

1 **OFFICIAL PUBLIC HEARING TRANSCRIPT**

2
3 **GREENSBORO WESTERN and EASTERN URBAN LOOP**

4
5 **From North of Bryan Boulevard near Piedmont Triad International Airport**
6 **to Lawndale Drive (State Road 2303)**

7 **And**

8 **From Lawndale Drive (State Road 2303) to US 70 on the east side of**
9 **Greensboro**

10
11 **TIP Project U-2524C&D**

12 **AND**

13 **TIP Project U-2525B&C**

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15 **Transportation Corridor Official Map Act Public Hearings**

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18 Okay, we'll go ahead and get started. I want to go ahead and welcome everyone tonight
19 to the public hearing for the Greensboro Urban Loop. Last week we met on the Urban
20 Loop from US 70 on the west side of Greensboro up to Lawndale Drive. Tonight's
21 hearing is from Lawndale Drive back towards Bryan Boulevard over at PTI (Piedmont
22 Triad International Airport).

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24 My name is Ed Lewis. I'm a Public Hearing Officer. I will be facilitating the hearing
25 tonight. I hope everyone had an opportunity during the informal session to look at the
26 maps and talk with us one on one.

27
28 First off, did everybody pick up a handout when they came in? Mr. Robbins...if you did
29 not, we'll give you some. This handout right here...we'll be going through those. If you
30 have a cell phone, I ask that you turn it off or turn it on vibrate. If you do have to take a
31 phone call, I would ask that you go out here to the back and take it there so you will not
32 be interfering with your neighbors.

33
34 Let me, take a moment to introduce a few folks that were here earlier today; some
35 continued to stay on tonight that assisted with the development of this project. Of course,
36 our Board of Transportation Member for this area from the North Carolina Department of
37 Transportation...Board of Transportation is Mr. Mike Fox. He was here earlier. From our
38 Local Division Office, the folks that have been involved with the planning and the design
39 of the project and they'll be responsible for the construction of the project and the
40 maintenance of it. We have Mr. Mike Mills, who is your Division Engineer in the back.
41 Thank you, Mike. Patty Eason, who is our Construction Engineer and Lane Hall, Bryan
42 Smith, and Darrell Ferguson.

44 Then from our Local Right-of-Way Office, the folks that will come out and meet with
45 you and talk about right-of-way acquisition. We have Lois Bailey Little in the back. With
46 her, she's got Alan Rothrock, O'Tika Hughes, Dustin Johnson, and Brad Poplin.

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48 And locally with the City of Greensboro, we have here tonight, Mr. Craig McKinny,
49 thank you Craig. And earlier today, Mr. Robbie Perkins, with the City Council is here as
50 well.

51
52 From Raleigh, members of our roadway design staff, the folks that drew up plans that
53 you looked at in there, probably still in there may be working the maps, we have Mr.
54 Clayton Walston. Clayton is in the back...okay, and Karen McCauley, thank you, Karen.

55
56 From our Noise and Air Section, the folks that have been answering questions about the
57 noise loss, we have Mr. Greg Smith who is head of our Noise and Air section. He is still
58 in there I believe...and Mr. Joe Rauseo, he works for Greg. The folks that are responsible
59 for the planning of the project, with our Project Development and our Environmental
60 Analysis Branch, we have Ms. Beverly Robinson and also Lisa Felton. Lisa is in the
61 back. And then the folks from my staff that are assisting tonight, we have Mr. Jamille
62 Robbins, Martha Hodge, and then also I've got Elise Francis and Megan Cogburn, in the
63 back. We just hired them last week so I thought they'd come and see how we do things
64 here.

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66 Okay, have I left any elected official out? I don't want to leave any elected official out. I
67 think we captured everybody. Okay...

68
69 Audience Participant: Could you speak up a little louder?

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71 Moderator: Sure...sure, I'll speak into the mic. A little better? Is that better?

72
73 Okay, what we're going to do is very simple tonight. First thing we'll do is I'm going to
74 go through the handout that you have. Once we do that, I'm going to go through the map
75 and explain the map and then we'll open it up for comments and questions. One of the
76 things that I do want to emphasize is that the location of this project was set down back in
77 1996. We recorded a Corridor Protection Map so we're really not looking at location
78 changes tonight but we are going to be looking at design type of questions. Where's my
79 access? Is a service road going in here? Can you move this driveway location? Those are
80 the type of questions from a design standpoint and there are other questions and
81 comments that you can certainly ask as well.

82
83 So, with that let's go ahead and go through the handout. If you look on the first page
84 there, this is a handout document that I used at last Monday night's meeting. It is the
85 same information. In here, I've got information for both projects. As you can see, I've got
86 the description of the project there; again, there's two pieces. One piece is from Lawndale
87 Drive eastward towards US 70 that's what we met on last Monday night. Tonight, we are
88 looking at Lawndale Drive westward back towards Bryan Boulevard there near PTI
89 (Piedmont Triad International Airport).

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Again, when you look at the description, there's a TIP Project Number. You can see U-2524C&D, U-2525B&C. If you're asking about the project tonight, the TIP Number is that first one. That's the way we keep track of our projects. As you can see, it is a Transportation Corridor Official Map Act Public Hearing. There have been some slight changes and there has been some places where it has been expanded, some places where it's narrowed down. We're required to refile that map as those changes occur. And then underneath that you can see where we've held the meetings last week and tonight, as well.

Let's go ahead and turn to the first page. **Purpose of and need for the project** – a loop project. What it basically does is take the thru traffic out of Greensboro. Just like the southern part of the project that's open now, it does a lot to take that thru traffic out of Greensboro. That leaves the road network in Greensboro available for the folks that want to be using those local streets to get in and around Greensboro. Once the entire loop on the entire north side is completed, it will provide good north-south access from the east and the west, which is what you would think a loop would do. And what that does is take that thru traffic out of the downtown streets providing more room for the folks that are in Greensboro going to Greensboro businesses, homes, and things like that.

The **purpose of the public hearing** again, is a continuing effort by the Department to let you be aware of what's going on with this project, the location of the project, updating you. A lot of folks, when we held the original meeting back in the late 90s, were not here. A lot of folks have moved in and was made aware that there was a loop project out there. Some folks were not. So again, we're out here for two reasons to get you up to speed on the status of the project and then again, to provide you with an opportunity to provide us with comments or questions.

Again, as I said earlier we've filed an original Corridor Protection Map back in 1996 and we will file an updated Corridor Protection Map sometime next year. And again, we will file that with the County Register of Deeds Office there in Greensboro. Again, the work that you see here was planned and studied under the Environmental Impact Statement. And the Environmental Impact Statement is the top end environmental planning study that we perform for these types of projects. And again, all of that work was completed back in the 1990s. For the last 30 days we've had the Corridor Protection Map and copies of the documents available with the City of Greensboro at the Guilford County Courthouse and with the Local DOT Office there on Yanceyville Street; and they will continue to be there for the next 30 days as well.

There at the bottom of Page 1, **your participation**, again, as I said it's a continuing effort on our part to make sure you're heard, to have your questions answered. It also gives us an opportunity to update you on the status of the project. Turn to Page 2. At the very top you see that our comment cutoff date is November 30th. We'll certainly take comments after that but we want to give you a cutoff date so that we can gather all of those comments and set up an internal meeting so that we can go over those comments. There you can see there's everywhere in the world that you can contact me. After tonight, if you

136 have questions or comments, there's about three different ways there you can get
137 information to me and there's a couple of other ways and I'll talk about those in a minute.

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139 When I do open it up for your comments and questions please understand that there are a
140 lot of different folks and citizens here. We have different ideas and opinions. I ask that
141 you respect each other's opinion. We're not voting on anything tonight. We're not
142 making any decisions tonight. The only voting going on is in the next room over there
143 and I encourage you to take advantage of that.

144

145 Okay, *what is done with the input?* Okay, as I said the location is set. That there are
146 design details we can go into. We want to hear from you. If it looks like that we are not
147 showing clearly enough on how we can access your property, you need to ask us. We can
148 certainly take a look at that and get that information back to you. A lot of you have
149 provided questions and comments to me. I'm kind of a clearinghouse. If it's a design
150 question, I'll look at it and then give it to our design guys so that we can get a response
151 back to you. Right-of-way questions and other type of questions are the same way. They
152 are part of the public record. We are recording tonight. We'll prepare a transcript for our
153 use. For anybody that wants to take a look at that, it will be available. If anybody calls or
154 writes in for that it's also going to be available on the website.

155

156 Well, what is done with the information? After the comment period closes, we're going
157 to get together in Raleigh for what's called a post-hearing meeting. And we're going to
158 look at all of the comments and questions that have come in, requests for changes in
159 access, or service roads, driveway relocation, things like that and go through those. We'll
160 prepare minutes of that meeting and that'll also be available on the website for anybody
161 that wants to get those.

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163 *Project description*, I've kind of went over that. There are the two projects. Tonight we
164 are talking under project description, the first paragraph there. That is project from Bryan
165 Boulevard all the way over to Lawndale Drive. And again, you can see that I've done a
166 short description for both of those. One of the things that you're going to hear us talk
167 about sometimes is interchange and grade separation. If you go to the top of Page 3 there,
168 everybody understands what an interchange is. How many of you all have been out to the
169 Farmers Market? Well that's an interchange. If you get on Sandy Ridge Road from I-40,
170 that's an interchange. You use ramps get access from I-40 to Sandy Ridge Road; that's an
171 interchange. The grade separation would be like Chimney Rock Road. That's where two
172 major roads cross. We use a bridge to take one over the other one, but there's no direct
173 access, there's no ramps. So, that's a grade separation. So, if you hear us use that
174 terminology tonight, that's kind of what we're talking about.

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176 Again, if you look there, *project information*, I've got a lot of information for you there.
177 From US 29 heading westward all the way over to Bryan Boulevard we are proposing a
178 six lane median divided freeway. That's an interstate with a 46 foot wide median in the
179 middle with the three lanes going in each direction. That is a fully controlled access
180 facility. Now that's engineering jargon, all that means is it's an interstate type of road.
181 The only place you can get on and off is by interchanges, okay.

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Right-of-way, we're looking at about 350 feet, which is about the length of a football field. To get this amount of laneage in there in the interchange area it is going to get a little larger because we need to put in the loop and ramps for those interchanges. I've got some cost for construction and right-of-way. I've got the little asterisk on there...that means if you look down on the bottom those are numbers that we have right now. We're constantly updating those and we'll make you aware as those are updated.

The *schedule*, okay...the way you want to explain the schedule to your neighbors and everything. The two pieces on either side of Lawndale Drive, so, going in either direction from Lawndale Drive, you go to US 29 to the east, that's one piece; and then from Lawndale Drive over US 220 Battleground Avenue, those are the two pieces that are not funded at this time. So it's the two pieces in the middle. The two end pieces, the eastern most and the western most, they are funded. A lot of folks tonight wanted to know when is the when for the other two pieces...right now we've got everything laid out through 2020. We feel really good about that. The two pieces on either side of Lawndale, they're not funded for right-of-way or construction. And for right now up through the year 2020, we don't know when they are going to be funded. I had a lot of conversations with some of the elderly citizens. Do I need to worry about that? I said be aware of it but some of them said that I might not be around then. Well, I told them I hope you are; but for right now after 2020, we don't have a schedule for those two pieces on either side of Lawndale. So again, we do feel pretty good about the other two pieces that are scheduled; however, I do have the asterisk there too. Again, schedules can and sometimes do change.

Okay, *traffic noise*, a lot of folks were asking about traffic noise. I hope everybody had an opportunity to talk to Greg and Joe. I've got some Frequently Asked Questions if you look on Page 4. These are frequently asked. These are by no means all of them. The "date of public knowledge" is something that you really need to be aware of. And if you look there in the middle of the page, the "date of public knowledge" is the date where the Department of Transportation no longer has to consider noise walls or noise abatement, which is a fancy word for noise walls, for properties that haven't been built. So, in other words, if you had a building permit prior, approved building permit, prior or you were there prior to that "date of public knowledge" then you were included in our noise study. Based on our noise policy, there's no way that we can provide noise abatement for properties that were not there back in late 90s when we were looking at this project.

The "date of public knowledge" for this piece of the project was designed in the public hearing held on February 15, 1996. Joe and Greg have taken a look, we've had a lot of folks that called in about that and they've looked at the noise walls that are in the area. I will tell you as a result of us looking at the design; we always go back and look at the design. We identified two additional noise walls out there. And I think a lot of you had an opportunity to see those on the map. So, again we only had two previously shown noise walls. We were able again looking at our design, going through our process again as we do on the other projects, we had these two additional noise walls that came up. Unfortunately, those were the only two noise walls that did come up other than what we looked at previously.

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Continuing on Page 4, **Transportation Corridor Official Map Act**, there's some Frequently Asked Questions there. The part of the process tonight is to allow us to refine that Corridor Protection Map. And I've got some dos and don'ts down there. I won't bother reading those. You can take a look at those. The big deal is if you want to try to develop a piece of property that's within that protected corridor, you can certainly ask to do that. Once you request that, there is a three year clock that starts ticking and at the end of that three years, we either have to allow you to do what you want to do or we have to make you an offer on your property. And there's more to it than just that so, I went on ahead and gave you some more of these Frequently Asked Questions.

Okay, let's go on to Page 6. I've got some **other frequently asked questions**. Why did the location of the protected corridor change? Again, update in designs, update in traffic, we were able to slide the corridor around a little bit to lessen the impact on the natural environment, on streams and wetlands and of course, we're also looking at minimizing impacts to human environment, which is people and places. Now the big question, really if you take anything away tonight from this meeting when you're talking to your friends and neighbors, is that last question there. If I am looking to buy or sell a home in the Guilford County area, how can I determine where any transportation projects are proposed? And there are really three things that you really need to do:

- (1) Make sure you got a really good realtor.
- (2) Contact the City of Greensboro Transportation Project. Let them tell you where there's city projects going on.
- (3) And then contact the NCDOT Office on Yanceyville Street. They'll let you know where the NCDOT projects are going... That way you will be making an informed decision about purchasing or buying homes.

Okay, let's go ahead and turn to Page 7, **right-of-way procedures**. When we get around to starting to purchase right-of-way, what'll happen is we'll send our surveyors out and they will contact you by letter and let you know that they're going to be out there. They'll actually stake the right-of-way limits and other information on your property. So, you can actually see that line on your property. Once, they have done that, representatives from our Right-of-Way Office will call you up at home or your business, set up a time at your convenience to come out and explain what those lines on the ground mean. They'll also educate you on how the right-of-way acquisition process works. Again, I hope a lot of you had an opportunity to talk to our Right-of-Way Agents. We've got two brochures that talks about right-of-way acquisition and the relocation process if we indeed have to purchase and move you. There are a lot of questions. How does DOT value my property? It's based on the highest and best use, fair market value. Again, the Right-of-Way Agent will explain that when they come out and talk with you. There are four things that we need to make sure that we do. They're listed there.

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

274 4. Furnish relocation advisory assistance.
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276 That leads into the next paragraph there, *relocation assistance*. And basically, what that
277 says is we'll pay to move you. And again, there's a couple of ways that we can pay you
278 to do that and the Right-of-Way Officer will explain that to you. As I said, we do have
279 pamphlets tonight. If you didn't pick any up or want to get some, please see one of us
280 before you leave and we'll get those to you.

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282 Go ahead and turn to the next page. I gave you a nice map. It kind of shows you the loop.
283 What you want to concentrate on is the blue, the orange, the red, and the green. The blue
284 and the green are the two end pieces that are funded. The orange and the red are the two
285 pieces, that at this time, that are not funded through 2020. And you can see how the rest
286 of the Greensboro Urban Loop is laid out. And again, what you do is you take this
287 information, go back to that project information sheet, and you can see what the schedule
288 is for each one of those pieces, okay.

289
290 If you weren't aware, we had a map that was in here that shows other NCDOT projects in
291 the area, I hope you took an opportunity to look at those. We have contact name and
292 numbers if you have a question about the projects, if they were near your home or
293 business.

294
295 Okay, the next piece there is the *Title VI Public Involvement Form*. This is something
296 that our Office of Civil Rights back in Raleigh and Federal Highway Administration, if
297 you would take a moment just to fill this out. This is just you providing your zip code and
298 the street name is optional. I don't need your name but we're just trying to capture some
299 demographics as far as who is showing up to our meeting. And there's no way that this
300 information is tracked back to you, but we would like to gather this information. It is
301 strictly voluntary.

302
303 The next form is probably the most important form in here. This is the *comment sheet*.
304 As I said earlier, I will open it up in just a few minutes for public comment. If you don't
305 feel comfortable speaking in front of large crowds, this comment sheet carries the same
306 weight as if you did. And even if you speak tonight, you get back home and think man I
307 wish I had of mentioned this to Ed and them, go ahead and fill this out. Again, at the very
308 bottom is the three different ways that you can send this in to me. The way it works is if
309 you got a stamp at the house, fill it out, tear this off, this is the form, fold it over, tape it,
310 there's my address and put your stamp up here. Stick it in the mail and it will get to me.
311 Again, these types of comments carry the same weight as the spoken comments do.

312
313 Okay, with that we're going to go through the map. Okay, as I said like any good
314 map...we're going to go over the map and then we're going to walk through the map and
315 talk about some of the colors and everything. Like every good map, there are things on
316 the map that tell us how to read it. First thing you want to do is find out where the north
317 arrow is. So basically, what that tells you is Greensboro is down here and Virginia is up
318 here. Winston-Salem is back this way and Kernersville and then you got Burlington and
319 Mebane going back that way.

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Again, tonight you've got the two pieces, which is the western piece, from Piedmont Triad International Airport, there's part of the landing strip back over this way. This is Bryan Boulevard down here. Again, we've got a title. We've got some colors here; we'll go over those in a minute. We've got a scale so if you see these map anywhere, you can take a piece of paper using this scale and you can figure out okay, what are the distances on the map.

Now, what I'm also showing...this is what we call a "typical section". This is an engineering drawing. And all it is if you got a loaf of bread, and it's lying on the counter and you pull a slice out and hold it up like this. Well that's all that is. You can see that we've got a 46 foot median in there. We've got some paved shoulders and we've got three lanes that go in each direction. So again, typically what that means is in this area there are going to be three lanes going in each direction. We call that a six lane median divided freeway. And again, what that speaks to is there's no direct access to the road except by interchanges.

Now, the orange color that you see here is the protected corridor that we met on and filed back in the late 90s. As I said, there have been some revisions, areas have shrunk, some of the areas have expanded. This is one of those areas. As you can see the red is the new protected corridor. In this instance, we shifted this alignment to get off these streams and wetlands in here. And we've done that all up and down the corridor. So, what you really want to concentrate on is the red footprint. The green that you see in there, that's just the lane, lines that show where the road is in relationship to this right-of-way footprint that's in the red.

If you look real close, you'll see these little circles on here that's got CA in there. That means control of access. And what that means is again, we'll have a fence that we'll put out there. We won't allow access to the Greensboro Urban Loop except at the interchanges as I said. We've put that fence out there so it's a physical line out there that says no one can cross this line. It probably is just as good as if we filed something downtown because you can physically see that fence. And it's going to be the same type of fence that you see on Interstate 40, 73, and Interstate 85 and like that.

We've got some hatched areas. In this case, this is where we're going to be expanding the corridor. You're going to see some other places where we've expanded the corridor. We'll show those and that information is on here as well. The blue is going to represent streams and creeks. And then, the blue hatched is going to represent some wetland areas. We are tasked to avoid those as much as possible when we can.

Again, a lot of the properties here, we've got the neighborhoods shown, Cardinal Wood. So, they're labeled. The major roads are labeled. Some of the places like the Fire Department, Greensboro Montessori School, not all of those are labeled, but we've got enough information here. We feel like you can locate your property of interest.

365 Okay, so starting down here at Bryan Boulevard, we're taking off where the southwestern
366 part of the loop tied in. We're going to cross...let me make sure I've got this
367 right...we're going to cross underneath Fleming Road. And the way you can tell that
368 you'll see a red box and if the red box is longer this way that means this Fleming Road
369 and other roads that intersect or interchange goes over the Greensboro Urban Loop.
370 Where you see situations where you have...if you cross and you've got two long red
371 boxes this way and this way, that means that the loop is going over that intersecting road.
372 That's that grade separation I was talking about. So again, we've got a grade separation
373 here at Fleming Road and we continue on the east.

374
375 Here is the Caldwell Academy here. The Fire Station is here. KRLS Island Park is here.
376 This is Horse Pen Creek Road. Horse Pen Creek Road in this area is going to go up and
377 over the loop. And then coming on we've got the Well Spring Community here tying
378 back in going between Mission Battleground Park Apartments and Camden Falls. This is
379 Drawbridge Parkway. This runs all the way over to here and stops...I think there's a
380 Kentucky Fried Chicken and a Food Lion Shopping Center there. This is Battleground
381 Avenue. This is an interchange. This is not a diamond interchange. This is a Single Point
382 Urban Interchange. Some folks call it a Single Point Urban Diamond. This is similar to
383 what at the Tank Farms over at Gallimore Dairy Road. Have you all seen that? You've
384 seen the way that...it's a nice design for a lot of different reasons.

385
386 One is again; we're trying to minimize the impacts out there. That is a very small
387 footprint versus a cloverleaf that we would have to put in to capture the same type of
388 loops. The other nice thing about it is it handles traffic better than a full diamond. The
389 reason it works so well is the left turns. A lot of times when you have left turns at the end
390 of ramps they tend to conflict with each other. Well, with this type of design, they're not
391 in conflict with each other. So, more cars are able to go through per hour, than the
392 standard type of diamond interchange. A diamond interchange, again, would be like the
393 one at Sandy Ridge Road at Farmers Market. So again, in this instance, we've got the
394 Greensboro Urban Loop going over the top of Battleground Avenue.

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396 And again, if you look, you can see where we've started a bridge here and we're carrying
397 this bridge all the way over past Battleground Avenue. So again, all of the movements
398 would be underneath the bridges for the Greensboro Urban Loop. And again, those
399 worked very well. They're very safe and handle a lot of cars, safely. Okay, the bridge
400 stops here and then we're getting back on ground now. We're continuing on. Cotswald
401 Avenue is down here. And a lot of you that have ridden up and down through here you
402 can see where the road is going to go through.

403
404 Again, we've got a lot of the neighborhoods and apartments labeled to help you figure
405 out where your property of interest is. Again, in this area, (*Ed states he is going to get on*
406 *the other side*) Old Battleground Road, this is probably where we've moved the
407 most...we've change the traffic pattern the most in here. In this situation, what we're
408 doing is we're taking Cotswald Avenue and lining it up with Lake Brandt. We're going to
409 take both of those roads over the top of the Greensboro Urban Loop. There's that red box

410 that I was telling you about right there. So, you're going over...Cotswald and Lake
411 Brandt is going over the Greensboro Urban Loop.

412

413 Alright, there is a pedestrian access that is going through Old Battleground up here and
414 crossing everything. We are going to keep that in. What is different is now before you
415 could go right on through. There's not going to be any direct access to be able to get
416 through from this side of the Greensboro Urban Loop to this side. Again, it's closed off
417 here. We've heard a lot of comments about that. If you want to write and comment about
418 that, those are the kind of comments we want to hear. If there's something you want us to
419 take a look at changing that's what that comment sheet is for, okay. And I'll take
420 comments...

421

422 Audience Participant: *(Audience participant starts to ask a question)*

423

424 Moderator: Just hold your questions.

425

426 So again, as I said Old Battleground will be cutoff. The Greensboro Urban Loop will be
427 coming through and then Cotswald and Lake Brandt will tie into each other and they will
428 actually go over. Now the way that you would get around and everything is you would go
429 down here...I think that's New Market, come over and hit Battleground and work your
430 way back this way, okay.

431

432 Alright, continuing on we'll come on over and again tie back in to Lawndale Drive with
433 another Single Point Urban Interchange, just like the one we talked about earlier. And
434 again, that's going to tie into the eastern loop that we had the meeting about last week.

435

436 Okay, now we're going to open it up for the public comment and question session. I'm
437 not really going to time anybody tonight. We don't have that many speakers. However, I
438 would ask that you keep your comments and questions brief so everybody has an
439 opportunity to speak. Once, we've gone through, I'll give you another opportunity to
440 come up if you have any additional questions. As I said earlier, I'm not here to argue with
441 anybody. I'm not here to debate with anybody. This is a forum where you can ask us
442 questions. Some of the questions we'll be able to answer tonight. Some we won't.
443 There's some that are detailed, we'll take those back to Raleigh. Also, don't argue
444 amongst yourselves. We're not going to vote here. The voting is taking place over there.
445 As I said, once all of the comments and questions come in, we're going to take a look at
446 those and respond to every one of those and figure out what we're going to do. So again,
447 what we'll do is...I'll go ahead and call up the person. When you come up, state your
448 name and address and then you can go and ask your questions.

449

450 Moderator: And with that I'll go ahead and start with Len Gillespie.

451

452 Len Gillespie: Thank you Ed. My name is Len Gillespie. I live at 3604 Camden
453 Falls Circle in Greensboro. I am President of the Camden Falls Homeowner Association
454 and our neighborhood is right here on the map...is adjacent to the planned Urban Loop.
455 First of all Ed, I want to commend the Department on the Open House and the forum

456 tonight. I felt it was well organized, informative, and the representatives here were
457 professional and knowledgeable, so nice job on that.

458

459 Camden Falls is a neighborhood of 50 homes. It's a very quiet neighborhood. People
460 have bought into this property just because of that and we're very concerned about the
461 potential noise and light pollution that could result of this planned highway. And we're a
462 bunch of professionals here and certainly support progress and growth for the
463 community. But we want to do it in a way that it enhances value and does not degrade
464 value. So, in fact we've got a number of our residents here from Camden Falls, please
465 stand. We've got a number of us here and obviously are very concerned about the
466 potential impact of this highway.

467

468 We have three requests that we would like for you to take back to Raleigh to consider.
469 We would like you to reconsider the noise suppression sound barrier decision. Right now
470 there's no planned noise abatement adjacent to our property and we would like to get a 25
471 foot wall built there with the noise absorbing material. We understand that we might not
472 have technically qualified per the specifications that the Department uses, but I would
473 like you to also consider the economic impact of this. And we are a community...And I
474 think we are a community that I think is a city/county and potentially a state asset. We
475 don't want to degrade the value of that. So that should be an important consideration into
476 the overall community and state.

477

478 Secondly, as regards to lighting, we understand that the lighting specifications have not
479 been done at this point, but we believe that the lighting should be done in a very directive
480 way so that there's minimal spillover and that be built into your specifications when you
481 get to the final design.

482

483 The third request that we really insist on is that during the construction period, there's
484 also noise and light consideration that can occur and we insist that construction be only
485 occurred during the daylight hours and not at night like many construction projects and
486 highways are done today.

487

488 So those are three requests we would like you to consider. Thank you all very much.

489

490 Moderator: Thank you, Mr. Gillespie. We'll certainly take those under
491 consideration. Next, we have Roger Cates.

492

493 Roger Cates: Mr. Lewis, thank you for having this forum tonight. It's been very
494 informative and I feel like for both citizens and they didn't have a lot of information that
495 were concerned. Some of my concerns tonight are...first off my name is Roger Cates and
496 I live at 5 Barrett Place in the Cotswold Village, which is located right here on the orange
497 side, the non-funded group.

498

499 So, anyway, my concern is...I've lived at my residence for 17 years. About 3 years after I
500 moved in the State started acquisitioning...24 of the homes...of our almost 80 homes in
501 the neighborhood there. And in the last 14, 15 years the State has had ownership, the

502 deterioration of these homes is simply deplorable. The evaluation...I had my home
503 refinanced the first part of the year and with the money that they said that my property
504 was valued at, they came back later after looking at the neighborhood and decreased my
505 value 25%. That's an awful lot of money. And I feel like the State has not been
506 responsible enough for our neighborhood, the properties that they own and being a good
507 steward being able to come in and making sure the value of these homes that the State
508 now owns that they are kept up to a good property value, which they have been a poor
509 steward, I must say. So, I'm really disappointed in how our neighborhood has been kept.

510
511 I would rather see that the homes that are presently owned by the State just simply be
512 taken out, demolished. And with the type of condition that these homes are in, it brings in
513 some undesirables. That's just the situation. You come into this neighborhood and you're
514 looking at a home, or the resident is trying to sell the home and they went to the lower 24
515 homes that are owned by the State and they'll just turn around and leave because no one
516 wants to live in a neighborhood that looks like that. I'm just real disappointed at what the
517 State has done to keep these homes up. So, that's my comment, thanks so much for
518 having us.

519
520 Moderator: Thank you, Mr. Cates. That is it as far as who signed up to speak.
521 Is there anyone that would like to take the opportunity to speak tonight? Again, if you're
522 uncomfortable speaking in front of a large crowd, the comment sheets carry the same
523 weight. Come ahead sir, again just come up to the mic and state your name address for
524 the...

525
526 Audience Participant: Ask the questions that you actually go through and review?

527
528 Moderator: Right.

529
530 Bruce Wieland: My name is Bruce Wieland. My house is located at 5010
531 Warm Springs on this one, but I had a couple of genuine questions that I like to ask. The
532 first question is can you go through again how that impacts Battleground Park, tonight?
533 That's question number one. Question number two is you say we'll take that back to
534 Raleigh. Can you define for myself and potentially everybody out there what "taking
535 back to Raleigh" means, who those people are, how they're addressed, and how we
536 potentially speak further to them versus taking back to Raleigh? Thank you.

537
538 Moderator: Sure. "Taking back to Raleigh" that sounds kind of frightening. I
539 maybe shouldn't have said it that way. You've actually talked to the folks tonight.
540 Everybody that's here with the Department of Transportation, please stand right now. (*Ed*
541 *repeats everybody with the Department of Transportation*) Those nice folks that were
542 professional tonight, those are the folks that are going to be involved with getting this
543 information back out to you all. So, it's not some enemy. These people just like
544 everybody here (*Ed thanks the DOT staff for standing*). What it is there are so much that
545 you hear, we want to capture it. It's the written comments and what's recorded. That
546 allows us to take a look at it. And let those professional folks back there come out with
547 the best solution based on the environmental issues that are out there as well as the public

548 comments that we're going to get from you and the last 30 days and what we hear
549 tonight.

550

551 Let me go over your Battleground question for you.

552

553 Bruce Wieland: Before you do, is that the decision group you are referring
554 to is when you say take it back to Raleigh?

555

556 Moderator: Yes.

557

558 Bruce Wieland: Okay.

559

560 Moderator: The decision group is a professional staff. Ultimate decision
561 authority still rests with the Secretary of Transportation, the Board Member is also
562 involved, Mr. Fox, but again, they rely heavily on the professionalism and the knowledge
563 of our staff, their expertise.

564

565 Okay, let's go back to the Battleground Park question. Again, as I said Cotswald Avenue
566 and Battleground (*Ed states...let me find the pointer*) okay, again the question, how does
567 Old Battleground work after the project goes through? As I said earlier, now since the
568 loop is not there, it's a north and south travel; like you do now. Once the Greensboro
569 Urban Loop comes in...that 350 foot right-of-way, what's going to happen...since
570 Cotswald Avenue is going to be taken away and that's where the Greensboro Urban Loop
571 is going to go, and that allows us to line up Cotswald Avenue with Lake Brandt. The only
572 access now on the north side and south side of the loop is pedestrian access. You can still
573 walk across. But there is no direct access on either side from the south side to the north
574 side under this proposal. I had a lot of folks asked about that. You've got Battleground
575 Park down here. A lot of folks like to go down there walk, exercise, and things like that.
576 You're not going to be able to do this anymore. You're going to have to come out Lake
577 Brandt, Cotswald come down to Battleground and I think that's New Market to get back
578 over, so it's a little bit...

579

580 Audience Participant: *corrects Ed on the street name*

581

582 Moderator: New Garden, sorry, thank you. Again, that's out of the way a little
583 bit. Is that a valid comment to send in to us if you've got a concern? Yes it is. We're not
584 going to make the decision tonight, but again, we're going to take a look at that.
585 Representatives from the City of Greensboro will also be there and we'll make a decision
586 on that for you. But right now the way it's currently proposed, there is no direct access
587 back and forth. There is no grade separation for Battleground.

588

589 Okay, one of the things that I failed to point out were some of the location for the noise
590 walls and they're all up and down here and are showing on these white lines. And they
591 are shown. There are four noise walls located on the map. After the hearing, you can
592 come up and take a look. We'll point those out to you. We've got Mr. Smith and Mr.

593 Rauseo here from our Noise Section, if you have any questions for them; and they'll be
594 around shortly after. *(Ed states okay, let me go back to the podium)*

595
596 Audience Participant: We live on Cherry Cross, how do we get home?

597
598 Moderator: Okay.

599
600 Audience Participant: I'm sorry. I know it's a tiny detail, but...

601
602 Moderator: If you have individual questions about your access and stuff, get
603 with us after the meeting and we can explain that to you. One of the things, remember I
604 said there are some design things we can take a look at. One of those questions is access.
605 There are opportunities out here that we're going to have to decide on how we're going to
606 provide access. We don't show that yet because we want to talk that over with the
607 property owners out here. And that happens during our right-of-way stage, but you can
608 certainly ask that question now and we'll get that to the appropriate folks. So, if you have
609 an individual question about your property, please see us after. These are more for
610 general questions.

611
612 Okay, if you'd like to come up and speak, raise your hand and I'll call you up. Come
613 ahead, sir. Again, please state your name and address for the record.

614
615 Edward Clark: My name is Edward Clark and I just have a concern with the route
616 because it would be my intention that the neighborhoods that are going to be affected are
617 not only these, but these out here as well. People come down Air Harbor, other roads that
618 route Lake Brandt that come down and then in the mornings they would come down this
619 way, hit Cotswald and Lake Brandt. They go down to hit New Garden and cross over
620 Battleground onto Westridge. What you're creating is a bottleneck on Battleground at
621 two different points.

622
623 Here and here, for those that want to just simply access these parts of Greensboro,
624 because they have to access here or here to get to back up here. Whereas now, you would
625 be allowed to cross over...simply cross over by accessing New Garden or further down
626 Old Battleground crossing over to Westridge. So, what was the thought...because you're
627 also going to create another condition for those that now like the fact that Old Battle
628 Forest was blocked off by Cotswald dead ending...people are going to use it to get over
629 to Old Battleground. That's a concern.

630
631 Moderator: And again, that's exactly the reason we're out here. Okay, because
632 I don't live out here. I come up probably about three times a month. You know your
633 commuting patterns. Those are the type of comments we want to hear. We've heard them
634 tonight. If you want to echo those comments, use the comment sheet. Get that in to us
635 because those are one of the decision points that we have to take a look at. Sir, you can
636 come up next. Again, please state your name and address for the record.

637

638 Mike Decker: My name is Mike Decker. I live at Cotswald Point Condominiums.
639 To the statement that he just made, are there any plans? Old Battleground is supposed to
640 stop (*can't hear verbiage*). Are there any plans...the original Cotswald Terrace went
641 behind Cotswald Point Condominiums; that gives him an out. I'm already going to have a
642 tree house third floor view of the top of a Wal-Mart truck going right outside my
643 window. Do I have any insurance that I'm now not going to have half of Greensboro
644 trying to...later, in a future decision, come down Old Battleground and use what was
645 originally Cotswald Terrace revitalized to connect.

646

647 Moderator: And again, exactly the kind of comment that we want to hear.
648 Some folks like that connection, some folks don't. As we're thinking about and hearing
649 again, that's a decision that we will take back to Raleigh and make a decision in Raleigh.
650 So, that is on the table and...

651

652 Mike Decker: That is on the table?

653

654 Moderator: As far as what we're hearing tonight. We have to take a look at.
655 We have to look at what his comments were and what your comments are.

656

657 Mike Decker: Yes, but the answer to my question?

658

659 Moderator: The answer to your question is...are we going to take a look at
660 that? And if we're asked to take a look at that, we'll take a look at it. Can I tell you what
661 the answer is tonight? No.

662

663 Mike Decker: Okay, have you been asked to take a look at that?

664

665 Moderator: Some folks have asked about that. How's my access here? I've had
666 some conversations with representatives from the City of Greensboro and some Local
667 NCDOT folks here. I imagine that's going to be one of the topics of our discussion at that
668 post-hearing meeting. So, again it's perfectly okay if folks want to provide similar
669 comments in the written form, please, do that. The written comments, the public
670 comments, the spoken comments, are going to fold into the decision making process that
671 we're going through. We've got to look at the environmental issues that may come up,
672 good and bad, based on that redesign. We can certainly do that and we should have a
673 decision soon after that public meeting. Once that's done, anything major like that it will
674 be part of the public record and we'll let everyone know.

675

676 Okay, anyone else that has not had an opportunity to speak? Ma'am in the red sweater,
677 blue sweater, I'm sorry. Please state your name.

678

679 Elaina Jones: I also live in Cotswald Point. There are a few of us there. My unit
680 is going to back right up to the proposed loop. And I want to know between Battleground
681 Avenue and Lawndale, how many lanes are we talking about?

682

683 Moderator: The number of lanes in that area is three lanes in each direction.
684 The only place where we have two lanes in each direction is US 29 over to US 70 on the
685 east side of town. So, again from US 29 westward of PTI over Bryan Boulevard, we've
686 got three lanes in each direction.
687
688 Audience Participant: As far as getting access to the Old Battleground Park,
689 people coming from the north, as they come up Old Battleground, where are they going
690 to park at the Park?
691
692 Moderator: That's a good question.
693
694 Audience Participants: What's the question? We can't hear.
695
696 Moderator: The question was if folks are coming up Old Battleground, where
697 are they going to park at the Park because I know some of the parking is right there at
698 Old Battleground where some of the trails go through. Again, we'll take a look at that and
699 get a response for you on that as well.
700
701 Okay, is there anyone else that would like to...sir in the white shirt, come ahead please
702 and if you can, speak directly into the mic as much as you can so I can capture those
703 spoken comments.
704
705 Mark Anderson: My name is Mark Anderson and I live at 3802 Camden
706 Falls Court and my question is you're going to elevate the road out by the Fire Station all
707 through the wetlands all the way to where it meets Battleground? Is that correct?
708
709 Moderator: No, on the western end where the Fire Department is...you're
710 talking about Horse Pen?
711
712 Mark Anderson: I'm talking about Horse Pen all the way down to
713 Battleground.
714
715 Moderator: Yeah, in some places we do have the loop going over some of the
716 service roads...I'm sorry, intersecting roads. In other places, those intersecting roads are
717 going over top of the Greensboro Urban Loop and those places, especially where the map
718 breaks, we've got a bridge there, so the road is elevated in that location and as you come
719 this way, it starts to go down to what we call the "cut area" so, what happens is if this was
720 natural ground a lot of times the road sits on top, what happens is we need to take the
721 road, Greensboro Urban Loop, lower so that existing roads can go over the top. So, what
722 we end up doing is taking a lot of that natural ground out and you kind of get this kind of
723 shape. You kind of see it...that's called a "cut section" so the road is lower than the
724 natural ground. We can get with the design folks afterwards and let you know exactly
725 how low it is in certain places. We do have some 17 foot cuts in some places, 20 foot cuts
726 in other places.
727

728 Mark Anderson: But all down the pipeline between the pipeline and where
729 you're putting the road that's all wetlands and swamp. And so, is that going to be upon
730 big pillars in the road?

731

732 Moderator: No, in areas where we fill in wetlands, we'll actually fill those with
733 fill material. I don't know exactly how high it's going to be. If there's a certain location
734 you want to ask us about, again use that comment sheet. We can go to the design plans
735 and get that information for you. So, we're not building roads on top of the wetlands,
736 we've got to make that subgrade stable. That way the rest of the road is stable. Anytime
737 you fill in those wetlands, of course, we have to replace those wetlands.

738

739 Mark Anderson: If you elevate the road, is that going to influence the sound?

740

741 Moderator: It influences a lot of things, not just the sound. And again, we look
742 at the impacts including the noise in there, wetlands, all those things. That's been covered
743 in the Environmental Impact Statement that was produced back in the 90s...that
744 statement.

745

746 Mark Anderson: So, the area behind Camden Falls is not going to be on a 30
747 foot road?

748

749 Moderator: I'd hate to tell you the exact height of ...what I would do...Clayton
750 can you get with Mr. Anderson and let him know what the difference in elevations is?
751 Clayton is in the back there.

752

753 Mark Anderson: I just don't see enough room for a six lane pipeline.

754

755 Moderator: Well, 350 feet, I mean that's a lot. That's the length of a football
756 field. But again, we tried to minimize as much as we can and we'll continue to do that all
757 the way up to finalizing our right-of-way plans. Thank you, sir.

758

759 In the checked shirt, come ahead sir. Thank you for those comments Mr. Anderson.

760

761 Tom Pless: My name is Tom Pless. I live at 4401 Brant Ridge Drive, the Brant
762 Ridge Subdivision. I think some very good statements have been made about the block
763 off of Old Battleground there. I'd just like to add a couple of detail questions to that I'd
764 like to ask the folks in Raleigh to consider.

765

766 One is that not everyone who lives north of the loop wants to go to Wal-Mart or wants to
767 go to Reidsville. One of our major...and the folks up along Lake Brandt, one of our
768 major accesses to town is down Old Battleground where it intersects with Battleground.
769 So, if our project is to...for the purpose of increasing traffic flow for the citizens of
770 Greensboro, that's just one section where we're forced to kind of go around. So, I would
771 like to ask the folks in Raleigh to consider at least in the sections at Old Battleground and
772 Horse Pen Creek at Cotswald and Battleground and then Lawndale at Lake Brandt Road
773 to consider something that would allow for a lot more traffic at those intersections. That's

774 going to be a big backup for all those people that are trying to turn left, for example and
775 right now those intersections cannot handle that.

776

777 The other thing is at the park, there's adequate parking right now for the people who want
778 to go there...well not really, but many people that go to the park, go to the park and don't
779 take their car because they're within walking distance. Okay, so it might be a good idea
780 to check with the folks at the Federal Park Administrator or whatever the folks are about
781 what the impact is going to be on people who now have to drive around to the park that's
782 going to be increased. So, I would like to ask that you consider that, thank you.

783

784 Moderator: Thank you, Mr. Pless. Okay, is there anyone else that would like to
785 add a comment or question? Sir in the...

786

787 Tom Styres: Tom Styres, 304 Checkerberry in the Lake Jeanette area. My
788 question is whether you've reviewed with emergency services the impact it has on the
789 various neighborhoods and has some neighborhoods been impacted in a significant way,
790 negatively in that regard, that would be fire and rescue as well, as it relates to the
791 accesses that are involved in all of these loop improvements. What are the plans for
792 those?

793

794 Moderator: Good questions, those are the kinds of questions we always get.
795 Again, we've talked to Fire Captains; we've talked to about, if I remember right, 15 or 20
796 Fire Stations. That's one of the things we do take a look at, emergency response time.
797 With the loop in places, with access to the loop, they will take a look at that. A lot of
798 times response time is better because you don't have as much congestion to go through,
799 but we do coordinate with those Fire Stations to make sure we've got a good handle on
800 what the emergency response time is. We did take a look at that.

801

802 Tom Styres: I didn't finish that question. May I just follow up? There's a
803 difference between the county and the city services, was the impacts also reviewed by the
804 county services, which has to access the hospital?

805

806 Moderator: I need to take a look at that. The question was did we not only look
807 at the City Fire Department but the County Fire Department, County Rescue Squads, and
808 the...I'll take a look at that and get with our planning engineers to make sure that we did
809 address that. I do know that we spoke with several Fire Stations but I need to check the
810 Rescue Squads. We'll certainly do that and it will be part of the public record.

811

812 Tom Styres: County

813

814 Moderator: Sorry, county. Okay, ma'am in the back if you want to come
815 ahead.

816

817 Carrie Luther: My name is Carrie Luther and I live at Woodland Village, which is
818 right near the Old Battleground, Lake Brandt Road Intersection. It's a condominium
819 complex. I moved there in 1986. I was one of the first ones to move there when the

820 property, condominiums were built. And my Real Estate Agent told me later that she
821 knew there was a road on the books, but she was not obligated at that time, in 1986 to tell
822 me that there was a road on the books.

823

824 The road that was on the books was called Painter Boulevard. And I just want to cop to
825 and tell you how disappointed I am in somebody and I don't know who it is. Painter
826 Boulevard does not sound like a loop that has two interstates with tractor trailers doing 65
827 mph or more on six lanes of highway. And so, since 1986, I knew there was going to be a
828 road in my backyard I mean within the original lines until they were redrawn recently
829 about 100 feet of my backdoor, taking out the swimming pool that went to the complex.

830

831 And it's now...the line has been extended out a little bit in the hash marks. It still takes
832 my breath away that somebody and a lot of somebodies knew without telling the public,
833 who was buying homes, and there are a lot of other places since 1986. Some of the
834 people that have spoken tonight their places were built later, so I know they're
835 disappointed too that we have gone from having what sounded like Bryan Boulevard,
836 which is what we were used to thinking of as a Boulevard to having an interstate highway
837 zip through our backyards and what all that entails. (*Audience participant applauding*)

838

839 I don't think my complex will be standing long after the road is opened because our
840 building is cedar siding and they nailed them together...wooden buildings. And I think
841 they will just vibrate until they collapse. And I'm very disappointed in somebody. Do you
842 know who it is I should be disappointed in? (*Audience laughing*)

843

844 Moderator: Again, this is something that we have talked about and discussed in
845 other public hearings for other pieces of the loop. Painter Boulevard caught on locally
846 with a lot of the local media outlets. Again, we hear the word Boulevard and we think
847 about a tree line, low speed. Since 1995, I've gone back and looked. We have never
848 referred to it as Painter Boulevard. Back in 1995 those hearings and every opportunity
849 since we have explicitly said it's not Painter Boulevard. We either called it the
850 Greensboro Urban Loop, Future 40 depending on what it was. Back when we presented it
851 back in 1995 and what's that 15 years ago? I do it back right...15 years ago; we talked
852 about this being a fully controlled freeway with a design speed of 70 mph with two lanes
853 in each direction.

854

855 We've been consistent with that ever since 1995. I've gone back to look because I got a
856 lot of questions about it. It is unfortunate, because I've talked with many of your
857 neighbors here in Greensboro, many of your fellow citizens across the State and again,
858 that's why I really highlighted that last question. If you're buying or selling a home in
859 any of the ten major areas or anywhere, any urban area, you need to talk to with the local
860 planning office and you need to talk with the NCDOT Office so you know exactly what's
861 going on.

862

863 Now back in 1986, I think Greensboro adopted a thoroughfare plan that had a loop on it
864 back in 1989. They called it Painter Boulevard because it was a Greensboro DOT person
865 that had this vision of a loop that was going around Greensboro. His name was Painter so,

866 that name stuck. And I guess since 1996, we have been trying to dissettle that. A lot of
867 you listen to Channel 2 and Channel 8 and you noticed in about 2008 they quit calling it
868 Painter Boulevard. They're calling it the Greensboro Urban Loop.

869

870 Is that going to help your situation, ma'am? No. I will tell you that the Department did
871 everything they could to let the city know, the county know that is a freeway type of
872 roadway, a high speed type of roadway. We sent letter to the City of Greensboro. They
873 commented on the project. They sit on the Metropolitan Planning Organization with us.
874 We made suggestions to the City of Greensboro. Look, if you're going to let developers
875 develop, they need to develop with noise sensitive design standards. What are those Mr.
876 Lewis? Well, rather than having those condos back up to Cotswald Avenue, they needed
877 to have the parking there because that puts condos further away from Cotswald Avenue.

878

879 Can I go out there and bend their arms and make Greensboro and the developers do that?
880 No, I have no authority to do that. My authority, the Department's authority end at limits
881 of the red lines that you see on that map. The only other authority that we have is when
882 those properties want to get driveway access, if it's on a State maintained roadway, that
883 permit process comes through the local office and it's up to our local office to deny or
884 approve that driveway access.

885

886 I don't know who to blame. I don't think there's one person. I think we all could do a
887 better job as buyers as well as sellers to let folks know hey what's going on out there in
888 that green patch of woods. We see it all over the State and the Department is making
889 some improvements in the way that we keep these loop projects out there so that we don't
890 hear any more of these horror stories. And again, there's not one person to blame, but the
891 Department is trying to do what we can to make sure that everybody knows where these
892 roads are located.

893

894 Okay, is there somebody that hasn't had the opportunity to speak that wants to come up?
895 Ma'am, you in the back, come up please. *(Ed states, you can tell I'm a little passionate*
896 *about that)* Ma'am, please state your name.

897

898 Susan Kowski: Hi, I'm Susan Kowski and I actually live in the western leg
899 of Painter Boulevard, one of the big discussion areas way back when. At that time, there
900 was a rule that real estate people had to...had to discuss with people that this roadway
901 was coming through their property. Has that been changed?

902

903 Moderator: That's a real estate question. I'm not an expert in real estate, but
904 my understanding there are some disclosure rules and regulations and I'm not going to try
905 say what those are. I have heard stories where a lot of you have closed on a house before,
906 your Lawyer and Realtor sliding you papers right and left sign this, it lets you know
907 there's a road over here and you may signed it and not even realized it. Again, it falls on
908 the potential property buyer to make sure that if you're going to spend that much money,
909 you're making an informed decision. Again, I go back to what I said before, the
910 Department is trying to get the word out so everybody knows hey there's a road out there
911 and I need to be aware of that; but I cannot say yes or no exactly how that disclosure

912 works, if it shows up on the thoroughfare plan, which is a long range plan, or if it's an
913 adopted corridor such as this one. Again, I will say this corridor is on file and the revised
914 corridor is going to go on file with the Register of Deeds there in the City of Greensboro.
915

916 Audience Participant: When is that?
917

918 Moderator: We'll refile the revisions sometime next year. The orange line that
919 you see now is already on file and has been on file since 1996.
920

921 Susan Kowski: And another question, these comments sheets have to be
922 addressed in writing, is that correct? For everybody that sends something in...if you got
923 comments that you want in, they actually become part of the hearing minutes. So, if you
924 have comments and you have things to do, you better get them in. If you got concerns
925 and he's direct, once they go in, and that deadline is set. So, I'm not here as an owner in
926 the land but I'm here as somebody it's already happened to. We spent many years in the
927 western leg fighting things and be really aware that your sound barrier walls...there's no
928 such thing as can't be done. Beat your system. Be alert, thank you.
929

930 Moderator: Thank you, ma'am. Is there anyone else? Again, the written sheets
931 carry the same weight as she said. I didn't ask her a second time. Ma'am, in the blue
932 sweater, come ahead please. If you come up for the record that would be much better that
933 way we can get official. I appreciate it.
934

935 Jackie Quigley: My name is Jackie Quigley and I live in Battle Forest
936 Village. I too was told of Painter Boulevard when I bought and I bought 30 years ago, so,
937 I was told. What year did they decide to make this a six lane freeway? And my second
938 question is, from the time we had hearings, this was set. It could not be changed ever and
939 yet you say you haven't started making the purchases. Why can't it be changed? Why is
940 it going right through residential areas?
941

942 Moderator: The traffic was updated back in 2006, about the time we were
943 preparing what we call right-of-way plans. And again, based on the development in the
944 area, the amount of traffic that we saw did require from US 29 over to PTI, that we take a
945 look at the six lanes; and that's 12 additional feet in each direction. So, the traffic was
946 updated back in 2006 and that's what the current designs are based on.
947

948 The other question is and I heard this question last week too, why are you going through
949 an urban area? Well, back then it really wasn't that much of an urban area. If you look on
950 the old hearing maps, it's a lot of big pieces of property that were desirable to developers.
951 So, again we looked at several options, several locations, and we got what we would refer
952 to as the optimal alignment. It balances the impacts to the environment. We couldn't zero
953 everything down to nothing. We've got impacts out there but we tried to be smart with
954 our planning and avoid as many things as we can. Back then in this area if you look on
955 the old map, it was pretty much rural, kind of like the piece east of here and the piece
956 between Battleground heading back over to PTI. So, again based on what was out there
957 back then, we've relocated the road.

958
959 Those big pieces of properties with those interchanges that nice access to a freeway type
960 of roadway, developers love that and they went in and bought the property and developed
961 according the zoning and planning requirements of the City of Greensboro. Again, that's
962 a local issue, as I said before. So, can we change it? We're always looking at ways to
963 refine the design. We start out with the big picture stuff and we're constantly narrowing
964 the project down until we've got just the one location. The location is pretty much set.
965 You see the big area. We would try to tighten it up to get out of the wetlands area. That's
966 a good thing. We're not finished yet. As I said, the design things we can certainly look at
967 it. If you're not quite sure if I need to ask that question or not, go ahead and ask that
968 question. Write it and send it in to us and we'll take a look at it. The location though is
969 set. Okay, its design things that we can take a look at, but again, time is running out.
970 We're trying to get this project to the right-of-way acquisition phase. We can start
971 purchasing properties. That's why we're out here tonight to go ahead and get those final
972 comments from the public.

973

974 Okay, is there anyone else?

975

976 Audience Participant: Just one question.

977

978 Moderator: Well, let me make sure...sir, in the green shirt, if you'll come
979 up...red shirt, sorry. Again, please state your name and address for the record.

980

981 Mark Peterson: Hi, my name is Mark Peterson. I live at Greystone Point on
982 Old Battleground. I guess I just wanted to follow up with the concerns that other people
983 had with making Old Battleground a dead end. Also, I have a question, as far as
984 Battleground that's going to be an access point. Now when you connect Cotswald and
985 Lake Brandt is that going to be an access point too? Is that going to be straight through?

986

987 Moderator: It's going to be at grade separation I was telling you about. It's
988 going to be a bridge over the Greensboro Urban Loop.

989

990 Mark Peterson: Okay, then making Old Battleground a dead end. Can you
991 may be consider making it a straight through. Thank you for your time.

992

993 Moderator: Thank you, Mr. Peterson. Okay, is there anyone who has not had
994 an opportunity to speak? Ma'am, you can come ahead.

995

996 Angela Cook: Thank you for the opportunity to come up tonight. My name is
997 Angela Cook. I am on the board of the Cotswald Homeowners Association. I've heard
998 our concerns from the two that do live in our community. Unfortunately, I'm not as much
999 affected with the project as much as they are. I am just concerned about the closeness of
1000 the Urban Loop to our complex. I'm concerned as to will those two buildings still be
1001 standing or will they take those? If they do take those, then that will impact me and with
1002 regards to the noise, so, I just wanted to make that point known to you.

1003

1004 Moderator: Thank you, Ms. Cook. Anyone else? Sir, in the gray shirt.
1005
1006 Dave Dalton: I'm Dave Dalton, 203 Green Valley Road. I would like to suggest
1007 that the Department of Transportation consider putting the interstate below grade as it
1008 passes Old Battleground and then it wouldn't be necessary to dead end Old Battleground.
1009 And by putting it below grade, you might attenuate some of the noise that would
1010 otherwise have an inverse impact on Cotswald tenants.
1011
1012 Moderator: Thank you, Mr. Dalton. And again, don't just write put a cut
1013 through there in this situation, give us some ideas that you may have as far as how we can
1014 make that better and we'll certainly take a look at it. Thank you.
1015
1016 Let me make sure that there is no one else ma'am since you've already come up. Have
1017 you come up? No, you can come ahead sir.
1018
1019 Chris Rochelle: My name is Chris Rochelle. I'm at 5003 Lawndale Drive,
1020 Battle Forest Village. Did you say that this is going to go over the top of Lawndale?
1021
1022 Moderator: Yes.
1023
1024 Chris Rochelle: It is. What kind of intersection did you say that was going
1025 to be or interchange rather?
1026
1027 Moderator: That's called a Single Point Urban Interchange. It may also be
1028 referred to as a Single Point Urban Diamond. You can Google that. If you're going to
1029 Google it, go to the FHWA, Federal Highway Administration website. It will tell you all
1030 you want to know about Single Point Urban Interchanges.
1031
1032 Chris Rochelle: That's the kind at Dairy Road...Gallimore Dairy Road.
1033
1034 Moderator: Yes.
1035
1036 Chris Rochelle: And my other question is...this has always kind of bugged
1037 me...as getting around town and watching this develop over the years, is it ever going to
1038 be named one thing rather than four different things as you go around? Because giving
1039 directions to people and such as that is maddening. Growing up in Atlanta, we had 285
1040 and it was done and that was it. So, I was just curious about that.
1041
1042 Moderator: That's a good question. How many of you all have ever been to
1043 Raleigh before? You know we got inter loop and outer loop. Now, we've got an outer
1044 loop. So, there is no east or west on those things, very difficult. But again, we're going to
1045 have the sign...we'll actually have those green signs up and you should get the hang of it.
1046 (*Audience laughing*) I tell you, I've got relatives that come to Raleigh and they can't
1047 quite figure out the difference between the inter loop and the outer loop over there and
1048 the belt line. Again, there's I-73, I-40, I-85, I-840, US 421, US 29, US 70, I don't think
1049 there's an NC Route in there, but there's a lot of traffic that comes into Greensboro. The

1050 only other place that got more major roads then Greensboro coming in is Charlotte.
1051 They've got two interstates coming in. Provide us some suggestions on that and we'll
1052 certainly take a look at it, sir. Thank you, Mr. Rochelle.

1053
1054 Okay, sir you can come ahead.

1055
1056 David Demiranda: My name is David Demiranda. I live at Clydebank Road,
1057 5512, near the intersection of Lake Brandt and Lawndale. And one of my concerns is
1058 we're bringing...when all is said and done we'll have a major highway added to this area
1059 that's going to divide the neighborhoods and I'd like more information on what the
1060 interchanges are going to look like, how pedestrian friendly they're going to be, what
1061 kind of traffic...we need to get a lot of cars through these areas and other areas that are
1062 going to be nearby, as people were discussing. So, what kind of traffic colony measures
1063 can be taken? I'd really like to see more detailed plans in a public forum like this so that
1064 we can comment and get some idea of what this is going to look like in the future. And
1065 I'd like to know who in Greensboro is our advocate and spokesperson for that.

1066
1067 Moderator: I would suggest, of course, your local elected officials. Mr.
1068 McKinney is here. He can certainly let you know who to talk to. The Board of
1069 Transportation Member, Mike Fox...all of those folks. Again, I mentioned earlier the
1070 Greensboro Urban Area MPO (Metropolitan Planning Organization). That's where
1071 FHWA, NCDOT, and local officials get together and talk about transportation and those
1072 meetings are held every month...typically every month. And you can go on the
1073 Greensboro DOT website or our website and the information is there for you, okay, and
1074 see me after the meeting.

1075
1076 David Demiranda: So, will there be any meetings of this nature?

1077
1078 Moderator: We can certainly take a look at that. I don't want to say yes or no
1079 right now, but we can take a look at it. We can certainly hold a meeting. I just need to...I
1080 don't get to make that decision by myself. That's a decision we'll make at the post.

1081
1082 Okay, anyone else that has not had an opportunity to speak? Okay, sir you can come up
1083 again.

1084
1085 Audience Participant: Quick question.

1086
1087 Moderator: Okay, *(can't hear verbiage)*

1088
1089 Audience Participant: That's good. You said three or four times about the
1090 timelines. Can you speak to the timelines on all four segments of these? You have drop
1091 dead dates that we should be concerned with. I didn't see them in here. Are they in here?

1092
1093 Moderator: Yes.

1094
1095 Audience Participant: Okay, where are they?

1096
1097 Moderator: Everybody go ahead and turn to Page 3. And then what you're
1098 going to do is take Page 3 and this map right here...remember I said all maps have good
1099 legends on them and stuff. Well, we've got the TIP numbers here and they're in color and
1100 basically it is pretty straight forward. The first piece is the piece from PTI at Bryan
1101 Boulevard over to US 29 Battleground. That's the first piece.

1102
1103 The second piece is the eastern most piece that's from US 70 over to US 29. The two
1104 pieces in the middle on either side Lawndale, 29 on the east all the way over to US 220
1105 Battleground, to the west, not funded through 2020. Is it going to be funded in 2021?
1106 Nobody knows. I've heard a lot about folks here tonight saying that we don't know and
1107 we don't. We don't. We've got \$8 billion in loop needs out there...\$8 billion. We get
1108 \$150 million a year to meet that. You do the math. Somebody told me that it is going to
1109 take 50 years. So, we've got to come up with some idea to try to get it quicker.

1110
1111 Audience Participant: So, there's not a shareholder or stakeholder deadline that
1112 next year report deed is filed or anything of that nature?

1113
1114 Moderator: What you're asking me if there's a stakeholder deadline or
1115 anything like that. The deadlines that I went over tonight were pretty straight forward.
1116 Number one, I need everybody's comments by November 30th for this. We're going to go
1117 to right-of-way in 2011. That's next year. So, we cut that off as the date so we can
1118 respond to your questions, take a look at it, see what we can do, and still meet that 2011
1119 deadline. So, let's go ahead and get those in. And then you can see in there if you look on
1120 that page I was telling you about, the other sections and the schedules there. We'll
1121 certainly take comments and questions after that November 30th date. But again, we
1122 placed the cutoff date so that gives us time to respond and all those good things like that.

1123
1124 Okay, ma'am in the black sweater, did you want to come back up? No, I'm sorry ma'am,
1125 the lady in the very back. Both of you have black sweaters on, I'm sorry. Restate your
1126 name even though you came up before.

1127
1128 Carrie Luther: I'm Carrie Luther from Woodland Village. In regards to the
1129 question about it being an outer loop and your answer, I have been in the city limits since
1130 1988 and putting interstates within the city limits and calling it an outer loop is absurd to
1131 me. And I'm not the only one in the city limits. Probably everybody here is in the city
1132 limits. It's not taking the traffic out to the edge of the town. It's running it right down our
1133 busy intercity streets, right beside our homes.

1134
1135 I also suspect and may be you can answer this question that the National Park probably
1136 wants that narrow two lane road to be a dead end road. There's too much traffic on Old
1137 Battleground through the Park now for pedestrian traffic and people walking and on
1138 bicycles as it is. Did they request...did the National Park have anything to do with
1139 making that section a dead end?

1140

1141 Also, I'd like to ask or just give a heads up to those of you who count your pennies
1142 especially during the down turn that we're having, shortly after I did find out that I lived
1143 on the precipice of a loop, and it was going to be as big as it is, my property was
1144 reevaluated up and I went downtown and appealed that and they denied it. And I went to
1145 Raleigh before a board and I appealed it and this was back in the late 80s. So, I paid a
1146 lower tax rate than any of my neighbors have for about 20 years. And if any of you need
1147 the money, I suggest that when your property is reevaluated, you go to the hearings and
1148 tell them that you're sitting on this edge of the loop and you will lower your tax rates.

1149

1150 Moderator: Thank you, Ms. Luther.

1151

1152 Carrie Luther: You're welcome.

1153

1154 Moderator: Okay, ma'am, you can come up now.

1155

1156 Audience Participant: Me?

1157

1158 Moderator: Yes ma'am. Again, please restate your name again.

1159

1160 Elaine Jones: My name is Elaine Jones. I live in Cotswald Point Condominiums.
1161 The Urban Loop is probably going to be coming probably within 150 feet of my unit.
1162 And I'm wondering is it...I keep hearing 65 and 70 mph speed limits and I'm
1163 wondering...my suggestion would be since it's going through such a high density
1164 area...a State or National Park right there and bicycle riders, could they not lower the
1165 speed limit through there? I think it would may be help with the noise abatement and
1166 safety.

1167

1168 Moderator: Clayton, we got a design speed of 70 mph on this?

1169

1170 Clayton Walston: That's correct.

1171

1172 Moderator: Okay, design speed is not actually what the posted speed is going
1173 to be. When we talk about design speed at DOT when we go back to Raleigh, what that
1174 speaks to is the curviness of the road side ways and up and down. If you're ever been on
1175 the interstate, you notice how far off in the distance you can see. There's no hills that you
1176 unexpectantly come over. That speaks to design speed. Now, I will have design speeds of
1177 70 mph. Don't know if we've come up with what our posted speed is going to be out
1178 there. I imagine it's going to be slightly less than that. Usually, we like to have that buffer
1179 in there, but we'll make that decision at a later time as far as that posted speed limit needs
1180 to be. With it carrying an interstate shield, I-840, I don't see it being any less than 55
1181 mph, but again, we haven't made that decision yet.

1182

1183 Okay, is there anyone else that hasn't had an opportunity to speak? Again, the written
1184 comments carry the same weight. Okay, I appreciate it. We'll going to be around for just
1185 a few more minutes. I appreciate you all coming out tonight. The hearing is adjourned.
1186 Have a safe trip home.

1187
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1189
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1191
1192
1193
1194
1195

Hearing Adjourned.

Ed Lewis, Moderator
Public Involvement Unit
June 9, 2011

Typed by Johnetta Perry