP Program Manager
Bruce Payne, Roadway Design
Tony Houser, Roadway Design
Jay Bennett, Roadway Design
Quang Nguyen, Structures
Andrew Nottingham, Hydraulics

The purpose of the meeting was to obtain agreement on Concurrence Point 2A: Bridge lengths over streams and wetlands.

Project team members had previously received copies of maps showing community facilities (churches, schools, etc.), wetlands, streams, and locations of major drainage structures in the Project U-2579A study area. In addition, a table listing impacts by alternative and a table describing each major stream crossing were provided.

Missy Dickens reviewed the history and status of the entire Northern Beltway project (TIP Projects R-2247 (Western), U-2579 (Eastern), and U-2579A (Eastern Extension). Larry Meisner then briefly described the five alternative segments and the 12 alternatives comprising U-2579A, and discussed the additional alternatives that would include the

project with or without the Kernersville Road interchange. Ms. Dickens then opened a discussion on stream crossings.

Stream crossing ESE-S2 is located north of US 421/I-40 Business at Smith Creek, and is also within the study area for the Project U-2579 Preferred Alternative. A bridge had been determined to be less expensive than a culvert based on preliminary calculations. Although the stream is not of high quality, several team members were concerned with the high stream impacts (approximately 1,200 feet with a culvert). There also was a question regarding the culvert impact and cost calculation, since it may be possible to have a gap in the culvert. Kimley-Horn will reanalyze the structure at that location to determine a more accurate impact and cost. It was agreed by the group to use bridges rather than a culvert, assuming that the cost differential between a culvert and a bridge would not be significantly different following the new analysis.

A discussion took place regarding the culvert proposed at stream crossing ESE-S11 (Fiddler's Creek) for Alternative Segment N1. Although the cost for a bridge appeared to be less than that for a culvert, the skews and curves of the road would present additional cost and difficulty in construction. In addition, culverts are easier to maintain, have a longer life span, and are safer than bridges. Since the stream is not a high quality resource, it was agreed to retain the culvert at that location.

The structure at stream crossing ESE-18 (Swaim Creek) was discussed since the cost of a bridge at one of the two crossing locations is less than that for a culvert. However, the total cost for the two structures is less using culverts than bridges, and so it was agreed to retain the culverts at that location.

It was agreed that for all except crossings at stream ESE-S2, the proposed culvert(s) were the preferred design. Ms. Dickens then opened a discussion on wetlands. After a short discussion, it was agreed that it would not be necessary to cross any wetlands with bridges.

All team members present signed the concurrence form. The next meeting of the study team for Project U-2579A will take place to discuss Concurrence Point 3, selection of the least environmentally damaging practicable alternative (LEDPA). That meeting is anticipated to take place in September 2004. If you have any additions or corrections to the above meeting notes, please contact Missy Dickens at 919-733-7844 extension 218.

Section 404/NEPA Merger Project Team Meeting Agreement
Concurrence Point No. 2A – Bridge lengths over streams and wetlands

Project No./TIP No./Name/Description:
TIP No. U-2579A
Federal Aid Project BRSTP-2832(1)
State Project No. 8.2625101
Winston-Salem Northern Beltway, Eastern Section Extension
Approximately 5 Miles Long, from US 421/I-40 Business East of Winston-Salem to US311, in Forsyth County, North Carolina

Streams to be bridged – ESE – S2

Wetlands to be bridged - None

The Project Team has concurred on this date of March 16, 2004 with the bridge lengths as stated above.

USACE _____ NCDOT _____

USEPA _____ USFWS _____

NMFS n/a NPS n/a

DCM n/a NCDWQ _____

NCWRC _____ NCDCR _____

NCDMF n/a FHWA _____

MEETING SUMMARY
MERGER TEAM MEETING – TIP Projects R-2247 and U-2579A
January 25, 2005
9:00 AM – 12:00 PM

Attendees:

Name	Organization	Email
Felix Davila	FHWA	Felix.davila@fhwa.dot.gov
Marella Buncick	USFWS	Marella_buncick@fws.gov
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Eric Alsmeyer	USACE – Raleigh	Eric.c.alsmeyer@usace.army.mil
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Drew Joyner	NCDOT – TIP Program Manager	djoyner@dot.state.nc.us
Missy Dickens	NCDOT – PDEA	mdickens@dot.state.nc.us
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Stephanie Coste	NCDOT – Division 9	sacoste@dot.state.nc.us
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Norton Webster	Kimley-Horn	Norton.webster@kimley-horn.com
Jill Gurak	PBS&J	jsgurak@pbsj.com
Lauren Wolfe	PBS&J	lawolfe@pbsj.com
Eric Galamb	H.W. Lochner	egalamb@hwlochner.com

Project R-2247

Following introductions, Ms. Gurak went over a brief history of why the Bethania-Tobaccoville Road interchange was redesigned and what the design alternatives were (Original Design, Alternative 1, and Alternative 2). Design alternatives were developed because the original design was determined to have an Adverse Effect on the Samuel Stauber House and Barn, a historic site, because of visual impacts caused by a proposed service road and its associated fill. She explained that Alternative 2 is preferred because it has a more desirable design, fewer relocations, less impact to the Wide Country Road community, and is the farthest from the Samuel Stauber House and Barn. FHWA, NCDOT, and SHPO concur with Alternative 2 as the preferred alternative. The purpose of the meeting is to seek the agencies' concurrence with the modified Bethania-Tobaccoville Road interchange.

Mr. Galamb provided information on the streams and wetlands in the area. He explained that all three alternatives impact Wetland 1 (a low quality wetland) and Wetland 5 (a medium-high quality wetland). All three alternatives would have the same impact to Wetland 1 (0.02 acres). Alternative 2 has the least impacts to Wetland 5 (0.05 acres vs. 0.14 acres for Alt 1 and 0.34 acres Original Design). Two perennial streams are crossed by Alternative 2: Stream 3 (2.5' wide with snails) and Stream 9 (7' wide with minnows, frogs, and water striders). Stream 3 is crossed by Alternatives 1 and 2. Stream 9 is crossed by all the alternatives.

Mr. Militscher (EPA) was concerned about the amount of forested land impacted by Alternative 2 when compared to the Original Design (59.2 acres vs. 28.4 acres). The larger impacts to the forested land are from the relocated Bethania-Tobaccoville Road, which crosses Stream 3 in a valley, requiring a large amount of fill and larger impacts. The fill slopes are 2:1, which minimize the construction limits in the area of the stream.

Mr. Militscher also asked how the noise impacts for Alternative 2 compared to the Original Design. Alternative 2 likely would have slightly less noise impacts because the interchange ramps are farther from the residential areas. Noise impacts for the entire beltway will be reevaluated based on the latest noise policy. Based on the previous noise impact evaluation, a noise wall was not warranted in the Bethania-Tobaccoville Road area

Concern was expressed about the amount of direct impacts to natural resources created by the interchange alternatives. It was mentioned that direct impacts to wetlands and streams are mitigatable, but impacts to historic resources are not.

Ms. Buncick (USFWS) asked about development potential around the Bethania-Tobaccoville Road interchange. The indirect and cumulative impacts analysis prepared for the SFEIS/SDEIS evaluated the development potential of interchanges for the Winston-Salem Northern Beltway and classified the Bethania-Tobaccoville Road interchange as having low development potential if the entire Winston-Salem Northern Beltway was built.

A decision was not reached regarding the preferred alternative for the Bethania-Tobaccoville Road interchange. It was decided to discuss the issue further on February 10th. The following items were requested to aid in discussion and decision-making:

- Information from the local government having jurisdiction in the Bethania-Tobaccoville Road area regarding development potential in the area.
- Maps showing the alternative designs and wetland and stream information on aerial photography.
- A table tabulating impacts to each natural system (stream and wetland) associated with each design alternative, not just total impacts.
- Detailed information regarding the elevations of Bethania-Tobaccoville Road and the Winston-Salem Northern Beltway for each alternative design in relation to the Samuel Stauber House and Barn historic site.

Project U-2579A

Ms. Dickens opened the discussion for LEDPA on Project U-2579A with a description of the six Detailed Study Alternatives. Ms. Dickens said that NCDOT, in evaluating the information in the Supplemental DEIS/Supplemental FEIS and the public hearing comments, had drawn the following conclusions regarding the alternative segments.

Northern Alternative Segments

Ms. Dickens discussed Alternative Segment N1 in relation to Alternative Segments N2 and N3. NCDOT does not prefer N1 for the following reasons:

- 37 to 43 more relocations (284 vs 241 for N2, 284 vs 247 for N3)
- Highest disruption to neighborhoods – N1 relocations tend to occur in center of neighborhoods rather than on fringes, as with N2 and N3
- No discernable benefit over N2, which is similar
- Takes Motsingers' Farm[1]

She then discussed the differences between N2 and N3.

N2 Advantages

- Keeps Sedge Garden Road open
- A single-point urban interchange (SPUI) is feasible at the Kernersville Road interchange (not so for N3)
- Less impact on streams *(app. 4,100 ft less)*
- Fewer potentially hazardous sites *(2 vs 7)*
- Avoids Motsingers' Farm[1]

N3 Advantages

- More feasible to keep Oak Grove Church Road open
- No impact to Sedge Garden Elem. School (temporary construction easements with N2)
- Avoids Salem Lake critical area (N2 within it)
- Slight preference by public *(19 for N3 vs 12 for N2)*
- Fewer business impacts (*18 for N3 vs 23 for N2*)
- Avoids Motsingers' Farm[1]
- Avoids potentially historic Hart farm

Other impacts that are approximately the same include (*values are for N2-S1 vs N3-S1*):

- Residence relocations *(241 vs 247)*
- Wetland impacts *(1.4 vs 1.6 acres)*
- Cost *($181 M vs. $162 M)*
- Church/Cemetery impacts *(1 for N2 and N3)*
- Biotic community impacts

Ms. Dickens stated that NCDOT prefers Alternative Segment N2, primarily for the benefits to connectivity in Kernersville and because of the smaller stream impacts. The team discussed a number of the issues relative to N2 versus N3.

- N2 would retain connectivity on Sedge Garden Road and N3 would be more likely to retain connectivity on Oak Grove Church Road. Although the Town of Kernersville did not state a preference other than to try to keep both roads open, NCDOT believes that retaining Sedge Garden Road would provide better overall service and would also have less access impact to the Sedge Garden Elementary School.
- A SPUI would be feasible at the proposed interchange at Kernersville Road for N2, but not for N3. The preliminary design included in the DEIS showed a compressed diamond, which would have a similar footprint as a SPUI. Although a SPUI would not reduce impacts significantly over a compressed diamond (which was used to calculate impacts in the DEIS), it would improve traffic operations along Kernersville Road. However, if a SPUI was not used, Congestion Management would request a full diamond rather than a compressed diamond to

[1] The Motsingers' Farm is not a regulatory issue (not historic, not prime or important farmland, etc.), and would not necessarily determine the selection of a LEDPA. However, as the owners during the hearing period were very involved, well-informed, well-prepared, and polite, avoiding the farm would be considered an added benefit of an alternative that already has other advantages.

allow for loops in the middle. Therefore, impacts in the Final EIS would be increased for alternatives without a SPUI.

- Alternative Segment N2 would be within the Salem Lake critical area, as shown on the figures provided at the meeting. However, Mr. Wrenn (NCDWQ) said that the critical area shown was actually a half-mile outside of the official critical area. He and Mr. Nottingham (NCDOT Hydraulics) agreed that regardless, it was preferable to save the 4,100 feet of streams with N2 rather than avoid the critical area with N3.
- N2 has temporary construction impacts to Sedge Garden Elementary School, but N3 has a higher access impact due to the closing of Sedge Garden Road.
- N2 impacts a potentially historic property, the Hart farm. The NCDOT and the SHPO visited the site, but an official eligibility call requires a full evaluation, currently underway.

Ms. Dickens asked if the Merger Team would agree that Alternative Segment N1 could be dismissed, since it was closer to Salem Lake, has more relocations and neighborhood disruption, and has no discernable advantage over N2. The group agreed to eliminate N1.

Ms. Dickens then asked for opinions on N2 versus N3. Except for SHPO (who abstained from a vote pending resolution of the Hart farm's eligibility), the rest of the team agreed that N2 was the LEDPA. They will wait to sign the merger letter until the historic status of the farm in question has been determined. Ms. Dickens has reserved another Merger Meeting time on February 10, 2005, and hopes to have the decision by then.

Kernersville Road Interchange

The original U-2579A alternatives included an interchange at Kernersville Road. At the alternative merger meeting (Concurrence Point 2), the Environmental Protection Agency (EPA) and State Historic Preservation Office (SHPO) had requested including an option of all alternatives without an interchange. Ms. Dickens presented the following comparative points for this proposed interchange:

- Public support for interchange (24 vs 6), and agency (including local government agencies) support (4 vs 1). EPA opposes the interchange.
- The Beltway is already severing many roads in Kernersville; this provide access to Kernersville, providing some mitigation
- This interchange would provide the only access to surface streets (non-freeway) south of Reidsville Road (US 158)
- Residential Relocations: 3 more (N2), 10 more (N3), or 22 more (N1) with interchange (*May 2003*)
- Stream impacts are the same for N1 and N2 with or without the interchange

NCDOT prefers the Kernersville Road interchange. The team discussed some of the issues:

- Mr. Militscher (USEPA) said that the interchange should not be included as a part of this process, but that a future project could study and add it at a later date. Ms. Dickens agreed that the purpose and need of this project is about regional access, not local access. However, Project U-2579A will have a heavy impact on the connectivity of Kernersville, and the lack of a surface street interchange in this area will have negative impacts on traffic in Kernersville. Traffic would have to travel through already congested streets in order to get other surface street interchanges, such as I-40 Business at S. Main Street and NC 66.
- Mr. Militscher said that he could concur with an interchange if it included a SPUI or compressed diamond on Alternative N2, since the difference in impacts is so slight. The group

also looked at Table 1b to compare the impacts with and without an interchange. For N2, the difference in impacts was slight, but for N3 the difference in impacts was more significant.

The Merger Team agreed on a SPUI interchange at Kernersville Road if N2 was chosen.

Southern Alternative Segments

Ms. Dickens presented comparative points for the southern alternative segments:

- S1 has Fewer relocations
  - 67 fewer for S1 as of May 2003 (241 v. 308)
  - By December 2005, relocations are expected to be closer to 373 v. 452 (a difference of 79) (these are low estimates, and are being revised)
- Majority of public preferred S1
  - 26 (6 of which were businesses) v. 6 citizen letters; 3 v. 1 agency letters
- S1 has less economic impact
  - S1 does not close US 311/Union Cross Interchange, which is the primary access to existing business parks
    - S2 further severs connectivity and reduce access for Kernersville, something they are very concerned about.
    - Local government hearing comments strongly oppose closing interchange because of economic impacts.
  - Interchange cannot be maintained with S2
  - Selection of Dell site reinforces these arguments.
- May be able to mitigate/reduce impact to Streams # 18 & 20
- Other impacts (approximately the same)
  - Wetland impacts *(1.4 vs 1.1 acres)*
  - Cost *($245.1 M vs. $252 M)*
  - Church/Cemetery impacts *(1 for both)*
  - School impacts *(0 for both)*

Ms. Dickens also showed the team a figure of the Dell site in relation to the southern alternative segment corridors. Not only does the Dell site depend on keeping the Union Cross interchange open, but part of the site extends across the S2 corridor. The team then discussed some of the issues:

- Mr. Alsmeyer (USACE) noted that the portion of the Dell site that is impacted is the western side, which is Phase II of the development.
- Mr. Ivey (NCDOT – Division 9) said that businesses in the Union Cross Business Park, such as FedEx, have said that they would not be able to operate without the interchange of Union Cross Road at US 311.
- The team asked why the Union Cross Road interchange could not be modified similarly to the Ridge Road interchange. Mr. Houser (NCDOT – Roadway) said that it was not possible because of the geometry and volumes on the roadway, since the major movement would be on I-74 from Project U-2579A east on US 311.
- The team talked about Streams #18 and #20. After some discussion, Mr. Houser and Mr. Sadat (Kimley-Horn) agreed that they may be able to reduce impacts by adjusting the alignment of the roadway at that interchange. Mr. Wrenn said that he would approve of Alternative Segment S1 but NCDOT needs to make a commitment to move farther from the streams and reduce the impact.

The team agreed that Kimley-Horn would, before the February 10 meeting, look at the possibility of daylighting (reducing culvert lengths) for as much of Stream #18 as possible, and avoiding as

much of Stream #20 as possible. The team agreed that if these changes were made, they could concur with Alternative Segment S1. The discussion will be continued at the February 10 meeting.

Median Widths

Ms. Dickens opened discussion on the final topic, the median width for Project U-2579A. Currently, the official typical cross section is a 4-lane road with a 70-foot median. However, Project U-2579 is a 6-lane road with a 46-foot median, and due to the location of interchanges on Project U-2579A, the additional two lanes would be retained until after I-40 Bypass, and would be used as auxiliary lanes. (There is no other reasonable place to drop the lanes.) Therefore, two-thirds of Project U-2579A would actually be 6-lanes with a 70-foot median. Ms. Dickens said that she would like to discuss this now so that if a redesign needs to be done to use a 46-foot median rather than a 70-foot median, it can be done at the same time that other design issues are being addressed.

The benefit of a 70-foot median is that it allows for widening within the median twice. After the first widening, there would still be a grass median; after the second widening, a jersey barrier. Also, a wider median has traffic and safety benefits. The benefit of a 46-foot median is that there is less total impact now since the footprint of the roadway would be smaller. There would be a chance to widen once, at which time there would be a jersey barrier in the center.

The team discussed the benefits of the two designs, and finally decided that, since the Eastern Section plus Extension from US 52 to I-40 already has a six-lane cross-section with 46-foot median, it made sense to continue that cross-section (with a 46-foot median) down to the project terminus at US 311. The team agreed to use a 46-foot wide median rather than a 70-foot median.

Ms. Dickens dismissed the meeting, and reminded the team that the issues discussed will be continued at the February 10 meeting. A time for that meeting will be announced.

MEETING SUMMARY
MERGER TEAM MEETING – TIP Projects R-2247 and U-2579A
February 10, 2005
10:30 AM – 12:00 PM

Attendees:

Name	Organization	Email
Felix Davila	FHWA	felix.davila@fhwa.dot.gov
Ted Bisterfeld	USEPA, Atlanta	bisterfeld.ted@epa.gov
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Following introductions, Ms. Dickens began the meeting by summarizing the January 25, 2005 meeting and listing the items to be covered in this meeting:

1. Project U-2579A – LEDPA. On January 25, the team agreed on Alternative Segment N2 as long as the Hart farm is not eligible for the National Register of Historic Places. The team's second choice was Alternative Segment N3. Status of the Hart farm has not been resolved, but is expected to be done shortly. South of I-40, NCDOT's preferred alternative segment is S1. The team agreed that community impacts are less in S1 because of the residential relocations, the economic impacts associated with the closing of the Union Cross Interchange (proposed under S2), and the location of the Dell site. However, the agencies were concerned about the higher stream impacts of S1.

Consequently, Kimley-Horn, after the January 25 meeting, revised the plans to minimize stream impacts. Ms. Dickens explained that these revisions were the first topic of discussion for this meeting. Ms. Dickens also said that the public has been told that NCDOT hoped to announce a preferred alternative by the end of the month.

2. Project R-2247 – Bethania-Tobaccoville Road interchange design. At the January 25 meeting, the team requested additional information (future development potential, water resources and biotic community impacts, visibility of the project from the Stauber Farm historic site, and the effects determination of Design Alternative 1). Ms. Dickens explained that this information would be presented as the second topic of discussion.
3. Ms. Dickens said that the third item would be a discussion of the permit and merger approaches on these projects, as time permits.

Project U-2579A

Mr. Bisterfeld (EPA) requested that the discussion of a preferred northern alternative be reopened. EPA is concerned that Alternative Segments N1 and N2 are within the Salem Lake critical area. At the January 25 meeting, it had been determined that the critical area shown in the Draft EIS was incorrect, and Mr. Wrenn (NCDWQ) said that N1 and N2 do not impact the actual critical area. On January 25, the team requested that the two maps be compared, the correct area be determined, and the finding be put in writing. Also, the stream impacts for Alternative N2 were incorrect in the tables distributed at the January 25 meeting.

Kimley Horn explained that the correct impacts were included on the new table distributed at this meeting, and Mr. Bisterfeld requested that the impacts be verified and the correct numbers be included in these meeting minutes. Ms. Dickens asked the Team how they would like to see the impacts presented – total Northern Beltway impact quantities, TIP Project U-2579A impact quantities only, or by alternative segment (that is, N1, N2, N3, S1, and S2) for TIP Project U-2579A only. The Team agreed that they would prefer to see impacts quantified by alternative segment.

Mr. Bisterfeld requested that the Kernersville Road interchange be removed from the project, which would reduce impacts to citizens and to streams. Ms. Dickens reminded EPA that Mr. Militscher (EPA) had agreed with the Kernersville Road interchange as long as Alternative Segment N2 was chosen, since the difference in impacts with or without the interchange was relatively small for N2. After some discussion, it seemed that the EPA could agree with an interchange at Kernersville Road on Alternative N2. The team discussed mitigation commitments, but it was agreed that mitigation would be discussed further under Concurrence Point 4A. Ms. Beauregard added that streams also need to be considered for possible enhancement and preservation efforts in addition to mitigation. Following the meeting, Mr. Militscher told Ms. Dickens that EPA agreed with Alternative Segment N2 if it was outside the Salem Lake critical area and if the Hart farm is determined to be ineligible for the National Register of Historic Places (NRHP).

Kimley-Horn and Associates showed the team the redesign that had been done on Alternative Segment S1 since the January 25 meeting. As a result of the redesign, approximately 2,000 feet of previously impacted streams had been preserved. The team agreed that with the redesign, S1 was the LEDPA, and requested written documentation of revised impacts of the southern alternatives (these have been provided in Table 1c, below).

Conclusion: NCDOT agreed to resolve the critical area and stream impact questions and provide the correct information in these meeting minutes. The team agreed that N2 with a single point interchange at Kernersville Road was the LEDPA for the northern alternative segment if it was

outside the critical area and if the Hart farm was determined ineligible for the NRHP, and that the redesigned S1 was the preferred LEDPA for the southern alternative.

Resolution since the February 10 meeting: In response to the Team's request at the February 10 meeting, the following issues have been corrected/resolved:

The correct impacts for each alternative segment of U-2579A are summarized in Table 1c, below. This table includes the revised S1 impacts based on the redesign presented at the February 10 meeting.

The discrepancy associated with the critical area has been resolved since the February 10 meeting. Corrected Figures 2-a and 4-a are attached, which show the correct critical area. The area shown on the original figures (distributed at the January 25, 2005 meeting) as the watershed critical area actually shows the reservoir protection area (RPA). The critical area is defined by the Division of Water Quality (DWQ). Critical area is the land adjacent to a water supply intake where risk associated with pollution is greater than from remaining portions of the watershed. Critical area is defined as land within one-half mile upstream and draining to a river intake or within one-half mile and draining to the normal pool elevation of water supply reservoirs. Critical areas should be avoided where possible, and have been avoided by all of the U-2579A alternatives. The RPA is designated by the Winston-Salem/Forsyth County Planning Board and does not regulate NCDOT road construction. The original Figures 2-a and 4-a can be disregarded and replaced with the corrected figures, attached here.

Table 1c: Direct Environmental Consequences – Project U-2579A With (Without) the Kernersville Road Interchange

Environmental Issue	Project U-2579A Detailed Study Alternatives With (Without) Kernersville Road Interchange				
	N1	N2	N3	S1	S2
Length (miles)	2.69	2.65	2.59	1.74	1.95
Community Services and Facilities Impact Summary					
Schools	1[3,4]	1[3,4]	0	0	0
Churches & Cemeteries	1[4]	1[4]	1[4]	1[4]	1[4]
Additional Relocations (May 2003 – December 2004)*	7	12	9	0	41
Hazardous Materials Impact Summary					
Number of Potentially Impacted Hazardous Materials Sites	4 (1)	4 (0)	7 (2)	0	0
Major Drainage Structure Summary					
Number of Bridges over Streams	0	0	0	0	0
Number of Crossings with Major Culverts (> 72 inches in diameter)	5	5	4	2	4
Floodways and Floodplains Impact Summary					
Floodplains/Floodways (# of crossings)	4	4	4	2	2
Number of Crossings Requiring Floodway Modification	5	5	5	5	5
Jurisdictional Issues Summary					
Acres of Wetlands Impacted	0.78	0.91	1.03	0.57	0.19
Number of Wetland Crossings	5	6	8	5	3
Acres of Ponds Impacted	2.61	3.34	3.22	5.12	0.13
Number of Pond Crossings	5	6	4	3	1
Total Linear Feet of Impacted USACE Mitigable Streams	4,571	5,106	7,550 (6,881)	4,506**	5,027
Number of Stream Crossings	10	12	14	8	8

Unless designated by () as without Kernersville Road interchange, Project U-2579A Detailed Study Alternative impacts are the same with or without the interchange.

Construction limits (slope stakes) of the preliminary engineering design were used to calculate impacts.

* Relocations per Detailed Study Alternative up to May 2003: N1-S1 = 284 (262). N1-S2 = 320 (298). N2-S1 = 241 (238). N2-S2 = 308 (305). N3-S1 = 247 (237). N3-S2 = 314 (304).

** S1 impacts were updated based on revised designs per discussions at the January 25, 2005 merger team meeting.

[3] Sedge Garden Elementary School; temporary impact from Sedge Garden Road detour.

[4] Impact to property does not impact school or church facilities

Project R-2247

Ms. Gurak gave a powerpoint presentation of data and information requested from the January 25, 2005 meeting. The powerpoint slides were handed out at the meeting. The powerpoint presentation was converted to a pdf and will be sent out as a separate file accompanying these minutes. The information requested at the January 25, 2005 meeting is listed below, along with a summary of the findings presented at this meeting.

- Information from the local government having jurisdiction in the Bethania-Tobaccoville Road area regarding development potential in the area.

  Most of the land south of the interchange is within the Winston-Salem/Forsyth County planning jurisdiction. Most of the land north, and some to the south, is within the jurisdiction of the Town of Tobaccoville.

  The Winston-Salem/Forsyth County Planning Department currently has a draft small area plan out for public review and comment – the North Suburban Area Plan. This plan shows the southern part of the interchange area slated for low density residential and conservation subdivision (a designation that allows for clustering to preserve open spaces). In a telephone conversation with Ms. Gurak, Mr. Paul Norby, Planning Director, indicated the area likely will remain residential due to the strong desires of the Bethania Historic District residents and the current draft plan.

  Mr. Dan Corder, Town Administrator for Tobaccoville, also was contacted by Ms. Gurak via telephone. Mr. Corder indicated Tobaccoville supports the interchange and envisions this area of town as Neighborhood Village Center, which allows commercial, residential, and office mixed uses. Mr. Corder stated that Tobaccoville incorporated a few years ago specifically because the town wanted to remain rural. Big box retail and strip commercial would not be allowed according to their development guidelines. Currently, an owner of a 92-acre parcel just south of Wide Country Road is logging his parcel and plans to construct about 15 residences on half of the land.

- Maps showing the alternative designs and wetland and stream information on aerial photography.

  Two maps for each alternative design were provided, one map showing biotic communities and the other showing water resources, with each resource labeled.

- A table of impacts to each natural system (stream and wetland) associated with each design alternative, not just total impacts.

  As requested, a table was provided in the powerpoint presentation, which is also recreated here (Table 2). The Public Hearing Maps for R-2247 used an updated Design Alternative 2 (preferred alternative). The updates were done to include the 2004 recommendations from NCDOT's Congestion Management Unit on the number of through lanes and intersection turn lanes through the interchange. Congestion Management recommended two through lanes in each direction (instead of the original one through lane in each direction) and various additional right and left turn lanes to provide an appropriate level of service through the interchange area and ramp intersections. Since the January 25 meeting, these

same updates were applied to the Original Design and Design Alternative 1 for an "apples to apples" comparison, and it is these impacts that are shown in Table 2 below (and in the slideshow). Also, it should be noted the impacts reported in Table 2 (and in the slideshow) differ slightly from those in the SFEIS/SDEIS because different limits were used to break out the impacts of the interchange area from the rest of the Preferred Alternative. Also, the impacts in Table 2 account for the slight change in design footprints, which the SFEIS/SDEIS did not include. Limits of impact calculation are shown on the maps in the slideshow.

Table 2: Impact Summary for Bethania-Tobaccoville Road Interchange Design Alternatives

Resource	Rating	Original Design Impacts within slope stakes	Design Alternative 1 Impacts within slope stakes	Design Alternative 2 Impacts within slope stakes
Biotic Communities (acres)				
Agriculture	--	7.7	9.5	10.4
Forested*	--	40.7	48.1	56.8
Maintained/Disturbed	--	15.7	15.7	17.3
TOTALS		64.1	73.3	84.5
Wetlands (acres)				
Wetland 1	31 (low)	0.1	0.1	0.1
Wetland 2	31 (low)	0	0	0
Wetland 3	52 (med)	0	0	0
Wetland 4	39 (low-med)	0	0	0
Wetland 5	63 (med-high)	0.34	0.12	0.04
TOTALS		0.44	0.22	0.14
Streams (linear feet)				
Stream 1	unimportant	0	453	0
Stream 2 (un)	unimportant	525	525	620
Stream 2 (sig)	significant	0	0	214
Stream 3	significant	0	283	634
Stream 10	unimportant	0	0	104
Total Unimportant		525	978	724
Total Significant		0	283	848
Total Streams		525	1261	1572
Relocations				
Residential		20	19	14
Business		1	1	1

* Forested lands include dry mesic oak hickory and alluvial forest.

- Detailed information regarding the elevations of Bethania-Tobaccoville Road and the Winston-Salem Northern Beltway for each alternative design in relation to the Samuel Stauber House and Barn historic site.

  The visibility of each alternative from the Stauber House and Barn was estimated using the Microstation design files with topography. Several view cross-sections were cut using Microstation to determine which portions of the proposed roadway would be visible. The results for Design Alternatives 1 and 2 were presented in the slideshow.

- Effect determination for Design Alternative 1 and the Samuel Stauber House and Barn.

  NCDOT met with SHPO on February 9 to discuss the findings of the visibility analysis. At this meeting, SHPO stated their opinion was that Design Alternative 1 would have an Adverse Effect on the Samuel Stauber House and Barn. However, FHWA and the NCDOT Historic Architecture Section were not at the meeting, so no effect determination has been reached. The project will be discussed at the March 8, 2005, bi-weekly effects meeting, and an effect determination will be made at that time.

There was no discussion regarding the information presented. Ms. Chambers and Ms. McBride asked whether the interchange was necessary and if it could be eliminated altogether. Ms. Chambers stated she thought the impacts were not worth the benefits. Ms. McBride did not know how the interchange would benefit the Town of Bethania. Ms. Gurak and Mr. Ivey stated Bethania and Tobaccoville both have expressed support for an interchange at Bethania-Tobaccoville Road. In the past, the Town of Bethania indicated it believed it will divert traffic, particularly trucks, from the historic center of town. Bethania has done studies which indicate that truck traffic creates vibrations that may impact historic homes. Mr. Corder, Town Administrator for Tobaccoville, told Ms. Gurak in his February 7, 2005 telephone conversation, that Tobaccoville strongly supports the Beltway and the interchange. Traffic will use the interchange. There is a difference in 2025 projected traffic on Bethania-Tobaccoville Road immediately north and south of the interchange (9,600 vpd to the south and 16,800 vpd to the north), which indicates about 7,200 vpd are projected to use the interchange. Ms. Dickens stated that eliminating the interchange was not on the table for discussion, and that the planning process was beyond that point.

Mr. Militscher stated EPA does not have objections to Design Alternative 2. Mr. Bisterfeld stated he would like clarification on the effect determination for Design Alternative 1, but otherwise, he also has no objections to Design Alternative 2. Mr. Alsmeyer (USACE) stated he would like to hear from Marla Chambers of WRC and Marella Buncick from USFWS (unable to attend the meeting) before concurring on Design Alternative 2. Ms. Dickens pointed out that no protected species habitat exists in this area, and so USFWS should not have any regulatory concerns. Ms. Chambers (NCWRC) would like the County and City to make commitments to mitigate and enhance impacted streams. Ms. Chambers and Ms. McBride also would like additional justification for including the interchange.

Section 404/NEPA Merger Project Team Meeting Agreement
Concurrence Point No. 3 – Least Environmentally Damaging Practicable Alternative.

Project No./TIP No./Name/Description:
TIP No. U-2579A
Federal Aid Project NHF-0918
State Project No. 8.2625101
Winston-Salem Northern Beltway, Eastern Section Extension
Approximately 5 Miles Long, from US 421/I-40 Business East of Winston-Salem to US311, in Forsyth County, North Carolina

Based on information presented at the February 10, 2005 Merger Team meeting and based on issues that have been resolved since then, the Merger Team has concurred on this date of March 4, 2005 with
Alternative N2-S1 with an interchange at Kernersville Road
as the Least Environmentally Damaging Practicable Alternative (LEDPA).

USACE _____ NCDOT Mary Alice Dickson

USEPA _____ USFWS _____

NMFS n/a NPS n/a

DCM n/a NCDWQ _____

NCWRC _____ NCDCR _____

NCDMF n/a FHWA _____

MPO GREG ERGETT

Section 404/NEPA Merger Project Team Meeting Agreement
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USACE _____ NCDOT _____

USEPA _____ USFWS _____

NMFS n/a NPS n/a

DCM n/a NCDWQ _____

NCWRC _____ 3/14/05 NCDCR _____

NCDMF n/a FHWA _____

MPO _____

Kimley-Horn
and Associates, Inc.

MEETING SUMMARY
MERGER TEAM MEETING – TIP Projects U-2579 and U-2579A
May 10, 2005
11:00 AM – 4:00 PM

Attendees:

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Following introductions, Ms. Dickens began the meeting by listing previous avoidance and minimization meetings for Project U-2579:

- September 24, 1998
- February, 1999 field meeting
- January 20, 2000

The streams and wetlands have been renumbered since the original meetings, and so Ms. Gresham distributed a cross-reference spreadsheet that listed both the old and the new labels for each impacted stream and wetland. Mr. Meisner and Ms. Gresham described the current stream or wetland properties at each crossing. For each site that had been discussed by team members at the 1998, 1999, and/or 2000 meeting(s), Ms. Dickens provided the history of the discussion as well as a summary of changes that had been made due to those discussions. Items agreed upon are shown in bullet form throughout the minutes, and are listed again together at the end of the minutes.

The merger team achieved concurrence on Concurrence Point 2A for Project U-2579A on March 16, 2004. Following that meeting and subsequent discussions related to the identification of the LEDPA, the preliminary engineering design for Project U-2579A LEDPA (NCDOT's Preferred Alternative) has already been modified somewhat to minimize impacts to streams and wetlands.

Project U-2579

The merger team first discussed Project U-2579. For the following discussion, ES-S# refers to a stream, ES-W# refers to a wetland, and Structure ES # refers to a structure.

General comments

Ms. Buncick requested the following general minimization items for all stream crossings, which the other merger team members agreed on:

- **Shorten culvert lengths where possible**
- **Generally, 2:1 slopes will be used where possible to minimize culvert lengths**
- **Daylight systems between culverts where possible in interchange areas**
- **Control velocities of stream flows as much as possible**
- **Include wildlife crossings where appropriate**

Location: ES-S1, ES-S2, ES-S3, ES-W1, ES-W2

Only general minimization efforts were requested at this location.

Location: ES-S4, ES-S5, ES-S6, ES-S7, ES-W3, ES-W4

Ms. Dickens gave the history of Wetlands 3 and 4 (ES-W3 and ES-W4), previously labeled WII and WI, respectively). At an agency field review held on January 20, 2000, Kathy Lassiter (previously with NCDOT, Roadway Design) said that the alignment could be shifted slightly to the north, but only enough to reduce wetland impacts slightly. Such a shift would likely require a channel relocation and additional stream impact, as well as impacts to homes along Pugh Road. A half-clover interchange would not be feasible from a traffic and safety perspective. The merger team agreed that the only possible minimization at this location is to try to daylight ES-S7, per the general minimization measures agreed upon.

Location: ES-S10, ES-S11, Drained wetland, Structure ES 1

The wetland at this location, previously WVI, has been drained since the previous meetings. Mr. Houser said that the design has been modified to get farther from Mill Creek and out of the floodplain. Ms. Buncick asked if a single barrel design at that location is correct, and Mr.

Nottingham responded that with the subdivision nearby, it is actually a conservative (meaning it leans toward being too large).

- **The team agreed to retain a culvert at Structure ES 1**

Location: ES-S12, ES-S13
The pond will be drained at this location due to the crossing. One of the streams from that pond is an emergency floodway, and the other is an outlet. It is unknown whether there is a stream leading into the pond.

Location: ES-S14, Structure ES 2
Ms. Chambers asked what design flood occurrence was used for drainage designs. Mr. Nottingham responded that both 50-year and 100-year were considered, and a conservative design is used. Ms. Chambers requested that NCDOT consider floodplain drains where feasible, which will decrease flooding. This is especially important in an urban setting. Ms. Chambers was also concerned about wildlife crossings, which could be provided by floodplain drains. Mr. Alsmeyer asked where NCDOT should look at floodplain drains. In addition to wooded areas with riparian buffers, Ms. Chambers recommended looking at accident reports to identify areas with a high concentration of wildlife/vehicle accidents.

- **The team agreed to retain a culvert at Structure ES 2**
- **NCDOT will use flood overflow pipes (i.e., floodplain drains) where appropriate**

Location: ES-S15
Ms. Chambers noted that the outflow is close to the confluence point. The team agreed that the only minimization likely is to daylight the stream where possible.

Location: ES-S16, Structures 3A, 3B, 3C
Mr. Nottingham said that daylighting was a possibility even though the intersection is compressed (some daylighting has already been done). The slopes inside the intersection are at a 4:1 slope, and may be able to be changed to a 2:1 slope to increase the length of daylighting. Mr. Alsmeyer said that details of the daylighting would be looked at during the 4B Concurrence Point meeting.

- **The team agreed to retain culverts at Structures ES 3A, 3B, and 3C**

Location: ES-S17, Structure ES 12
NCDOT has proposed to extend the existing culvert at this location. After discussing the quality of the stream and the current use of the existing culvert at Mill Creek, the team requested more information at this location before making a decision. Mr. Nottingham or Mr. Webster will look at the existing culvert before the next merger meeting and will provide the team with photos at that time. Some of the questions asked by the team members were: How many barrels of the culvert does Mill Creek currently use? Is the capacity still sufficient?

- *The team requested more information before making a decision at Structure ES 12*

Location: ES-S18, ES-S19
The team discussed the existing culvert across Phelps Drive at Mill Creek, and asked if it would be possible to remove that culvert as a mitigation measure, which would include moving the cul-de-sac to the other side of the stream. Ms. Buncick said that it may be possible to re-establish the buffer in that area. NCDOT would already be purchasing the house on the impacted property, and may be able to purchase additional land for the mitigation. Mr. Houser said that NCDOT would consider purchasing land adjacent to right-of-way for mitigation if warranted by other issues such as loss of access or limited functionality of the land. Ms. Buncick requested the NCDOT look to see if the existing culvert is providing grade control for the stream. Mr. Webster said that there may also be other opportunities for mitigation at that location.

- *NCDOT will investigate removal of culvert on SR 2085 (Phelps Drive) and moving proposed cul-de-sac to the other side of the stream*

Location: ES-S20, Structure ES 4
The team discussed the proposed culvert versus a bridge at this location. A culvert would cost approximately $1.6 million, and a bridge would cost approximately $2.96 million. Mr. Militscher asked about the difference in culvert length versus bridge length. Mr. Nottingham said that the culvert and bridge lengths could not be compared to each other, but that each was used to calculate costs for their respective structures. A bridge at this location would span most of the floodplain and a pond. Ms. Dickens said that a bridge would allow for on-site mitigation and restoration possibilities. Ms. Sutton mentioned that a bridge may end up being more costly than shown in the table by the time final design is completed. Mr. Militscher asked if a bridge 285 feet long is necessary. Mr. Nottingham said that that location is part of the flood study, and that a bridge may be necessary for hydraulics anyway due to the large floodway and high fill.
- **The team agreed to use a bridge at Structure ES 4**

Location: ES-S25, ES-S26, Structure ES 5
If a bridge were used, it would need to bridge the combined streams. Mr. Alsmeyer said that the confluence is under the fill slope. He asked if it would be better to use a shorter bridge and a short relocation. Ms. Hampton asked about the drainage area. Mr. Nottingham said that the drainage area is 150 acres, and that there would be a short stream relocation for a culvert as well. The team agreed that floodplain drains would not be necessary because it is a suburban area.
- **The team agreed to retain a culvert at Structure ES 5**

Location: ES-S27, ES-W6, ES-W7, ES-W8
Mr. Alsmeyer said that the stream is high quality at this crossing, but would be difficult to save. A bridge would be difficult to fit, and would require removing trees. Mr. Webster said that that area is not a wildlife corridor, and so there would not be that ecological benefit to a bridge. Ms. Dickens described the constraints at this location, as discussed in the January 20, 2000 meeting, where it was noted that Wetland 6 (previously WX) could not be avoided due to several alignment constraints, including the railroad crossing at Old Walkertown Road and an existing nursing home.
- **The team agreed that Wetland 6 could not be reasonably avoided**

Location: ES-S28, ES-S29, Structure ES 6
Mr. Nottingham said that the proposed design would include piping the minor stream into a culvert carrying the major stream. The other option would be to relocate it along the fill slope, which would involve a lot of cut. Ms. Hampton suggested considering making a new wetland as mitigation on the fill slope, if feasible.
- **The team agreed to retain a culvert at Structure ES 6, and to consider the area for mitigation**

Location ES-S30, ES-S31, ES-W9, ES-W10, ES-W11
Ms. Dickens related that at the February 12, 1999 and January 20, 2000 field review meetings, the merger team meeting had asked that the intersection of New Walkertown Road and the Beltway be changed to a half-clover design to reduce impacts to Wetlands 9, 10, and 11 (previously WXII, WXIIIA, and WXIIIB, respectively). NCDOT revised the design as requested, but since then, more recent traffic projections (for 2030) indicated that traffic volumes were too high at that interchange to permit a half-clover design. Therefore, the design was reverted back to a diamond interchange. Mr. Houser said that they would try to save the pond at that site, but that it may need to be drained with the final design. The dam would not be removed. Cross pipes would be

used to drain the north pond to the south. The team discussed the location of the culvert in relation to the road. The road would be at least 5 meters above the dam, reducing the risk on the dam. The team agreed to daylight the wetlands where possible. Mr. Alsmeyer added that the design should take into account elevations and should reduce velocities where possible.

Location: ES-S32, Structure ES 7
There is a high fill at this location. Therefore, even though the stream is not very wide, a bridge would need to be long. Mr. Errett said that Structure 7 or 8 may be a future greenway crossing. Ms. Dickens and Ms. Gresham looked at the greenway map with Mr. Errett, and decided that based on current information, greenways are proposed at New Walkertown Road and Reidsville Road. Mr. Nottingham said that one box in the culvert can be positioned higher than the others so that, except during large stormwater events, it can be used to convey the greenway.

- **The team agreed to retain a culvert at Structure ES 7**

Location ES-S33, ES-S34, ES-W12, Structure ES 8
Ms. Dickens related that at the February 12, 1999 and January 20, 2000 field review meetings, the merger team meeting had asked that the intersection of New Walkertown Road and the Beltway be changed to a half-clover design to reduce impacts to Wetlands 9, 10, and 11 (previously WXII, WXIIIA, and WXIIIB, respectively). NCDOT revised the design as requested. During the 2000 meeting, DWQ had also asked for a bridge to span the wetland and streams. Mr. Alsmeyer said that since that time, the area has been disturbed by the property owner, who has dug ditches through the area cleared as a utility easement. Mr. Wrenn said that the area is within the Salem Lake protected area, and so should be protected. Mr. Nottingham mentioned that the current design does not provide cross-drainage, and that this may be a good place for floodplain pipes. Ms. Buncick asked if a bridge would be required under the floodplain study; Mr. Nottingham said that it may be, but that the bridge would not include the wetland. There is also possibly a proposed greenway at that location, and the culvert barrel used for the greenway could be used for overflow (another barrel would not be required).

The team discussed bridging only the streams, and not the wetland. Mr. Nottingham estimated that this would require a span of approximately 350 feet, for a cost of approximately $3.6 million. Mr. Wrenn requested more information about the wetland to determine if it is still active. NCDOT agreed to provide the team with more information at the next merger meeting. Some information that NCDOT will be investigating include: Revise the cost and size of the structure to include greenway, check the quality of the wetland, and verify the cost of a revised bridge over the streams only. Someone also asked if additional funding would be available to accommodate a greenway.

- *The team requested more information before making a decision at Structure ES 8*

Location: ES-S35, Structure ES 9
No information is available on the existing culvert, but the team agreed with the proposed culvert at this location.

- **The team agreed to retain a culvert at Structure ES 9**

Location: ES-S40, ES-W13
The existing dam is on the low part of the stream. The pond will either be drained or will be lowered in elevation as a part of this project. The wetland is associated with the lower end of the pond.

Location: ES-S41, ES-S42, ES-S43, Structures ES 10 and 11

The bridge listed in the hydraulic table for Structures ES 10 and 11 are actually the same bridge; one set of spans would cross both streams. The other option is to use a shorter span, and to relocate Stream 42. Mr. Wrenn said that the streams in this area are within the Salem Lake protected area, and thus a bridge would be preferred. The four options considered by the team were:

1) Use two culverts at a cost of approximately $1.39 million
2) Span both streams at a cost of approximately $5.12 million
3) Bridge Stream 41 and use a culvert for Stream 42 at a cost of approximately $3.61 million (approximately $3.4 million for the shortened bridge and $213,000 for the culvert for Stream 42)
4) Bridge Stream 41 and relocate Stream 42 at a cost of approximately $3.65 million ($3.4 million for the bridge and $250,000 to relocate the stream)

There would be additional cost for purchasing easements. Ms. Chambers added that this would be a good area for floodplain drains if a longer bridge is not used, since the floodplain is wide in this area. The team agreed to bridge Stream 41, and to relocate Stream 42. Mr. Alsmeyer also requested that Stream 42 be tied back to itself, not to the main channel. Mr. Nottingham will look in the field to make sure this design is feasible.

- **The team agreed to use a bridge for Structure ES 10 (over Stream 41) and to relocate Stream 42 (eliminating Structure ES 11). Stream 42 will be tied back to itself under crossing under the bridge, if feasible.**

Location: ES-W14

Although this wetland is not impacted by the construction limits, it does have a small portion within the right of way. NCDOT committed to not disturbing the wetland during right-of-way clearing if possible, using hand clearing if appropriate.

Project U-2579A

Several avoidance and minimization steps have been taken on Project U-2579A following the C.P. 2A meeting last year. This includes:

- **ESE-S27: NCDOT has committed to stay out of Smith Creek. The design at this location is still underway, but may include changing the alignment or widening to the south only.**
- **ESE-S2: Bridges at this location, as agreed to in the C.P. 2A meeting**
- **US 311 interchange: Smith Creek is proposed to be crossed by a bridge, Muddy Creek is proposed to be avoided by shifting the alignment, and streams within the interchange are proposed to be daylighted to the extent feasible**

In addition, the following commitments were made during this meeting:

- **If Oak Grove Road is connected, impacts will stay out of the UT to Fiddler's Creek**
- **During the hydraulic review, NCDOT will try to use good vegetative buffer or route stormwater drainage away from the streams**

The team also had other discussion during the meeting regarding ESE-S15, where there would be a parallel impact during the temporary detour. NCDOT proposes to relocate Stream 15 with a pipe as a permanent detour. Finally, Mr. Wrenn said that Muddy Creek is on the 303(d) list, and to make sure that an updated 303(d) list is used in the FEIS.

The team agreed to wait until the June 9, 2005 merger meeting to sign the concurrence form, since information would be forthcoming for two of the locations. Ms. Dickens thanked everyone for their time, and adjourned the meeting.

C.P. 2A/4A for Project U-2579, and C.P. 4A for Project U-2579A list of agreements:

- **Shorten culvert lengths were possible**
- **Generally, 2:1 slopes will be used where possible to minimize culvert lengths**
- **Daylight systems between culverts where possible in interchange areas**
- **Control velocities of stream flows as much as possible**
- **Include wildlife crossings where appropriate/possible**
- **NCDOT will use flood overflow pipes where appropriate/possible**
- **The team agreed to retain a culvert at Structure ES 1**
- **The team agreed to retain a culvert at Structure ES 2**
- **The team agreed to retain a culvert at Structures ES 3A, 3B, and 3C**
- **The team agreed to change to a bridge at Structure ES 4**
- **The team agreed to retain a culvert at Structure ES 5**
- **The team agreed to retain a culvert at Structure ES 6, and to consider the area for mitigation**
- **The team agreed to retain a culvert at Structure ES 7**
- *The team requested more information before making a decision at Structure ES 8*
- **The team agreed to retain a culvert at Structure ES 9**
- **The team agreed to use a bridge for Structure ES 10 (over Stream 41) and to relocate Stream 42 (eliminating Structure ES 11). Stream 42 will be tied back to itself under crossing under the bridge, if feasible**
- *The team requested more information before making a decision at Structure ES 12*
- *NCDOT will investigate removal of culvert on SR 2085 (Phelps Drive) and moving proposed cul-de-sac to the other side of the stream*
- **ESE-S27: NCDOT has committed to stay out of Smith Creek. The design at this location is still underway, but may include changing the alignment or widening to the south only.**
- **ESE-S2: Bridge at Stream 2, as agreed to in the C.P. 2A meeting**
- **US 311 interchange: Smith Creek is proposed to be crossed by a bridge, Muddy Creek is proposed to be avoided by shifting the alignment, and streams within the interchange are proposed to be daylighted to the extent feasible**
- **If Oak Grove Road is connected, impacts will stay out of the UT to Fiddler's Creek**
- **During the hydraulic review, NCDOT will try to use good vegetative buffer or route stormwater drainage away from the streams**

MEETING SUMMARY
MERGER TEAM MEETING – TIP Projects R-2247, U-2579, and U-2579A
June 9, 2005
10:00 AM – 2:00 PM

Attendees:

Name	Organization	Email
Felix Davila	FHWA	Felix.davila@fhwa.dot.gov
Marella Buncick	USFWS	Marella_buncick@fws.gov
Chris Militscher	USEPA	Militscher.chris@epa.gov
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Eric Galamb	H.W. Lochner	egalamb@hwlochner.com

SUBJECT OF MEETING

Project U-2579 (Eastern Section of the Northern Beltway) – Complete Concurrence Points 2a/4a discussions begun at the May 10, 2005 meeting.

Project U-2579A (Eastern Section Extension of the Northern Beltway) – No discussion at this meeting on this project.

Sign Project U-2579/U-2579A Concurrence Points 2a/4a form.

Project R-2247 (Western Section of the Northern Beltway) – Agree on the alternative design for the interchange at Bethania-Tobaccoville Road and discuss Concurrence Points 2a/4a for the entire project.

ATTACHMENTS

- Concept drawings for drainage structure alternatives at three crossings along Project U-2579
- Photos for three crossings along Project U-2579
- Signed Concurrence Points 2a/4a form for Project U-2579 and for Project U-2579A

PROJECT U-2579 – CONCURRENCE POINTS 2a/4a

Following introductions, discussions regarding Concurrence Point 2a/4a (Major Drainage Structures/Avoidance and Minimization) continued from the previous merger meeting held on May 10, 2005. At the May 10, 2005 meeting, the merger team requested more information to make decisions regarding three major drainage structures, described below. Mr. Nottingham provided the team with concept drawings for each of the three areas, and Ms. Gresham provided the team with photos at each of these locations. These items are attached to these minutes.

As described below, concurrence was achieved for all three sites and the team signed the Concurrence Points 2a/4a form. The signed form is attached.

Site 1 – Structure ES-8 at Streams ES-S33 and ES-S44 (Lowery Mill Creek) and Wetland ES-W12

Ms. Gresham summarized the discussion at this site from the May 10 meeting. The streams and wetland are in an area also used as a utility easement. The area is within the Salem Lake protected area, and at the last meeting, Mr. Wrenn had requested that the streams be protected. The owner of the property has disturbed some of the area, and there was a question regarding the status of the wetland. At the May 10 meeting, the team discussed bridging options, including bridging the streams and wetland, bridging only the streams, or using all culverts. The team also asked if the structure would be able to accommodate a future greenway. Mr. Webster provided a review of the wetland and stream at this site, concluding that the wetland was still active and jurisdictional. Mr. Nottingham described the two proposed drainage structure alternatives for this site: 1) a culvert (3 @ 10'x9' RCBC) with another culvert (1 @ 12'x12') to accommodate pedestrians and 2) a bridge (2 spans @ 65'wide by 275' long) that does not span the wetland but would accommodate a planned greenway. The estimated cost of the culvert option is $1.58 million and the estimated cost of the bridge option is $2.86 million. The NCDOT favored the culvert option. The stream is classified as WS-III water. Mr. Errett asked for the elevation of the pedestrian culvert and Mr. Nottingham responded that the elevation of the pedestrian culvert is about 6 feet higher than the culvert for the stream. Ms. Buncick asked for the length of the pedestrian culvert and Mr. Nottingham responded that the length of the pedestrian culvert is about 285 feet. Mr. Wrenn and Ms. Homewood stated NCDWQ favors a bridge over the stream due to the close proximity to a critical area and the WS-III status of the stream. Ms. Chambers and Ms. Buncick expressed concern about using multiple RCBCs that would split the stream. The USFWS favors a bridge in this location because the pedestrian culvert would not be used and would have to be maintained.

- **The team agreed to bridge the stream (not spanning the wetland) and NCDOT will place a equalizer pipe at the wetland**

Site 2 – Structure ES-12 (Mill Creek at Baux Mountain Road)

Ms. Gresham summarized the discussion at this site from the May 10 meeting, and Mr. Webster provided a review and photographs (attached) of the existing structure at this site. The existing

structure is a culvert (3 @ 10'x8' RCBC). One of the barrels is currently being used by the stream, and another is largely dry and is used by ATVs. The team discussed the need for adding an additional culvert that could accommodate a potential future greenway. However, the team decided an extension of the existing three-barrel culvert would be sufficient for stream conveyance and also could be used for a potential future greenway crossing.

- **The team agreed to extend the existing culvert and to consider flood control pipes as necessary**

Site 3 – Stream ES-18 (UT to Mill Creek) – existing pipes at Phelps Drive (2 - 72" RCPs)
Ms. Gresham summarized the discussion at this site from the May 10 meeting, which involved potentially removing the existing pipes and moving the proposed cul-de-sac on Phelps Drive to the other side of the stream. A question to be answered was whether the existing pipes provide grade control on the stream. Mr. Webster explained there is a scour hole downstream of the pipes due to the approximate 1-foot drop in elevation from the upstream side to the downstream side. Mr. Errett asked about access issues associated with moving the cul-de-sac. Ms. Dickens noted that access issues were a possibility, but that NCDOT can do an economic analysis before deciding whether to remove the pipes. Ms. Chambers asked if this area was part of the Beltway. Ms. Dickens explained this area was not part of the Beltway. The issue is more of a mitigation issue, and more property owner contacts need to be made in order to pursue this area for potential mitigation.

Projects U-2579/U-2579A Conclusion
The team agreed to add the following two bullets to the C.P. 2a/4a form for Projects U-2579 and U-2579A, which Ms. Gresham added by hand to the C.P. 2a/4a form:

- The team agreed to bridge the stream (not spanning the wetland) with an equalizer pipe at the wetland
- The team agreed to extend the existing culvert and to consider overflow pipes as necessary

They also asked for the following changes to be made to the list of agreements on the form (changes are in bold):

- Shorten culvert lengths **where** possible
- The team agreed to use a bridge for Structure ES 10 (over Stream 41) and to relocate Stream 42 (eliminating Structure ES 11). Stream 42 will be tied back to itself **after** crossing under the bridge, if feasible

The team agreed with all statements on the C.P. 2a/4a form for Projects U-2579/U-2579A, and signed the form.

PROJECT R-2247 - BETHANIA-TOBACCOVILLE ROAD INTERCHANGE

There are three potential designs evaluated for the Bethania-Tobaccoville Road interchange – Original Design, Design Alternative 1 and Design Alternative 2.

At the February 10, 2005 merger team meeting, the team requested additional information about this interchange. The merger team was presented additional information in their merger packets and at the meeting on the following:

- Clarification on the Effect Determination for Design Alternative 1 on the historic Stauber House and Barn -- FHWA, SHPO, and NCDOT agreed that Design Alternative 1 would have an Adverse Effect on the Stauber property.
- Additional justification for including the interchange in the Beltway plans.
    - The interchange provides reasonable access to the area at appropriate spacing between other interchanges.
    - Travelers north of the Beltway would take the Beltway to get to US 52 or NC 67 and points south and east instead of driving on Main Street through Bethania.
    - The interchange would provide additional, desired access to Tobaccoville.
    - Not having an interchange at Bethania-Tobaccoville Road will divert more people to a congested section of US 52 north of the Northern Beltway.
    - Town of Bethania and the Winston-Salem MPO support the Bethania-Tobaccoville interchange
- Updates to the stream impacts for Design Alternative 2
    - At the last merger team meeting held for Project R-2247 (on 2/10/05), an additional 214 linear feet of impacts were reported to an unnamed intermittent/perennial tributary to Muddy Creek, which is located in the southwest quadrant of the proposed Bethania-Tobaccoville Road interchange (Stream LL [also called Stream 2 and Stream 3]). The additional 214 linear feet of impact were a result of a design change to the Bethania-Tobaccoville Road interchange, which widened the relocated Bethania-Tobaccoville Road to have two through-lanes in each direction through the interchange area. Since that meeting, it was discovered that the location of Stream LL is slightly different than how it was shown at the meeting and in the SFEIS/SDEIS. NCDOT checked on the stream location discrepancy and found the location of Stream LL to be as it is shown in the 2004 Public Hearing Map. Due to this discovery, there are no longer any additional impacts associated with the design change to the Bethania-Tobaccoville Road interchange (Design Alternative 2).

Discussion. The model results and trends show that traffic to/from the north likely would use the Bethania-Tobaccoville Road interchange and go around Bethania on the Beltway. The Beltway also would have interchanges at NC 67 and US 52, and traffic from the south likely would use those interchanges and go around Bethania, rather than use a circuitous route through Bethania. Ms. Chambers stated she wanted additional traffic modeling showing projected traffic volumes on Bethania-Tobaccoville Road without the interchange. She believes that traffic will increase on Bethania-Tobaccoville Road through the interchange and in Bethania. The rest of the merger team felt that sufficient information was presented that showed the Bethania-Tobaccoville Road interchange is justified.

The discussion turned to the design alternatives for the interchange. Design Alternative 2 would have about 250 feet more of significant stream impact, but less impacts on neighborhoods than the other two alternatives. Design Alternative 2 also is the only one with a No Effect determination on the historic Samuel Stauber House and Barn.

Ms. Buncick had concerns regarding development and indirect impacts around the interchange area. Ms. Dickens stated this area was rated as having a low development potential in the Indirect and Cumulative Effects Assessment.

Conclusion. The merger team agreed that Design Alternative 2 provided the best balance of impacts and concurred with it being part of the Project R-2247 LEDPA.

PROJECT R-2247 – CONCURRENCE POINTS 2A/4A

The team discussed stream crossings and drainage structures from US 158 north to the area around Stream U and Wetland 12. The merger team will meet again on July 12, 2005 to complete the Concurrence Point 2a/4a discussions.

Stream Ba/Bb –Unnamed intermittent/perennial stream
Mr. Nottingham stated a culvert likely would be provided. Mr. Alsmeyer asked if a portion of Stream Bb (the perennial part of Stream B) could be daylighted and/or the alignment shifted to avoid the pond. Ms. Dickens noted this portion (Project R-2247A) has the lowest level of design detail of all the western section, and these options can be evaluated during the next design phase.

- **NCDOT agreed to consider ways to minimize impacts to the perennial portion of Stream B (Bb) for Concurrence Point 4b.**

Structure #1 – Stream E - Little Creek
Mr. Nottingham stated a bridge would be provided. This creek has a floodplain and floodway.

- **The team agreed to bridge the stream as proposed**

Stream F and Stream G – Ephemeral streams
Mr. Nottingham stated culverts would be provided for each minor crossing.

- **No team decision required.**

Structure #2 - Stream H – Silas Creek
This area also includes a bridge over Silas Creek for McGregor Road. Mr. Nottingham stated the proposed bridges for the Beltway and for McGregor Road would span the whole floodplain. The City of Winston-Salem's floodplain ordinance allows only a ½ foot rise in flood elevation caused by crossings. This ½ foot has already been used by other structures in the vicinity. NCDOT has worked with the City of Winston-Salem's floodplain managers to create the proposed design. The skew of the bridges over Silas Creek is constrained by the I-40 interchange area to the north.

- **The team agreed to bridge the stream as proposed**

Wetland 2 – west of Silas Creek in southeast quadrant of I-40 interchange
This wetland will be partially filled in at the I-40 interchange area, but most will be outside the construction limits.

- **The team agreed that the alignment could not be moved to avoid this impact.**

Structure #3 - Stream H –Silas Creek – I-40 Culverts east of Beltway
The NCDOT proposed to extend the big box culverts under I-40 by 96 feet upstream and 36 feet downstream. Mr. Nottingham noted there was an error in Table 1 in the packet where upstream and downstream were switched. Mr. Militscher asked how the culverts were functioning. Mr. Nottingham stated they were functioning well, but with some silting in two of the barrels. The multiple lanes on I-40 would make the cost of a bridge option in this location about $3 million. The team noticed a possible discrepancy in culvert extension information in Table 1 (158 linear

feet of impact) compared to impacted length in Table 2 (173 linear feet of impact). *After the meeting, Mr. Nottingham checked the stream impacts and found that the impacted length of stream in Table 2 was correct (173 linear feet). Table 1 will be updated to reflect the correct stream impact.* Ms. Chambers asked about a possible wildlife crossing. Mr. Nottingham stated the existing barrels probably already serve this purpose. A new crossing would require expensive boring and jacking under the interstate.

- **The team agreed to extend the culverts under I-40.**

Stream J –Muddy Creek – I-40 bridges west of Beltway
The Beltway would tie into I-40 before the bridges and no improvements to these bridges are needed.

- **Minor structures - no decision required by the team.**

Structure #4 – Stream J – Muddy Creek
NCDOT proposes to bridge the stream and floodplain.

- **The team agreed to bridge the stream as proposed**

Stream L – Unnamed tributary to Muddy Creek – Tilmark Road Reconnection
This reconnection of Tilmark Road is no longer needed due to additional developments providing access to the area the reconnection was serving. This crossing has been eliminated and will be removed from the tables.

- **No decision required by the team.**

Structure #5 – Stream M – Unnamed tributary to Muddy Creek
NCDOT proposes an 8x8 box culvert about 242 feet long that will be buried one foot for aquatic passage. Mr. Alsmeyer noted there are some ditches in the floodplain in this area that were determined non-jurisdictional. Ms. Chambers asked if baffles would be needed for this culvert. Mr. Nottingham stated baffles could be added.

- **The team agreed to culvert the stream and include baffles**

Structure #6 – Stream J – Muddy Creek – at US 421/Beltway interchange
NCDOT proposes to replace the bridges on US 421 on the east side of the interchange. The Northbound Beltway off ramp to US 421 eastbound will be bridged over Muddy Creek. The floodway of Muddy Creek also will be bridged. The replacement bridges will be longer than the existing bridges. The existing bridges on US 421 need to be replaced as soon as possible. They will be covered as part of the Beltway EIS, but will be let as a separate project.

- **The team agreed to the bridges as proposed**

Structure #7 – Stream H – Silas Creek – at Kester Mill Road, southeast of the US 421/Peace Haven Road interchange.
Kester Mill Road currently is bridged over Silas Creek, but this bridge is currently closed to traffic. Properties between Silas Creek and US 421 are using a private road for access to Peace Haven Road. This area is not part of the Beltway. It is a service road/access issue that will be evaluated in more detail in later design phases.

- **The team agreed to a bridge, if a crossing is needed to provide access to properties.**

Stream N/Wetland 5 – Intermittent Stream near Philips Bridge Road
This crossing does not require a major drainage structure.

- **The team agreed the stream will be relocated to daylight the stream as much as possible.**

Stream O – Intermittent Stream near Philips Bridge Road
This crossing does not require a major drainage structure.

- **Minor structure - no decision required by the team.**

Structure #8 - Stream P – Reynolds Creek north of Styers Ferry Road
NCDOT proposes a bridge in this location.

- **The team agreed to the bridge as proposed**

Stream Q – Unnamed tributary to Tomahawk Creek north of Shallowford Rd
NCDOT proposes to pipe this minor crossing.

- **Minor structure – no decision required by the team.**

Structure #9 – Streams R and S - Unnamed tributary to Tomahawk Creek south of Robinhood Road
NCDOT proposes to bridge Stream R and its floodway and to relocate about 550 linear feet of Stream S to tie in to Stream R upstream of the bridge.

- **The team agreed to the bridging of Stream R and the relocation of Stream S as proposed**

Wetland 7 and Stream T – Intermittent Unnamed tributary to Tomahawk Creek south of Robinhood Road
NCDOT proposes a pipe or culvert at this minor crossing. The group discussed Wetland 7, which is a high quality wetland.

- **The team agreed that NCDOT would evaluate stream flow and measures to maintain the quality of Wetland 7.**

Structure #10 – Stream U - Unnamed tributary to Tomahawk Creek on north side of Robinhood Road interchange
NCDOT proposes two 6x7 box culverts at this location. Ms. Gurak noted that there is an intermittent stream missing from the graphics in this location. This intermittent (not mitigable) stream runs east/west and ties into Stream U just south of Wetland 9. This stream will be added to the impact tables and the graphics.

- **The team agreed to the culvert at Stream U**

Structure #11 – Stream U – Unnamed tributary to Tomahawk Creek north of Robinhood Road and Stream W – Unnamed tributary to Stream U, and Wetlands 11 and 12.

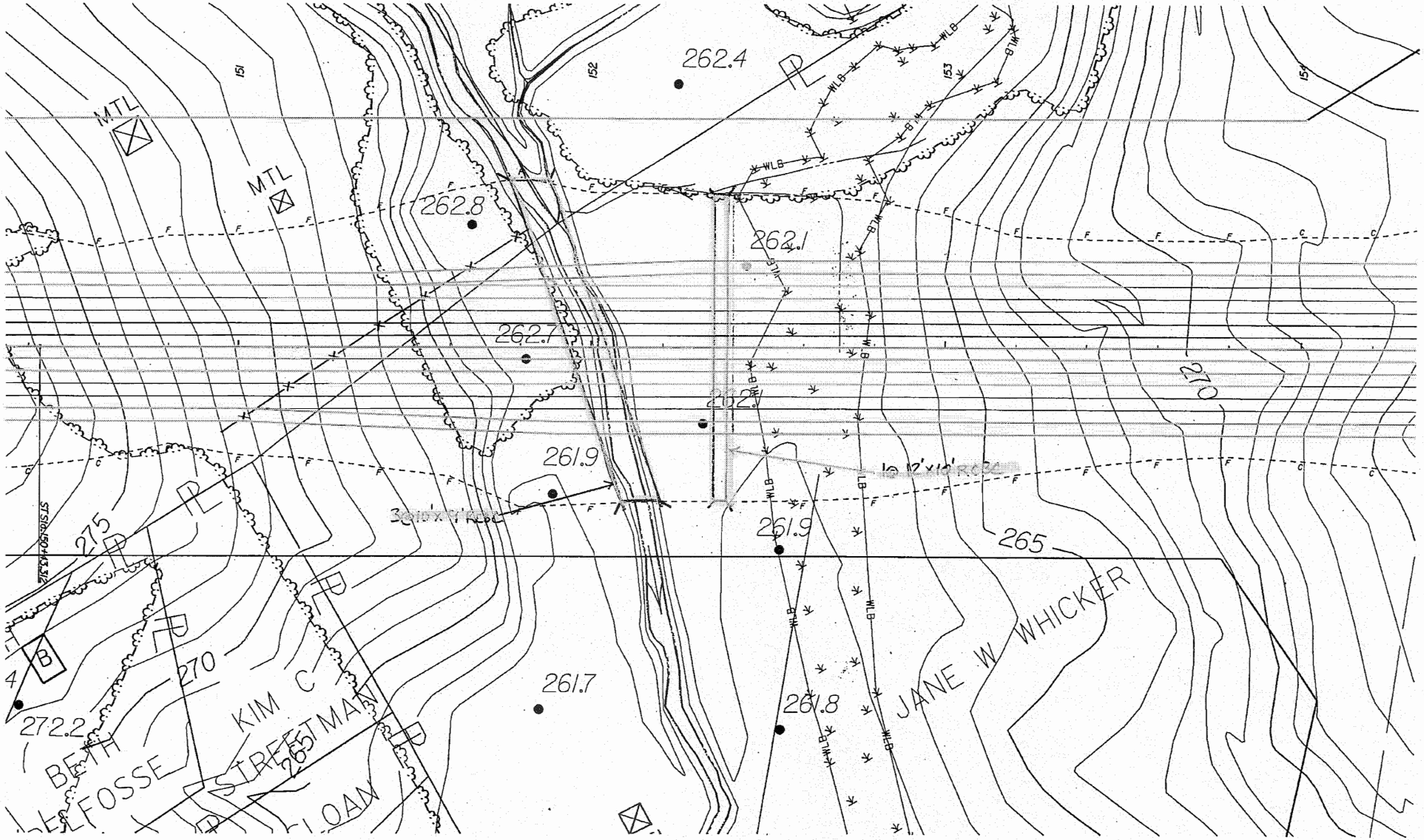
Structure #11 is proposed to be a two 6x5 box culverts at Stream U. Stream W is proposed as a minor piped crossing. The group discussed the Beltway alignment in this location, asking if it could be shifted east to avoid as much of Wetland 12 (medium quality wetland) as possible and to increase the distance from Stream V (Tomahawk Creek).

- **The team agreed to culvert at Stream U. NCDOT will evaluate shifting the Beltway alignment to the east to avoid/minimize impacts to Wetland 12.**

Concept Drawings for Drainage Structure Alternatives at Three Crossings along Project U-2579

Structure # ES8 (Lowery Mill Creek)

Proposed 3@10'x9' RCBC
with 1@12'x10' RCBC Pedestrian crossing 1:1000 metric
Cost Estimate - $1,500,000

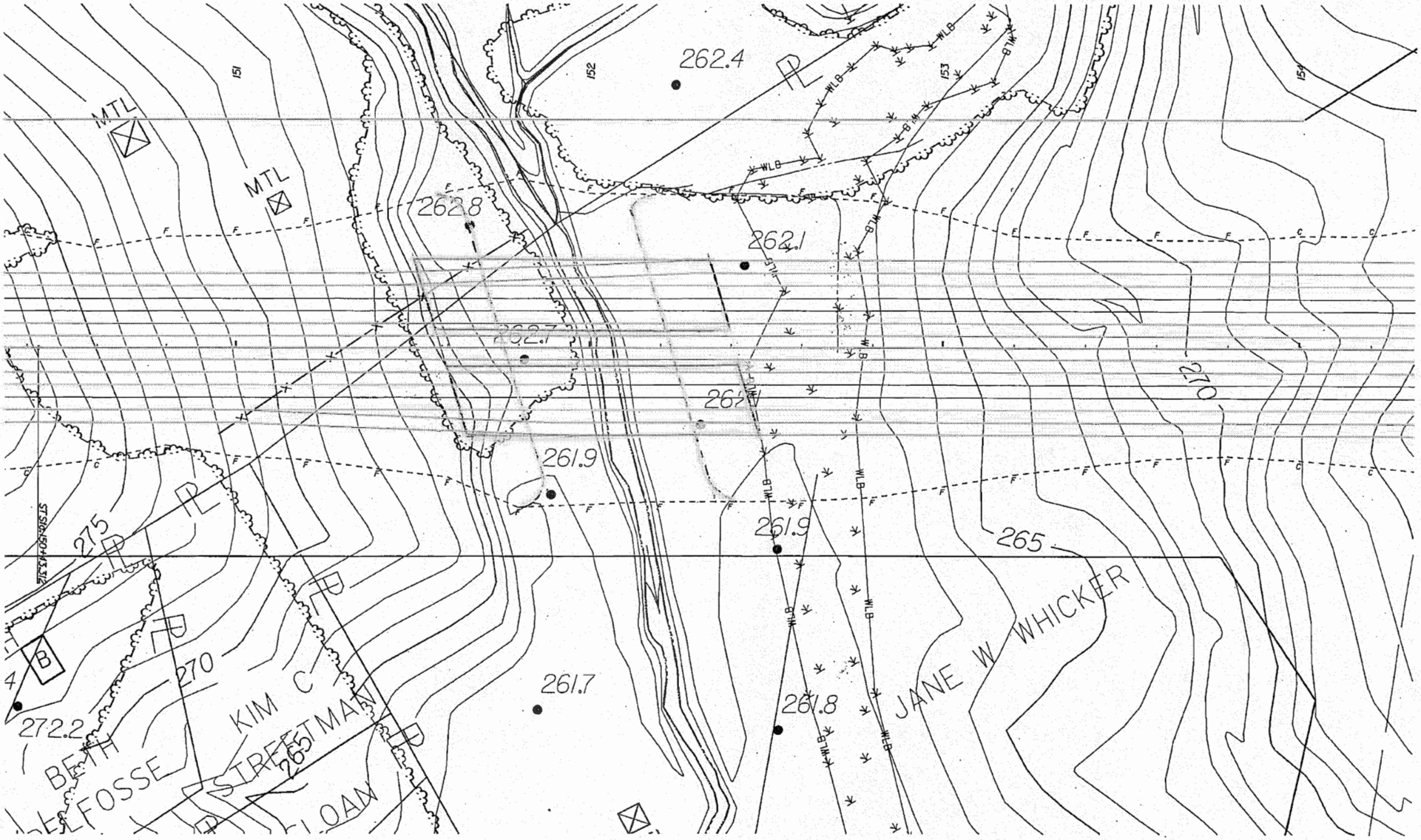


Structure # ES 8 (Lowery Mill Creek)

Proposed Bridge 2@ 65' wide by 275' long (Does not span wetlands)

Cost Estimate = 2,864,000

1:1000 metric



structure # [illegible] (Mill Creek at Baux Mountain Rd)

Project U-2579

Extend existing 3@ 10'x8' RCBC
Add 1@ 12'x 10' RCBC for greenway crossing
and additional Hydraulic conveyance.

Structure # ES 12 (Mill Creek at Baux Mountain Rd)
Project U-2579

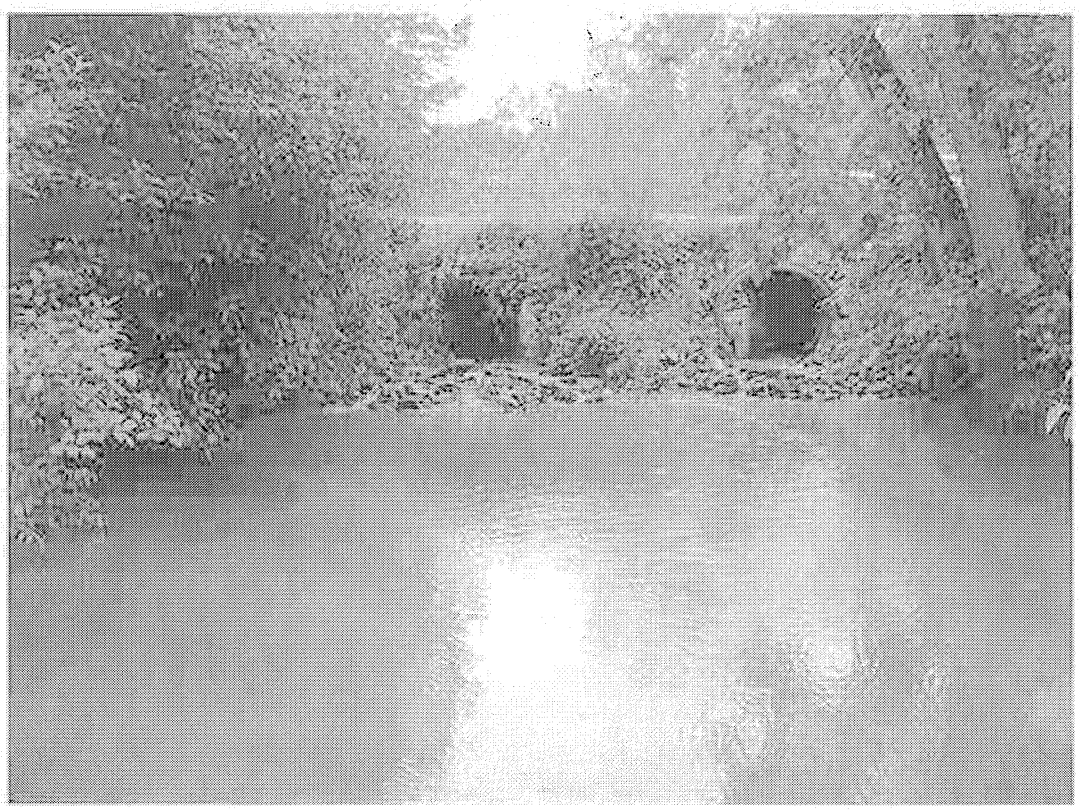
Replace existing 3@ 10'x8' RCBC with a 40' wide x 140' long bridge.
Estimated cost = $541,250

Photos for Three Crossings along Project U-2579

Stream ES-S18 Existing Culvert at Phelps Drive
UT to Mill Creek (perennial, USACE mitigable, Class C, stream channel is 8' wide x 6' deep)
Culvert dimensions: 2 – 72" RCP

Upstream.

Downstream, looking upstream. Note outfall protection.



Wetland ES-W12

Streams ES-S33, ES-S34 – Lowery Mill Creek (perennial, USACE mitigable, Class WS III, stream channel is 12-20' wide x 6-8' deep)

Wetland is left to right, in the center of the photo.

Standing in the wetland, looking up the utility ROW.

Wetland ES-W12 (continued)

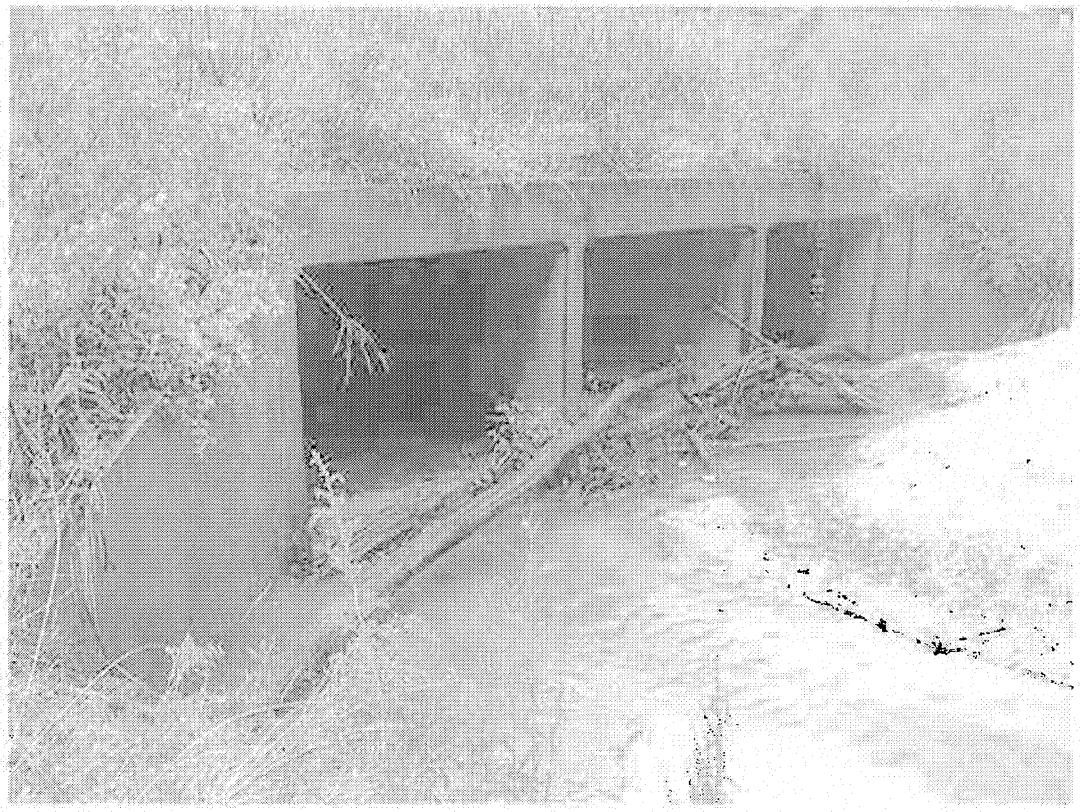
Standing with back to the creek, facing southeast toward US 158.

Ground shot.

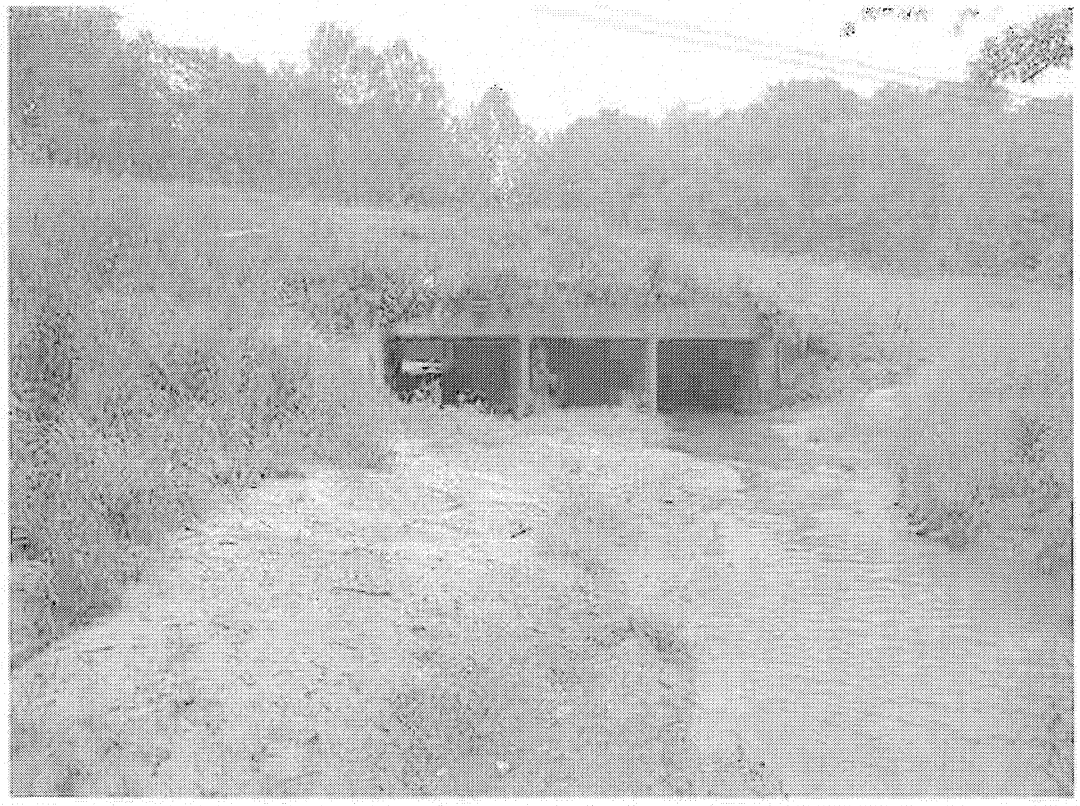
Noted species within the Wetland ES-W12 maintained utility right of way:
Salix nigra, Fraxinus pennsylvanica, Acer rubrum, Sambucus Canadensis, Cephalanthus occidentalis, Rubus argutus, Juncus effuses, Carex crinita, Carex spp., *Polygonum sagittatum Polygonum pensylvanicum, Dichanthelium clandestinum, Ludwigia* spp

Stream ES-S17 Existing Culvert, Structure ES 12
Mill Creek (perennial, USACE mitigable, Class C, stream channel is 4' wide x 3' deep)
Culvert dimensions: 3 – 10' wide x 8'high RCBC

Upstream. Barrel on left is currently used by Mill Creek. Barrel on right is used by ATVs.



Downstream. Barrel on right is currently used by Mill Creek. Barrel on left is used for ATVs.



Section 404/NEPA Merger Project Team Meeting Agreement

Concurrence Point No. 2A – Bridge Lengths Over Streams and Wetlands (for TIP Project U-2579 Only)

Concurrence Point No. 4A – Avoidance and Minimization

Project No./TIP No./Name/Description:
TIP No. U-2579 and TIP No. U-2579A
Federal Aid Project NHF-0918
State Project No. 8.2625101
Winston-Salem Northern Beltway, Eastern Section Extension
Approximately 18 Miles Long, from US 52 south to US 421/I-40 Business and US 421/I-40 Business East of Winston-Salem to US311, in Forsyth County, North Carolina

On June 9, 2005, the Merger Team agreed to the following decision related to bridges and avoidance and minimization measures for TIP Projects U-2579 and U-2579A.

USACE _____ NCDOT _____

USEPA _____ USFWS _____

NCDWQ _____ NCWRC _____

NCDCR _____ FHWA _____

MPO GREG ERRETT

Avoidance and minimization efforts to be undertaken:

- **Shorten culvert lengths ~~were~~ where possible**
- **Generally, 2:1 slopes will be used where possible to minimize culvert lengths**
- **Daylight systems between culverts where possible in interchange areas**
- **Control velocities of stream flows as much as possible**
- **Include wildlife crossings where appropriate/possible**
- **NCDOT will use flood overflow pipes where appropriate/possible**
- **The team agreed to retain a culvert at Structure ES 1**
- **The team agreed to retain a culvert at Structure ES 2**
- **The team agreed to retain a culvert at Structures ES 3A, 3B, and 3C**
- **The team agreed to change to a bridge at Structure ES 4**

(See Reverse)

- **The team agreed to retain a culvert at Structure ES 5**
- **The team agreed to retain a culvert at Structure ES 6, and to consider the area for mitigation**
- **The team agreed to retain a culvert at Structure ES 7**
- **The team agreed to retain a culvert at Structure ES 9**
- **The team agreed to use a bridge for Structure ES 10 (over Stream 41) and to relocate Stream 42 (eliminating Structure ES 11). Stream 42 will be tied back to itself ~~under~~ after crossing under the bridge, if feasible**
- **ESE-S27: NCDOT has committed to stay out of Smith Creek. The design at this location is still underway, but may include changing the alignment or widening to the south only.**
- **ESE-S2: Bridge at Stream 2, as agreed to in the C.P. 2A meeting**
- **US 311 interchange: Smith Creek is proposed to be crossed by a bridge, Muddy Creek is proposed to be avoided by shifting the alignment, and streams within the interchange are proposed to be daylighted to the extent feasible**
- **If Oak Grove Road is connected, impacts will stay out of the UT to Fiddler's Creek**
- **During the hydraulic review, NCDOT will try to use good vegetative buffer or route stormwater drainage away from the streams**
- The team agreed to use a bridge for Structure ES 8 (over the stream but not the wetland) and to provide pipes to retain the flow through the wetland.
- The team agreed to extend the existing culvert at Structure 12 and consider overflow pipes.

MEETING SUMMARY
MERGER TEAM MEETING – TIP Projects R-2247 and U-2579
July 13, 2005
1:00 PM – 3:00 PM

Attendees:

Name	Organization	Email
Jake Riggsbee	FHWA	Jake.Riggsbee@fhwa.dot.gov
Marella Buncick	USFWS	Marella_buncick@fws.gov
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Lauren Wolfe	PBS&J	lawolfe@pbsj.com
Eric Galamb	H.W. Lochner	egalamb@hwlochner.com

SUBJECT OF MEETING

Project R-2247 (Western Section of the Northern Beltway) – Continue discussion on Concurrence Points 2a/4a for the project, except for the EB portion. Project R-2247 EB (US 52 interchange) was not discussed because it is being redesigned to provide for I-74 as the through movement.

Project U-2579 (Eastern Section of the Northern Beltway) – Discuss a change in the US 421 interchange design that would require moving a stream that NCDOT previously committed to not impact.

ATTACHMENTS

- The following tables that were included in the June 9th Merger meeting packet have been updated based on discussions during the July 13th meeting:
  - Table 1: Hydraulic Table – Project R-2247 Preferred Alternative
  - Table 2: Streams Within the Project R-2247 Preferred Alternative Right of Way
  - Table 3: Wetland Impacts – Project R-2247 Preferred Alternative

**Please note that the impacts presented in Tables 1, 2, and 3 are based on NCDOT's impact calculations performed by Andrew Nottingham during his review of hydraulic structures for the projects. The NCDOT impact calculations are based upon stream information provided by the NCDOT Location and Survey Unit. Some of these impacts vary slightly from the impacts provided in the SFEIS/SDEIS. Impact calculations in the SFEIS/SDEIS are based upon a GIS stream layer provided by Forsyth County and supplemented by field reviews.*

PROJECT R-2247 – CONCURRENCE POINTS 2A/4A

The team continued the June 9th merger meeting discussion of stream crossings and drainage structures. The discussion was led by Mr. Nottingham and picked up where the June 9th discussion left off at Structure 10 in the area of Stream U/Wetland 12 and continued to the area west of the US 52 interchange (Project R-2247 EB). Project R-2247 EB was not discussed because this interchange currently is being redesigned. The merger team will meet again to discuss Project R-2247EB once the design concept is complete.

Structure #10 – Stream U - Unnamed tributary to Tomahawk Creek on north side of Robinhood Road interchange
NCDOT proposes two 6x7 box culverts at this location.

- **The team agreed to the culvert at Stream U**

Structure #11 – Stream U – Unnamed tributary to Tomahawk Creek north of Robinhood Road, and Wetlands 11 and 12.
Structure #11 is proposed to be two 6x5 box culverts at Stream U. Stream W is proposed as a minor piped crossing. At the June 9th meeting, the EPA asked if the Beltway alignment could be shifted east to avoid as much of Wetland 12 (medium quality wetland) as possible and to increase the distance from Stream V (Tomahawk Creek). NCDOT evaluated shifting the Beltway alignment to the east to avoid/minimize impacts to Wetland 12, and found that shifting the alignment would cause the Beltway to go outside of the corridor.

- **The team agreed to the culvert at Stream U. NCDOT committed to minimize impacts to Wetland 12 as much as possible using 2:1 slopes while staying within the corridor.**

Stream V and Stream X – Unnamed tributaries to Tomahawk Creek
A minor structure is proposed at Stream V and avoids parallel impacts. A minor structure is proposed on an access road crossed by Stream X.

- **Minor structures – no team decision required.**

Stream Y and Wetland 13 – Intermittent stream and medium quality wetland
A minor structure is proposed at Stream Y near Wetland 13.

- **Minor structure – no team decision required for Concurrence Point 2a. For Concurrence Point 4a, the team agreed to leave the alignment as shown in the vicinity of Stream Y and Wetland 13.**

Stream Z – Unnamed tributary to Bill Branch, Stream YY – Intermittent stream, Wetland 14 and Wetland 15
Minor structures are proposed at Stream Z and Stream YY. Wetland 14 is near Stream YY, but is outside the slope stakes. Wetland 15 would be completely taken by the Beltway (0.12 acres). The WRC asked if this wetland could be avoided because of its high quality rating. NCDOT stated that avoidance was not possible because of the location of Skylark Road and the access road that ties into it. The EPA asked what the slope of the construction limits were in the vicinity of Wetland 15. The NCDOT stated the slope was 2:1.

- **Minor structures – no team decision required.**

Stream AA – Unnamed tributary to Bashavia Creek, Wetland 16, Stream CC – Unnamed tributary to Bashavia Creek, and Stream DD – Unnamed tributary to Bashavia Creek
Minor structures are proposed at Stream AA, Stream CC, and Stream DD. The USFWS asked if impacts could be minimized to Stream AA because the crossing is near the confluence with Stream BB (Bashavia Creek) and Wetland 16 (a high quality wetland), and this stream would carry stormwater runoff from the Beltway. The EPA asked if a retaining wall could be used or slope stakes could be moved to avoid the 0.02 acre of impacts to Wetland 16. The WRC would like to see as much minimization as possible. Mr. Nottingham noted that the proposed structure at Stream AA is a pipe and the energy would be dissipated from it.

- **The NCDOT agreed to discuss minimization and stormwater treatment options at Concurrence Point 4B**

Stream EE – Unnamed tributary to Bashavia Creek and Stream FF – intermittent stream
Minor structures are proposed at Stream EE and Stream FF. The DWQ asked if Stream EE can be relocated.

- **The NCDOT agreed to daylight Stream EE as much as possible.**

Structure #12 – Stream HH – Mill Creek No. 3
NCDOT proposes a 3-barrel culvert at this location. The cost of the culvert is $1.5 million. A bridge at this location would cost $2.1 million and would be 350 feet in length. Table 1 (Hydraulic Table – Project R-2247 Preferred Alternative) listed a cost of $3 million for the bridge. Mr. Nottingham stated that this should be changed to $2.1 million. The EPA asked why a 350-foot long bridge would be required for a 5-foot wide stream. The NCDOT stated that the grade in the area and the fact that the stream is heavily entrenched and is in the 100-year floodplain contribute to the long length of the bridge. It was noted that structure costs do not include mitigation costs. Mitigation costs would be approximately $147,000 at this location (based on a price of $410/linear foot). The DWQ noted that the price difference between a culvert and a bridge at this location is relatively small compared to other locations along the project. The USFWS and DWQ would like to see a bridge at this location to keep the stream more stable.

- **The NCDOT agreed to place a bridge Stream HH instead of the proposed culvert.**

Structure #13 – Stream JJ (Unnamed tributary to Mill Creek No. 3), Stream KK (intermittent/perennial stream), Wetland 19 (low quality wetland), and Wetland 20 (high quality wetland)

NCDOT proposes a culvert at Stream JJ/Stream KK. Stream KK is perennial, with an intermittent section upstream of its confluence with Stream JJ. Stream JJ is perennial. The EPA and DWQ asked if the intermittent portion of Stream KK could be relocated.

- **The team agreed to the culvert as proposed at Stream JJ/Stream KK. The NCDOT agreed to consider relocating the intermittent portion of Stream KK and to evaluate minimization measures for Wetland 20 at Concurrence Point 4B.**

Stream LL – Unnamed tributary to Muddy Creek
NCDOT proposes a minor structure at Stream LL.

- **Minor structure – no team decision required.**

Structure #14 – Stream NN – Unnamed tributary to Muddy Creek
NCDOT proposes a single barrel culvert at Stream NN. The impacted length of the stream (541feet) seems large when compared to the culvert length (344 feet). The NCDOT will check these numbers.

- **The team agreed to the culvert as proposed.**

Structure #15 – Stream OO – Muddy Creek
NCDOT proposes a bridge at Stream OO.

- **The team agreed to the bridge as proposed.**

Stream PP – perennial stream
NCDOT proposes a minor structure at Stream PP

- **Minor structure – no team decision required.**

The discussion about Concurrence Point 2A/4A concluded. Mr. Houser presented a design issue regarding the US 421 interchange (Project U-2579) to the team.

PROJECT U-2579 ISSUE

The original design for the US 421 interchange included retaining walls to avoid several ponds and a stream near the interchange. In a previous merger team meeting, the NCDOT agreed to avoid these ponds and stream. However, the NCDOT is not satisfied with the current design of the interchange and needs to update the design. In order to update the design, the NCDOT would need to impact these water resources. Mr. Houser asked the team if the NCDOT could drain the ponds, move the stream, and treat the stormwater runoff from the Beltway before it flows into the relocated creek. The WRC asked if natural channel design would be used. Mr. Houser stated that it would. The WRC noted that moving the stream south of the interchange would not be possible due to topography in the area. The NCDWQ wanted to know if the new design would take all of the ponds. Mr. Houser said it probably would. The USFWS noted that if the interchange design does not work, it needs to be redesigned. The NCDWQ asked if 50-foot buffers and stormwater treatment would be included as part of the design. Mr. Houser said they would.

- **The team agreed to allow the NCDOT to relocate the stream.**

MEETING SUMMARY
MERGER TEAM MEETING – TIP Project R-2247
March 21, 2006
1:00 PM – 3:00 PM

Attendees:

Name	Organization	Email
Felix Davila	FHWA	Felix.davila@fhwa.dot.gov
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Kathy Matthews	USEPA	Matthews.kathy@epa.gov
Eric Alsmeyer	USACE – Raleigh	Eric.c.alsmeyer@us.army.mil
John Thomas	USACE	John.t.thomas.jr@us.army.mil
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Cathy Houser	NCDOT – Roadway	chouser@dot.state.nc.us
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Sarah McBride	DCR/SHPO	Sarah.mcbride@ncmail.net
Greg Errett	City of Winston-Salem	grege@cityofws.org
Larry Meisner	Kimley-Horn	Larry.meisner@kimley-horn.com
Teresa Gresham	Kimley-Horn	Teresa.gresham@kimley-horn.com
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Lauren Wolfe	PBS&J	lawolfe@pbsj.com
Michael Lindgren	URS	Michael_lindgren@urscorp.com
Peter Trencansky	URS	Peter_trencansky@urscorp.com

SUBJECT OF MEETING

Project R-2247 (Western Section of the Northern Beltway) – Discuss Concurrence Points 2a/4a for the interchange with US 52 and adjacent sections of highway (Project R-2247EB).

ATTACHMENTS

- Concept drawing showing major drainage structures, streams, and wetlands
- Table 1 Hydraulic Structures with major drainage structures and impacts on streams and wetlands
- Table 2 Streams with stream characteristics, cross-referenced to major drainage structures
- Table 3 Floodway and Floodplain impacts
- Table 4 Wetlands with impacts and quality rating
- Signed Concurrence Form for Project R-2247

PROJECT R-2247EB – CONCURRENCE POINTS 2a/4a

Following introductions, Missy Dickens explained the status of the project. The rest of project R-2247 has been through Concurrence Points 2a and 4a. This portion of the project has recently been redesigned because of traffic needs, and therefore the impacts to streams and wetlands have changed. Large plans showing all streams, wetlands, and structures were available on the table, on an easel, and projected on a screen.

Eric Alsmeyer stated that this will be his last concurrence meeting on this project. He will pass the project on to John Thomas, in whose geographic area the project is located. Eric then turned the program to Teresa Gresham. Ms. Gresham went over the streams, wetlands, and hydraulic crossings, referencing the maps and tables. The discussion followed the plans rather than structure or stream numbers. In the notes below, a bullet item indicates agreement by NCDOT to make or investigate a change in plans, and concurrence by the merger team. Those items without bullets indicate concurrence with the plans as shown.

General questions/comments:
What mitigation ratio will be required for streams?
On-site mitigation will be 1:1, and offsite will be 2:1.

How were aquatic organisms listed in the tables observed?
Biologists used DWQ-approved methodologies, including screen trapping and looking under substrate and debris for benthic species.

Have all minimization measures been included in design?
Yes, including 2:1 slopes except where indicated during discussion.

Has DOT checked sizes of pipes and culverts to be sure they are adequate to accommodate new development?
Yes. Pipes were added where needed.

Since we are considering bridging these Class C waters, why do we need to consider classification?
Classification has a greater importance when looking at water supply watersheds or other higher classification levels with potentially more costly measures.

Look at additional barrels or baffles at culverts at Grassy Creek and other points where fish might be present.
These will be evaluated at Concurrence Point 4B.

Structure #23 – Stream BBB – Beaver Dam Creek
This stream and structure had not been included as impacts previously, but are included now because with the revised design, the project limits have been extended and the culvert will need to be extended. The team agreed to extend the existing culvert, as shown in the plans.

Structure #22 – Stream UU– UT to Beaver Dam Creek
No issues were raised regarding this extension of an existing culvert and addition of a pipe.

Structure #21 – Stream CCC –UT to Beaver Dam Creek
2:1 slopes were used where feasible in this area. Design of hydraulic structures was based on latest development plans, resulting in some increases in size. The team agreed to extend the existing culvert and supplement it with a 48-inch pipe, as shown in the plans.

Stream TT–Perennial stream not shown on USGS quad sheet
No major drainage structure is proposed for this location. Ms. Chambers noted that numbers had changed for Streams TT through XX since the July 9, 2005 merger meeting. Ms. Dickens noted that the design has been evolving. Later in the meeting, Ms. Wolfe reported that the July 9 tables had been based on the earlier 2002 designs, and that there also had been a typo for Stream U, which showed 774 feet instead of 1,224 feet.

Stream SS and Wetland 26 –Intermittent stream not shown on USGS quad sheet
This stream and 0.01 acres of wetland would be impacted; no major drainage structure is involved.

Wetland 27
The ramp would impact 0.05 acres of the 0.23-acre wetland. Ms. Chambers asked if the ramp could be realigned to avoid the wetland. The ramp cannot be moved because of the loop ramp in the opposite quadrant. Ms. Homewood expressed concern with affecting the wetland quality with the poor stream quality or taking away the hydrology of the wetland. She is also concerned with impacts during construction.

Structure #16 - Stream VV– UT to Grassy Creek
Mr. Militscher and Ms. Homewood asked why the stream is shown as not mitigable due to pollution from a fungus. Mr. Alsmeyer replied that the stream does not fulfill an aquatic function. Ms. Homewood stated that the stream would still be deemed mitigable by DWQ if it is perennial. Ms. Beauregard stated that she would be coordinating with DWQ as the project progressed and that her team will make mitigation determinations in the field.

The next four major structures all involve Grassy Creek.

Structure #18 - Stream XX –Grassy Creek
The NCDOT proposes to replace an existing 8'x8' culvert with a 9'x9' culvert. Using a bridge to span the stream and relocating the stream to the other side of the railroad were discussed as alternatives to the culvert. It was determined that it is not practical to extend all of the bridges across the stream, and that is also is not feasible to relocate the stream because the change in topography would require extensive cuts.

- **The team agreed to extend bridge span WSBLT WB (the northernmost bridge) over the railroad to span Stream XX, shortening the culvert if practicable.**

Structure #19 - Stream XX –Grassy Creek
Table 1 shows that a bridge would be less expensive than a culvert at this crossing. Ms. Dickens pointed out that a bridge also involved additional maintenance cost, and Mr. Militscher noted that the cost of a culvert would be much higher if stream mitigation costs were included. After additional discussion regarding the relative merits of a culvert vs. a bridge at this location, NCDOT agreed to use a bridge at this location.

- **The team agreed to bridge Stream XX in this location.**

Structure #24 - Stream XX –Grassy Creek
A bridge and culvert are almost the same cost in this location. A bridge would actually be less costly if the cost of mitigation is considered. The feasibility of a bridge at this location was discussed. It appeared that the bridge might have to be longer than originally anticipated because of the relatively short distance to the next bridge and the high fill slope between them. It was determined that a bridge is likely to be feasible at this location.

- **The team agreed to extend the bridge across the stream, unless constructability becomes an issue, in which case the stream will be relocated to use a shorter bridge extension.**

Structure #20 - Stream XX –Grassy Creek
Mr. Militscher asked whether the stream could be relocated so that it would be spanned by the bridge over the railroad. Mr. Nottingham explained that because of the grades, the stream could not be relocated to the bridge. It appears that it is feasible to increase the slope in this area to 2:1 and add additional guardrail, which will be done if doing so reduces the culvert length.

Stream ZZ–Intermittent stream not shown on USGS quad sheet
No major structure is needed at this location. The stream is not mitigable because of its short length and the fact that it originates in a subdivision adjacent to the proposed ramp.

Structure #17 - Stream WW
This was a bridge with the previous design, but was changed to a culvert due to the different interchange configuration. It appears that it is feasible to increase the slope on the outside of the loop ramp to 2:1, which would reduce the length of the culvert and the size of the wing walls. It is not feasible to use a 2:1 slope on the inside of the loop due to safety and constructability concerns.

- **The team agreed to increase the slope to 2:1 outside the loop at the stream crossing if feasible in order to reduce the length of the culvert.**

Stream QQ – UT to Muddy Creek, Wetland 23
This is a minor pipe crossing, only 0.01 acres wetland impact.

Streams RR and AAA – UT to Grassy Creek and Wetland 24
These are not impacted by the current design.

Several points were clarified relating to the stream crossings previously approved by the merger team at the June 12 meeting. Mr. Meisner stated that the SFEIS/FEIS document is expected to be transmitted to FHWA at the end of March and approval is expected by mid-July.

Table 1: Hydraulic Table – Project R-2247 Preferred Alternative (Revised March 20, 2006)

							Proposed Structure						Bridge, if Required		
New Structure Number	Old Structure Number (from Table 4-52 in DEIS)	Impacted Stream Number	Impacted Wetland Number	Segment	Figure Reference	Roadway	Type of Structure	Approximate Design Size	Approximate Stream Impact (ft)	Length of Relocated Stream (ft)	Wetland Impact (acres)	Approximate Cost of Structure ($)	Approximate Design Size (LxW, ft)	Square foot for a bridge	Cost of Structure ($)
1	1	E		C1*	2-12a	Northern Beltway	Bridge	2@ 140' x 38'	0	0	0	851,200	2 @ 140x38	10640	851,200
2	2	H		C1	2-12a	Northern Beltway – northbound	Bridge	1@ 1024' x 38'	0	0	0	3,112,960	1024x38	38,912	3,112,960
2	2	H		C1	2-12a	Northern Beltway – southbound	Bridge	1@ 1063' x 45'	0	0	0	3,826,800	1063x45	47835	3,826,800
2a	2a	H		C1	2-12a	McGregor Road	Bridge	1@ 69' x 30'	0	0	0	220,800	92x30	2760	220,800
3	N/A	H		C1	2-12b	I-40	Culvert	Extend 3@ 12' x 14', 36' upstream & 96' downstream	173	0	0	623,360	180x138, 180x92	41,400	3,312,000
4	3	J		B2	2-12b	Northern Beltway	Bridge	1@ 902' x 38' and 1@ 928' x 38'	0	0	0	5,563,200	902x38, 928x38	69,540	5,563,200
5	4	M		B2	2-12c	Northern Beltway	Culvert	1@ 8' x 8' x 242' long	257	0	0	174,750	2 @ 90x38	6840	547,200
6	5	J		C3	2-12c	US 421 – ramp AC	Bridge	1@ 692' x 34'	0	0	0	1,882,240	692x34	23,528	1,882,240
						US 421 – ramp C	Bridge	1@ 408' x 25'	0	0	0	816,000	408x25	10,200	816,000
						US 421 – northbound	Bridge	1@ 213' x 59'	0	0	0	1,005,360	213x59	12,567	1,005,360
						US 421 – southbound	Bridge	1@ 213' x 52'	0	0	0	886,080	213x52	11,076	886,080
7	N/A	H		C3	2-12c	Kester Mill Road	Culvert	3@ 9' x 10' x 43' long	73	0	0	110,510	70x27	1,890	151,200
8	6	P		A4	2-12d	Northern Beltway	Bridge	2@ 305' x 38'	0	0	0	1,854,400	2@ 305x38	23,180	1,854,400
9	7	R		A4	2-12e	Northern Beltway	Bridge	128	0	0	0	2,073,280	2@341x38	25,916	2,073,280
10	8	U		A4	2-12e	Robinhood Road	Culvert	2@ 6' x 7' x 214' long	246	0	0	261,990	190x65	12,350	988,000
11	9	U	11 & 12	A4	2-12e	Northern Beltway	Culvert	2@ 6' x 5' x 312' long	528	223	0.86	283,900	2@ 623x38	47,348	3,787,840
12	10	HH		C4*	2-12h	Northern Beltway	Culvert	3@ 12' x 10' x 302' long	319	0	0	1,541,710	2@ 350x38	38,608	2,128,000
13	N/A	JJ	19	C4*	2-12h	Northern Beltway	Culvert	1@ 8' x 8' x 394' long	147 (Intermittent)	0	0.06	392,030	2@ 236x38	17,936	1,434,880
		KK							292 (Perennial)						
14	N/A	NN		B8*	2-12h	Northern Beltway	Culvert	1@ 9' x 9' x 344' long	391	0	0	392,535	2@ 236x38	17,936	1,434,880
15	11	OO		B8*	2-12i	Northern Beltway	Bridge	2@ 370' x 38'	0	0	0	2,249,600	2 @ 370x38	28,120	2,249,600
16	13,14,18	VV		B10**	2-12j	Northern Beltway and US 52 Interchange	Culvert	1 @ 7' x 6' x 1185' long	1,303		0	728,775	150x30, 150x30, 203x86,131x76	36,414	2,913,120
17	16,20	WW		B10**	2-12j	Northern Beltway and US 52 Interchange	Culvert	1 @ 8' x 6' x 1673' long	1,185	0	0	1,191,176	425x30, 260x52, 260x76, 203x52, 180x30,	61,986	4,958,880
18	15,24,26	XX		B10**	2-12j	Northern Beltway and US 52 Interchange	Culvert	Replace Existing 2 @ 8' x 8', with 2 @ 9' x 9' x 555' long	933	525	0	1,437,450	130x40, 203x52, 282x76, 950x30	65,688	5,255,040
19	25	XX		B10**	2-12j	US 52 North Ramp DA1 to eastbound Northern Beltway	Culvert	2 @ 10' x 9' x 345' long	400	0	0	1,012,575	300x30	9,000	720,000
20	21	XX		B10**	2-12j	US 52 Northbound and Southbound	Culvert	Extend Existing 2 @ 9' x 9', 163' upstream & 41' downstream	354	79	0	596,700	203x103, 203x66	34,307	2,744,560
21	N/A	CCC		B10**	2-12k	US 52 – north of the Northern Beltway	Culvert	Extend 60" cmp 77' upstream & 80' downstream and supplement with 48" pipe 403' long	206	0	0	151,217	138x92, 138x112	28,152	2,252,160
22	23	UU		B10**	2-12k	US 52 – north of the Northern Beltway	Culvert	Extend existing 1 @ 8' x 7', 37' upstream & 30' downstream and supplement with 66" pipe 327' long	117	0	0	213,145	2 @ 157x62	19,468	1,557,440
23	22	BBB		B10**	2-12k	US 52 – north of the Northern Beltway	Culvert	Extend existing 2 @ 7' x 7', 30' upstream & 16' downstream	100	0	0	66,240	2 @ 128x50	12,800	1,024,000
24	N/A	XX		B10**	2-12j	US 52 North Ramp DBA1 to Westbound Northern Beltway	Culvert	2 @ 10' x 9' x 337' long	538	59	0	989,095	1 @ 311x40	12,440	995,200

Shaded rows are not impacted by Project R-2247EB

Highlighted cells changed since Merger Mailing (February 2006)

Stream crossings not listed were crossed by pipes less than 72 inches

UT = Unnamed Tributary

*Information gathered from Public Hearing Map only. 2002 preliminary engineering design not completed for this segment.

**The drainage portion of the preliminary engineering design, which gives specific information about drainage structures, was not available. The structures listed are preliminary estimates of potential major drainage structures provided by the NCDOT.

*** Perennial stream that is not present on USGS quadrangle. These streams could be intermittent on the USGS maps.

Table 2: Streams Within the Preferred Alternative Right of Way for Project R-2247EB (Revised March 20, 2006)

Stream Label[1]	Structure Number	Impacted Length[3] (ft)		Length of Relocated Stream[6] (ft)		Number of Crossings[5]	Stream Name	Stream Type	Width (ft)	Depth (ft)	Primary Substrate	Aquatic Organisms Observed	USACE Mitigable[2]	Stream Class.	NC DWQ Index #
		2005 Prelim Design	Revised R-2247EB design (Mar 2006)	2005 Prelim Design	Revised R-2247EB design (Mar 2006)										
A		261		0		1	*	Ephemeral	3.5	0	Sand	None	No	C	12-94-11
Ba		1,055		0		1	UT to Little Creek	Intermittent	5.0	2.5	Gravel	None	No	C	12-94-11
Bb		261		0		1	UT to Little Creek	Perennial	5.0	2.5	Gravel	None	Yes	C	12-94-11
C		214		0		1	**	Intermittent	1.5	0.4	Gravel	None	No	C	12-94-11
D		129		0		1	**	Intermittent	1.0	0.3	Sand	None	No	C	12-94-11
E		0		0		1 bridge	Little Creek	Perennial	15.0	1.5	Sand	None	Yes	C	12-94-11
F		313		0		1	*	Ephemeral	1.5	0	Clay	None	No	C	12-94-10
G		210		0		1	*	Ephemeral	1.0	0	Clay	None	No	C	12-94-10
H		173		0		4 (3 bridges & 1 other)	Silas Creek	Perennial	20.0	2.0	Sand	None	Yes	C	12-94-10
I		69		0		1	***	Perennial	3.0	0.3	Sand	None	Yes	C	12-94-10
J		0		0		5 bridges	Muddy Creek	Perennial	38.0	2.5	Gravel	Snails	Yes	C	12-94-(0.5)
K		OUTSIDE ROW		0		0	UT to Muddy Creek	Perennial	6.0	0.5	Gravel	Snails	Yes	C	12-94-(0.5)
L		OUTSIDE ROW		0		0	UT to Muddy Creek	Perennial	2.5	0.3	Sand	None	Yes	C	12-94-(0.5)
M		257		0		1	UT to Muddy Creek	Perennial	4.0	0.5	Gravel	Snails	Yes	C	12-94-(0.5)
N		1,188		330		1	**	Intermittent	3.0	0.4	Silt	None	No	C	12-94-(0.5)
O		311		0		1	**	Intermittent	2.0	0.3	Sand	None	No	C	12-94-(0.5)
P		0		0		1 bridge	Reynolds Creek	Perennial	6.0	0.3	Gravel	Snails	Yes	C	12-94-9
Q		830		0		1	UT to Tomahawk Creek	Perennial	5.0	0.3	Gravel	Snails	Yes	C	12-94-9-1
R		0		0		1 bridge	UT to Tomahawk Creek	Perennial	11.0	0.9	Sand	None	Yes	C	12-94-9-1
S		310		547		1	UT to Tomahawk Creek	Perennial	4.0	0.2	Gravel	Snails	Yes	C	12-94-9-1

Table 2: Streams Within the Preferred Alternative Right of Way for Project R-2247EB (Revised March 20, 2006)

Stream Label[1]	Structure Number	Impacted Length[3] (ft)		Length of Relocated Stream[6] (ft)		Number of Crossings[5]	Stream Name	Stream Type	Width (ft)	Depth (ft)	Primary Substrate	Aquatic Organisms Observed	USACE Mitigable[2]	Stream Class.	NC DWQ Index #
		2005 Prelim Design	Revised R-2247EB design (Mar 2006)	2005 Prelim Design	Revised R-2247EB design (Mar 2006)										
T		464		0		2	**	Intermittent	2.0	0.1	Silt	None	No	C	12-94-9-1
U		1,224		1,528		2	UT to Tomahawk Creek	Perennial	5.0	0.3	Sand	None	Yes	C	12-94-9-1
U1		647		0		1	UT to Tomahawk Creek	Intermittent	1.0	0.3	Gravel	None	No	***C***	***12-94-9-1***
V		522		0		4	UT to Tomahawk Creek	Perennial	6.0	0.3	Gravel	None	Yes	C	12-94-9-1
W		224		0		1	***	Perennial	4.0	0.2	Sand	None	No	C	12-94-9-1
X		92		0		1	UT to Tomahawk Creek	Perennial	3.0	0.4	Gravel	Snails	Yes	C	12-94-9-3
Y		849		0		1	**	Intermittent	2.0	0.1	Clay	None	No	C	12-81-(0.5)
Z North		305		0		1	UT to Bill Branch	Intermittent	1.5	0.3	Clay	None	No	C	12-94-5
Z South		293		0		1	UT to Bill Branch	Intermittent	1.5	0.3	Clay	None	No	C	12-94-5
AA		335		0		1	UT to Bashavia Creek	Intermittent	2.0	0.2	Sand	None	No	C	12-81-(0.5)
BB		0		0		1 (ex. culvert)	Bashavia Creek	Perennial	4.0	0.9	Sand	None	Yes	C	12-81-(0.5)
CC		489		0		1	UT to Bashavia Creek	Perennial	2.0	0.2	Sand	Snails	Yes	C	12-81-(0.5)
DD		442		0		1	UT to Bashavia Creek	Perennial	2.0	0.2	Gravel	None	Yes	C	12-81-(0.5)
EE		548		0		1	UT to Bashavia Creek	Intermittent	1.0	0.1	Sand	None	No	C	12-81-(0.5)
FF		714		0		1	**	Intermittent	1.0	0.1	Sand	None	No	C	12-81-(0.5)
GG		776		0		1	**	Intermittent	0.5	0.1	Clay	None	No	C	12-94-4
HH		0		0		1 bridge	Mill Creek No. 3	Perennial	5.0	0.8	Sand	None	Yes	C	12-94-4
II		357		0		1	**	Intermittent	1.5	0.2	Sand	None	No	C	12-94-4

Table 2: Streams Within the Preferred Alternative Right of Way for Project R-2247EB (Revised March 20, 2006)

Stream Label[1]	Structure Number	Impacted Length[3] (ft)		Length of Relocated Stream[6] (ft)		Number of Crossings[5]	Stream Name	Stream Type	Width (ft)	Depth (ft)	Primary Substrate	Aquatic Organisms Observed	USACE Mitigable[2]	Stream Class.	NC DWQ Index #
		2005 Prelim Design	Revised R-2247EB design (Mar 2006)	2005 Prelim Design	Revised R-2247EB design (Mar 2006)										
JJ		147		0		1	UT to Mill Creek No. 3	Intermittent	1.5	0.2	Silt	None	No	C	12-94-4
KK		813 292		0		1	***	Intermittent Perennial	6.0	0.3	Gravel	Snails	No Yes	C	12-94-4
LL		620		0		1	UT to Muddy Creek	Intermittent	2.5	0	Sand/silt	None	No	C	12-94-(0.5)
		647		0		1	UT to Muddy Creek	Perennial	2.5	0	Sand/silt	None	Yes	C	***12-94-(0.5)***
MM		102		0		1	*	Ephemeral	1.0	0	Vegetation/ Silt	None	No	C	12-94-(0.5)
NN		391		0		1	UT to Muddy Creek	Perennial	7.0	2.0	Silt	Fish, Frogs, Water Striders	Yes	C	12-94-(0.5)
OO		0		0		1 bridge	Muddy Creek	Perennial	3.5	0.3	Sand	None	Yes	C	12-95-(0.5)
PP		361		0		1	***	Perennial	1.5	0.1	Sand	None	Yes	C	12-95-(0.5)
QQ		635	616	0	0	1	UT to Muddy Creek	Perennial	2.0	0.2	Gravel	None	Yes	C	12-94-(0.5)
RR		OUTSIDE ROW	OUTSIDE SLOPE STAKES	0	0	1	UT to Grassy Creek	Perennial	2.0	0.1	Gravel	Snails	Yes	C	12-94-7-3
SS		444	394	0	0	1	**	Intermittent	3.0	0.1	Gravel	None	No	C	12-94-2
TT		294	312	0	0	1	***	Perennial	3.0	0.1	Cobble	None	Yes	C	12-94-2
UU	22	225	117	0	0	1	UT to Beaver Dam Creek	Perennial	6.0	0.2	Gravel	None	Yes	C	12-94-2
VV	16	2,326	1,825 (1,303 – structure)	0	0	1	UT to Grassy Creek	Perennial	Braided	0.3	Sand	None- impacted by fungus from chip pile runoff	No[4]	C	12-94-7-3
WW	17	2,255	1,185	0	0	1	UT to Grassy Creek	Perennial	8.0	0.3	Sand	None	Yes	C	12-94-7-4
XX	18, 19, 20, 24	1,545	2,225	0	604	2	Grassy Creek	Perennial	9.0	0.5	Sand	None	Yes	C	12-94-7-3
YY		232		0		1	**	Intermittent	2.5	0.1	Sand	None	No	C	12-94-5
ZZ		225	251	0	0	1	**	Intermittent	1.5	0.1	Sand	None	No	C	12-94-7-3

Table 2: Streams Within the Preferred Alternative Right of Way for Project R-2247EB (Revised March 20, 2006)

Stream Label[1]	Structure Number	Impacted Length[3] (ft)		Length of Relocated Stream[6] (ft)		Number of Crossings[5]	Stream Name	Stream Type	Width (ft)	Depth (ft)	Primary Substrate	Aquatic Organisms Observed	USACE Mitigable[2]	Stream Class.	NC DWQ Index #
		2005 Prelim Design	Revised R-2247EB design (Mar 2006)	2005 Prelim Design	Revised R-2247EB design (Mar 2006)										
AAA		0	0	0	0	1	UT to Grassy Creek	Intermittent	3.5	0.3	Sand	None	Yes	C	12-94-7-3
BBB	23	0	100	0	0	1	Beaver Dam Creek	Perennial	8	0.6	Sand	Mayflies, stoneflies, caddisflies	Yes	C	12-94-2
CCC	21	0	206	0	0	1	UT to Beaver Dam Creek	Perennial	9	0.2	Cobble	Mayflies	Yes	C	12-94-2

Total Impacts	Impacted		Relocated	
	2005 Prelim Design	Revised R-2247EB design (Feb 2006)	2005 Prelim Design	Revised R-2247EB design (Feb 2006)
USACE Mitigable (linear feet)	**11,314**	**11,121**	**2,075**	**2,679**
Not Mitigable (linear feet)	**14,102**	**13,577**	**330**	**330**
Total Linear Feet of Stream Channel	**25,416**	**24,698**	**2,405**	**3,009**

Shaded rows are not impacted by Project R-2247EB.
Highlighted rows changed since Merger Mailing (February 2006).
UT = Unnamed Tributary
[1] Stream numbers refer to Figure 3-11(a-ee) in the SFEIS/FEIS and the attached quadrangle figure.
[2] USACE mitigable streams are considered as such based on guidance from the USACE.
[3] Total Impacted Length was calculated based on construction limits (slope stakes) of the Preferred Alternative 2005 preliminary engineering design and of the February 2006 R-2247EB design.
[4] The perennial stream has been significantly impacted by runoff from a chip/mulch pile. The stream has a white fungal growth preventing a "USACE Mitigable" classification. The USACE concurs with this determination
[5] Bridge crossings are specified as such. All other crossings are culverts or pipes and have impacts associated with them.
[6] Length of stream relocations is based construction limits (slope stakes) of the Preferred Alternative 2005 preliminary engineering design and of the February 2006 R-2247EB design. Stream relocations are considered mitigated impacts.
* Ephemeral stream not present on USGS quadrangle. No stream name. The stream classification and index number relate to closest tributary stream.
** Intermittent stream not present on USGS quadrangle. No stream name. The stream classification and index number relate to closest tributary stream.
*** Perennial stream that is not present on USGS quadrangle. These streams could be intermittent on the USGS maps.

Table 3: Floodway and Floodplain Impacts Within the Preferred Alternative Right of Way for Project R-2247EB (Revised March 20, 2006)

Location	Type[1]	Impacts to Floodway (acres)			Impacts to 100-Year Floodplain (acres)			2005 Hydraulic Structure	Floodway Modification Required?
		1995 Prelim. Design	2005 Prelim Design	Revised R-2247EB design (Mar 2006)	1995 Prelim. Design	2005 Prelim Design	Revised R-2247EB design (Feb 2006)		
Little Creek Mainline Crossing	T	<1	0.4		1.2	1.8		Bridge	No
Silas Creek Mainline crossing near McGregor Rd	L	2.5	0.4		7.8	1.9		Bridge	Yes
Silas Creek I-40 Crossing	T	--	0.4		--	1.9		Existing I-40 Culvert Area	No
Muddy Creek I-40 Crossing	T	--	0		--	0.2		Existing I-40 Bridge Area	No
Muddy Creek Mainline crossing near/including US 421 interchange	L	16.5	5.7		35.9	24.9		Various Bridges For Mainline/ Ramps	Yes
Reynolds Creek Mainline Crossing	T	1	0.01		3	0.5		Bridge	No
Tomahawk Creek Mainline Crossing	T	2	0.0		5	1.6		Bridge	No
Tomahawk Creek Robinhood Rd Interchange	T	--	0.3		--	0.8		Culvert	No
Mill Creek No. 3 Mainline Crossing	T	1	0		4	1.0		Bridge	No
Muddy Creek Mainline Crossing	T	0.2	0		1.3	0.7		Bridge	No
Grassy Creek at US 52 interchange	L	4	4.2	4.57	10	5.0	4.56	Various RCBCs For Mainline/ Ramps	Yes
Total Acreage from Longitudinal Crossings		**23**	**10.3**	**10.67**	**44**	**31.8**	**31.36**	--	--
Total All Floodway/Floodplain Impacts (acres)		**27**	**11.4**	**11.77**	**69**	**40.3**	**39.86**	--	--

Shaded rows are not impacted by Project R-2247EB.

[1] T = Transverse, L = Longitudinal

Table 4: Wetland Within the Preferred Alternative Right of Way for Project R-2247EB (Revised March 20, 2006)

Wetland[1]	Wetland Impacts[2] (acres)		Wetland Size (acres)	NCDWQ Rating	Wetland Quality
	2005 Prelim Design	Revised R-2247EB design (Mar 2006)			
1	0.02			62	High
2	0.70			77	High
3	0.13			68	High
4	0.32			25	Low
5	0.04			52	Medium
6	0.52			80	High
7	0.05			70	High
8	Outside Slope Stake and ROW			89	High
9	0.27			25	Low
10	Outside Slope Stake and ROW			60	High
11	0.12			34	Low
12	0.74			49	Medium
13	0.08			44	Medium
14	Outside Slope Stake			56	High
15	0.12			63	High
16	0.02			84	High
17	0.03			41	Medium
18	0.02			41	Medium
19	0.06			21	Low
20	0.04			63	High
21	0.10			31	Low
22	Outside Slope Stake and ROW			39	Medium
23	0.01	0.01	0.01	43	Medium
24	Outside Slope Stake and ROW	Outside Slope Stake and ROW	Outside Slope Stake	64	High
26	0.01	0.01	0.01	42	Medium
27	0.20	0.05	0.23	68	High
	0.87	**0.87**	**Total Acreage – Low Quality Wetland**		
	0.93	**0.93**	**Total Acreage – Med. Quality Wetland**		
	1.80	**1.65**	**Total Acreage – High Quality Wetland**		
TOTAL	**3.60**	**3.45**			

Shaded rows are not impacted by Project R-2247EB.
Highlighted rows changed since Merger Mailing (February 2006).
[1] Wetland numbers refer to Figure 3-11(a–ee) in the SFEIS/FEIS and the attached quadrangle figure.
[2] Construction limits (slope stakes) of the Preferred Alternative 2005 preliminary engineering design and of the February 2006 R-2247EB design were used to calculate impacts.

Some wetlands were so small that they do not show up on the mapping or are immediately adjacent to the corridor and were included in case the corridor shifted slightly.

Section 404/NEPA Merger Project Team Meeting Agreement

Concurrence Point No. 2A – Bridge Lengths Over Streams and Wetlands

Concurrence Point No. 4A – Avoidance and Minimization

Project No./TIP No./Name/Description:
TIP No. R-2247
Federal Aid Project No. (None)
State Project No. 6.628001T
Winston-Salem Northern Beltway, Western Section
Approximately 17.4 Miles Long, from US 158 (Stratford Road) southwest of Winston-Salem to US 52 north of Winston-Salem, in Forsyth County, North Carolina

On June 9, 2005, the Merger Team agreed to the Alternative 2 design for the Bethania-Tobaccoville Road interchange. On June 9, 2005, July 13, 2005, and March 21, 2006, the Merger Team agreed to the following regarding bridges and avoidance and minimization measures for R-2247:

USACE _____ NCDOT _____

USEPA _____ USFWS _____

NCDWQ _____ NCWRC _____

NCDCR _____ FHWA _____

MPO GREG ERRETT

Avoidance and minimization efforts to be undertaken:

- **The team agreed to bridge Stream E as proposed (Structure #1).**
- **The team agreed to bridge Stream H as proposed (Structure #2).**
- **The team agreed that the alignment could not be moved to avoid the impact on Wetland 2.**
- **The team agreed to extend the culverts under I-40 at Stream H (Structure #3).**
- **The team agreed to bridge Stream J as proposed (Structure #4).**
- **The team agreed to culvert Stream M and include baffles (Structure #5).**

- **The team agreed to a bridge over Stream H, if a crossing is needed to provide access to properties (Structure #7).**
- **The team agreed Stream N will be relocated to daylight the stream as much as possible.**
- **The team agreed to the bridge as proposed over Stream P (Structure #8).**
- **The team agreed to the bridging of Stream R and the relocation of Stream S as proposed (Structure #9).**
- **The team agreed that NCDOT would evaluate stream flow and measures to maintain the quality of Wetland 7.**
- **The team agreed to the culvert at Stream U (Structure #10).**
- **The team agreed to the culvert at Stream U (Structure #11). NCDOT committed to minimize impacts to Wetland 12 as much as possible using 2:1 slopes while staying within the corridor.**
- **Minor structure at Stream Y and Wetland 13 – no team decision required for Concurrence Point 2a. For Concurrence Point 4a, the team agreed to leave the alignment as shown in the vicinity of Stream Y and Wetland 13.**
- **The NCDOT agreed to discuss minimization and stormwater treatment options for Streams AA, CC, DD, and Wetland 16 at Concurrence Point 4B**
- **The NCDOT agreed to daylight Stream EE as much as possible.**
- **The NCDOT agreed to place a bridge over Stream HH instead of the proposed culvert (Structure #12).**
- **The team agreed to the culvert as proposed at Stream JJ/Stream KK (Structure #13). The NCDOT agreed to consider relocating the intermittent portion of Stream KK and to evaluate minimization measures for Wetland 20 at Concurrence Point 4B.**
- **The team agreed to the culvert as proposed at Stream NN (Structure #14).**
- **The team agreed to the bridge as proposed at Stream OO (Structure #15).**
- **NCDOT agreed to consider ways to minimize impacts to the perennial portion of Stream B (Bb) at Concurrence Point 4b.**
- **The team agreed to a bridge at Structure #19 (Stream XX).**
- **The team agreed to a bridge at Structure #24 (Stream XX) unless constructability becomes an issue, in which case the stream will be relocated with a shorter bridge extension.**
- **The team agreed to extend WSBL TWB over Stream RR to span Stream XX, shortening the culvert, if practicable.**
- **The team agreed to change the slopes outside the loop at Structure #17 (Stream WW) to 2:1.**

The merger team also agreed that Design Alternative 2 for the Bethania-Tobaccoville Road interchange will be incorporated as part of the Project R-2247 LEDPA.

APPENDIX D

5. 1995 Project U-2579 DEIS Comments

United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, D.C. 20240

OCT 13 '95

ER 95/734

Mr. Nicholas L. Graf, P.E.
Division Administrator
Federal Highway Administration
P.O. Box 26806
Raleigh, North Carolina 27601

Dear Mr. Graf:

This is in regard to the request for the Department of the Interior's comments on the Draft Environmental Impact Statement for Winston-Salem Northern Beltway (Eastern Section), From US 52 North of Winston Salem to US 421/I-40 Business East of Winston-Salem, Forsyth County, North Carolina.

This is to inform you that the Department will have comments, but will be unable to reply within the allotted time. Please consider this letter as a request for an extension of time in which to comment on the statement.

Our comments should be available about mid-December 1995.

Sincerely,

Lillian K. Stoneman

Terence N. Martin, Team Leader
Natural Resources Management
Office of Environmental Policy & Compliance

cc: Mr. H. Franklin Vick, P.E.
Manager
Planning and Environmental Branch
North Carolina Division of Highways
P. O. Box 25201
Raleigh, North Carolina 27611

RECEIVED
OCT 19 1995
PLANNING
ENVIRONMENTAL BRANCH

READY

United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, D.C 20240

ER-95/734

JAN 23 1996

RECEIVED
JAN 29 1996
PLANNING & ENVIRO

Mr. Nicholas L. Graf, P.E.
Division Administrator
Federal Highway Administration
Post Office Box 26806
Raleigh, North Carolina 27601

Dear Mr. Graf:

This is in response to the request for the Department of the Interior's comments on the Draft Environmental Impact Statement for Winston-Salem Northern Beltway (Eastern Section), From US 52 North of Winston Salem to US 421/I-40 Business East of Winston-Salem, Forsyth County, North Carolina.

The Environmental Statement indicates that no Section 4(f) resources will be impacted by the proposed project. Nonetheless, we recommend continued cooperation and coordination with the State Historic Preservation Officer in order to ensure that no historic and archeological resources are being impacted after the selection of the Preferred Alternative.

Should any of these resources be affected, a Memorandum of Agreement (MOA) should be prepared to include measures to avoid or minimize harm to historic and archeological resources, in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended. Also, a signed copy of the MOA should be included in the final statement. Therefore, the Department of the Interior has no objection to the proposed project.

We appreciate the opportunity to provide these comments.

Sincerely,

Willie R. Taylor
Director, Office of Environmental
Policy and Compliance

cc: Mr. H. Franklin Vick, P.E.
North Carolina Department of Transportation
Post Office Box 25201
Raleigh, North Carolina 27611

cc: Davis/Bissett

United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, D C 20240

ER 95/734

FEB 12 1996

Nicholas L. Graf, P.E.
Division Administrator
Federal Highway Administration
Post Office Box 26806
Raleigh, North Carolina 27601

Dear Mr. Graf:

The Department of the Interior wishes to amend its comments of January 23, 1996, on the draft environmental impact statement (DEIS) for Winston-Salem Northern Beltway (Eastern Section), from US 52 North of Winston-Salem to US 421/I-40 Business East of Winston-Salem, Forsyth County, North Carolina. If it is still possible within your process to consider the following additional comments, please do so.

According to the DEIS, this project will involve the construction of a multi-lane freeway on a new location east of Winston-Salem, beginning at US 52 and extending approximately 12 miles to the north of US 421/I-40 Business. The study area includes several streams within the Yadkin-Pee Dee River basin, including Grassy Creek, Rough Fork, Trick Um Creek, Buffalo Creek, Fivemile Branch, Frazier Creek, Mill Creek, Lowery Mill Creek, Martin Mill Creek, Kerners Mill Creek, and Smith Creek. A majority of the wetlands identified in the study area are associated with the alluvial floodplains of these creeks.

Two construction alternatives--eastern and western--are evaluated in the DEIS. The eastern alternative will involve 20 stream crossings, the loss of approximately 386.4 acres of forested habitat and impacts to 7.7 wetland acres. The western alternative will involve 22 stream crossings, the loss of 344.4 acres of forested habitat and adverse impacts to 7.1 wetland acres. The purpose of this project is to improve the level of service in this particular area and to help complete the entire Winston-Salem urban loop.

Our Fish and Wildlife Service (FWS) prefers the no-build alternative because it is the least environmentally damaging in terms of wildlife habitat loss, degradation, and fragmentation of both wetland and upland areas. However, we do not object to the selection of the eastern or western alternatives since they are relatively similar in terms of environmental impacts.

The FWS found the DEIS to be thorough and well-written. The document properly highlights the importance of fish and wildlife and wetland values in the project area. The FWS particularly appreciated the documentation on the decision to avoid widening the existing NC 66 and concurs that this alternative does not appear to meet project needs. However, we were disappointed with the section on protected species. The FWS concurs that there is no "prime red-cockaded woodpecker foraging and nesting habitat" in the study area. We also concur with the statement that "no recorded populations of the federally endangered small-anthered bittercress (Cardamine micranthera) are known to occur in Forsyth County, but its presence cannot be ruled out due to potential habitat in the study area."

While we appreciate that "upon selection of the preferred alternative, surveys for this species will be conducted at stream crossings during the spring," we encourage that surveys for the federally protected small-anthered bittercress be conducted as soon as possible so this information can be considered in the alternatives analysis process. At a minimum, the preferred corridor should be surveyed so that results can be presented in the final EIS. Finally, we encourage the North Carolina Department of Transportation to include any Federal species of concern in future surveys, e.g., bog turtle (Clemmys muhlenbergii), if potential habitat exists within the corridor. These species may be listed in the future, at which time they will be protected under the Act, which could affect this project.

The following recommendations pertain to both of the build alternatives:

Stream Crossings: The FWS appreciates that construction activities will include implementation of best management practices to minimize sedimentation and erosion and that "temporary erosion control devices such as silt fences, rock check dams, silt basins, and stilling basins to collect suspended sediments, and the diversion of stream flows during the construction of water crossings" will be included in the sedimentation and erosion control plan. The FWS recommends that the following also be implemented with regard to stream crossings and associated culvert/pipe extensions:

1. New culverts and culvert extensions should be buried 1 foot into the substrate, where possible, in order to facilitate fish passage and prevent silt from depositing near each culvert.

2. If concrete is used during culvert construction, a dry work area should be maintained to prevent direct contact between curing concrete and stream water. Uncured concrete affects water quality and is toxic to fish and other organisms.

3. Grading and backfilling should be minimized, and tree and shrub growth should be retained, if possible, to ensure the long-term availability of shoreline cover for fish and wildlife. Backfill materials should be obtained from upland sites.

The FWS especially appreciates that this project will not involve any stream relocations.

Riparian Habitat Protection: The FWS noted that the floodplain forests associated with Kerners Mill Creek and Martin Mill Creek were extensive and relatively undisturbed. The FWS encourages consideration of large spanning structures (e.g., riparian overpasses) at these particular stream crossings that would provide wildlife corridors and would minimize wetland impacts. The FWS encourages consideration of these floodplain areas as part of the City of Winston-Salem/Forsyth County's Greenway System.

Wetland Mitigation: The FWS appreciates that a conceptual mitigation plan will be included in the final EIS. The mitigation plan should identify possible mitigation sites within the general project area, if available.

We hope these comments will be of further assistance.

Sincerely,

Willie R. Taylor
Director, Office of Environmental Policy
and Compliance

cc: H. Franklin Vick, P.E.
North Carolina Department of Transportation
Post Office Box 25201
Raleigh, North Carolina 27611

PUBLIC INVOLVEMENT
RECEIVED

JAN 29 1996

CITY-COUNTY PLANNING BOARD
OF FORSYTH COUNTY AND WINSTON-SALEM, NORTH CAROLINA

101 N. MAIN ST. · P.O. BOX 2511 · WINSTON-SALEM, N.C. 27102
910-727-2087 FAX 910-727-2880 TDD# 910-727-8319

January 26, 1996

Mr. C.B. Goode, Jr., P.E.
Public Hearing Officer
N.C. Department of Transportation
P.O. Box 25201
Raleigh, NC 27611-5201

Dear Mr. Goode:

Vision 2005, The Comprehensive Plan for Forsyth County and Winston-Salem, North Carolina supports the concept of Building the Northern Beltway. Particularly, the eastern leg of the Northern Beltway has emerged as a vital transportation need as Forsyth County asserts its role as a leader and partner in the growing Triad Region. With greater Triad orientation, however, comes also a responsibility for Forsyth County to preserve and protect those environmental qualities which distinguish our community from the rest of the region and the country.

As you and Kimly, Horne, and Associates decide upon the preferred alternative for the Eastern Beltway Section the Planning Board asks that you carefully consider and act judiciously upon the following issues and concerns:

* Preserve the integrity of the Salem Lake watershed by minimizing the impacts upon sensitive environmental areas and limit, to the greatest extent possible, areas disturbed by construction.

* Locate the beltway inside the sewer service area of the Muddy Creek Basin which generally lies southwest of NC 66.

* Accommodate the emerging industrial corridor along US 52 and the growing transportation needs of US 52 / I-74 by designing the beltway (especially bridges) to accommodate a minimum of six lanes.

* Design the interchange at Business I-40 to facilitate the beltway extension to I-40 and US 311 south.

* Provide a location along the beltway for an interchange to connect a future controlled access highway to Piedmont Triad International Airport at NC 68.

* Design beltway and beltway interchanges to facilitate traffic movement and not to promote commercial development.

* Work closely with local economic development officials to accommodate potential new industrial sites near the beltway and provide frontage roads or other means of vehicular access to them.

* Build brick noise barriers with attractive landscaping.

* Design bridges at interchanges to accommodate bicycle crossings.

* Retain natural areas along the beltway and design new naturalized landscape areas in medians, interchanges and other locations using wild flowers and native plant materials.

Given that traffic volumes along US 52 are nearing 100,000 vpd and that I-74 projections show further substantial increases, we urge you to move forward quickly with selecting the preferred corridor so that right-of-way protection and orderly growth of the corridor can take place.

The Eastern Section of the Northern Beltway was considered at the January 25, 1996 Planning Board Work Session meeting, and the Planning Board voted unanimously to send you these recommendations.

Sincerely,

James E. Yarbrough, Jr., AICP
Director of Planning

pc: Transportation Advisory Committee
Brent McKinney, Director
WSDOT

eastbelt.wp

STATE OF NORTH CAROLINA)
)
COUNTY OF FORSYTH)
)
TOWN OF WALKERTOWN)

RESOLUTION OPPOSING THE EASTERN SECTION OF THE PROPOSED NORTHERN BELTWAY PROJECT

WHEREAS, Forsyth County Transportation Improvement Plan includes a Northern Beltway Project, and;

WHEREAS, the proposed eastern section of this proposed Northern Beltway Project would intersect the town of Walkertown in the Williston Road area, and;

WHEREAS, the Williston Road area is a developed residential area, and;

WHEREAS, the Walkertown Town Council feels that it would be more advantageous to the Town to have this eastern section running north of the Town of Walkertown to intersect with Business I-40 at a point east of the Town of Kernersville, and;

THEREFORE, BE IT RESOLVED, that the Walkertown Town Council hereby opposes the proposed eastern section of the Northern Beltway Project and that the Council favors an eastern section which would run north of the Town of Walkertown and to intersect with business I-40 at a point east of the Town of Kernersville.

RESOLVED AND ADOPTED, this the 11th day of April, 1995.

ATTEST BY:

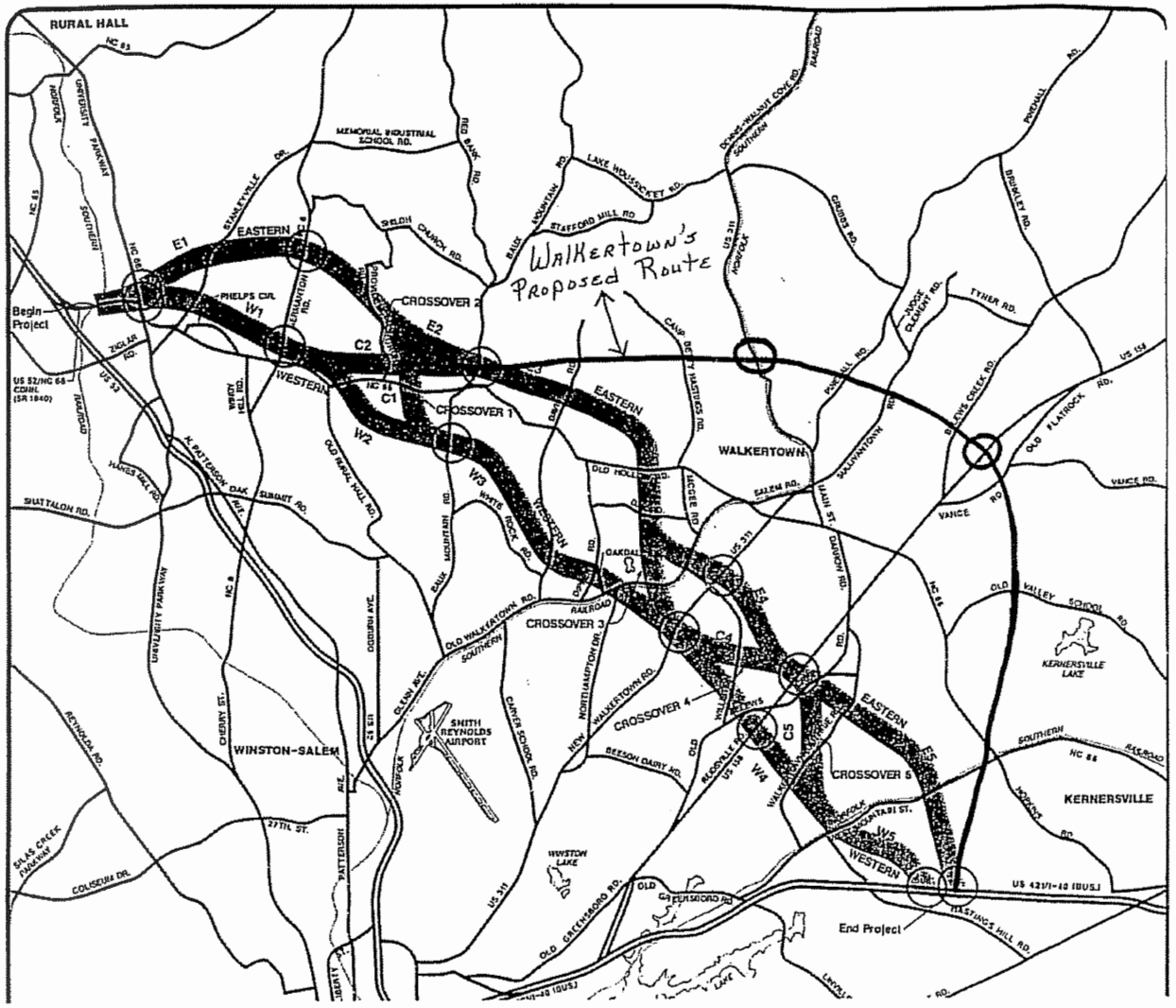
BY: Rebecca L. Mitchell
Rebecca L. Mitchell
Town Clerk

TOWN OF WALKERTOWN:

BY: E. A. Jumper
E. A. Jumper
Mayor

THE TOWN OF WALKERTOWN NORTH CAROLINA 1984

TIP No. U-2579
WINSTON-SALEM NORTHERN BELTWAY
(EASTERN SECTION)
DOT's PROPOSED ROUTE



North Carolina Wildlife Resources Commission

512 N. Salisbury Street, Raleigh, North Carolina 27604-1188, 919-733-3391
Charles R. Fullwood, Executive Director

MEMORANDUM

TO: Melba McGee
Office of Policy Development, DEHNR

FROM: David Cox, Highway Project Coordinator
Habitat Conservation Program

DATE: January 3, 1995

SUBJECT: Request for information from the N. C. Department of Transportation (NCDOT) regarding fish and wildlife concerns for the extension of the Winston-Salem Northern Beltway (Eastern Section) from I-40 Business to US 311, Forsyth County, North Carolina, TIP No. U-2579, SCH Project No. 95-0363.

This memorandum responds to a request from Mr. H. Franklin Vick of the NCDOT for our concerns regarding impacts on fish and wildlife resources resulting from the subject project. Biologists on the staff of the N. C. Wildlife Resources Commission (NCWRC) have reviewed the proposed improvements, and our comments are provided in accordance with provisions of the National Environmental Policy Act (42 U.S.C. 4332(2)(c)) and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661-667d).

At this time the NCWRC has no specific recommendations or concerns regarding the subject project. However, to help facilitate document preparation and the review process, our general informational needs are outlined below:

1. Description of fishery and wildlife resources within the project area, including a listing of federally or state designated threatened, endangered, or special concern species. Potential borrow areas to be used for project construction should be included in the inventories. A listing

of designated plant species can be developed through consultation with:

The Natural Heritage Program
N. C. Division of Parks and Recreation
P. O. Box 27687
Raleigh, N. C. 27611
(919) 733-7795

and,

NCDA Plant Conservation Program
P. O. Box 27647
Raleigh, N. C. 27611
(919) 733-3610

2. Description of any streams or wetlands affected by the project. The need for channelizing or relocating portions of streams crossed and the extent of such activities.

3. Cover type maps showing wetland acreages impacted by the project. Wetland acreages should include all project-related areas that may undergo hydrologic change as a result of ditching, other drainage, or filling for project construction. Wetland identification may be accomplished through coordination with the U. S. Army Corps of Engineers (COE). If the COE is not consulted, the person delineating wetlands should be identified and criteria listed.

4. Cover type maps showing acreages of upland wildlife habitat impacted by the proposed project. Potential borrow sites should be included.

5. The extent to which the project will result in loss, degradation, or fragmentation of wildlife habitat (wetlands or uplands).

6. Mitigation for avoiding, minimizing or compensating for direct and indirect degradation in habitat quality as well as quantitative losses.

7. A cumulative impact assessment section which analyzes the environmental effects of highway construction and quantifies the contribution of this individual project to environmental degradation.

8. A discussion of the probable impacts on natural resources which will result from secondary development facilitated by the improved road access.

9. If construction of this facility is to be coordinated with other state, municipal, or private development projects, a description of these projects should be included in the environmental document, and all project sponsors should be identified.

Thank you for the opportunity to provide input in the early planning stages for this project. If we can further assist your office, please contact David Cox, Highway Project Coordinator, at (919) 528-9886.

cc: David Sawyer, District 7 Wildlife Biologist
Joe Mickey, District 7 Fisheries Biologist
Randy Wilson, Nongame/Endangered Species Program Mgr.
David Dell, U. S. Fish and Wildlife Service, Raleigh

c.c. Davis/Bissette

North Carolina Department of Cultural Resources

James B. Hunt, Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
William S. Price, Jr., Director

November 3, 1995

MEMORANDUM

TO: H. Franklin Vick, P.E., Manager
Planning and Environmental Branch
Division of Highways
Department of Transportation

FROM: David Brook
Deputy State Historic Preservation Officer

SUBJECT: Winston-Salem Northern Beltway (Eastern Section), Forsyth County, U-2579, State Project 6.628002T, 96-E-4220-0247

We have received the Draft Environmental Impact Statement (DEIS) for the above project from the State Clearinghouse and would like to comment.

The description of the John and Matthew Clayton Houses on p. III-17 states that the historic property consists of approximately fifteen acres. There is a discrepancy between that figure, the eleven acres that the survey report proposed, and the approximately twenty-five acres that we believe should be included within eligible boundaries (see our letter of August 2, 1995). Please resolve this discrepancy in the final EIS. We would also like to note that we have not been consulted about the effects of the project on the Clayton Farm or the John and Charles Fries Day Farm, properties eligible for the National Register of Historic Places. Therefore, we cannot concur with the findings of effect on page IV-10 in the DEIS at this time.

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 comments, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

DB:s|w

cc: State Clearinghouse
N. Graf
B. Church
Forsyth County Joint Historic Properties Commission

Received 08-28-04 10:15 From-919 733 9794 To-PBS&J RALEIGH Page 02

APPENDIX D

6. Project U-2579A Scoping Comments

North Carolina Department of Environment and Natural Resources
Division of Soil and Water Conservation

Michael F. Easley, Governor
William G. Ross Jr., Secretary
David S. Vogel, Director

MEMORANDUM: August 9, 2001

TO: Melba McGee

FROM: David Harrison

SUBJECT: Winston-Salem Northern Beltway, Eastern Section Extension from US 421.I-40 Business East of Winston-Salem to US 311 (Forsyth County). Project number 02E-0058.

The environmental assessment should include information on adverse impacts to Prime or Statewide Important Farmland.

The definition of Prime or Statewide Important Farmland is based on the soil series and not on its current land use. Areas that are developed or are within municipal boundaries are exempt from consideration as Prime or Important Farmland.

For additional information, contact the soils specialists with the Natural Resources Conservation Service, USDA, Raleigh, NC at (919) 873-2141.

1614 Mail Service Center, Raleigh, North Carolina 27699-1614
Phone: 919-733-2302 \ FAX: 919-715-3559
Internet: www.enr.state.nc.us/ENR/DSWC/

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North Carolina
Department of Environment and
Natural Resources

Michael F. Easley, Governor
William G. Ross Jr., Secretary

North Carolina
Division of Forest Resources

Stanford M. Adams, Director

2411 Old US 70 West
Clayton, NC 27520
August 18, 2001

MEMORANDUM

TO: Melba McGee, Office of Legislative Affairs

FROM: Bill Pickens, NC Division Forest Resources

SUBJECT: DOT scoping for the proposed Winston-Salem Northern Beltway, Eastern Section

PROJECT #: 02-0058 & TIP # U-2579 A

The North Carolina Division of Forest Resources has reviewed the referenced scoping document and offer the following comments that should be addressed in the EA concerning impacts to woodlands

1. *Woodlands will likely be impacted by the project.* To evaluate the scope and significance of the impacts to forest resources we need the total forest land acreage by timber type removed or taken out of forest production as a result of the project. Age of the stands, height, diameters, and stocking levels would be helpful. Efforts should be made to align corridors to minimize impacts to woodlands in the following order of priority:
   - Managed, high site index woodland
   - Productive forested woodlands
   - Managed, lower site index woodlands
   - Unique forest ecosystems
   - Unmanaged, fully stocked woodlands
   - Unmanaged, cutover woodlands
   - Urban woodlands

2. To evaluate the permanent loss of potential productivity, a listing of the forest's site quality index based on the soil series should be provided. This information is provide in the Soil Survey for Forsyth County or can be calculated by on-site measurement.

3. The provisions the contractor will take to utilize the merchantable timber removed during construction. Emphasis should be on selling all wood products. However, if the wood products cannot be sold then efforts should be made to haul off the material or turn it into mulch with a tub grinder. This practice will minimize the need for debris burning, and the risk of escaped fires and smoke management problems to residences, highways, schools, and towns. Typically NCDOT leaves disposal of wood products up to the contractor. We feel this policy results in needless waste of a valuable natural resource and that specific contract provision requiring clearing contractors to utilize timber products should be adopted.

4. If woodland burning is needed, the contractor must comply with the laws and regulations of open burning as covered under G.S. 113-60.21 through G.S. 113-60.31. Forsyth County is a non-high hazard county, and G.S. 113-60.24 requiring a regular burning permit would apply.

5. The provisions that the contractor will take to prevent erosion and damage to forestland outside the right-of-way. Trees, particularly the root system, can be permanently damaged by heavy equipment. Efforts should be to avoid skinning of the tree trunk, compacting the soil, adding layers of fill, exposing the root system, or spilling petroleum or other substances.

6. The impact upon any existing greenways in the proposed project area should be addressed.

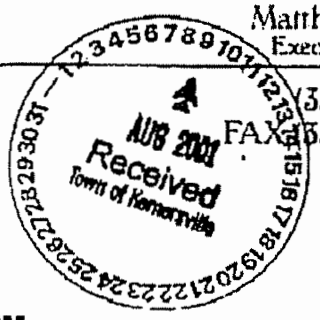
We appreciate the opportunity to provide comment on the document and look forward to future correspondence. We encourage efforts that avoid or minimize impacts to forest resources during the final planning of this project.

cc: Warren Boyette

Northwest Piedmont Council of Governments

Matthew L. Dolge
Executive Director

(336) 761-2111
FAX (336) 761-2112



Intergovernmental Review Process
400 West Fourth Street, Suite 400
Winston-Salem, NC 27101

REVIEW & COMMENT FORM

The State Clearinghouse sent us the enclosed information about a proposal which could affect your jurisdiction. Please circulate it to the people you believe need to be informed.

If you need more information about the proposal, please contact the applicant directly. You may also contact Ms. Chrys Baggett, Director of State Clearinghouse, (919)733-7232.

If you wish to comment on the proposed action, complete this form and return it to the NWPCOG office by **August 21**. Please use the enclosed envelope.

Your comments will be forwarded to the State Clearinghouse to be included in a recommendation to the proposed funding agency.

State Application Number 02-E-4220-0058 Northern Beltway Eastern Section Extension

Commenter's Name & Title Mr. Randy McCaslin, Town Manager

Representing Kernersville Phone (336) 996-3121

Mailing Address Post Office Box 728, Kernersville, NC 27285

Randy E. McCaslin
Signature

8/9/01
Date

[V] I support this application.

COMMENTS: (You may attach additional sheets.)

Northwest Piedmont Council of Governments

Matthew L. Dolge
Executive Director

(336) 761-2111
FAX (336) 761-2112

Intergovernmental Review Process
400 West Fourth Street, Suite 400
Winston-Salem, NC 27101

REVIEW & COMMENT FORM

The State Clearinghouse sent us the enclosed information about a proposal which could affect your jurisdiction. Please circulate it to the people you believe need to be informed.

If you need more information about the proposal, please contact the applicant directly. You may also contact Ms. Chrys Baggett, Director of State Clearinghouse, (919)733-7232.

If you wish to comment on the proposed action, complete this form and return it to the NWPCOG office by **August 21**. Please use the enclosed envelope.

Your comments will be forwarded to the State Clearinghouse to be included in a recommendation to the proposed funding agency.

State Application Number 02-E-4220-0058 Northern Beltway Eastern Section Extension

Commenter's Name & Title Mr. Graham Pervier, Forsyth County Manager

Representing Winston-Salem Phone (336) 727-2797

Mailing Address Hall of Justice, Room 700, Winston-Salem, NC 27102

Signature

8-13-01
Date

[✓] I support this application.

COMMENTS: (You may attach additional sheets.)

Michael F. Easley, Governor
William G. Ross Jr., Secretary
North Carolina Department of Environment and Natural Resources

Gregory J. Thorpe, Ph.D.
Acting Director
Division of Water Quality

AUG 15 2001

August 13, 2001

RECEIVED
AUG 16 2001
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH

MEMORANDUM

To: William D. Gilmore, P.E., Manager
NCDOT Project Development & Environmental Analysis Branch

Through: John Dorney, NC Division of Water Quality

From: Cynthia F. Van Der Wiele, NCDOT Coordinator CVdW

Subject: Scoping comments for proposed Winston-Salem Northern Beltway, Eastern Section Extension from US 421/I-40 Business east of Winston-Salem to US 311, Guilford County, Federal Aid Project No. NHF-0918(14), State Project No. 8.26251001, TIP Project No. U-2579A.

This memo is in reference to your correspondence dated July 27, 2001, in which you requested scoping comments for the above project. The Division of Water Quality (DWQ) requests that the following topics be discussed in the EA/EIS document:

1. Identify streams potentially impacted by the project including their classifications and use support ratings.
2. Identify the linear feet of stream channelization/relocations. If streams are vegetated, then channelized/relocated streams need to be vegetated.
3. Identify the number of stream crossings.
4. Note any Water Supply Watershed or Randleman Reservoir Rules that may be applicable in regard to buffers, sedimentation and erosion control and stormwater management.
5. Will permanent spill catch basins be used? These structures need to be placed at all water supply stream crossings. Identify the responsible party for maintenance.
6. Identify the storm water controls (permanent & temporary) that will be used.
7. Ensure that sediment & erosion control measures are not placed in wetlands.
8. Wetland Impacts:

- ID the Federal manual used for identifying and delineating jurisdictional wetlands.
- Have wetlands been avoided as much as possible?
- Have wetland impacts been minimized?
- Mitigation measures to compensate for habitat losses.
- Wetland impacts by plant communities affected.
- Quality of wetlands impacted.
- Total wetland impacts.
- List the §401 Water Quality Certification numbers requested from DWQ.

9. The document must address secondary and cumulative impacts.
10. Borrow/waste areas should avoid wetlands to the maximum extent practicable. Prior to the approval of any borrow/waste site in a wetland, the contractor must obtain a 401 certification from DWQ.
11. Please provide a conceptual wetland mitigation plan to help the environmental review.
12. Compensatory mitigation will be considered only after wetland impacts have been avoided and minimized to the maximum extent possible.

North Carolina Division of Water Quality, 401 Wetlands Certification Unit,
1650 Mail Service Center, Raleigh, NC 27699-1650 (Mailing Address)
2321 Crabtree Blvd., Raleigh, NC 27604-2260 (Location)
919-733-1786 (phone), 919-733-6893 (fax), http://h2o.enr.state.nc.us/ncwetlands/

13. On-site, in-kind mitigation is the preferred method of mitigation. In-kind mitigation within the same watershed is preferred over out-of-kind mitigation.
14. Mitigation should be in the following order: restoration, creation, enhancement, and lastly preservation.

The supplemental EIS should discuss in detail project alternatives that alleviate traffic problems without the project, such as mass transit, bicycle lanes (class II or III facilities) and traffic congestion management techniques.

For DWQ to concur with an alternative in the mountains or piedmont, DOT will need to commit to full control of access to the wetland parcels or DOT to purchase these parcels for wetland mitigation.

Written concurrence of 401 Water Quality Certification may be required for this project. Applications requesting coverage under NW 14 or Regional General Permit 198200031 will require written concurrence. Please be aware that 401 certification may be denied if wetland or water impacts have not been avoided and minimized to the maximum extent practicable.

Thank you for requesting our input at this time. The DOT is reminded that issuance of a 401 Water Quality Certification requires that appropriate measures be instituted to ensure that water quality standards are met and designated uses are not degraded or lost. If you have any questions or require additional information, please contact Cynthia Van Der Wiele at (919) 733.5715.

Pc: Eric Alsmeyer, USACE Raleigh Field Office
Tom McCartney, USFWS Raleigh Field Office
MaryEllen Haggard, NCWRC
File Copy
Central Files

North Carolina Wildlife Resources Commission

Charles R. Fullwood, Executive Director

MEMORANDUM

TO: Melba McGee
Office of Legislative and Intergovernmental Affairs, DENR

FROM: Maryellen Haggard, Highway Project Coordinator
Habitat Conservation Program

DATE: August 23, 2001

SUBJECT: Request for information from the N. C. Department of Transportation (NCDOT) regarding fish and wildlife concerns for Winston Salem Northern Beltway, Eastern Section, from US 421/ I-40 Business to US 311, Forsyth County, North Carolina. TIP No.U-2579A, State Project No. 8.26251001, Federal Aid Project NHF- 0918(14), OIE # O2E-0058

This memorandum responds to a request from Mr. William D. Gilmore of the NCDOT for our concerns regarding impacts on fish and wildlife resources resulting from the subject project. Biologists on the staff of the N. C. Wildlife Resources Commission (NCWRC) have reviewed the proposed improvements. Our comments are provided in accordance with certain provisions of the National Environmental Policy Act (42 U.S.C. 4332(2)(c)) and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661-667d).

At this time we have no specific concerns regarding this project. We would point out that Salem Lake and Abbots Creek Water Supply Watersheds are included within the study area. To help facilitate document preparation and the review process, we request that the following information be provided:

1. Description of fishery and wildlife resources within the project area, including a listing of federally or state designated threatened, endangered, or special concern species. Potential borrow areas to be used for project construction should be included in the inventories. A listing of designated plant species can be developed through consultation with the following programs:

   The Natural Heritage Program
   N. C. Division of Parks and Recreation
   1615 Mail Service Center
   Raleigh, N. C. 27699-1615
   (919) 733-7795

and,

NCDA Plant Conservation Program
P. O. Box 27647
Raleigh, N. C. 27611
(919) 733-3610

2. Description of any streams or wetlands affected by the project. If applicable, include the linear feet of stream that will be channelized or relocated.

3. Cover type maps showing wetland acreage impacted by the project. Wetland acreage should include all project-related areas that may undergo hydrologic change as a result of ditching, other drainage, or filling for project construction. Wetland identification may be accomplished through coordination with the U. S Army Corps of Engineers (COE). If the COE is not consulted, the person delineating wetlands should be identified and criteria listed.

4. Cover type maps showing acreage of upland wildlife habitat impacted by the proposed project. Potential borrow sites should be includec

5. Show the extent to which the project will result in loss, degradation, or fragmentation of wildlife habitat (wetlands or uplands).

6. Include the Mitigation plan for avoiding, minimizing or compensating for direct and indirect degradation in habitat quality as well as quantitative losses.

7. Address the overall environmental effects of highway construction and quantify the contribution of this individual project to environmental degradation.

8 Provide a discussion of the probable impacts on natural resources, which will result from secondary development, facilitated by the improved road access.

9. If construction of this facility is to be coordinated with other state, municipal-, or private development projects, a description of these projects should be included in the environmental document, and all project sponsors should be identified.

Thank you for the opportunity to provide input in the early planning stages for this project. If we can further assist your office, please contact me at (336) 527-1549.

cc: USFWS, Asheville

State of North Carolina
NCDENR Department of Environment and Natural Resources

Reviewing Office: _____

Project Number: 02E-0058 Due Date: 8/27/01

INTERGOVERNMENTAL REVIEW - PROJECT COMMENTS

After review of this project it has been determined that the DENR 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 this 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)
☐	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)
☑ (4)	NPDES-permit to discharge into surface water and/or permit to operate and construct wastewater facilities discharging into state surface waters. Stormwater	Application 180 days before begin activity. On-site inspection preapplication 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)
☐	Water Use Permit	Preapplication technical conference usually necessary	30 days (N/A)
☐	Well Construction Permit	Complete application must be received and permit issued prior to the installation of a well.	7 days (15 days)
☑ (4)	Dredge and Fill Permit	Application copy must be served on each adjacent riparian property owner. On-site inspection. Preapplication conference usual. Filling may require Easement to Fill from N C Department of Administration and Federal Dredge and Fill Permit.	55 days (90 days)
☐	Permit to construct & operate Air Pollution Abatement facilities and/or Emission Sources as per 15 A NCAC (2Q.0100, 2Q.0300, 2H.0600)	N/A	60 days
☑ (2)	Any open burning associated with subject proposal must be in compliance with 15 A NCAC 2D.1900	Or Forsyth County Env Affairs Dept. equivalent	60 days (90 days)
☑ (3)	Demolition or renovations of structures containing asbestos material must be in compliance with 15 A NCAC 2D.1110 (a) (1) which requires notification and removal prior to demolition. Contact Asbestos Control Group 919-733-0820.	N/A	
☐	Complex Source Permit required under 15 A NCAC 2D.0800		
☑ (5)	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 $40 for the first acre or any part of an acre.		20 days (30 days)
☐	The Sedimentation Pollution Control Act of 1973 must be addressed with respect to the referenced Local Ordinance.		30 days
☐	Mining Permit	On-site inspection usual. Surety bond filed with DENR. 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)
☐	North Carolina Burning permit	On-site inspection by N.C. Division of Forest Resources if permit exceeds 4 days	1 day (N/A)
☐	Special Ground Clearance Burning Permit-22 counties in coastal N C. with organic soils.	On-site inspection by N C. Division of 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)
☐	Oil Refining Facilities	N/A	90 - 120 days (N/A)
☐	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 DENR 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 or 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)
☐	Permit to drill exploratory oil or gas well	File surety bond of $5,000 with DENR running to State of N.C. conditional that any well opened by drill operator shall, upon abandonment, be plugged according to DENR rules and regulations.	10 days (N/A)
☐	Geophysical Exploration Permit	Application filed with DENR at least 10 days prior to issue of permit. Application by letter. No standard application form.	10 days (N/A)
☐	State Lakes Construction Permit	Application fees based on structure size is charged. Must include descriptions & drawings of structure & proof of ownership of riparian property.	15 - 20 days (N/A)
☑ 4	401 Water Quality Certification	N/A	55 days (130 days)
☐	CAMA Permit for MAJOR development	$250.00 fee must accompany application	60 days (130 days)
☐	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, N.C. 27611		
0 ☑	Abandonment of any wells, if required must be in accordance with Title 15A Subchapter 2C.0100.		
3 ☑	Notification of the proper regional office is requested if "orphan" underground storage tanks (USTs) are discovered during any excavation operation.		
☐	Compliance with 15A NCAC 2H 1000 (Coastal Stormwater Rules) is required.		45 days (N/A)

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

0 Sherri V. Knight, GW Section 8/8/01

2 Forsyth County Env Affairs Dept (727-8060) has jurisdiction for AQ within Forsyth County

3 Cindy Pinturel 771-4600 - UST Section

4 Larry D Cable DWQ 8-20-01 (see attached wetlands & Water Comments)

5 ~~Matter~~ Date - NCDOT has a delegated sediment and erosion control program responsible for plan approval and Field inspections. 8/21/01.

REGIONAL OFFICES

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

☐ **Asheville Regional Office**
59 Woodfin Place
Asheville, N.C. 28801
(828) 251-6208

☐ **Fayetteville Regional Office**
225 Green Street, Suite 714
Fayetteville, N.C. 28301
(910) 486-1541

☐ **Mooresville Regional Office**
919 North Main Street
Mooresville, N.C. 28115
(704) 663-1699

☐ **Raleigh Regional Office**
3800 Barrett Drive, P.O. Box 27687
Raleigh, N.C. 27611
(919) 571-4700

☐ **Washington Regional Office**
943 Washington Square Mall
Washington, N.C. 27889
(252) 946-6481

☐ **Wilmington Regional Office**
127 Cardinal Drive Extension
Wilmington, N.C. 28405
(910) 395-3900

☐ **Winston-Salem Regional Office**
585 Waughtown Street
Winston-Salem, N.C. 27107
(336) 771-4600

C

WETLANDS AND WATERS COMMENTS

Please be advised that you should consider proceeding with pre-application meetings for acquiring your USACOE 404 permit and your DWQ 401 certifications for this project prior to completing your environmental review. Although no permits or certifications can be issued until the environmental document is completed, the 404/401 pre-application process could provide additional insights into the project.

The delineation of the wetland/waters impacts accomplished should be verified by the USACOE for both the acres of jurisdictional wetlands and jurisdictional linear footage of waters during this review It is suggested that during the 404/401 review that site visits be coordinated so that USACOE and DWQ field personnel, water supply and stormwater administrators, and other interested parties can be present. Both stream and wetland mitigation could be required for impacts which cannot be avoided. High value bottomland hardwood wetlands have been found and avoided during permitting and certifications for other 404/401 impacts in the general area. Stormwater (maintaining current hydrography and water supply (maintaining current quality) issues will also require due diligence and buffer protection. Variances and/or mitigation requirements and/or other actions may be necessary for both. Maximizing mitigation efforts within the same subbasin where the impacts occur will be paramount due to the above issued.

Bioengineering techniques and stream design criteria should be utilized for stream protection. relocations, and restorations as per fluvial morphology and restoration principles developed by Dave Rosgen, et. al.

It will be crucial during construction in or near wetlands and waters, (by all parties contributing to this development), that the 404/401 conditions be followed without deviation (should they be issued) as specific conditions will help reduce the cumulative impacts associated with this project. Controlling equipment operators should be a high priority in order to prevent unpermitted impacts, unnecessary wetland losses, and to provide the required preservation or restoration of preexisting conditions and elevations. Restoration of any construction drained areas and revegetation must be accomplished after construction is finished. Floodplain pools should be avoided in order to protect any endangered or special concern species, if any.

STORMWATER PERMITS COMMENTS

Any construction activity including clearing, grading, and excavation activities resulting in the disturbance of five (5) or more acres of total land are required to obtain a NPDES Stormwater Permit prior to beginning these activities. This permit requires weekly inspections of all sediment control facilities plus a record of inspection after any rainfall event greater than 0.05 inches. Violations are finable

Any facility that is defined as having stormwater discharges associated with industrial activity is required to obtain a NPDES Stormwater Permit prior to beginning operation.

State stormwater permits are required for development activities draining to Outstanding Resource Waters or activities within one mile of and draining to High Quality Waters if the activities require a Sedimentation and Erosion Control Plan. The Stormwater Permit must be obtained prior to development activities

Dickens

North Carolina
Department of Administration

Michael F. Easley, Governor

Gwynn T. Swinson, Secretary

September 5, 2001

Mr. William Gilmore
NCDOT
1448 Mail Service Center
Raleigh, NC

SEP 7

Dear Mr. Gilmore:

Re: SCH File # 02-E-4220-0058; Scoping Scoping-Supplemental DEIS for the construction on new location of the Winston-Salem Northern Beltway, Eastern Section Extension in Forsyth County

The above referenced project has been reviewed through the State Clearinghouse Intergovernmental Review Process. Attached to this letter are comments made by agencies reviewing this document.

Should you have any questions, please do not hesitate to call me at (919) 807-2425.

Sincerely,

Chrys Baggett

Ms. Chrys Baggett
Environmental Policy Act Coordinator

Attachments

cc: Region I

NCDENR
North Carolina Department of Environment and Natural Resources
Michael F. Easley, Governor
William G. Ross Jr., Secretary

MEMORANDUM

TO: Chrys Baggett
State Clearinghouse

FROM: Melba McGee
Environmental Review Coordinator

SUBJECT: 02-E-0058 Scoping for the Proposed Winston-Salem Northern Beltway, Eastern Section, Forsyth County

DATE: August 28, 2001

The Department of Environment and Natural Resources has reviewed the proposed information. The attached comments are for the applicant's information and consideration. Any comments received from the Division of Water Quality will be forwarded to you for your file.

Thank you for the opportunity to review.

Attachments

RECEIVED
AUG 28 2001
N.C. STATE CLEARINGHOUSE

1601 Mail Service Center, Raleigh, North Carolina 27699-1601
Phone: 919-733-4984 \ FAX: 919-715-3060 \ Internet: www.enr.state.nc.us/ENR/

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Duckena

North Carolina
Department of Administration

Michael F. Easley, Governor

Gwynn T. Swinson, Secretary

September 6, 2001

Mr. William Gilmore
N.C. Dept. of Transportation
Project Dev. and Env. Analysis Branch – 1548 MSC
Raleigh, North Carolina 27698-1548

SFD

Dear Mr. Gilmore:

Re: SCH File # 02-E-4220-0058; Scoping -Supplemental DEIS for the Winston-Salem Northern Beltway, Eastern Section Extension in Guilford County; TIP #U-2579-A

The above referenced project has been reviewed through the State Clearinghouse Intergovernmental Review Process. Attached to this letter are ***additional*** comments made by agencies reviewing this document. Please include these comments with those previously submitted by this office.

Should you have any questions, please do not hesitate to call me at (919) 807-2425.

Sincerely,

Chrys Baggett

Ms. Chrys Baggett
Environmental Policy Act Coordinator

Attachments

cc: Region I

North Carolina Department of Environment and Natural Resources

Michael F. Easley, Governor

William G. Ross Jr., Secretary

MEMORANDUM

TO: Chrys Baggett
State Clearinghouse

FROM: Melba McGee
Project Review Coordinator

RE: 02-E-0058 Scoping Winston-Salem Northern Beltway, Forsyth County

DATE: September 5, 2001

The attached comments were received by this office after the response due date. These comments should be forwarded to the applicant and made a part of our previous comment package.

Thank you for the opportunity to respond.

Attachment

RECEIVED
SEP 6 2001
N.C. STATE CLEARINGHOUSE

1601 Mail Service Center, Raleigh, North Carolina 27699-1601
Phone 919-733-4984 \ FAX 919-715-3060 \ Internet: www.enr.state.nc.us/ENR/

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Lee Spencer

DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCES
DIVISION OF ENVIRONMENTAL HEALTH

Project Number
025-0058
County
For 54/6

Inter-Agency Project Review Response

Project Name NCDOT- Winston Salem Scoping Letter Type of Project New Northern Beltway Connector

Comments provided by:

- ☐ Regional Program Person
- ☒ Regional Engineer for Public Water Supply Section
- ☐ Central Office program person

Name: LEE G. SPENCER Date: 8/24/01

Telephone number: 336-771-4600

Program within Division of Environmental Health:

- ☑ Public Water Supply
- ☐ Other, Name of Program: _____

Response (check all applicable):

- ☐ No objection to project as proposed
- ☐ No comment
- ☐ Insufficient information to complete review
- ☐ Comments attached
- ☒ See comments below

THE PROPOSED STUDY AREA INCLUDES PORTIONS OF TWO WATER SUPPLY WATERSHEDS. THE STUDY AREA IMPACTS A SIGNIFICANT AMOUNT OF THE SMALL SALEM LAKE WATERSHED WHICH SUPPLIES THE WINSTON-SALEM/FORSYTH COUNTY WATER SYSTEM. DIRECT AND SECONDARY IMPACTS ON THE WATER SUPPLY WATERSHED WILL LIKELY BE SIGNIFICANT.

THE STUDY AREA ALSO COVERS A SMALL AMOUNT OF THE HEADWATERS OF THE LAKE TOM-A-LEX WATER SUPPLY WATERSHED, THIS WATER SUPPLY SERVES THE CITIES OF THOMASVILLE AND LEXINGTON. JGA

Return to:

Public Water Supply Section
Environmental Review Coordinator
for the
Division of Environmental Health

Packet Letter Retained in WSRO

DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCES
DIVISION OF ENVIRONMENTAL HEALTH

Project Number
02E-0058
County
Forsyth

Inter-Agency Project Review Response

Project Name NC DOT - Winston-Salem Scoping Letter Type of Project New Northern Beltway Connector

☐ The applicant should be advised that plans and specifications or all water system improvements must be approved by the Division of Environmental Health prior to the award of a contract or the initiation of construction (as required by 15A NCAC 18C .0300et. seq.). For information, contact the Public Water Supply Section, (919) 733-2321.

☐ This project will be classified as a non-community public water supply and must comply with state and federal drinking water monitoring requirements. For more information the applicant should contact the Public Water Supply Section, (919) 733-2321.

☐ If this project is constructed as proposed, we will recommend closure of _____ feet of adjacent waters to the harvest of shellfish. For information regarding the shellfish sanitation program, the applicant should contact the Shellfish Sanitation Section at (252) 726-6827.

☐ The soil disposal area(s) proposed for this project may produce a mosquito breeding problem. For information concerning appropriate mosquito control measures, the applicant should contact the Public Health Pest Management Section at (252) 726-8970.

☐ The applicant should be advised that prior to the removal or demolition of dilapidated structures, a extensive rodent control program may be necessary in order to prevent the migration of the rodents to adjacent areas. For information concerning rodent control, contact the local health department or the Public Health Pest Management Section at (919) 733-6407.

☐ The applicant should be advised to contact the local health department regarding their requirements for septic tank installations (as required under 15A NCAC 18A. 1900 et. sep.). For information concerning septic tank and other on-site waste disposal methods, contact the On-Site Wastewater Section at (919) 733-2895.

☐ The applicant should be advised to contact the local health department regarding the sanitary facilities required for this project.

☐ If existing water lines will be relocated during the construction, plans for the water line relocation must be submitted to the Division of Environmental Health, Public Water Supply Section, Technical Services Branch, 1634 Mail Service Center, Raleigh, North Carolina 27699-1634, (919) 733-2321.

☒ For Regional and Central Office comments, see the reverse side of this form for PWSS Comments and the separate DEH/ Pest Management comments.

Jerry Rollins — Reviewer

Public Water Supply — Section/Branch

8-28-01 — Date

B - Harrison

DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCES
DIVISION OF ENVIRONMENTAL HEALTH

Project Number
02E-0058
County
Forsyth

Inter-Agency Project Review Response

Project Name NCDOT - Winston Salem Scoping Letter Type of Project New Northern Beltway Connector

Comments provided by:

- [x] Regional Program Person (Pest Management)
- [ ] Regional Engineer for Public Water Supply Section
- [ ] Central Office program person

Name: Bruce Harrison Bruce A Harrison Date: 21 Aug. 2001

Telephone number: 336-771-4608 x 367

Program within Division of Environmental Health:

- [ ] Public Water Supply
- [x] Other, Name of Program: _____

Response (check all applicable):

- [ ] No objection to project as proposed
- [ ] No comment
- [ ] Insufficient information to complete review
- [ ] Comments attached
- [x] See comments below

Based on Forsyth County records the Kerners Mill Cr., Fiddlers Cr., Muddy Cr. and Abbotts Creek areas that will be involved have not ~~created~~ caused major mosquito problems in the past. It is anticipated that mosquito problems will increase in this area due to construction and disruption of the environment when this project is initiated. This will increase the surveillance and control burden of the Forsyth Co. mosquito control section.

Return to:

Public Water Supply Section
Environmental Review Coordinator
for the
Division of Environmental Health

TOWN OF KERNERSVILLE

Larry R. Brown, Mayor
Randy E. McCaslin, Town Manager

P.O. Box 728
Kernersville, NC 27285-0728

134 East Mountain Street
Telephone (336) 996-3121
Fax (336) 996-4822

RECEIVED
JUL 26 2002
Div. 9 Engineers Office

July 23, 2002

Pat Ivey
NCDOT Division of Engineering
2125 Cloverdale Avenue
Winston Salem NC 27105

Re: Northeast Beltway

Dear Mr. Ivey;

This letter is written to request certain design considerations in the Northeast Beltway. Those considerations are:

- street and pedestrian connectivity; and
- an Airport Connector interchange

The Northeast Beltway will bisect existing and potential street and pedestrian connectivity in the area between Business-40 and West Mountain Street. The pedestrian connection includes a planned greenway along Kerner Mill Creek. An east/west connection for automobiles is crucial due to the fact that West Mountain Street is or will soon be at capacity.

It is my understanding that the Airport Connector has not been considered in the current beltway design. As you may be aware, the Winston-Salem MPO has selected an Airport Connector corridor and interchange location within the beltway.

At this time I request NCDOT's consideration in the design of the Northeast Beltway to include street and pedestrian connectivity in the area between Business-40 and West Mountain Street; and an interchange with the Airport Connector.

If you have any questions, please give me a call at 992-0704.

Sincerely,

Jeff Hatling, AICP
Planning Director

C: Curtis Swisher, Alderman and TAC member
Randy McCaslin, Town Manager
Tim Shields, Public Works Director
Greg Errett, Winston-Salem MPO

/dmg02070801ltr

ALDERMEN
B.J. Ellender - Brian M. Green - Dawn H. Morgan - J. Irving Neal - Curtis L. Swisher

NORTH CAROLINA'S PIEDMONT TRIAD

NORFOLK SOUTHERN

Norfolk Southern Corporation
99 Spring Street, S.W.
Atlanta, Georgia 30303
404/529-1408
Fax: 404/527-2589

J. N. Carter, Jr.
Chief Engineer
Bridges and Structures

Philip N. Decker
Engineer
Public Improvements
Phone: 404/529-1436
Fax: 404/527-2769

Subject: Winston-Salem, North Carolina – Proposed Winston-Salem Northern Beltway, I-74, Crossing Norfolk Southern Railway Tracks by Grade Separation at Mileposts K-19.0+/-, K-35.4+/- and R-120.3+/-. State Project 6.628002T (U-2579) Forsyth County.

September 16, 2003
Files: 117-29039 PND
117-14104

Ms. Missy Dickens, P. E.
Project Development and Environmental Branch
North Carolina Department of Transportation
1548 Mail Service Center
Raleigh, North Carolina 27699-1548

Dear Ms. Dickens:

Reference is made to your letter dated August 1, 2003 furnishing us with a map showing the preferred alignment for the Winston-Salem Northern Beltway, TIP Projects R-2247, U-2579 and U-2579A. It appears that Project U-2579 will cross Norfolk Southern tracks at the three above captioned locations as noted on the attached copy of the location map.

Each location is being reviewed by the railway's management and I hope to be in a position in the very near future to respond to the inquiry made in the last paragraph of your letter.

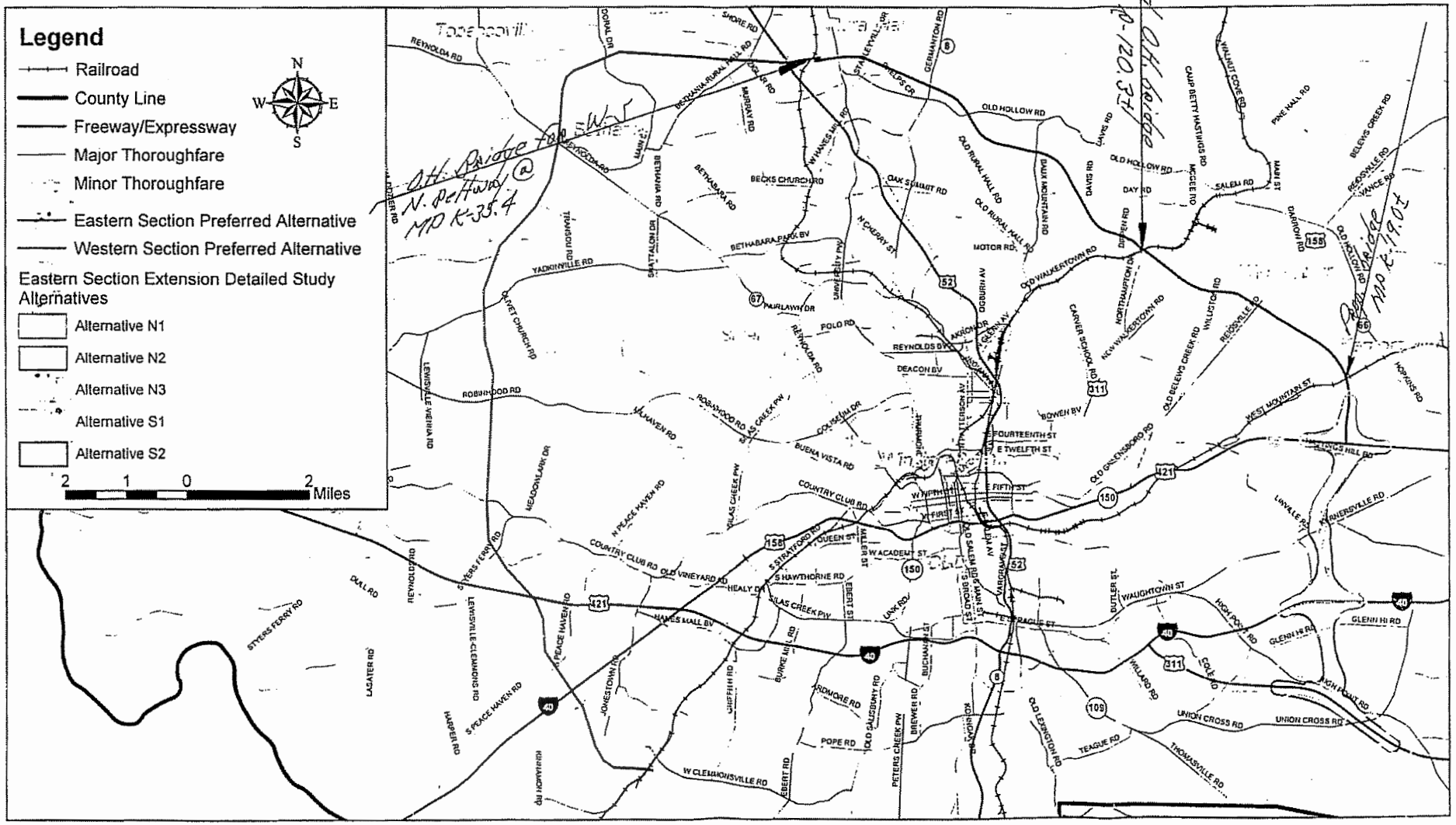
Please contact me at 404/529-1436 should you have questions.

Sincerely,

P. N. Decker
Engineer
Public Improvements

Winston-Salem Northern Beltway

Western Section and Eastern Section Preferred Alternatives
Eastern Section Extension Alternatives


Legend
Railroad
County Line
Freeway/Expressway
Major Thoroughfare
Minor Thoroughfare
Eastern Section Preferred Alternative
Western Section Preferred Alternative
Eastern Section Extension Detailed Study Alternatives
Alternative N1
Alternative N2
Alternative N3
Alternative S1
Alternative S2
2 1 0 2 Miles
N
W
E
S
Prepared for NC 150 Overpass
Overpass NC 8 & 19.0 ft
Overpass NC 65 & 19.0 ft
Overpass NC 66 & 19.0 ft
Overpass NC 67 & 19.0 ft
Overpass NC 109 & 19.0 ft
Overpass NC 158 & 19.0 ft
Overpass NC 421 & 19.0 ft
Overpass NC 52 & 19.0 ft
Overpass NC 311 & 19.0 ft
Overpass NC 49 & 19.0 ft
Overpass NC 150

APPENDIX D

7. Notices of Intent

[Federal Register: August 3, 2000 (Volume 65, Number 150)]
[Notices]
[Page 47820]
From the Federal Register Online via GPO Access [wais.access.gpo.gov]
[DOCID:fr03au00-117]

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Forsyth County, North Carolina

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that a supplemental draft environmental impact statement will be prepared for a proposed highway project in Forsyth County, North Carolina.

FOR FURTHER INFORMATION CONTACT: Mr. Roy Shelton, Operations Engineer, Federal Highway Administration, 310 New Bern Avenue, Suite 410, Raleigh, North Carolina 27601, Telephone: (919) 856-4350.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the North Carolina Department of Transportation (NCDOT), will prepare a supplemental draft environmental impact statement (EIS) on an extension of the proposed Northern Beltway (Eastern Section) of Winston-Salem in Forsyth County. The proposed action would be the construction of a multi-lane divided, controlled access highway on new location from US 421 east of Winston-Salem to US 311 southeast of Winston-Salem. A Draft Environmental Impact Statement on the Eastern Section, the portion of the facility from US 52 northwest of Winston-Salem to US 421 east of Winston-Salem (FHWA-NC-EIS-95-04-D) was approved by FHWA on 14 September, 1995. The Eastern Section together with the Eastern Section Extension will carry proposed I-74 and will relieve congestion on US 52 and US 421. The proposed action is a part of the 1987 Winston-Salem/ Forsyth County Thoroughfare Plan.

Alternatives under consideration include: (1) The ''no-build'', (2) improving existing facilities, and (3) a controlled access highway on new location.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies. A public meeting and meetings with local officials and neighborhood groups will be held in the study area. A public hearing will also be held. Information on the time and place of the public hearing will be provided in the local news media. The supplemental draft EIS will be available for public and agency review and comment at the time of the hearing. No formal scoping meeting is planned at this time.

To ensure that the full range of issues related to the proposed action are addressed and all significant issues are identified, comments and suggestions are invited from all interested parties.

Comments and questions concerning the proposed action should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

Roy C. Shelton,
Operations Engineer, Federal Highway Administration, Raleigh, North Carolina.
[FR Doc. 00-19606 Filed 8-2-00; 8:45 am]
BILLING CODE 4910-22-M

SUMMARY: The U.S. Federal Highway Administration (FHWA) in coordination with the District of Columbia Department of Transportation (DDOT) in Washington, DC is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared to assess the potential effects of the proposed action to reopen Klingle Road, NW., to vehicular access in Washington, DC. To ensure that all significant issues related to the proposed action are identified, DDOT will conduct a public scoping meeting.

FOR FURTHER INFORMATION CONTACT: Federal Highway Administration, District of Columbia Division: Mr. Michael Hicks, Environmental/Urban Engineer, 1990 K Street, NW., Suite 510, Washington, DC 20006–1103, (202) 219–3536; or Maurice Keys, District of Columbia, Department of Transportation, (202) 671–2740.

SUPPLEMENTARY INFORMATION: Klingle Road is located in northwest Washington, DC and runs northeast to west from Beach Drive in Rock Creek Park to the Washington National Cathedral. The segment of Klingle Road between Porter Street, NW. and Cortland Place, NW. (approximate designations) was closed to traffic in 1991 due to deterioration of the roadway related to drainage failure. The Council of the District of Columbia never officially closed this segment of Klingle Road through a legislative action, however [this portion of the road remains closed to traffic. Failure of the drainage system has resulted in severe deterioration of the roadway, headwalls, and underlying stormwater system. At a minimum the no-action alternative would include repairing the retaining walls to better manage stormwater run-off in the study area. The purpose of the proposed action is to provide an east-west connection through Rock Creek Park in the District of Columbia by reopening Klingle Road to vehicular access. The Klingle Road Restoration Act of 2003, Bill #B15–0061, was introduced by the Council of the District of Columbia in January 2003 and was enacted in March 2003. Section 3 of the bill specifically states ''The portion of Klingle Road, NW., between Porter Street, NW., on the east to Cortland Place, NW., on the west, shall be repaired and re-opened to the public for vehicular traffic and recreational uses.'' The directive to repair Klingle Road was codified in to law as part of the Fiscal Year 2004 Budget Support Act of 2003, effective November 13, 2003 (D.C. Law 15–39; D.C. Official Code § 9–115.11). According to this Act: The portion of Klingle Road, NW., between Porter Street, NW., on the east to Cortland Place, NW., on the west shall be re-opened to the public for motor vehicle traffic, with the repair and reconstruction of Klingle Road, which shall include the establishment of a District Department of Transportation storm water management plan, to commence no later than 180 days following November 13, 2003.'

The environmental review of the vehicular use alternatives will be conducted in accordance with the requirements of the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S.C. 4371, *et seq.*), Council on Environmental Quality (CEQ) regulations (40 CFR parts 1500–1508), FHWA Code of Federal Regulations (CFR 23 part 771.101–771.137 *et seq.*), and all applicable Federal, state, and local government laws, regulations, and policies.

Public Scoping Meeting: DDOT will solicit public comments for consideration and possible incorporation in the Draft EIS through public scoping, including a scoping meeting, on the proposed action. To ensure that the full range of issues related to this proposed action are addressed and all significant issues are identified early in the process, comments and suggestions are invited from all interested and/or potentially affected parties. These individuals or groups are invited to attend the public scoping. The meeting location and time will be publicized in local newspapers and elsewhere. Written comments will be accepted throughout this process and can be forwarded to the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205 Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program).

Issued on: March 12, 2004.

Gary L. Henderson,

Division Administrator, District of Columbia Division, Federal Highway Administration.

[FR Doc. 04–6027 Filed 3–16–04; 8:45 am]

BILLING CODE 4910–22–M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Forsyth County, NC

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Revised notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that a draft environmental impact statement will be prepared for the consolidated Winston-Salem Northern Beltway proposed highway projects in Forsyth County, North Carolina.

FOR FURTHER INFORMATION CONTACT: Ms. Emily Lawton, Operations Engineer, Federal Highway Administration, 310 New Bern Avenue, Suite 410, Raleigh, North Carolina 27601, Telephone: (919) 856–4350.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the North Carolina Department of Transportation (NCDOT), will prepare a draft environmental impact statement (EIS) on the consolidated Northern Beltway proposed highway projects (Western Section, Eastern Section, and Eastern Section Extension) of Winston-Salem in Forsyth County. The proposed action would be the construction of a multi-lane divided, controlled access highway on new location from US 158 southwest of Winston-Salem to US 311 southeast of Winston-Salem. A Final Environmental Impact Statement on the Western Section, the portion from US 158 southwest of Winston-Salem to US 52 northwest of Winston-Salem (FHWA–NC–EIS–92–06–F), was approved by FHWA on 14 March 1996. The Western Section will improve north-south connectivity in western Forsyth County, provide improved direct regional connections to other major highways, and relieve congestion on roadways in western Forsyth County. A Draft Environmental Impact Statement on the Eastern Section, the portion of the facility from US 52 northwest of Winston-Salem to US 421 east of Winston-Salem (FHWA–NC–EIS–95–04–D), was approved by FHWA on 14 September 1995. The Eastern Section together with the Eastern Section Extension will serve regional traffic by improving system linkage and continuity, relieving congestion on major highways including US 52 and US 421, and by providing the route for future I–74. The proposed action is a part of the 1987 Winston-Salem/Forsyth County Thoroughfare Plan. In addition, the projects together will provide a northern loop highway in accordance with the 1989 North Carolina Highway Trust Fund Act.

Alternatives under consideration include: (1) The ''no-build'', (2) improving existing facilities, (3) transportation demand management and transportation system management alternatives; (4) mass transit alternatives; and (5) a controlled access highway on new location.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies. A public meeting and meetings with local officials and neighborhood groups will be held in the study area. A public hearing will also be held. Information on the time and place of the public hearing will be provided in the local news media. The supplemental draft EIS will be available for public and agency review and comment at the time of the hearing. No formal scoping meeting is planned at this time.

To ensure that the full range of issues related to the proposed action are addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Comments and questions concerning the proposed action should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: March 3, 2004.

Emily Lawton,

Operations Engineer, Raleigh, North Carolina.

[FR Doc. 04–5964 Filed 3–16–04; 8:45 am]

BILLING CODE 4910–22–M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Watauga and Caldwell Counties, NC

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Rescindment of notice of intent.

SUMMARY: The FHWA rescinds its notice of intent to prepare an environmental impact statement for the proposed US 321 Improvements project at Blowing Rock.

FOR FURTHER INFORMATION CONTACT: Ms. Emily Lawton, Operations Engineer, Federal Highway Administration, 310 New Bern Avenue, Suite 410, Raleigh, North Carolina 27601, Telephone: (919) 856–4350.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the North Carolina Department of Transportation (NCDOT), prepared a Draft Environmental Impact Statement (FHWA–NC–EIS–02–D) for the US 321 Improvements project at Blowing Rock in Caldwell and Watauga Counties, North Carolina. The FHWA does not intend to prepare a Final Environmental Impact Statement on this action.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on March 3, 2004.

Emily Lawton,

Operations Engineer, Raleigh, North Carolina.

[FR Doc. 04–5965 Filed 3–16–04; 8:45 am]

BILLING CODE 4910–22–M

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

Qualification of Drivers; Exemption Applications; Vision

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice of denials.

SUMMARY: The FMCSA announces its denial of 43 applications from individuals who requested an exemption from the Federal vision standards applicable to interstate truck drivers and the reasons for the denials. The FMCSA has statutory authority to exempt individuals from vision standards if the exemptions granted will not compromise safety. The agency has concluded that granting these exemptions does not provide a level of safety that will equal or exceed the level of safety maintained without the exemptions for these commercial motor vehicle drivers.

FOR FURTHER INFORMATION CONTACT: Ms. Sandra Zywokarte, Office of Bus and Truck Standards and Operations, (MC–PSD), (202) 366–2987, Department of Transportation, FMCSA, 400 Seventh Street, SW., Washington, DC 20590–0001. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 31315 and 31136(e), FMCSA may grant an exemption from the Federal vision standards for a renewable 2-year period if it finds such an exemption would likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved absent such an exemption (49 CFR 391.41(b)(10)).

Accordingly, FMCSA evaluated 43 individual exemption requests on their merits and made a determination that these applicants do not satisfy the criteria established to demonstrate that granting an exemption is likely to achieve an equal or greater level of safety than exists without the exemption. Each applicant has, prior to this notice, received a letter of final disposition on his/her individual exemption request. Those decision letters fully outlined the basis for the denial and constitute final agency action. The list published today summarizes the agency's recent denials as required under 49 U.S.C. 31315(b)(4) by periodically publishing names and reason for denials.

The following 20 applicants lacked sufficient recent driving experience over three years:

Allen, Percy B.
Bacon, Nick D.
Clifton, Jr., Raymond E.
Coleman, Jerry D.
Hallwachs, Jerry
Hansen, Michael P.
Hardee, Richard G.
Henson, Richard M.
Hillman, Robert
Hoefner, Patrick L.
King, William J.
Levine, Martin L.
McEntyre, William C.
Meyer, Fred G.
Osuna, Jorge L.
Pierce, Jr., Charles E.
Reynolds, Glennis R.
Sharp, Ronald L.
Weeks, David N.
Whitlow, Jr., Bernard R.

Two applicants, Mr. David W. Shrimplin and Mr. Timothy D. Leggett, do not have experience operating a commercial motor vehicle (CMV) and therefore presented no evidence from which FMCSA can conclude that granting the exemption is likely to achieve a level of safety equal to that existing without the exemption.

The following 9 applicants do not have 3 years of experience driving a CMV on public highways with the vision deficiency:

Burnworth, Randy L.
Huelster, Randy
McFalls, Carol W.
Miller, Larry
Rich, Ross C.
Roberts, Michael J.
Schwab, Charles F.
Steinmetz, Daniel L.
Willhoyt, Richard P.

Four applicants do not have 3 years of recent experience driving a CMV with the vision deficiency:

Crane, James R.
Gruszecki, Ronald J.
Holland, Billie E.
Powell, Richard G.

Three applicants, Mr. Danny Netherland, Mr. Edward J. Perfetto and

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Environmental Impact Statement: Forsyth County, NC

[Federal Register: September 13, 2004 (Volume 69, Number 176)]
[Notices]
[Page 55210]
From the Federal Register Online via GPO Access [wais.access.gpo.gov]
[DOCID:fr13se04-88]

DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

Environmental Impact Statement: Forsyth County, NC

AGENCY: Federal Highway Administration (FHWA), DOT.
ACTION: Revised notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that a supplemental final environmental impact statement on the Western Section of the Northern Beltway and a supplemental draft environmental impact statement on the Eastern Section and Eastern Section Extension of the Winston-Salem Northern Beltway will be prepared as one document to address the impacts of the consolidated proposed Winston-Salem Northern Beltway projects in Forsyth County, North Carolina.

FOR FURTHER INFORMATION CONTACT: Ms. Emily Lawton, Operations Engineer, Federal Highway Administration, 310 New Bern Avenue, Suite 410, Raleigh, North Carolina 27601, Telephone: (919) 856-4350.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the North Carolina Department of Transportation (NCDOT), will prepare, as one document and under one cover, a supplemental final environmental impact statement on the Western Section of the Northern Beltway and a supplemental draft environmental impact statement on the Eastern Section and Eastern Section Extension of the Northern Beltway of Winston-Salem in Forsyth County. The document will address the impacts that all sections of the Northern Beltway will have on the environment. Public comments will be addressed in a subsequent environmental document that will also address any changes to the Western Section and the Eastern Section and Eastern Section Extension of the Northern Beltway, prepared as a single document. The proposed action would be the construction of a multi-lane divided, controlled access highway on new location from US 158 southwest of Winston-Salem to US 311 southeast of Winston-Salem. A Final Environmental Impact Statement on the Western

Section, the portion from US 158 southwest of Winston-Salem to US 52 northwest of Winston-Salem (FHWA-NC-EIS-92-06-F), was approved by FHWA on 14 March 1996. A Draft Environmental Impact Statement on the Eastern Section, the portion of the facility from US 52 northwest of Winston-Salem to US 421 east of Winston-Salem (FHWA-NC-EIS-95-04-D), was approved by FHWA on 14 September 1995.

Alternatives under consideration include: (1) The ``no-build'', (2) improving existing facilities, (3) transportation demand management and transportation system management alternatives; (4) mass transit alternatives; and (5) a controlled access highway on new location.

Letters describing the proposed action and soliciting comments have been sent to appropriate Federal, State, and local agencies. Public meetings and meetings with local officials and neighborhood groups have been held in the study area. A public hearing will also be held. Information on the time and place of the public hearing will be provided in the local news media. The supplemental final environmental impact statement/supplemental draft environmental impact statement will be available for public and agency review and comment at the time of the hearing.

To ensure that the full range of issues related to the proposed action are addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Comments and questions concerning the proposed action should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

Dated: September 1, 2004.
Emily O. Lawton,
Operations Engineer, Raleigh, North Carolina.
[FR Doc. 04-20594 Filed 9-10-04; 8:45 am]
BILLING CODE 4910-22-M

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APPENDIX D

8. Other Agency Coordination

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Asheville Field Office
160 Zillicoa Street
Asheville, North Carolina 28801

October 3, 1995

Mr. Nicholas L. Graf, P.E.
Division Administrator
Federal Highway Administration
310 New Bern Avenue, Suite 410
Raleigh, North Carolina 27601

Dear Mr. Graf:

Subject: Proposed construction of the Winston-Salem Northern Beltway, Western Section, Forsyth County, North Carolina, TIP No. R-2247

In your letter of September 25, 1995, you requested our concurrence that the subject project will have "no effect" on federally listed endangered and threatened species. The following comments are provided in accordance with the provisions of Section 7 of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531-1543) (Act).

The U.S. Fish and Wildlife (Service) has reviewed the information provided with your letter and appreciates that surveys were conducted for federally listed species. The Service concurs with the "no effect" determination for the red-cockaded woodpecker (Picoides borealis), small-anthered bittercress (Cardamine micranthera), and white irisette (Sisyrinchium dichotomum) with regard to this project. In view of this, we believe the requirements of Section 7(c) of the Act, as amended, are fulfilled. However, obligations under Section 7 of the Act must be reconsidered if: (1) new information reveals impacts of this identified action that may affect endangered or threatened species or critical habitat in a manner not previously considered, (2) this action is subsequently modified in a manner not considered in this review, or (3) a new species is listed or critical habitat is determined that may be affected by the action.

In any future correspondence pertaining to this project, please reference our Log Number 4-2-89-078.

Sincerely,

Richard G. Biggins
Acting Field Supervisor

Trustees

Chairperson
Sandy Carmany
Greensboro TAC

Vice-Chairperson
Gloria Whisenhunt
Forsyth County

Treasurer
Larry Williams
Winston-Salem TAC

Secretary
John Patterson
Alamance County

Becky Smothers
High Point

Fred Terry
Winston-Salem

Steve Ross
Burlington

Keith Holliday
Greensboro

Fred Sink
Davidson County

Nancy Dunn
Doug Galyon
NCDOT Board Members

Bill Whiteheart
Airport Commission of FC

Bob Landreth
Guilford County

Larry Warlick
High Point TAC

Ed Hooks
Burlington TAC

Dr. Otis Tillman
Piedmont Triad Airport

Darrell Frye
Randolph County

David Isley
Rockingham County

June 8, 2004

Missy Dickens, P.E., Project Manager
North Carolina Department of Transportation
Project Development and Environmental Analysis Branch
1548 Mail Service Center
Raleigh, North Carolina 27699-1548

Subject: Winston-Salem Northern Beltway Projects, Forsyth County

Dear Missy:

It is my understanding that the Supplemental Draft Environmental Impact Statement for the Northern Beltway projects in Forsyth County will be available for public review and comments sometime this summer. With that in mind, I wanted to share my opinion with you regarding the number of railroad tracks running parallel to West Mountain Street at the future Beltway.

As you know PART is currently planning for commuter passenger rail service between Clemmonsville and Burlington which will necessitate two rail tracks. At the current time there is a single track used for Norfolk Southern freight; however, in recent negotiations for trackage in Winston–Salem, Norfolk Southern has requested an additional track to accommodate future freight, bringing the total number of tracks to four.

In addition to the four tracks needed for commuter passenger rail and freight services, plans are ongoing to provide future high-speed passenger service to Winston-Salem. It is my thought that the future high-speed rail service can be provided on one of the commuter or freight lines with proper switching, scheduling, and signalization. However, I suggest you discuss the high-speed rail service with Pat Simmons of the North Carolina Rail Division. Although, it is possible that five tracks will be needed, I think to plan for fewer than four tracks, either passing under or over the eastern segment of the Northern Beltway is shortsighted.

Please advise if you have questions or if I can provide additional information.

Sincerely,

Brent McKinney, PE
Executive Director

cc: Sandy Carmany, PART Board Chairperson
Pat Simmons, Director of NC Rail Division

The Piedmont Authority for Regional Transportation
7800 Airport Center Drive, Suite 102, Greensboro, North Carolina 27409
336-662-0002 * Fax 336-662-9253 * www.partnc.org

Winston-Salem

Department of
Transportation

City of Winston-Salem
P.O. Box 2511
Winston-Salem, NC 27102
Tel 336.727.2707
Fax 336.748.3370
www.cityofws.org/dot/

June 18, 2004

Ms. Missy Dickens, P.E.
North Carolina Department of Transportation
Mail Service Center 1548
Raleigh, N.C. 27699-1548

Dear Missy:

Thank you for the opportunity to comment on the draft E.I.S. for the Northern Beltway. On behalf of the Winston-Salem Department of Transportation, I would like to share the following:

- We think the document clearly defines the projects' purpose and scope in terms of the needs for north/south road connectivity, congestion relief, improved safety and the expansion of regional/intrastate and interstate traffic.

- We also think the document clearly shows that the No Build, Transportation Management, Mass Transit/Multi-Modal or Improve Existing Roadway Alternatives will not provide the connectivity, congestion relief, safety or air quality benefits to Winston-Salem, Forsyth County or the Region.

- We further think the document does a complete and thorough job of addressing the impacts of the project.

- Finally, we think NCDOT has done a good job of addressing all the issues, we are aware of, in the settled lawsuit and the judge's opinions resulting from the attorney's fees.

Thank you for all your hard work.

Sincerely,

Stanley F. Polanis
Director of Transportation

cc: Roger Sheats, Jr., Deputy Secretary for Environment,
Planning and Local Government Affairs
Nancy Dunn, North Carolina Board of Transportation
Pat Ivey, Division Engineer, NCDOT
Greg Turner, Assistant City Manager

APPENDIX D

9. Agency Comment Letters Included in the Public Hearing Record

List of Agency Comments

Letter #	Last Name	First Name	Title	Company/Agency	Mailing Address	City	State	Zip	Comment Type
A-1	Wylie, PE	Phil		City of High Point	P.O. Box 230	High Point	NC	27261	written
A-2	Serosky	Mark		Forsyth County Parks and Recreation Department	201 North Chestnut Street	Winston-Salem	NC	27101-4120	written
A-3	Hatling, AICP	Jeff	Planning Director	Town of Kernersville	P.O. Box 728	Kernersville	NC	27285	written
A-4	Corder	Dan	Village Administrator	Village of Tobaccoville	P.O. Box 332	Tobaccoville	NC	27050	written
A-5	blank								written
A-6	Joines	J. Allen	Mayor	City of Winston-Salem	Post Office Box 2511	Winston-Salem	NC	27105	written
A-7	Turner	Gregory M.	Assistant City Manager	City of Winston-Salem	P.O. Box 2511	Winston-Salem	NC	27102	written
A-8	Polanis	Stanley	Director of Transportation	City of Winston-Salem	P.O. Box 2511	Winston-Salem	NC	27102	written
A-9	McBride	Sarah		SHPO	4618 Mail Service Center	Raleigh	NC	27699	written
A-10	Joines	Allen	Mayor	City of Winston-Salem					verbal
A-11	Turner	Gregory M.	Assistant City Manager		P.O. Box 2511	Winston-Salem	NC	27102	verbal
A-12	Turner	Gregory M.	Assistant City Manager	City of Winston-Salem Dept of Public Works	P.O. Box 2511	Winston-Salem	NC	27102	verbal
A-13	Shields	Tim	Director	Town of Kernersville Public Works					verbal
A-14	Williams	Larry	Mayor	Rural Hall					verbal
A-15	Barrows	Jimmy	Chief	Kernersville Fire Department					verbal
A-16	Wooten	Ron	Chairman	Kernersville Planning Board					verbal
A-17	Sammons	Macon	County Manager	Surry County					verbal
A-25	Shields	Tim	Director	Town of Kernersville Public Works					verbal
A-18	Norby	Paul		City-County Planning Board (Forsyth County & Winston-Salem)	PO Box 2511	Winston-Salem	NC	27102	written
A-19	(blank)								
A-20	McCaslin	Randy E.	Town Manager	Town of Kernersville	PO Drawer 728	Winston-Salem	NC	27285-0728	written
A-21	Melba	McGee	Environmental Review Coordinator	NCDENR	1601 Mail Service Center	Raleigh	NC	27699-1601	written
A-22	Wrenn	Brian L.		NCDWQ	1650 Mail Service Center	Raleigh	NC	27699-1650	written
A-23	Chambers	Marla	Western NCDOT Permit Coordinato	NCWRC	1721 Mail Service Center	Raleigh	NC	27699-1721	written
A-24	Mueller	Heinz J.	Chief, NEPA Program Office	USEPA	61 Forsyth Street	Atlanta	GA	30303-8960	written

A-2
pg 1 of 2

Parks and Recreation Department

Mark Serosky
DIRECTOR

October 28, 2004

CITIZENS PARTICIPATION
RECEIVED
NOV 01 2004

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

Dear Mr. Goode:

Thank you for sending me a copy of your newsletter for the Winston-Salem Northern Beltway.

(1) I wanted to make a comment as a Parks and Recreation professional in Forsyth County for the past 29 years. I believe that our community has the opportunity with the Beltway future construction to offer adjoining asphalted beltways/walkways along this Beltway route. I hope you will consider the possibility of this alternative traffic mode when the Beltway is constructed. I have many requests over the years from people wanting to travel locally by walking and biking to their destinations instead of using a vehicle. The beltway potentially would meet some of this need with a parallel asphalt paths connecting neighbors, neighborhood to schools, neighborhoods to shopping areas, etc.)

If actual construction of this path system cannot be included in the Beltway cost, perhaps at a minimum, an easement could be acquired in the Beltway corridor for future path construction.

(2) I am currently actively involved in the Piedmont Greenway Plan that will run from Salem Lake (Winston-Salem), through Kernersville to Triad Park (Forsyth/Guilford County land) to Lake Brandt (Greensboro). Please keep this greenway trail in mind when the Beltway is built so we can have access under the new highway for pedestrians, in-line skaters and bicylists.

(3) As a final thought, please keep the Forsyth County Parks and Recreation Department in mind when you may need to create mitigation for wetlands that are disturbed for the Beltway. We will shortly present a Master Park System plan to our County Commissioners that will recommend acquiring wetlands/greenways in Forsyth County for open space. If the opportunity develops that the Department of Transportation (DOT) has a need to provide mitigation and acquires wetlands that fit in our Master Plan, I would be interested in talking with you.

201 North Chestnut Street * Winston-Salem, North Carolina 27101-4120 * Telephone (336) 703-2500 * Fax (336) 727-2164
www.forsyth.cc/Parks

A-1

CITY OF HIGH POINT
NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

CITIZENS PARTICIPATION
RECEIVED
DEC 01 2004

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

RE: Winston-Salem Beltway U-2579 & U-2579A

Dear Mr. Goode,

1 I will not be able to attend the December 2, 2004 Public Hearing for this project but am submitting this as written support for the project. The Eastern portion and the extension of the beltline from I-40 South to US 311 are important to High Point and the region. The construction of these projects will help to reduce congestion on I-40 and US 52 near downtown Winston-Salem. Motorist from High Point, with destination North of Winston-Salem, use US 311, I-40 and US 52 to get to Mount Airy, I-77, etc. Construction of the Eastern Beltway and the extension of the beltway to US 311 would provide a safer, less congested route.

As you know, I-74 was included in ISTEA Legislation and is to follow US 52 from I-77 to US 311 and around High Point to US 220. It is critical to the central part of the North Carolina that I-74 be completed as soon as possible. Without the completion of The Eastern Beltline and the extension to US 311 congestion and accidents will continue to increase on US 52 and I-40 near Winston-Salem. Our Chamber of Commerce and other organizations in High Point have passed resolutions supporting the project. If you need a resolution from the City or other agencies in High Point, please give me a call at 336-883-3223.

Phil Wylie, P.E.

Telephone (336) 883-3225

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pg 2 of 2

In addition, there is the possibility of improving existing wetlands at Triad Park if this would work for mitigation for DOT. Forsyth and Guilford Counties jointly own Triad Park (426 acres) and it is administered by Forsyth County.

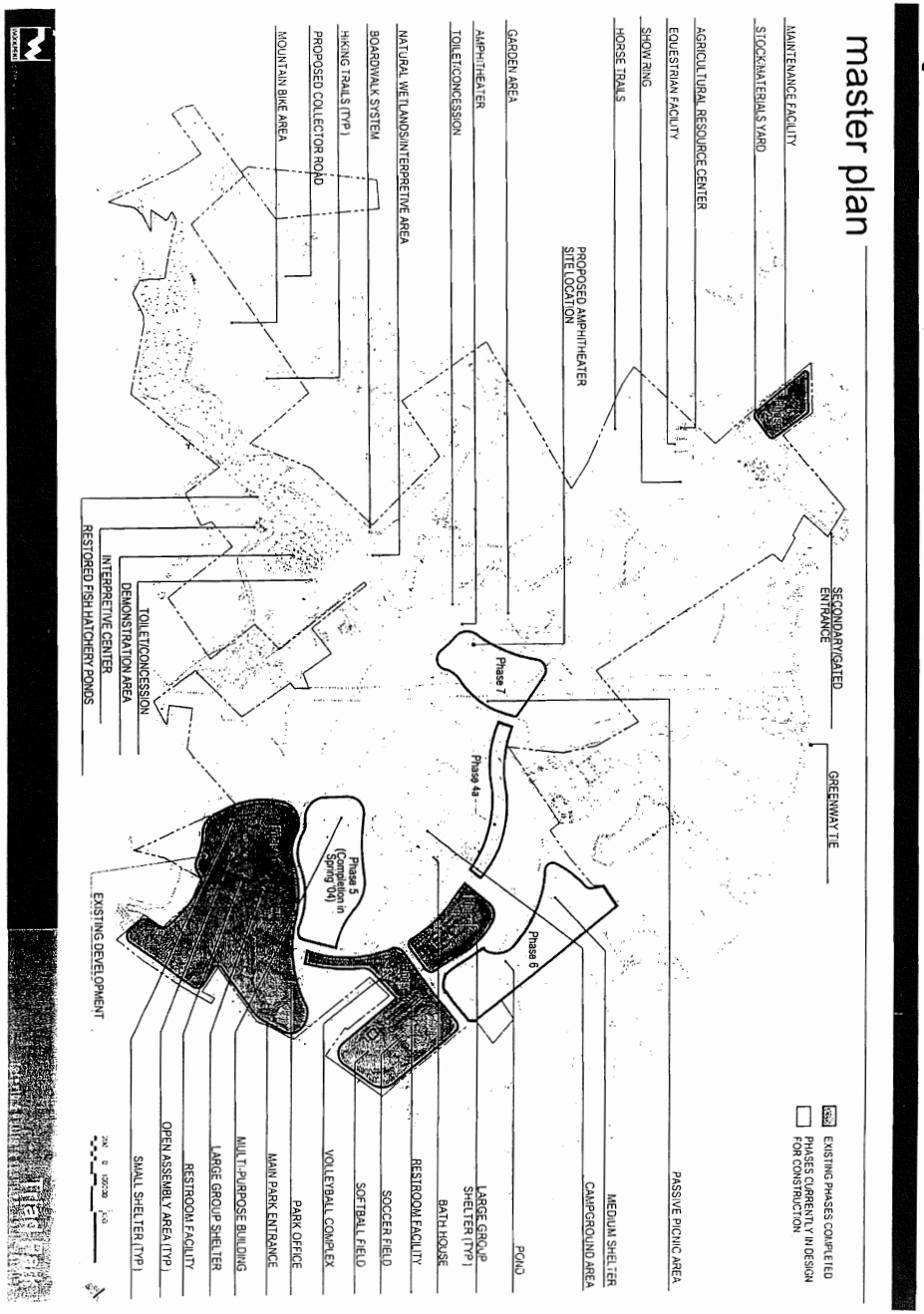
Please call me (336-703-2500 Ext 5) if you have any questions.
Thank you.

Sincerely,

Mark Serosky

cc: Ms. Missy Dickens, P.E.
Ms. Jill Gurak, P.E.
Mr. Larry Meisner, P.E., AICP

A-2
attach. 1



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NEWS

A trail for two cities

7-20-04

By Amy Dominello Staff Writer
News & Record

Looking for an alternate route to Interstate 40 when you're headed from Greensboro to Winston-Salem?

For those willing to travel on foot or by bicycle, the Triad could see another path between the two cities in about 10 years.

The Piedmont Land Conservancy has developed a plan for a 19-mile greenway, called the Piedmont Greenway, to connect the two cities.

The idea for the proposed project has been simmering at the conservancy since the late 1990s, and a master plan with a proposed route was developed earlier this year, said Charles Brummitt, executive director of the organization.

The proposed route would connect Lake Higgins in Greensboro to Salem Lake in Winston-Salem, with the greenway running through Triad Park and downtown Kernersville. It would also tie into the 16-mile Bicentennial Greenway in Guilford County.

The route would be north of I-40 and Brummitt hopes that eventually other trail and greenway systems, such as the ones in High Point, will hook into the Piedmont Greenway.

"It would become a backbone of a trail system," Brummitt said.

The proposed greenway would be paved and used by walkers, joggers and bicyclists. Nine miles of spur greenways are also possible in Summerfield and Kernersville, with one that could be designated for equestrian use.

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The conservancy -- which works to protect wetlands, farms, natural heritage sites and greenspace -- has been presenting the route to local transportation and parks and recreation officials as well as outdoors enthusiasts, Brummitt said. Local councils and commissions will be briefed on the project soon, he said.

Brummitt said each jurisdiction would be responsible for constructing and maintaining their portion of the greenway. Seven local governments would be involved in the project: Forsyth County, Greensboro, Guilford County, Kernersville, Oak Ridge, Summerfield and Winston-Salem. Fifty-seven percent of the greenway would be in Guilford; 43 percent would be in Forsyth.

The 19-mile greenway would cost $5.1 million to build; the nine miles of additional spurs would cost another $2.1 million.

Upkeep per mile is estimated at $5,000 each year.

Brummitt hopes each jurisdiction will begin including the greenway in their budgets. If that's the case, the full greenway could be built over the course of 10 years.

The proposed greenway would be popular with local residents, said Mike Simpson, the lakes and trails director for Greensboro.

"It would be heavily used and well-received by the community," he said.

Andy Grzymski, High Point transportation planning administrator, said the city was looking to preserve land to connect with the greenway, possibly at Triad Park. But he said the path would have to cross both I-40 and I-40 Business and a rail line.

"It becomes another travel route," Grzymski said. "It gives people the option of going longer distances by biking or hiking."

Simpson anticipates that people would use the route for both business and recreation, especially as it connects to other trail and greenway systems.

"It would open up a lot of possibilities," he said.

The greenway could also become a major tourism draw and economic development tool for the area, connecting miles of trails and greenways in the Piedmont, Brummitt said.

"We need to be able to bring jobs to the area," he said. "Having an amenity like a greenway is a tremendous attribute."

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Brummitt envisions historical tours taking the greenway from Old Salem to the Guilford Courthouse National Military Park. He said the greenway could also connect with the Mountains to Sea trail, a planned 1,000-mile trail that would run across the state.

For the most part, the greenway would run through existing rural areas and near rail lines. Kernersville is the only area where the greenway would encroach upon urban areas. Some residents of Kernersville have worried that the path will come too close to their property.

Brummitt said officials will have to determine the best route for the greenway.

"Nobody wants to shove anything down anyone's throat," he said.

The conservancy has spent nearly all of the $50,000 it has raised so far on plans for the greenway and hopes to raise additional money from community foundations and groups to help coordinate the project.

"We think this fits into our mission for creating urban green space in a rapidly growing area," Brummitt said.

Contact Amy Dominello at 883-4422, Ext. 248, or adominello@news-record.com

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WALTER MARSHALL
GLORIA D. WHISENHUNT

A-2 attach 5

Agenda

SEPTEMBER 13, 2004 – GOVERNMENT CENTER – 7:30 P.M.

INVOCATION BY REVEREND DOUGLAS HARDIN, PASTOR, NEW LIFE WESLEYAN CHURCH, WINSTON-SALEM, NORTH CAROLINA

PLEDGE OF ALLEGIANCE

1. **Resolution Designating September 27, 2004 as "NATIONAL FAMILY DAY – A DAY TO EAT DINNER WITH YOUR FAMILY" in Forsyth County**

2. **Resolution Designating the Month of September, 2004 as "STEP UP FORSYTH!" Month in Forsyth County**

3. **Public Hearing on the Proposed 2005 Schedules of Values, Standards and Rules for the Reappraisal of Real Property**

4. a. **Public Hearing to Consider the Expenditure of U.S. Department of Justice, Bureau of Justice Assistance, Local Law Enforcement Block Grant Funds**

   b. **Resolution Authorizing Execution of U.S. Department of Justice, Bureau of Justice Assistance, Local Law Enforcement Block Grant Documents (Sheriff's Office)**

A-2
attach 6

11. **Resolution Authorizing Execution of Contract Between Forsyth County and SIRSI Corporation for Library Software Support and Maintenance (Management Information Services)**

12. **Resolution Supporting the Piedmont Greenway Master Plan**

13. **Notice of the Forsyth County Board of Commissioners' Attendance at the Opening Ceremony at Woodland Hall at Triad Park on Thursday, September 23, 2004**

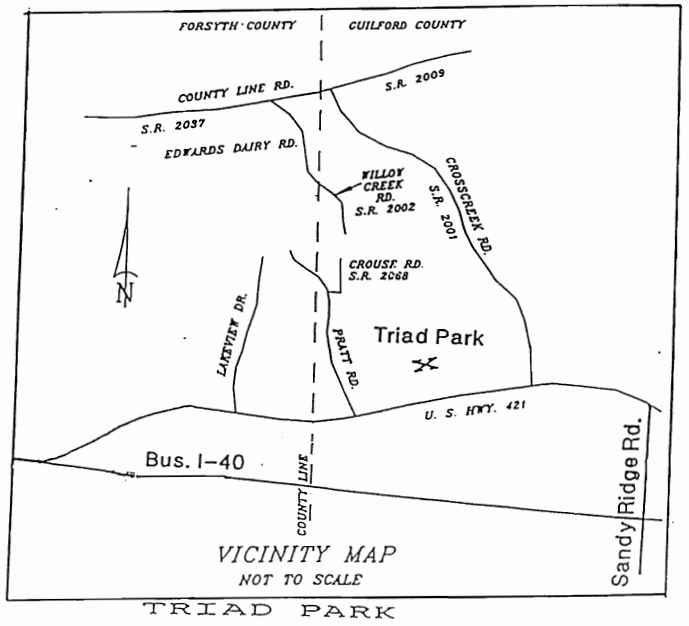
14. **Reports:**

    a. **Human Resources Report for Month of July, 2004**

    b. **Tax Assessor/Collector's Monthly Financial Report Dated July 30, 2004**

ADJOURNMENT

A-2
attach 7



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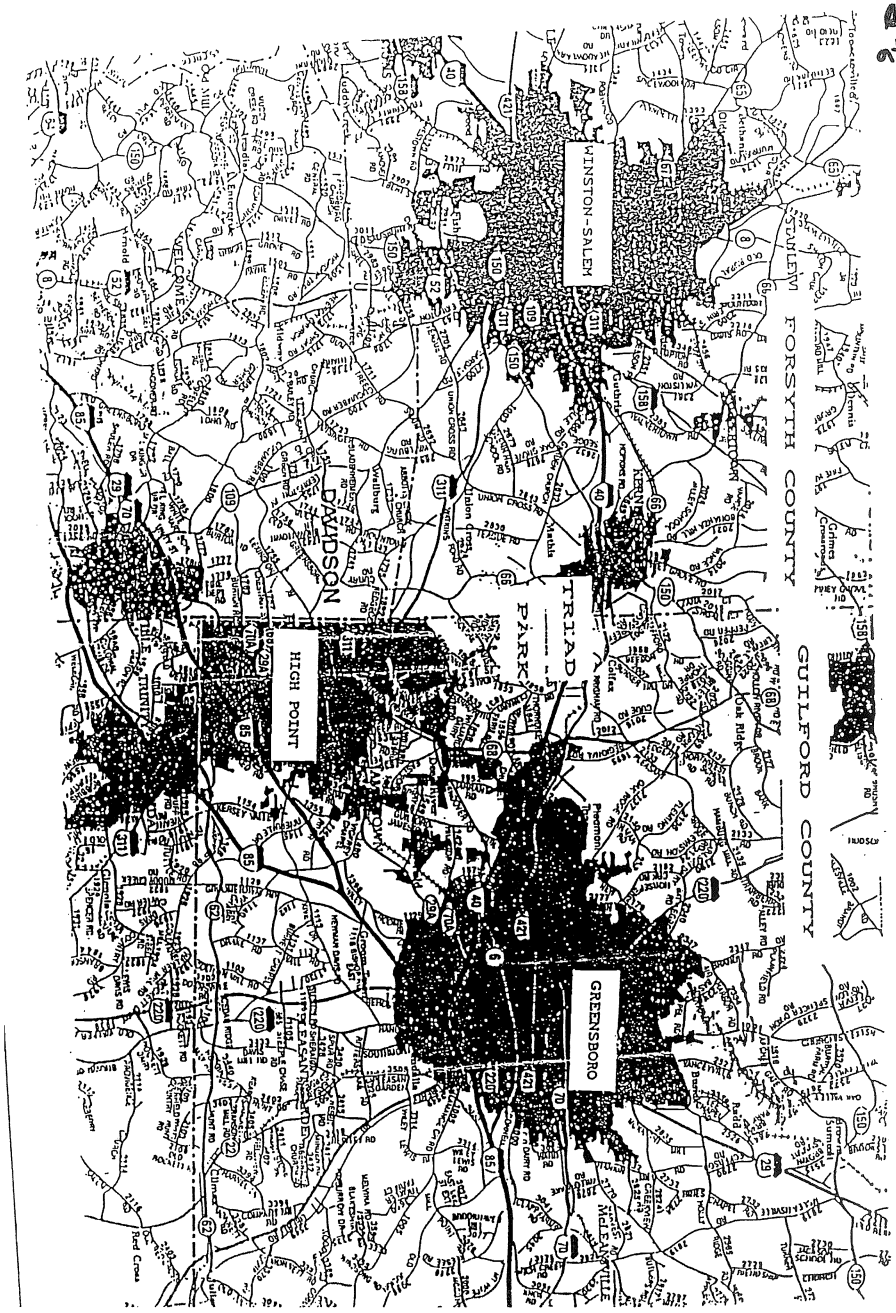

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PIEDMONT LAND CONSERVANCY

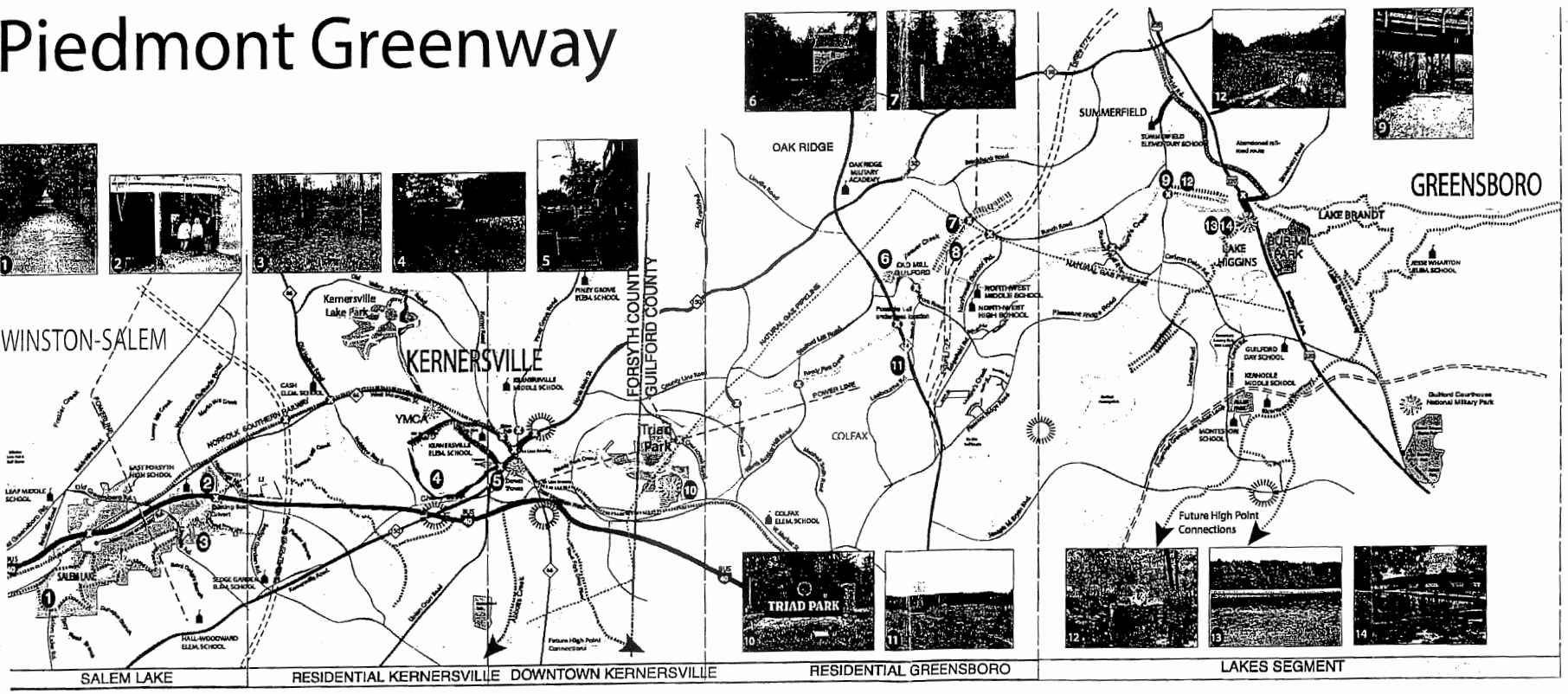
Charles Brummitt
Executive Director

P.O. Box 4025
Greensboro, NC 27404-4025
336-691-0088
Fax: 336-691-0044
Email: cbrummitt@piedmontland.org

A-2
attach

A-2
attach 10

Piedmont Greenway



LEGEND:

- Shopping Areas
- Golf Courses
- Existing Greenways
- Proposed Greenways
- Destinations
- Road Crossing Conflicts
- Streams/Water bodies
- Significant Wetland Areas
- Existing City Owned
- Existing Parks
- Schools
- Primary Greenway Trail
- Spur Trails

PIEDMONT LAND CONSERVANCY

GREENWAYS INCORPORATED
Bicycle & Pedestrian Planning Environmental Design

A-3

Subject: Winston-Salem Beltway Comments
Date: Tue, 4 Jan 2005 10:09:31 -0500
From: "Jeff Hatling" <hatlingj@ci.kernersville.nc.us>
To: <cgoode@dot.state.nc.us>

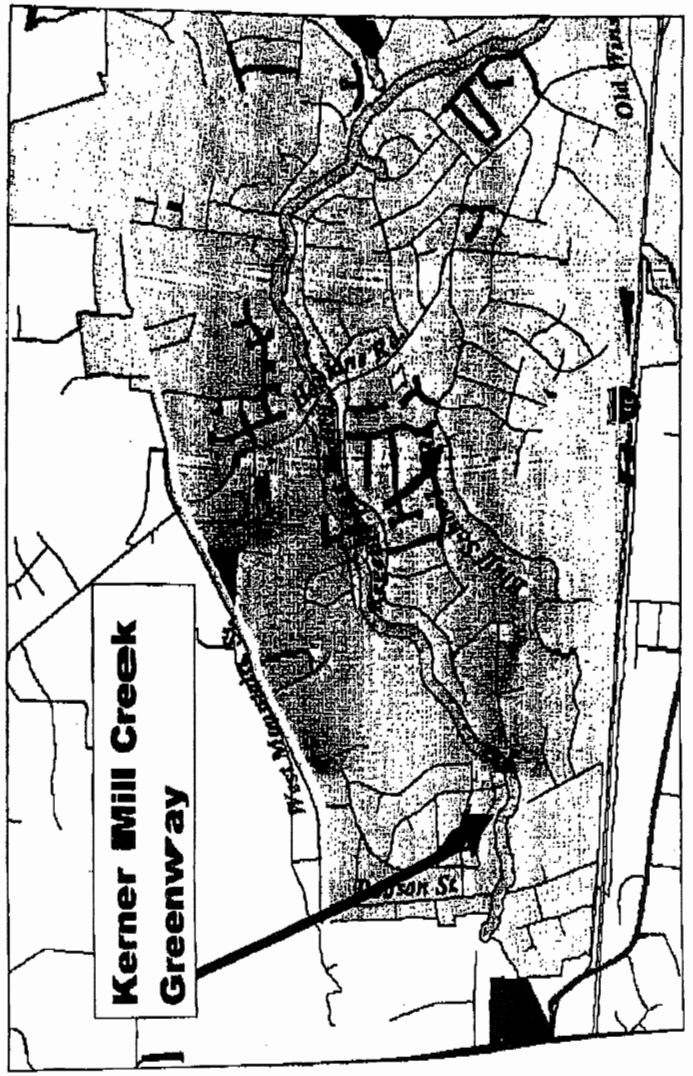
(1) This e-mail is sent to provide public comments on the proposed Winston-Salem Beltway. The Town of Kernersville's "Greenway Plan" has designated Kerner Mill Creek (between B-40 and West Mountain Street) as one of our major greenway corridors. The proposed beltway would prevent the completion of this greenway that is designed to connect Kernersville' greenway system to Winston-Salem's greenway system. I request that provisions be made to allow for a pedestrian & bicycle connection over or under the beltway.

Attached is a map of the Kerner Mill Greenway. <<greenway.doc>>

Jeff Hatling, AICP
Planning Director
Town of Kernersville
134 East Mountain St.
PO Box 728
Kernersville, NC 27285
336-992-0704
336-996-2046 fax

greenway.doc	**Name:** greenway.doc **Type:** Microsoft Word Document (application/msword) **Encoding:** base64 **Description:** greenway.doc **Download Status:** Not downloaded with message

A-3
attach.



A-4

Subject: Northern Beltway Comments
Date: Wed, 17 Nov 2004 09:08:23 -0500
From: "Administrator" <administrator@tobaccovillenc.org>
To: <cgoode@dot.state.nc.us>

I attended the public hearing on November 16, at the Anderson Conference Center in Winston Salem North Carolina reference the western leg of the proposed Northern Beltway Project R-2247.
As the Administrator and representative of the Council of the Village of Tobaccoville, we would like to make a few comments on the proposed interchange which passes through our southern limits. This interchange would be the Bethania Tobaccoville Road interchange.

1. We believe the proposed interchange alternative to be the correct one in regards to location and support the Department of Transportation in the construction of this alternative. We do not support any other alternative.

2. We are in support of the Northern Belway and believe that it will result in better connectivity for the community and serve to alleviate congestion within the area.

pro Beltway

(1) 3. We would like for the DOT to consider the access design for the residents of Wide Country Estates on the north end of this intersection. With the traffic load on either end of these intersections, residents may have difficulty turning out of Wide Country traveling north or south. You may have the same difficulties for the residents off of Kapp Road on the south side entering and exiting the main road. In addition entry into these residential subdivisions could be a problem.

(2) 4. Sound may also be an issue for the Wide Country residents depending on the design of the interchange and this needs to be studied in depth on how to minimize this problem.

Dan Corder

Village Of Tobaccoville
Village Administrator
P. O. Box 332
Tobaccoville, NC 27050
(336)983-0029

A-6

CITIZENS PARTICIPATION
RECEIVED
JAN 06 2005

City of Winston-Salem

OFFICE OF THE MAYOR ~ ALLEN JOINES

January 4, 2005

Mr. Carl Goode, P.E. Manager
North Carolina Department of Transportation
Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583

SUBJECT: Comments on the Winston-Salem Northern Beltway Draft EIS

Dear Mr. Goode:

(1) The City of Winston-Salem fully supports the entire Northern Beltway project and we want to go on record specifically recommending that the "N2S1" corridor be chosen as the preferred alternative for the Beltway's Eastern Section Extension. This request is supported by the attached resolution adopted by the City Council. I also hope NCDOT will fund the entire Beltway so that Interstate 74 will be completed through our urban area. (Resolution #1540)

I believe the purpose and need of the project are well documented in the Environmental Impact Statement and that this project is critical to help address Winston-Salem's transportation needs now and in the future.

Thank you and the NCDOT staff for your efforts.

Sincerely,

J. Allen Joines
Mayor

A-7

CITIZENS PARTICIPATION
RECEIVED
JAN 06 2005

Winston-Salem

Assistant City Manager
Public Works Department

City of Winston-Salem
P.O. Box 2511
Winston-Salem, NC 27102
Tel 336.727.2545
Fax 336.748.3173
www.cityofws.org

January 4, 2005

Mr. Carl Goode, P.E. Manager
North Carolina Department of Transportation
Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583

SUBJECT: Comments on the Winston-Salem Northern Beltway Draft EIS

Dear Mr. Goode:

(1) Thanks to you and the entire NCDOT staff for all your work on Winston-Salem's Northern Beltway. The City of Winston-Salem fully supports the Northern Beltway project, and we want to go on record recommending that the "N2S1" corridor be chosen as the preferred alternative for the Beltway's Eastern Section Extension. I've attached a copy of a resolution that our City Council passed that specifies the "N2S1" corridor as the alignment favored by the City. I also hope NCDOT will provide full funding for this segment of the Beltway to enhance the completion of Interstate 74 through our urban area. (Resolution is #15A)

(2) I believe the EIS is complete, has clearly delineated the purpose and need of the project, and has thoroughly examined the project's impacts. Although our primary concern is the constructing of the facility as quickly as good planning, design, and construction work will allow, we would also like for roads crossing the Beltway and the Beltway's interchanges to be designed with bicyclists and pedestrians in mind, and we would hope that planned greenways and trails that intersect the Beltway project will be accommodated. (3) We want to be sure that the Beltway's design is integrated with the long range plans that the Piedmont Authority for Regional Transportation has for passenger rail, bus rapid transit and regional park & ride facilities. (4) Finally, we have some concern about the number of streets that are proposed to severed or eliminated as a result of the project and would like to discuss this in the future.

Again, thank you and the NCDOT staff for your outstanding efforts. We look forward to helping you as this regionally significant and important project moves ahead.

Sincerely,

Gregory M. Turner, P.E.
Assistant City Manager/Public Works

pc: Bryce A. Stuart, City Manager
Stan Polanis, Director of Transportation

A-8

CITIZENS PARTICIPATION
RECEIVED
JAN 06 2005

Winston-Salem

Department of
Transportation

City of Winston-Salem
P.O. Box 2511
Winston-Salem, NC 27102
Tel 336.727.2707
Fax 336.748.3370
www.cityofws.org/dot/

January 4, 2005

Mr. Carl Goode, P.E. Manager
Office of Human Environment
North Carolina Department of Transportation
1583 Mail Service Center
Raleigh, NC 27699-1583

SUBJECT: Comments on the Winston-Salem Northern Beltway Draft EIS

Dear Mr. Goode:

We appreciate the opportunity to review and comment on the draft Environmental Impact Statement (EIS) documents for the Winston-Salem Northern Beltway (TIP Projects R-2247, U-2579 and U-2579A) and on the Design Public Hearing Maps for all three sections of the beltway.

Our comments are included below:

General Comments:

1) We want to thank NCDOT for the significant amount of work that has gone into the development of the draft EIS documents and the proposed design plans for the beltway. We want to especially thank you, Ms. Missy Dickens, PE, and the project consultants for the tremendous job of coordinating and completing the work for this very large and complex project.

2) We also want to thank you for the outstanding public participation process that provided and encouraged citizens, neighborhood groups, the business community, appointed and elected officials and many others to comment and be thoroughly involved in the planning of the beltway. We thought the public meetings and hearings went exceptionally well and were very well attended.

3) The City of Winston-Salem fully supports the Northern Beltway project. After a thorough review of the draft EIS and design plans, we recommend that the "N2S1" corridor be chosen as the preferred alternative for the beltways Eastern Section Extension. (A copy of the resolution, adopted by the Winston-Salem City Council, is attached.) We strongly encourage NCDOT to provide full funding for this segment of the beltway to enhance the completion of Interstate 74 through our urban area. (1)

Draft Environmental Impact Statement:

1) The Winston-Salem Urban Area Thoroughfare Plan Map and Technical Report, and the Winston-Salem Urban Area 2025 Multi-Modal Long Range Transportation Plan (LRTP) were updated simultaneously in 2002. References to the 1999 version of the 2025 LRTP and earlier updates of the Thoroughfare Plan should be used in historical context only and not as a statement of the current plans (for example, see page 1-11). (2)

2) The updated Thoroughfare Plan is our guide for planning our major street and highway system and we want to make sure that the recommendations in the plan have been considered in the planning of the beltway. Some of the plans recommendations are:

a. All of the thoroughfares that interchange with or cross the beltway should be designed with other modes of transportation in mind; including the provision of sidewalks, either at construction or allowance for their construction in the future, and the provision for bicycle accommodations by having wide outside travel lanes (14 feet plus) or physically separated paths parallel to the road. (3)

b. The town of Kernersville has expressed concern that the beltway completely bypasses it without any local access to the highway. This could be remedied with an interchange at Kernersville Road in eastern Winston-Salem and an interchange on West Mountain Street. Our Regional Airport Connector, as we have planned it (see page 6-28), would provide a long-term regional connection to the Piedmont Triad International Airport (PTIA) in Greensboro, and provide badly needed local access via West Mountain Street. Implementation of the Big Mill Farm Road interchange at Business 40, in Kernersville, would also provide Kernersville local access to the beltway. (4) (5) (6)

c. Our Thoroughfare Plan calls for an interchange at Old Walkertown Road. We think this interchange should be considered in the future. (7)

d. Springfield Farm Road (on the Thoroughfare Plan it is called the Peace Haven/Styers Ferry Road Connector) is a partially completed Minor Thoroughfare that was built by the developers of the subdivision. The subdivision was designed so that Springfield Farm Road would be extended east to tie into Peace Haven Road, and as planned, possibly a future interchange with the beltway. (8)

3) The projected 2025 traffic volumes and corresponding levels of service for various roads and road segments in Table 2-19 should be reviewed. Many of the projected volumes, on the Y-line roads, deserve more review in order to assure adequate cross-sections are planned for the Y-line streets. (9)

4) The beltway should be designed to accommodate the planned greenways, trails and other pedestrian facilities that may intersect with the project. (10)

5) The Piedmont Authority for Regional Transportation (PART) has identified the West Mountain Street corridor in Kernersville as a future regional transit line that may accommodate either bus or passenger rail rapid transit. Planning and design of the beltway should provide for additional capacity (tracks or road widths) along the corridor to accommodate these future modes of transportation. (11)

6) Consideration should be given for the provision of regional park-and-ride lots. At several interchanges, including: Stratford Road (US 158), Shallowford Road, Reynolda Road (NC 67), University Parkway (NC 66), Reidsville Road (US 158) and Kernersville Road. (12)

Design Public Hearing Maps

1) We are concerned about the number of thoroughfares that are being severed or eliminated. Old Rural Hall Road, Northampton Drive, Belews Creek Road, Hastings Hill Road, Oak Grove Road, High Point Road and possibly Sedge Garden and Linville Roads, are all proposed to be severed or eliminated. We look forward to working with NCDOT on this issue. (13)

2) Besides the thoroughfares listed above, a significant number of collector streets and local roads are also proposed to be cut off by the beltway. We will work with you in evaluating the impacts of these closures and their effects on future travel patterns, traffic volumes and the response times of emergency vehicles. (14)

3) We are very pleased to see the revised design for the Bethania-Tobaccoville Road interchange (Doral Drive), and appreciate the concern for the impacts to historic properties and residential neighborhoods in the vicinity.

A-8
page 4 of 4

Please contact Connie Curtis, Greg Errett or myself at 727-2707, if you have any questions about our comments. Also, let us know what else we can do to help as this project moves forward.

In closing, I again want to thank NCDOT for all its work on this project.

Sincerely,

(Attached Resolution → Resolution #15A)

Stanley F. Polanis
Director of Transportation

Attachment

PC: Greg Turner, Assistant City Manager
Connie Curtis, WSDOT
Greg Errett, WSDOT
Pat Ivey, NCDOT

A-9

North Carolina Department of Cultural Resources
State Historic Preservation Office
Peter B. Sandbeck, Administrator

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary
Office of Archives and History

Division of Historical Resources
David L. S. Brook, Director

November 12, 2004

MEMORANDUM

TO: Mary Pope Furr, NCDOT
Missy Dickens, NCDOT

FROM: Sarah McBride, SHPO

SUBJECT: Boundaries of Bethania National Historic District Landmark and Winston-Salem Northern Beltway, Western Section, US 158 to US 52, R-2247, Forsyth County, CH91-0603

(1) We would like to inform you that the above project has the potential to impact the Bethania National Landmark Historic District. This district has recently expanded to include approximately 19 acres of bottomland and Muddy Creek. In studying the maps, we believe the western section of the Winston-Salem beltway project has the potential to affect the northern tip of the historic district.

For your information, we are sending you a copy of the verbal boundary description, the boundary justification, and historic district map from the Bethania National Register nomination and a copy of our quad map with the district outlined in black.

Please make note of this boundary in your environmental planning documents.

Thank you.

www.hpo.dcr.state.nc.us

	Location	Mailing Address	Telephone/Fax
ADMINISTRATION	507 N. Blount St., Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919) 733-4763 • 733-8653
RESTORATION	515 N. Blount St., Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919) 733-6547 • 715-4801
SURVEY & PLANNING	515 N. Blount St., Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919) 733-6545 • 715-4801

LIST#	STREET#	DATE	HEIGHT	DESCRIPTION/ORIGINAL OWNER (IF KNOWN)

LANDSCAPE FEATURES

C SI-7. n.a. n.a. n.a. **Muddy Creek**

Muddy Creek forms the backbone of Bethania and the expanded National Register District. Beyond Bethania, Muddy Creek forms the basic structure of the 100,000 acre Wachovia Tract which contains the Bethania Town Lot and five other colonial Town Lots, each of which lies on either the main channel or a fork of Muddy Creek. Within the Bethania Town Lot and in terms of the National Register Historic District Amendment and Boundary Increase, the creek provided the industrial power for the first grist mill, 1784 (see entry #SI-6) and its associated features, as well as other mills known to have been located on the creek. The Black Walnut Bottom, one of the main reasons for the location of Bethania, was formed and sustained by periodic flooding of Muddy Creek. The Residential Lots of Bethania lie on a low saddle directly above these bottoms and in a close relationship to the creek (Photo 45).

SI-8 na na circa 1765 **Tavern Site**

There are extensive archaeological remains of the tavern that once stood on the northwest corner at the intersection of Loesch Lane and Main Street. Originally constructed about 1765 by George Hauser, the structure remained standing until sometime after 1855. An 1855 sketch by Maximillian De Grunert shows a three bay two story building with a shed roofed porch facing Main Street."Diary entries indicate that the tavern was the scene of numerous visits by prominent people, of marriages, the site of occasional disruptive behavior, and the site of the capture of deserters during the Revolutionary War"(Hartley 1992:1).

Test excavations conducted by M.O. Hartley located intact archaeological remains of the tavern, which were recommended for additional research. Evidence for three stone walls of the structure was located as well as remains of cellar steps. Based on the limited information from the test excavation, Hartley suggests that the tavern was 32 ½ feet from front to rear and approximately 45 to 50 feet wide. Exact width could not be determined, as the north wall of the structure has not been located. Since extensive sections of the foundation wall have not been delineated, and the cellar hole is unexcavated, a significant proportion of the archaeological evidence for the tavern remains intact. No archaeological tests of the tavern lot have been attempted, and the probability of additional evidence of activity areas in the back yard is high. (See photo 48 and Exhibit B.)

Integrity: The mid-18th century Moravian town plan of Bethania, with its main street and road system, residential lots and agricultural outlots, and graveyard, remains essentially intact. In 1769-1770, the original twenty-four residential lots were enlarged, and after 1822, when the practice of leasing sub-lots to residents by the Moravian Church ended, the original narrow "strip" lots allotted to individuals tended to be combined into larger parcels within the larger original lots. In spite of these changes, the initial, 1759 apportionment of land for the primary categories of uses is still evident in the landscape. In addition, a significant portion of the community's architectural heritage from the period 1759 to 1822 is extant, as is much of the built environment from 1822 to the eve of World War II, during which characteristically Moravian ways of life endured. Although a preponderance of the cultural resources are noncontributing due to age, the majority of them line historic roads and fit unobtrusively into the historic landscape (see especially the description of the Orchard Lots). Many of the noncontributing resources are traditional types built prior to World War II that are compatible with the contributing buildings in scale, materials, and basic form. The largest concentration of noncontributing

buildings, the Bethany Square subdivision, is sited so that most of it cannot be seen from historic roadways. The vast majority of the historic landscape features remain clearly identifiable and are among the most important aspects of the district. Although relatively few archaeological sites have been clearly identified, there is a preponderance of evidence for numerous widely dispersed additional sites within the boundaries. These resources add significantly to the integrity of Bethania and support the proposed boundaries.

10. GEOGRAPHICAL DATA

Acreage of Property: ca. 500 acres

UTM References:

	Zone	Northing	Easting		Zone	Northing	Easting
A	17	4006160	559390	**B**	17	4006160	559710
C	17	4004180	561000	**D**	17	4002690	559650
E	17	4002970	558940	**F**	17	4004150	558410

Verbal Boundary Description:

The boundaries of the Bethania historic area consists of an irregular polygon, shown as dashed lines on the enclosed two site maps and USGS map. The above UTM references are shown on the enclosed USGS map.

Boundary Justification:

The boundaries of the Bethania Historic District Amendment and Boundary Increase are drawn to include portions of the Bethania lot-use system as laid out by the Moravian surveyor P.C.G. Reuter in 1759, and seen on the ca. 1762 map (Exhibit D), the ca. 1765 map (Exhibit E), and the Bethania Town Lot Plan from the Reuter Great Map of Wachovia (Exhibits B and C). The boundaries are drawn to include the important Black Walnut Bottom Lots (Reuter's sections II, III, IV, VI, VII, IX, X, XII, and XIII), which continue in agricultural and farm fields and one wetland (IV), as well as Orchard Lots, Upland Fields, and related areas which are presented on these colonial maps. Bottom XIV bears a number assigned by the preparers of this nomination because this bottom lies north of the 1765 Bethania Lot Distribution Map area and it is not known what number, if any, was ever given to it; however, it is known from the Reuter Great Map that lots were assigned in this bottom.

Bottom I has been eliminated because it is occupied by a non-contributing automobile junkyard. As this activity is contrary to the property's zoning, however, this bottom may be recoverable in the future. The boundary of Bottom III has been drawn at the floodway, as the western half of this bottom has been filled for commercial use.

Beginning at the northeast corner of Bottom II and east of the Orchard Lots, the boundary follows the northwest side of the channel of Muddy Creek through a gorge to the bridge at Bethania-Tobaccoville Road. This includes the pivotal feature of Muddy Creek, which provides a natural physiographic boundary for this section of the amended district. Also included through this positioning of the boundary is one of the two distinctive peaks (the peak east of Muddy Creek gorge) which flank the Residential Lots and contain sections of the Orchard Lots (the other peak being God's Acre Hill). At the upper end of the gorge, the boundary lies on the flood fringe west and north of the creek channel to encompass the bottomland lots of Bottom XIV, as well as lots which lie on the southeast side of the creek against the slope of the peak.

The boundary then crosses Bethania-Tobaccoville Road on the north side of the bridge, and follows the flood fringe line upstream on the northwest and west side of the creek to the Bethania Town Lot line. At this point the boundary crosses the creek and lies on the opposite flood fringe line between this point and the southern end of the bridge at Bethania-Tobaccoville Road. This entire area upstream of the bridge is drawn to encompass the pivotal 1784 Bethania Grist Mill site and includes from its northernmost point, the millpond bottom, the stone and timber remains of the hollow-frame dam, the millrace with two associated building ruins, and the ruin of the mill building, nearly adjacent to the bridge.

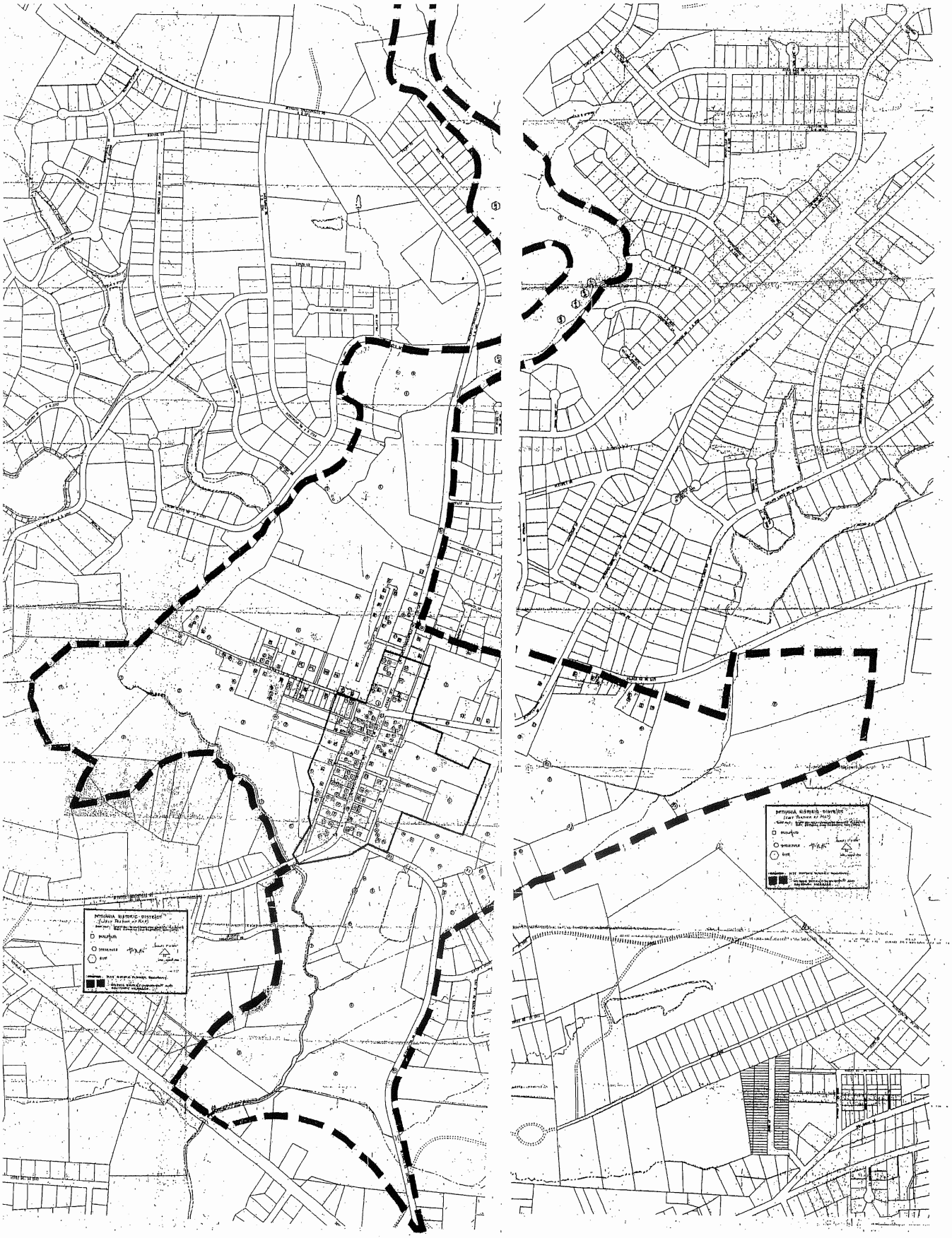
From the bridge, the boundary then lies along the eastern edge of Bethania-Tobaccoville Road, which originated in the colonial period as the Road to the Hollow, leaving out Upland Fields on the eastern side of this road, which contain post-1940 subdivisions, but taking in Upland Fields on the west side of this road. At the intersection with the north line of the northern Orchard Lots, the boundary lies on this north line to the east of Bethania-Tobaccoville Road in order to encompass the pivotal northern Orchard Lots. This boundary is continued on this line to the east, beyond the northeast corner of the Orchard Lots, to include two contributing houses of the black community and the important A.M.E. Zion graveyard of this ongoing historic congregation; then continuing east of the graveyard to circumscribe the far eastern Upland Fields, which continue to be used in Bethania's agricultural activities today. At the eastern edge of this Upland Field the boundary lies north-south, with its southern end intersecting with Bear Creek.

The boundary then lies on the southeastern flood fringe of Bear Creek, including the creek, Upland Fields, the Lower Road around God's Acre Hill which parallels the creek on its northwest side, and Bottom X at Bethania Road. The boundary then lies along the eastern edge of Bethania Road to the southern line of the Bethania Town Lot, taking in that historic roadway, Bottom XII, and the gap which provided an entry point for the eighteenth century Stage Road to Salem, the nineteenth century Plank Road, and present Bethania Road.

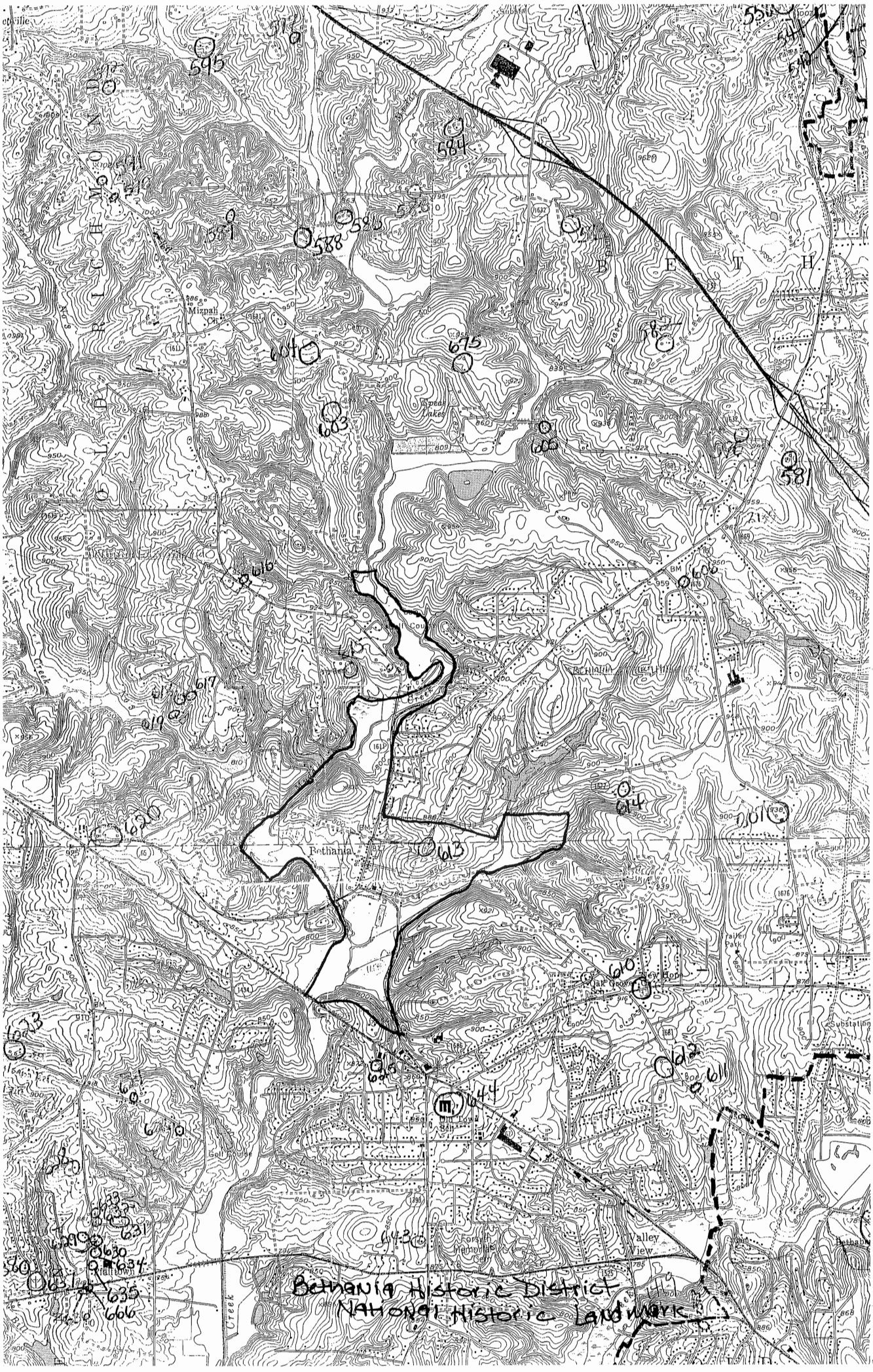
At this point the boundary lies on the crest of the ridge which defines the lower Bottoms (XII and III) in an arc which intersects with N.C. highway 67. The northeastern edge of this highway is then followed to the flood fringe line on the west side of Muddy Creek in Bottom III. This section of the boundary constitutes the southern extent of the expanded district and encompasses the western side of the entry point for the Plank Road into the Town Lot, present day Bethania Road, and the undisturbed southern closure slope of the Black Walnut Bottom, visible from the village a half-mile away.

From N.C. highway 67 the boundary lies on the western flood fringe line of Muddy Creek, leaving out the western half of Bottom III, which has been disturbed by filling activity for commercial purposes. The eastern half of Bottom III, however, is undisturbed and is encompassed within this boundary. The boundary continues on the flood fringe line west of Muddy Creek to N.C. highway 65, encompassing the creek and the Bottoms which lie across it on its east side (Bottoms XII and IV).

North of highway 65 the boundary follows the west bank of Muddy Creek adjacent to Bottom I, which has been eliminated from the district because of the heavy intrusion of a noncontributing automobile salvage yard. This positioning takes in Muddy Creek and Bottom VI on the opposite side of the creek, as well as land of the lower residential area of Main Street. The boundary departs from the creek at the north end of Bottom I and follows the 820 foot contour along the southern, western, and northern edge of Bottom II, encompassing that Bottom and then back to the point of origin at the southwestern end of the Muddy Creek gorge.



Bethania Historic District
NATIONAL Historic Landmark


Bethania Historic District
National Historic Landmark

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pg 1 of 4

TO: MISSY DICKENS

FAX: (919) 733-9794

PHONE: (919) 733-7844

FROM: GREG ERRETT

DATE: JANUARY 30, 2005

NO. OF PAGES (including cover): 4

CITY-COUNTY PLANNING BOARD COMMENTS ON THE NORTHERN BELTWAY EIS

Winston-Salem
Department of Transportation
City of Winston-Salem
P.O. Box 2511
Winston-Salem, NC 27102
Tel 336.727.2707
Fax 336.748.3370
www.cityofws.org/dot/

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pg 2 of 4

City-County Planning Board
Forsyth County & Winston-Salem, North Carolina
100 E. First St. • P.O. Box 2511 • Winston-Salem, N.C. 27102
336.727.2087 • fax 336.748.3163 • planning@cityofws.org

MEMORANDUM

TO: Greg Errett

CC: Stan Polanis

FROM: Paul Norby

DATE: December 28, 2004

RE: Comments on the Northern Beltway EIS – R-2247, U-2579, and U-2579A

Staff has examined Volume 1 and Volume 2 of the Final Environmental Impact Statement (FEIS) for the above referenced projects and would like the following comments included in the unified letter to be sent by WSDOT. Please note that our review is simply an examination of the alignment against our adopted plans, known cultural resources, known environmental constraints, and accepted planning practices and principles. Our comments are as follows:

(1) general

1. Coordinate the beltway and all beltway structures/facilities with the proposed greenways and greenway extensions shown in the *Greenway Plan: Winston-Salem Forsyth County, 2015* and adopted area plans within the beltway corridor and ensure that there are adequate accommodations for extension above/below the beltway. While not exhaustive, the following is a list of known potential intersections:

   a. Little Creek Greenway (near Jonestown and W. Clemmonsville Roads);
   b. Silas Creek Greenway (west of Jonestown Road);
   c. Muddy Creek Greenway (south of US 421);
   d. Lewisville Trail connections to Muddy Creek Greenway (west of Muddy Creek);
   e. Brookberry Greenway Connection (west of Muddy Creek)
   f. Muddy Creek spur trails (northwest of Bethania);
   g. Grassy Creek/Mill Creek #3 Greenway (near Ziglar Road);
   h. Mill Creek Greenway (at Baux Mountain and Davis Roads);
   i. Frazier Creek Greenway (east of New Walkertown Road);
   j. Lowery Creek Greenway (at UD 158);
   k. Martin Mill Creek Greenway (at Walkertown Guthrie Rd. & West Mountain St.);
   l. Salem Creek Extension/Piedmont Greenway (interchange w/ Bus 40); and
   m. *S. Fork of Muddy Creek Greenway (at interchange with I-40).

*Please note that Page 4-24 of Volume 1 is incorrect. There is a potential conflict with this greenway extension, if it is extended to the east (FEIS says no conflict);

A-18
PS 3 & 4

gen. 2. Please consult the draft *Parks and Open Space Plan: Winston-Salem and Forsyth County, 2015*, for additional information about proposed park sites and, if possible, accommodate accordingly;

gen 3. Please investigate an enhanced barrier/noise abatement package with the Forsyth County local governments and the local Chambers of Commerce. Brick walls and enhanced landscape plantings would add aesthetic quality to the project. Advanced planning for such aesthetic features would allow for local organizations to donate materials and money to offset the increased cost;

gen 4. Investigate providing additional noise walls in situations where new subdivisions have been constructed since the mid-1990's, especially in instances where the projects are located directly adjacent to the beltway (Long Creek Village, Springfield Farms, etc.);

5. While recognizing that some surface street closures are inevitable, we do have concerns with the following closures:

U-2579 a. Old Rural Hall Road at Old Hollow Road – we believe that it is a mistake, but the functional design maps for U-2579 do not show Old Rural Hall Road connecting back to the realigned Old Hollow Road;

U-2579 b. Northampton Drive at Old Walkertown Road – given the number of housing units along Northampton Drive and the side streets off of Northampton Drive, we believe that a reconnection of Northampton Drive should be reestablished with Old Walkertown Road. Please work with the Railroad to reestablish this connection; and

c. U-2579A – ensure that the chosen alternative minimizes the amount of closures to surface streets. One street in particular, Hastings Hill Road, should remain open. Hastings Hill Road is a minor thoroughfare, carrying in excess of 5000 trips per day. This road should remain open with an over/underpass system. Additionally, please make every attempt to reestablish connections to any other major and/or minor thoroughfare that may be severed by the Beltway;

gen. 6. From an environmental standpoint, no inconsistencies were uncovered. There appears to be a good balance between environmental disturbance and relocations. Please minimize disturbances to all sensitive environmental features and use Best Development Practices (BDPs) throughout the construction process. Additionally, any mitigation required to compensate for disturbance and/or elimination of streams, wetlands, etc. should be completed at or near the disturbed area;

gen 7. Closely examine the *Legacy Development Guide*, the comprehensive plan for Forsyth County and its municipalities, to ensure that any anticipated growth around the Beltway interchanges is consistent with Legacy principles. Consider allocating additional funds to the Winston-Salem Urban Area MPO for consultants to complete detailed interchange land use plans;

gen 8. Our local Historic Resources staff examined the FEIS documents and concurs with the preliminary findings. Please ensure that there are no adverse impact to any of the historic properties or structures listed in the FEIS documents or to any structures uncovered through further analysis and refinement of the preferred alternatives and

A-18
PS 4 & 4

U-2579A 9. Alternative S2 for project U-2579A conflicts with the recently approved Alliance Technology and Business Park. Alternative S1 should be the preferred alternative for the southern portion of U-2579A.

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pg 1 of 6

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

January 12, 2005

Memorandum To: Ms Deborah Barbour, P.E.
Director of Preconstruction

From: S. P. Ivey, P.E.
Division Engineer

Subject: TIP No. U-2579 (Winston-Salem Northern Beltway – Future I-74)

Please find attached a memorandum and associated documentation from Kernersville Town Manager Randy McCaslin dated December 20, 2004. The Town is requesting that the planning and functional design for the Big Mill Farm Road interchange be included as part of U-2579 to insure the two projects will not conflict with one another. They are particularly concerned with the weaving distance between the westbound on-ramp to US 421 and the northbound on-ramp to future I-74.

Please review and take appropriate action.

If you have any questions or require additional information, please advise.

SPI: dmf

attachments

cc: Ms. Nancy Dunn, Board of Transportation via e-mail
Ms. Missy Dickens, PE, Project Dev. and Environmental Analysis Branch w/atta.
Mr. Drew Joyner, TIP Program Manager, PDEA w/atta.
Mr. Randy McCaslin, Town of Kernersville

Division Nine ♦ 375 Silas Creek Parkway ♦ Winston-Salem, North Carolina 27127
Telephone (336) 703-6500 ♦ Fax (336) 703-6639

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pg 3 of 6

TOWN OF KERNERSVILLE

Larry R. Brown, Mayor
Randy E. McCaslin, Town Manager

P.O. Drawer 728
Kernersville, NC 27285-0728

134 East Mountain Street
Telephone (336) 996-3121
Fax (336) 996-4822

December 20, 2004

Mr. Pat Ivey
Division Engineer
NC Department of Transportation
375 Silas Creek Parkway
Winston-Salem, NC 27127

Dear Pat,

As you are aware, the Town has concerns regarding the proposed accesses onto the Eastern Leg of the Beltway and the spacing between the proposed interchange with I-40 Business/US 421 and the proposed Big Mill Farm Road Interchange with I-40 Business/US 421. Our efforts to coordinate the Big Mill Farm Road Interchange with the Beltway Interchange go back several years.

On August 23, 1996 a delegation from Kernersville met with Mr. D.R. Morton, then State Design Engineer, and staff to discuss access, design, and construction issues related to the two interchanges on I-40 Business/US 421. See the enclosed letter dated October 2, 1996, from Mr. Charles L. Hamilton, then Public Works Director, to Mr. D.R. Morton. Please note the third paragraph in Mr. Hamilton's correspondence summarizes the discussion regarding weaving distances between the proposed access ramps and ultimately Mr. Morton and staff selected the exact location for the Big Mill Farm Road Interchange. The Big Mill Farm Road Interchange is referred to as the connector road interchange in the enclosures. The selected route was an extension of Big Mill Farm Road to its intersection with I-40 Business/US 421. Subsequently, the Town modified its Thoroughfare Plan to accommodate the interchange shift slightly to the east.

Also, you will note in the fourth paragraph of Mr. Hamilton's letter, a very significant discussion was summarized regarding the NCDOT completing a preliminary design of the Beltway Interchange with I-40 Business and the Big Mill Farm Road Interchange simultaneously. In fact, everyone present in the meeting agreed that the functional design for the Beltway "could, and probably should, include the interchange proposed for our connector road." The delegation further requested needed right-of-way information as soon as possible in order to begin the acquisition process. It was also requested "the two interchanges be moved forward as soon as reasonably possible."

ALDERMEN
Inez A. Davis – Dana Caudill Jones – Jim Memory - Dawn H. Morgan - Curtis L. Swisher

NORTH CAROLINA'S
PIEDMONT
TRIAD

A response from Mr. Morton, dated October 21, 1996, was received acknowledging receipt of Mr. Hamilton's summarization of the August 23, 1996 meeting. Mr. Morton agreed to "provide mapping showing the connector interchange preliminary right-of-way requirements when that information is available."

Unable to wait any longer for the requested information needed to preserve the needed right-of-way around the Big Mill Farm Road Interchange, we contracted with Gannett Fleming Corddry and Carpenter, Inc. in 1997 to obtain whatever Beltway alignment data was available from the NCDOT and incorporate it into a functional design for the Big Mill Farm Road Interchange. The functional design was completed in 1998 and a significant amount of right-of-way was purchased and preserved for the Big Mill Farm Road Interchange.

Based on our December 3, 2004 meeting it was apparent to us that the current Beltway design team was not familiar with the NCDOT's original intent to design the two interchanges and provide mapping indicating the needed right-of-way for the Big Mill Farm Road Interchange. It was also apparent the design team was not familiar with Gannett-Fleming's efforts to move the functional design forward while the Beltway project was under legal delay. Looking back on the situation in light of the legal issues which delayed the project, staff reassignments, and the fact Mr. Morton has since retired, it is not a surprise that we were not contacted again until the EIS public hearings.

(1) Therefore, it is our request that the current NCDOT design team review the original information supplied to Gannett-Fleming and insure us the separation requirements are still adequate. Much reliance has been placed on the original design data supplied to Gannett-Fleming and the fact Mr. Morton and staff actually selected the exact location for the Big Mill Farm Road Interchange. Failure to consider these agreements and reliance could, and probably will, become a design problem in the future.

As always, we welcome opportunities to meet with the DOT and jointly work together in transportation planning and construction projects. It is obviously an endless process, and we greatly appreciate all you and Nancy have done to improve transportation in our area. We are fortunate to have both of you serving the citizens of Forsyth County.

Sincerely,

Randy

Randy E. McCaslin
Town Manager

Enclosures

c: J.P. Couch, Division 9 Traffic Engineer
Nancy Dunn, Transportation Board Member
Timothy G. Shields, Public Works Director

TOWN OF KERNERSVILLE
PUBLIC WORKS DEPARTMENT

Randy E. McCaslin, Town Manager
Charles L. Hamilton, Director

P.O. Drawer 728
Kernersville, N.C. 27285-0728

720 McKaughan Street
Telephone (910) 996-6916
Fax (910) 996-4059

October 2, 1996

Mr. D. R. Morton, P.E.
State Highway Engineer-Design
Highway Design Branch
N.C. Department of Transportation
P.O. Box 25201
Raleigh, NC 27611-5201

Subject: Route selection - Proposed Town of Kernersville Connector Road System and Interchange - Forsyth County

Dear Mr. Morton:

I want to thank you for meeting with our delegation representing the Town of Kernersville in your offices on August 23,1996. As stated in the meeting, the Town of Kernersville is moving forward in a vigorous effort to prepare functional designs for a connector road system. As portions of this connector road system are completed, it will (1) provide improved access to industrial and residential areas, (2) decrease existing and future traffic congestion, and (3) provide the Town with an ability to match needed roadway facilities with emerging traffic demands. This roadway project is included in the mutually adopted Winston-Salem/Forsyth County Thoroughfare Plan and would, therefore, further implementation of the plan. The Forsyth County Transportation Improvements Plan has identified other sections of our Outer Loop as 4, 12, 14 & 17 of Forsyth County's 29 TIP Projects recently submitted. We feel very strongly that this section will be added next year. Addition would depend upon acceptance of an established alignment and functional plan. Functional designs will permit the Town to act within the framework of the Thoroughfare Plan to preserve right-of-way for the connector road system.

Our discussions on August 23rd concerned the location of the connector road and an interchange at Bus. I-40. We presented an alternative at the meeting which located the interchange at an existing cut section along Bus. I-40. We believe that fill material will be at a premium in this segment of the proposed roadway and that our suggested alternative would provide the most economical selection.

After further discussion, you restated that minimum acceptable weaving distance of 2000 feet for the proposed interchange at the Eastern Beltway (I-73) and Bus. I-40 is the primary factor for selection of an interchange location for our connector road. Then, a route was selected for our proposed connector road which is an extension of the existing north-south alignment of Big Mill Farm Road (old SR 2799). It was further understood that the latter alternative would require appreciatively more funding due to need of a substantial fill section, but that it would allow the adequate weave distance. Since our meeting and

based upon your suggested alignment, additional planning and mapping has been accomplished by the Town's staff for the proposed connector route. I have enclosed a copy of a map which shows the centerline of a proposed 100 foot wide right-of-way; this right-of-way intersects Bus. I-40 as you suggested. Further, the map includes two sets of coordinates for two points along the centerline; these coordinates are based upon the North Carolina State Plane Grid System (NAD 1983). The southern most set of coordinates along the established centerline are located very near what will be the intersection of centerlines of Bus. I-40 and the connector road. The Town of Kernersville intends to amend its Thoroughfare Plan in the near future with the alignment for the connector road as shown on the enclosed map.

Also, there was discussion during our meeting which indicated NC DOT's functional design of the Eastern Beltway (I-73 and Bus. I-40 interchange) could begin as early as December 1996. This functional design could, and probably should, include the interchange proposed for our connector road. The Town will need mapping information from NC DOT delineating right-of-way required for the connector road interchange at Bus. I-40. Therefore, it is requested that planning for this portion of the Eastern Beltway and the two interchanges be moved forward as soon as reasonably possible.

Upon approval by the various governing bodies of the amended Thoroughfare Plan, the Town of Kernersville will continue planning and accurately reserve right-of-way for this much needed connector road system.

Thank you for your continued assistance in this matter.

Sincerely,

Charles L. Hamilton, P.E.
Public Works Director

Enclosure

c: Doug Waters, NC DOT Division Engineer
Greg Errett, W-S Transportation Planner (1)
Connie McGee, W-S Senior Civil Engineer
Brent McKinney, W-S Director of Transportation
Randy E. McCaslin, Town Manager
Russell Radford, Town Engineer

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JAMES B. HUNT JR.
GOVERNOR

DIVISION OF HIGHWAYS
P.O. BOX 25201, RALEIGH, N.C. 27611-5201

GARLAND B. GARRETT JR.
SECRETARY

October 21, 1996

Mr. Charles L. Hamilton, PE
Town of Kernersville
Public Works Department
P. O. Drawer 728
Kernersville, North Carolina 27285-0728

Dear Mr. Hamilton:

Thank you for your letter concerning project U-2579 and the Kernersville Connector Road interchange. I understand your concern for the coordination of the Winston-Salem Northern Beltway, Eastern Section, and the Kernersville Connector Road interchange.

With the location of the connector as agreed upon at our recent meeting, I feel we can accommodate its interchange on US 421. Our preliminary design will finally determine the spacing needed. We will provide mapping showing the connector interchange preliminary right of way requirements when that information is available.

Sincerely,

D. R. Morton, PE
State Design Engineer

DRM:kl

cc: Dalton Ruffin, Member, Board of Transportation
Doug Waters, Division Engineer
Tom Shearin, PE, State Roadway Design Engineer

A-21 through A-23

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

1501 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1501

LYNDO TIPPETT
SECRETARY

January 13, 2005

MEMORANDUM

TO: Missy Dickens
PDEA

FROM: Omar Sultan
Assistant Branch Manager of Program Development

SUBJECT: SCH File# 05-E-4220-0111; FEIS; This document includes 3 projects known as Winston-Salem Northern Pkwy.: (1) western half is TIP# R-2247 and (2 and 3) eastern half and extension are TIP# U-2579 and U-2579A.

Attached are the comments from the State Clearinghouse Intergovernmental Review Process. These comments have been entered into our records and the attached copy is for your personal records.

Should you have any questions, please do not hesitate to call Omar Sultan at (919) 733-3690 ext. 301.

OS/sp

A-21 through A-23

North Carolina
Department of Administration

Michael F. Easley, Governor

Gwynn T. Swinson, Secretary

January 12, 2005

Mr. Omar Sultan
NCDOT
Transportation Building
1534 Mail Service Center
Raleigh, NC

Dear Mr. Sultan:

Re: SCH File # 05-E-4220-0111; FEIS; This document includes 3 projects known as Winston-Salem Northern Pkwy: (1) western half is Tip#R-2247; (2 &3) eastern half and extension are Tip# U2579 and U2579A.

The above referenced environmental impact information has been submitted to the State Clearinghouse under the provisions of the National Environmental Policy Act. According to G.S. 113A-10, when a state agency is required to prepare an environmental document under the provisions of federal law, the environmental document meets the provisions of the State Environmental Policy Act. Attached to this letter for your consideration are the comments made by agencies in the course of this review.

If any further environmental review documents are prepared for this project, they should be forwarded to this office for intergovernmental review.

Should you have any questions, please do not hesitate to call.

Sincerely,

Chrys Baggett

Ms. Chrys Baggett
Environmental Policy Act Coordinator

Attachments

cc: Region I

Mailing Address:
1301 Mail Service Center
Raleigh, NC 27699-1301

Telephone: (919)807-2425
Fax (919)733-9571
State Courier #51-01-00
e-mail Chrys.Baggett@ncmail.net

Location Address:
116 West Jones Street
Raleigh, North Carolina

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NCDENR

North Carolina Department of Environment and Natural Resources

Michael F. Easley, Governor

William G. Ross Jr., Secretary

MEMORANDUM

TO: Chrys Baggett
State Clearinghouse

FROM: Melba McGee
Environmental Review Coordinator

RE: 05-0111 Supplement Final Environmental Impact Statement for the proposed Winston-Salem Northern Beltway, Forsyth County

DATE: January 5, 2005

The Department of Environment and Natural Resources (DENR) has reviewed the proposed document.

The attached comments continue to reveal some potential issues. In the spirit of cooperation, DENR does not wish to delay this document by requesting additional documentation at this time. However, these concerns will need to be resolved prior to the applicant applying for the 401 Water Quality Certification. The applicant is encouraged to continue to work with the Division of Water Quality and the N.C. Wildlife Resources Commission prior to finalizing project plans. It is also recommended that the applicant make the necessary information readily available to these agencies in order to avoid unnecessary delays in the permit process.

1

Thank you for the opportunity to be involved with this project.

Attachments

1601 Mail Service Center, Raleigh, North Carolina 27699-1601
Phone: 919-733-4984 \ FAX: 919-715-3060 \ Internet: www.enr.state.nc.us/ENR

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DIVISION OF WATER QUALITY

Michael F. Easley, Governor
William G. Ross Jr., Secretary
North Carolina Department of Environment and Natural Resources
Alan W. Klimek, P.E. Director
Division of Water Quality

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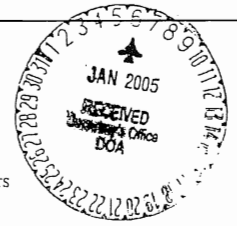
pg 1 of 3

January 3, 2005



MEMORANDUM

To: Ms. Melba McGee, Environmental Coordinator
NCDENR Office of Legislative & Intergovernmental Affairs

From: Brian L. Wrenn, NCDWQ BLW

Subject: Supplemental Final Environmental Impact Statement for Winston-Salem Northern Beltway, US 158 north to US 52 in Winston-Salem, Forsyth County, State Project No. 6.628001T, TIP Project R-2247 and Supplemental Draft Environmental Impact Statement for Winston-Salem Northern Beltway, US 52 south to I-40 Business and I-40 Business south to US 311, Federal Aid Project No. NHF-0918 (14), State Project No. 8.2625101, TIP Project Nos. U-2579 and U-2579A. State Clearinghouse Project No. 05-0111.

This office has reviewed the referenced document. The Division of Water Quality (DWQ) 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 preferred alternative, as presented in the EA, will result in impacts to jurisdictional wetlands and streams. The project will have impacts to wetlands, streams, and other surface waters associated with:

Stream Name	River Basin	Stream Classification	Stream Index Number
Little Creek	Yadkin-Pee Dee	C	12-94-11
Silas Creek	Yadkin-Pee Dee	C	12-94-10
Reynolds Creek	Yadkin-Pee Dee	C	12-94-9
Tomahawk Creek	Yadkin-Pee Dee	C	12-94-9-1
Bill Branch	Yadkin-Pee Dee	C	12-94-5
Bashavia Creek	Yadkin-Pee Dee	C	12-81-(0.5)
Mill Creek No. 3	Yadkin-Pee Dee	C	12-94-4
Grassy Creek	Yadkin-Pee Dee	C	12-94-7-3
Beaver Dam Creek	Yadkin-Pee Dee	C	12-94-2
Rough Fork	Yadkin-Pee Dee	C	22-25-5-2
Trick-um Creek	Yadkin-Pee Dee	C	22-25-5-1
Buffalo Creek	Yadkin-Pee Dee	C	22-25-5
Mill Creek	Yadkin-Pee Dee	C	22-25-11-1
Frazier Creek	Yadkin-Pee Dee	C	12-94-12-6-1
Lowery Mill Creek	Yadkin-Pee Dee	WS-III	12-94-12-3-(0.5)
Martin Mill Creek	Yadkin-Pee Dee	WS-III	12-94-12-3-1
Kerners Mill Creek	Yadkin-Pee Dee	WS-III	12-94-12-2-(0.3)
Smith Creek	Yadkin-Pee Dee	WS-III	12-94-12-2-1
Fishers Creek	Yadkin-Pee Dee	WS-III	12-94-12-2-2-1
Fiddlers Creek	Yadkin-Pee Dee	C	12-94-13-3
Swaim Creek	Yadkin-Pee Dee	C	12-94-13-1
Muddy Creek	Yadkin-Pee Dee	C	12-94-(0.5)

Transportation Permitting Unit
1650 Mail Service Center, Raleigh, North Carolina 27699-1650
2321 Crabtree Boulevard, Suite 250, Raleigh, North Carolina 27604
Phone: 919-733-1786 / FAX 919-733-6893 / Internet: http://h2o.enr.state.nc.us/ncwetlands

One North Carolina Naturally

DWQ offers the following comments on the referenced documents:

Project Specific Comments:

1. DWQ agrees with the purpose and need of the projects.

2. DWQ agrees with the preferred alternative for TIP Project Nos. R-2477 and U-2579. DWQ will not provide comments regarding our preferred alternatives for TIP Project No. U-2579A at this time.

3. The stream labels in Table 4-62 on pages 4-148 and 4-149 do not match the stream labels on maps 3-12c and 3-12d.

4. DWQ is very concerned about alternatives that would impact stream ESE-S20, Muddy Creek (12-94-(0.5)). Based on a field visit to the proposed project corridors for U-2579A on November 3, 2004, DWQ considers a segment of Muddy Creek to be unique. The stream bed and bank for this segment consists of a solid bedrock formation for an approximate length of 150 linear feet. This segment of Muddy Creek would be directly in the impact corridor of the proposed S1 Alternative Segment.

General Comments:

5. 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. Based on the impacts described in the document, wetland mitigation will be required for this project in accordance with Environmental Management Commission's Wetland Rules {15A NCAC 2H.0506 (h)(2)}.

6. In accordance with the Environmental Management Commission's Rules {15A NCAC 2H.0506(b)(6)}, mitigation will be required for impacts of greater than 150 linear feet to any single perennial stream. In the event that mitigation is required, the mitigation plan should be designed to replace appropriate lost functions and values. In accordance with the Environmental Management Commission's Rules {15A NCAC 2H.0506 (h)(3)}, the NC Ecosystem Enhancement Program may be available for use as stream mitigation.

7. Any new culverts must be countersunk to allow unimpeded fish and other aquatic organisms passage through the crossing.

8. The 401 Water Quality Certification application will need to specifically address the proposed methods for storm water management. More specifically, storm water will not be permitted to discharge directly into the creek. Instead, storm water should be designed to drain to a properly designed storm water detention facility/apparatus.

9. If applicable, DOT should not install the bridge bents in the creek, to the maximum extent practicable.

10. If foundation test borings are necessary; it should be noted in the document. Geotechnical work is approved under General 401 Certification Number 3027/Nationwide Permit No. 6 for Survey Activities.

11. Sediment and erosion control measures should not be placed in wetlands.

12. Borrow/waste areas should avoid wetlands to the maximum extent practicable. Impacts to wetlands in borrow/waste areas could precipitate compensatory mitigation.

13. While the use of National Wetland Inventory (NWI) maps and soil surveys is a useful office tool, their inherent inaccuracies require that qualified personnel perform onsite wetland delineations prior to permit approval.

DWQ appreciates the opportunity to provide comments on your project. Should you have any questions or require any additional information, please contact Brian L. Wrenn at 919-733-5715.

cc: Eric Alsmeyer, USACE Raleigh Field Office
Marella Buncick, USFWS, Asheville Field Office
Marla Chambers, NCWRC
Chris Militscher, US EPA
File Copy

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North Carolina Wildlife Resources Commission

Richard B. Hamilton, Executive Director

TO: Melba McGee, Environmental Coordinator
Office of Legislative and Intergovernmental Affairs, DENR

FROM: Marla Chambers, Western NCDOT Permit Coordinator Marla Chambers
Habitat Conservation Program, NCWRC

DATE: January 3, 2005

SUBJECT: Supplemental Final Environmental Impact Statement for the proposed Western Section and Supplemental Draft Environmental Impact Statement for proposed Eastern Section and Eastern Section Extension of the Winston-Salem Northern Beltway, Forsyth County, North Carolina. TIP No.R-2247, U-2579 and U-2579A.

North Carolina Department of Transportation (NCDOT) has submitted a Supplemental Final Environmental Impact Statement (SFEIS) for the proposed Western Section and Supplemental Draft Environmental Impact Statement (SDEIS) for proposed Eastern Section and Eastern Section Extension of the Winston-Salem Northern Beltway. Staff biologists with the North Carolina Wildlife Resources Commission (NCWRC) have reviewed the information provided and have participated in field and concurrence meetings for the subject project. These comments are provided in accordance with the provisions of the National Environmental Policy Act (42 U.S.C. 4332(2)(c)) and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661-667d).

NCDOT proposes to construct three projects, commonly known as the Winston-Salem Northern Beltway, as a multi-lane, median divided facility with full access control on new location for a total project length of approximately 34.5 miles. The western portion of the Beltway (Project R-2247) extends from US 158 west of the City northward to US 52. The eastern portion of the Beltway (Projects U-2579 and U-2579A) extends from US 52 north of Winston-Salem to US 311 southeast of Winston-Salem. A Preferred Alternative has been chosen for R-2247 and U-2579 and six Detailed Study Alternatives exist for U-2579A.

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The western section (R-2247) study area is in the Yadkin River basin and is drained by Muddy Creek and its named and unnamed tributaries, except for Bashavia Creek, which flows directly to the Yadkin River. All streams in this section are designated Class C waters by the NC Division of Water Quality (NCDWQ). Drainages in the western section study area have scoured deep channels from two to ten feet deep and some streams are experiencing noticeable increases in peak flows, likely due to localized subdivision development. The majority of the waters in the Muddy Creek subbasin exhibit some level of impacts to water quality due to both point and non-point sources and the subbasin has one of the highest number of impaired streams within the Yadkin-Pee Dee River basin. Muddy Creek is on the Section 303(d) list of impaired waters, primarily attributed to stormwater runoff from construction sites and developed areas.

The study areas for the eastern sections (U-2579 and U-2579A) are primarily in the Yadkin River basin, with a small part in the north draining into the Dan River in the Roanoke River basin. A number of federal and state listed species inhabit the Dan River. Salem Lake, a water supply reservoir for the City of Winston-Salem located in the eastern section study areas, flows to Muddy Creek via Salem Creek, which is also on the Section 303(d) list. The lake received nutrient status indicating high nutrient levels and was listed by the State as Support Threatened. Salem Lake, Martin Mill Creek, Lowery Mill Creek, Smith Creek, Fishers Branch, and their associated tributaries are classified as Water Supply Watershed III (WS-III) streams. Kerners Mill Creek, another tributary to Salem Lake, is classified WS-II and is a critical area within the watershed. The remaining streams in the study area are Class C waters. The eastern extension study area is on the border of a WS-III area associated with Abbotts Creek, significant portions of which are still undeveloped agriculture and forest lands. Sediment and erosion control measures should adhere to the design standards for sensitive watersheds in portions of the project that drain to Water Supply waters. 1

The project is expected to further fragment wildlife habitat by introducing a large barrier to animal migration. Measures, such as longer bridges and use of floodplain drains (pipes or culverts), will provide some additional habitat connectivity, as well as spread out flood flows, which reduces flood damage. NCDOT should continue to work closely with the proper authorities to protect the floodplains and floodways and provide habitat connectivity. In addition, NCDOT should work with local officials to accommodate both existing and proposed greenways that cross the project. Air quality is another important concern. Forsyth County currently is a maintenance area for the one-hour ozone standard and for the carbon monoxide standard, and has been declared nonattainment for the eight-hour ozone standard. The US Environmental Protection Agency has also recommended the county be designated nonattainment for the fine particulate matter standard. Both Guilford and Davidson County have been listed as nonattinment areas. The Union Cross community that sits between these two counties in southeast Forsyth County may already have air quality issues due to prevailing southwest and westward winds without additional traffic and development. We recommend that air quality be monitored in the project study areas before, during, and after construction and that mitigating measures be employed as appropriate. 2 3 4 5

The Winston-Salem/Forsyth County City-County Planning Board initiated a community-wide planning process that resulted in the development of the Legacy Comprehensive Plan, which includes a Growth Management Plan. The document indicated that the City-County

Planning Board realized the need to manage growth through curbing urban sprawl by creating more compact and efficient development patterns that still accommodate growth, while maintaining environmental quality, making more efficient use of the land that has already been developed, encouraging reuse, and preserving open space and rural character. The County plans to institute provisions for the protection of farmlands, natural areas, and rural character. We applaud these efforts to manage growth and protect natural areas, which will benefit wildlife, water quality, and the quality of life for residents; however, we are concerned with the extent these measures and guidelines are being implemented, as we understand that violations of environmental regulations, stream degradation, failure to acquire proper CWA permits, and loss of farmlands/open spaces are on-going problems for Forsyth County, especially where site stripping is occurring without preserving sensitive environments like headwater streams and undisturbed floodplains.

A summary of the Draft Winston-Salem Northern Beltway Indirect and Cumulative Effects Assessment was provided, however we would like to request a copy of the full report. Secondary and cumulative impacts may have more serious effects than direct impacts and are a major concern for the project. A detailed assessment of secondary and cumulative impacts to water quality and natural areas was not presented and no details were given about existing regulations and to what extent growth will be limited and water quality will be protected. No estimation of impervious surface coverage currently existing or expected at build-out was provided, nor when build-out is likely to occur. Numerous studies have shown that when 10–15% of a watershed is converted to impervious surfaces, there is a serious decline in the health of receiving waters (Schueler 1994) and the quality of fish habitat and wetlands are negatively impacted (Booth 1991, Taylor 1993). The project study area, which lies just outside the highly urbanized City of Winston-Salem, consists primarily of rural residential and agriculture uses in a gently rolling topography with undeveloped wooded tracts and numerous streams. Additional regulations or ordinances may be necessary to adequately protect water quality and preserve wildlife habitat and open space, which is very important to the health of the area.

The indirect and cumulative effects summary indicated that the pace of development may be slightly accelerated and the nature of the development may change. Development, especially commercial, is likely near proposed interchanges. We believe the land surrounding the project corridor will become much more attractive to industrial, commercial and residential development and that secondary and cumulative impacts will be substantial, much more so than the document indicated. The Northern Beltway, combined with other public and private projects, places additional pressures from induced development, induced travel, and impacts on communities, natural habitat, and water quality. Governments and stakeholders groups should be prepared for these changes and be proactive in mitigating for their negative effects.

We strongly encourage NCDOT and local authorities to work together to adopt and implement regulations and measures that would provide significant protection to the area's natural resources. Measures to mitigate secondary and cumulative impacts can be found in the Guidance Memorandum to Address and Mitigate Secondary and Cumulative Impacts to Aquatic and Terrestrial Wildlife Resources and Water Quality (NCWRC 2002). Also, we strongly encourage NCDOT and local authorities to use low impact development techniques to manage stormwater quantity and quality (see www.lowimpactdevelopment.org for information).

Alternatives to traditional curb and gutter should be developed to provide better treatment of stormwater. We encourage the use of non-impervious materials to construct sidewalks, parking lots, and other facilities, particularly in developed watersheds with a high percentage of impervious surfaces.

Our understanding is that the Piedmont Triad was recently rated as number two area in the nation for urban sprawl in a Rutgers University study. It may be appropriate for NCDOT to coordinate with local planning authorities and park authorities to offset aquatic and terrestrial impacts and diminished habitats and open spaces in the Abbotts Creek water supply drainage through purchase of parklands or development rights or farmland preservation as described south of US 311 on Abbotts Creek and Idlewild Road Creeks in the Union Cross/Southeast Forsyth County Area Plan Future Land Use Plan. Substantial stream restoration potential exists on the Abbotts Creek drainage. These opportunities should be fully evaluated.

Thank you for the opportunity to review and comment on this project. If you have any questions regarding these comments, please contact me at (704) 485-2384.

Literature Cited:

Booth, D. 1991. Urbanization and the natural drainage system-impacts, solutions, and prognoses. Northwest Environmental Journal. 7(1):93-118.

NCWRC (North Carolina Wildlife Resources Commission). 2002. Guidance Memorandum to Address and Mitigate Secondary and Cumulative Impacts to Aquatic and Terrestrial Wildlife Resources and Water Quality. NCWRC, Raleigh. Available: http://www.ncwildlife.org/pg07_WildlifeSpeciesCon/pg7c3_impacts.pdf. (February 2003).

Schueler, Tom. 1994. The Importance of Imperviousness. Watershed Protection Techniques. 1:3 (pp100-111).

Taylor, B.L. 1993. The influences of wetland and watershed morphological characteristics and relationships to wetland vegetation communities. Masters thesis. Dept. of Civil Engineering. University of Washington. Seattle, WA.

cc: Marella Buncick, USFWS
Brian Wrenn, NCDWQ
Chris Militscher, USEPA

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January 7, 2005

Dr. Gregory J. Thorpe
Manager, Project Development and Environmental Analysis Branch
North Carolina Department of Transportation
1548 Mail Service Center
Raleigh, North Carolina 27699-1548

Subject: Winston-Salem Northern Beltway (FHW-E40325-NC): Supplemental Final EIS
Western Section TIP No. R-2247 (CEQ No. 040497), and Supplemental Draft EIS
Eastern Section TIP Nos. U-2579 and U-2579A (CEQ No. 040496)

Dear Dr. Thorpe:

In accordance with Section 102(2)(C) of the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, EPA is providing comments on the subject document which serves as a Supplemental Final Environmental Impact Statement for the Western Section and a Supplemental Draft EIS for the Eastern Section of the Northern Beltway, collectively referred to as the SEIS. By addressing both sections of the Beltway in one document, the North Carolina Department of Transportation (NCDOT) is re-assessing the collective impacts of the entire Northern Beltway which is a proposed multi-lane freeway completely on new location. The total length of the project would be approximately 34 miles. EPA commented on the previous EISs for this project and accordingly, the comments which follow supplement EPA's earlier comments. A greater review emphasis has been placed on the Eastern Section Extension (U- 2579A) which we had not previously reviewed.

PROJECT PURPOSE AND NEED

The value of considering the entire Northern Beltway is that it prompts the reconsideration of the need of other proposed transportation projects in the Long Range Transportation Plan (LRTP) for Forsyth County that partially serve the purpose of need of the beltway. Beltways are usually proposed in part to divert traffic and avoid the adverse impacts of expanding older routes through city centers. Project U-2826 is a separate project identified in the LRTP that would upgrade US 52 to a 6-lane freeway from I-40 northward to the proposed Northern Beltway. Since both the western and eastern sections of the Northern Beltway would provide new north-south freeway travel alternatives, it appears that U-2826 would be less needed. Improving and widening US 52 to 8-lanes was considered but rejected as an alternative to the Northern Beltway because of costs and environmental impacts, so it is unclear why this widening project remains in the Long Range Transportation Plan.

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ALTERNATIVES

Documenting changes in the man-made environment is the primary reason mentioned in Section 2.9.2 for the re-evaluation of the western section (R-2247) alternatives. In all but a few cases the impacts to the natural environment are spoken of in relative terms as not significant factors in the selection of the alternatives. Apparently the quality of the streams, wetlands and other natural areas of the project area have not been surveyed to determine whether there have been changes since the 1993 analyses. Although their has been a development moratorium within the preferred alternative alignment, it cannot be assumed that the quality of the natural resources have not changed within or beyond the preferred corridor. The need for comprehensive resource mitigation is still essential to reach project completion.

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NCDOT and FHWA have identified their preferred alternatives for the R-2247 and U-2579 of the Northern Beltway project. EPA is participating in the Merger process for these project segments and will continue to address the 'Least Environmentally Damaging Preferred Alternative' and mitigation through this team process. For the U-2579 and the U-2579A, EPA wishes to reiterate its concern that the Salem Lake Watershed Area Plan is not being fully adhered to relative to control of development. EPA prefers Eastern Section Extension Alternative N3-S2 primarily because this alternative avoids direct impact to the Salem Lake Critical Water Supply Area and potential impacts to unique features (i.e., bedrock outcropping streambed) along the South Fork Muddy Creek and its tributaries. EPA does not prefer the N1 and N2 alternatives as they would directly impact the Salem Lake designated Critical Water Supply Area which is already under severe development pressure. By deleting the proposed Kernersville Road interchange at this same location would greatly facilitate avoidance of the Critical Water Supply Area. Furthermore, potential stream impacts are believed to be more severe with the S1 alternative as the corridor is projected to parallel the South Fork Muddy Creek and its tributaries. Potential impacts to Swaim Creek and the South Fork Muddy Creek and its tributaries are minimized because the S2 alternative is more perpendicular to the streams.

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EPA would prefer the N3-S2 alternative without the Kernersville Road interchange due to the additional impacts to the natural environment (e.g., Stream impacts, Mesic Mixed Hardwood Forest impacts, etc.). Based on the strong pressures to develop this area, these natural resources will surely experience increasing stress and loss of quality and/or quantity in future years.

The SEIS evaluation considered mass transit and multi-modal alternatives as options to the build alternatives, and the document acknowledges the benefits of transit. A 2025 Multi-modal Long Range Transportation Plan is mentioned but nowhere is there mention of High Occupancy Vehicle (HOV) lanes as components in the transportation solution. Further, neither the western nor eastern sections of the preferred build alternatives include high occupant vehicle (HOV) lanes. This is puzzling given the general roadway traffic congestion and air quality non-attainment status of the area, and the need for a long-term remedy that reduces inefficient single occupant vehicle usage of the major roadways. EPA recommends that HOV be further considered for the presently proposed general use lanes and that the next capacity improvements

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envisioned for the beltway be limited to HOV use.

7 In general, the alternatives all have high but similar degrees of impacts to the environment. The decision to be made for each beltway section, is whether to proceed with the project more so than which alternative to select.

ENVIRONMENTAL CONSEQUENCES

The anticipated noise impacts would be substantial, and the relocation of residences and businesses, and the general community impacts from the entire beltway are extensive for a 34 mile long project especially since the project area is not totally urban in nature or density. Cumulatively, the impacts would be 728 to 807 residential relocations in addition to 35 to 42 8 businesses, a church and at least one farm. It is unclear whether any farms would be lost for the more rural western section. When relocations are considered relative to the length of the section, the 4.5 mile U-2579A Eastern Section Extension greatly exceeds the impacts per mile of the other beltway sections. Depending on the alternative, the impact range is 241-314 residential 9 relocations and 16-23 businesses. While there is transportation merit for this section extension, every possible configuration and positioning should be considered to lessen impacts. Although there is documentation of the public participation process starting back in 1991, it is difficult to 10 gauge how the citizens within the affected areas reacted to this degree of relocation impact. EPA is unaware of any federal guidelines that define acceptable/unacceptable relocation impacts, but we suggest that the Federal Highway Administration comment on this point. Similarly, 11 neighborhood cohesion could be greatly affected, and we also note that there would be over 700 sensitive noise receptors (homes, etc.) impacted after noise barrier mitigation is applied.

Protection of water supply resources must be a priority consideration in the decisions on 12 the Northern Beltway. A water intake from the Yadkin River is mentioned but not discussed although the river is western boundary of the study area. EPA is very concerned about the protection of Salem Lake which is an impounded tributary of the Yadkin. This lake also supplies a substantial amount of Winston-Salem's water needs. Development pressure induced by the 13 project within the lake's watershed including the designated "Water Supply Critical Area" potentially will adversely impact this reservoir. All but one alternative for U-2579A directly impact the critical area. EPA recommends the selection of Alternative N3.

Several local streams within the area are either listed on the Clean Water Act Section 303(d) as not meeting standards, or listed in the Yadkin Basinwide Water Quality Management Plan. These listings indicate that land uses are impacting the streams and that corrective actions 14 are necessary. It is unclear to EPA whether the two land use/growth management plans in existence have appropriate compliance provisions to correct presently degraded streams. Without such provisions, the Northern Beltway could promote increased pollutant runoff and contribute to more degraded surface water quality. Further, EPA is concerned that Forsyth 15 County has allowed development to proceed within alternative corridors, other than NCDOT's

preferred alternatives, prior to the completion of the NEPA review and final corridor selection. This situation greatly biases the present reconsideration of the beltway alternatives.

The Documentation in the SEIS of the cumulative impacts to the natural resources highlights the extensive scope of the impacts. The impacts from construction are likely to be experienced for a decade or more, and the permanent loss of habitat makes mitigation extremely difficult. EPA is especially concerned that compensating for 7-8 linear miles of stream habitat 16 may not be possible considering the deficit of mitigation credits within the Piedmont zone of the state. While there are no requirements for mitigating the direct loss of forestland, this loss 17 coupled with indirect losses due to development will substantially alter the county's landcover and the habitat for dependant terrestrial wildlife. As with most loss of habitat, most wildlife dependent on that habitat will be lost. EPA wishes to mention the requirement of the federal 18 Migratory Bird Treaty Act. Compliance with this act could place additional constraints on the construction of the beltway. Also, EPA expects the bisection of animal habitat to result in 19 substantial mortality from collision with vehicles unless there is adequate mitigation incorporated into the design of the beltway. The U.S. Fish and Wildlife Service and the N .C. Wildlife Resources Commission should be consulted pertaining to mitigation for these concerns.

The SEIS addresses another issue raised about the loss of forests related to air quality. By focusing on pollutants emitted by trees, NCDOT is inferring that trees are detrimental to air 20 quality and therefore land clearing for the project and other development will not result in negative effects. This discussion overshadows the impact of numerous and chronic man-made air pollutant contributions and the benefits of trees to air quality. EPA views this discussion as extremely unscientific and misleading to the public. The important air quality situation to consider is that Forsyth County is in non-attainment for the 8-hour ozone standard and is a designated maintenance area for exceeding the carbon monoxide standard. Further, the county has exceeded the 2.5 micron particulate matter standard but thus far has avoided non-attainment status.

The ADDENDUM to this letter provides additional detail on our comments about the environmental consequences of the beltway.

SUMMARY OF COMMENTS

Western Section (R-2247)

Building this segment of the beltway would promote greater alteration of this mostly rural area by potentially moving development west toward the open space and floodplain area bordering the Yadkin River. Based on our analysis of this reconsideration of project R-2247, 21 EPA does not have a preferred alternative, but is maintaining its concerns about the extent of the impacts to the man-made and natural environments. We note that Alternative C3-West B, is preferred by NCDOT and is in design. The document generally lacks detail on mitigation despite 22 it being in the design stage. Therefore, considerable work must be done in order to adequately

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mitigate identified adverse impacts.

Eastern Section (U-2579 and U-2579A)

Based on the information in the SEIS and from site inspections, it is evident that both the citizens and the natural resources of the area will be greatly impacted. Despite these impacts, NCDOT states in its findings (Section 4.20.4), that the benefits to through-travelers over the proposed designation as I-74 (Eastern Section) of the project area would realize a 20% savings in 23 travel time or a total of 4 minutes, versus traveling on existing US 52 through downtown Winston-Salem to the same endpoints. Although the other benefits of the projects are to improve the traffic congestion of the local north-south roadways of this eastern section, the degree of community and environmental impact is high.

Deleting an interchange from the water supply watershed would greatly improve the 24 acceptability of the Eastern Section. Accordingly, EPA is rating TIP U-2579 and U-2579A EC-2. EPA has a strong preference for Alternative (N3-S2) for the Extension and would have objections to the selection of any other alternative. Alternative N3-S2 would avoid direct impact to the water supply critical area, and the bedrock outcrop, and we recommend the deletion of the Kernersville Road interchange to accomplish the avoidance. Otherwise, a far more robust mitigation plan would be necessary. A definition of EPA's rating is provided in the attached Ratings Sheet. Further consideration is required defining appropriate avoidance and minimization and of selecting alternatives during the Merger Process (Concurrence Points 3 and 4). This process should result in additional protection for the water supply, surface streams and wildlife habitat.

Thank you for the opportunity to comment on the SEIS. Please direct inquiries to Mr. Ted Bisterfeld (tel. 404/562-9621) who is the Region's primary contact for this project review.

Sincerely,

Heinz J. Mueller
Chief, NEPA Program Office

Enclosures: EPA Ratings Sheet
Comment Letter ADDENDUM

cc: Federal Highway Administration, NC Division
US Fish and Wildlife Service, Raleigh Field Office
US Army Corps of Engineers, Wilmington District

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SUMMARY OF RATING DEFINITIONS
AND FOLLOW-UP ACTION*

Environmental Impact of the Action

LO--Lack of Objections
The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC--Environmental Concerns
The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

EO--Environmental Objections
The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU--Environmentally Unsatisfactory
The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

Adequacy of the Impact Statement

Category 1--Adequate
EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2--Insufficient Information
The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category 3--Inadequate
EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640 Policy and Procedures for the Review of Federal Actions Impacting the Environment.

Figure 4-1

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ADDENDUM - Detailed EPA Review Comments on the Environmental Consequences of the Proposed Winston-Salem Northern Beltway Supplemental Draft EIS and Supplemental Final EIS

Stream and Wetland Impacts and Mitigation

Combined wetland impacts range between 7.1 to 7.8 acres (Table 4-88), including 42 to 47 wetland crossings. Also, there are between 21.9 and 27.6 acres of jurisdictional ponds being impacted. Stream impacts range between 37,618 to 43,121 linear feet (**7.12 to 8.17 miles**), not including the 2,405 linear feet of relocated streams. There are between 114 and 118 stream crossings. EPA is very concerned regarding the magnitude of these potential impacts.
25 Compensatory mitigation for jurisdictional losses is proposed to be obtained through the Environmental Enhancement Program (EEP). However, recent reports from other agencies and direct comments from the EEP Transition Manager (conversation with Mr. William Gilmore, P.E., 10/27/04) would indicate that mitigation (stream restoration) projects in the Piedmont are difficult to find and may not be available under the current program. This area of the state (i.e., Northern Piedmont) is also understood to be in a critical 'deficit' for stream mitigation credits due to numerous other large T.I.P. projects (e.g., Greensboro Western Loop).

Water Supply Resources

Protection of water supply resources is a priority concern for EPA. The county and city are increasingly relying on a direct withdrawal from the Yadkin River. The river is within the
26 roadway study area but the supply intake is not located or addressed in the document relative to potential impacts of the development that would occur within the western section (R-2247)
27 project. The EIS lacks sufficient detail about the status of water resources and the management requirements stipulated in the 2003 update of the Yadkin-Pee Dee Basinwide Water Quality Plan.

28 EPA is very concerned over the potential direct and indirect and cumulative impacts to the Salem Lake Critical Water Supply Area. The lake has been defined as euthrophic due to high nutrient levels, and was listed as "threatened" by the state Division of Water Quality. This status suggests a trend of degraded water quality unless mitigation steps are taken. Local protection of this critical resource is being severely challenged by new housing developments, particularly in the area around Fishers Branch and its tributaries. New subdivisions are being built all along Hastings Hill Road and Linville Road. Erosion control silt fences and new sewer lines are located within 10 feet of the creeks and tributaries to Fishers Branch. EPA strongly encourages
29 NCDOT and FHWA to avoid any direct impacts to this critical area and seek measures with local officials on minimizing indirect and cumulative impacts from the Northern Beltway project on this critical resource.

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ADDENDUM

30 Because Forsyth County and the city are increasingly relying on a direct water intake from the Yadkin River, this intake should receive more discussion in the document. The critical area for this intake should be located on a map and the land use and cover within this area should be defined. While there are state requirements for protection, Forsyth County should set its own
31 if there is a need for more stringent development controls. The proposed western section project would likely stimulate development closer to the Yadkin River.

Terrestrial Forest Impacts

Total forest impacts range between 992 acres and 1,106 acres for the combined projects, including the preferred alternatives for R-2247 and U-2579 and the six alternatives for U-2579A. This range represents between **1.55 and 1.7 square miles** of deforestation in Forsyth County. Maintained/disturbed areas, cut-over areas, agricultural lands, etc., were excluded from the total
32 impacts. Forsyth County is approximately 408 square miles. The irreversible loss of forested lands would represent approximately 0.4 % of the total land area of Forsyth County.

Terrestrial Forest Wildlife Impacts

In addition to the issue of wildlife habitat fragmentation discussed in the SEIS, there is also a significant direct impact to terrestrial forest wildlife species with emphasis on migratory birds. On page 3-102 of the SEIS, NCDOT lists a number of common avian species, including the Northern Cardinal, Common Crow, American Robin, Bluejay, Tufted Titmouse, Red-bellied woodpecker, Red-tailed Hawk, Wood Thrush, Red-eyed Vireo, Bobwhite, Killdeer, Song Sparrow and Mourning Dove. With the possible exception of the Bobwhite, EPA believes that all of the other species identified in the SEIS are specifically listed under Title 50 Code of
33 Federal Regulations Section 10.13 as migratory birds. EPA recommends that NCDOT consult with the U.S. Fish and Wildlife Service for compliance with the Migratory Bird Treaty Act. This Federal Act was originally passed by Congress in 1918 and was amended in 1936, 1960, 1968, 1969, 1974, 1978, 1986 and 1989. Thus, it is not a new requirement and is a 'cross-cutting' law under NEPA. The indirect killing of birds by destroying their nests and eggs is covered by the Act. This Federal law may require specific project construction timing efforts by NCDOT to avoid the taking of nests or young birds during the nesting season. Also, NCDOT may wish to
34 consult with the active chapter of the Audubon Society of Forsyth County for a complete listing of terrestrial forest migratory bird species which will be impacted by the project. EPA observed numerous other terrestrial forest avian species while performing the U-2579A field review meeting in October of 2004, including the Brown-headed Nuthatch, Downy Woodpecker and Rufous-sided Towhee. These common forest birds are also protected under the requirements of the Migratory Bird Treaty Act. Future environmental studies and documents for this project
35 should address the coordination and consultation recommendations with the U.S. Fish and

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Wildlife Service under the Migratory Bird Treaty Act and any environmental commitments required.

EPA is also very concerned for traffic safety and probable conflicts with large mammals trying to cross the new freeway. Specifically, high-speed facilities and White-tailed deer incidents appear to be on the rise in North Carolina and can be very severe accidents. While high-speed facilities may reduce typical rear-end and turning type accidents, these accidents at lower speeds are generally not as severe in terms of loss of life and destruction to vehicles and property. With the potential for significant terrestrial forest losses (between 992 acres and 1,106 acres) and the potential drastic amount of wildlife habitat fragmentation, EPA is concerned that 36 NCDOT and FHWA propose no wildlife crossings for the project. While posting signs for 'Deer Crossings' is helpful for the motorist, they appear to provide no actual reduction in the number of conflicts between vehicles and deer. From a safety standpoint, EPA is concerned that NCDOT has not fully identified this safety conflict and sought more input from the U.S. Fish and Wildlife Service and the N.C. Wildlife Resources Commission on large mammal crossings. EPA is not concerned as much for traffic incidents involving smaller mammals such as Possum, Raccoon, Fox, Beaver, etc., although they too have been known to cause severe highway accidents as motorists may swerve to try to avoid a high-speed impact. The design of large mammal passages will also allow these smaller mammals to potentially avoid conflicts with automobiles, trucks and buses. The SEIS does not go into any detail on this long-term consequence of a new location highway. In addition to the direct taking of animal habitat from new transportation highways, large freeway facilities in rural/suburban settings continue to result in the death of many more animals from motor vehicles. Some sections of high-speed roadways in N.C. become littered with dead animals. These dead and dying animals attract scavengers and other animals who in turn may also be killed from motor vehicles. In a 14-mile segment of US 64 between Wilson and Raleigh, EPA staff recently counted in one afternoon 23 White-tailed deer carcasses within the NCDOT right of way. Based on visual inspection, most appeared to be hit by motor vehicles. 37 The NEPA analysis should document and discuss these unfortunate realities. High-speed freeways result in the deaths of hundreds of thousands of animals every year - from toads, frogs and box turtles, to songbirds and birds of prey, to large mammals such as bears and deer. Efforts (such as wildlife passages) to minimize this mortality are not specifically required by Federal or state law but would represent a substantial gesture of environmental stewardship.

Air Quality Conditions, Analysis and Mitigation

Section 3.9 generally describes air quality issues and concerns. In addition, EPA would 38 also recommend that NCDOT refer the public and reviewing agencies to the Auto Emissions Fact Sheet from the National Safety Council's Environmental Health Center. This short fact

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sheet provides an excellent technical reference for motor vehicle operators, including tips on what motorists can do to reduce emissions. For example, traveling at moderate, steady speeds (ideally between 35 and 45 miles per hour) and reducing idling time. High speeds result in greater air pollutant emissions. Another important tip is reducing the number of vehicle miles traveled by carpooling, using public transportation (if available) and planning ahead to combine trips. One person using mass transit for a year would eliminate the discharge of 9.1 pounds of HC, 62.5 pounds of CO, and 4.9 pounds of NOx into the air. It is estimated that by carpooling every day, commuters can save up to $3,000 per year on gasoline, insurance, parking and wear 39 and tear on their cars. In a full and objective NEPA analysis, NCDOT should also address the environmental and socio-economic benefits to be missed by the selection of a particular alternative over others and assist the public in making more environmentally-friendly and technically accurate and informed decisions.

The SEIS indicates that the Northern Beltway project is in the Winston-Salem 2025 long range transportation plan and 2004-2010 TIP, and it is covered by a valid transportation conformity determination. However, Winston-Salem is in the process of updating to a 2030 plan which will include a new emissions analysis and conformity determination. That plan should be 40 in place by May 28, 2005, at the latest, so it would be appropriate for the SEIS to be updated in the future to reflect that new analysis. Likewise, a new regional emissions analysis will also be 41 conducted using MOBILE6, whereas the hot-spot analysis was done for the SEIS using MOBILE5b.

On Page 3-52, there is a discussion of Particulate Matter 2.5 designations. Although EPA did not designate Forsyth County non-attainment for this parameter, both Davidson County 42 to the west and Guilford County to the east are non-attainment and therefore it would be appropriate for projects within Forsyth County to adopt mitigation to help preclude a similar designation.

A brief discussion on photochemical grid modeling using "UAMs" was presented in Section 4.7.5. EPA currently does not recommend a preferred photochemical grid model that could be used in assessing ozone impacts on air quality. There are many such models that could be used in these analyses, one of them being the Urban Airshed Model, version V (UAM-V). If a 43 photochemical modeling analysis is used to support a regulatory application, documentation is required showing that the modeling was developed consistent with EPA modeling guidance.

Some trees are sources of biogenic emissions and the emission rates can vary, as all trees are not equal emitters of volatile organic compounds. Although control of nitrogen oxides (NOx) emissions could, in some instances, be more effective than VOC at reducing ozone formation in the southeast, VOC emissions have been shown to provide reductions in ozone in

some local southeast modeling studies and attainment plans. A local assessment of the suite of local and background anthropogenic and biogenic emissions is needed to objectively address the impacts to air quality in a particular (e.g., Triad) area.

The discussion in the SEIS of the effects of tree removal is centered on the known scientific fact that trees emit Volatile Organic Compounds (VOCs) which can aid in the formation of Ozone. While the information in this Section is not incorrect, it provides the public with no real information on the fact that trees also help in the removal pollutants from the atmosphere, from rain and other forms of precipitation and provide the bulk of nutrient and pollutant recycling in the nitrogen, carbon and sulfur cycles. NCDOT appears to be focusing on relatively unimportant emitters of VOC. Trees are just one input to the airshed with the emissions from continual VOC emissions from numerous asphalt-paved surfaces particularly when so much paving is conducted in developing areas. The proposed beltway would add significantly to this emissions budget. Also, the synergistic effects need to be considered. The research described in this section for the Triad area is more of a literature search generalization than a local assessment. The discussion does not support the conclusion that the removal of trees will not adversely impact ozone and carbon monoxide formation in the Triad area.

Forsyth County is part of the North American temperate forest zone. Prior to the industrial revolution in the United States, there was no known records of any air pollution problems involving areas in North Carolina which were covered in terrestrial forests. EPA would consider the emissions of VOCs and any other chemical compounds from trees to be part of the natural environment and constitute the 'background' conditions under which an air analysis or modeling for pollutants would be performed. EPA (and the public) is primarily concerned with man-made sources of air pollutants, including transportation related emissions and those of power generating facilities. In addition to VOCs, EPA is also concerned for Carbon monoxide (CO) emissions, Hydrocarbons (HC which includes VOCs), particulates, Sulfur oxides (SOx), and Nitrogen oxides (NOx). Historically, transportation sources have contributed the majority of CO and HC pollutant emissions and are significant sources of SOx, NOx and particulates. CO emissions and other pollutants from motor vehicles total in the millions of tons per year. In fact, the Council on Environmental Quality (CEQ) estimated the 1970 emissions from transportation sources of CO alone to be 111.0 million tons. The HC and NOx emissions were estimated at 19.5 and 11.7 million tons for the same year. While more fuel efficient vehicles have subsequently been required by Congress and the EPA, the past 20 years has shown a doubling of the total miles traveled in the U.S.

NCDOT is encouraged to refer to EPA's website dealing with air quality and mobile emission sources. This website will provide the public with an objective view of the significant sources of air pollutants. In NCDOT's analysis, there was no differentiation between 'good'

ozone (stratospheric ozone) and 'bad' ground-level ozone. One of the most important technical elements missing in the analysis is that trees provide excellent shade and greatly help to reduce surface temperatures. According to standard literature, soil temperatures can rise by as much as 60 degrees Fahrenheit after the removal of a temperate forest (For example, after clearing and grubbing for a new location freeway). This 60 degree temperature increase does not include any additional temperature increases from asphalt's heat absorbing characteristics or burning of thousands of gallons of fossil fuels in motor vehicles. In ozone (ground-level) formation involving VOCs, NOx and sunlight, heat is the fourth input factor into the equation. The removal of hundreds of acres of trees in a region can significantly impact air quality because summertime (or seasonal) temperatures near the ground surface (the breathing zone) are substantially higher and result in more 'bad' ozone. Obtaining relevant information on changes to ground surface temperatures in this chemical equation are just as important in understanding how ground-level ('bad') ozone is formed. The emission of compounds, such as terpenes and other VOCs, from trees and other native vegetation are part of a balanced natural ecological system. Efforts to portray trees as 'air polluters' in the hope that it justifies more than 1,000 acres of impacts to terrestrial forests is extremely biased and in EPA's opinion does not constitute good science.

The construction impacts on air quality are discussed in Section 4.21. Due to the magnitude of the project, construction impacts will potentially last for many years. Clearing and grubbing activities will remove more than a 1,000 acres of forests will result in the generation of thousands of tons of vegetative debris. Years of grading and construction work will result in potentially tons of Particulate Matter (dust) and other air pollutants from heavy equipment. NCDOT and FHWA will need to develop very specific and comprehensive staging and construction plans to minimize potentially years of construction impacts to both natural resources and the human environment. Simple reference to the Best Management Practices (BMPs) manual does not fully address EPA's concerns. Furthermore, Forsyth County's Environmental Affairs Division has very stringent requirements for Land Clearing Open Burning. For example, there are minimal setbacks (e.g., 1000 feet from any dwelling, business, etc.) for any open burning and the requirement to use air curtain burners where setbacks can not be met. Under the state rule 2D.1900, open burning would be allowed during the ozone season without any permits as long as the forecasted air quality is below Code Orange. DOT could attempt to get an exception from the 1000' setback rule from DENR by obtaining written consent from all occupants of structures that would fall within that 1000', and additionally by using an air curtain burner, per the rule. EPA would strongly urge NCDOT to access the Forsyth County Environmental Affairs website for specific requirements for future land clearing activities. Open-burning of vegetative and other construction debris in an area which is not in compliance with the Clean Air Act 8-hour ozone standard is EPA's least preferred method of disposal. EPA has for several years recommended to NCDOT and FHWA in dozens of NEPA review letters to

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consider recycling efforts by shredding and mulching vegetative debris and making it available to the public. To EPA's knowledge, there are currently no highway construction T.I.P. projects in North Carolina where NCDOT and FHWA have required their contractors to select a more 'environmentally-friendly' method of debris disposal. Open-burning, even in non-compliance areas, appears to be preferred by the contractors because it is a cheaper and very much a traditional practice in the Southeast. EPA strongly requests NCDOT and FHWA to adopt a position requiring an "environmentally-friendly" recycling option for the thousands of tons of vegetative debris which will be generated from this project. Open-burning of this quantity of material will result in tons of emissions of HCs-VOCs, NOx, SOx, CO, Particulate Matter, and Carbon Dioxide and some trace pollutants that likely will cause chronic air quality impacts to the Forsyth County region.

Prime Agricultural Lands

The SEIS identifies soil types in Forsyth County which would classify as prime, unique or of Statewide and Local importance in Section 3.14, Table 3-23. Table 2-11 for R-2247 impacts shows 193 acres of impact to Prime Farmland soils for the Preferred alternative and 291 acres of impact to Statewide Important Farmland soils. Table 2-28 for the U-2579 impacts shows 105.3 acres for NCDOT's preferred alternative in cultivated fields.

This same table shows 532 acres of Prime and Statewide and Local Important Farmland for the Western Alternative, 500 acres Prime and Statewide and Local Important Farmland for the Eastern Alternative, but a footnote **N/A**[1] for the Detailed Study Alternatives including the NCDOT's Preferred Alternative. There is no explanation in the table or the text for the footnote. Table 4-88 (Combined Direct Impacts for all three segments) indicates a range of impacts to agriculture between 369 and 389 acres. This table includes no heading or category for Prime Farmland or of Statewide or Local Importance. The discussion/coordination with the Soil Conservation Service (Now the Natural Resources Conservation Service or NRCS) back in 1991 regarding Prime Farmland covered in Section 4.12.3 is not relevant or timely to the current NEPA analysis. Furthermore, the discussion regarding zoning all of the lands within the project corridors to either residential, commercial or industrial by City-County Planning Boards appears to be contradictory to the agricultural lands identified in Table 4-88 (several hundred acres). EPA urges NCDOT and FHWA to provide the potentially impacted acreage to all Prime and Statewide or Locally Important soil types within the corridors for the R-2247, U-2579, and U-2579A projects regardless of current local zoning or projected land use status (e.g., New highway corridor, Shopping malls, etc.). In a NEPA analysis, the public and review agencies need to be able to make comparative assessments of impacts to protected and unprotected human and natural resources in the context of current and future land uses (irreversible or long-term changes). While zoning is relevant to the Farmland Protection Policy Act definition, EPA would prefer to see a consistent and relevant analysis of impacts based on current land uses, or in this

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specific case, soil types or classifications. For example, NCDOT and FHWA specifically identified the acres of impacts to 'maintained/disturbed' lands and 'cut-over' areas. There is no legal or technically required basis for identifying the potential impacts to these areas. NCDOT or FHWA could have just placed a "N/A" in these categories with a footnote. The NEPA analysis must disclose and discuss information in a manner that the general public can understand. Apparently, there are impacts to Prime Farmland soils for the R-2247 segment of the project but not for the others, except for the Western and Eastern alternatives for the U-2579. There are no Prime Farmland soils for NCDOT's preferred alternative for the U-2579 segment. There apparently are no Prime Farmland soils for any of the alternatives for the U-2579A segment. If EPA's senior technical EIS review staff has a relatively difficult task in trying to decipher the tables and information, it can be assumed that the public will be very challenged in trying to understand the assessments. EPA would greatly encourage NCDOT and FHWA to update, clarify and revise the information on Prime Farmlands and agricultural lands to be impacted by the projects in future Merger meetings and NEPA documents.

Land Use

EPA has reviewed the Forsyth County Growth Management Plan and zoning maps included in the SEIS as Figures 3.2 and 3.1. In addition, EPA has reviewed the proposed 'Open Space System in Forsyth County' shown in Figure 3-6. According to Section 3.14, there are 62,005 acres of Prime Farmland soils, 72,285 acres of State and locally important farmland soils and 137,070 acres of 'other'. Thus, approximately 49% of Forsyth County possesses Prime Farmland or State and locally Important soils. Based on the review of the zoning and Forsyth County Growth Management Plan maps, it appears that less than 25% of the County will not be specifically developed for residential, commercial or industrial purposes. The Farmland Preservation Program Sites shown in Figure 3-6 (i.e., Beige parcels) appear to represent less than 1% of the total land mass for the County. In addition, EPA has also noted that Winston-Salem has previously annexed non-contiguous parcels within Forsyth County and that Winston-Salem will eventually incorporate more than 65% of the entire County (Figure 3-2). From the current zoning and the Growth Management Plan, there appears to be a great deal of current rural and open space which will be in conflict. For example, the area along US 311 in Walkertown is zoned for single-family developments but is shown on the Growth Management Plan as being 'rural'. Another example is the area around NC 109 in southeast Forsyth County . Currently, nearly the entire area is zoned as 'agricultural' but the Growth Management Plan depicts this area as suburban neighborhoods. Another conflict is the area west of Bethania, where the Growth Management Plan shows the area to be rural yet the zoning is indicated as residential - single family. Southwest of the Village of Clemmons along Idols Road is a zoned industrial park. The Growth Management Plan shows this same exact area as 'rural'. EPA has noted numerous other conflicts between current zoning and future growth management. The future growth areas (light

MAYOR
Deborah Stoltz Thompson
MAYOR PRO TEM
Willa F. Lash

COMMISSIONERS
Jerry D. Rogers
John B. Shore
Charlie Wolff

May 19, 2005

Mr. S. P. Ivey
Professional Engineer, NCDOT
Division of Highways
375 Silas Creek Parkway
Winston-Salem, NC 27127

Dear Pat,

At a Board of Commissioners Special Meeting held on May 19th, the enclosed Resolution regarding the Bethania-Tobaccoville interchange was unanimously adopted.

Sincerely,

Deborah Stoltz Thompson
Mayor

Cc: Missy Dickens, NCDOT
Board of Commissioners

PO Box 259
Bethania, NC 27010

Phone: 336-922-4744
Fax: 336-922-4744

RESOLUTION REGARDING THE PROPOSED BETHANIA-TOBACCOVILLE ROAD INTERCHANGE AND TRAFFIC IN BETHANIA

WHEREAS, the North Carolina Department of Transportation concluded that the proposed Bethania-Tobaccoville Road interchange would have an effect on traffic in Bethania,

NOW, THEREFORE, LET IT BE RESOLVED that the Board of Commissioners for the Town of Bethania supports the Bethania-Tobaccoville Road interchange.

LET IT BE FURTHER RESOLVED THAT the Board of Commissioners for the Town of Bethania requests assistance from the NCDOT to alleviate through traffic in Bethania by:

Installing a 4-way stop at the SR2002 (Bethania-Rural Hall Road) and SR1611 (Main Street) intersection, and

Establishing a 25 MPH speed limit inside the corporate limits of Bethania, and

Prohibiting commercial heavy trucks from traveling through Bethania.

Adopted this 19TH day of MAY, 2005.

Deborah Stoltz Thompson
Mayor

Karen Keller
Town Clerk

HPMPO
High Point Urban Area Metropolitan Planning Organization

RESOLUTION OF SUPPORT FOR CONSTRUCTION OF THE WINSTON-SALEM NORTHERN BELTWAY

High Point

WHEREAS, the Winston-Salem Beltway was added to the Winston-Salem Thoroughfare Plan in 1968; and

Archdale

WHEREAS, legislation enacted in 1989 by the North Carolina General Assembly established funding for the Winston-Salem Northern Beltway; and

Jamestown

WHEREAS, the western segment of the beltway will help to alleviate growing traffic congestion in western Forsyth County, and may prevent the unnecessary, expensive and publicly unacceptable widening of thoroughfares such as Peace Haven Road, Country Club Road, and Robinhood Road; and

Thomasville

WHEREAS, the eastern segment of the beltway will serve as I-74, reducing traffic volumes on U.S. 52 through downtown Winston-Salem, and will serve as an important tool to maximize northwest North Carolina's ability to develop ancillary businesses as a result of the location of the Federal Express Mid-Atlantic Hub at Piedmont Triad International Airport, and will improve access to the Piedmont Triad International Airport for communities and towns north of Winston-Salem; and

Trinity

Davidson County

WHEREAS, due to the future designation of portions of the Winston-Salem Northern Beltway as I-74, it is a critical transportation infrastructure tool to manage growth and development on local, regional and state levels, and will provide an important national transportation link; and

Guilford County

WHEREAS, portions of this project will serve as I-74 , it is critical to the continuity of I-74 that the connector from the Northern Beltway and I-40 be extended south from I-40 to US 311 (also designated as US 311); and

Randolph County

WHEREAS, the North Carolina Department of Transportation has exhaustively studied potential environmental impacts of the beltway and will work to minimize negative environmental impacts; and

WHEREAS, construction of this important roadway can begin as early as 2006 because of previously acquired right-of-way along the western section;

NOW, THEREFORE, BE IT RESOLVED that the High Point Urban Area MPO Transportation Advisory Committee (TAC) expresses its support to the North Carolina Department of Transportation and the U.S. Department of Transportation for the construction of the Winston-Salem Northern Beltway.

A motion was made by TAC Member DARRELL FRYE and seconded by TAC member CHARLES DOWDY and approved this the 26th day of October, 2004.

Larry Warlick, Chairman
Transportation Advisory Committee

Subscribed and sworn to me this the 26th day of October, 2004.

Diane W. Nance
Notary Public

My commission expires 06-15-08

P.O. Box 230. High Point, N.C. 27261
Telephone (336) 883-3225 Fax (336) 883-8568 TDD (336) 883-8517

CITY OF HIGH POINT
NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

CITIZENS PARTICIPATION
RECEIVED
DEC 30 2004

December 21, 2004

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

RE: High Point City Council Resolution supporting Winston-Salem Eastern Beltway

Dear Mr. Goode,

The High Point City Council, on December 20, 2004, adopted a Resolution Supporting The Winston-Salem Eastern Beltway and the Eastern extension to Bus. US 311 South of Bus. I-40. The original Resolution is attached for inclusion in the written comments supporting the project.

If you have questions or wish to discuss the resolution, please give us a call at 336-883-3225.

Phil Wylie

Phil Wylie, P.E.
Director of Transportation

Telephone (336) 883-3225
P.O. Box 230, 211 South Hamilton Street, High Point, North Carolina, 27261, FAX (336) 883-8568 TDD (336) 883-8517

RESOLUTION OF SUPPORT FOR CONSTRUCTION OF THE WINSTON-SALEM NORTHERN BELTWAY

Whereas, the Winston-Salem Northern Beltway was added to the Winston-Salem Thoroughfare Plan in 1968; and

Whereas, legislation enacted in 1989 by the North Carolina General Assembly established funding for the Winston-Salem Northern Beltway; and

Whereas, the eastern segment of the beltway will serve as I-74, alleviating traffic on U.S. 52 through downtown Winston-Salem, and will serve as an important tool to maximize the Triad's ability to develop ancillary businesses as a result of the location of the Federal Express Mid-Atlantic Hub at Piedmont Triad International Airport, and will improve access to Triad Airport for communities and towns north of Winston-Salem; and

Whereas, due to the future designation of portions of the Winston-Salem Northern Beltway as an interstate highway, it is a critical transportation infrastructure tool to manage growth and development on local, regional and state levels, and will provide an important national transportation link; and

Whereas, the North Carolina Department of Transportation has exhaustively studied potential environmental impacts of the beltway and will work to minimize negative environmental impacts; and

Whereas, construction of this important roadway can begin as early as 2006 because of previously acquired right-of-way along the western section;

NOW THEREFORE, BE IT REOLVED THAT the High Point City Council expresses its support to the North Carolina Department of Transportation and the U.S. Department of Transportation for construction of the Winston-Salem Northern Beltway.

Adopted this 8th day of July, 2004.

Rebecca R. Smothers

Rebecca R. Smothers, Mayor

ATTEST:

Lisa B. Vierling

Lisa B. Vierling, MMC
High Point City Clerk

CITIZENS PARTICIPATION
RECEIVED
DEC 22 2004

COMMENT SHEET

Winston-Salem Northern Beltway from north of I-40 Business to US 311

Corridor Public Hearing

U-2579A 8.2625101 Forsyth County

December 2, 2004

NAME: Winston-Salem/Forsyth County Board of Education

ADDRESS: 1605 Miller Street, Winston-Salem, North Carolina 27103

COMMENTS AND\OR QUESTIONS:

Please find attached the Resolution of the Winston-Salem/Forsyth County Board of Education with regards to the new Northern Beltway for Forsyth County. Please consider the changes listed that directly affects our school system.

If you have any questions about this Resolution, you may contact me at the Winston-Salem/Forsyth County Board of Education's Administrative Offices, 1605 Miller Street, Winston-Salem, North Carolina 27103 or by phone at (336) 727-2095.

WINSTON-SALEM/FORSYTH COUNTY BOARD OF EDUCATION

BY: _____
Gene Miller
Assistant Superintendent of Operations

Comments may be mailed to:
C. B. Goode, Jr., P. E.
Manager of the Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583 Phone: (919) 715-1515 Fax: (919) 715-1501
E-mail: cgoode@dot.state.nc.us

RESOLUTION
OF THE
WINSTON-SALEM/FORSYTH COUNTY BOARD OF EDUCATION

WHEREAS North Carolina Department of Transportation (NCDOT) has asked for public comments regarding the proposed route for the Winston-Salem Northern Beltway from I-40 business to US 311 (Eastern Section Extended), project No. 8.2625101, TIP No. U-2579A, hereinafter referred to simply as the "Northern Beltway";

WHEREAS the Winston-Salem/Forsyth County Board of Education acknowledges the construction of the Northern Beltway in order to relieve the traffic congestion on existing thoroughfare in Forsyth County so that students may be transported to and from school more safely and faster;

WHEREAS NCDT has proposed two routes between Business I-40 and Kernersville Road, section U-2579 AB, one of which impacts negatively on Sedge Garden Elementary School;

WHEREAS the route known and described as "N2"-"S1", with an interchange at Kernersville Road, provides the best access to and the least impact on road access to Sedge Garden Elementary by parents, employees and the community;

WHEREAS the current plans for the said section U-2579 AB severs Hastings Hill Road in two;

WHEREAS Hastings Hill Road is a major northwest – southeast thoroughfare for people commuting to and from East Forsyth High School; the new East Middle School, Sedge Garden Elementary and other schools on the eastern side of Forsyth County;

NOW THEREFORE, BE IT HEREBY RESOLVED BY THE WINSTON-SALEM/FORSYTH COUNTY BOARD OF EDUCATION AS FOLLOWS:

1. That it respectfully requests the NCDOT to adopt the Route known as "N2" & "S1" for the section of the Northern Beltway between Business I-40 and Kernersville Road, U-2579 AB, with an interchange at Kernersville Road; and
2. That it not sever Hastings Hill Road and either:
   a. build a bridge to continue Hastings Hill Road over the Northern Beltway and the planned off ramps providing access to Business I-40; or
   b. re-route Hastings Hill Road to the south using the path of a creek that runs parallel to Business I-40 since NCDOT must either build a bridge or install a major culvert over the said creek.

This the 14th day of December, 2004.

By: _____ Attest: _____
Donny Lambeth, Chairperson
Donald L. Martin, Jr.,
Superintendent

Draft: 12/9/04
n:\law\board\resolutions\Northern Beltway

4A

page 1 of 2

Trustees

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Sandy Carmany
Greensboro TAC

Vice-Chairperson
Gloria Whisenhunt
Forsyth County

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Fred Sink
Davidson County

Nancy Dunn
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Airport Commission of FC

Bob Landreth
Guilford County

Larry Warlick
High Point TAC

Ed Hooks
Burlington TAC

Dr. Otis Tillman
Piedmont Triad Airport

Darrell Frye
Randolph County

David Isley
Rockingham County

Paul M. Johnson
Surry County

December 6, 2004

Carl B. Goode, Jr., P.E.
North Carolina Department of Transportation
1583Mail Service Center
Raleigh, NC 27699-1583

RE: Resolution of Support for Construction of the Eastern Segment of the Northern Beltway in Forsyth County

Dear Mr. Goode:

Transmitted herewith is a Resolution of Support for Construction of the Eastern Segment of the Northern Beltway in Forsyth County. This most important project will serve as the I-74 Corridor, alleviating traffic on US 52 through downtown Winston-Salem and will serve as an important project to enhance the quality of living in all of North Carolina.

Please note that the Piedmont Authority for Regional Transportation has seven (7)counties in the Piedmont Triad Region in its territorial jurisdiction and has 19 members on the Board of Trustees. The PART Board is a strong advocate for projects of regional significance that will not only improve mobility but will enhance air quality and the quality of life for its citizens.

Thank you for the recently held pre-hearing workshops and public hearings for this most important project. Again thank you for the opportunity to comment and provide this Resolution of Support from the PART Board of Trustees.

Sincerely,

Brent McKinney
Executive Director

Cc: Sandy Carmany
PART Board Chairperson

The Piedmont Authority for Regional Transportation
7800 Airport Center Drive, Suite 102, Greensboro, North Carolina 27409
336-662-0002 * Fax 336-662-9253 * www.partnc.org

4A

page 2 of 2

RESOLUTION OF SUPPORT FOR CONSTRUCTION OF THE WINSTON-SALEM NORTHERN BELTWAY

Whereas, the Winston-Salem Northern Beltway was added to the Winston-Salem Thoroughfare Plan in 1968; and

Whereas, legislation enacted in 1989 by the North Carolina General Assembly established funding for the Winston-Salem Northern Beltway; and

Whereas, the western segment of the beltway will alleviate growing traffic congestion in western Forsyth County, preventing the unnecessary, expensive and publicly unacceptable widening of thoroughfares such as Peacehaven Road, Country Club Road, and Robinhood Road; and

Whereas, the eastern segment of the beltway will serve as I-74, alleviating traffic on U.S. 52 through downtown Winston-Salem, and will serve as an important tool to maximize Northwest North Carolina's ability to develop ancillary businesses as a result of the location of the Federal Express Mid-Atlantic Hub at Piedmont Triad International Airport, and will improve access to Triad Airport for communities and towns north of Winston-Salem; and

Whereas, due to the future designation of portions of the Winston-Salem Northern Beltway as an interstate highway, it is a critical transportation infrastructure tool to manage growth and development on local, regional and state levels, and will provide an important national transportation link; and

Whereas, the North Carolina Department of Transportation has exhaustively studied potential environmental impacts of the beltway and will work to minimize negative environmental impacts; and

Whereas, construction of this important roadway can begin as early as 2006 because of previously acquired right-of-way along the western section;

NOW THEREFORE, BE IT REOLVED THAT the _____ expresses its support to the North Carolina Department of Transportation and the U.S. Department of Transportation for construction of the Winston-Salem Northern Beltway.

Motion made by Fred Terry and seconded by Dr. Otis Tillman and approved this 13th day of October, 2004.

APPROVED: Sandy Carmany
Sandy Carmany
PART Board Chairperson

WITNESSED: D Peterson Blue
PART Attorney

4B
pg 1 of 2

CITIZENS PARTICIPATION
RECEIVED
DEC 09 2004

Trustees

Chairperson
Sandy Carmany
Greensboro TAC

Vice-Chairperson
Gloria Whisenhunt
Forsyth County

Treasurer
Larry Williams
Winston-Salem TAC

Secretary
John Patterson
Alamance County

Becky Smothers
High Point

Fred Terry
Winston-Salem

Steve Ross
Burlington

Keith Holliday
Greensboro

Fred Sink
Davidson County

Nancy Dunn
Doug Galyon
NCDOT Board Members

Bill Whiteheart
Airport Commission of FC

Bob Landreth
Guilford County

Larry Warlick
High Point TAC

Ed Hooks
Burlington TAC

Dr. Otis Tillman
Piedmont Triad Airport

Darrell Frye
Randolph County

David Isley
Rockingham County

Paul M. Johnson
Surry County

December 6, 2004

Carl B. Goode, Jr., P.E.
North Carolina Department of Transportation
1583Mail Service Center
Raleigh, NC 27699-1583

RE: Public Hearing for the Winston-Salem Northern Beltway

Dear Mr. Goode:

Transmitted herewith is a Resolution of Support for Construction of Winston-Salem Northern Beltway. Thank you for the recent pre-hearing workshops and public hearings held by your department on this highly important roadway project. Construction of the Northern Beltway is not only important for the citizens of Winston-Salem and Forsyth County, but is important to the entire state of North Carolina.

Please note that the Piedmont Authority for Regional Transportation has a territorial jurisdiction including seven (7)counties in the Piedmont Triad Region and the Board of Trustees consist of 19 members representing various counties, cities, and transportation agencies.

Again thank you for the opportunity to provide support for this most important project to North Carolina

With kindest regards,

Brent McKinney
Executive Director

Cc: Sandy Carmany
PART Board Chairperson

The Piedmont Authority for Regional Transportation
7800 Airport Center Drive, Suite 102, Greensboro, North Carolina 27409
336-662-0002 * Fax 336-662-9253 * www.partnc.org

4B
pg 2 of 2

RESOLUTION OF SUPPORT FOR CONSTRUCTION OF THE WINSTON-SALEM NORTHERN BELTWAY

WHEREAS, the Winston-Salem Northern Beltway was added to the Winston-Salem Thoroughfare Plan in 1968; and

WHEREAS, legislation enacted in 1989 by the North Carolina General Assembly established funding for the Winston-Salem Northern Beltway; and

WHEREAS, the western segment of the beltway will alleviate growing traffic congestion in western Forsyth County, preventing the unnecessary, expensive and publicly unacceptable widening of thoroughfares such as Peacehaven Road, Country Club Road, and Robinhood Road; and

WHEREAS, the eastern segment of the beltway will serve as I-74, alleviating traffic on U.S. 52 through downtown Winston-Salem, and will serve as an important tool to maximize Forsyth County's ability to develop ancillary businesses as a result of the location of the Federal Express Mid-Atlantic Hub at Piedmont Triad International Airport, and will improve access to Piedmont Triad Airport for communities and towns in Northwest North Carolina and Southwest Virginia; and

WHEREAS, due to the future designation of portions of the Winston-Salem Northern Beltway as an interstate highway, it is a critical transportation infrastructure tool to manage growth and development on local, regional, state levels, and will provide an important national transportation link; and

WHEREAS, the North Carolina Department of Transportation has exhaustively studied potential environment impacts of the beltway and will work to minimize negative environmental impacts; and

WHEREAS, construction of this important roadway can begin as early as 2006 because of previously acquired right-of-way along the western section.

NOW THEREFORE, BE IT RESOLVED THAT the Piedmont Authority for Regional Transportation expresses its support to the North Carolina Department of Transportation and the U.S. department of Transportation for construction of the Winston-Salem Northern Beltway.

Motion made ~~by~~ Fred Terry and seconded by Otis Tillman and approved on this being the 12th day of May 2004.

Approved Sandy Carmany
PART Board Chairperson

Attested Peterson Buie
PART Legal Counsel

4C
(Amend 15, 17, 14, 20, 21, 22, 23, 24, 9, 10)

Trustees

Chairperson
Sandy Carmany
Greensboro TAC

Vice-Chairperson
Gloria Whisenhunt
Forsyth County

Treasurer
Larry Williams
Winston-Salem TAC

Secretary
John Patterson
Alamance County

Becky Smothers
High Point

Fred Terry
Winston-Salem

Steve Ross
Burlington

Keith Holliday
Greensboro

Fred Sink
Davidson County

Nancy Dunn
Doug Galyon
NCDOT Board Members

Bill Whiteheart
Airport Commission of FC

Bob Landreth
Guilford County

Larry Warlick
High Point TAC

Ed Hooks
Burlington TAC

Dr. Otis Tillman
Piedmont Triad Airport

Darrell Frye
Randolph County

David Isley
Rockingham County

Paul M. Johnson
Surry County

December 6, 2004

Carl B. Goode, Jr., P.E.
North Carolina Department of Transportation
1583Mail Service Center
Raleigh, NC 27699-1583

RE: Resolution in Support of the Advancement of Roadway Projects in the Interstate 74 Corridor in the State of North Carolina

Dear Mr. Goode:

On behalf of the Piedmont Authority for Regional Transportation Board of Trustees, I express sincere appreciation for the pre-hearing workshops and public hearings that was recently held on the Winston-Salem Northern Beltway. I am writing in specific regard to the formal corridor public hearing for the eastern section of the proposed Beltway between I-40 Business and US 311.

Please find attached herewith copies of Resolution in Support of the Advancement of Roadway Projects in the Interstate 74 Corridor in the State of North Carolina. These resolutions are from the governing agencies of the following: Town of Elkin, Town of Dobson, Town of Pilot Mountain, Town of Mount Airy, County of Stokes, County of Surry, Town of Danbury, City of King, County of Carroll, Virginia, Town of Hillsville, Virginia, and Town of Galax, Virginia.

As you can tell from the list of agencies in support of advancing the construction of this most important project, the interest is not only local but extends to our neighboring State of Virginia. This major corridor, which enters The State of North Carolina with Interstate 77, is a major gateway into our state form the State of Virginia and Interstate 81 as well as West Virginia and the West Virginia Turnpike which provides access to our state from the industrialized Mid-Western part of our country.

I'm sure that you and others will grasp the magnitude of interest and effort on the part of many elected officials in support of this project, and for your further information, there are many other local government agencies considering approval of this resolutions as well. I will be forwarding those to you upon receipt of them.

Please note that the PART Board of Trustees encompasses a territorial jurisdiction of seven (7) counties in the Piedmont Triad Region and has 19 members serving on the Board of Trustees. It is the goal of the Board to have a positive impact on the development of transportation systems in our region by cooperatively working together.

Please let me know if you have any questions or if I can provide further information.

Sincerely,

Brent McKinney
Executive Director

Cc: Sandy Carmany
PART Board Chairperson

The Piedmont Authority for Regional Transportation
7800 Airport Center Drive, Suite 102, Greensboro, North Carolina 27409
336-662-0002 * Fax 336-662-9253 * www.partnc.org

ACCREDITED

HIGH POINT
CHAMBER OF COMMERCE

CITIZENS PARTICIPATION
RECEIVED
DEC 14 2004

December 7, 2004

Mr. Carl Goode, PE
Manager
Office of Human Environment
NC Department of Transportation
1583 Mail Service Center
Raleigh, NC 27699-1583

Dear Mr. Goode:

Enclosed please find a Resolution of Support for Construction of the Winston-Salem Northern Beltway. This resolution was adopted by the High Point Chamber of Commerce Board of Directors on November 23, 2004.

The eastern segment of the beltway will serve as a portion of future I-74. The High Point Chamber of Commerce feels that the western most alignment of the Winston-Salem Beltway's eastern section is critical for completion of I-74 from Winston-Salem to US-311 into High Point.

Completion of the beltway will also alleviate congestion on US-52 through the downtown area of Winston-Salem, improve access to Piedmont Triad International Airport and communities and towns north of Winston-Salem.

Thank you for your consideration of construction of this beltway. If you have any questions, please do not hesitate to contact me.

Sincerely,

Thomas W. Dayvault, CCE
President

P.O. BOX 5025, 1101 N. MAIN ST.
HIGH POINT, NC 27262
336-889-8151, FAX 336-889-9499
WWW.HIGHPOINTCHAMBER.ORG

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pgs 2-12

HIGH POINT
CHAMBER OF COMMERCE

RESOLUTION OF SUPPORT FOR CONSTRUCTION OF THE WINSTON-SALEM NORTHERN BELTWAY

Whereas, the Winston-Salem Northern Beltway was added to the Winston-Salem Thoroughfare Plan in 1968; and

Whereas, legislation enacted in 1989 by the North Carolina General Assembly established funding for the Winston-Salem Northern Beltway; and

Whereas, the western segment of the beltway will alleviate growing traffic congestion in western Forsyth County, preventing the unnecessary, expensive and publicly unacceptable widening of thoroughfares such as Peacehaven Road, Country Club Road, and Robinhood Road; and

Whereas, the eastern segment of the beltway will serve as I-74, alleviating traffic on U.S. 52 through downtown Winston-Salem, and will serve as an important tool to maximize Northwest North Carolina's ability to develop ancillary businesses as a result of the location of the Federal Express Mid-Atlantic Hub at Piedmont Triad International Airport, and will improve access to Triad Airport for communities and towns north of Winston-Salem; and

Whereas, due to the future designation of portions of the Winston-Salem Northern Beltway as an interstate highway, it is a critical transportation infrastructure tool to manage growth and development on local, regional and state levels, and will provide an important national transportation link; and

Whereas, the North Carolina Department of Transportation has exhaustively studied potential environmental impacts of the beltway and will work to minimize negative environmental impacts; and

Whereas, construction of this important roadway can begin as early as 2006 because of previously acquired right-of-way along the western section;

NOW THEREFORE, BE IT RESOLVED THAT the **High Point Chamber of Commerce** expresses its support to the North Carolina Department of Transportation and the U.S. Department of Transportation for construction of the Winston-Salem Northern Beltway.

Dated the 24th Day of November 2004

Leah Price, Chairman of the Board

ACCREDITED

P.O. BOX 5025, 1101 N. MAIN ST.
HIGH POINT, NC 27262
336-889-8151, FAX 336-889-9499
WWW.HIGHPOINTCHAMBER.ORG

Commission

J. Hugh Wright
Chairman
P. W. Swann
Vice-Chairman
Curtiss W. Carpenter
Lyons Gray
J. Andrews Hancock
George L. Little, Jr.
Paul S. McGill
Stephen D. Poe
Donald R. Stewart
J. Hill Stockton
Raymond D. Thomas

Staff
Gregory M. Turner, P.E.
Assistant
City Manager/
Public Works
David K. Saunders, P.E.
Utilities Director

Winston-Salem/Forsyth County Utility Commission

December 13, 2004

CITIZENS PARTICIPATION
RECEIVED
DEC 15 2004

Mr. Carl B. Goode, Jr., P.E.
North Carolina Department of Transportation
1583 Mail Service Center
Raleigh, NC 27699-1583

Dear Mr. Goode:

Per the public hearing held Thursday, December 2, 2004 for the proposed Beltway between I-40 Business and US 311, please find herewith a resolution from the City/County Utility Commission expressing its support for the Winston-Salem Beltway but requests that the Eastern Section Extension between I-40 Business and US 311 be along the westernmost study corridor.

Should you need to contact the City/County Utility Commission, please do so by calling David K. Saunders, Director, City/County Utilities at (336) 727-8418.

Sincerely,

Hugh Wright, Chairman
City/County Utility Commission

cc: David K. Saunders, P. E.

P. O. Box 2511 Winston-Salem, NC 27102 Tel 336.727.8418 Fax 336.727.8432 cityofws.org/utilities

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page 2 of 3

City/County Utility Commission — Action Request Form

DATE: November 8, 2004

TO: Gregory M. Turner, Assistant City Manager/Public Works

FROM: David Saunders, City/County Utilities Director

COMMISSION ACTION REQUESTED:

CONSIDERATION OF A RESOLUTION SUPPORTING THE WESTERN MOST ALIGNMENT OF THE WINSTON-SALEM BELTWAY, EASTERN SECTION EXTENSION BETWEEN BUSINESS I-40 AND U. S. 311.

SUMMARY OF INFORMATION:

On Thursday, December 2, 2004, the NCDOT will hold a formal corridor public hearing for the Eastern Section Extension of the Winston-Salem Beltway. Currently, there are two alignments under study and the public hearing is to gather statements, questions, and/or submittal of material pertaining to the proposed project.

The western most alignment has been determined to take fewer business and housing structures while the eastern most alignment has more stream crossings and possibly more environmental impacts. The eastern most alignment would eliminate the current Union Cross Road and U. S. 311 interchange because the new interchange with the Beltway and U. S. 311 would be too close to have both interchanges. The Winston-Salem Alliance and the Utility Commission have purchased property for the Alliance Science and Technology Park that lies within the eastern most corridor study area and this route would reduce the amount of acreage available for development. The western alignment leaves all of the property for the technology park intact. The current Union Cross and U. S. 311 interchange is of benefit to both the technology park and the Union Cross Business Park. The western most alignment provides an additional interchange that would additionally serve both parks.

This resolution will be presented at the formal public hearing to be held on December 2, 2004 in support of the western most alignment.

ADOPTED
Nov. 8, 2004
City/County
Utility Commission

Submitted by: Terry Cornett (Name) — Public Works/Utilities Administration (Department/Division)

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page 3 of 3

RESOLUTION OF SUPPORT FOR THE WESTERN MOST
ALIGNMENT OF THE WINSTON-SALEM BELTWAY
EASTERN SECTION EXTENSION BETWEEN BUSINESS I-40 AND U. S. 311

WHEREAS, the NCDOT is seeking comments, statements and/or submittal of material pertaining to the alignment of the Eastern Section Extension of the proposed Beltway between Business I-40 and U. S. 311; and

WHEREAS, the NCDOT is studying two alignments, a western and an eastern alignment with U. S. 311; and

WHEREAS, the Winston-Salem Alliance and the City/ County Utility Commission have purchased property for the Alliance Science and Technology Park for economic business development that lies within the eastern most alignment of the Eastern Section Extension; and

WHEREAS, the City/County Utility Commission supports the Winston-Salem Beltway, but requests that the Eastern Section Extension between Business I-40 and U. S. 311 be along the western most study corridor as this route has less negative impact on the property purchased for the Alliance Science and Technology Park and provides a positive impact by allowing the existing Union Cross Road and U. S. 311 interchange to remain, which is beneficial for the economic planning involved with both the Alliance Science and Technology Park and the Union Cross Business Park.

NOW, THEREFORE BE IT RESOLVED by the City/County Utility Commission, an agency of the City of Winston-Salem, upon recommendation of the Finance Committee, that this resolution supporting the western most alignment is hereby approved and said resolution should be distributed to the NCDOT for the purpose of their gathering comments and statements at the December 2, 2004 formal corridor public hearing on the Eastern Section Extension of the proposed Beltway between Business I-40 and U. S. 311.

ADOPTED
Nov. 8, 2004
City/County
Utility Commission

winstonsalem
chamber of commerce

RESOLUTION OF SUPPORT FOR CONSTRUCTION OF THE WINSTON-SALEM NORTHERN BELTWAY

Whereas, the Winston-Salem Northern Beltway was added to the Winston-Salem Thoroughfare Plan in 1968; and

Whereas, legislation enacted in 1989 by the North Carolina General Assembly established funding for the Winston-Salem Northern Beltway; and

Whereas, the western segment of the beltway will alleviate growing traffic congestion in western Forsyth County, preventing the unnecessary, expensive and publicly unacceptable widening of thoroughfares such as Peacehaven Road, Country Club Road, and Robinhood Road; and

Whereas, the eastern segment of the beltway will serve as I-74, alleviating traffic on U.S. 52 through downtown Winston-Salem, and will serve as an important tool to maximize Forsyth County's ability to develop ancillary businesses as a result of the location of the Federal Express Mid-Atlantic Hub at Piedmont Triad International Airport, and will improve access to Triad Airport for communities and towns north of Winston-Salem; and

Whereas, due to the future designation of portions of the Winston-Salem Northern Beltway as an interstate highway, it is a critical transportation infrastructure tool to manage growth and development on local, regional and state levels, and will provide an important national transportation link; and

Whereas, the North Carolina Department of Transportation has exhaustively studied potential environmental impacts of the beltway and will work to minimize negative environmental impacts; and

Whereas, construction of this important roadway can begin as early as 2006 because of previously acquired right-of-way along the western section;

NOW THEREFORE, BE IT RESOLVED THAT the Greater Winston-Salem Chamber of Commerce expresses its support to the North Carolina Department of Transportation and the U.S. Department of Transportation for construction of the Winston-Salem Northern Beltway.

This is the 19th day of May 2004

Gayle N. Anderson
President & CEO

www.winstonsalem.com P.O. Box 1408, Winston-Salem, NC 27102 p. 336.728.9200 f. 336.721.2209

8A

RESOLUTION OF SUPPORT FOR THE WESTERN MOST ALIGNMENT OF THE WINSTON-SALEM BELTWAY EASTERN SECTION EXTENSION BETWEEN BUSINESS I-40 AND U.S. 311

WHEREAS, the NCDOT is seeking comments, statements and/or submittal of material pertaining to the alignment of the Eastern Section Extension of the proposed Beltway between Business I-40 and U.S. 311; and

WHEREAS, the NCDOT is studying two alignments, a western and an eastern alignment with U.S. 311; and

WHEREAS, Winston-Salem Business Inc. developed Union Cross Business Park with eight companies presently located in the park and the future development of that park and those companies will be negatively impacted if the Eastern Section is selected; and

WHEREAS, the Winston-Salem Business Inc. supports the Winston-Salem Beltway, but requests that the Eastern Section Extension between Business I-40 and U.S. 311 be along the western most study corridor as this route has less negative impact on the property owned by Winston-Salem Business Inc. and provides a positive impact by allowing the existing Union Cross Road and U.S. 311 interchange to remain, which is beneficial for the economic planning involved with both the Union Cross Business Park and the Alliance Science and Technology Park.

NOW, THEREFORE BE IT RESOLVED by the Board of Directors of Winston-Salem Business Inc., an economic development agency of Winston-Salem and Forsyth County, upon recommendation, that this resolution supporting the western most alignment is hereby approved and said resolution should be distributed to the NCDOT for the purpose of their gathering comments and statements at the December 2, 2004 formal corridor public hearing on the Eastern Section Extension of the proposed Beltway between Business I-40 and U.S. 311.

WINSTON-SALEM BUSINESS INC. CORPORATE SEAL NORTH CAROLINA

WINSTON-SALEM BUSINESS INC.

RESOLUTION OF SUPPORT FOR CONSTRUCTION OF THE WINSTON-SALEM NORTHERN BELTWAY

Whereas, the Winston-Salem Northern Beltway was added to the Winston-Salem Thoroughfare Plan in 1968; and

Whereas, legislation enacted in 1989 by the North Carolina General Assembly established funding for the Winston-Salem Northern Beltway; and

Whereas, the eastern segment of the beltway will serve as I-74, alleviating traffic on U.S. 52 through downtown Winston-Salem, and will serve as an important tool to maximize Northwest North Carolina's ability to develop ancillary businesses as a result of the location of the Federal Express Mid-Atlantic Hub at Piedmont Triad International Airport, and will improve access to Triad Airport for communities and towns north of Winston-Salem; and

Whereas, due to the future designation of portions of the Winston-Salem Northern Beltway as an interstate highway, it is a critical transportation infrastructure tool to manage growth and development on local, regional and state levels, and will provide an important national transportation link; and

Whereas, the North Carolina Department of Transportation has exhaustively studied potential environmental impacts of the beltway and will work to minimize negative environmental impacts; and

Whereas, construction of this important roadway can begin as early as 2006 because of previously acquired right-of-way along the western section;

NOW THEREFORE, BE IT REOLVED THAT the Winston-Salem Business Inc. expresses its support to the North Carolina Department of Transportation and the U.S. Department of Transportation for construction of the Winston-Salem Northern Beltway.

This is the 24th day of May

Robert E. Leak, Jr./President

1080 West Fourth Street, Winston-Salem, NC 27101
336.723.8955 800.220.WSBI fax: 336.761.1089 www.wsbi.biz

RESOLUTION IN SUPPORT OF THE ADVANCEMENT OF ROADWAY PROJECTS IN THE INTERSTATE 74 CORRIDOR IN THE STATE OF NORTH CAROLINA

WHEREAS, the State of North Carolina is recognized as the sixth fastest growing state in the nation and the third fastest growing state east of the Mississippi River; and

WHEREAS, the approved routing of Interstate 74 which enables greater access to rural areas of the state is an integral part of the highway system for the State of North Carolina; and

WHEREAS, economic development, tourism, and job creation will benefit through the construction of Interstate 74 that serves the citizens and visitors of North Carolina; and

WHEREAS, the construction of Transportation Improvement Program projects U-2579 (Forsyth County) and R-2606 (Randolph County) are vitally important for completion of the North Carolina segment of I-74; and

WHEREAS, this resolution is an instrument to express the unified support of communities along the Interstate 74 corridor for advancement of construction and completion of this project within the State of North Carolina.

NOW THEREFORE, BE IT RESOLVED THAT the King City Council through the adoption of this resolution supports the advancement of projects U-2579 and R-2606 into the current 2004-2010 Transportation Improvement Program for construction.

Adopted on this 7 day of September 2004.

CITY COUNCIL OF THE NORTH CAROLINA CITY OF KING

Title: Mayor

The Piedmont Authority for Regional Transportation
7800 Airport Center Drive, Suite 102, Greensboro, North Carolina 27409
336-662-0002 * Fax 336-662-9253 * www.partnc.org

City of King
Resolution No. 2004-19
Resolution of Support for Construction of the King Northern Beltway

Whereas, the King Northern Beltway was added to the King Thoroughfare Plan in 1983; and

Whereas, legislation enacted in 1989 by the North Carolina General Assembly established funding for the Northern Beltway; and

Whereas, the eastern segment of the beltway will serve as I-74, alleviating traffic on U.S. 52 through King, and will serve as an important tool to maximize Northwest North Carolina's ability to develop ancillary businesses as a result of the location of the Federal Express Mid-Atlantic Hub at Piedmont Triad International Airport, and will improve access to Triad Airport for communities and towns north of Winston-Salem, and

Whereas, due to the future designation of portions of the Northern Beltway as a interstate highway, it is a critical transportation infrastructure tool to manage growth and development on local, regional, and state levels, and will provide an important national transportation link; and

Whereas, the North Carolina Department of Transportation has exhaustively studied potential environmental impacts of the beltway and will work to minimize negative environmental impacts; and

Whereas, construction of this important roadway can begin as early as 2006 because of previously acquired right-of-way along the western section;

Now, Therefore, Be it Resolved That the King City Council expresses its support to the North Carolina Department of Transportation and the U.S. Department of Transportation for construction of the Winston-Salem Northern Beltway.

Adopted this the 6th day of July, 2004

Jack Warren – Mayor

ATTEST:

Jolene H. Massie
City Clerk

RESOLUTION
IN SUPPORT OF THE ADVANCEMENT OF ROADWAY PROJECTS IN THE INTERSTATE 74 CORRIDOR IN THE STATE OF NORTH CAROLINA

WHEREAS, the State of North Carolina is recognized as the sixth fastest growing state in the nation and the third fastest growing state east of the Mississippi River; and

WHEREAS, Surry County is one of the fastest growing rural counties in the state and serves as a major gateway into North Carolina via Interstate 77 and Interstate 74 from the State of Virginia, the West Virginia Turnpike, and the industrialized mid-western states; and

WHEREAS, the approved routing of Interstate 74 which enables greater access to rural areas of the state is an integral part of the highway system for the State of North Carolina; and

WHEREAS, economic development, tourism, and job creation will benefit through the construction of Interstate 74 that serves the citizens and visitors of North Carolina; and

WHEREAS, the construction of Transportation Improvement Program projects U-2579 (Forsyth County) and R-2606 (Randolph County) are vitally important for completion of the North Carolina segment of I-74; and

WHEREAS, this resolution is an instrument to express the unified support of communities along the Interstate 74 corridor for advancement of construction and completion of this project within the State of North Carolina.

NOW THEREFORE, BE IT RESOLVED THAT the Town of Elkin Board of Commissioners through the adoption of this resolution supports the advancement of projects U-2579 and R-2606 into the current 2004-2010 Transportation Improvement Program for construction.

Adopted on this 11th day of October 2004.

Mayor

Clerk to the Board

TOWN OF RURAL HALL

MAYOR
Larry T. Williams
MAYOR PRO-TEM
Durward A. Smith, Jr.
COUNCILMEN
Herman C. Denny
John N. McDermon
Dewhitt C. Neely

TOWN MANAGER
Frank L. James
TOWN CLERK
Linda V. Booth

May 11, 2004

James McCoy
VP Public Policy and Communications
Winston-Salem Chamber of Commerce
P.O. Box 1408
Winston-Salem, NC 27102

Dear James:

Attached is a copy of the Resolution of Support for Construction of the Winston-Salem Northern Beltway. The Rural Hall Town Council at its meeting on May 10, 2004 approved the resolution.

Please let us know if you need additional information.

Sincerely,

Larry T. Williams
Mayor

LTW/dkm

Cc: Councilmen

423 Bethania-Rural Hall Road• P.O. Box 549 • Rural Hall, NC 27045
Phone (336) 969-6856 • FAX (336) 969-9081 • ruralhall@alltel.net • ruralhall.govoffice.com

Dec-15-04 11:32am From-WINSTON-SALEM CHAMBER OF COMMERCE 3367212208 T-424 P.02/20 F-130

RESOLUTION OF SUPPORT FOR CONSTRUCTION OF THE WINSTON-SALEM NORTHERN BELTWAY

Whereas, the Winston-Salem Northern Beltway was added to the Winston-Salem Thoroughfare Plan in 1968; and

Whereas, legislation enacted in 1989 by the North Carolina General Assembly established funding for the Winston-Salem Northern Beltway; and

Whereas, the western segment of the beltway will alleviate growing traffic congestion in western Forsyth County, preventing the unnecessary, expensive and publicly unacceptable widening of thoroughfares such as Peacehaven Road, Country Club Road, and Robinhood Road; and

Whereas, the eastern segment of the beltway will serve as I-74, alleviating traffic on U.S. 52 through downtown Winston-Salem, and will serve as an important tool to maximize Forsyth County's ability to develop ancillary businesses as a result of the location of the Federal Express Mid-Atlantic Hub at Piedmont Triad International Airport, and will improve access to Triad Airport for communities and towns north of Winston-Salem; and

Whereas, due to the future designation of portions of the Winston-Salem Northern Beltway as an interstate highway, it is a critical transportation infrastructure tool to manage growth and development on local, regional and state levels, and will provide an important national transportation link; and

Whereas, the North Carolina Department of Transportation has exhaustively studied potential environmental impacts of the beltway and will work to minimize negative environmental impacts; and

Whereas, construction of this important roadway can begin as early as 2006 because of previously acquired right-of-way along the western section;

NOW THEREFORE, BE IT REOLVED THAT the Town of Rural Hall expresses its support to the North Carolina Department of Transportation and the U.S. Department of Transportation for construction of the Winston-Salem Northern Beltway.

Adopted this the 10th day of May, 2004

ATTEST:

Town Clerk Linda V. Booth, CMC

TOWN OF RURAL HALL

Mayor Larry T. Williams

with excellence

Executive Committee
Bert Lance-Stone
Tom Ratledge
Rhonda Winters
John Maddocks
Jim Beck
Glenn Davenport
Holly Ferree
Betsy Lowder
Morris Hayes
Darrel Frye
Board of Directors
Karen Allred
Janet Bartlett
Ann Bolin
Jeff Claypool
Andrew Conroy
Victor Dau
Tony Dungan
Kathryn Hayes
Carol Lockhart
Dremia Meier
Adam Perryman
Linda Roney
Stacey Sanders
Helen Sikes
Doug Smith
President
Beverly Nelson

May 19, 2004

Ms. Gayle Anderson, President
WINSTON-SALEM CHAMBER OF COMMERCE
P. O. Box 1408
Winston-Salem, NC 27102

Dear Gayle:

Attached is our resolution in support of the construction of the Winston-Salem northern Beltway. Our board was glad to assist a neighbor with this significant project.

We trust that we can count on your continued support of the completion of I-74 through our community as well. As you know, we continue to be concerned about the slippage in construction dates and funding for R-2606 which will take I-74 all the way from I-85 to US 220. Your staff member James McCoy has been very helpful with this initiative and we know that we can count on your support as we move forward with our lobbying efforts.

Regards,

Beverly M. Nelson, President
ARCHDALE-TRINITY CHAMBER OF COMMERCE

cc: James McCoy

Enclosure

05-19-04 11:32am FROM-WINSTON-SALEM CHAMBER OF COMMERCE 3367212208 T-424 P.10/20 F-730

with excellence

Executive Committee
Bert Lance-Stone
Tom Ratledge
Rhonda Winters
John Maddocks
Jim Beck
Glenn Davenport
Holly Ferree
Betsy Lowder
Morris Hayes
Darrel Frye
Board of Directors
Karen Allred
Janet Bartlett
Ann Bolin
Andrew Conroy
Victor Dau
Tony Dungan
Kathryn Hayes
Carol Lockhart
Dremia Meier
Adam Perryman
Linda Roney
Stacey Sanders
Helen Sikes
Doug Smith
President
Beverly Nelson

ARCHDALE-TRINITY CHAMBER OF COMMERCE

A RESOLUTION IN SUPPORT OF THE CONSTUCTION OF THE WINSTON-SALEM NORTHERN BELTWAY

WHEREAS, the Winston-Salem Northern Beltway was added to the Winston-Salem Thoroughfare Plan in 1968; and

WHEREAS, legislation enacted in1989 by the North Carolina General Assembly established funding for the Winston-Salem Northern Beltway; and

WHEREAS, the Western segment of the beltway will alleviate growing traffic congestion in western Forsyth County, preventing the unnecessary, expensive and publicly unacceptable widening of thoroughfares such as Peacehaven Road, Country Club Road, and Robinhood Road; and

WHEREAS, the eastern segment of the beltway will serve as I-74, alleviating traffic of U.S. 52 through downtown Winston-Salem, and will serve as an important tool to maximize Forsyth County's ability to develop ancillary businesses as a result of the location of the Federal Express Mid-Atlantic Hub at Piedmont Triad International Airport, and will improve access to Triad Airport for communities and towns north of Winston-Salem; and

WHEREAS, due to the future designation of portions of the Winston-Salem Northern Beltway as an interstate highway, it is critical transportation infrastructure tool to manage growth and development on local, regional and state levels, and will provide an important national transportation link; and

WHEREAS, the North Carolina Department of Transportation has exhaustively studied potential environmental impact of the beltway and will work to minimize negative environmental impacts; and

WHEREAS, construction of this important roadway can begin as early as 2006 because of previously acquired right-of-way along the western section;

NOW THEREFORE, BE IT RESOLVED THAT the Archdale-Trinity Chamber of Commerce expresses support the North Carolina Department of Transportation and the U.S. Department of Transportation for construction of the Winston-Salem Northern Beltway

Berida L. Stone
Chairman Archdale-Trinity Chamber of Commerce

May 19, 2004
Date

www.archdaletrinitychamber.com
P.O. Box 4634 Archdale, North Carolina 27263 (336) 434-2073 Fax: (336) 431-5845 info@archdaletrinitychamber.com

MACON C. SAMMONS, JR.
County Manager

SURRY COUNTY GOVERNMENT CENTER
118 Hamby Road, Suite 329
Dobson, NC 27017

PHONE (336) 401-8201
(336) 366-8201
FAX (336) 401-8216
TDD (336) 401-8215

COUNTY OF SURRY

7/22

James! Please put this where it may do some good. TX Murray

July 20, 2004

Mr. Murray Greason
One Fourth Street
Winston Salem, NC 27101

Dear Mr. Greason:

On July 6, 2004, Surry County became a member locality in PART, the Piedmont Authority for Regional Transportation. On July 19, 2004, the Surry County Board of County Commissioners adopted the attached resolution urging local and State leaders, members of the General Assembly and the North Carolina Department of Transportation officials to move forward toward completing the missing segments of the I-74 corridor in North Carolina.

I-74 will certainly play an important role in our economic recovery. We feel that by far the most effective means of insuring efficient and timely completion of I-74 is an effective coalition of regional interests, both private and public. We are appreciative of the efforts you have made to advance the completion of I-74 in North Carolina and we ask your continued commitment to this objective.

Brent McKinney, Executive Director of PART (336-662-0002) will be glad to talk with you about the status and need to complete the missing segments of I-74. Please let him or me know if you would like additional information at this point.

Thank you in advance for your concern and support of I-74 completion.

Sincerely,

Macon C. Sammons, Jr.
County Manager

MCS/ca

CC: Brent McKinney, PART Executive Director

JIM MILLER
Chairman
Mount Airy District

PAUL JOHNSON
Vice-Chairman
East District

DR. JIM HARRELL, JR.
South District

CRAIG HUNTER
Mount Airy District

FRED O'NEAL
Central District

MACON C. SAMMONS, JR.
County Manager

EDWIN M. WOLTZ
County Attorney

BOARD OF COMMISSIONERS
Surry County Government Center
118 Hamby Road, Suite 329
Dobson, NC 27017

RESOLUTION
IN SUPPORT OF THE ADVANCEMENT OF ROADWAY PROJECTS IN THE INTERSTATE 74 CORRIDOR IN THE STATE OF NORTH CAROLINA

WHEREAS, the State of North Carolina is recognized as the sixth fastest growing state in the nation and the third fastest growing state east of the Mississippi River; and

WHEREAS, Surry County is one of the fastest growing rural counties in the state and serves as a major gateway into North Carolina via Interstate 77 and Interstate74 from the State of Virginia, the West Virginia Turnpike, and the industrialized mid-western states; and

WHEREAS, the approved routing of Interstate 74 which enables greater access to rural areas of the state is an integral part of the highway system for the State of North Carolina; and

WHEREAS, economic development, tourism, and job creation will benefit through the construction of Interstate 74 that serves the citizens and visitors of North Carolina; and

WHEREAS, the construction of Transportation Improvement Program projects U-2579 (Forsyth County) and R-2606 (Randolph County) are vitally important for completion of the North Carolina segment of I-74; and

WHEREAS, this resolution is an instrument to express the unified support of communities along the Interstate 74 corridor for advancement of construction and completion of this project within the State of North Carolina.

NOW THEREFORE, BE IT RESOLVED THAT the Surry County Board of Commissioners through the adoption of this resolution supports the advancement of projects U-2579 and R-2606 into the current 2004-2010 Transportation Improvement Program for construction.

COUNTY OF SURRY ★ SEAL ★ NORTH CAROLINA

Adopted on this 19th day of July 2004.

Conchita Atkins
Clerk to the Board

Jimmy W. Miller
Chairman

STOKES COUNTY
Administration

Richard Morris
County
Manager

Darlene Bullins
Administration
P.O. Box 20
Danbury, NC
27016
Office:
(336) 593-2448
Fax:
(336) 593-2346
Email:
lbullins@co.stokes.
nc.us

RESOLUTION IN SUPPORT OF THE ADVANCEMENT OF ROADWAY PROJECTS IN THE INTERSTATE 74 CORRIDOR IN THE STATE OF NORTH CAROLINA

WHEREAS, the State of North Carolina is recognized as the sixth fastest growing state in the nation and the third fastest growing state east of the Mississippi River; and

WHEREAS, the approved routing of Interstate 74 which enables greater access to rural areas of the state is an integral part of the highway system for the State of North Carolina; and

WHEREAS, economic development, tourism, and job creation will benefit through the construction of Interstate 74 that serves the citizens and visitors of North Carolina; and

WHEREAS, the construction of Transportation Improvement Program projects U-2579 (Forsyth County) and R-2606 (Randolph County) are vitally important for completion of the North Carolina segment of I-74; and

WHEREAS, this **Resolution** is an instrument to express the unified support of communities along the Interstate 74 corridor for advancement of construction and completion of this project within the State of North Carolina; and

NOW THEREFORE, BE IT RESOLVED that **Stokes County** through the adoption of this Resolution supports the advancement of projects U-2579 and R-2606 into the current 2004-2010 Transportation Improvement Program for construction.

Adoption on this **13th** day of **September 2004**.

Chairman Sandy McHugh

ATTEST:

Darlene Bullins, Clerk to the Board

STOKES COUNTY
Administration

Richard Morris
County
Manager

Darlene Bullins
Administration
P.O. Box 20
Danbury, NC
27016
Office:
(336) 593-2448
Fax:
(336) 593-2346
Email:
dbullins@co.stokes.
nc.us

July 15, 2004

Winston Salem Chamber of Commerce
PO Box 1408
Winston Salem, NC 27103

RE: **Resolution of Support for Construction of The Winston Salem Northern Beltway**

Dear **Sir:**

Attached is the Resolution of Support for Construction of the Winston Salem Northern Beltway adopted at the June 14th Commissioners' meeting.

If you have further questions, please contact my office.

Thank You.

Sincerely yours

Darlene Bullins
Clerk to the Board

14B

STOKES COUNTY
BOARD OF COUNTY COMMISSIONERS

Post Office Box 20 • Danbury, North Carolina 27016 • Phone (336) 593-2448 • Fax (336) 593-2346

page 2 of 2

RESOLUTION OF SUPPORT FOR CONSTRUCTION OF THE WINSTON SALEM NORTHERN BELTWAY

WHEREAS, the Winston Salem Northern Beltway was added to the Winston Salem Thoroughfare Plan in 1968; and

WHEREAS, legislation enacted in 1989 by the North Carolina General Assembly established funding for the Winston Salem Northern Beltway; and

WHEREAS, the eastern segment of the beltway will serve as I-74, alleviating traffic on U.S. 52 through downtown Winston Salem, and will serve as an important tool to maximize Northwest North Carolina's ability to develop ancillary businesses as a result of the location of the Federal Express Mid-Atlantic Hub at Piedmont Triad International Airport, and will improve access to Triad Airport for communities and towns north of Winston Salem; and

WHEREAS, due to the future designation of portions of the Winston Salem Northern Beltway as an interstate highway, it is a critical transportation infrastructure tool to manage growth and development on local, regional and state levels, and will provide an important national transportation link; and

WHEREAS, the North Carolina Department of Transportation has exhaustively studied potential environmental impacts of the beltway and will work to minimize negative environmental impacts; and

WHEREAS, construction of this important roadway can begin as early as 2006 because of previously acquired right-of-way along the western section;

NOW THEREFORE, BE IT RESOLVED THAT Stokes County expresses its support to the North Carolina Department of Transportation and the U.S. Department of Transportation for construction of the Winston Salem Northern Beltway.

Adopted this 14th day of **June 2004**.

Sandy McHugh

Sandy McHugh
Chairman

Darlene Bullins

Darlene Bullins
Clerk to the Board

15A

page 1 of 2

RESOLUTION OF SUPPORT
FOR THE PREFERRED ALTERNATIVE OF THE
WINSTON-SALEM NORTHERN BELTWAY'S EASTERN SECTION EXTENSION,
FROM BUSINESS INTERSTATE 40 (US 421) TO US 311

WHEREAS, the proposed Northern Beltway project was added to the Winston-Salem Thoroughfare Plan in 1968; and

WHEREAS, legislation was enacted in 1989 by the North Carolina General Assembly that provides funding for the Winston-Salem Northern Beltway; and

WHEREAS, the Northern Beltway's Eastern Section, from US 52 to US 311, will be designated as Interstate 74, providing a very important link for the completion of the highway, serving the travel needs at the local, regional, state and national levels; and

WHEREAS, the Northern Beltway's Eastern Section will provide traffic relief on US 52 through downtown Winston-Salem, improve access to the Piedmont Triad International Airport and the proposed Federal Express Mid-Atlantic hub, and assist in the planned growth and development of the eastern side of the urban area; and

WHEREAS, the North Carolina Department of Transportation has completed the draft Environmental Impact Statement (EIS) for the entire Northern Beltway project which identifies the probable impacts of the beltway on the natural and man-made environments; and

WHEREAS, the draft EIS does not include a recommendation for Northern Beltway's Eastern Section Extension portion of the project, from Business Interstate 40 (US 421) to US 311; and

WHEREAS, the draft EIS has identified six construction alternatives for the Northern Beltway's Eastern Section Extension, which pass through the City of Winston-Salem's eastern City limits; and

ADOPTED
CITY COUNCIL
DEC 2 0 2004
CITY OF

WHEREAS, the City of Winston-Salem Department of Transportation has reviewed the draft EIS and corridor plans for the Northern Beltway's Eastern Section Extension, and has found that the construction alternative called "N2S1" is the best alternative for the City and will have the least amount of negative impacts on the overall community.

NOW, THEREFORE, BE IT RESOLVED by the Winston-Salem City Council, that the Council supports the selection of the Northern Beltway's Eastern Section Extension construction alternative called "N2S1" with the following additions:

1) A full access interchange at Kernersville Road be provided;

2) Construction of new major roads and/or connections to replace the thoroughfares that are proposed to be severed or eliminated by the beltway's construction;

3) Construction of new collector and local roads to provide access to neighborhoods and properties isolated by the beltway's construction;

4) Incorporate the provision of the planned bicycle, pedestrian and greenway facilities into the beltway's design.

Winston-Salem

Department of Transportation

City of Winston-Salem
P.O. Box 2511
Winston-Salem, NC 27102
Tel 336.727.2707
Fax 336.748.3370
www.cityofws.org/dot/

July 20, 2004

Mr. James McCoy
Director of Government Affairs
Winston-Salem Chamber of Commerce
P.O. Box 1408
Winston-Salem, NC 27102

Dear James:

Attached are two resolutions, one passed by the Winston-Salem City Council and one by the Winston-Salem Area TAC, in support of the Northern Beltway.

Sincerely,

(Resolution #16)

Stanley F. Polanis
Director of Transportation

Enclosures

CC: Greg Turner, Assistant City Manager

15B
PG 2 & 3

D-26628

RESOLUTION OF SUPPORT FOR CONSTRUCTION OF THE WINSTON-SALEM NORTHERN BELTWAY

WHEREAS, the proposed Northern Beltway project was added to the Winston-Salem Thoroughfare Plan in 1968; and

WHEREAS, legislation enacted in 1989 by the North Carolina General Assembly established funding for the Winston-Salem Northern Beltway; and

WHEREAS, the western section of the beltway, from S. Stratford Road (US 158) to US 52, will alleviate growing traffic congestion in western Forsyth County, preventing the unnecessary, expensive and publicly unacceptable widening of thoroughfares such as Peace Haven Road, Country Club Road, and Robinhood Road; and

WHEREAS, the eastern section of the beltway, from US 52 to US 311, will be designated as Interstate 74, providing a very important link for the completion of the highway, serving the travel needs at the local, regional, state and national levels; and

WHEREAS, the Northern Beltway will provide traffic relief on US 52 through downtown Winston-Salem, improve access to the Piedmont Triad International Airport (PTIA) and the proposed Federal Express Mid-Atlantic hub, and assist in the planned growth and development of the urban area; and

WHEREAS, the North Carolina Department of Transportation (NCDOT) has exhaustively studied potential environmental impacts of the beltway and will work to minimize negative environmental impacts; and

WHEREAS, construction of this important roadway can begin as early as 2006 because of previously acquired right-of-way along the western section.

ADOPTED
CITY COUNCIL
JUN 7 2004
CITY OF
WINSTON-SALEM, NC

DEC-13-04 11:34am From-WINSTON-SALEM CHAMBER OF COMMERCE 3367212208 T-424 P.11/20 F-730

15B
PG 3 & 3

NOW, THEREFORE, BE IT RESOLVED that the City Council through adoption of this resolution, expresses its support to the NCDOT and the U.S. Department of Transportation (USDOT) for construction of the Winston-Salem Northern Beltway.

Adopted on this the 7th day of June, 2004.

RESOLUTION OF SUPPORT FOR CONSTRUCTION OF THE WINSTON-SALEM NORTHERN BELTWAY

A motion was made by TAC Member Allen Joines and seconded by TAC Member Fred Terry for the adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, the proposed Northern Beltway project was added to the Winston-Salem Thoroughfare Plan in 1968; and

WHEREAS, legislation enacted in 1989 by the North Carolina General Assembly established funding for the Winston-Salem Northern Beltway; and

WHEREAS, the western section of the beltway, from S. Stratford Road (US 158) to US 52, will alleviate growing traffic congestion in western Forsyth County, preventing the unnecessary, expensive and publicly unacceptable widening of thoroughfares such as Peace Haven Road, Country Club Road, and Robinhood Road; and

WHEREAS, the eastern section of the beltway, from US 52 to US 311, will be designated as Interstate 74, providing a very important link for the completion of the highway, serving the travel needs at the local, regional, state and national levels; and

WHEREAS, the Northern Beltway will provide traffic relief on US 52 through downtown Winston-Salem, improve access to the Piedmont Triad International Airport (PTIA) and the proposed Federal Express Mid-Atlantic hub, and assist in the planned growth and development of the urban area; and

WHEREAS, the North Carolina Department of Transportation (NCDOT) has exhaustively studied potential environmental impacts of the beltway and will work to minimize negative environmental impacts; and

WHEREAS, construction of this important roadway can begin as early as 2006 because of previously acquired right-of-way along the western section.

NOW, THEREFORE, BE IT RESOLVED by the Winston-Salem Urban Area Transportation Advisory Committee that the TAC expresses its support to the NCDOT and the U.S. Department of Transportation (USDOT) for construction of the Winston-Salem Northern Beltway.

Adopted on this the 15th day of July, 2004.

Larry T. Williams, Chairman
Transportation Advisory Committee

Chris Murphy, Secretary
Transportation Advisory Committee

RESOLUTION OF SUPPORT FOR THE WESTERN MOST ALIGNMENT OF THE WINSTON-SALEM BELTWAY EASTERN SECTION EXTENSION BETWEEN BUSINESS I-40 AND U.S. 311

WHEREAS, the NCDOT is seeking comments, statements and/or submittal of material pertaining to the alignment of the Eastern Section Extension of the proposed Beltway between Business I-40 and U.S. 311; and

WHEREAS, the NCDOT is studying two alignments, a western and an eastern alignment with U.S. 311; and

WHEREAS, Idealliance/Piedmont Triad Research Park supports the Winston-Salem Beltway, but because of the negative impact to Union Cross Business Park where eight companies are presently located we request that the Eastern Section Extension between Business I-40 and U.S. 311 be along the western most study corridor as this route has a less negative impact. This will also provide a positive impact by allowing the existing Union Cross Road and U.S. 311 interchange to remain which is beneficial for the economic planning involved with both the Union Cross Business Park and Alliance Science and Technology Park.

NOW, THEREFORE BE IT RESOLVED by Idealliance/Piedmont Triad Research Park, an innovation community of academic, business and government partners with a shared vision for diversified technology-led economic development; upon recommendation, that this resolution supporting the western most alignment is hereby approved and said resolution should be distributed to the NCDOT for the purpose of their gathering comments and statements at the December 2, 2004 formal corridor public hearing on the Eastern Section Extension of the proposed Beltway between Business I-40 and U.S. 311.

COURIER SERVICE

CITIZENS PARTICIPATION
RECEIVED
NOV 30 2004

18

RESOLUTION IN SUPPORT OF THE ADVANCEMENT OF ROADWAY PROJECTS IN THE INTERSTATE 74 CORRIDOR IN THE STATE OF NORTH CAROLINA

WHEREAS, the State of North Carolina is recognized as the sixth fastest growing state in the nation and the third fastest growing state east of the Mississippi River; and

WHEREAS, Surry County is one of the fastest growing rural counties in the state and serves as a major gateway into North Carolina via Interstate 77 and Interstate74 from the State of Virginia, the West Virginia Turnpike, and the industrialized mid-western states; and

WHEREAS, the approved routing of Interstate 74 which enables greater access to rural areas of the region is an integral part of the highway system for the State of North Carolina and the State of Virginia; and

WHEREAS, economic development, tourism, and job creation will benefit through the construction of Interstate 74 that serves the citizens and visitors of North Carolina and southwest Virginia; and

WHEREAS, the construction of Transportation Improvement Program projects U-2579 (Forsyth County) and R-2606 (Randolph County) are vitally important for completion of the North Carolina segment of I-74; and

WHEREAS, this resolution is an instrument to express the unified support of communities along the Interstate 74 corridor for advancement of construction and completion of this project within the State of North Carolina.

NOW THEREFORE, BE IT RESOLVED THAT the Hillsville Town Council through the adoption of this resolution encourages the advancement of North Carolina to complete construction of this high priority roadway which is vitally important to our economies.

Adopted on this 11th day of October 2004.

Randall Hawley

Title: Mayor, Town of Hillsville

The Piedmont Authority for Regional Transportation
7800 Airport Center Drive, Suite 102, Greensboro, North Carolina 27409

RESOLUTION NO. 276

RESOLUTION IN SUPPORT OF THE ADVANCEMENT OF ROADWAY PROJECTS IN THE INTERSTATE 74 CORRIDOR IN THE STATE OF NORTH CAROLINA

WHEREAS, the State of North Carolina is recognized as the sixth fastest growing state in the nation and the third fastest growing state east of the Mississippi River; and

WHEREAS, Surry County is one of the fastest growing rural counties in the state and serves as a major gateway into North Carolina via Interstate 77 and Interstate74 from the State of Virginia, the West Virginia Turnpike, and the industrialized mid-western states; and

WHEREAS, the approved routing of Interstate 74 which enables greater access to rural areas of the state is an integral part of the highway system for the State of North Carolina; and

WHEREAS, economic development, tourism, and job creation will benefit through the construction of Interstate 74 that serves the citizens and visitors of North Carolina; and

WHEREAS, the construction of Transportation Improvement Program projects U-2579 (Forsyth County) and R-2606 (Randolph County) are vitally important for completion of the North Carolina segment of I-74; and

WHEREAS, this resolution is an instrument to express the unified support of communities along the Interstate 74 corridor for advancement of construction and completion of this project within the State of North Carolina.

NOW THEREFORE, BE IT RESOLVED THAT Pilot Mountain Town Council through the adoption of this resolution supports the advancement of projects U-2579 and R-2606 into the current 2004-2010 Transportation Improvement Program for construction.

Adopted on this 27th day of September 2004.

Mayor

Title:

PHONE
(336) 386-8962

TOWN OF DOBSON
307 NORTH MAIN STREET • POST OFFICE BOX 351
DOBSON, NORTH CAROLINA 27017

FAX
(336) 386-4836

RESOLUTION IN SUPPORT OF THE ADVANCEMENT OF ROADWAY PROJECTS IN THE INTERSTATE 74 CORRIDOR IN THE STATE OF NORTH CAROLINA

WHEREAS, the State of North Carolina is recognized as the sixth fastest growing state in the nation and the third fastest growing state east of the Mississippi River; and

WHEREAS, Surry County is one of the fastest growing rural counties in the state and serves as a major gateway into North Carolina via Interstate 77 and Interstate 74 from the State of Virginia, the West Virginia Turnpike, and the industrialized mid-western states; and

WHEREAS, the approved routing of Interstate 74 which enables greater access to rural areas of the state is an integral part of the highway system for the State of North Carolina; and

WHEREAS, economic development, tourism, and job creation will benefit through the construction of Interstate 74 that serves the citizens and visitors of North Carolina; and

WHEREAS, the construction of Transportation Improvement Program projects U-2579 (Forsyth County) and R-2606 (Randolph County) are vitally important for completion of the North Carolina segment of I-74; and

WHEREAS, this resolution is an instrument to express the unified support of communities along the Interstate 74 corridor for advancement of construction and completion of this project within the State of North Carolina.

NOW THEREFORE, BE IT RESOLVED THAT the Dobson Town Board through the adoption of this resolution supports the advancement of projects U-2579 and R-2606 into the current 2004-2010 Transportation Improvement Program for Construction.

Adopted on this 23rd day of Sept. 2004.

Ricky K. Draughn
Mayor

ATTEST:

Jack D. Marion
Clerk

CITY OF GALAX

TELEPHONE & TDD
276-236-5773
FAX 276-236-2889

RESOLUTION IN SUPPORT OF THE ADVANCEMENT OF ROADWAY PROJECTS IN THE INTERSTATE 74 CORRIDOR IN THE STATE OF NORTH CAROLINA

WHEREAS, the State of North Carolina is recognized as the sixth fastest growing state in the nation and the third fastest growing state east of the Mississippi River; and

WHEREAS, Surry County is one of the fastest growing rural counties in the state and serves as a major gateway into North Carolina via Interstate 77 and Interstate 74 from the State of Virginia, the West Virginia Turnpike, and the industrialized mid-western states; and

WHEREAS, the approved routing of Interstate 74 which enables greater access to rural areas of the region is an integral part of the highway system for the State of North Carolina and the State of Virginia; and

WHEREAS, economic development, tourism, and job creation will benefit through the construction of Interstate 74 that serves the citizens and visitors of North Carolina and southwest Virginia; and

WHEREAS, the construction of Transportation Improvement Program project U-2579 (Forsyth County) and R-2606 (Randolph County) are vitally important for completion of the North Carolina segment of I-74 and

WHEREAS, this resolution is an instrument to express the unified support of communities along the Interstate 74 corridor for advancement of construction and completion of this project within the State of North Carolina.

NOW THEREFORE, BE IT RESOLVED THAT the Galax City Council through the adoption of this resolution encourages the advancement of North Carolina to complete construction of this high priority roadway which is vitally important to our economies.

Adopted on this 08 day of November, 2004.

Mayor

111 EAST GRAYSON STREET • GALAX VIRGINIA 24333

RESOLUTION IN SUPPORT OF THE ADVANCEMENT OF ROADWAY PROJECTS IN THE INTERSTATE 74 CORRIDOR IN THE STATE OF NORTH CAROLINA

WHEREAS, the State of North Carolina is recognized as the sixth fastest growing state in the nation and the third fastest growing state east of the Mississippi River; and

WHEREAS, Surry County is one of the fastest growing rural counties in the state and serves as a major gateway into North Carolina via Interstate 77 and Interstate74 from the State of Virginia, the West Virginia Turnpike, and the industrialized mid-western states; and

WHEREAS, the approved routing of Interstate 74 which enables greater access to rural areas of the region is an integral part of the highway system for the State of North Carolina and the State of Virginia; and

WHEREAS, economic development, tourism, and job creation will benefit through the construction of Interstate 74 that serves the citizens and visitors of North Carolina and southwest Virginia; and

WHEREAS, the construction of Transportation Improvement Program projects U-2579 (Forsyth County) and R-2606 (Randolph County) are vitally important for completion of the North Carolina segment of I-74; and

WHEREAS, this resolution is an instrument to express the unified support of communities along the Interstate 74 corridor for advancement of construction and completion of this project within the State of North Carolina.

NOW THEREFORE, BE IT RESOLVED THAT Carroll County through the adoption of this resolution encourages the advancement of North Carolina to complete construction of this high priority roadway which is vitally important to our economies.

Adopted on this 13th day of October 2004.

Vlenna Myers
Title:

The Piedmont Authority for Regional Transportation
7800 Airport Center Drive, Suite 102, Greensboro, North Carolina 27409

RESOLUTION 05-016

RESOLUTION IN SUPPORT OF THE ADVANCEMENT OF ROADWAY PROJECTS IN THE INTRESTATE 74 CORRIDOR IN THE STATE OF NORTH CAROLINA

WHEREAS, the State of North Carolina is recognized as the sixth fastest growing state in the nation and the third fastest growing state east of the Mississippi River; and

WHEREAS, Surry County is one of the fastest growing rural counties in the state and serves as a major gateway into North Carolina via Interstate 77 and Interstate 74 from the State of Virginia, and West Virginia Turnpike, and the industrialized mid-western states; and

WHEREAS, the approved routing of Interstate 74 which enables greater access to rural areas of the state is an integral part of the highway system for the State of North Carolina; and

WHEREAS, economic development, tourism, and job creation will benefit through the construction of Interstate 74 that serves the citizens and visitors of North Carolina; and

WHEREAS, the construction of Transportation Improvement Program projects U-2579 (Forsyth County) and R-2606 (Randolph County) are vitally important for completion of the North Carolina segment of I-74; and

WHEREAS, this resolution is an instrument to express the unified support of communities along the Interstate 74 corridor for advancement of construction and completion of this project within the State of North Carolina.

NOW, THEREFORE BE IT RESOLVED BY THE CITY OF MOUNT AIRY BOARD OF COMMISSIONERS MEETING IN OPEN SESSION THAT:

Section 1. **The City of Mount Airy Board of Commissioners, by means of this resolution, does hereby support the advancement of projects U-2579 and R-2606 into the current 2004-2010 Transportation Improvement Program for construction.**

Section 2. **This resolution shall become effective upon approval by the Board of Commissioners of the City of Mount Airy.**

Adopted this the 16th day of September, 2004.

Jack A. Loftis, Mayor

Barbara A. Jones
Barbara A. Jones, City Clerk

THE CITY OF MOUNT AIRY NORTH CAROLINA FEB. 25, 1885

A RESOLUTION OF THE TOWN OF DANBURY IN SUPPORT OF THE ADVANCEMENT OF ROADWAY PROJECTS IN THE INTERSTATE 74 CORRIDOR IN THE STATE OF NORTH CAROLINA

WHEREAS, the State of North Carolina is recognized as the sixth fastest growing state in the nation and the third fastest growing state east of the Mississippi River; and

WHEREAS, the approved routing of Interstate 74 which enables greater access to rural areas of the state is an integral part of the highway system for the State of North Carolina; and

WHEREAS, economic development, tourism, and job creation will benefit through the construction of Interstate 74 that serves the citizens and visitors of North Carolina; and

WHEREAS, the construction of Transportation Improvement Program projects U-2579 (Forsyth County) and R-2606 (Randolph County) are vitally important for completion of the North Carolina segment of I-74; and

WHEREAS, this resolution is an instrument to express the unified support of communities along the Interstate 74 corridor for advancement of construction and completion of this project within the State of North Carolina.

NOW THEREFORE, BE IT RESOLVED THAT the Danbury Town Council through the adoption of this resolution supports the advancement of projects U-2579 and R-2606 into the current 2004-2010 Transportation Improvement Program for construction.

Adopted on this 15th day of September 2004.

Jane Priddy Charleville, Mayor

ATTEST:

Dianne Starnes, Town Clerk

RESOLUTION NO. R-2005-01
NCDOT PROJECT U-2579 and U-2579A
EASTERN SEGMENTS OF THE WINSTON-SALEM BELTWAY

WHEREAS, in October, 2004 the North Carolina Department of Transportation requested Municipalities in Forsyth County to comment on the Supplemental Draft Environmental Impact Statement for the Winston-Salem Northern Beltway; and

WHEREAS, the Town of Kernersville has always been a proactive partner with the North Carolina Department of Transportation in regard to roadway access, connectivity, and overall roadway system improvements in an effort to reduce traffic congestion, increase mobility, and enhance safety along North Carolina highway corridors; and

WHEREAS, the Town of Kernersville has demonstrated to the North Carolina Department of Transportation, citizens of Kernersville and Eastern Forsyth County that through its aggressive transportation planning and willingness to act upon critical roadway improvement needs, that the North Carolina Department of Transportation and Town of Kernersville have both benefited from this proactive approach to transportation needs; and

WHEREAS, all proposed alignments of the eastern segments of the Winston-Salem Beltway pass through the Town of Kernersville and many residents and businesses within the Town of Kernersville will be affected by the cumulative and secondary transportation impacts of the proposed Beltway alignments, limited access onto the Beltway, and subsequent roadway system modifications to accommodate the Beltway; and

WHEREAS, this Board recognizes the fact the Winston-Salem Beltway has undergone extensive environmental studies and supplemental reviews to adequately address concerns from various issues raised by others within Forsyth County; and

WHEREAS, the Town of Kernersville has always supported the concept of a Beltway facility around Winston-Salem to "Improve Intrastate and Interstate Mobility", "Improve Roadway System Linkages and Continuity", "Reduce Traffic Congestion and Carry Future Traffic at a Desirable Level of Service" and "Enhance Safety" as outlined under Section 1.5.2 Purposes of Projects U-2579 and U-2579A of Volume I of the Supplemental Draft Environmental Impact Statement; and

WHEREAS, the Town of Kernersville agrees that the proposed alignments and general design of the Beltway addresses improvements to intrastate and interstate mobility, traffic congestion and safety on US 52 and US 421/ I-40 Business; and

WHEREAS, the Town of Kernersville also recognizes the proposed access locations onto the Beltway are extremely limited in Eastern Forsyth County to such degree that motorist in the Kernersville area must either access the Beltway west of Walkertown or through a heavily congested area of South Main Street and then proceed westbound on US 421/ I-40 Business to its interchange with the Beltway; and

WHEREAS, the above mentioned access options provide an unacceptable transportation route to adequately access the Winston-Salem Beltway and certainly does not meet one of the stated purposes and needs of the project which is to "Improve Roadway System Linkages and Continuity" as it relates to local transportation access; and

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page 2 of 5

WHEREAS, the Town of Kernersville is also concerned with the proposed roadway severances and alignment modification of several thoroughfare streets as identified on the Winston-Salem/Forsyth County Thoroughfare Plan including Hastings Hill Road, Oak Grove Church Road, and High Point Road which all serve Eastern Forsyth County; and

WHEREAS, the severance of Hastings Hill Road would severely impact east-west mobility in the Sedge Garden area and particularly access to East Forsyth High School; and

WHEREAS, the severance of Oak Grove Church Road would eliminate an existing much needed north-south crossing over I-40 in an already limited access area of Forsyth County; and

WHEREAS, Pisgah Church Road is not on the Thoroughfare Plan, however, in light of the recent infrastructure and School System Improvements in this area it is important that a grade separation be constructed at Pisgah Church Road to allow east-west mobility without accessing West Mountain Street.

NOW, THEREFORE, the Board of Aldermen of the Town of Kernersville formally requests the North Carolina Department of Transportation to:

- Provide access onto the Beltway between US 158 and US 421/I-40 Business and/or provide indirect access onto the Beltway via the proposed Big Mill Farm Road Interchange with US 421/I-40 Business.
- Construct grade separations at Hasting Hill Road and Pisgah Church Road.
- Reconstruct and/or realign Oak Grove Church Road to preserve the north-south connector service it provides over I-40.

The Town of Kernersville further requests the North Carolina Department of Transportation to limit all local mobility impacts to the Kernersville area to the maximum extent possible and choose a preferred alignment in context with the aforementioned concerns.

Adopted the 3rd day of January, 2005.

Larry R. Brown

Larry R. Brown, Mayor

ATTEST:

Dale F. Martin

Dale F. Martin, Town Clerk

SEAL OF THE TOWN OF KERNERSVILLE, N.C. 1758 INCORPORATED 1871

TOWN OF KERNERSVILLE

Larry R. Brown, Mayor
Randy E. McCaslin, Town Manager

O. Drawer 728
ernersville, NC 27285-0728

134 East Mountain Street
Telephone (336) 996-3121
Fax (336) 996-4822

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page 1 of 5

December 20, 2004

Mr. Pat Ivey
Division Engineer
NC Department of Transportation
375 Silas Creek Parkway
Winston-Salem, NC 27127

Dear Pat,

As you are aware, the Town has concerns regarding the proposed accesses onto the Eastern Leg of the Beltway and the spacing between the proposed interchange with I-40 Business/US 421 and the proposed Big Mill Farm Road Interchange with I-40 Business/US 421. Our efforts to coordinate the Big Mill Farm Road Interchange with the Beltway Interchange go back several years.

On August 23, 1996 a delegation from Kernersville met with Mr. D.R. Morton, then State Design Engineer, and staff to discuss access, design, and construction issues related to the two interchanges on I-40 Business/US 421. See the enclosed letter dated October 2, 1996, from Mr. Charles L. Hamilton, then Public Works Director, to Mr. D.R. Morton. Please note the third paragraph in Mr. Hamilton's correspondence summarizes the discussion regarding weaving distances between the proposed access ramps and ultimately Mr. Morton and staff selected the exact location for the Big Mill Farm Road Interchange. The Big Mill Farm Road Interchange is referred to as the connector road interchange in the enclosures. The selected route was an extension of Big Mill Farm Road to its intersection with I-40 Business/US 421. Subsequently, the Town modified its Thoroughfare Plan to accommodate the interchange shift slightly to the east.

Also, you will note in the fourth paragraph of Mr. Hamilton's letter, a very significant discussion was summarized regarding the NCDOT completing a preliminary design of the Beltway Interchange with I-40 Business and the Big Mill Farm Road Interchange simultaneously. In fact, everyone present in the meeting agreed that the functional design for the Beltway "could, and probably should, include the interchange proposed for our connector road." The delegation further requested needed right-of-way information as soon as possible in order to begin the acquisition process. It was also requested "the two interchanges be moved forward as soon as reasonably possible."

ALDERMEN
Inez A. Davis – Dana Caudill Jones – Jim Memory - Dawn H. Morgan - Curtis L. Swisher

NORTH CAROLINA'S
PIEDMONT
TRIAD

25
pg 1 of 5

TOWN OF KERNERSVILLE
PUBLIC WORKS DEPARTMENT

Ronald E. McCaslin, Town Manag
Charles L. Hamilton, Direct

P.O. Drawer 728
Kernersville, N.C. 27285-0728

720 McKaughan Stre
Telephone (910) 996-69
Fax (910) 996-40

October 2, 1996

Mr. D. R. Morton, P.E.
State Highway Engineer-Design
Highway Design Branch
N.C. Department of Transportation
P.O. Box 25201
Raleigh, NC 27611-5201

Subject: Route selection - Proposed Town of Kernersville Connector Road System and Interchange - Forsyth County

Dear Mr. Morton:

I want to thank you for meeting with our delegation representing the Town of Kernersville in your offices on August 23,1996. As stated in the meeting, the Town of Kernersville is moving forward in a vigorous effort to prepare functional designs for a connector road system. As portions of this connector road system are completed, it will (1) provide improved access to industrial and residential areas, (2) decrease existing and future traffic congestion, and (3) provide the Town with an ability to match needed roadway facilities with emerging traffic demands. This roadway project is included in the mutually adopted Winston-Salem/Forsyth County Thoroughfare Plan and would, therefore, further implementation of the plan. The Forsyth County Transportation Improvements Plan has identified other sections of our Outer Loop as 4, 12, 14 & 17 of Forsyth County's 29 TIP Projects recently submitted. We feel very strongly that this section will be added next year. Addition would depend upon acceptance of an established alignment and functional plan. Functional designs will permit the Town to act within the framework of the Thoroughfare Plan to preserve right-of-way for the connector road system.

Our discussions on August 23rd concerned the location of the connector road and an interchange at Bus. I-40. We presented an alternative at the meeting which located the interchange at an existing cut section along Bus. I-40. We believe that fill material will be at a premium in this segment of the proposed roadway and that our suggested alternative would provide the most economical selection.

After further discussion, you restated that minimum acceptable weaving distance of 2000 feet for the proposed interchange at the Eastern Beltway (I-73) and Bus. I-40 is the primary factor for selection of an interchange location for our connector road. Then, a route was selected for our proposed connector road which is an extension of the existing north-south alignment of Big Mill Farm Road (old SR 2799). It was further understood that the latter alternative would require appreciatively more funding due to need of a substantial fill section, but it would allow the adequate weave distance.

pg 5 of 5

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JAMES B. HUNT JR.
GOVERNOR

DIVISION OF HIGHWAYS
P.O. BOX 25201, RALEIGH, N.C. 27611-5201

GARLAND B. GARRETT JR.
SECRETARY

October 21, 1996

Mr. Charles L. Hamilton, PE
Town of Kernersville
Public Works Department
P. O. Drawer 728
Kernersville, North Carolina 27285-0728

Dear Mr. Hamilton:

Thank you for your letter concerning project U-2579 and the Kernersville Connector Road interchange. I understand your concern for the coordination of the Winston-Salem Northern Beltway, Eastern Section, and the Kernersville Connector Road interchange.

With the location of the connector as agreed upon at our recent meeting, I feel we can accommodate its interchange on US 421. Our preliminary design will finally determine the spacing needed. We will provide mapping showing the connector interchange preliminary right of way requirements when that information is available.

Sincerely,

D. R. Morton, PE
State Design Engineer

DRM:kl

cc: Dalton Ruffin, Member, Board of Transportation
Doug Waters, Division Engineer
Tom Shearin, PE, State Roadway Design Engineer

MAYOR
Deborah Stoltz Thompson
MAYOR PRO TEM
Willa F. Lash

COMMISSIONERS
Jerry D. Rogers
John B. Shore
Charlie Wolff

May 19, 2005

Mr. S. P. Ivey
Professional Engineer, NCDOT
Division of Highways
375 Silas Creek Parkway
Winston-Salem, NC 27127

Dear Pat,

At a Board of Commissioners Special Meeting held on May 19th, the enclosed Resolution regarding the Bethania-Tobaccoville interchange was unanimously adopted.

Sincerely,

Deborah Stoltz Thompson
Mayor

Cc: Missy Dickens, NCDOT
Board of Commissioners

PO Box 259
Bethania, NC 27010
Phone: 336-922-4744
Fax: 336-922-4744

RESOLUTION REGARDING THE PROPOSED BETHANIA-TOBACCOVILLE ROAD INTERCHANGE AND TRAFFIC IN BETHANIA

WHEREAS, the North Carolina Department of Transportation concluded that the proposed Bethania-Tobaccoville Road interchange would have an effect on traffic in Bethania,

NOW, THEREFORE, LET IT BE RESOLVED that the Board of Commissioners for the Town of Bethania supports the Bethania-Tobaccoville Road interchange.

LET IT BE FURTHER RESOLVED THAT the Board of Commissioners for the Town of Bethania requests assistance from the NCDOT to alleviate through traffic in Bethania by:

Installing a 4-way stop at the SR2002 (Bethania-Rural Hall Road) and SR1611 (Main Street) intersection, and

Establishing a 25 MPH speed limit inside the corporate limits of Bethania, and

Prohibiting commercial heavy trucks from traveling through Bethania.

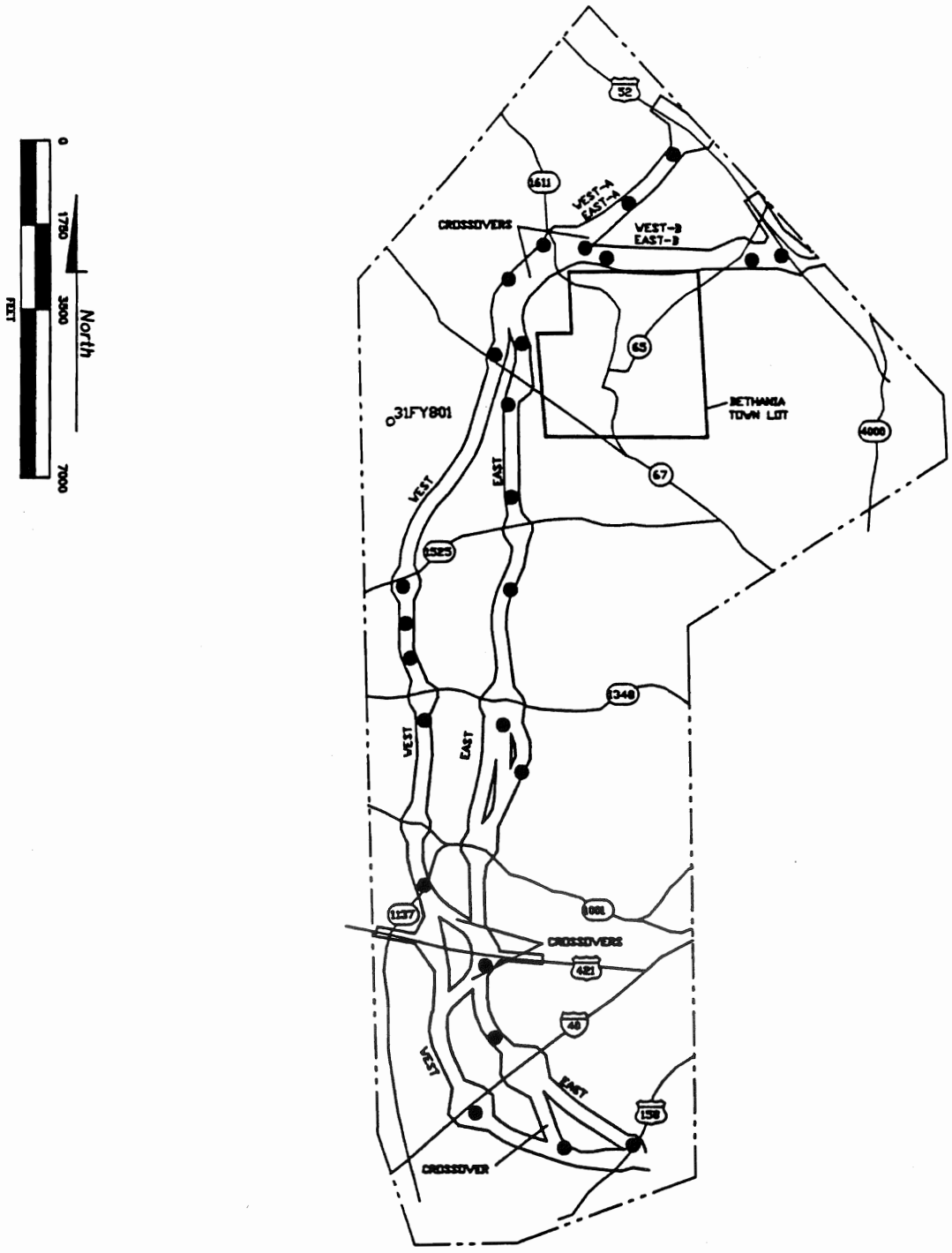
Adopted this 19TH day of MAY, 2005.

Deborah Stoltz Thompson
Mayor

Karen Keller
Town Clerk

APPENDIX E

1996 Project R-2247 FEIS Exhibits



LEGEND

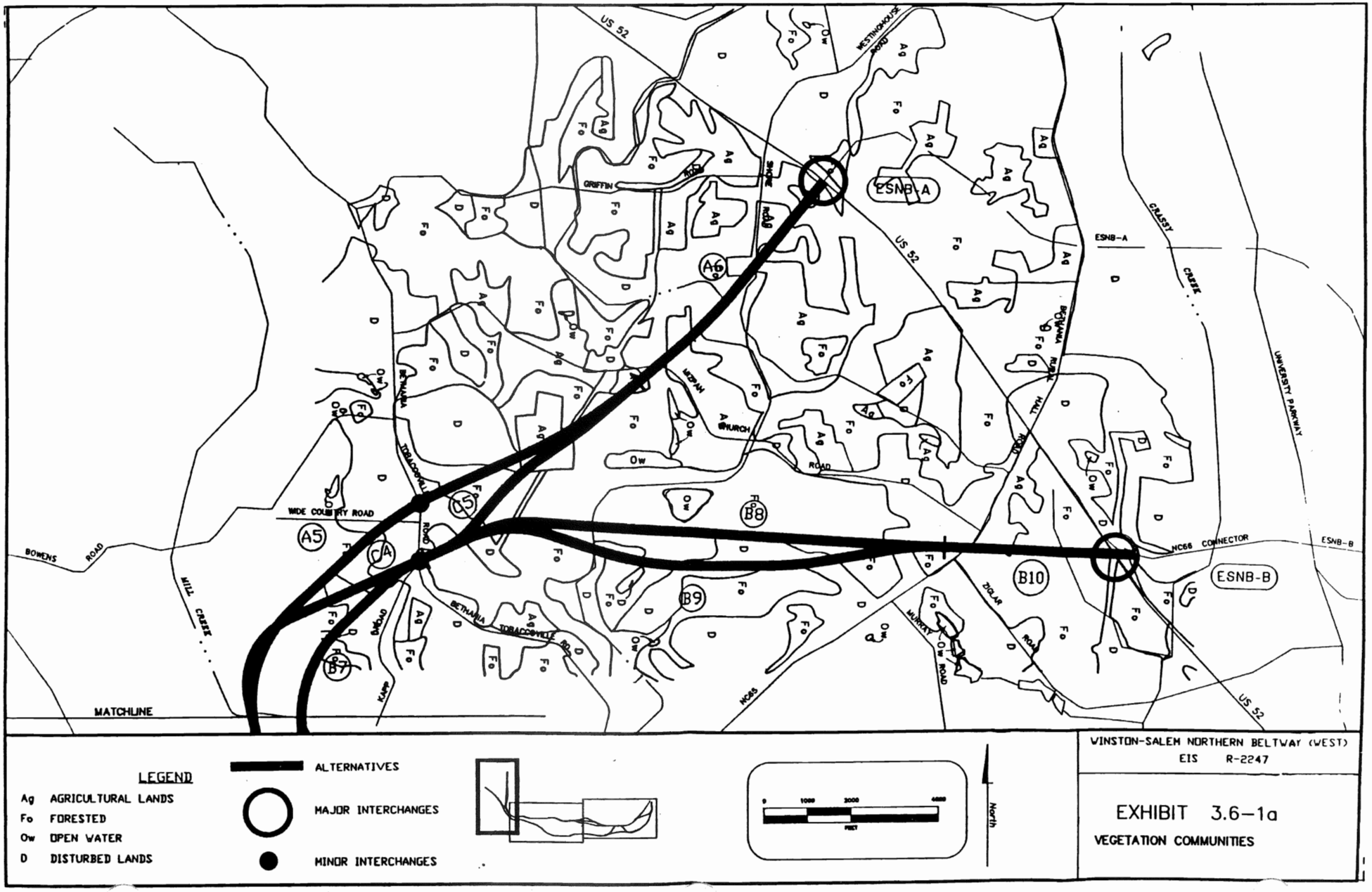
- STUDY AREA BOUNDARY
- EXISTING THOROUGHFARES
- PROPOSED ALTERNATIVE CORRIDORS
- SAMPLE SURVEY AREA
- 31FY801 ARCHAEOLOGICAL SITE

WINSTON-SALEM BELTWAY (WEST)
EIS R-2247

EXHIBIT 3.4–2

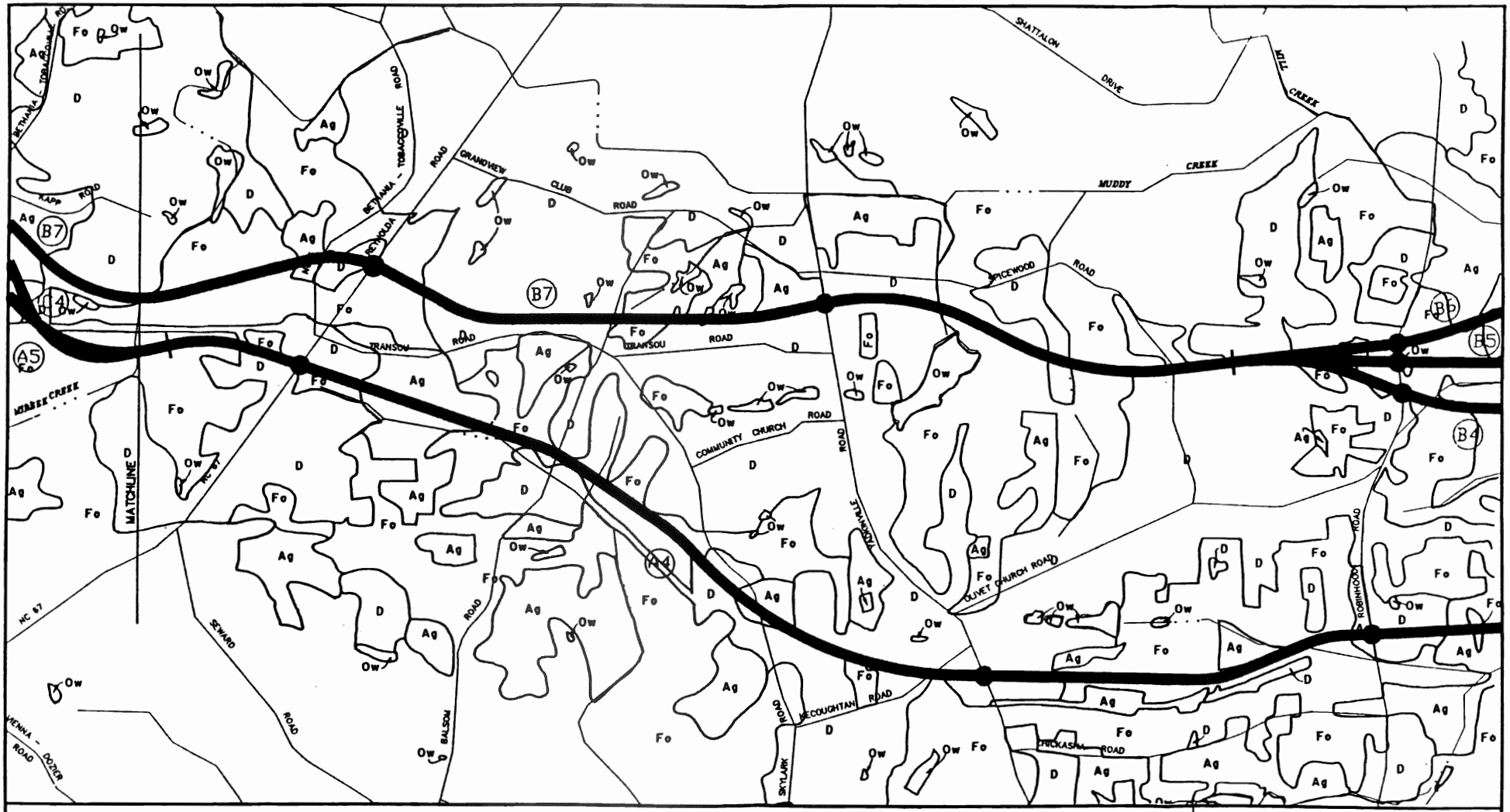
ARCHAEOLOGIC SAMPLE SURVEY SITES

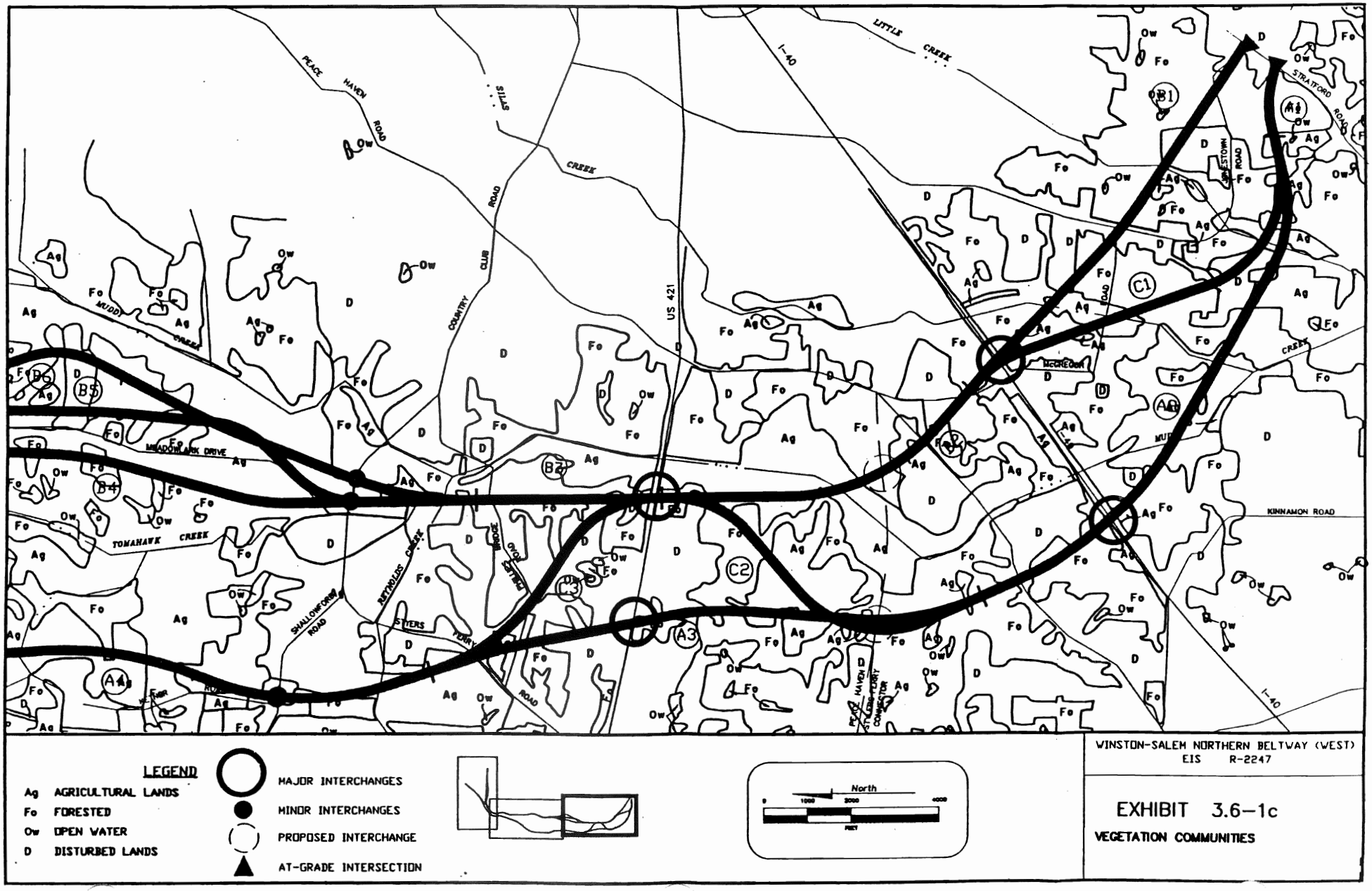
SOURCE: NASH ET AL. 1991



WINSTON-SALEM NORTHERN BELTWAY (WEST)
EIS R-2247

EXHIBIT 3.6–1a
VEGETATION COMMUNITIES


LEGEND
Ag AGRICULTURAL LANDS
Fo FORESTED
Ow OPEN WATER
D DISTURBED LANDS
ALTERNATIVES
MINOR INTERCHANGES
North
0 1000 3000 6000
FEET
WINSTON-SALEM NORTHERN BELTWAY (WEST)
EIS R-2247
EXHIBIT 3.6-1b
VEGETATION COMMUNITIES


LEGEND
Ag AGRICULTURAL LANDS
Fo FORESTED
Ow OPEN WATER
D DISTURBED LANDS
MAJOR INTERCHANGES
MINOR INTERCHANGES
PROPOSED INTERCHANGE
AT-GRADE INTERSECTION
North
WINSTON-SALEM NORTHERN BELTWAY (WEST)
EIS R-2247
EXHIBIT 3.6-1c
VEGETATION COMMUNITIES
PEACE HAVEN ROAD
SILAS CREEK
LITTLE CREEK
I-40
US 421
COUNTRY CLUB ROAD
MUDDY CREEK
MEADOWLARK DRIVE
TOMAHAWK CREEK
SHALLOWFORD ROAD
REYNOLDS CREEK
SILAS CREEK PKWY
STRATFORD ROAD
KINNAMON ROAD
B1
B2
B3
B4
B5
B6
C1
C2
C3
A1
A2
A3
A4

APPENDIX F

Biological Resources

TABLE 3.6-1

COMMON PLANTS OF THE STUDY AREA

Common Name*	Scientific Name*
TREES	
Box elder	Acer negundo
Red maple	Acer rubrum
Tree of heaven	Ailanthus altissima
River birch	Betula nigra
Black willow	Salix nigra
Ironwood	Carpinus caroliniana
Mockernut hickory	Carya tomentosa
Hickory	Carya sp.
American hackberry	Celtis occidentalis
Flowering dogwood	Cornus florida
Beech	Fagus grandifolia
Ash	Fraxinus sp.
American holly	Ilex opaca
Red cedar	Juniperus virginiana
Sweet-gum	Liquidambar styraciflua
Tulip tree	Liriodendron tulipifera
Bull bay	Magnolia grandiflora
Black gum	Nyssa sylvatica
Princess tree	Paulownia tomentosa
Scrub pine	Pinus virginiana
White pine	Pinus strobus
Sycamore	Platanus occidentalis
Black cherry	Prunus serotina
Red oak	Quercus rubra
Willow oak	Quercus phellos
Southern red oak	Quercus falcata
White oak	Quercus alba
Post oak	Quercus stellata
Black locust	Robinia pseudo-acacia
Black willow	Salix nigra
Common sassafras	Sassafras albidum
American elm	Ulmus americana
SHRUBS	
Tag alder	Alnus serrulata
Button bush	Cephalanthus occidentalis
Dogwood	Cornus amomum
Silverberry	Eleagnus sp.
Privet	Ligustrum sinense
Spicebush	Lindera benzoin
Oregon grape	Mahonia bealei
Azalea	Rhododendron sp.
Rose	Rosa sp.
Brambles	Rubus spp.
Elderberry	Sambucus canadensis
Coral-berry	Symphoricarpos orbiculatus
Arrow-woods	Viburnum spp.

TABLE 3.6-1 (Cont'd)
COMMON PLANTS OF THE STUDY AREA

Common Name*	Scientific Name*
VINES	
Cross vine	Anisostichius capreolata
Trumpet vine	Campsis radicans
Japanese honeysuckle	Lonicera japonica
Kudzu	Pueraria lobata
Poison ivy	Toxicodendron radicans
Greenbriar	Smilax sp.
Greenbriar	Smilax bona-nox
Catbriar	Smilax rotundifolia
Grape	Vitis sp.
HERBS	
Gerardia	Agalinis sp.
Allium	Allium sp.
Field garlic	Allium vineale
Broom straw	Andropogon sp.
Adam-and-Eve	Aplectrum hyemale
Cane	Arundinaria gigantea
Ebony spleenwort	Asplenium platyneuron
False nettle	Boehmeria cylindrica
Bitter cress	Cardamine hirsuta
Bitter cress	Cardamine sp.
Sedge	Carex sp.
Spotted wintergreen	Chimaphila maculata
Woodreed	Cinna arundinacea
Crabgrass	Digitaria sp.
Indian strawberry	Duchesnea indica
Spike-rush	Eleocharis sp.
Strawberry bush	Euonymus americanus
Fescue	Festuca sp.
Bedstraw	Galium sp.
Cranesbill	Geranium sp.
Downy rattlesnake plantain	Goodyera pubescens
Avens	Geum sp.
Bluets	Houstonia caerulea
St. John's-wort	Hypericum sp.
Spotted touch-me-not	Impatiens capensis
Soft rush	Juncus effusus
Clubmoss	Lycopodium sp.
Shining clubmoss	Lycopodium lucidulum
Partridge berry	Mitchella repens
Blue grass	Poa sp.
Knotweed	Polygonum sp.
Christmas fern	Polystichum acrostichoides
Shinleaf	Pyrola rotundifolia var. americana
Docks	Rumex sp.

TABLE 3.6-1 (Cont'd)
COMMON PLANTS OF THE STUDY AREA

Common Name*	Scientific Name*
	HERBS (continued)
Bloodroot	Sanguinaria canadensis
Blue-eyed grass	Sisyrinchium sp.
Nightshade	Solanum sp.
Goldenrod	Solidago sp.
Johnson grass	Sorghum halepense
Chickweed	Stellaria sp.
Giant chickweed	Stellaria pubera
Dandelion	Taraxacum officinale
Crane-fly orchid	Tipularia discolor
Violet	Viola sp.

* Primary source for common names is Radford, Ahles and Bell (1968); secondary source is Godfrey and Wooten (1979).

• Scientific nomenclature follows Radford, Ahles and Bell (1968).

APPENDIX G

Relocation Reports

RELOCATION REPORT

North Carolina Department of Transportation
AREA RELOCATION OFFICE

[X] E.I.S. [ ] CORRIDOR [ ] DESIGN (PAGE 1 OF 2)

PROJECT:	6.628001T	COUNTY	FORSYTH	Alternate 1 of 1	Alternate
I.D. NO.:	R-2247	F.A. PROJECT	N/A		
DESCRIPTION OF PROJECT:	WINSTON-SALEM NORTHERN BELTWAY -- WESTERN SECTION				

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Individuals	0	0	0	0
Families	229	29	258	37
Businesses	11	0	11	0
Farms	0	0	0	0
Non-Profit	0	0	0	0

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
0	0	0	0	0
0	21	27	99	111

VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Owners		Tenants		For Sale		For Rent	
0-20M	5	$ 0-150	13	0-20M	0	$ 0-150	7
20-40M	9	150-250	9	20-40M	23	150-250	9
40-70M	48	250-400	7	40-70M	58	250-400	20
70-100M	87	400-600	0	70-100M	89	400 600	18
100 UP	80	600 UP	0	100 UP	215	600 UP	12
TOTAL	229		29		385		66

ANSWER ALL QUESTIONS

Yes	No	Explain all "YES" answers.	
	X	1.	Will special relocation services be necessary?
	X	2.	Will schools or churches be affect 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 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 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?

REMARKS (Respond by Number)

3. SIMILAR BUSINESS SERVICES ARE AVAILABLE IN THE GENERAL AREA OF PROJECT NOT BEING AFFECTED.

4. (A) WESTSIDE GALLERY & FRAMING – 1 FULL TIME EMPLOYEE (HOME BUSINESS) - NOT A MINORITY.

(B) EL CAMINO GREENHOUSE & NURSERY – 2 FULL TIME & 3 PART TIME EMPLOYEES -NOT A MINORITY.

(C) OLD RICHMOND DRIVE-IN RESTAURANT – 3 FULL TIME & 3 PART TIME EMPLOYEES -NOT A MINORITY.

(D) AUTO BODYWORKS UNLIMITED – 1 FULL TIME & 1 PART TIME EMPLOYEES - NOT A MINORITY.

(E) TRIM USE -- 7 FULL TIME EMPLOYEES - WHOLE-SALE OF AUTO TRIM - NOT A MINORITY.

(F) SIMPSON AUTO SALES & REPAIR – 2 FULL TIME EMPLOYEES - NOT A MINORITY.

(G) AIR CONDITION SERVICE – AUTO AIR CONDITION SERVICE, MOTORCYCLE REPAIR AND PARTS, U-HAUL RENTALS, 3 FULL TIME EMPLOYEES - NOT A MINORITY.

(H) CITGO SERVICE STATION – CONVENIENCE STORE, RETAIL GAS, 3 FULL TIME & 3 PART TIME EMPLOYEES - NOT A MINORITY.

F. D. Noell — F. D. NOELL, Relocation Agent — 08-23-95, Date

D. R. Clark — Approved by — 8-30-95, Date

Form 15.4 Revised 5/90

Original & 1 Copy: State Relocation Agent
2 Copy: Area Relocation Office

SEP 1 1995

PROJECT 6.628001T R-2247 FORSYTH CO. ALTERNATE 1 OF 1

(I) CAMEL CITY CLEANERS' -- DRY CLEANERS/LAUNDRY - 3 EMPLOYEES - NOT A MINORITY.

(J) FOOD FAIR SUPERMARKET -- 25 FULL TIME & 25 PART TIME EMPLOYEES - NOT A MINORITY.

(K) LEWISVILLE/CLEMMONS TEXACO SERVICE STATION -- AUTO SERVICE STATION, U-HAUL RENTAL AGENT, 3 FULL TIME & 3 PART TIME EMPLOYEES - NOT A MINORITY.

6. LOCAL REALTORS, WINSTON-SALEM, FORSYTH CO., MLS, NEWSPAPERS AND VISUAL SURVEY.

8. WILL BE IMPLEMENTED AS NECESSARY.

9. IT IS POSSIBLE THAT THERE MAY BE SOME LARGE FAMILIES, SOME ELDERLY AND DISABLED AFFECTED BY THIS PROJECT. HOWEVER, NO LARGE NUMBER EXPECTED.

11. WINSTON-SALEM HOUSING AUTHORITY.

12. YES, AS INDICATED BY THE AVAILABLE HOUSING LIST.

14. SEE ITEM #6.

RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

☐ E.I.S. ☐ CORRIDOR ☐ DESIGN

PROJECT:	6.628001T	COUNTY	Forsyth	Alternate	Of	Alternates
I.D. NO.:	R-2247	F.A. PROJECT	34409.1.1			
DESCRIPTION OF PROJECT:	Western Loop of the Winston Salem Northern Beltway					

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential				
Businesses				
Farms				
Non-Profit				

ANSWER ALL QUESTIONS

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

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP

VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Owners		Tenants		For Sale		For Rent	
0-20M		$ 0-150		0-20M	3	$ 0-150	11
20-40M		150-250		20-40M	23	150-250	26
40-70M		250-400		40-70M	128	250-400	76
70-100M		400-600		70-100M	231	400-600	109
100 UP		600 UP		100 UP	1,934	600 UP	126
TOTAL					2,319		348

REMARKS (Respond by Number)

Note that Winston Salem has a robust real estate market and there is always ample supply of available housing. The search used for this market study was compiled from the Winston Salem Journal, Realtor.com, and MLS Service. Areas used in the search include Rural Hall, Clemmons, Lewisville, Winston Salem, and Pffaftown.

Heath Kelly 9/9/03

Right of Way Agent — Date

Relocation Coordinator — Date

Form 15.4 Revised 09-02

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

RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

[X] E.I.S. [ ] CORRIDOR [ ] DESIGN

PROJECT:	6.628001T	COUNTY	Forsyth	Alternate 1 Of 3 Alternates	
I.D. NO.:	R-2247E	F.A. PROJECT	N/A		
DESCRIPTION OF PROJECT:	Winston-Salem Northern Beltway	Bethania Tobaccoville Rd Design Alt 1			

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	7	9	16	1
Businesses	1	0	1	0
Farms	0	0	0	0
Non-Profit	0	0	0	0

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
1	6	4	3	2

VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Owners		Tenants		For Sale		For Rent	
0-20M		$ 0-150		0-20M	3	$ 0-150	0
20-40M		150-250		20-40M	13	150-250	0
40-70M		250-400	9	40-70M	89	250-400	22
70-100M	3	400-600		70-100M	204	400-600	45
100 UP	4	600 UP		100 UP	1232	600 UP	99
TOTAL	7		9		1541		166

ANSWER ALL QUESTIONS

Yes	No	Explain all "YES" answers.
	X	1. Will special relocation services be necessary?
	X	2. Will schools or churches be affect 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 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? 15

REMARKS (Respond by Number)

3.) Business services will still be available.

4.) Approx. 1,250sf, automotive-Auto Bodyworks Unlimited, 2 employees/Full time, non-minority owned

6.) Winston-Salem Journal, MLS, Forsyth County realtors, Realtor.com

8.) Due to lack of mobile home sales available in Forsyth County, traditional built homes may need to be used for Comparables.

11.) Winston-Salem Housing Authority

12.) Housing market in Forsyth County is adequate for this Project. Please see DSS dwellings available.

14.) Vacant land and business sites available in Forsyth County; MLS

Shan A. Pope — Right of Way Agent
3-27-03 — Date

Ann Simpson — Relocation Coordinator
4-4-03 — Date

Form 15.4 Revised 09-02

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

RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

[X] E.I.S. [ ] CORRIDOR [ ] DESIGN

Bethania Tobaccoville Rd Design

PROJECT:	6.628001T	COUNTY	Forsyth	Alternate	2	Of 3	Alternates
I.D. NO.:	R-2247E	F.A. PROJECT	N/A				
DESCRIPTION OF PROJECT:	Winston-Salem Northern Beltway						

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	11	6	17	0
Businesses	1	0	1	0
Farms	0	0	0	0
Non-Profit	0	0	0	0

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
1	5	2	5	4

VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Owners		Tenants		For Sale		For Rent	
0-20M		$ 0-150		0-20M	3	$ 0-150	0
20-40M		150-250		20-40M	13	150-250	0
40-70M		250-400	6	40-70M	89	250-400	22
70-100M	9	400-600		70-100M	204	400-600	45
100 UP	2	600 UP		100 UP	1232	600 UP	99
TOTAL	11		6		1541		166

ANSWER ALL QUESTIONS

Yes	No	Explain all "YES" answers.
	X	1. Will special relocation services be necessary?
	X	2. Will schools or churches be affect 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 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? 15

REMARKS (Respond by Number)

3.) Business services will still be available.

4.) Approx. 1,250sf, automotive-Auto Bodyworks Unlimited, 2 employees/Full time, non-minority owned

6.) Winston-Salem Journal, MLS, Forsyth County realtors, Realtor.com

8.) Due to lack of mobile home sales available in Forsyth County, traditional built homes may need to be used for Comparables.

11.) Winston-Salem Housing Authority

12.) Housing market in Forsyth County is adequate for this Project. Please see DSS dwellings available.

14.) Vacant land and business sites available in Forsyth County; MLS

Shawn A. Pope	3-27-03	Am Simpson	4-4-03
Right of Way Agent	Date	Relocation Coordinator	Date

Form 15.4 Revised 09-02

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

RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

[X] E.I.S. [ ] CORRIDOR [ ] DESIGN

Bethania Tobaccoville Rd Designs

PROJECT:	6.628001T	COUNTY	Forsyth	Alternate 3 Of 3 Alternates	
I.D. NO.:	R-2247E	F.A. PROJECT	N/A		
DESCRIPTION OF PROJECT:	Winston-Salem Northern Beltway				

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	12	9	21	1
Businesses	1	0	1	0
Farms	0	0	0	0
Non-Profit	0	0	0	0

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
1	6	3	5	6

VALUE OF DWELLING

Owners		Tenants	
0-20M		$ 0-150	
20-40M		150-250	
40-70M		250-400	9
70-100M	9	400-600	
100 UP	3	600 UP	
TOTAL	12		9

DSS DWELLING AVAILABLE

For Sale		For Rent	
0-20M	3	$ 0-150	0
20-40M	13	150-250	0
40-70M	89	250-400	22
70-100M	204	400-600	45
100 UP	1232	600 UP	99
	1541		166

ANSWER ALL QUESTIONS

Yes	No	Explain all "YES" answers.
	X	1. Will special relocation services be necessary?
	X	2. Will schools or churches be affect 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 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? 15

REMARKS (Respond by Number)

3.) Business services will still be available.

4.) Approx. 1,250sf, automotive-Auto Bodyworks Unlimited, 2 employees/Full time, non-minority owned

6.) Winston-Salem Journal, MLS, Forsyth County realtors, Realtor.com

8.) Due to lack of mobile home sales available in Forsyth County, traditional built homes may need to be used for Comparables.

11.) Winston-Salem Housing Authority

12.) Housing market in Forsyth County is adequate for this Project. Please see DSS dwellings available.

14.) Vacant land and business sites available in Forsyth County; MLS

Shane A. Pope — Right of Way Agent — 3-27-03 — Date

Am Simpson — Relocation Coordinator — 4-4-03 — Date

Form 15.4 Revised 09-02

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

RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

[X] E.I.S. [ ] CORRIDOR [ ] DESIGN

PROJECT:	6.628002T	COUNTY	Forsyth	Alternate 1 Of 1 Alternates	
I.D. NO.:	U-2579	F.A. PROJECT	N/A		
DESCRIPTION OF PROJECT:	Winston Salem Northern Beltway Eastern Section from US 52 to North of SR 2377 (West Mountain Street)				

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	189	49	238	60
Businesses	6	3	9	1
Farms	1	0	1	0
Non-Profit	0	0	0	0

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
0	36	66	77	59

VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Owners		Tenants		For Sale		For Rent	
0-20M	2	$ 0-150	1	0-20M	3	$ 0-150	0
20-40M	5	150-250	13	20-40M	13	150-250	1
40-70M	54	250-400	27	40-70M	67	250-400	47
70-100M	67	400-600	8	70-100M	130	400-600	91
100 UP	61	600 UP	0	100 UP	610	600 UP	88
TOTAL	189		49		823		227

ANSWER ALL QUESTIONS

Yes	No	Explain all "YES" answers.
	X	1. Will special relocation services be necessary?
	X	2. Will schools or churches be affect 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 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? 24-32 months ***

REMARKS (Respond by number)

3. General Business services will still be available in the area
4. See attached list of businesses
6. Winston Salem Journal, realtor.com, MLS service
9. There appears to be a few disabled displacees and approximately 10-15 elderly households
10. Section 8 may be required for low rent housing displacees
11. Section 8 available in the area through Winston Salem Housing Authority and Forsyth County Housing Dept.
12. Due to a robust real estate market in Forsyth County, it does appear that there will be adequate DSS housing available provided the project is split into phases. Rental housing may present a problem for low income tenants.
14. Winston Salem Journal, realtor.com, MLS service

Note that Christian Rescue Farm will be acquired due to control of access. Presently, the farm is being developed and will have a residential village (now being developed). Currently, there are only 3 houses and a mobile home on site. However, it does appear to be in the process of development.

*** per 100 displacees. Basis for value determined by previous Beltway Section (Western Loop) completed. Project contained approximately 100 displacees and was worked by 3 agents.

5-7-03

Kris Barr — Right of Way Agent — 5-07-03 — Date

Relocation Coordinator — 5-30-03 — Date

Form 15.4 Revised 09-02

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

Business 1	**Jessup Used Cars**
	300 SF Frame Building.; 1000 SF Block Garage
	1 full time employee
Business 2	**Quality Mart**
	2000 SF Frame Convenience Store
	2 full time and 2 part time employees
	(underground storage tanks)
Business 3	**Cooke and Mabe Monument Works**
	1500 SF Shop and Warehouse
	2 full time employees
Business 4	**Junkyard**
	1500 SF Block Building with House Trailer
	1 part time employee
Business 5	**Reynolds Auto and Truck Parts (Junkyard)**
	5000 SF Metal Warehouse
	1 full time employee
Business 6	**Sonny's Discount Tires**
	200 SF Block Office and 1000 SF Block Garage
	2 full time employees
Business 7	**Clayton Auto Sales**
	1250 SF Frame Building
	2 full time employees
Business 8	**T J Automotive**
	1250 SF Frame Building
	2 full time employees
Business 9	**Pinebrook Grocery and Fuel Store**
	2000 SF Frame Convenience Store
	2 full time and 1 part time employees
	(underground storage tanks)
Business 10	
Business 11	

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

☒ E.I.S. ☐ CORRIDOR ☐ DESIGN

WBS:	34839.1.2	COUNTY	Forsyth	Alternate 1 of 1 Alternate	
I.D. NO.:	U-2579 F	F.A. PROJECT	N/A		(SHEET 1)
DESCRIPTION OF PROJECT:	Winston Salem Northern Beltway – Eastern Section Extension from US 421/ I-40 Business to US 311				

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	111	32	143	35
Businesses	6	10	16	0
Farms	0	0	0	0
Non-Profit	0	0	0	0

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
6	12	27	50	48

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 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? **24-32 months**

VALUE OF DWELLING

Owners		Tenants	
0-20M	1	$ 0-150	0
20-40M	16	150-250	10
40-70M	48	250-400	15
70-100M	30	400-600	7
100 UP	16	600 UP	0
TOTAL	111		32

DSS DWELLING AVAILABLE

For Sale		For Rent	
0-20M	1	$ 0-150	0
20-40M	10	150-250	1
40-70M	70	250-400	42
70-100M	91	400-600	84
100 UP	484	600 UP	82
TOTAL	656		209

REMARKS (Respond by Number)

3. General Business services will still be available in the general area.
4. See attached page
6. Winston Salem MLS (includes Kernersville), Winston Salem Journal
8. There may be a need for last resort housing for some displacees.
9. There may be large and elderly families in more rural parts of the Beltway corrdior.
10. Section 8 may be required for low rent housing displacees.
11. Section 8 is currently available through the Winston Salem Housing Authority
12. Due to a robust real estate market, it does appear that there will be adequate DSS housing available. Rental housing may be a problem for low income tenants.
14. Winston Salem MLS (includes Kernersville), Winston Salem Journal.

MANAGER OF
RIGHT OF WAY BRANCH

DEC 05 2005

N.C. DEPT OF TRANSPORTATION

Heather Fulghum — 11-28-05
Heather Fulghum
Right of Way Agent
Date

Andy Simpson — 12-7-05
Relocation Coordinator
Date

FRM15-E Revised 09-02

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

Business 1	**Jessup Used Cars**
	300 SF Frame Building; 1000 SF Block Garage
	1 full time employee
Business 2	**Quality Mart**
	2000 SF Frame Convenience Store
	2 full time and 2 part time employees
	(underground storage tanks)
Business 3	**Cooke and Mabe Monument Works**
	1500 SF Shop and Warehouse
	2 full time employees
Business 4	**Junkyard**
	1500 SF Block Building with House Trailer
	1 part time employee
Business 5	**Reynolds Auto and Truck Parts (Junkyard)**
	5000 SF Metal Warehouse
	1 full time employee
Business 6	**Sonny's Discount Tires**
	200 SF block office and 1000 SF Block
	2 full time employees
Business 7	**Pinebrook Grocery and Fuel Store**
	2000 SF Frame Convenience Store
	2 full time and 1 part time employees
	(underground storage tanks)
Business 8	**Wilco to Go**
	2000 SF Block Business
	2 fulltime and 2 part time employees
Business 9	**Pam's Cuts and Curls**
	Part of 1500 SF Block Business with C & C Crafts
	1 full time employee
Business 10	**C & C Crafts and Variety**
	Part of 1500 SF Block Business with Pam's Cuts and Curls
	1 full time employee
Business 11	**D & S Heating and AC**
	3000 SF Vinyl Building Business
	4 full time employees
Business 12	**Scotty's Mufflers**
	3000 SF Block Business
	3 full time employees

Business 13	**Tony's Used Merchandise, Inc.**
	4000 SF Block Business
	3 full time employees
Business 14	**Puttin' on the Petz**
	1000 SF Block Business
	1 full time employee
Business 15	**Griffins Used Cars**
	1000 SF Utility Building
	1 full time employee
Business 16	**Perfection Exhaust, Inc.**
	3000 SF Block Building Business
	2 full time and 2 part time employees
Business 17	
Business 18	
Business 19	
Business 20	
Business 21	
Business 22	
Business 23	
Business 24	

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

☒ E.I.S. ☐ CORRIDOR ☐ DESIGN

WBS:	34839.1.2	COUNTY	Forsyth	Alternate 1 of 1 Alternate	
I.D. NO.:	U-2579 E	F.A. PROJECT	N/A		(SHEET 2)
DESCRIPTION OF PROJECT:	Winston Salem Northern Beltway – Eastern Section Extension from US 421/ I-40 Business to US 311				

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	91	10	101	23
Businesses	0	0	0	0
Farms	1	0	1	0
Non-Profit	0	0	0	0

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
1	8	24	40	28

VALUE OF DWELLING

Owners		Tenants	
0-20M	1	$ 0-150	0
20-40M	4	150-250	0
40-70M	48	250-400	10
70-100M	24	400-600	0
100 UP	25	600 UP	0
TOTAL	91		10

DSS DWELLING AVAILABLE

For Sale		For Rent	
0-20M	1	$ 0-150	0
20-40M	10	150-250	1
40-70M	70	250-400	42
70-100M	91	400-600	84
100 UP	484	600 UP	82
TOTAL	656		209

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 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? **24-32 months**

REMARKS (Respond by Number)

3. General Business services will still be available in the general area.
4. Christian Farms, 2 Full time employ. possible religious camp
6. Winston Salem MLS (includes Kernersville), Winston Salem Journal
8. There may be a need for last resort housing for some displacees.
9. There may be large and elderly families in more rural parts of the Beltway corrdior.
10. Section 8 may be required for low rent housing displacees.
11. Section 8 is currently available through the Winston Salem Housing Authority
12. Due to a robust real estate market, it does appear that there will be adequate DSS housing available. Rental housing may be a problem for low income tenants.
14. Winston Salem MLS (includes Kernersville), Winston Salem Journal.

Heather Fulghum	11-28-05	Andy Simpson	12-7-05
Heather Fulghum Right of Way Agent	Date	Relocation Coordinator	Date

FRM15-E Revised 09-02

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

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

☒ E.I.S. ☐ CORRIDOR ☐ DESIGN

WBS:	34839.1.2	COUNTY	Forsyth	Alternate 1 of 1 Alternate	
I.D. NO.:	U-2579 D	F.A. PROJECT	N/A	(SHEET 2 & 3)	
DESCRIPTION OF PROJECT:	Winston Salem Northern Beltway – Eastern Section Extension from US 421/ I-40 Business to US 311				

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	55	13	68	18
Businesses	1	0	1	0
Farms	0	0	0	0
Non-Profit	1	0	1	1

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
0	12	15	15	26

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 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? **24-32 months**

VALUE OF DWELLING

Owners		Tenants	
0-20M	0	$ 0-150	0
20-40M	1	150-250	0
40-70M	18	250-400	13
70-100M	13	400-600	0
100 UP	23	600 UP	0
TOTAL	55		13

DSS DWELLING AVAILABLE

For Sale		For Rent	
0-20M	1	$ 0-150	0
20-40M	10	150-250	1
40-70M	70	250-400	42
70-100M	91	400-600	84
100 UP	484	600 UP	82
	656		209

REMARKS (Respond by Number)

3. General Business services will still be available in the general area.
4. See below ***
6. Winston Salem MLS (includes Kernersville), Winston Salem Journal
8. There may be a need for last resort housing for some displacees.
9. There may be large and elderly families in more rural parts of the Beltway corrdior.
10. Section 8 may be required for low rent housing displacees.
11. Section 8 is currently available through the Winston Salem Housing Authority
12. Due to a robust real estate market, it does appear that there will be adequate DSS housing available. Rental housing may be a problem for low income tenants.
14. Winston Salem MLS (includes Kernersville), Winston Salem Journal.

***

1. 311 Motors Used Cars , 1 full time employee, 2000 sf frame dwelling for business.
2. Mt. Pleasant Holiness Church, 1 full time employee, 900 sf garage building, minority church

Heather Fulghum	11-28-05	Andy Simpson	12-7-05
Heather Fulghum Right of Way Agent	Date	Relocation Coordinator	Date

FRM15-E Revised 09-02

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

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

☒ E.I.S. ☐ CORRIDOR ☐ DESIGN

WBS:	34839.1.2	COUNTY	Forsyth	Alternate 1 of 1 Alternate	
I.D. NO.:	U-2579 C	F.A. PROJECT	N/A	(SHEET 3 & 4)	
DESCRIPTION OF PROJECT:	Winston Salem Northern Beltway – Eastern Section Extension from US 421/ I-40 Business to US 311				

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	23	0	23	4
Businesses	1	0	1	0
Farms	1	0	1	0
Non-Profit	0	0	0	0

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
0	3	4	3	13

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 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? **24-32 months**

VALUE OF DWELLING

Owners		Tenants	
0-20M	0	$ 0-150	0
20-40M	2	150-250	0
40-70M	4	250-400	0
70-100M	3	400-600	0
100 UP	14	600 UP	0
TOTAL	23		0

DSS DWELLING AVAILABLE

For Sale		For Rent	
0-20M	1	$ 0-150	0
20-40M	10	150-250	1
40-70M	70	250-400	42
70-100M	91	400-600	84
100 UP	484	600 UP	82
TOTAL	656		209

REMARKS (Respond by Number)

3. General Business services will still be available in the general area.
4. See below ***
6. Winston Salem MLS (includes Kernersville), Winston Salem Journal
8. There may be a need for last resort housing for some displacees.
9. There may be large and elderly families in more rural parts of the Beltway corrdior.
10. Section 8 may be required for low rent housing displacees.
11. Section 8 is currently available through the Winston Salem Housing Authority
12. Due to a robust real estate market, it does appear that there will be adequate DSS housing available. Rental housing may be a problem for low income tenants.
14. Winston Salem MLS (includes Kernersville), Winston Salem Journal.

*** 1. Willards Carp Pond (pay to fish)
Includes camp site, 1 FT
2. Shady Oak Farms (registered polled herefords)
2 FT

Heather Fulghum	11-28-05	Andy Simpson	12-7-05
Heather Fulghum Right of Way Agent	Date	Relocation Coordinator	Date

FRM15-E Revised 09-02

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

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

☒ E.I.S. ☐ CORRIDOR ☐ DESIGN

WBS:	34839.1.2	COUNTY	Forsyth	Alternate 1 of 1 Alternate	
I.D. NO.:	U-2579 B	F.A. PROJECT	N/A		(SHEET 4)
DESCRIPTION OF PROJECT:	Winston Salem Northern Beltway – Eastern Section Extension from US 421/ I-40 Business to US 311				

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	110	7	117	13
Businesses	0	0	0	0
Farms	0	0	0	0
Non-Profit	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?
		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 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? **24-32 months**

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
0	0	32	35	50

VALUE OF DWELLING

Owners		Tenants	
0-20M	0	$ 0-150	0
20-40M	0	150-250	0
40-70M	20	250-400	0
70-100M	25	400-600	4
100 UP	65	600 UP	3
TOTAL	110		7

DSS DWELLING AVAILABLE

For Sale		For Rent	
0-20M	1	$ 0-150	0
20-40M	10	150-250	1
40-70M	70	250-400	42
70-100M	91	400-600	84
100 UP	484	600 UP	82
	656		209

REMARKS (Respond by Number)

3. General Business services will still be available in the general area.

6. Winston Salem MLS (includes Kernersville), Winston Salem Journal

8. There may be a need for last resort housing for some displacees.

9. There may be large and elderly families in more rural parts of the Beltway corrdior.

10. Section 8 may be required for low rent housing displacees.

11. Section 8 is currently available through the Winston Salem Housing Authority

12. Due to a robust real estate market, it does appear that there will be adequate DSS housing available. Rental housing may be a problem for low income tenants.

14. Winston Salem MLS (includes Kernersville), Winston Salem Journal.

Heather Fulghum	11-28-05	Andy Simpson	12-7-05
Heather Fulghum Right of Way Agent	Date	Relocation Coordinator	Date

FRM15-E Revised 09-02

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

RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

[X] E.I.S. [ ] CORRIDOR [ ] DESIGN

PROJECT:	8.2625101	COUNTY	Forsyth	Alternate	N1S1	Of Alternates
I.D. NO.:	U-2579 A	F.A. PROJECT	N/A			
DESCRIPTION OF PROJECT:	Winston Salem Northern Beltway Eastern Section Extension, Forsyth County					

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	278	6	284	41
Businesses	7	15	22	2
Farms	0	0	0	0
Non-Profit	0	0	0	0

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
0	4	61	49	170

VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Owners		Tenants		For Sale		For Rent	
0-20M	25	$ 0-150	0	0-20M	3	$ 0-150	0
20-40M	13	150-250	0	20-40M	13	150-250	1
40-70M	18	250-400	4	40-70M	67	250-400	47
70-100M	55	400-600	1	70-100M	130	400-600	91
100 UP	167	600 UP	1	100 UP	610	600 UP	88
TOTAL	278		6		823		227

ANSWER ALL QUESTIONS

Yes	No		*Explain all "YES" answers.*
	X	1	Will special relocation services be necessary?
	X	2	Will schools or churches be affect 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 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? 24-32 months ***

*** per 100 displacees. Basis for value determined by previous Beltway Section (Western Loop) completed. Project contained approximately 100 displacees and was worked by 3 agents.

REMARKS (Respond by Number)

3. General Business services will still be available in the area
4. See attached list of businesses
6. Winston Salem Journal, realtor.com, MLS service
9. There appears to be a few disabled displacees and approximately 20-30 elderly households
10. Section 8 may be required for low rent housing displacees
11. Section 8 available in the area through Winston Salem Housing Authority and Forsyth County Housing Dept.
12. Due to a robust real estate market in Forsyth County, it does appear that there will be adequate DSS housing available provided the project is split into phases. Rental housing may present a problem for low income tenants.
14. Winston Salem Journal, realtor.com, MLS service

NOTES:
Majority of 0-20M owners are mobile home owners. Mobile Home dealers in the area have an ample supply of single wide Mobile homes for sale.

MANAGER OF
RIGHT OF WAY BRANCH

MAY 13 2003

Heather Fulgham
Kris Barr Kris Barr — Right of Way Agent — 5-8-03 — Date

Am Simpson — Relocation Coordinator — 5-30-03 — Date

Form 15.4 Revised 09-02

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

Business 1	**Sedge Garden Automotive Car Care Center**
	4 full time employee
	2500 SF Block Business
Business 2	**Bob Holleman Super Clean Used Cars**
	2 full time employees
	2500 SF Brick Business
Business 3	**3D Furniture Outlet**
	2 full time employees
	1500 SF Brick Business with Warehouse
Business 4	**Dean's Service Center**
	3 full time employees
	1500 SF Block Business
Business 5	**Family's Motors Used Cars**
	1 full time employee
	800 SF Frame Office, House Trailer & Lot
Business 6	**Custom Controls**
	2 Full Time Employee
	2000 SF Brick Business
Business 7	**Salvage Discount Auction**
	5 full time employees
	7,000 SF Frame Business
Business 8	**K Dog Graphix to Go Minority Business**
	2 full time employees
	1000 SF Brick Business (1/3 of Strip Mall)
Business 9	**Sedge Garden Antiques & Variety**
	2 full time employees
	1000 SF Brick Business (1/3 of Strip Mall)
Business 10	**Ideal Printing Service**
	2 full time employee
	1000 SF Brick Business (1/3 of Strip Mall)
Business 11	**Salvage Discount Store**
	5 full time employees
	7000 SF Frame Business
Business 12	**Sportsplex**
	3 full time employees
	2500 SF Brick Business

Business 13	**Barbershop**
	2 full time employees
	600 SF Brick Business
Business 14	**Wagner TV Repair**
	1 full time employee
	600 SF Brick Business (Part of Strip Mall)
Business 15	**Splash Pools & Spas**
	2 full time employees
	3000 SF Brick Business (Part of Strip Mall)
Business 16	**Billiard Gallery**
	2 full time employees
	3000 SF Brick Business (Part of Strip Mall)
Business 17	**Pegram Oil Co.**
Part of 2000	in same building as Self Storage & Sedge Garden Snack Bar
SF Brick	
Business	
Business 18	**Sedge Garden Snack Bar**
Part of 2000	in same building as Self Storage & Pegram Oil Co.
SF Brick	
Business	
Business 19	**Sedge Garden Self Storage**
Part of 2000	in same building as Pegram Oil & Sedge Garden Snack Bar
SF Brick	also 3 (10,000 SF Storage Facilities)
Business	2 full time employees work all 3 businesses
Business 20	**Shady Oak Kennel, Kennel & Grooming**
	1 full time employee
	1 part-time employee
	Large Tract of Land w/ frame building for business
Business 21	**RCS Communications Group**
	40 full time employees
	30,000 SF Frame Building with a 3 bay garage
	1 bay detached garage
Business 22	**La Roqueta Tienda Hispana** **Minority Business**
	3 full time employees
	2000 SF Frame & Brick Business
Business 23	
Business 24	

RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

[X] E.I.S. [ ] CORRIDOR [ ] DESIGN

PROJECT:	8.2625101	COUNTY	Forsyth	Alternate N1S2 Of	Alternates
I.D. NO.:	U-2579 A	F.A. PROJECT	N/A		
DESCRIPTION OF PROJECT:	Winston Salem Northern Beltway Eastern Section Extension, Forsyth County				

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	312	8	320	43
Businesses	5	14	19	2
Farms	0	0	0	0
Non-Profit	0	0	0	0

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
0	4	64	77	175

VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Owners		Tenants		For Sale		For Rent	
0-20M	25	$ 0-150	0	0-20M	3	$ 0-150	0
20-40M	8	150-250	0	20-40M	13	150-250	1
40-70M	24	250-400	5	40-70M	67	250-400	47
70-100M	80	400-600	2	70-100M	130	400-600	91
100 UP	175	600 UP	1	100 UP	610	600 UP	88
TOTAL	312		8		823		227

ANSWER ALL QUESTIONS

Yes	No		*Explain all "YES" answers.*
	X	1	Will special relocation services be necessary?
	X	2	Will schools or churches be affect 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 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? 24-32 months ***

*** per 100 displacees. Basis for value determined by previous Beltway Section (Western Loop) completed. Project contained approximately 100 displacees and was worked by 3 agents.

REMARKS (Respond by Number)

3. General Business services will still be available in the area
4. See attached list of businesses
6. Winston Salem Journal, realtor.com, MLS service
9. There appears to be a few disabled displacees and approximately 20-30 elderly households
10. Section 8 may be required for low rent housing displacees
11. Section 8 available in the area through Winston Salem Housing Authority and Forsyth County Housing Dept.
12. Due to a robust real estate market in Forsyth County, it does appear that there will be adequate DSS housing available provided the project is split into phases. Rental housing may present a problem for low income tenants.
14. Winston Salem Journal, realtor.com, MLS service

NOTES:
Piedmont Memorial Gardens is located in proposed alternate- no graves are currently in the proposed R/W, but the cemetary is grading to expand in that area affected by project.
Majority of 0-20M owners are mobile home owners. Mobile home dealers in the area have an ample supply of single wide mobile homes for sale.

Heather Fuleft / Kris Barr Kris Barr	5-8-03	Am Simpson	5-30-03
Right of Way Agent	Date	Relocation Coordinator	Date

Form 15 4 Revised 09-02

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

Business 1	**Sedge Garden Automotive Car Care Center**
	4 full time employee
	2500 SF Block Business
Business 2	**Bob Holleman Super Clean Used Cars**
	2 full time employees
	2500 SF Brick Business
Business 3	**3D Furniture Outlet**
	2 full time employees
	1500 SF Brick Business with Warehouse
Business 4	**Dean's Service Center**
	3 full time employees
	1500 SF Block Business
Business 5	**Family's Motors Used Cars**
	1 full time employee
	800 SF Frame Office, House Trailer & Lot
Business 6	**Custom Controls**
	2 Full Time Employee
	2000 SF Brick Business
Business 7	**Salvage Discount Auction**
	5 full time employees
	7,000 SF Frame Business
Business 8	**K Dog Graphix to Go Minority Business**
	2 full time employees
	1000 SF Brick Business (1/3 of Strip Mall)
Business 9	**Sedge Garden Antiques & Variety**
	2 full time employees
	1000 SF Block Business (1/3 of Strip Mall)
Business 10	**Ideal Printing Service**
	2 full time employee
	1000 SF Brick Business (1/3 of Strip Mall)
Business 11	**Salvage Discount Store**
	5 full time employees
	7000 SF Frame Business
Business 12	**Sportsplex**
	3 full time employees
	2500 SF Brick Business

Business 13	**Sportsplex**
	3 full time employees
	2500 SF Brick Business
Business 14	**Barbershop**
	2 full time employees
	600 SF Brick Business
Business 15	**Wagner TV Repair**
	1 full time employee
	600 SF Brick Business (Part of Strip Mall)
Business 16	**Splash Pools & Spas**
	2 full time employees
	3000 SF Brick Business (Part of Strip Mall)
Business 17	**Billiard Gallery**
	2 full time employees
	3000 SF Brick Business (Part of Strip Mall)
Business 18	**Pegram Oil Co.**
Part of 2000	in same building as Self Storage & Sedge Garden Snack Bar
SF Brick	
Business	
Business 19	**Sedge Garden Snack Bar**
Part of 2000	in same building as Self Storage & Pegram Oil Co.
SF Brick	
Business	
Business 20	**Sedge Garden Self Storage**
Part of 2000	in same building as Pegram Oil & Sedge Garden Snack Bar
SF Brick	also 3 (10,000 SF Storage Facilities)
Business	2 full time employees work all 3 businesses
Business 21	**La Roqueta Tienda Hispana** **Minority Business**
	3 full time employees
	2000 SF Frame & Brick Business
Business 22	
Business 23	
Business 24	

RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

[X] E.I.S. [ ] CORRIDOR [ ] DESIGN

PROJECT:	8.2625101	COUNTY	Forsyth	Alternate	N2S1	Of	Alternates
I.D. NO.:	U-2579 A	F.A. PROJECT	N/A				
DESCRIPTION OF PROJECT:	Winston Salem Northern Beltway Eastern Section Extension, Forsyth County						

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	236	5	241	40
Businesses	11	12	23	0
Farms	0	0	0	0
Non-Profit	1	0	1	0

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
0	4	40	57	140

VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Owners		Tenants		For Sale		For Rent	
0-20M	25	$ 0-150	0	0-20M	3	$ 0-150	0
20-40M	14	150-250	0	20-40M	13	150-250	1
40-70M	16	250-400	2	40-70M	67	250-400	47
70-100M	44	400-600	2	70-100M	130	400-600	91
100 UP	137	600 UP	1	100 UP	610	600 UP	88
TOTAL	236		5		823		227

ANSWER ALL QUESTIONS

Yes	No		Explain all "YES" answers.
	X	1	Will special relocation services be necessary?
	X	2	Will schools or churches be affect 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 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? 24-32 months ***

*** per 100 displacees. Basis for value determined by previous Beltway Section (Western Loop) completed. Project contained approximately 100 displacees and was worked by 3 agents.

REMARKS (Respond by Number)

3. General Business services will still be available in the area
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NOTES:

Non-profit masonic lodge will be affected (clubhouse, pool, and tennis courts-all employees seem to be volunteers or members)
Majority of 0-20M owners are mobile home owners. Mobile Home dealers in the area have an ample supply of single wide Mobile homes for sale.

Heath Fulghum
Kris Barr Kris Barr — Right of Way Agent — 5-8-03 — Date

Am Simpson — Relocation Coordinator — 5-30-03 — Date

Form 15 4 Revised 09-02

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

Business 1	**Salvage Discount Store**
	5 full time employees
	7000 SF Frame Business
Business 2	**Dean's Service Center**
	3 full time employees
	1500 SF Block Business
Business 3	**Sportsplex**
	3 full time employees
	2500 SF Brick Business (Part of Strip Mall
Business 4	**Barbershop**
	2 full time employees
	600 SF Brick Business (Part of Strip Mall)
Business 5	**Wagner TV Repair**
	1 full time employee
	600 SF Brick Business (Part of Strip Mall)
Business 6	**Splash Pools & Spas**
	2 full time employees
	3000 SF Brick Business (Part of Strip Mall)
Business 7	**Billiard Gallery**
	2 full time employees
	3000 SF Brick Business (Part of Strip Mall)
Business 8	**Bullard's Motors**
	1 full time employee
	200 SF Frame Business
Business 9	**Salvage Discount Auction**
	8 full time employees
	10,000 SF Frame Business
Business 10	**Don Jackson CPA**
	2 full time employees
	1500 SF Brick Business
Business 11	**Sedge Garden Automotive Care Center**
	4 full time employees
	2500 SF Block Business
Business 12	**Bob Holleman Super Clean Used Cars**
	2 full time employees
	2500 SF Brick Business/Misc. Bldg.
Business 13	**Family Motors Used Cars**
	1 full time employee
	800 SF Frame Office/HTR. & Lot

RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

[X] E.I.S. [ ] CORRIDOR [ ] DESIGN

PROJECT:	8.2625101	COUNTY	Forsyth	Alternate N2S2 Of	Alternates
I.D. NO.:	U-2579 A	F.A. PROJECT	N/A		
DESCRIPTION OF PROJECT:	Winston Salem Northern Beltway Eastern Section Extension, Forsyth County				

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	301	7	308	52
Businesses	9	12	21	0
Farms	0	0	0	0
Non-Profit	1	0	1	0

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
0	4	40	83	181

VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Owners		Tenants		For Sale		For Rent	
0-20M	25	$ 0-150	0	0-20M	3	$ 0-150	0
20-40M	9	150-250	0	20-40M	13	150-250	1
40-70M	19	250-400	4	40-70M	67	250-400	47
70-100M	71	400-600	2	70-100M	130	400-600	91
100 UP	177	600 UP	1	100 UP	610	600 UP	88
TOTAL	301		7		823		227

ANSWER ALL QUESTIONS

Yes	No		*Explain all "YES" answers.*
	X	1	Will special relocation services be necessary?
	X	2	Will schools or churches be affect 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 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? 24-32 months ***

*** per 100 displacees. Basis for value determined by previous Beltway Section (Western Loop) completed. Project contained approximately 100 displacees and was worked by 3 agents.

REMARKS (Respond by Number)

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NOTES:

Non-profit masonic lodge will be affected (clubhouse, pool, and tennis courts-all employees seem to be volunteers or members) Piedmont Memorial Gardens is located in proposed alternate- no graves are currently in the proposed R/W, but the cemetary is grading to expand in that area affected by project. Majority of 0-20M owners are mobile home owners. Mobile home dealers in the area have an ample supply of single wide mobile homes for sale.

Heather Fulp
Kris Barr Kris Barr — Right of Way Agent — 5-8-03 — Date

Am Simpson — Relocation Coordinator — 5-30-03 — Date

Form 15 4 Revised 09-02

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

Business 1	**Salvage Discount Store**
	5 full time employees
	7000 SF Frame Business
Business 2	**Dean's Service Center**
	3 full time employees
	1500 SF Block Business
Business 3	**Sportsplex**
	3 full time employees
	2500 SF Brick Business (Part of Strip Mall)
Business 4	**Barbershop**
	2 full time employees
	600 SF Brick Business (Part of Strip Mall)
Business 5	**Wagner TV Repair**
	1 full time employee
	600 SF Brick Business (Part of Strip Mall)
Business 6	**Splash Pools & Spas**
	2 full time employees
	3000 SF Brick Business (Part of Strip Mall)
Business 7	**Billiard Gallery**
	2 full time employees
	3000 SF Brick Business (Part of Strip Mall)
Business 8	**Bullard's Motors**
	1 full time employee
	200 SF Frame Business
Business 9	**Salvage Discount Auction**
	8 full time employees
	10,000 SF Frame Business
Business 10	**Don Jackson CPA**
	2 full time employees
	1500 SF Brick Business
Business 11	**Sedge Garden Automotive Care Center**
	4 full time employees
	2500 SF Block Business
Business 12	**Bob Holleman Super Clean Used Cars**
	2 full time employees
	2500 SF Brick Business/Misc. Bldg.
Business 13	**Family Motors Used Cars**
	1 full time employee
	800 SF Frame Office/HTR. & Lot

Business 14	**United Engineering**
	6 full time employees
	6000 SF Brick Business
Business 15	**Stock Exchange Consignment Shop**
	1 full time employee
	2000 SF Brick Business
Business 16	**3D Furniture Outlet**
	2 full time employees
	1500 SF Brick Business W/Warehouse
Business 17	**Sedge Garden Self Storage**
	In same building as Pegram Oil Co.
	2 full time employees to work Storage Bus, Oil Co., & Snack Bar
	3-10,000 SF Storage Building
Business 18	**Pegram Oil Co.**
	2 full time employees to work Storage Bus, Oil Co., & Snack Bar
	2000 SF Brick Business
Business 19	**Sedge Garden Snack Bar**
	2 full time employees to work Storage Bus, Oil Co., & Snack Bar
	2000 SF Brick Business
Business 20	**October Realty**
	Office for Realty Company – Not yet built
	Will be approximately 2500 SF
Business 21	**Customs Control**
	2 full time employees
	2000 SF Brick Business
Business 22	
Business 23	
Business 24	

RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

[X] E.I.S. [ ] CORRIDOR [ ] DESIGN

PROJECT:	8.2625101	COUNTY	Forsyth	Alternate N3S1 Of	Alternates
I.D. NO.:	U-2579 A	F.A. PROJECT	N/A		
DESCRIPTION OF PROJECT:	Winston Salem Northern Beltway Eastern Section Extension, Forsyth County				

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	239	8	247	40
Businesses	6	12	18	0
Farms	0	0	0	0
Non-Profit	0	0	0	0

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
0	6	45	49	147

VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Owners		Tenants		For Sale		For Rent	
0-20M	31	$ 0-150	0	0-20M	3	$ 0-150	0
20-40M	13	150-250	1	20-40M	13	150-250	1
40-70M	11	250-400	3	40-70M	67	250-400	47
70-100M	37	400-600	3	70-100M	130	400-600	91
100 UP	147	600 UP	1	100 UP	610	600 UP	88
TOTAL	239		8		823		227

ANSWER ALL QUESTIONS

Yes	No		*Explain all "YES" answers.*
	X	1	Will special relocation services be necessary?
	X	2	Will schools or churches be affect 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 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? 24-32 months ***

*** per 100 displacees. Basis for value determined by previous Beltway Section (Western Loop) completed. Project contained approximately 100 displacees and was worked by 3 agents.

REMARKS (Respond by Number)

3. General Business services will still be available in the area
4. See attached list of businesses
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NOTES:
Non-profit masonic lodge will be affected (clubhouse, pool, and tennis courts-all employees seem to be volunteers or members) Majority of 0-20M owners are mobile home owners. Mobile home dealers in the area have an ample supply of single wide mobile homes for sale.

Heather Fulghum
Kris Barr Kris Barr — Right of Way Agent — 5-8-03 — Date

Am Simpson — Relocation Coordinator — 5-30-03 — Date

Form 15 4 Revised 09-02

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

Business 1	**Stock Exchange Consignment Shop**
	1 full time employee
	2000 SF Brick Business
Business 2	**Sedge Garden Self Storage**
Part of 2000	in same building as Pegram Oil & Sedge Garden Snack Bar
SF Brick	also 3 (10,000 SF Storage Facilities)
Business	2 full time employees work all 3 businesses
Business 3	**Pegram Oil Co.**
Part of 2000	in same building as Self Storage & Sedge Garden Snack Bar
SF Brick	
Business	
Business 4	**Sedge Garden Snack Bar**
Part of 2000	in same building as Self Storage & Pegram Oil Co.
SF Brick	
Business	
Business 5	**October Realty Co. (Offices for Realty company)**
	Not yet built – will be approximately 2500 SF
Business 6	**As a Child Grows Consignment**
	1 Full Time Employee
	500 SF Brick Business (Part of Brick Strip Mall)
Business 7	**Exotic Tans**
	2 full time employees
	1000 SF Brick Business (Part of Brick Strip Mall)
Business 8	**Choppers Barber Shop**
	2 Full Time Employees
	1000 SF Brick (Part of Brick Business)
Business 9	**Etna Gas Station**
	3 full time employees
	2000 SF Brick Business
Business 10	**Sedge Garden Florist**
	2 full time employees
	1500 SF Block Business
Business 11	**Sportsplex**
	3 full time employee
	2500 SF Brick Business (Part of Strip Mall)
Business 12	**Wagner T.V. & Repair**
	1 full time employee
	600 SF Brick Business (Part of Strip Mall)

Business 13	**Barbershop**
	2 full time employees
	600 SF Brick Business (Part of Strip Mall)
Business 14	**Splash Pools & Spas**
	2 full time employees
	3000 SF Brick Business (Part of Strip Mall)
Business 15	**Billiard Gallery**
	2 full time employees
	3000 SF Brick Business (Part of Strip Mall)
Business 16	**Hartline Greenhouse**
	2 full time employees
	Only greenhouse in right of way.
Business 17	**RCS Communications Group**
	40 full time employees
	30,000 SF Frame Building with a 3 bay garage
	1 bay detached garage
Business 18	**Shady Oak Kennel, Kennel & Grooming**
	1 full time employee
	1 part-time employee
	Large Tract of Land w/ frame building for business
Business 19	
Business 20	
Business 21	
Business 22	
Business 23	
Business 24	

RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

[X] E.I.S. [ ] CORRIDOR [ ] DESIGN

PROJECT:	8.2625101	COUNTY	Forsyth	Alternate N3S2 Of Alternates	
I.D. NO.:	U-2579 A	F.A. PROJECT	N/A		
DESCRIPTION OF PROJECT:	Winston Salem Northern Beltway Eastern Section Extension, Forsyth County				

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	304	10	314	61
Businesses	4	12	16	0
Farms	0	0	0	0
Non-Profit	1	0	1	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 affect 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 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? 24-32 months ***

*** per 100 displacees. Basis for value determined by previous Beltway Section (Western Loop) completed. Project contained approximately 100 displacees and was worked by 3 agents.

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
0	6	46	75	187

VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Owners		Tenants		For Sale		For Rent	
0-20M	31	$ 0-150	0	0-20M	3	$ 0-150	0
20-40M	8	150-250	1	20-40M	13	150-250	1
40-70M	14	250-400	5	40-70M	67	250-400	47
70-100M	64	400-600	3	70-100M	130	400-600	91
100 UP	187	600 UP	1	100 UP	610	600 UP	88
TOTAL	304		10		823		227

REMARKS (Respond by Number)

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Heather Fulghum Kris Barr Kris Barr	5-8-03	Ann Simpson	5-30-03
Right of Way Agent	Date	Relocation Coordinator	Date

Form 15 4 Revised 09-02

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Business	
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SF Brick	
Business	
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	Only greenhouse in right of way.
Business 17	
Business 18	
Business 19	
Business 20	
Business 21	
Business 22	
Business 23	
Business 24	

RELOCATION REPORT

MANAGER OF RIGHT OF WAY BRANCH

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

JUL 10 2003

N.C. DEPT. OF TRANSPORTATION

[X] E.I.S. [ ] CORRIDOR [ ] DESIGN

PROJECT:	8.2625101	COUNTY	Forsyth	Alternate N1S1* Of	Alternates
I.D. NO.:	U-2579 A	F.A. PROJECT	N/A		
DESCRIPTION OF PROJECT:	Winston Salem Northern Beltway Eastern Section Extension, Forsyth County				

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	257	5	262	41
Businesses	4	4	8	1
Farms	0	0	0	0
Non-Profit	0	0	0	0

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
0	4	41	40	177

VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Owners		Tenants		For Sale		For Rent	
0-20M	25	$ 0-150	0	0-20M	3	$ 0-150	0
20-40M	13	150-250	0	20-40M	13	150-250	1
40-70M	20	250-400	3	40-70M	67	250-400	47
70-100M	34	400-600	1	70-100M	130	400-600	91
100 UP	165	600 UP	1	100 UP	610	600 UP	88
TOTAL	257		5		823		227

ANSWER ALL QUESTIONS

Yes	No	Explain all "YES" answers.
	X	1. Will special relocation services be necessary?
	X	2. Will schools or churches be affect 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 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? 24-32 months ***

REMARKS (Respond by Number)

3. General Business services will still be available in the area
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NOTES:
Majority of 0-20M owners are mobile home owners. Mobile home dealers in the area have an ample supply of single wide mobile homes for sale.

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Heather Fulghum

Kris Barr — 5-8-03
Right of Way Agent — Date

Ann Simpson — 5-30-03
Relocation Coordinator — Date

Form 15.4 Revised 09-02

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

Business 1	**Bob Holleman Super Clean Used Cars**
	2 full time employees
	2500 SF Brick Business
	Storage Shed only in right of way
Business 2	**Custom Controls**
	2 Full Time Employee
	2000 SF Brick Business
Business 3	**Salvage Discount Auction**
	5 full time employees
	7000 SF Frame Dwelling
Business 4	**Family's Motors Used Cars**
	1 full time employee
	800 SF Frame Office, House Trailer & Lot
Business 5	**3D Furniture Outlet**
	2 full time employees
	1500 SF Brick Business with Warehouse
Business 6	**La Roqueta Tienda Hispana** **Minority Business**
	3 full time employees
	2000 SF Frame & Brick Business
Business 7	**Shady Oak Kennel, Kennel & Grooming**
	1 full time employee
	1 part-time employee
	Large Tract of Land w/ frame building for business
Business 8	**RCS Communications Group**
	40 full time employees
	30,000 SF Frame Building with a 3 bay garage
	1 bay detached garage
Business 9	
Business 10	
Business 11	

RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

[X] E.I.S. [ ] CORRIDOR [ ] DESIGN

PROJECT:	8.2625101	COUNTY	Forsyth	Alternate	N1S2* Of	Alternates
I.D. NO.:	U-2579 A	F.A. PROJECT	N/A			
DESCRIPTION OF PROJECT:	Winston Salem Northern Beltway Eastern Section Extension, Forsyth County					

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	291	7	298	38
Businesses	2	4	6	1
Farms	0	0	0	0
Non-Profit	0	0	0	0

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
0	4	44	68	182

VALUE OF DWELLING

Owners		Tenants	
0-20M	25	$ 0-150	0
20-40M	8	150-250	0
40-70M	26	250-400	4
70-100M	59	400-600	2
100 UP	173	600 UP	1
TOTAL	291		7

DSS DWELLING AVAILABLE

For Sale		For Rent	
0-20M	3	$ 0-150	0
20-40M	13	150-250	1
40-70M	67	250-400	47
70-100M	130	400-600	91
100 UP	610	600 UP	88
	823		227

ANSWER ALL QUESTIONS

Yes	No	Explain all "YES" answers.
	X	1. Will special relocation services be necessary?
	X	2. Will schools or churches be affect 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 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? 24-32 months ***

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Right of Way Agent — Date

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Relocation Coordinator — Date

Form 15.4 Revised 09-02

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	2 full time employees	
	2500 SF Brick Business	
	Storage Shed only in right of way	
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	2 Full Time Employee	
	2000 SF Brick Business	
Business 3	**Salvage Discount Auction**	
	5 full time employees	
	7000 SF Frame Dwelling	
Business 4	**Family's Motors Used Cars**	
	1 full time employee	
	800 SF Frame Office, House Trailer & Lot	
Business 5	**3D Furniture Outlet**	
	2 full time employees	
	1500 SF Brick Business with Warehouse	
Business 6	**La Roqueta Tienda Hispana**	**Minority Business**
	3 full time employees	
	2000 SF Frame & Brick Business	
Business 7		
Business 8		
Business 9		
Business 10		
Business 11		

RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

[X] E.I.S. [ ] CORRIDOR [ ] DESIGN

PROJECT:	8.2625101	COUNTY	Forsyth	Alternate N2S1* Of Alternates	
I.D. NO.:	U-2579 A	F.A. PROJECT	N/A		
DESCRIPTION OF PROJECT:	Winston Salem Northern Beltway Eastern Section Extension, Forsyth County				

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	234	4	238	39
Businesses	9	5	14	0
Farms	0	0	0	0
Non-Profit	1	0	1	0

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
0	4	39	56	139

VALUE OF DWELLING

Owners		Tenants	
0-20M	25	$ 0-150	0
20-40M	14	150-250	0
40-70M	16	250-400	2
70-100M	42	400-600	1
100 UP	137	600 UP	1
TOTAL	234		4

DSS DWELLING AVAILABLE

For Sale		For Rent	
0-20M	3	$ 0-150	0
20-40M	13	150-250	1
40-70M	67	250-400	47
70-100M	130	400-600	91
100 UP	610	600 UP	88
	823		227

ANSWER ALL QUESTIONS

Yes	No		*Explain all "YES" answers.*
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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 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? 24-32 months ***

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Right of Way Agent — Date

Ann Simpson 5-30-03

Relocation Coordinator — Date

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N2S1*

Business 1	**Salvage Discount Store**
	5 full time employees
	7000 SF Frame Business
Business 2	**Dean's Service Center**
	3 full time employees
	1500 SF Block Business
Business 3	**Sportsplex**
	3 full time employees
	2500 SF Brick Business
Business 4	**Barbershop**
	2 full time employees
	600 SF Brick Business (Part of Strip Mall)
Business 5	**Wagner TV Repair**
	1 full time employee
	600 SF Brick Business (Part of Strip Mall)
Business 6	**Splash Pools & Spas**
	2 full time employees
	3000 SF Brick Business (Part of Strip Mall)
Business 7	**Billiard Gallery**
	2 full time employees
	3000 SF Brick Business (Part of Strip Mall)
Business 8	**Bullard's Motors**
	1 full time employee
	200 SF Frame Business
Business 9	**Salvage Discount Auction**
	8 full time employees
	10,000 SF Frame Business
Business 10	**Don Jackson, CPA**
	2 full time employees
	1500 SF Brick Business
Business 11	**Sedge Garden Automotive Care Center**
	4 full time employees
	2500 SF Block Business
Business 12	**Bob Holleman Super Clean Used Cars**
	2 full time employees
	2500 SF Brick Business

Business 13	**Shady Oak Kennel, Kennel & Grooming**
	1 full time employee
	1 part-time employee
	Large Tract of Land w/ frame building for business
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	40 full time employees
	30,000 SF Frame Building with a 3 bay garage
	1 bay detached garage
Business 15	
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Business 21	
Business 22	
Business 23	

RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

[X] E.I.S. [ ] CORRIDOR [ ] DESIGN

PROJECT:	8.2625101	COUNTY	Forsyth	Alternate N2S2* Of	Alternates
I.D. NO.:	U-2579 A	F.A. PROJECT	N/A		
DESCRIPTION OF PROJECT:	Winston Salem Northern Beltway Eastern Section Extension, Forsyth County				

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	299	6	305	42
Businesses	7	5	12	0
Farms	0	0	0	0
Non-Profit	1	0	1	0

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
0	4	39	82	180

VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Owners		Tenants		For Sale		For Rent	
0-20M	25	$ 0-150	0	0-20M	3	$ 0-150	0
20-40M	9	150-250	0	20-40M	13	150-250	1
40-70M	19	250-400	4	40-70M	67	250-400	47
70-100M	69	400-600	1	70-100M	130	400-600	91
100 UP	177	600 UP	1	100 UP	610	600 UP	88
TOTAL	299		6		823		227

ANSWER ALL QUESTIONS

Yes	No		*Explain all "YES" answers.*
	X	1.	Will special relocation services be necessary?
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X		3.	Will business services still be available after project?
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	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 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? 24-32 months ***

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14. Winston Salem Journal, realtor.com, MLS service

NOTES:

Non-profit masonic lodge will be affected (clubhouse, pool, and tennis courts-all employees seem to be volunteers or members) Piedmont Memorial Gardens is located in proposed alternate- no graves are currently in the proposed R/W, but the cemetary is grading to expand in that area affected by project. Majority of 0-20M owners are mobile home owners. Mobile home dealers in the area have an ample supply of single wide mobile homes for sale.

Heather Fulghum
Kris Barr — 5-5-03
Right of Way Agent — Date

Ann Simpson — 5-30-03
Relocation Coordinator — Date

Form 15.4 Revised 09-02

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

N2S2*

Business 1	**Salvage Discount Store**
	5 full time employees
	7000 SF Frame Business
Business 2	**Dean's Service Center**
	3 full time employees
	1500 SF Block Business
Business 3	**Sportsplex**
	3 full time employees
	2500 SF Brick Business
Business 4	**Barbershop**
	2 full time employees
	600 SF Brick Business (Part of Strip Mall)
Business 5	**Wagner TV Repair**
	1 full time employee
	600 SF Brick Business (Part of Strip Mall)
Business 6	**Splash Pools & Spas**
	2 full time employees
	3000 SF Brick Business (Part of Strip Mall)
Business 7	**Billiard Gallery**
	2 full time employees
	3000 SF Brick Business (Part of Strip Mall)
Business 8	**Bullard's Motors**
	1 full time employee
	200 SF Frame Business
Business 9	**Salvage Discount Auction**
	8 full time employees
	10,000 SF Frame Business
Business 10	**Don Jackson, CPA**
	2 full time employees
	1500 SF Brick Business
Business 11	**Sedge Garden Automotive Care Center**
	4 full time employees
	2500 SF Block Business
Business 12	**Bob Holleman Super Clean Used Cars**
	2 full time employees
	2500 SF Brick Business

RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

[X] E.I.S. [ ] CORRIDOR [ ] DESIGN

PROJECT:	8.2625101	COUNTY	Forsyth	Alternate N3S1* Of	Alternates
I.D. NO.:	U-2579 A	F.A. PROJECT	N/A		
DESCRIPTION OF PROJECT:	Winston Salem Northern Beltway Eastern Section Extension, Forsyth County				

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	229	8	237	39
Businesses	4	3	7	0
Farms	0	0	0	0
Non-Profit	1	0	1	0

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
0	4	48	45	140

VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Owners		Tenants		For Sale		For Rent	
0-20M	32	$ 0-150	0	0-20M	3	$ 0-150	0
20-40M	13	150-250	0	20-40M	13	150-250	1
40-70M	11	250-400	2	40-70M	67	250-400	47
70-100M	33	400-600	5	70-100M	130	400-600	91
100 UP	140	600 UP	1	100 UP	610	600 UP	88
TOTAL	229		8		823		227

ANSWER ALL QUESTIONS

Yes	No		Explain all "YES" answers.
	X	1.	Will special relocation services be necessary?
	X	2.	Will schools or churches be affect 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 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? 24-32 months ***

*** per 100 displacees. Basis for value determined by previous Beltway Section (Western Loop) completed. Project contained approximately 100 displacees and was worked by 3 agents.

REMARKS (Respond by number)

3. General Business services will still be available in the area
4. See attached list of businesses
6. Winston Salem Journal, realtor.com, MLS service
9. There appears to be a few disabled displacees and approximately 20-30 elderly households
10. Section 8 may be required for low rent housing displacees
11. Section 8 available in the area through Winston Salem Housing Authority and Forsyth County Housing Dept.
12. Due to a robust real estate market in Forsyth County, it does appear that there will be adequate DSS housing available provided the project is split into phases. Rental housing may present a problem for low income tenants.
14. Winston Salem Journal, realtor.com, MLS service

NOTES:
Non-profit masonic lodge will be affected (clubhouse, pool, and tennis courts-all employees seem to be volunteers or members) Majority of 0-20M owners are mobile home owners. Mobile home dealers in the area have an ample supply of single wide mobile homes for sale.

Heather Fulghum
Kris Barr Kris Barr — 5-8-03
Right of Way Agent — Date

Ann Simpson — 5-30-03
Relocation Coordinator — Date

Form 15.4 Revised 09-02

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

Business 1	**Choppers Barber Shop**
	2 Full Time Employees
	1000 SF Brick (Part of Brick Business)
Business 2	**As a Child Grows Consignment**
	1 Full Time Employee
	500 SF Brick Business (Part of Brick Strip Mall)
Business 3	**Exotic Tans**
	2 full time employees
	1000 SF Brick Business (Part of Brick Strip Mall)
Business 4	**Etna Gas Station**
	3 full time employees
	2000 SF Brick Business
Business 5	**Hartline Greenhouse**
	2 full time employees
	Only greenhouse in right of way.
Business 6	**Shady Oak Kennel, Kennel & Grooming**
	1 full time employee
	1 part-time employee
	Large Tract of Land w/ frame building for business
Business 7	**RCS Communications Group**
	40 full time employees
	30,000 SF Frame Building with a 3 bay garage
	1 bay detached garage
Business 8	
Business 9	
Business 10	
Business 11	

RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

[X] E.I.S. [ ] CORRIDOR [ ] DESIGN

PROJECT:	8.2625101	COUNTY	Forsyth	Alternate N3S2* Of	Alternates
I.D. NO.:	U-2579 A	F.A. PROJECT	N/A		
DESCRIPTION OF PROJECT:	Winston Salem Northern Beltway Eastern Section Extension, Forsyth County				

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	294	10	304	40
Businesses	2	3	5	0
Farms	0	0	0	0
Non-Profit	1	0	1	0

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
0	4	48	71	181

VALUE OF DWELLING

Owners		Tenants	
0-20M	32	$ 0-150	0
20-40M	8	150-250	0
40-70M	14	250-400	4
70-100M	60	400-600	5
100 UP	180	600 UP	1
TOTAL	294		10

DSS DWELLING AVAILABLE

For Sale		For Rent	
0-20M	3	$ 0-150	0
20-40M	13	150-250	1
40-70M	67	250-400	47
70-100M	130	400-600	91
100 UP	610	600 UP	88
	823		227

ANSWER ALL QUESTIONS

Yes	No	Explain all "YES" answers.
	X	1. Will special relocation services be necessary?
	X	2. Will schools or churches be affect 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 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? 24-32 months ***

*** per 100 displacees. Basis for value determined by previous Beltway Section (Western Loop) completed. Project contained approximately 100 displacees and was worked by 3 agents.

REMARKS (Respond by Number)

3. General Business services will still be available in the area
4. See attached list of businesses
6. Winston Salem Journal, realtor.com, MLS service
9. There appears to be a few disabled displacees and approximately 20-30 elderly households
10. Section 8 may be required for low rent housing displacees
11. Section 8 available in the area through Winston Salem Housing Authority and Forsyth County Housing Dept.
12. Due to a robust real estate market in Forsyth County, it does appear that there will be adequate DSS housing available provided the project is split into phases. Rental housing may present a problem for low income tenants.
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NOTES:

Non-profit masonic lodge will be affected (clubhouse, pool, and tennis courts-all employees seem to be volunteers or members) Piedmont Memorial Gardens is located in proposed alternate- no graves are currently in the proposed R/W, but the cemetary is grading to expand in that area affected by project. Majority of 0-20M owners are mobile home owners. Mobile home dealers in the area have an ample supply of single wide mobile homes for sale.

Heather Fulghum

Kris Barr Kris Barr — Right of Way Agent — 5-8-03 — Date

Am Simpson — Relocation Coordinator — 5-30-03 — Date

Form 15.4 Revised 09-02

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

Business 1	**Choppers Barber Shop**
	2 Full Time Employees
	1000 SF Brick (Part of Brick Business)
Business 2	**As a Child Grows Consignment**
	1 Full Time Employee
	500 SF Brick Business (Part of Brick Strip Mall)
Business 3	**Exotic Tans**
	2 full time employees
	1000 SF Brick Business (Part of Brick Strip Mall)
Business 4	**Etna Gas Station**
	3 full time employees
	2000 SF Brick Business
Business 5	**Hartline Greenhouse**
	2 full time employees
	Only greenhouse in right of way.
Business 6	
Business 7	
Business 8	
Business 9	
Business 10	
Business 11	

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

☒ E.I.S. ☐ CORRIDOR ☐ DESIGN

WBS:	34839.1.2	COUNTY	Forsyth	Alternate 1 of 1 Alternate	
I.D. NO.:	U-2579 AB	F.A. PROJECT	N/A		
DESCRIPTION OF PROJECT:	Winston Salem Northern Beltway – Eastern Section Extension from US 421/ I-40 Business to US 311				

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	262	34	296	25
Businesses	11	21	32	2
Farms	0	0	0	0
Non-Profit	1	0	1	0

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
0	0	11	35	250

VALUE OF DWELLING

Owners		Tenants	
0-20M	0	$ 0-150	0
20-40M	0	150-250	0
40-70M	2	250-400	0
70-100M	34	400-600	4
100 UP	226	600 UP	30
TOTAL	262		34

DSS DWELLING AVAILABLE

For Sale		For Rent	
0-20M	1	$ 0-150	0
20-40M	10	150-250	1
40-70M	70	250-400	42
70-100M	91	400-600	84
100 UP	484	600 UP	82
TOTAL	656		209

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 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? **24-32 months**

REMARKS (Respond by Number)

3. General Business services will still be available in the general area.
4. See attached list of businesses.
6. Winston Salem MLS (includes Kernersville), Winston Salem Journal
8. There may be a need for last resort housing for some displacees.
9. There may be large and elderly families in more rural parts of the Beltway corrdior.
10. Section 8 may be required for low rent housing displacees.
11. Section 8 is currently available through the Winston Salem Housing Authority
12. Due to a robust real estate market, it does appear that there will be adequate DSS housing available. Rental housing may be a problem for low income tenants.
14. Winston Salem MLS (includes Kernersville), Winston Salem Journal.

*** per 100 displaces. Basis for value determined by previous Beltway Section (Western Loop) completed. Project contained approximately 100 displacees and was worked by 3 agents.

Heather Fulghum	11-28-05	Andy Simpson	12-7-05
Heather Fulghum Right of Way Agent	Date	Relocation Coordinator	Date

FRM15-E Revised 09-02

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

Business 1	**La Roqueta Tienda Hispana**	**Minority Business**
	3 full time employees	
	2000 SF Frame & Brick Business	
Business 2	**Sedge Garden Florist**	
	2 full time employees	
	1500 SF Block Business	
Business 3	**Kangaroo Gas Station**	
	3 full time employees	
	2000 SF Brick Business	
Business 4	**Stock Exchange Consignment Shop**	
	1 full time employee	
	2000 SF Brick Business	
Business 5	**Splash Pools & Spas**	
	2 full time employees	
	3000 SF Brick Business (Part of Strip Mall)	
Business 6	**Billiard Gallery**	
	2 full time employees	
	3000 SF Brick Business (Part of Strip Mall)	
Business 7	**Sportsplex**	
	3 full time employees	
	2500 SF Brick Business	
Business 8	**Wagner TV Repair**	
	1 full time employee	
	600 SF Brick Business (Part of Strip Mall)	
Business 9	**Barbershop**	
	2 full time employees	
	600 SF Brick Business	
Business 10	**Pegram Oil Co.**	
	in same building as Self Storage & Sedge Garden Snack Bar	
	Part of 2000 SF Brick Business	
Business 11	**Sedge Garden Snack Bar**	
	in same building as Self Storage & Pegram Oil Co.	
	Part of 2000 SF Brick Business	
Business 12	**Sedge Garden Self Storage**	
	in same building as Pegram Oil & Sedge Garden Snack Bar	
	also 3 (10,000 SF Storage Facilities)	
	2 full time employees work all 3 businesses	
	Part of 2000 SF Brick Business	

Business 13	**C. Edwards & Co.**
	3 Fulltime Employees
	2500 SF Frame Business
Business 14	**Custom Automotive & Body Shop**
	4 Fulltime Employees
	2500 SF Block Business
Business 15	**Don Jackson, CPA**
	2 full time employees
	1500 SF Brick Business
Business 16	**AC Delco**
	10 Fulltime Employees
	5000 SF Brick Business
Business 17	**United Engineering**
	6 Fulltime Employees
	6000 SF Brick Business
Business 18	**Bullard's Motors**
	1 full time employee
	200 SF Frame Business
Business 19	**3D Furniture Outlet**
	2 full time employees
	1500 SF Brick Business with Warehouse
Business 20	**Custom Controls**
	2 Full Time Employee
	2000 SF Brick Business
Business 21	**K Dog Graphix to Go Minority Business**
	2 full time employees
	1000 SF Brick Business (1/4 of Strip Mall)
Business 22	**Critter Care**
	2 full time employees
	1000 SF Brick Business (1/4 of Strip Mall)
Business 23	**Ideal Printing Service**
	2 full time employee
	1000 SF Brick Business (1/4 of Strip Mall)
Business 24	**Divine Creations**
	2 full time employees
	1000 SF Brick Business (1/4 of Strip Mall)

Business 25	**Dean's Service Center**
	3 full time employees
	1500 SF Block Business
Business 26	**Sedge Garden Swim & Racquet Club**
	Non-Profit organization
	1 Part time Employee
	Swimming Pool, Tennis Courts
	3000 SF Club House
Business 27	**Shady Oak Kennel, Kennel & Grooming**
	1 full time employee
	1 part-time employee
	Large Tract of Land w/ frame building for business
Business 28	**Exotic Tans**
	2 full time employees
	1000 SF Brick Business (Part of Brick Strip Mall)
Business 29	**Choppers Barber Shop**
	2 Full Time Employees
	1000 SF Brick (Part of Strip Mall)
Business 30	**Tropical Smoothies**
	2 Full Time Employees
	1000 SF Brick Business (Part of Exotic Tans Building)
Business 31	**Avon Adventures**
	1 Full Time Employees
	1000 SF Brick Business (Part of Exotic Tans Building)
Business 32	**ACM Auto Sales**
	1 Full Time Employees
	1000 SF Brick Business (Replaced abandoned Vet)
Business 33	**Jenkins Plumbing**
	3 Full Time Employees
	2000 SF Business
Business 34	
Business 35	

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

☒ E.I.S. ☐ CORRIDOR ☐ DESIGN

WBS:	34839.1.2	COUNTY	Forsyth	Alternate 1 of 1 Alternate
I.D. NO.:	U-2579 AA	F.A. PROJECT	N/A	
DESCRIPTION OF PROJECT:	Winston Salem Northern Beltway – Eastern Section Extension from US 421/ I-40 Business to US 311			

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	13	0	13	0
Businesses	0	0	0	0
Farms	0	0	0	0
Non-Profit	0	0	0	0

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
0	0	0	7	6

VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Owners		Tenants		For Sale		For Rent	
0-20M	0	$ 0-150	0	0-20M	1	$ 0-150	0
20-40M	0	150-250	0	20-40M	10	150-250	1
40-70M	0	250-400	0	40-70M	70	250-400	42
70-100M	7	400-600	0	70-100M	91	400-600	84
100 UP	6	600 UP	0	100 UP	484	600 UP	82
TOTAL	13		0		656		209

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 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? **24-32 months**

REMARKS (Respond by Number)

3. General Business services will still be available in the general area.

6. Winston Salem MLS (includes Kernersville), Winston Salem Journal

8. There may be a need for last resort housing for some displacees.

9. There may be large and elderly families in more rural parts of the Beltway corrdior.

10. Section 8 may be required for low rent housing displacees.

11. Section 8 is currently available through the Winston Salem Housing Authority

12. Due to a robust real estate market, it does appear that there will be adequate DSS housing available. Rental housing may be a problem for low income tenants.

14. Winston Salem MLS (includes Kernersville), Winston Salem Journal.

*** per 100 displaces. Basis for value determined by previous Beltway Section (Western Loop) completed. Project contained approximately 100 displacees and was worked by 3 agents.

Heather Fulghum	11-28-05		Andy Simpson	12-7-05
Heather Fulghum Right of Way Agent	Date		Relocation Coordinator	Date

FRM15-E Revised 09-02

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

APPENDIX H

Farmland Conversion Impact Rating Forms

U.S. DEPARTMENT OF AGRICULTURE DRAFT Form AD-1006

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	1. Date of Land Evaluation Request 8-11-03	2. Sheet 1 of 1
3. Name of Project WINSTON-SALEM NORTHERN BELTWAY COMBINED DEIS (WESTERN SECT.) R-2247	4. Federal Agency Involved 4a. State, Local or other agency involved FHWA	
5. Proposed Land Use HIGHWAY RIGHT-OF-WAY	6. County and State FORSYTH COUNTY, NC	7. Type of Project: Corridor ☑ Other ☐
PART II *(To be completed by NRCS)*	1. Date Request Received by NRCS	2. Person Completing the NRCS parts of this form ALAN WALTERS, NRCS, SALISBURY NC
3. Does the site or corridor contain prime, unique ,statewide or local important farmland? Yes ☑ No ☐ (If no, the FPPA does not apply - Do not complete additional parts of this form)	4. Acres Irrigated 0	5. Average Farm Size 67 ac.
6. Major Crop(s) CORN	7. Farmable Land in Government Jurisdiction Acres: 186638 % 68.8	8. Amount of Farmland As Defined in FPPA Acres: 180116 % 64.4
9. Name of Land Evaluation System Used FORSYTH LE	10. Name of Local Site Assessment System NONE	11. Date Land Evaluation Returned by NRCS 8/15/03

PART III *(To be completed by Federal Agency)*	PREFERRED ALT. Alternative Site Rating ~~Site A~~	~~Site B~~	~~Site C~~	~~Site D~~
A. Total Acres To Be Affected Directly	1559.85			
B. Total Acres To Be Affected Indirectly	0			
C. Total Acres in Site	1559.85			
PART IV *(To be completed by NRCS) Land Evaluation Information*				
A. Total Acres Prime and Unique Farmland	498.79			
B. Total Acres Statewide and Local Important Farmland	602.27			
C. Percentage of Farmland in County or Local Govt. Unit to be Converted	0.6113			
D.. Percentage of Farmland in Govt. Jurisdiction with Same or Higher Relative Value	100%			
PART V *(To be completed by NRCS) Land Evaluation Criterion Relative Value of Site to be Converted (Scale of 0 - 100 Points)*	29			

PART VI *(To be completed by Federal Agency) Corridor or Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b & c))*	Max. Points Corridor	Other	PREFERRED ALT.			
1. Area in Nonurban Use	15	15	3			
2. Perimeter in Nonurban Use	10	10	7			
3. Percent of Site Being Farmed	20	20	4			
4. Protection Provided by State and Local Government	20	20	0			
~~5. Distance from Urban Built-up area (not for use in corridors)~~	0	15	N/A			
~~6. Distance to Urban Support Services (not for use in corridors)~~	0	15	N/A			
7. Size of Present Farm Unit Compared to Average	10	10	10			
8. Creation of Non-Farmable Farmland	25	10	10			
9. Availability of Farm Support Services	5	5	5			
10. On-Farm Investments	20	20	10			
11. Effects of Conversion on Farm Support Services	25	10	10			
12. Compatibility with Existing Agricultural Use	10	10	7			
TOTAL CORRIDOR OR SITE ASSESSMENT POINTS						
PART VII *(To be completed by Federal Agency)*						
Relative Value of Farmland (from Part V above)			29			
Total Corridor or Site Assessment (From Part VI above or a local site assessment)			66			
TOTAL POINTS *(Total of above 2 lines)*			95			

(To be completed by Federal Agency after final decision)

1. Corridor or Site Selected:	2. Date of Selection:	3. Was A Local Site Assessment Used? Yes ☐ No ☐

4. Reason For Selection:

Form parts I, III and VI completed by:
(print name, address, telephone #) Kimberly Bercis, AICP PBS&J 200 E. Woodlawn Rd. # 310 Charlotte, NC 28217

Signature: Kimberly Bercis Date: 8/26/03

Return a copy to NRCS after completion of Part VIII

TITLE VI C

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request 5/5/94
Name Of Project WINSTON-SALEM NORTHERN BELTWAY (EASTERN SECTION) U-2579	Federal Agency Involved FHWA
Proposed Land Use HIGHWAY	County And State FORSYTH COUNTY, NORTH CAROLINA
PART II *(To be completed by SCS)*	Date Request Received By SCS 5/16/94 WEW

Does the site contain prime, unique, statewide or local important farmland? *(If no, the FPPA does not apply – do not complete additional parts of this form).*	Yes ☒	No ☐	Acres Irrigated NONE	Average Farm Size 67
Major Crop(s) Corn	Farmable Land In Govt. Jurisdiction Acres: 186,638 % 68.8		Amount Of Farmland As Defined in FPPA Acres: 180,116 % 66.4	
Name Of Land Evaluation System Used Forsyth LE	Name Of Local Site Assessment System NONE		Date Land Evaluation Returned By SCS 5/27/94	

PART III *(To be completed by Federal Agency)*	Alternative Site Rating			
	Site A (EASTERN)	Site B (WESTERN)	Site C C1	Site D C2
A. Total Acres To Be Converted Directly	783	742	75	114
B. Total Acres To Be Converted Indirectly				
C. Total Acres In Site	783	742	75	114
PART IV *(To be completed by SCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	239	303	10	7
B. Total Acres Statewide And Local Important Farmland	261	229	39	
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0.3	0.3	0.03	0.03
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	66.4	50.3	66.4	66.4
PART V *(To be completed by SCS)* Land Evaluation Criterion Relative Value Of Farmland To Be Converted *(Scale of 0 to 100 Points)*	41.2	51.4	40.2	

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(These criteria are explained in 7 CFR 658.5(b))*	Maximum Points				
1. Area In Nonurban Use	15	15	15	15	15
2. Perimeter In Nonurban Use	10	10	10	10	10
3. Percent Of Site Being Farmed	20	0	0	0	0
4. Protection Provided By State And Local Government	20	0	0	0	0
5. Distance From Urban Built-up Area	0	—	—	—	—
6. Distance To Urban Support Services	0	—	—	—	—
7. Size Of Present Farm Unit Compared To Average	10	7	7	7	7
8. Creation Of Nonfarmable Farmland	25	20	20	20	20
9. Availability Of Farm Support Services	5	5	5	5	5
10. On-Farm Investments	20	10	10	10	10
11. Effects Of Conversion On Farm Support Services	25	15	15	15	15
12. Compatibility With Existing Agricultural Use	10	7	7	7	7
TOTAL SITE ASSESSMENT POINTS	160	89	89	89	89
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland *(From Part V)*	100	41.2	51.4	40.2	31.0
Total Site Assessment *(From Part VI above or a local site assessment)*	160	89	89	89	89
TOTAL POINTS *(Total of above 2 lines)*	260	130.2	140.4	129.2	120.0

Site Selected | Date Of Selection | Was A Local Site Assessment Used? Yes | No ✓

Reason For Selection

(See Instructions on reverse side)

Form AD-1006 (10-83)

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*

Date Of Land Evaluation Request: 5/5/94

Name Of Project: WINSTON SALEM NORTHERN BELTWAY (EASTERN SECTION) U-2579

Federal Agency Involved: FHWA

Proposed Land Use: HIGHWAY

PART II *(To be completed by SCS)*

Does the site contain prime, unique, statewide or local important farmland? *(If no, the FPPA does not apply – do not complete additional parts of this form).* Yes [X] No [ ]

Acres Irrigated: NONE

Average Farm Size: 67

Major Crop(s): Corn

Farmable Land In Govt. Jurisdiction: Acres: 186,638 % 68.8

Amount Of Farmland As Defined in FPPA: Acres: 180,116 % 66.4

Name Of Land Evaluation System Used: Forsyth LE

Name Of Local Site Assessment System: NONE

Date Land Evaluation Returned By SCS: 5/27/94 WLEW

PART III *(To be completed by Federal Agency)*	Alternative Site Rating			
	Site A C3	Site B C4	Site C C5	Site D
A. Total Acres To Be Converted Directly	50	64	69	
B. Total Acres To Be Converted Indirectly				
C. Total Acres In Site	50	64	69	
PART IV *(To be completed by SCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	21	28	10	
B. Total Acres Statewide And Local Important Farmland	20	23	40	
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0.02	0.03	0.03	
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	50.3	50.3	66.4	
PART V *(To be completed by SCS)* Land Evaluation Criterion Relative Value Of Farmland To Be Converted *(Scale of 0 to 100 Points)*	57.4	55.3	44.2	

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(These criteria are explained in 7 CFR 658.5(b)*	Maximum Points				
1. Area In Nonurban Use	15	15	15	15	
2. Perimeter In Nonurban Use	10	10	10	10	
3. Percent Of Site Being Farmed	20	4	13	1	
4. Protection Provided By State And Local Government	20	0	0	0	
5. Distance From Urban Builtup Area	0	—	—	—	
6. Distance To Urban Support Services	0	—	—	—	
7. Size Of Present Farm Unit Compared To Average	10	7	7	7	
8. Creation Of Nonfarmable Farmland	25	20	20	20	
9. Availability Of Farm Support Services	5	5	5	5	
10. On Farm Investments	20	10	10	10	
11. Effects Of Conversion On Farm Support Services	25	15	15	15	
12. Compatibility With Existing Agricultural Use	10	7	7	7	
TOTAL SITE ASSESSMENT POINTS	160	93	102	90	
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland *(From Part V)*	100	57.4	55.3	44.2	
Total Site Assessment *(From Part VI above or a local site assessment)*	160	93	102	90	
TOTAL POINTS *(Total of above 2 lines)*	260	150.4	157.3	134.2	

Site Selected: | Date Of Selection | Was A Local Site Assessment Used? Yes [ ] No [X]

Reason For Selection:

(See Instructions on reverse side)

Form AD-1006 (10-83)

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request 9/26/03
Name Of Project Winston-Salem Northern Beltway, Eastern Section (U-2579) and Eastern Section Extension (U-2579A)	Federal Agency Involved FHWA
Proposed Land Use Interstate	County And State Forsyth County, North Carolina
PART II *(To be completed by NRCS)*	Date Request Received By NRCS 9/30/03

Does the site contain prime, unique, statewide or local important farmland? *(If no, the FPPA does not apply – do not complete additional parts of this form).* Yes ☒ No ☐		Acres Irrigated 0	Average Farm Size 67
Major Crop(s) CORN	Farmable Land In Govt. Jurisdiction Acres: 224624 % 79.2	Amount Of Farmland As Defined in FPPA Acres: 192621	% 68.0
Name Of Land Evaluation System Used FORSYTH CO LE	Name Of Local Site Assessment System NONE	Date Land Evaluation Returned By NRCS 10/2/03	

PART III *(To be completed by Federal Agency)*	Alternative Site Rating ESE			
	Site A ES preferred	Site B NI-S1	Site C NI-S2	Site D N2-S1
A. Total Acres To Be Converted Directly	168.4	138.7	88.0	138.7
B. Total Acres To Be Converted Indirectly	139.4	20.1	30.4	20.1
C. Total Acres In Site	0.0 307.8	0.0 158.8	0.0 118.4	0.0 158.8
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	76.9	35.2	53.3	35.2
B. Total Acres Statewide And Local Important Farmland	116.0	51.5	46.0	51.5
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0.10	0.045	0.0516	0.045
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	82.1	85.7	79.7	85.7
PART V *(To be completed by NRCS)* Land Evaluation Criterion Relative Value Of Farmland To Be Converted *(Scale of 0 to 100 Points)*	0 48	0 38	0 66	0 38

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(These criteria are explained in 7 CFR 658.5(b)*	Maximum Points				
1. Area In Nonurban Use	15	1	5	5	5
2. Perimeter In Nonurban Use	10	1	3	3	3
3. Percent Of Site Being Farmed	20	0	0	0	0
4. Protection Provided By State And Local Government	20	0	0	0	0
5. Distance From Urban Builtup Area	0	0	0	0	0
6. Distance To Urban Support Services	0	0	0	0	0
7. Size Of Present Farm Unit Compared To Average	10	7	7	7	7
8. Creation Of Nonfarmable Farmland	25	20	20	20	20
9. Availability Of Farm Support Services	5	5	5	5	5
10. On-Farm Investments	20	10	10	10	10
11. Effects Of Conversion On Farm Support Services	25	15	15	15	15
12. Compatibility With Existing Agricultural Use	10	7	7	7	7
TOTAL SITE ASSESSMENT POINTS	160	0 66	0 72	0 72	0 72
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland *(From Part V)*	100	0 48	0 38	0 66	0 38
Total Site Assessment *(From Part VI above or a local site assessment)*	160	0 66	0 72	0 72	0 72
TOTAL POINTS *(Total of above 2 lines)*	260	0 114	0 110	0 138	0 110

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes ☐ No ☒

Reason For Selection:

(See Instructions on reverse side)

Form AD-1006 (10-83)

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Alan Walker NRCS 10/2/03

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request 9/26/03
Name Of Project Winston-Salem Northern Beltway, Eastern Section (U-2579) and Eastern Section Extension (U-2579A)	Federal Agency Involved
Proposed Land Use Interstate	County And State Forsyth County, North Carolina
PART II *(To be completed by NRCS)*	Date Request Received By NRCS 9/30/03

Does the site contain prime, unique, statewide or local important farmland? *(If no, the FPPA does not apply – do not complete additional parts of this form)*	Yes	No	Acres Irrigated	Average Farm Size
	~~X~~	☐	—	67

Major Crop(s)	Farmable Land In Govt. Jurisdiction	Amount Of Farmland As Defined in FPPA
CORN	Acres: 224624 % 79.2	Acres: 192621 68.6

Name Of Land Evaluation System Used	Name Of Local Site Assessment System	Date Land Evaluation Returned By NRCS
FORSYTH CO LE	None	10/2/03

PART III *(To be completed by Federal Agency)*	Alternative Site Rating (B)			
	Site A NC-52	Site B NC-81	Site C NC-52	Site D
A. Total Acres To Be Converted Directly	85.0	140.3	89.6	
B. Total Acres To Be Converted Indirectly	30.4	20.1	30.4	
C. Total Acres In Site	0.0 118.4	0.0 160.4	0.0 120.0	0.0
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	53.3	36.2	54.9	
B. Total Acres Statewide And Local Important Farmland	46.0	51.9	44.5	
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0.0516	0.0457	0.0516	
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	79.7	82.1	79.7	
PART V *(To be completed by NRCS)* Land Evaluation Criterion Relative Value Of Farmland To Be Converted *(Scale of 0 to 100 Points)*	0 66	0 47	0 69	0

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(These criteria are explained in 7 CFR 658.5(b)*	Maximum Points				
1. Area In Nonurban Use	15	5	5	5	
2. Perimeter In Nonurban Use	10	3	3	3	
3. Percent Of Site Being Farmed	20	0	0	0	
4. Protection Provided By State And Local Government	20	0	0	0	
5. Distance From Urban Builtup Area	0	0	0	0	
6. Distance To Urban Support Services	0	0	0	0	
7. Size Of Present Farm Unit Compared To Average	10	7	7	7	
8. Creation Of Nonfarmable Farmland	25	20	20	20	
9. Availability Of Farm Support Services	5	5	5	5	
10. On-Farm Investments	20	10	10	10	
11. Effects Of Conversion On Farm Support Services	25	15	15	15	
12. Compatibility With Existing Agricultural Use	10	7	7	7	
TOTAL SITE ASSESSMENT POINTS	160	0 72	0 72	0 72	0
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland *(From Part V)*	100	0 66	0 47	0 69	0
Total Site Assessment *(From Part VI above or a local site assessment)*	160	0 72	0 72	0 72	0
TOTAL POINTS *(Total of above 2 lines)*	260	0 138	0 119	0 141	0

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes ☐ No ☑

Reason For Selection:

(See Instructions on reverse side)

Form AD-1006 (10-83)

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Alan Walton NRCS 10/2/03

APPENDIX I

Noise Analysis Documentation

Memorandum

U.S. Department
of Transportation

Federal Highway
Administration

Subject: **INFORMATION:** Highway Traffic Noise - Release and Phase-In of the FHWA Traffic Noise Model Version 2.5

Date: April 14, 2004

From: James M. Shrouds
Director, Office of Natural and Human Environment

Reply to: HEPN-20

To: Division Administrators
Federal Lands Highway Division Engineers

The ***FHWA Traffic Noise Model (FHWA TNM)*** Version 1.0 was initially released in March of 1998. Since then, there have been five additional releases - v1.0a, v1.0b, v1.1, v2.0, and v2.1. These releases have contained fixes to software bugs and Graphical User Interface (GUI) enhancements - there have been no changes to the acoustical algorithms in the model. Phase 1 validation of ***FHWA TNM*** indicated a general over-prediction in vehicle emission levels, and the final phase-in date for required use of the model was extended until 6 months from the date of the release of an ***FHWA TNM*** version that effectively addressed the over-prediction.

This memorandum announces the release of ***FHWA TNM*** Version 2.5, which essentially eliminates the vehicle emission level over-prediction and corrects a case-specific anomaly that is related to diffraction points. Version 2.5 also contains one GUI enhancement: a pop-up warning box is generated if a TNM user enters a non-zero top-width for berms, which is also now prohibited (this enforces the recommendation that users should model berms only as wedges, not as flattop berms, with the barrier/berm function). The ***FHWA TNM*** software will be distributed at no charge to all registered ***FHWA TNM*** Version 2.1 users [NOTE: As a result of the acoustical changes to the ***FHWA TNM***, a comprehensive update to the Phase 1 validation report will be forthcoming, as will revised ***FHWA Traffic Noise Model Look-Up Tables (and TNMLOOK)***]. Included with the release of FHWA TNM Version 2.5 are updates on its recommended use and an overview of the comprehensive update to the Phase 1 validation report, which is currently being prepared.

The ***FHWA TNM***, version 2.5 (or the latest version), will be required for use in all new traffic noise analyses for Federal-aid highway projects that begin six months or later from the date of this memorandum. We strongly encourage those analyses, begun for current projects utilizing either the ***FHWA Highway Traffic Noise Prediction Model*** (described in Report No. FHWA-RD-77-108) or the ***FHWA TNM***, continue to use the same model throughout the life of the project, i.e., planning, environmental analysis and preliminary design, and final design. For projects using the ***FHWA TNM***, each State DOT and respective FHWA division office should determine the appropriate version for use on a project-by-project basis.

Questions and comments on the ***FHWA TNM*** should be directed to Bob Armstrong (Robert.E.Armstrong@fhwa.dot.gov) at (202) 366-2073 or Chris Corbisier (Chris.Corbisier@fhwa.dot.gov) at (202) 366-1473 or Mark Ferroni (Mark.Ferroni@fhwa.dot.gov) at (202) 366-3233, respectively.

cc: Directors of Field Services