

OFFICIAL PUBLIC HEARING TRANSCRIPT
URBAN LOOP-GREENSBORO
U-2525
May 11, 1995

Good evening ladies and gentlemen and welcome to the design public hearing on the Northern and Eastern segment of the Greensboro Urban Loop. I'm Bill Garrett with the Citizens Participation Unit of the Division of Highways and I will be your Moderator for the public hearing tonight and for those of you that were here, I believe a couple of years ago when we were dealing with the corridors, I was fortunate enough to be the Moderator at that time also.

Before we get into the hearing itself, I would like to introduce some others that are representing the Division of Highways so that you will know who they are and what areas they represent so that when we get into your segment of the hearing, you will know that they are available and will assist me in trying to respond to any question that you might have. We do not, as a collective group, promise you an answer to every question you might have but if we cannot answer it tonight, we will certainly tell you that but at the same time, we will try to find answer for you.

Now the purpose, excuse me, I was about to move on without introducing the folks. First I would like to introduce the Division Construction Engineer for the Seventh Division located here in Greensboro, Mr. Mike Cowan. Mike's in the back here. Also from the Seventh Division from the Right of Way Branch we have Mr. Henry Moon .. he probably got overheated up the map a few moments ago. And from the Relocation segment of the Right of Way Branch, we have Don Newell and I hope I've got Chris Bar's name correct ... and Henry is coming down the aisle now in case you want to see who Henry is and if you have Right of Way questions later on we'll certainly refer them to Henry. From our Location Unit, we have Mr. Sidney Autry and also Mr. Derrick Bragner, and sitting in the rear I think we have one of our Area Right of Way men, Mr. Dick Gregory. Assisting me up front with the recorder is Angela Smith from our Planning and Environmental Branch. Angela has been involved in the segment of 70 from the Loop over to the existing multi-lane section there. And from our Design Services Unit, we have Khalil Amrikani; from the Roadway Design Unit we have Ms. Sandra Stepney who is the Project Engineer; Kathy Metzner, Design Project Engineer, Brian Eason, a member of Kathy's group and from the private engineering firm of Kimberly-Horne & Associates two gentlemen who have been involved with the development of the Environmental Document and the Preliminary Design that we are presenting here tonight, Mr. Tom Goodwin and Mr. Bart Barren.

So you see that we have quite a few of the areas covered. If you have questions related to these areas, we will certainly be glad to address them for you.

Now the purpose of the design public hearing is to present you, the citizens, and the property owners in this particular area, what is proposed in the area of a design for the Loop. Now back a couple of years ago, we had the Corridor Public Hearing and that was during the development of the location of the project. And, there were several locations being considered. At the segment from Long Dale over to approximately 29, there was only one location really in that area. That basically followed the Thoroughfare Plan for Greensboro and an area that had been somewhat protected from development where possible. From that section on down to just short of 85, there were three original locations being considered. If you look at your map in your handout, you will see two corridors in there. The only one that is of any consequences as far as this project is concerned now is the one that is bordered in the heavy black line. That was basically the middle corridor and was the one that was eventually selected as the location for the project. Now the design we are presenting falls within that corridor that was selected as part of the planning and environmental process. The corridors we presented at that time were approximately 1,000 feet in width. The right of way that you see on the map tonight is anywhere from 300 up depending upon the design feature, interchanges naturally taking more right of way than just the roadway itself and in some cases, the lay of the land requires more right of way than in other areas. But this design that is being presented is the recommended design--and I would like to stress that it is at this stage a recommendation--has not been approved as the final design. We are open to any questions, comments, concerns you might have about this design. If there is anything that you would like us to review further, we certainly will do that. I certainly will not promise you any changes can be made, but at the same time we will certainly take into consideration anything you want us to review.

Now this holds true not only for tonight, but the hearing record will be kept open for a couple of weeks and you can submit requests by mail during that time also. At this time I would like to go over a little information in your handout and then we can give you an explanation of the map and get into your segment. I know everyone is a little warm and I apologize for the heat in here, but you need to call your local school office and tell them not to cut the air conditioning off downtown when they request that it stay on. But, I was informed by the local school officials here that they had requested that it be left on but they weren't sure because it is computer-controlled from the main office and undoubtedly they did not honor that request.

On the first page of your handout there is a segment entitled "Your Participation" that basically spells out how I like to see the public hearing go and also it tells you how you may be a part of the planning process, how you may submit materials, things of that nature. The address given there is the one which you can send material to if you would like considered. The last paragraph in that section really is something that I don't think we need to be reminded of, but quite frequently in a hearing of this nature, people with differences of opinion get a little upset if somebody has a different view. I am going to present our recommendation but I'm not going to defend it, argue about it, debate it with you or anything of that nature and all we are saying there is if your opinion on the project or some aspect of the project differs from someone else's in the room, I would

appreciate it if you didn't debate or argue among yourselves about it because we are here to let everybody express their thoughts, their concerns, ask their questions about it.

The materials we receive through the public hearing process, as I mentioned a few moments ago, will be reviewed by the professional staff of the Division of Highways and also the private engineering firm representatives to determine what if any changes we need to pursue. On your next page there is some information, and you're going to find that this is broken out into two separate bits of information. The State-Federal relationship segment there applies only to the 70 segment that is being presented tonight because the Loop itself is part of the State Highway Trust Fund and is being funded through that Trust Fund. So it is a State-funded project and does not have Federal funds involved.

The segment at US 70 from the Loop over to where the multi-lanes begin is a Federal-aid project and, as such, will be financed partially with Federal funds. So the information you see there under the project entitled: U-2581A is that segment of 70. Now I will point this out to you in a moment. It's the last map of the group here. As you can see, it's only eight-tenths of a mile and is proposed to be a 64-foot curb and gutter section and if you've looked at your Typical Section in your handout, you will see some meters in there because we are switching over to the metric system. But I went ahead and used the English version because I haven't switched over too well yet myself on that.

The Right of Way is proposed at 100 feet, and it may require some easements, where we have to get outside of that. We are estimating at this stage that there will be one Relocatee--one residential Relocatee on that segment. And you can see the Estimated Cost there. The Tentative Schedule: Right of Way, assuming everything is approved within that time-frame, Right of Way beginning in June and Construction in December of '96.

The next project information applies to the Loop itself. Now as you can see, it is 12 1/2 miles, it's proposed to be two 24-foot lanes with a 46-foot grassed median. The Right of Way would be variable with a minimum of 300 feet, and this will be a full control of access type facility; in other words, no driveways coming in from the abutting property. And based on the preliminary plans presented here tonight, it is estimated that 307 residences and 9 businesses will fall within the Right of Way.

As you can see, the Estimated Cost there: Right of Way = \$41, 500,000 and Construction = \$82,600,000. And the Tentative Schedule is broken down into 25A and 25B&C. 25A is from just north of 70 down to just north of 85. And that is scheduled, again with the needed approvals, to go to Right of Way in June and to Construction around September of next year. The rest of the project is indicated that it would be going to Right of Way and Construction in post-year; and what is meant by post-year is the Transportation Improvement Program, which is a seven-year program that the

Department of Transportation operates under and which is updated on a yearly basis, does not contain these projects for Right of Way and Construction in the currently approved ones. The earliest it would start, based on that Schedule, could be around a year 2001, 2002. So we are talking about six or seven years before Right of Way would be getting under way.

Now there is a Bill, I think proposed in the Legislature, to go to the Referendum on a Bond Issue, for constructing loops and of course should that occur and the bonds pass, then this Schedule could possibly be speeded up. Then you have the pictures of the two Typical Sections that I mentioned, the curb and gutter, and also the provided section, and then the map. And that map is in there just to give you a general idea of the limits of the project. Please do not try to use that map to determine where it may be a crossing of a specific road or street or anything because that maps is not to that detail. If you need information after tonight, there is a copy of this map in the Division Office on Yanceyville Road here in Greensboro and that's available for public review and Mr. Cowan and his staff will be more than glad to go over that with you at any time you need to see it.

And then the last sheet in the handout is a Comment Sheet which you may use to jot down any thoughts that you might have tonight that you'd like to leave with us or if you like to mail it in, that's fine. Any other material you like to send or leave with us tonight is fine.

Now at this time I would like to go to the map give you a very brief explanation of the design as it is proposed and then a little information about our Right of Way and Relocation programs and we can move on in to you segment.

The various colors that are used on the map tonight are indicating the following items: the Green, which you see the most on here, is the proposed right of way. A darker shade of Green which you see if you look at some of the existing streets or existing road is existing right of way; Yellow is the proposed roadway itself and in the case of intersecting or crossing roads, where it has Yellow on it is because it has been rebuilt--some portion of it being rebuilt. [Would you mind cutting that second one from the left down just a little bit. No, on that one right there. Not quite that far.] Okay, can y'all hear this now? Tell me when it's loud enough in the rear and we won't make it any louder. Is this okay for everyone? Alright, thank you.

The buildings are shown here in Brown. That's homes, businesses, any type of building that might be within or adjacent to the right of way. The Blue indicates the bodies of water; Orange would indicate an existing roadway that could possibly be resurfaced; if it's shown in Gray, that's just an existing road that nothing will happen to. If it's shown in a Gray and Black Cross-Hatch, that's existing roads that will be removed as part of the project.

Now this particular segment begins at Lawndale and ties into the Western. And I might say at this time too, because I talked to a gentleman earlier, if anyone is in here that read an article that was written by a local reporter thinking we were going to be talking about something in addition to this segment, I apologize. I haven't seen the article but I have gotten several calls since it appeared and I think it might have indicated that we were covering more than we are actually covering tonight. But this one begins at Lawndale, ties into what is commonly referred to as the "Western" segment of the Urban Loop. It will require some rebuilding of Lawndale. There will be an interchange here. This is what we call an "Urban Diamond." That's why it's pulled in as tight as it is. And then as it proceeds across the base of your open land through here and then crossing Lake Jeanette Road, Lake Jeannette Road will be carried all over the bridge. You will not have access to and from the Loop, but Lake Jeanette will stay open. It will be relocated slightly. Then as you come in to North Elm Street, there will be a diamond-type interchange constructed there, and that's why you see the Green going out wider in that area and the Orange indicates some resurfacing and so forth. This segment of Elm Street, I think, has just recently been widened and curb and guttered and so forth. Excuse me, will be utilizing the existing in there and then as we come on down to Church Street, we propose to carry Church Street over with the bridge, keep it operating like it does now. And this little Yellow and Black figure is what we refer to as an "on-site detour"--or someone might refer to it as a "run-around" or something like that. What it does it lets the traffic come around here while the bridge is built where the current Church Street is.

I didn't mention this color but that indicates utility easements. You can see it in several locations along here. Here at Yanceyville Street, I think I referred to it as Road a while ago, but Yanceyville Street we are proposing an interchange there and in this particular case, it is what we call a "half-clover." You have a ramp and a loop in one quadrant and a ramp and a loop in another quadrant. It gives you full access--ingress/egress--as far as the loop is concerned, but it is confined to two segments of the area there.

Now this whole section that we are going through now is the one that basically follows the Thoroughfare Plan that I mentioned earlier. And this is where we only had the one corridor that we were giving much consideration to because of the development and the fact that it had been pretty much preserved throughout. This is Hillcross Road here and Lee Chapel Road here, and the Southern Railroad here--the Purple indicating the railroad right of way. And naturally we will be bridging over the railroad and also over Lee's Chapel Road keeping those. Now as we come into the area, this point right here, matches with this point. And I decided that if I try to put it all the way up, anyone wanting to look at the area in here would need a ladder to get up there, so that's why it's shifted down, but this point matches here and this is US 29--the Orange indicating the existing roadway in there. That will be utilized, will have some--probably--rehabilitation/resurfacing, that type thing done to it as a part of the project. Where we are crossing 29 with the proposed Loop, this is what we call a three-level urban diamond interchange.

If you happen to have driven on I-2 in Asheville [what is it--I-240, I believe it is] it is an interchange where it crosses 70. Unless you use it, you don't really get a feel for it. But that is what is proposed. We will be carrying the Loop over in one level, the ramps will be in at another level, and of course 29 where it is now. And each of the intersections of the ramp will be signalized to take care of the flow of traffic in there. And these, of course, being the ramps to the Loop and to 29. And due to this, there is a service road in here that currently serves the church and the how in here, and this particular area has been served--I think--off of here and off of this area. So due to the construction of the interchange and the reconstruction of the interchange at High Comb Road, we are having to revamp some of these service roads plus we are taking all of those service roads out of the ramp. And now you've got, there at Hicone, each one of those ramps have a service road tying in to it. Two of those are not really that much of a problem from a potential safety standpoint, but the other two are because you can have people turning the wrong direction on a ramp and going in to oncoming traffic. So due to that, we are taking all of those out and that will require some relocation of existing service roads, construction of some new service roads in this area in here.

As far as the interchange at Hicone, we are proposing to put a loop in on this side, this ramp will be taken out in its entirety over here and a loop put in on this side. So what you end up with is three ramps and two loops. And this quadrant where there is currently a ramp, would no longer have a ramp in it but since the service road ties in to the ramp there, the service road is proposed to be relocated and at this time is tying in opposite of where the loop and ramp is proposed to go on that side of Hicone Road. The same thing with the service road now that comes up here and ties into a ramp. The proposal is to swing it off in this direction and tie it into Skylark Road and then that comes back out to Hicone here.

Now again, this area right here ties in with this one right here. And this is McKnight Mill Road. It is proposed to be carried over on a slight new location which is why you don't see a run-around or an on-site detour there. Then with Briar Mead Road, the proposal there is to dead-end Briar Mead Road on either side of the proposed loop and here at Hines Chapel Road, we are proposing to separate by carrying a loop over. The same thing at Rankin Mill Road, right in here, and also Camp Burton Road we are proposing to relocate there.

The other major change that is proposed is in the area here with Huffheim Mill Road which currently follows this path. And the proposal is to relocate this segment of it and to orient you, this is Arvis Road here which intersects with Huffheim Mill and on this end, it's Oakley Road right there. The proposal is to come off on new location. This is the baptist church here, the proposed route is involving and an interchange is proposed here with Huffheim--the relocated Huffheim Mill Road. And the major relocation is due to the interchange going in at that point.

In here we are approaching Four-Mile Loop Road and the loop project goes down to about Willow Lake Road and then the 70 project that I mentioned is behind me goes on from that point. Here the proposal is to improve Four-Mile Loop Road to the five-lane curb and gutter section tying it back into the section that is already widened before you get into Nine Hope Church Road here, and it will be some slight relocation. Through this area right here, it follows the existing roadway. As it approaches the railroad, it deviates somewhat from the existing. Currently Four-Miles ties in right here to 70 and as you can see, that will be relocated with an overpass at the railroad and this is the bridge over the creek through there, and then it will tie back into the existing where the Orange is shown there. As I said, with an interchange again, three ramps and in this case, one loop going in there at the Four-Mile Loop Road relocation. And then it continues on new location to, this is the Flat Farm Road right here, and it will be going over Flat Farm Road. And this point ties into the proposed interchange of the I-85 Bypass project, or the Southern segment of the Loop, as it has been referred to in the past.

The Schedule on this interchange is approximately the same, as close to the same, as we can get it with the proposal for this segment of the project. And this is the A part that I mentioned when we were going over the dates for Right of Way and Construction. And this will give direct access from 70 to 85.

This is the 70 project that I mentioned and it ties on to the map right here and would go on down in that direction, this being Four-Mile Loop Road right here and existing 70 going along here. This would be widened and as you can see by the Orange in there, it would be widened to the existing road to that five-lane curb and gutter and doing whatever is necessary in the way of rehabilitation and resurfacing and that type to bring the existing up to the needed standards. And that is the design that is recommended as far as the Department of Transportation is concerned.

Once we have an approved design; whether it's this design or approved design on any of the projects, we can then move onto what is called "right of way stage" of the project. The first thing that will be done is the right of way would actually be staked on the ground so that each property owner could see exactly how that right of way impacts on their property. Then representatives of the Right of Way Branch would be contacting the property owner, discussing the property with them, making sure that we know everything that we can possibly find out about the property before the appraisals actually begin. Then the property that is needed for the right of way will be appraised as it stands when the Right of Way Agents or Appraisers come on the property. And it is appraised at its market-value. I have had a number of people ask me do you use tax-value or market value, what do you use. It is appraised at market-value and you also ... the Right of Way Appraisers also take into consideration any additional damages that removing that right of way from a segment of property might do to the remaining portion of the property. Because on some occasions, you can take the same amount of square footage out of two parcels but due to the nature of the individual parcels, you may do more overall damage to one than you do to another. So they look

at that type situation also. But it is appraised and has to be settled in some form before a construction contract can be let.

In addition to the Right of Way procedures, we have the Relocation Assistance Program which is handled by Mr. Newell and people from their office. And this Program is for those that have to relocate from their homes or their businesses because they fall within the right of way. Or in some cases, we run into situations where we might interrupt septic fields or something and have to relocate due to that as opposed to actually taking the structure itself. But it is for those that have to relocate, and there are a number of services and payments under this. A Relocation Agent is assigned to the project to explain everything to the property owner, they assist them in any way they can throughout the relocation of the settlement.

There are several payments such as moving costs where you may have a commercial move or make a move for you or if you like, you may move on your own. There is a schedule that lets you determine what you can be reimbursed by making a self-move.

If it costs more to acquire comparable property than what you are paid for for yours, then there are additional moneys that can be added on to what you have already been paid in the way of Right of Way settlements to offset these additional costs. It also covers increased rent for tenants to offset some of the other increased rent costs and in some cases, they can use that settlement to purchase property as opposed to continuing to rent. It also covers increased mortgage rates if you have to refinance and the new mortgage is higher than your existing mortgage. And it also covers incidental costs that are involved in purchasing of property. Normally you will hear them referred to as closing costs, those type things. But the main thing I would like to leave with you, and I realize that for the majority of you other than this short section of the project, we are talking about six-seven years probably in the future before anything happens, but remember that before any procedures take place, you will be contacted and all of these things will be discussed with you so that you don't have to try to retain all of that for that length of time.

In addition, I do have some Relocation and Right of Way pamphlets with me on tonight. If you would like a copy, if you will see me after the hearing I will be glad to give you a copy. Our supply is not endless so I would like to ask you that unless you have a real burning need for it--other than those that are going to be Right of Way fairly soon--if you don't mind we would like to not just run out and give them all out if possible.

Now that takes care of what I had to give to you and now I want to move to your part. I'm going to set up a couple of wireless mikes and to say you from having to come to me, we will send the mike to you. So all you have to do is raise your hand and we will be glad to see that a mike gets to you.

Moderator: I'm going to set up a couple of my wireless mikes here, and to save you from having to come to me. We will send the mike to you, so all you have to do is raise your hand and we'll be glad to see that a mike gets to you. And I do have a list of, I think about seven, or eight speakers, that I'll call on first, and after I've completed that list, we'll open it up to anyone else that would like to speak.

Moderator: Our first speaker is Janice Wiles. If Janice will raise her hand, we'll, right excuse me, Bob. Either one of them, it doesn't matter.

Janice Wiles: My concern has to do with the ...

Moderator: You need to talk right into the top...

Janice Wiles: Okay, my concern has to do mostly with what I feel could be possibly the wasting of our land at this Hicone Interchange. I feel like the northbound loop is too large, it could be made smaller. There are three little lakes there that could be going to be taken, because this loop is so large and we feel that, the property owner's feel that these lakes add an awful lot of value, estate value, plus the money-wise value to our property, plus the wildlife, plus how the drainage from Hicone area down to these lakes, how it's going to affect the property after the roads been added into it. And I have talked to Mr. Garrett before, considering some of these things, so I feel that maybe I shouldn't take up any more time and for people that may have something more important than that to ask.

Moderator: Okay, thank you ma'am. The next speaker is it, Ted B. Davis? I'm not sure about that first name, but the B in Davis looks pretty clear. Maybe Mr. Davis has departed us. L. R. Cable. Donald L. Jenkins. Alright sir. Ken Kelly.

Ken Kelly: Thank you, my name is Ken Kelly. I'm the Pastor of that little Baptist Church you were pointing to there just while ago. Two years ago, we were here and, my recommendation and request would be to you, would be to just leave us alone and move on down there if you remember that two year ago meeting. But I want to congratulate the engineer first of all on its design, of that interchange, it does take up a lot of land, it's relocating the road into an easier access. I want to congratulate, the engineer also, because it looks like he came within ten feet of my office, and the church building there as he swung his arch there, but to tie it all together I think he did an excellent job being an engineer myself, I do appreciate the handiwork there.

But my concern is still, my concern is still with the church, that the worst thing that you can do with us, is to take our property and our parking spaces and not take our buildings. The exchange there is to go between the buildings, or go right down the middle of the buildings, leaving us with some on either side of the road as I see it on the map.

Moderator: No, actually I think the right of way goes right across your sanctuary.

Ken Kelly: That's what--well the sanctuary is the building closest to Huffine Mill Road and the educational space is the other part.

Moderator: Okay.

Ken Kelly: So we would save part of our sanctuary, get my office, and the educational space and leave us with the fellowship hall down there. And I guess I know that as long as we only post a date and we're not, we're a long ways off, I guess my concern is in the limbo part, about what'll we do, and what'll we not do. We have a ball-field there, do we put up lights on it, or do we postpone this, do we stop that, and all these kind of things. The only land that we have there for a septic tank for our bathrooms, will be left, but it'll be on the other side of the road of all of our major property, where it looks like the design will be, and that's also a concern. But with all those in consideration and all these things being years ahead, I, that's my concern is being in limbo, can you help me out there?

Moderator: Well, you can, as we get further into the project and get approvals and so forth, if there is a hardship developed, which sounds like that would definitely create a hardship for the church, there, you could request what is called Advanced Acquisition, so that you know you could go ahead, your church could be making plans for what they need to do, and not be waiting till the last minute, till the right of way is acquired under the normal project and so forth. You could always make that request to our Right of Way Branch and it would be given full consideration.

Ken Kelly: Now is that after posted date, after you get it into approval or?

Moderator: That would be anytime after the design received its approval, you could do that, right.

Ken Kelly: Okay thank you.

Moderator: Okay, thank you. Okay, our next and last one to sign up in advance is Beth Ward.

Beth Ward: We're involved with Gallon Estates Mobile Home Park. I have a couple of questions, one, will the park owners be compensated for loss of rental income?

Moderator: That is a right of way question, where is Mr. Moon? Would you like to address that one, Henry?

Henry Moon: (inaudible)

Beth Ward: Okay, and he also said that we would take into account the damage to the overall property.

Henry Moon: (inaudible) Right, ...before and after appraisal. What is the entire park worth right now ... if you decided to put it on the market. After

Beth Ward: Okay I have a couple of other questions. What exactly is the elevation of Painter Boulevard as it crosses Wendover?

Moderator: On the Four Mile, you're talking about the Four Mile Loop there, where it will be crossing Four Mile Loop?

Beth Ward: Right, as it crosses here, and also as the elevation, where does the elevation start as it crosses the railroad, and what is it at its highest point?

Moderator: Okay, where it crosses the road at, it would probably underneath the bridge would be in the neighborhood of 16.5; 17 feet. So the top of the road would then be whatever the super-structure depth was so, and as far as where it starts up, we would need a profile really to, but we can get that information for you. I don't know that we have a profile with us tonight, but they will be glad to furnish you that information.

Beth Ward: And also how about the elevation as it crosses the railroad will that be 16 or 17 feet high?

Moderator: No, that one where it goes over the railroad, I think the railroad, acquires about 22, or three feet, under the bridges for the railroads.

Beth Ward: Okay, as these four or five mobile homes are taken, since they are mobile homes you still will provide them relocation?

Moderator: Yes, they will be entitled to relocation considerations, yes.

Beth Ward: Okay right now Greensboro has a shortage of mobile home spaces, if they cannot find a space to relocate to, will you take into account that they may have to buy property to put it on?

Moderator: Then we have to do everything possible to make sure that they have a place to relocate to, yes.

Beth Ward: Okay as you do the right of way acquisition for us, how long will it take to move these mobile homes? Will that be immediate, or will that be when construction starts?

Moderator: Actually what they do, is, they will start working with all of the Relocatees at the very beginning of the right of way procedures, to give them as much of that time to relocate as possible. And they would have to clear the property prior to, of course construction, the construction getting underway, but they would get, and I think we're looking at a period from say June, to September, is something over a year, and they will try to give them as much of that year as possible. So that they wouldn't go out and say you've got to be off in 60 days, or something like that.

Beth Ward: Okay there's also proposed noise wall at this location. Would that be put in prior to construction, after construction, and what stage will that be done?

Moderator: That goes in just as soon as the area that it goes in can be prepared. In other words, sometimes due to having to do grading and building fields and things like that with the construction, you may not be able to do it right at the beginning of the construction, but just as soon as they can develop any slopes or do any work they have to do, prior to the wall being constructed, they will construct the wall. Thank you.

Beth Ward: Thank you.

Moderator: Now that completes those that have signed up in advance so now, we'll open to anyone else who'd like to make a statement, ask a question. Yes sir, gentleman right down here, Brian, and you might be, I don't know that thing might squeal at you being right in front of it, yeah. If you'd like, why don't you just come up and use this one and that way we'll get you on the record and everybody can hear you.

Unidentified Male: Thank you. Would chance of small movements of this road to help a split property to prevent the land that remains from being land-locked.

Moderator: Alright sir, that's another one of those design features that we'd be glad to take a look at, in our review process that I mentioned earlier. What we need to do, is make sure that you give us the name, where the property is located, and the shift that you'd like for us to take a look at, and we'll certainly be glad to do that. I would caution, you in that, a shift in a project like this takes a long distance, so sometimes where it looks like we might be able to shift on one, and if we shift on one, it might create problems up and down on both sides, but we will be more than glad to take a look at it.

Unidentified Male: At what point, would you request an investigation of this nature?

Moderator: Right, that's part of this process. We need to hear from you as part of this process, you can give it to us tonight before you leave, that's fine or if you'd like

to write it in, we just need to make sure we know which property we're looking at. Who'd like to be next? Yes sir, the lady right here and then we'll come to you, sir.

Unidentified Female: Mr. Garrett, I would like to express that most of us have been living with our lives on hold, for years now. And I think it's inconsiderate of the State, not to come on and get busy with this, and pay us, and let us get out of the way. I mean, we've know for years, that they were gonna widen 70, and bring down Four Mile Loop, that's been on the books for forty years. And I think it's very inconsiderate, for all of us to be sitting here, at least the last ten years, waiting on ya'll to make a decision. We can't sell the property, we can't do anything, but sit and wait, and I think it's inconsiderate.

Moderator: I can certainly understand your concern. And speaking from the Division standpoint, we would like to do it faster too, but just due to what has to be done, the time frame has stretched out on all projects. Right now we look at a project that moves from beginning planning, to construction going straight through is about a seven year process, and it's about as fast as we've been able to do them. But I certainly understand your concern and I can see and understand that ya'll would like to move along with your lives.

The gentleman here in the center had his hand up, and then we'll come to the gentleman over there.

Unidentified Male: First of all, at the Loop and 29, Hicone, do you have have any projection date, or do you know how long it will be before you get that far?

Moderator: That's part of that, that's in what we call Post Hearing, and we're looking at it, being no earlier than six, or seven years, from now.

Unidentified Male: Okay, second question is, the area I'm in is real small, looking at from here. But my house, will be the last house, right before you get to the, it looks like it's going to be an underpass, it looks like you're going under Summit Avenue right there. And my house will be the last one, and which I'm thinking now, it's gonna be like--a big old hill, going down in there and you just get me off back behind my house there. So I got a drainage like a small creek there and look like it's gonna be taken out or either piped in, or covered up?

Moderator: Well any change in the drainage that would be required, of course would be done. But a drainage design is done so it doesn't create any problems with the properties around there. And you're right we are proposing to go under Summit, well actually with Summit staying about at the elevation it is now with a bridge carrying Summit over.

Unidentified Male: Okay, alright, my main question on the whole thing is then, right now my front door would be anywhere approximately 40, 35, to 50 feet right off of

Summit Avenue. With that bridge being right outside my front door, it's gonna widen Summit Avenue?

Moderator: Very little, there might be a minor amount, but it's not proposed to be widened.

Unidentified Male: Yeah, cause I want, if it do, I was just concerned if I'm gonna have to cut my front yard with what little I do have as is.

Moderator: We'd be glad to take a look at that closer with you before you leave tonight if you like. But the best I can remember, Summit is not, there'd be some widening because you wouldn't want to put a bridge in so narrow that it couldn't take care of future situations, but it wouldn't be widening out to multi-lanes or anything of that nature. See we had a gentleman over here.

Unidentified Male: Some of us were interested in what is the criteria and decision making process for an interchange and an old road not having an interchange?

Moderator: Well actually on projects like this, what is done in the planning stage is, you look at what's in the area, that you're trying to serve, and put interchanges, you're trying to keep the interchanges spaced out as far as you can for safety purposes, and traffic congestion, situations. But at the same time, being a controlled accessed facility, you've got to put as many as feasible in the area to serve the local traffic, that's what the interchanges are for, because if you didn't do that, then the only thing that you would have using the facility would be through-type traffic or something. And the, you look at what we call interchange spacing, and you also look at the projected traffic that would also wanting to go from say, a specific road, or specific area, and use the urban loop, and try to determine where an interchange could go in that particular area to provide that type of access.

Unidentified Male: Well is there, when you're talking about looking at it, is there a committee that reviews this and writes down the criteria?

Moderator: The, there's criteria developed by the basically by the American Association of State Highway and Transportation Officials, that is the design criteria that is used in developing projects. And this project has been undergoing a planning environmental study, for a matter of several years, and that's part of that study to look at the design. And when it got into this stage, course we were looking specifically at the design, and it's done by the private engineering firm that's been working on the project. It's also had input from our Roadway Design Personnel, Ms. Stepney, and her group. And the DOT, has been has been apart of it as well as, the other and it's just the normal development process the project goes through.

Unidentified Male: Well is that information public?

Moderator: Well there's a document, the Environmental Document, the Draft Document, and then the Final Document.

Unidentified Male: Could I have a copy of that? I'm speaking in reference to one specific intersection.

Moderator: The documents, there are copies of those documents at the Division Office here. If you wanted to get a copy, you could get it but, I think right now our planning personnel are required to charge and I think it's somewhere like \$20 bucks for those documents. But there are copies at the Division Office here, and I think there's some in the library if I remember correctly. Aren't there copies in the--I'm not sure. I think at one time, there were copies were placed in the libraries here too. But I have copies up here if you'd like to see them tonight before you leave, so you'll know what they look like and so forth. I'll be glad to show you those. Yes sir, Kathy the gentleman with his hand up there and then there was a gentleman to your left right on the other side of the isle.

Unidentified Male: Thank you for your time, and for hearing me. At the Hicone, 29 Loop, the service road graph and then lane side, are they going to be closed off and any of those houses gonna be removed, and also, as far as the Huffine Mill Road, at the church, couldn't you guys do another route through there? I mean that's, why would you pick on a church?

Moderator: As far as your first question there at the Hicone Road 29 Interchange there are several homes that are involved in the right of way in that particular interchange. As far as the one at Huffine, yes we could probably pick another route, because you can always pick another route, I, we, I couldn't tell you right now not being a part of the planning whether there's one that's anywhere as feasible from an engineering and design standpoint as the one that we selected. But of course we could very easily go back in and take another look as part of our review process. Yes sir, okay he held up his hand but if he's gonna let you speak that's fine. No, no, the gentleman with the Hard Rock shirt on, I thought raised his hand while ago.

Unidentified Female: No, I think it was my hand.

Moderator: Okay, I'm sorry I just thought it was his.

Unidentified Female: Okay you were talking about submitting changes if we felt like something could be changed. Is there a deadline for doing that?

Moderator: Fifteen days, in fact it's contained in the handout there. We would like all of those submitted within the next 15 days, so we can go ahead and get into the review process.

Unidentified Female: Okay do you have a target date for finishing your review process and getting a final approval on this?

Moderator: The review process, we will be getting into just as soon as we can after we've given the allowable time for input into the process. Approval of the design we would like to get that just as soon as we could too, but it would not come until after we had gone through all of the reviews that we need to.

Unidentified Female: So you don't have a target date for that?

Moderator: No ma'am, it depends upon how many requests and things of that nature we receive, as to how long it would take us to do the review.

Unidentified Female: If a change is made that will directly affect an individual, that's in this current path, will they be notified?

Moderator: If we make any changes, that change the impact shown here we'll definitely make sure that those involved are aware of it, yes.

Unidentified Female: Okay, thank you.

Moderator: Gentleman here, and then we'll come to you, and then we'll come back to you, sir.

Ken Roberson: I'm Ken Roberson with Fellowship Hall, a 50-bed hospital that you inadvertently referred to as a "home". I'm concerned about the relocation of the drive. And it appears that we're completely shut off the way and that they've pictured there now. And one thing that's very important to us, we're an alcohol and drug treatment facility, and the gate is a very important thing. We went so far as to put it on a medallion, that we give people when they leave treatment, that it says "gateway to freedom" on the medallion. There's a lot of landscaping and so, and so forth involved there, and I wondered with all the land available there, unless 29 is gonna be upgraded to an interstate someday, if that couldn't have been done a little bit different, and not taken all of Dunston Road and left the driveways as they were.

Moderator: We can take a look at that, but the best that I can remember, we're relocating the service road. But I don't think that it is impacting that much on your entrance, but we can certainly take a look. And if it is, that would be taken into consideration the fact that you're have your brick gate, entranceway, and all there. And that could be--but that service road where it currently goes up and ties into the ramp, is taking off of the existing, I think about in there in front it may be showing Yellow, in that it may be proposed to do some reconstruction of the roadway or something. But it's pretty well along the same location, I think just north of your hospital it swings around some and goes on new location.

Ken Roberson: How about access?

Moderator: You'll have it directly from Hicone on like you have now, except, except instead of coming off on the ramp, like you do, you go up and you would just turn onto the service road itself. The service road would intersect with Hicone Road, where as now it ties into a ramp. And you go out the ramp, the service road is carried around and tied right into Hicone. You'd have direct access right off Hicone Road, and of course the interchange would give you full access from 29, also.

Ken Roberson: Okay, thank you sir. The picture is misleading.

Moderator: Okay, but we'll look at that after the hearing if you like, and make sure. Okay, see who--gentleman here.

Unidentified Male: Yes, the 15 days, is that pertaining to the whole project or just the project right of way?

Moderator: That's the whole project. We will be reviewing the whole project even though only one small segment of it, is going to right of way. Because what we're trying to do is, to get this design tied down so that if at least the property owner's know what is going to be occurring, and in the case of Advanced Acquisition we can work with them on that too. But that is for the entire project that we're presenting tonight.

Unidentified Male: Also, well I wished we'd had more than 15 days, I wasn't aware of this till Monday. I'd been notified as a property owner. But I have a commercial piece of property, will revenue production be figured into the appraisal or not, and also, where I leased the property to a man that drives his livelihood out of that, will he be compensated for the loss of his livelihood?

Moderator: I think you probably were not here when possibly when Mr. Moon, commented on the mobile home park. But you appraise the property that is producing the income and then you'll paid for the property and any value or anything on that property, but not for the income producing aspect. Not for the loss of income in other words.

Unidentified Male: Not for the lessee either?

Moderator: I don't think so, that would apply to the lessee either. They would be entitled to possibly some relocation assistance and things of that nature, but not from a loss of income. See gentleman here and then we'll come to you sir.

Unidentified Male: Will there be sewage and water lines along this loop?

Moderator: That would be up to the local governmental agencies, the City and County. The State would not be involved with sewer and water. We just relocate any

that we might be disrupting, but we don't put sewer and water in. Ron, the gentleman over, oh Kathy's there, I'm sorry.

Unidentified Male: I live over by the Elm Street Interchange, and it's gonna go through my backyard. I was told it'll be around seven years before you're in my backyard. If you're gonna be working on Hicone, how are you gonna be in my backyard too?

Moderator: We weren't talking about working on Hicone earlier than seven years either, the only section earlier than that is, from 70 on down towards 85, just the part on the very far end over there. Just, the interchange just that involves Four Mile Loop Road, from there going south towards 85.

Unidentified Male: I know that's what you're going to be working on now, maybe you misunderstood me. But is seven years down the road when I can expect to hear from you again?

Moderator: That's the current schedule.

Unidentified Male: Okay, thank you.

Moderator: Okay the gentleman on the left of the isle there, and then the gentleman on the right. And I'll check on this side too and make sure that I'm not missing anyone over there, yes sir.

Unidentified Male: Okay back in the early 50's, when Hicone Bridge was built, they landlocked some land. And I acquired that land about sixteen years ago and it's approximately 2.5 acres. And my mother's got a house, it's on Skylark Drive, that we're trying to sell right now. Which nobody wants to buy because of this re-looping the ramps and everything else. The question that I have is, I've got my land tagged on to hers. Okay right now I've got access into the property, but if she does luck up this year and sell her property, I'm completely landlocked. Now what kind of value will I get for land that's going to be completely landlocked now?

Moderator: The only thing that I can tell you on that is, the property is appraised at its market value at the time they come on the property. In other words, if the right of way action begins six or seven years from now, it would be the value of the property at that time. If it was landlocked, it would be valued based on whatever the landlocked you know property value would be in the area. It's about the best we could tell you.

Unidentified Male: So this is gonna take place about seven years from now so...

Moderator: That is our current schedule. As any schedule in Government, things can change, but that's the current schedule we have.

Unidentified Male: I've got a couple of questions on the 70 Highway widening, expansion. Is that gonna be five-lanes from along there about Johnson Motors Company, all the way to Mount Hope Church Road, or just down to where it ties into the loop?

Moderator: No, it is being constructed along Four Mile Loop Road and on across and relocate in a section of 70, on the other side. So, all of that through there up to where it ties back into the existing 70, would be the five-lane curb and gutter.

Unidentified Male: Okay, people that own property along there, it's still some residential houses there even though that property is zoned light industrial, and commercial through there. How will it be appraised as residential property, or as commercial property?

Moderator: It'll be appraised at its market value based, my understanding based on the highest and best use at the time they come on the property.

Unidentified Male: Yeah, but I own a piece of property right there I been trying to sell. And I can't sell because of this project right here.

Moderator: Well that's one reason...

Unidentified Male: And I can get a whole lot more out of it commercial, than I can residential, but it's a house on there and I can't sell it.

Moderator: Well like I was saying, when the appraisal is done by the State, if it's zoned residential, it will be appraised as residential. If it's zoned industrial, it's appraised as industrial. It doesn't matter what's on the property, it's appraised the way it's zoned, of course taking into consideration what's on there.

Unidentified Male: Okay, thanks.

Moderator: Are there others? Okay you need to come up to this one because if we bring you one there it'll squeal at you.

Unidentified Male: I've been squealed at before. I got two questions. Will the State buy property in exchange for these people who are losing their property? Will they go out, if the seller or the man that's losing his property, if he finds another piece of property, will you buy that property and trade with him? There maybe some difference in value, but if you go ahead and pay that, he's gonna pay him. And then he goes looking, he's still going to have to pay taxes.

Alright the next question involves taxes also. When the State or any Federal Government or any level of government condemns property, you don't have to pay tax on that. In fact, are you going to give these people a statement saying, are they going to have to have to go to court with you and make you condemn that property, without them having to pay taxes?

Moderator: You've raised two questions that I have no knowledge of whatsoever, but I'll ask Mr. Moon, who's in that Branch to come up and address those for us. You want to come up and use the mike, Henry?

Henry Moon: We will pay you for the land that we buy. We're not in the position to go out and try and buy comparable land and buy it for you. And I assume you're eluding to a tax re-crate, we're not set up to do that.

Unidentified Male: If the seller or the property owner finds that piece of property over here a mile from his house and says I'll trade you this for what you want.

Henry Moon: Legally we cannot go buy that house.

Unidentified Male: Alright will you give him a statement that he will not have to pay taxes on the sale of his property. Say he paid \$25 thousand for it ten years ago, and it's worth \$50 thousand today. He's gonna have to pay taxes on \$25 thousand, what you gonna do about that?

Henry Moon: Okay we can't affect the Federal Tax Law. Now there are some special situations where you get the consideration as far as a time to reinvest, and I am not an authority on it. I would say check with your County or the IRS. You will be given a booklet right up front when we show up the first day, that outlines the steps that we'll be following and included in that brochure or booklet, it tells you at the end if we're unable to reach an accord, then it will be sent on to courts. This is normally considered all of the authority you need.

Likewise land is treated differently. I think whether it's like open farmland, or if your home, if it's bought automatically as I understand it, you can trade, buy a comparable one, and pass all of these capital gains just to further till you want to sell it, either when you die, or after 55, when you get your tax break. As far as I understand from the others (inaudible) your County or the IRS, but I don't know of any way to get around capital gain taxes on this like farmland or something. I have never found a way for that. Now there maybe a way, but you have to find it from the IRS.

Moderator: Are there others? Yes ma'am, lady here, and then we'll go to the gentleman back there, Brian. It may work that far back.

Unidentified Female: Okay, I have property that I have been attempting to develop a part of it, and it has been pre-approved. I was wondering, is there a time that

I have to work with, where I can be assured that I can go ahead and develop it, my plans, without the State telling me I have to stop.

Moderator: Well as far as the State is concerned, until the property is actually purchased, as right of way, the State, is not in a position to to keep you from doing what you want to do with the property. There maybe some local requirements, that could have some impact on it, which you would have to find out from the County, or the City, the one with jurisdiction. Now, we're not doing it on this particular one but there is one that we call a Roadway Corridor Official Map Act, that was passed some years ago, that if we followed that procedure, then the property could be controlled, or development controlled on it, or approvals controlled, for a period of three years. But, okay this one is, it's under corridor protection, which means that there could be three years from the time that you applied for this approval. It could be denied for this period of time.

Unidentified Female: Someone told me last week, while we were at the pre-thing, that, within three to six months, they would start a process that they would take care of that area. But I believe if I understood correctly, I still have that much time, if I could get it completed.

Moderator: Well it would depend, you know if it is under corridor protection as I mentioned, then that might have some bearing on it, I'm not sure. I would suggest, that you may want to take that up with Mr. Moon's office, here in Greensboro, and they could possibly direct you to anyone else that you would deal with, on that.

Unidentified Female: One other question, my land runs right beside Southern Railroad, and I understand Hillcroft Road, will remain as a road. But I wondered what the elevation would be. I have family across the street, and wondered if there was going to be a big wall, or just you know a mountain of dirt, or what?

Moderator: Well we'll be glad to take a look at that with you before you leave tonight. And in we don't have the profiles with us, but we can certainly get that information and make sure that we get it to you.

Unidentified Female: Okay, thank you.

Moderator: You're welcome.

Unidentified Male: This will not be under the Federal Highway System?

Moderator: It could be on the Federal system yes, it's just there's no Federal funds, projected to be spent on this, on the loop part. But it could be placed on the system cause as far as the design criteria, it would meet any Federal system requirements.

Unidentified Male: At first it will not be is that right?

Moderator: I'm not sure, just the funding and the system doesn't necessarily go hand in hand, so it could be on the Federal System, from day one. As far as just the system itself. See I thought, did we have a hand up back here awhile ago? Gentleman right here, I thought I had seen a hand up, and then we'll come to you sir.

Unidentified Male: Little streams and springs, that are close to these, off of Hicone Road ramps that you're talking about, that are that drain into these ponds back there on the northeast side. Would it be a possibility that some of that stuff might be considered wetland?

Moderator: There's been a pretty thorough study done of the wetland areas and they have been I think pretty extensively delineated, but we still have to get permits from the controlling agencies when we start doing work. And it's a possibility that some of that could occur.

Unidentified Male: What about sediment control when they do start working around those areas?

Moderator: We have a very stringent policy now, that we have to follow, and we are monitored by another agency, as to how well we are following that, and they have shut projects down on occasion, because we were not following. But it is a written requirement, a written policy on the types of sedimentation controls that have to go in, and how they have to be maintained.

Unidentified Male: Okay, thank you.

Moderator: See, the gentleman right over here, Brian.

W. W. Robinson: I am W. W. Robinson and I live on Dunston Road. And I've already had to have one house moved on the count of Dunston Road, when they built it. And that house is only about 25, or 30 feet off of Dunston Road now. If they gonna widen that thing, what's gonna happen, I'm gonna have to move again, or what?

Moderator: Well we'll be glad to take a look at that for you sir. I couldn't tell you right off the top of my head cause I think there are--I think there is one home, or possibly two homes in there, that appear to be involved in the right of way. And we'll be glad to look at that with you tonight.

W. W. Robinson: Well I have two homes on Dunston Road, right there close together.

Moderator: Well the ones that I'm thinking about aren't close together, but we'll be glad to take a look at that map and tell you what we can.

W. W. Robinson: Okay, thank you.

Moderator: Are there others? I feel like I've been neglecting this side of the room, but okay Brian.

Unidentified Female: Who do we contact to get a transcript of this...

Moderator: You need to talk right into the top of that so we...

Unidentified Female: Who do contact to get a transcript of this hearing?

Moderator: The transcript will be prepared in my office and you've got my name and address in the handout there.

Unidentified Female: When do you per-see it being available?

Moderator: That's a good question, because we have two secretary's and three hearing officer's and they're all, we're all busy right now. So, it will probably, just off the top of my head, I'd say it's going to be in the neighborhood of a month or more, before we have the actual final transcript put together. Are there others?

Unidentified Male: Mr. Garrett, I'm concerned about em blocking off 70 Highway, down there. What's the story about, is it anyway to be left open? Where it comes across Buffalo Creek and comes up there's several business up there and I'm one of em. And I'm just concerned about that road being blocked off and all the traffic will have to come around by Willow Lake Road and come back down in there, and the amount of business that will be lost there.

Moderator: We'll be glad to take a further look at that. I couldn't tell you at this particular moment whether we could, or could not make a connector but we will certainly be glad to review it.

Unidentified Male: I just wondered if it could be tied in coming off the old bridge, the bridge is there now, let it come up under the new.

Moderator: I'm not sure, we just have to take a look at that and see if there's anything we can do.

Unidentified Male: Would appreciate it.

Moderator: Alright sir we'll be glad to do that. Let's see--had a gentleman here behind you, Brian.

Unidentified Male: Your projection is six to seven years. What's the closest time it would be, before either one of us would be contacted prior to that six to seven years?

Moderator: Well the only way it would be a shorter time frame is, if the funding was available and it could be moved up. In other words, the six to seven years we're talking about now, is when the right of way procedures would be getting underway. And that's when the property owner's would be contacted and so, unless funding was found in order to shorten up that time frame, that would be the earliest, that you would be contacted as far as right of way action itself. Are there others? In the rear there, Brian.

Unidentified Female: Yes, I have some comments, and also some questions. Would you please explain to people how, if they are not getting information directly delivered to them at their homes in their mailboxes, how they get on the mailing list and how they can alert neighbors and surrounding properties so they can be on the mailing list. A lot of people I found, throughout the western route of Painter, carrying through the entire city, a lot of people here this late, and don't have a chance to know about meetings or plan for them and there is a procedure for them to get on the mailing lists.

Moderator: Well the easiest way to get on it now is to just send me a request. You can use the comment sheet, you can leave it with us tonight or write it in, and ask to be placed on the mailing lists and because we have the current mailing lists in my office, and we'll be glad to add anyone that would like to be placed on it. Okay.

Unidentified Female: Okay, secondly, could you comment on how close to a home, or a business, this highway would be allowed to come and still leave that home or business intact even though there maybe a detrimental impact to em whether by noise, or closeness, or cut-off from accessibility to travel. How close can you come to a home or business and leave them?

Moderator: Okay as far as the State is concerned, there're no setback requirements. In other words, your local zoning, your local ordinances will require setback to be so far back from the street, that type thing. And therefore, a right of way of a road can go right up adjacent to a home, and if it doesn't actually get into the structure itself, then the home is not acquired, cannot be acquired, under the current statues. The damage to the property, the overall property, increases as that right of way gets closer to the home, and in the case of a business, if it got into parking and things of that nature, that would increase the damage value on the properties. But at the right of way itself, can go right up adjacent to the property, I mean to the home, without it having to be acquired.

Now in the case of where you're within the City, or it's County zoning, it also could create a non-conferment situation, whereas you could still use the property, but you

couldn't alter it. You could maintain it, but you couldn't alter it, because it was non-conforming. It didn't meet the requirements of the local setback clause and so forth. That also increases the damage created by the right of way and is taken into consideration in the amount of damage paid.

Unidentified Female: I know in, inside the City setting which a lot of this portion of the Loop will not be, in rural areas would noise protection barrier walls, be an option to the rural communities as they would in city areas where housing is closer to protect those people?

Moderator: We have a, what we call a noise policy. And on all projects of this nature, we do noise studies both in the preliminary stage and in the final design stage. Any area, regardless of where it's located that meets the noise wall requirements to warrant noise walls, walls could be constructed. That policy though, does require that you have some density in the housing because it's based on the number of homes that receive the reduction versus the cost of the wall. And it has to be within, I think a maximum of \$25 thousand, per receptor, and the cost of the wall, in order for it to be warranted. So it does take some, a fair amount of density in order to meet that criteria.

Unidentified Female: The feasibility of funding, as this project proceeds to the area at 70, which is being required by K-Mart to complete, the City agreed to do that part. But what if we get three years down the line and the fundings not there. I heard you mention the possibility of a referendum, would that be a State, or a local referendum that may have to kick in later with bond money on approval from voters?

Moderator: That, that, my understanding and I haven't seen the Bill, and I'm not that personally familiar with it, but it's my understanding that a Bill has been introduced for a referendum Statewide, type referendum for Bonds to construct all seven loops that are in the Highway Trust Fund Bill. And the Highway Trust Fund, specifically contains this loop, plus the other six loops. And the funding within that trust fund is set up to finance those, it's just going to be over a fairly long period of time, because of the cost of the various ones. But the Bond issue is not, that would just be a means of speeding up, because I think what they're considering is, if the Bonds were passed, then the Trust Fund money would retire the Bond debt. In other words, it would just be a matter of being able to do it faster, but you would end up using the same funds to cover the costs.

Unidentified Female: It's also my understanding that the Federal Trust Fund For Highways, that the allotment if it is refused by a city that says that we don't want such and such roads, or different State even, that Greensboro, or Winston, or whomever were involved, could petition the Federal Government for excess left-over funds to pull into our project. Is that still feasibility?

Moderator: Far as I know that still that possibility, or that aspect of the funds still exists. I'm not, I don't deal with it, so I'm not that sure in the past we have picked up

what they call Discretionary Funds, to finance other projects. In other words, the one that comes to mind is I-40, around Winston-Salem, was set up for like four or five projects. We picked up \$100 million in Discretionary Funds and built the whole thing at one time. So that you know that could occur but that's really governed by the Federal Government and the Trust Fund up there and I, you know it's not something that says yes this will be done, it's just something they can do if they want to.

Unidentified Female: If the need in North Carolina is great and the State petitions the Federal funding agencies, then they take a priority. I know North Carolina is pretty big on roads, some States are just totally relinquishing their funds to allow States, as ours is, road hungry to collect the money to do that project so, I believe the Federal people on that end, are usually receptive to a State's needs.

Moderator: I'm sure that if the State petitioned, they would certainly get consideration. I do know that in the past, some of those funds have come about because the States themselves, did not have enough State money to match the Federal money made available to them. In other words, if you got to put in 20% of the project, or whatever the percentage might be, a lot of States were in financial conditions where they could not match these funds, so therefore the funds reverted back to the Trust Fund and were then given to some of the States that could match it.

Unidentified Female: Let me ask about the math that's up here in the front. Will that map or a like copy of that be either on Yanceyville Street, or at City Transportation, downtown?

Moderator: There is one at Yanceyville, at our Division Office, now...

Unidentified Female: Like this one?

Moderator: ... and I'm not sure, is the City got one, Tom, do you know? I don't whether the City has got a copy or not, but there is a copy at our office on Yanceyville Street.

Unidentified Female: So if concerned persons were to go by Yanceyville and say they had a foot wide interest in a portion of that map, they could have a copy of their portion...

Moderator: Sure.

Unidentified Female: ...that they were interested in, in that scale made to take home with them and studied before turning in something in 15 days.

Moderator: Sure.

Unidentified Female: And as long as something is turned in within that 15 days, even if it's somebody's idea on re-drawing an area, is to be considered in the Final Environmental Impact Statement.

Moderator: Well the Final Environmental Impact Statement, has been completed, what ...

Unidentified Female: Design.

Moderator: ...what we're doing, we'll be reviewing it before the final design is approved, yes.

Unidentified Female: Will there be someone, is this Kimley-Horn handling this also?

Moderator: Uh-huh.

Unidentified Female: Will there be someone at Kimley-Horn, that their names could be given out if need be for persons to continue with questions after the 15 day period?

Moderator: I feel sure that they'd be glad to. In fact, I've introduced two of them tonight, that are here with us.

Unidentified Female: And I have only one more question, and I'll stop. Do, why is this limited to 15 days when other portions of the loop have been given 30, or as much as 45 days for input, why such a short time on this side of the loop?

Moderator: Well, actually the requirements, and we do not have stringent State requirements on this, but the Federal requirements are really a minimum of ten days. But what we do within my unit and what I've done over the years, is we try to tailor the time to the project to the type of project at that time. If, back in the corridor stage, you were dealing with three or four different corridors, you were impacting a lot more people, therefore we felt that they needed more time to submit and that was really the formative time.

What we're looking at here, you're down to details now, and the main thing that we expect to be hearing is, concerns about impacts on properties, designs of interchanges, things of this nature. And I feel that you know 15 days, is a reasonable length of time and that doesn't mean that if you mailed it at the end of that two week period and I didn't get it for a week, it's still gonna be considered. It's not that it's got to be in my hand in 15 days, but we need a cut-off time, so that we can move on with the review process and not continue to string things out indefinitely.

Unidentified Female: That's all I have.

Moderator: Okay, thank you. Gentleman here.

Unidentified Male: Yes sir, I live right on the 70, just beyond the railroad underpass. I understand that's the first part that they're supposed to start work on, is that correct?

Moderator: Yes sir.

Unidentified Male: When are they gonna let us know. Or when are they gonna basically start purchasing property or ?

Moderator: Right now the schedule for that particular section is for the right of way to begin in June.

Unidentified Male: June, of this year.

Moderator: Of this year, course that's pending on our reviews and getting the final design approved and so forth and that's an in-house approval. But right now our proposal is to begin that action in June, or actually it goes to right of way in June. Probably would be a start-up time that right of way would be involved with and they may not actually be out contacting the property owner's in June, but it would be very shortly after that.

Unidentified Male: After this, after they have contacted the property owner's or whatever, approximately how long have they got before they have to relocate?

Moderator: Well we're looking at I think letting the contract on one segment about September of 96, and so you would have that period of time from the time the right of way actually started until September of 96.

Unidentified Male: I thank you.

Moderator: Yes sir, thank you. Are there others? Yes sir, had a gentleman right down here, Brian.

Unidentified Male: Will you entertain a question on the Western Loop?

Moderator: I'll entertain a question I don't know whether we can, actually what I would really prefer, if you don't mind so that we don't get it into the transcript itself to create confusion there, if you would see me right after we adjourn this the recorded portion, we'll be glad to entertain it.

Unidentified Male: Thank you.

Moderator: Yes sir. In fact we may have someone here that could address it for you, I'm not sure. Kathy's got it, Brian.

Unidentified Male: My question is more out of curiosity. I know its probably been asked years ago, because this thing is been going on for some time. But looking at the map, and wondering why the eastern part of Guilford County, has been left out all of these years, now all of a sudden. What really brought this on, and why is it going on such a broad turn to the north, when you've got possibly an inter-loop being, Tone Boulevard, that has not been completed that would tie-in. You've got people that's had businesses, and homes and things been established for years and now all of a sudden it appears that they want to cut em out?

Moderator: Well...

Unidentified Male: What kind of study was done to save it, traffic from down here on 85, needed to go all the way around that area, all the way around that area that they're proposing for it to go?

Moderator: There's a study that's done for all major metropolitan areas and also for smaller towns, counties, and so forth, called Thoroughfare Plan Studies. And these are done by the Statewide Planning Group, in conjunction with the local city stats, as a joint effort. And it's what they call a Thoroughfare Plan; which is looking at projected needs over a very long period of time and one of the things on that Thoroughfare Plan, was an outer-loop for Greensboro. Possibly it might have started off earlier on, being a portion. You hear this referred to as Painter Boulevard, and actually none of the loop as approved involves Painter Boulevard now. But initially, the Thoroughfare Plan for Greensboro had what is called a Western Segment, using Painter Boulevard, and that's where the name has come from.

But the study and part of it, the States like, I mean the cities, several of the large cities, and take Raleigh for example has a belt line. And we're in the process of building an outer-loop now and the first segment of the belt line opened in 60, and everything on the outside of it was open land, basically. And now, everything for ten miles outside of the belt line is developed, and so the City started looking at the need for these loops.

And loops are primarily now, one segment of this will be handling 85, which is gonna take 85, out of the Death Valley. But basically the purpose of most loops, are to give the traffic within the area, a means of going from one segment to another without having to use the surface streets and it gives you a better system to feed into different segments of the area off of the loop. And it's really, most of the impotence behind loops, comes from the local governmental agencies.

Unidentified Male: And there has been a need for traffic flow around this area?

Moderator: Well I think that you can look at what's happening in this area right now, just riding through it and seeing the development that's taking place. And while your local streets may be handling it pretty well right now, your local roads as it continues, then your local two-lane roads are going to become over-crowded with the traffic that's going from one area to another. And this is what a loop is really is, the purpose of a loop, is to pick those kind of areas of traffic up and move them around to the areas where they want to go and take some of it off your existing road network. Are there others? Yes sir, gentleman down here in the front, Brian.

Unidentified Male: (Inaudible) is that correct?

Moderator: Everything but the 70, portion down there, all of the loop...

Unidentified Male: You're referring to north of Hicone here.

Moderator: Yeah, all of the loop will be, be what we call control-of-access, yes.

Unidentified Male: (Inaudible) will you continue this over?

Moderator: Well now along 29, the, where the interchanges are going in, that will change some of the access that's there now, but I think in most cases we're extending some of those service roads to provide access to 29.

Unidentified Male: (Inaudible) On this one right here I'm not sure about 29...

Moderator: Are there others? Well if not, for the benefit of those that would like to get out of our sauna here, I won't prolong it, but also for those that want to discuss any aspect of it with us individually, we'll be more than glad to do that. Thank you very much for your attendance, for your questions and we'll adjourn the hearing.

Hearing adjourned,

W. A. Garrett, Jr., P.E.
Moderator
Citizens Participation Unit

WAGjr:CDH:ds
June 28, 1995