

1 **OFFICIAL PUBLIC HEARING TRANSCRIPT**
2 **Transportation Corridor Official Map Act Public Hearings for**
3 **Greensboro Western and Eastern Urban Loop**
4 **From North of Bryan Boulevard near Piedmont Triad International Airport**
5 **to Lawndale Drive (State Road 2303) and From Lawndale Drive (State Road**
6 **2303) to US 70 on the east side of Greensboro**
7 **Northeast Guilford High School**
8 **October 18, 2010**
9 **U-2524C&D and U-2525B&C**
10

11
12 Okay, we'll wait until a few more folks come in. I think everybody is in. Okay, we'll go
13 ahead and get started. Good evening. My name is Ed Lewis and I'm a Public Hearing
14 Officer for the North Carolina Department of Transportation. I'll be facilitating the
15 hearing tonight. I'd like to welcome you to the public hearing and corridor protection
16 public hearing for the Greensboro Western Urban Loop. Tonight we're focusing on the
17 Eastern Urban Loop from Lawndale Drive down to US 29 and 70 East of Greensboro.
18

19 Did everybody get an opportunity to pick up a handout tonight when you came in? If you
20 didn't raise your hands, Mr. Robbins will get those to you and Mr. Joyner as well. While
21 they're doing that, if you do have cell phones, I'd ask that you would either turn them off
22 or turn them on vibrate. Sometimes it interferes with our signal up here. And, just to
23 orient you to where you are, anyone needing to go the restrooms, they're back in that
24 direction across the hallway.
25

26 Briefly, the way that it's going to work tonight, I'm going to do a few introductions.
27 Then we're going to run through the handout briefly. We're going to go through the
28 corridor map and then we're going to open it up for you to ask questions or for you to
29 provide comments. So, with that, let's go ahead and get into some introductions. Earlier
30 today, Mr. Mike Fox – who is your Board of Transportation Member, was here during the
31 informal session. He's been involved with this project for several months. He hates that
32 he cannot make it tonight but he did have the opportunity to see the maps earlier during
33 the informal session and speak with several of you. We also have with us tonight, our
34 Director of Communications, from Raleigh, North Carolina, Mr. Ted Vaden. Thank you
35 Ted. Locally, your local DOT representatives, their offices are over on Yanceyville
36 Street. They'll be the folks responsible for the construction and maintenance of this
37 project; we have Mr. Mike Mills, who is the Division Engineer, and Patty Eason, who is
38 the Division Construction Engineer. She's in the back, back there. From our local
39 Metropolitan Planning Organization, those are the folks that work with us and do the long
40 range planning for this area; we have Lydia McIntyre who was here earlier, and Peggy
41 Holland. From our Roadway Design Unit, the folks responsible for the maps that you all
42 had an opportunity to look at tonight, we have Mr. Jim Speer, here in front, Mr. Danny
43 Gardner, Abby Voigt, John Gautier, and Peter Stodja. From our Right of Way Office, the
44 folks that some of you had the opportunity to talk with tonight who is going to be
45 negotiating the Right of Way that we need for this project with you, we have Heather
46 Fulgum and Joe Parrish. I think a lot of you had an opportunity to speak with them

47 during the informal session. We also have tonight from our Noise and Air Section, Mr.
48 Greg Smith. From our Public Involvement Staff, we have Mr. Drew Joyner and Mr.
49 Jamille Robbins. From our Project Development and Environmental Analysis Branch,
50 the folks that have been handling the project development of this project, we have
51 Beverly Robinson and Lisa Feller. Also tonight, the folks that assisted with us helping us
52 put this meeting and hearing on today, we have some folks from Kimley Horn,
53 Teresa Gresham, Cathy Murrell and Jonathan Whitehurst. We do appreciate their
54 assistance.

55

56 Okay, with that as I said, the next phase that we're going to move into we'll be going
57 through the handouts, we'll go through the maps. Then we'll open it up for public
58 comments.

59

60 Okay, the front page, if you'll notice, I've got both remaining pieces of the Greensboro
61 Urban Loop shown here, U-2524C&D and then U-2525B&C. Those are the TIP
62 numbers. That's the way that we track these projects here in Greensboro, these two
63 projects. You can see the description there. We've got north of Bryan Boulevard near
64 Piedmont Triad International Airport to Lawndale Drive and then from Lawndale Drive
65 to US 70 on the east side of Greensboro. What we're here tonight is that second piece,
66 Lawndale Drive to US 70 east of Greensboro. Next Monday night, we'll be holding a
67 hearing and workshop at Bur-Mil Park for the western section and if you would like to
68 come to that, you're certainly welcome to do so. You can see the particulars of those
69 meetings there at the bottom of the page. We did have the other map available for folks
70 who came and could not make it next week; we did have the other map available. It will
71 be available for just a few minutes after tonight.

72

73 Let's go ahead and turn to page 1. We'll run through this pretty quickly. The first
74 heading there, the Purpose and Need for the Project – The Greensboro Urban Loop is part
75 of the Department's plan to improve traffic flow within the city of Greensboro.
76 Construction of the loop will allow traffic to bypass Greensboro. So in other words,
77 we've got the through traffic that are just passing through Greensboro and we're trying to
78 put this on these loops. The two projects are 15 miles of the 45 mile project of the entire
79 loop around the city of Greensboro. So these two sections, these two parts of the
80 northern loop are the remaining two pieces to complete the entire loop around town. The
81 loop will provide more direct access for traffic heading south and east of Greensboro to
82 destinations north and west of the city.

83

84 The Purpose of the Public Hearing, it's two-fold. Basically, one, we wanted to update
85 everyone that's been in the area, about where we were with the project. It's been a while
86 since we were out here. I think we were out here about 2 years ago. We wanted to come
87 back out because we had updated the corridor a little bit and there have been some folks
88 that have moved into the area and are not quite sure what that green sloth through
89 Greensboro is. We wanted to make sure that the new residents here understood that is
90 future Interstate 840 around the north side of town.

91

92 Of course the other reason is the legal reason. We have changed the protective corridor
93 and it is part of the official Corridor Map Protection Act. We have to come out and
94 perform public involvement with the folks in the community and the folks that are
95 directly impacted by the loop. So we are accomplishing many things tonight by holding
96 this meeting.

97

98 We've advertised this meeting for the last 30 days and the one next week as well. We've
99 had copies of the environmental documentation and the maps provided locally. You can
100 see it listed there. You can see the City of Greensboro, the Guilford County Courthouse,
101 and the Division Office on Yanceyville Street. You can also take a look at our website
102 that's shown there, www.ncdot.gov/projects/greensborourbanloop/ . If you have internet
103 access, you can go online and look at all of these maps and look at all of these
104 documents.

105

106 Okay, there at the bottom of page 1, Your Participation, is always important even though
107 the location and the design are pretty much set for this corridor, there are still some minor
108 tweaks which is another reason we wanted to come out to give you an opportunity to talk
109 one on one with our designers as far as access to your property, the location of driveways
110 and things like that. Also to answer some questions that you may have about the design
111 in relation to your property. Now when I do provide you an opportunity to speak tonight,
112 we just want to make sure we're respectful of everyone's opinion. We've got a lot of
113 different folks, a lot of different opinions. We're not here to vote on anything tonight.
114 We're not here to debate with you tonight. We just want to make sure you're given an
115 opportunity to be heard and understand how the project affects you. As you can see
116 there, there is my contact information. You can reach me by US Mail, fax, and email.
117 You can certainly call me up and talk to me, but I would prefer that you write your
118 questions or comments down.

119

120 The next heading, What is Done with the Input? In about 45 days to 60 days from now,
121 once all the comments have come in, we're going to meet back in Raleigh with the rest of
122 the NCDOT staff and the local staff here as well and we're going to go through all those
123 comments and try to answer all those questions. We'll prepare post-hearing minutes that
124 will be available if you want to take a look at those. Folks that require a direct response,
125 we'll also take care of that as well.

126

127 Again, Project Description – I'll let you read that. Basically, it's the northern piece of the
128 loop from Bryan Boulevard over near PTI all the way across Lawndale, all the way
129 across 29 and down to the relocated US 70 east of Greensboro. You can see those
130 descriptions there. You're going to hear me use a couple of phrases tonight, "grade
131 separation" and "interchange. An interchange is where a secondary road would tie into
132 this loop. That's the way we do that quite a bit. An interchange is like an interchange up
133 at the Farmer's Market up off of Sandy Ridge that gets you off of I-40 and gets you back
134 on Sandy Ridge and back on Interstate 40. A grade separation is where two roads cross.
135 A bridge is used to take one or the other. It's like Chimney Rock Road over Interstate 40
136 west of town. There's no direct access but the two roads are still allowed to cross. I

137 think everybody understands what a cul-de-sac is. That's when we dead-end a road and it
138 can't proceed any further. We have a few of those located along the project as well.

139

140 I have some Project Information there for you. The length of the remaining piece is
141 about 15 miles. The typical section, that's the number of lanes in each direction and the
142 width of median that separates it, we've got a six-lane median divided freeway and that's
143 three lanes in each direction separated by a median. It's going to look pretty much like
144 the loop coming up from I-85. The right of way that we're going to need is about 350
145 feet. On average, it will get wider in those interchange areas. I do have some
146 construction and right of way costs there for you. Those are estimated and will change as
147 the project design continues to get refined. The schedule, that's a pretty important
148 question. Over the last 2 or 3 weeks, that's been the majority of the questions I received
149 in when is this going to happen. I've got the projects broken out by their TIP number and
150 you can see the schedule there so basically what you're looking at, the two most end
151 pieces the western most piece down at PTL, all the way over to Battleground Avenue US
152 220; and then the piece of the eastern side from 70 up to 29, those are the two segments
153 that are funded and are scheduled. This schedule is through 2020. Now the two pieces
154 that are on either side of Lawndale Drive, so Lawndale to the east over US 29 and then
155 Lawndale over to Battleground US 220, those are not funded for anything at this time. If
156 there's no funding, there's no schedule for it. So that is through 2020. That doesn't
157 mean necessarily that it will be funded in 2021. It's just that they only go out about 10
158 years now and in that 10 year period, those two inter pieces are not funded.

159

160 We got about ten looped projects, ten towns, ten cities across the state that are looped
161 projects. We need about 8 billion dollars with a "B" to complete all those projects.
162 That's about 360 miles of projects, of looped projects that we need to do across the entire
163 state. We've done about 140 miles. So, we've got a lot to go. Now 8 billion dollars is a
164 lot. We get about 150 million with a "M" every year to try to build those projects. So
165 we're going to be chipping away at it for quite a while. I do have a note down there and
166 it is just letting you know that the costs are going to change as I said before, and the dates
167 could fluctuate, if that happens, we'll let you know through the website; you can certainly
168 check there or you could give us a call here locally or in Raleigh if you have that
169 question.

170

171 Traffic Noise – I've got some traffic noise information for you there, some frequently
172 asked questions. Mr. Smith was in here earlier today and he answered some questions for
173 some folks. Right now, as far as we know, based on the studies that we've done in the
174 past, we don't anticipate any noise walls for this part of the project. But we are
175 continuously looking at those as the projects continues to get refined. One of those things
176 that we want to make sure you understand is the "Date of Public Knowledge". Now
177 that's on page 4 there if you're following along. This is that the public and local
178 governments are notified of a road's future path. If a road project was approved before
179 September 2, 2004, this date is based either on the approval of the Final Environmental
180 Document which would be the Record of Decision or the Design Public Hearing
181 (whichever is later). That was the criteria that we were working under at that time. It's
182 the criteria that we have to stay under because the planning was done at that point in time.

183 If you look down into the next paragraph, I tell you specifically when that “Date of
184 Public Knowledge” was. So in order to be considered for noise abatement or noise wall
185 measures, you must have had an approved building permit, prior t the two dates you see
186 there and I give you the two dates for the eastern and the western portion. Noise walls
187 are proposed on the north and the south sides of the Greensboro Western Urban Loop
188 between Old Battleground Road and Lawndale Drive. No other locations within the
189 project limits met all requirements for noise walls. We will go out; there is some
190 additional public involvement that we will have to do in that area. It’s an opportunity for
191 the public to vote up or down, simple majority vote as to whether or not they want a noise
192 wall or not. It’s a process that we’ll go through pretty soon. So the folks that live in that
193 area in the Western Loop will be getting some noise ballots from us as far as that is
194 concerned.

195
196 Okay, the next heading there is the Transportation Corridor Official Map Act. Again as I
197 said, that is one of the reasons that we’re here. We’re updating the corridor that we have
198 to protect. You can see there what is the protected corridor and why we have to protect
199 it. If you look there in the middle of page 5, ‘What if my home/business is in a
200 “protected corridor”?’ We give you a list of things there that you can do. Again, part of
201 that building permit process, the local government will be notified, and the Department
202 will be notified. Those are the things that you can do. If you look down at the next
203 paragraph, those are the things that you may not be able to do. But again, there is a
204 process that we go through to approve what we call a variance. That’s what this is called,
205 a “variance”.

206
207 Down at the bottom of the page, I’ve had a couple of people ask me about this. “If I’m in
208 a tough situation, can the Department go ahead and acquire my property ahead of time?”
209 Again, what you want to do there is contact Lois Bailey Little at the email address or the
210 phone number I gave you there and she will be certainly happy to help you with that and
211 to explain all that to you.

212
213 I do have some other frequently asked questions, ‘Why did the location of the “protected
214 corridor” change?’ Again, the project has been around and we’re constantly trying to
215 refine the design, limit impacts to the environment, make the design better, and in a lot of
216 cases, that’s where the corridor expanded. In other places, it actually shrunk in size.
217 Again, we’ll talk about that here in a minute. There’s a few other questions there. One
218 of the questions we usually get, “If I am looking to sell or buy a home in the area, what
219 are some of the things that I need to be aware of?” There’s a lot of things. This is by no
220 means a complete list. I think for sure, you want to make sure you’ve got a good realtor,
221 someone that can take a look and help you with that. If you want to know where DOT or
222 the City of Greensboro Transportation projects could be, I’ve given you those two
223 contacts information there. Those are two good resources if you are looking into buying
224 or selling a home in the area. We did have a map in there that showed other projects in
225 the Greensboro area with contact names and numbers. If you wanted to talk to that
226 project engineer if you own property near those projects, those projects are undergoing
227 the same public involvement process as all of our projects do and we are notifying folks
228 through the newspaper and direct mailings of those upcoming meetings.

229

230 Right of Way Procedures – it’s something that we have to do. It’s a requirement of us. A
231 lot of folks have asked us, “How do you evaluate our property?” We evaluate it as the
232 highest and best use. We have to provide fair market value based on highest and best
233 use. We have to explain how that right of way acquisition process works with you to
234 answer all of your questions. You see we’ve got four items: Number 1. Treat all owners
235 and tenants equally. Number 2; fully explain the owners’ rights. Number 3, pay just
236 compensation in exchange for property rights, and Number 4, furnish relocation advisory
237 assistance. As I said earlier, we had our folks set up at a right of way station. They did
238 have some handout material that talked about the relocation process and the right of way
239 acquisition process, where the process that we go through to acquire your property, the
240 process that we go through to assist in moving you to a new location. So, those are two
241 good brochures to have.

242

243 The first thing that will happen before they come out and actually talk with you and
244 schedule a time to talk with you, is our surveyors will come out and stake the limits of
245 our project on your property. So you can see exactly how far on the ground the project is
246 coming over onto your property. As I said earlier, the second heading there, the
247 relocation assistance, we do provide that to you as well.

248

249 The next page is just a map and you can see how the location of the four projects area in
250 relation to the rest of the loop projects. You can see it runs from PTI over near Bryan
251 Boulevard over to US 70 east of Greensboro. Those are the blue, red, orange and green
252 color bands here. Then you can look in the legend and see which one of those projects
253 are. You go back to that project information sheet and you can see what the schedule is
254 for each one of those.

255

256 Okay, the next page is the Title VI Public Involvement Form. Our Office of Civil Rights
257 and the Title VI Program are asking us to report back to Federal Highways as to how
258 good a job we’re doing reaching all of our citizens. This is strictly a voluntary form. I’m
259 not asking for your name. All I would like to get is your zip code at least and you can
260 check off the boxes that are in there. You can provide us your street name if you wish to
261 do so; you don’t have to. But again, we’re trying to get a handle on all the citizens that
262 we are reaching with our public outreach efforts. The way that’s set up, you can tear it
263 off the back, fold it in half, tape it, put a stamp in here and mail it straight to our Title VI
264 Office.

265

266 The next sheet is our Public Comment Sheet. It’s designed to tear off the back and again,
267 this is where if you don’t feel like standing in front of a bunch of folks tonight and
268 speaking this carries the same weight as if you did. You can write it out on this and mail
269 it in like you did the other one. I’ve also got my internet email address. I also have a fax
270 number and at the website, you can reach me through our contact us number as well.
271 Again, if you look down to the bottom, we are asking that you get those comments in by
272 November 30th. That just gives us an opportunity to look at all of the comments, hold our
273 meeting, and figure out what we need to do, of course throughout the remainder of the
274 lifetime of the project. You can certainly contact us at any time. Again, that last

275 comment form is very important. Even though the location of the corridor is set, the
276 design is pretty much set. There is still some minor design tweaks as I said earlier,
277 driveway connections and things like that, that you can certainly ask us about. Then that
278 will give our designers and opportunity to look t it.

279
280 Okay, that's it for the handout. Let's go ahead and take a look at the map and we'll
281 breeze through it. Now these maps are not the ones that we're going to build the project
282 by. These are formal public outreach public hearing maps. As you can see, it's got aerial
283 photography. Basically what we've got is our design placed on top of that with street
284 names and things like that. So like every good map, there are some map elements that I
285 want to call your attention to. The first one is the north arrow and it's right there. So the
286 north arrow is pointing to the right in this map. Now, most time we grew up looking at
287 maps with the north arrow pointed north. There's a good reason for that. The way this
288 was set up, as we continue to go around the loop, if you notice, at the north arrow,
289 depending on the configuration of the design here on the map, the north arrow is pointing
290 down. So, don't let that throw you off. Okay so again keep a look at that. It's got a title
291 which is the project, the Eastern Corridor. It's got a legend, and we're going to talk about
292 the colors in a minute. It's got some local road names and some neighborhood names
293 and some creek names. It's got a scale down here so if you've got an inch scale you can
294 scale distances and everything. We've got a typical section here. In this place, we're
295 looking at two lanes in each direction, four-lane divided; for the remainder of the project
296 from 29 to the west, it's going to be six lanes with three lanes in each direction. So, if we
297 start here, back this way is Interstate 85. This is already, this piece is already in and it
298 stops at 70. A lot of you remember this use to be Four Mile Loop Road. This used to be
299 Old 70. We went ahead and made that a safer design so that we'd have access in this
300 area. We took care of the railroad tracks and everything so that is set.

301
302 Now, looking at the colors in the legend, the yellow colors like you see here, those are
303 existing roadways that are out there now. Survey information helps us tie to the design
304 into what's out there. The light green that you see is the proposed loop. You can see
305 here we have an interchange and that's a diamond interchange and you can see how the
306 ramps kick out tying in there to Huffine Mill Road. The red, the little pieces of red like
307 you see here, those are concrete structures like bridges and culverts or things like that.
308 The blue of course that you see in here, that's existing streams and rivers, creeks and
309 bonds as well are in there. Then you see this blue squiggly kind of square; those are
310 wetlands. We have to know where those are when we plan and design those highways,
311 so they show up on here as well. The light purple, and it's very hard to pick up, that's
312 existing right of way. Some of you who took a close look at the map, you could see the
313 property lines but you had to be real close to see those. Now, what I really want you to
314 focus on the two colors which are the orange color that you see here and then the red
315 color with the clear circles in them. The orange color is the protected corridor that we
316 showed you all that were here back in 1996. As I said, we've refined the design. We
317 tried to provide some additional avoidance of some environmental resources out there so
318 that you can see that in this area the corridor has widened out a little bit. So what you're
319 really concentrating on now is the red. Red is the new corridor. A lot of you who were
320 in there earlier saw the key map. We refer to it as the key map. That's the actual

321 footprint of the protected corridor and it's the limits of the right of way that the project is
322 going to sit in. We've got some squiggly lines here. That's additional corridor
323 protection. Then we've got other areas where we have tightened that corridor up so
324 we're showing you that as well. Then the last one is a proposed noise wall. And again,
325 there's no noise wall proposed on this one. Originally, there was one proposed here but
326 we went through the balloting process with the property owner and he did not want a
327 noise wall there so one will not be provided there. So that's a situation where it was his
328 vote as to whether or not he wanted a noise wall.

329

330 Okay, so starting from US 70 Burlington Road, we're proceeding north and we're going
331 to come to Huffine Mill Road. This is just a standard diamond intersection which has got
332 ramps coming up to Huffine Mill Road. Then you can see the bridge there coming this
333 way. So, Huffine Mill Road is going over the Greensboro Loop. Then you see Camp
334 Burton Road. Again, it goes under the Greensboro Loop and then the Greensboro Loop
335 goes over the top of Camp Burton Road. That's that grade separation that I was telling
336 you about, two bridges carrying the loop over Camp Burton Road. We proceed on,
337 Rankin Mill Road, it is also passed over by the loop and the loop of the bridge here also
338 goes over some wetland areas that are in here as well. So, that's a pretty long bridge that
339 passes over the wetland areas and of course Rankin Mill Road. Again, we continue on.
340 Again we've got a couple of bridges that takes the loop over Hines Chapel Road grade
341 separation. You can see here, as I was telling you earlier, this is an area where the
342 corridor has expanded. Here you see a situation where McKnight Mill Road, we're using
343 existing McKnight Mill Road and we're going to build the new McKnight Mill Road that
344 will go over the Greensboro Urban Loop. So once we go over the Greensboro Urban
345 Loop with the relocated McKnight Mill Road, the existing McKnight Mill Road will go
346 away.

347

348 Continuing on, this is US 29. This is really where you see a shift so this piece ties in up
349 here, I'm sorry down here. So this is US 29, and you can see we've got some work that
350 we're doing up at Hikeland Road. We're expanding that interchange. It's kind of a
351 diamond now and we're putting ramps and loops in as well so that's a pretty good
352 interchange there. Then we come in to the Greensboro Eastern Loop with its proper
353 interchange with US 29. You can see that our project extends south. I think that the
354 Cardinal is down here. Again, this is heading up north towards Danville.

355

356 Now this is the interim design here. We won't build the whole interchange at this time
357 because this is where the piece where US 70 is coming up, so we'll build part of it; but
358 from here on out, the rest of it will not be build until sometime after 2020. So we'll build
359 part of this interchange and then when we come back in, and get the rest of the funding
360 and everything, we'll complete this. This is called a freeway to freeway interchange. No
361 one has to stop, you just go. That's usually what you see when two major routes
362 intersect. You don't really want anyone to stop; you want everyone to keep moving so
363 this is a good type of design.

364

365 Do continuing on to the west, we come across Lee's Chapel Road. Lee's Chapel Road
366 will pass under. There will be a bridge that takes the Greensboro Urban Loop over Lee's

367 Chapel Road and of course over the Norfolk Southern Railroad as well. We continue on.
368 We come up to Yanceyville Road. We've got a partial clover interchange in there.
369 We've got ramps and loops on this side and ramps and loops on this side. Then you can
370 see where the corridor has expanded a little bit in here because of that. Moving on,
371 we've got Church Street. Church Street is just a grade separation. Then looking here at
372 North Elm Street. Again, that's a partial interchange which is ramps and loops on this
373 side and ramps and loops on this side. Again, that provides good access between North
374 Elm Street and the loop. Continuing on, we cross Lake Janette Road. Again, that is
375 going to be carried over the loop in that area. Then we're working our way over here to
376 Lawndale where the project stops.

377
378 Now, I went through that pretty quickly. Again, we were here for about 2 hours earlier
379 and we'll be here for just a few minutes afterwards if you have any comments about the
380 map. Okay now, I'm going to go ahead and shut this off and hook this up and hopefully
381 it won't squeal. Test, test, test, test. Okay. Could everybody hear me pretty well? When
382 you come up and speak, again, there's a couple of things I want to remind you of. We're
383 not going to argue with you. We want to hear from you. We don't want you to argue
384 amongst yourselves. We're not going to make any decisions tonight. We'll make those
385 decisions back in Raleigh and let you know what those decisions are. When you do come
386 up, you can work the mic. I do ask that you speak directly into it rather than over this
387 way. That way, it can pick it up a little bit more clearly. We're not timing anybody
388 tonight. We don't have that many people signed up but I hope that you'll use your time
389 wisely. Okay so once I go through the list here, we'll open it up for those that didn't get
390 an opportunity to register to speak. So with that, I've got Jerome Pearson. And I think I
391 talked to him earlier and he said he probably would not speak tonight. Okay. Walt
392 Thompson. Walt Thompson. Come ahead sir, and when you come up, please state your
393 name and address for the record.

394
395 Walt Thompson: My name is Walt Thompson. My address is 10 Mansfield
396 Circle in Greensboro, zip code – 27455, and that is in White Hall.

397
398 One of our major concerns is noise reduction. Two things that might
399 mitigate noise problems are number 1, make the runway cut under Lake Janette Road as
400 deep as possible. There have been some comments and I don't know how deep it can be.
401 They're going to go down to bedrock. We hope that bedrock is awfully deep.

402
403 The other thing that comes to mind to mitigate the noise problem is to
404 pave with asphalt rather than Portland cement. The asphalt is known to have less road
405 noise than Portland cement does.

406
407 We also have information that some of our houses in White Hall were
408 permitted in April of 1995. That is pre-dating the Date of Public Knowledge which was
409 May 11, 1995. I talked to several of the DOT people earlier this evening and I said that
410 we had information from an employee of the developer. I may have misspoken there.
411 My wife informed me that we were notified by the local newspaper of the date of

412 permitting of these homes. At the present time I don't know how many there are but they
413 were certainly in the first block of houses which is very close to the proposed.

414

415 I want to thank all the DOT people for all their help and courtesy and
416 being very informative. Thank you.

417

418 Moderator: Thank you sir for those comments. One additional thing about
419 some of things that we can do, once the project is built, we will provide a corridor wide
420 landscape plan. Then folks will have an opportunity to weigh in on that. Thank you sir.
421 We've got a unit back in Raleigh that is called the Roadside Environmental Unit. They
422 develop a planting plan for the entire corridor. In some places, we can place trees and
423 shrubs that will help block the view. Again, it doesn't necessarily help with the noise,
424 but it does provide some screening from the roadway. That will be developed once the
425 project is constructed under a separate contract and that will be handled by our local
426 office. Thank you Mr. Thompson. Next we have Jerome Spruill.

427

428 Jerome Spruill: My name is Jerome Spruill. I live at 5102 Dunston Road,
429 and the zip is 27405.

430

431 I want to ask, when will you really know when the money is available to
432 purchase right of way? I mean, because we were told that there would be some purchases
433 this year and now it's being pushed, I think either 5 or 10 years away. That's very
434 inconvenient for us to plan.

435

436 The second little comment I'd like to make is that we have all been forced
437 to leave our homes or businesses and we're going to get fair market value. I don't think
438 that's fair. We've been asked to leave; we should get a premium when we are being
439 asked to leave, I think. I know that's not in your preview but it's sure going to be a
440 inconvenience to us because we're then going to be stuck for another 10 years in our
441 residences and we can't do anything to our house. We can't fix it up. We've lost the
442 enjoyment of our house waiting for this project.

443

444 Moderator: Thank you for those comments sir. The second part of your
445 question as far as the fair market value and how you'll get treated, I'm just going to leave
446 that with the right of way agent. When they contact you, each individual property has it's
447 own attributes and we can generally talk about right of way and how everything works
448 but that's why we have our right of way agents call you up at home and set up a time to
449 come out and talk with you at your home, at your convenience to help you understand
450 how that whole process works.

451

452 The other part of your question is when? Over the last couple of years,
453 we've come up with what is called our prioritization process with these loop projects. As
454 I mentioned to some of you earlier, we've got probably 360 miles of loop roads in 10
455 major urban areas. That's about \$8 billion worth of need out there. This prioritization
456 process looked at need and also benefit and assigned each of those perimeters a number
457 to come up with a fair and equitable way to determine the when it will happen. Two of

458 these projects scored pretty high and we feel very good about those numbers. Right now
459 we've got something that we refer to as our 2011-2018 State Transportation Improvement
460 Program. That's the way we schedule and fund all of our projects. So, we feel really
461 good about that. It's in draft form right now. It's out for public comment as well. A lot
462 of those towns and metropolitan organizations and rural planning organizations are taking
463 a look at it and providing us comments. Our Board of Transportation is going to vote on
464 that plan next summer. So the challenge is and it's going to be a challenge for quite a
465 few years. We've got \$8 billion worth of need, I mentioned this to you before, we only
466 get \$150 million with an "M" a year to try to address those needs. So for right now, I feel
467 really good about the two schedules that we're showing you tonight. Again, the two
468 extreme end pieces of the remaining loop are funded for right of way and construction.
469 The two inner pieces on the side of ... my mind's going blank ... Lawndale, thank you,
470 those are not scheduled for anything through the year 2020. So, that's about the best
471 answer I can give you. We're better off than we were two years ago and that's the best
472 schedule that we have right now.

473

474 Next we have Monica Price. Monica Price. Okay. Again, if you don't
475 speak tonight or you are uncomfortable speaking tonight or you want to think about what
476 you're going to say, the comment sheets carry the same weight. We'll take a look at
477 those just like we will what we are recording here tonight.

478

479 Okay, with that, that is everybody that has signed up to speak. Is there
480 anyone else that didn't sign up that wanted to come up and speak and provide comments
481 or anything? Come ahead sir in the green shirt. Again if you would, state your name and
482 address for the record please. Thank you.

483

484 Dan Acker: My name is Dan Acker. That's A-c-k-e-r. I live at 24 Bluff Ridge
485 Court, zip code -27455. I actually have a series of questions rather than comments. I
486 don't know if they will need to be addressed immediately but perhaps they can go on
487 record and someone can get back to me.

488

489 The first thing you can help me better understand, so I hear you saying
490 that there are certain sections of this project that are not funded through 2020. I
491 understand the \$8 billion and the limited amount coming in. But does it mean for the
492 next 10 years, no funding is possible or is it possible that somehow in the next 10 years
493 funding could appear that could accelerate these projects. I don't fully understand what
494 the process is. I don't understand whether the DOT setting priorities is an annual affair
495 or what the frequency of re-assessment is.

496

497 The next question is kind of a general question and as one of the other
498 speakers mentioned, the concern was mostly about noise. So the question is, are there
499 any circumstances after... let me see if I can get the term right... after the Date of Public
500 Knowledge" that would initiate new noise studies based on current conditions on the
501 ground as opposed to what housing conditions were in the early 1990's? Are there any
502 circumstances at all that would have the DOT re-initiate sound and noise studies?

503

504 The next one is, I'm reading from your handout now, "since the planning
505 and environment"... you're talking about the number of lanes proposed and why they
506 increased... but it says, "since the planning and environmental studies were completed in
507 the mid 1990's, growth has increased in Northern Greensboro. Okay. When the
508 Department updated the traffic model for the project, the number of cars predicted using
509 that part of the Greensboro Urban Loop, the increase required going from four lanes to
510 six lanes. So over the course of the next 10 years, as new projection, these new traffic
511 projections are made, is it at all within the realm of possibility that the currently proposed
512 six lane highway could go to an eight lane highway if traffic volume is projected to
513 increase even further than we think it is today?

514

515 Let's see what I had else. One more quick one, somewhere in your talk
516 you mentioned that there were no noise walls planned for at least certain segments of the
517 highway. I thought you said that you but you would continue to look at it. So what
518 exactly will you continue to look at? What is it that would change or alter a decision that
519 says that right now there's no plan but at some future time there may be a plan? So if
520 there are specific things are certain things that you look at, that would be of interest for
521 me to find out what that is.

522

523 Okay, thank you for allowing me to speak.

524

525 Moderator: Let me try to address some of those. Your first question was about
526 other funding sources that might be available. I'm not sure of how many are aware that
527 we do have a loop over in Raleigh. We are looking at using tolls on that project to build
528 part of that project. We're always looking at public - private partnerships, or 3D
529 partnerships. We're looking to see as what we can come up with in what kind of funding
530 that is available out there. And, we'll continue to do so.

531

532 Number 2, you asked when new noise studies would be done for a certain
533 area. That's when we start a new project development process going through the NEPA
534 process. It's a situation under a new document where we would look at adding capacity
535 or even a new roadway; we would take a look at it under that project.

536

537 Number 3, you talked about projections; you talked about the 10 years
538 going forward and that the traffic projections could increase. Right now our traffic
539 projections are through 2025 or 2030. Who knows what the future holds? This used to
540 be a rural state. It's becoming more and more of an urban state. So, I'm not going to rule
541 that possibility out, but again, we would let anybody and everybody know if that change
542 did come about.

543

544 We're all the time double checking and we're finding designs, not just
545 noise but other things as well to try to avoid and minimize impacts to not only the natural
546 environment but the human environment. So it's not just the lower stuff that we look at,
547 it's all aspects of the environment that we would look at. And with that, do we have
548 anyone else, any other questions? Anyone else want to speak tonight? Okay come ahead
549 and speak sir. Thank you for your comments and questions Mr. Acker.

550

551 Ernie Simmons: Okay my name is Ernie Simmons. I live at 28 Willright
552 Court, 27455 in the Lake Janette area.

553

554 The question I have is more of a statement, I guess. The frustrating thing
555 for an individual like myself and maybe some of the people in here, you have the
556 statements in here and the area I live in is not funded until 2020. Construction is not
557 funded. If we have issues with noise abatement, poor design, poor planning done by the
558 city and the builders, why can't we step forward with that amount of time and fund it.
559 Put in the funds because it's not funded. Can it be re-visited? This is kind of following
560 what Dan was saying. I have a hard time with that. It seems like all the rules are in your
561 favor and we have no recourse. Now Mr. Mills and his staff have been very nice in
562 briefing us and educating us and I appreciate that. But, the story is the same. If you
563 weren't on board in 1996 then it's too late, and that's very frustrating. Thank you.

564

565 Moderator: Thank you sir for those comments. Anyone else? Ma'am come
566 ahead please. Yes please, that way will have it for the record.

567

568 Maureen Burns: I'm Maureen Burns and I live at 1 (Inaudible) Lane in
569 Greensboro, at 27455. It's White Hall Development.

570

571 My question is, since the decisions were made back before I even got here
572 and the projection is way far away, why did you allow all this building to go on around
573 this area and say it was okay to put a million houses and then you're going to run all
574 through them and just destroy the whole neighborhood that we have there? It's already
575 gotten, Lake Janette Road has gotten very, very busy and this is just going to make it
576 insane. I'm just trying to figure out why you have done that and why you have then
577 revised that plan to take it a little further out since it's supposed to be a loop. The loops
578 are down here, it doesn't loop up here. Let's try to loop it a little it more, make you can
579 change that. It's not in stone yet.

580

581 Moderator: Thank you for those comments ma'am. Again, to build or not to
582 build is a permit issue. If a permit is granted locally... if you remember earlier, we talked
583 about the corridor aspect of this project. So, if anyone is going to build within or
584 adjacent to this project, this map is on record, the '96 map is on record with the county.
585 So the county knows about it, realtors should know about it, the developers should know
586 about it. I've had several conversations with Mr. Smith in our Noise and Air Section, and
587 there are certain things that a developer can do that are noise friendly to design. Back
588 when we did the original study, we started back in the early 90's and there were not a lot
589 of folks out here. There was not. So there was not reason for us following our noise wall
590 policy or noise abatement policy for us to provide noise abatement for properties that
591 were not there. It would be a misuse of public dollars, so there is a formal process that
592 we have to follow since we do have Federal and State dollars involved and we take that
593 responsibility very seriously. You are right; it puts property owners in a difficult
594 position. That's why I said earlier in one of those frequently asked questions; make sure
595 you know what you're getting in to when you're looking at buying a house or selling a

596 house. Make you sure you know where those big highway projects are coming. But yes,
597 again, if there are monies available from another source and someone wants to do that,
598 we're certainly willing to have a conversation with them about that.

599

600 Okay, is there anyone else? Sir you can come ahead. Again, state your
601 name and address for the record.

602

603 Lloyd Newby: My name is Lloyd Newby, 20 Bluff Ridge Court, 27455.

604

605 One question in particular, since you're changing the number of lanes
606 from four to six, from 29 to Bryan Park I believe, where those six lanes included in the
607 original public hearing? No? Mike says "no". To me that seems to constitute a major
608 re-design. Does that qualify for another public hearing? Thanks, I appreciate it.

609

610 Moderator: We looked at that and asked our partners at the Federal Highways
611 and it does not. We did ask that question though, we had that same question and the
612 answer is no. Okay, anyone else? Okay sir, I'll let you come up one more time.

613

614 Walt Thompson: That's what happens when you're early on the list, you get
615 to look at the map.

616

617 Moderator: Re-state your name and address please.

618

619 Walt Thompson: My name is still Walt Thompson and I was sitting here
620 looking at this map over here on my far right and the City of Greensboro has a bond
621 issues that they are trying to spend building a branch of the public library. It is right next
622 to the fire station. Do you coordinate with the City on things that they are going to build?
623 Will we have access to that? That's where they have the overpass on Lake Janette. I'm
624 concerned that this has been built into the plans for that overpass.

625

626 Moderator: I guess your question is more about emergency response time; how
627 they can get access over the loop?

628

629 Walt Thompson: Well there's two things over there. There's the fire station
630 and the trailer for the temporary library has been next to the fire station. Now how do
631 they come over to us? The fire station is one thing but here we are building a ... if you
632 coordinate with the City, they could build it somewhere else that would not be so
633 congested as that overpass there.

634

635 Moderator: Okay, let me respond to that in that generally this project is in
636 adopted in accordance with the local area plan. They are aware of what we are proposing
637 with our highways. We are aware of what they are proposing. There's good
638 coordination back and forth between us. As part of that Project Development Process the
639 emergency access is one of the things that we look at. A lot of good captains will take a
640 look at where there fire stations are going to be located. We've got one on the western
641 end of the project near PTI. It's not going to have access to the loop but it's going to be

642 able to go under the loop and still have access for emergency response just like it does
643 now. We do coordinate, and we do take a look at that.

644

645 Okay, don't forget now that the written comments carry the same weight.
646 Ma'am did you want to come up? You can. It's okay.

647

648 Elizabeth Hilliard: It's a silly question.

649

650 Moderator: There aren't any questions a kindergarten teacher use to tell me.

651

652 Elizabeth Hilliard: My name is Elizabeth Hilliard. I live at 5518 Birch Ridge
653 Road, 27455.

654

655 We live on a little dead end road. Where you're taking the highway
656 through, how do we get in and out of there?

657

658 Moderator: Jim. Where's Jim at? Jim Spear is right here. Jim Spear is our
659 Roadway Design Engineer. But you two can get together and he'll explain that to you
660 before we leave tonight. Thank you Jim.

661

662 Okay, Sir did you want to come up. Okay. Again, state your name and
663 address for the record too please.

664

665 Fred Clark: My name is Fred Clark and I live off of Willow Lake Road, that's
666 off of Highway 70 and that's the new part where the underpass comes.

667

668 I wanted to know, this here is right of way that was supposed to be bought
669 in 2011, right? Is that still on?

670

671 Moderator: Yes that's the start.

672

673 Fred Clark: That's when you will start over there right? But I've been told so
674 many different things since 1995 that it is not funny. But do y'all have the money now?

675

676 Moderator: Okay, let me explain how that works. Right now the way that it
677 works is that if I'm saying we're going to start right of way in 2011 and construction in
678 2013, that doesn't mean I've got the money right now in a checking account. Just like
679 ya'll do your finances at home. You're anticipating money to be coming in for
680 expenditures in the future. It's the same situation here. So in the year 2011 and 2013 for
681 right of way and construction, we anticipate that money being there and again, that's that
682 State Transportation Improvement Program that I was telling you about. That's how we
683 plan the project and also make sure we've got the money when it's time to go to right of
684 way or construction.

685

686 Having said that, if you look down at the bottom schedules are tentative
687 and can change.

688

689 Fred Clark: Right. But, that's the way it's been all along?

690

691 Moderator: Right that's the way it has been.

692

693 Fred Clark: That airport has really messed us up hasn't it? What is it 17 miles
694 over there and then it looks like San Francisco up in there at the back end of the airport.
695 But you know we need that road through there because I'm a ½ a mile from those
696 truckers coming out of there. Over 250 trucks come up over there and it is really noisy. I
697 live down there and (Inaudible)...some day. But you say it's still on if they've got the
698 money right?

699

700 Moderator: Right.

701

702 Fred Clark: Alright.

703

704 Moderator: If anything changes, and we hope it doesn't, ya'll will be the first
705 to know. It's pretty solid and we feel pretty good about that prioritization process that
706 we've just been through.

707

708 Fred Clark: Thank you Mr. Lewis.

709

710 Moderator: You're welcome sir. Okay, with that we'll go ahead and adjourn.
711 We'll be around for just a few minutes if you have any specific project related questions.
712 Thank you very much. Have a safe drive home.

713

714

715 Hearing Adjourned.

716

717

718 Ed Lewis, Moderator
719 Human Environment Unit
720 October 18, 2010

721

722 Typed by Demorris N. Hukins

723

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725