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# **WINSTON-SALEM NORTHERN BELTWAY**

**From US 158 to US 311**

**Project No. 6.628001T  
8.2625101**

**TIP Nos. R-2247, U-2579, U2579A**

**Forsyth County**

**Pre-hearing Workshop**

**November 8 and 9, 2004**

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## **PURPOSE OF PREHEARING WORKSHOPS**

The Winston-Salem Northern Beltway comprises three different projects. These are generally referred to as the Western Section, the Eastern Section, and the Eastern Extension. Because of litigation and Federal Highway Administration desires, all three projects have been combined under one environmental document, the Supplemental Final Environmental Impact Statement for the Western Section/Supplemental Draft Environmental Impact Statement for the Eastern Section and the Eastern Section Extended. Because of the complexity and the length of the projects, the Department of Transportation has decided to hold pre-hearing workshops to allow people to view the projects and talk with our staff in an informal situation to explain the projects and answer questions one on one. There is also a short slide show which we encourage you to view to learn more about the process involved and there is a Citizen's Guide which supplies information you can read and take with you.

The workshops will be informal sessions that you may attend at your convenience between 4 PM and 8 PM. We encourage your participation. Comment sheets are provided to send in written comments or questions regarding the project and a tape recorder will be available if anyone wishes to leave spoken comments at these workshops.

## **DESCRIPTION OF PROJECT**

The Winston-Salem Northern Beltway is a new highway proposed to loop around the west, north, and east sides of Winston-Salem. The Northern Beltway would begin at US 158 west of Winston-Salem extend to US 52 north of Winston-Salem then proceed south to US 311 east of Winston-Salem. The maps presented here tonight shows the Winston-Salem Northern Beltway. The Winston-Salem Northern Beltway is included in the North Carolina Department of Transportation's 2004-2010 Transportation Improvement Program (TIP) as three projects. The Western Section is TIP Project Number R-2247, the Eastern Section is TIP Project Number U-2579, and the Extension of the Eastern Section is TIP Project Number U-2579A.

## **PURPOSE OF PROJECT**

The Winston-Salem Northern Beltway will improve mobility within and through Forsyth County, reduce traffic congestion, accommodate future traffic growth, and improve safety. The Eastern Section and Extension, when constructed, will be the designated route for future I-74 through Winston-Salem.

### **Poor North/South Roadway Connectivity**

The existing roadway network in the Winston-Salem area consists of mostly radial roads (roads coming into and out of the central city area like spokes on a wheel). The existing north/south roads are primarily narrow, two-lane rural roads

that are not continuous across the radial roads and do not accommodate the current and projected travel patterns of a growing suburban population.

### **Lack of High-Speed Links to the North and South**

US 52 is the only controlled-access freeway (a road with no driveways or signals, and access provided only at interchanges) that runs north/south through Forsyth County. In 2001, about 79,000 vehicles per day used US 52. This highway's close interchange spacing and narrow lanes and shoulders substantially limit the number of vehicles the roadway can carry and prevent US 52 from adequately serving existing and projected traffic volumes.

### **Corridor for I-74**

The new I-74 Interstate corridor (which would link Charleston, South Carolina to Sault Sainte Marie, Michigan) is planned to cross Forsyth County in a northwest-southeast direction. When constructed, the Eastern Section and Eastern Extension of the Northern Beltway would be designated I-74 through Winston-Salem.

### **Future Traffic Congestion**

By 2025, approximately 59 percent of the 96 roadways within Winston-Salem and Forsyth County analyzed as part of this study are expected to experience traffic congestion resulting in traveler delays.

### **Above-Average Accident Rates**

Several roads in Winston-Salem and Forsyth County have accident rates that exceed the statewide average for similar roadways including: US 421, US 52, US 311, NC 66.

## **ALTERNATIVES**

Chapter 2 of the SFEIS/SDEIS describes all of the alternatives considered for Projects R-2247, U-2579, and U-2579A, including those alternatives that were eliminated early in the project development process.

For the Western Section (Project R-2247), eight alternatives were studied in detail. In 1993, one of these eight alternatives was chosen as the Preferred Alternative. This is still the NCDOT's Preferred Alternative.

For the Eastern Section (Project U-2579), ten alternatives were studied in detail. In 1996, one of these ten alternatives was chosen as the Preferred Alternative. This is still the NCDOT's Preferred Alternative.

For the Eastern Section Extension (Project U-2579A), six alternatives were studied in detail. All six Detailed Study Alternatives have the option of an interchange at Kernersville Road. A preferred alternative has not been chosen for this section of the Northern Beltway.

The Preferred Alternatives for the Western and Eastern Sections are presented at today's workshop. These maps show the footprints for the proposed roadways. These footprints, which represent the right of way that is needed to construct the road, are about 300 feet wide, with larger areas around the interchanges. These footprints are preliminary and subject to change.

The six Detailed Study Alternatives for the Eastern Section Extension also are shown here today. The Detailed Study Alternatives are corridors approximately 1,200 feet wide, with larger areas around proposed interchanges. The roadway right of way would be about 300 feet wide with larger rights of way required around interchanges. The right of way would be located within the corridor that is chosen as the Preferred Alternative.

The proposed projects would be freeways (high speed, no driveways, and no traffic signals). The Western Section would have four lanes (two in each direction) with a 70-foot grass median in the center. The Eastern Section would have six lanes (three in each direction) with a 46-foot grass median in the center. The Eastern Section Extension would be four lanes with a 70-foot grass median in the center. Ultimately, if needed, all the projects could be widened to eight lanes in the median. Views of how the new freeway and median for each section would look are shown on the Typical Cross-Sections on page three.

As part of this combined project development process, the Preferred Alternatives selected for the Western Section (Project R-2247) and the Eastern Section (Project U-2579) were reviewed in light of current conditions to determine if changes have occurred that could affect the selection of these Preferred Alternatives. Conditions in the project study area have either not changed substantially, or have changed in a way that further supports the selected Preferred Alternatives.

The selection of Preferred Alternatives for all three projects is not final until the FHWA issues the Record of Decision (ROD).

### **Noise Barriers**

Computer models were used to predict 2025 traffic noise levels along the Winston-Salem Northern Beltway and to evaluate possible noise barrier locations. The locations of the noise barriers identified as reasonable and cost effective are shown in the SFEIS/SDEIS on Figures 4-3, 4-5, and 4-6. The noise barriers would be built within the highway's right of way.

Eight noise barriers were identified for the Western Section Preferred Alternative, two were identified for the Eastern Section Preferred Alternative, and one was identified for three of the Eastern Section Detailed Study Alternatives (N1-S2, N2-S2, and N3-S2).

The final decision about the exact locations and designs (height, length, etc.) of the noise barriers would be determined during the final design phase. Additional

noise barriers, over and above those identified in the table, may be recommended during the final design phase.

## **PROCESS, SCHEDULE, and COST**

The Winston-Salem Northern Beltway projects are currently planned to use 80% federal funds and 20% state funds for right-of-way acquisition and construction. The Federal Highway Administration (FHWA) is the lead federal agency for the proposed projects. Therefore, the FHWA, in consultation with the NCDOT, will make the final decision on the Preferred Alternatives for Project R-2247, Project U-2579, and Project U-2579A. The FHWA and NCDOT will consider the following when making the decision:

- \_\_\_ The information contained in the Winston-Salem Northern Beltway SFEIS/SDEIS.
- \_\_\_ Input received from the public during the SFEIS/SDEIS review period
- \_\_\_ Input received from the local, state, and federal agencies during the SFEIS/SDEIS review period, including the following:
  - US Army Corps of Engineers
  - US Fish and Wildlife Service
  - US Environmental Protection Agency
  - NC Department of Environment and Natural Resources
  - NC Wildlife Resources Commission
  - State Historic Preservation Office
  - Winston-Salem/Forsyth County
  - Metropolitan Planning Organization

Construction is scheduled to begin in 2006 for the Western half and 2010 for the Eastern half.

Please visit the Winston-Salem Northern Beltway web site for project information and updates: [www.ncdot.org /projects/wsnb](http://www.ncdot.org/projects/wsnb). The web site also will have an electronic copy of the SFEIS/SDEIS available to view and download.

The Winston-Salem Northern Beltway Supplemental Final Environmental Impact Statement/Supplemental Draft Environmental Impact Statement (SFEIS/SDEIS) and large scale maps are available for review at the following locations:

NCDOT Division  
9375 Silas Creek Parkway  
Winston-Salem

Winston-Salem Dept. of Transportation  
City Hall South 100 East First Street, Room 307  
Winston-Salem

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  
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 Street  
Walkertown

For further information, please visit our web site: [www.ncdot.org/projects/wsnb](http://www.ncdot.org/projects/wsnb)

<b>PROJECT IMPACTS</b>						
<b>Entire Winston-Salem Northern Beltway Project R-2247 and Project U-2579 Preferred Alternatives PLUS Project U-2579A Detailed Study Alternatives With (Without) Kernersville Road Interchange</b>						
<b>Environmental Issue</b>	<b>N1-S1</b>	<b>N1-S2</b>	<b>N2-S1</b>	<b>N2-S2</b>	<b>N3-S1</b>	<b>N3-S2</b>
Length (miles)	34.2	34.4	34.2	34.4	34.1	34.3
<b>PROJECT COSTS (2003 dollars)</b>						
Construction Costs (millions \$)	605.2 (602.2)	593.2 (589.2)	609.2 (606.2)	600.2 (586.2)	590.2 (591.2)	592.2
Right-of-way Costs (millions \$)	211.2 (202.8)	223.3 (214.9)	205.0 (202.8)	220.9 (218.7)	206.2 (199.6)	222.2 (215.5)
Total 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)
<b>IMPACTS TO RESIDENCES, BUSINESSES AND COMMUNITY/CULTURAL RESOURCES</b>						
Residences Relocated <sup>2</sup>	771 (749)	807 (785)	728 (725)	795 (792)	734 (724)	801 (791)
Businesses Relocated <sup>2</sup>	41 (27)	38 (25)	42 (33)	40 (31)	37 (26)	35 (24)
Schools Impacted	1 <sup>3,4</sup>	1 <sup>3,4</sup>	1 <sup>3,4</sup>	1 <sup>3,4</sup>	0 <sup>4</sup>	0 <sup>4</sup>
Parks Impacted	0	0	0	0	0	0
Churches & Cemeteries Relocated	5 <sup>4</sup>	6 <sup>4,5</sup>	5 <sup>4</sup>	6 <sup>4,5</sup>	5 <sup>4</sup>	6 <sup>4,5</sup>
Historic Sites with Adverse Effect	1	1	1	1	1	1
<b>UTILITIES AND POTENTIAL HAZARDOUS MATERIALS SITES<sup>1</sup></b>						
Major Electric Power Lines Crossed	9	8	9	8	9	8
Major Gas Mains	2	2	2	2	2	2
Railroad Crossings	3	3	3	3	3	3
Number of Potentially Impacted Hazardous Materials Sites	19 (16)	19 (16)	17 (15)	17 (15)	22 (17)	22 (17)
<b>NOISE AND AIR QUALITY</b>						
Air Quality Impacts	0	0	0	0	0	0
Recommended Noise Walls (number)	9	10	9	10	9	10
<b>FORESTS AND OTHER LAND COVER TYPES (acres)</b>						
Forests	935 (934)	881 (880)	937 (936)	887 (886)	945 (938)	904 (897)
Urban/Disturbed Land	1,146 (1,123)	1,149 (1,127)	1,160 (1,145)	1,165 (1,149)	1,157 (1,137)	1,156 (1,136)
Agricultural & Pine Plantation Land	453	460	446	457	455 (452)	466 (462)
Clear Cut/Previously Clear Cut Land	59	59	59	59	59	59
<b>WETLANDS, STREAMS, PONDS AND FLOODPLAINS/FLOODWAYS</b>						
Wetlands (acres in construction limits)	7.5	7.1	7.6	7.3	7.8	7.4
Ponds (acres in construction limits)	26.9	21.9	27.6	22.7	27.5	22.5
Impacts to Significant Streams (linear feet in construction limits)	40,142	38,744 (42,452)	39,016 (41,054)	37,618	43,121	41,723
Relocated Streams (linear feet in construction limits)	2,405	2,405	2,405	2,405	2,405	2,405
Number of Stream Crossings	114	114	116	116	118	118
Floodplains/Floodways (number of crossings)	21	21	21	21	21	21
Floodway Crossings Requiring Modification	13	13	13	13	13	13

Unless designated by ( ) as a

Construction limits (sl)  
Project U-2579A Detailed Study Alternatives were used to calculate impacts.

- <sup>1</sup> Interchange ramp design may cause multiple crossings off
- <sup>2</sup> Includes houses
- <sup>3</sup> Sedge Garden Elementary School; temporary impact from Sedge Garden Road detour
- <sup>4</sup> Impact to property does not impact school or church facilities
- <sup>5</sup> Piedmont Memorial Gardens; impact to property, but not to existing graves.

## **RIGHT OF WAY PROCEDURES**

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

1. Treat all owners and tenants equally.
2. Fully explain the owner's rights.
3. Pay just compensation in exchange for property rights.
4. Furnish relocation advisory assistance.
5. Initiate legal action if a settlement cannot be reached.

## **RELOCATION ASSISTANCE**

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



**COMMENT SHEET**

Winston-Salem Northern Beltway from US 158 to US 311

Pre-hearing Workshop

R-2247  
U-2579, U-2579A

6.628001T  
8.2625101

Forsyth County  
Forsyth County

November 8 and 9, 2004

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

COMMENTS AND/OR QUESTIONS:

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