APPENDIX C

PUBLIC INVOLVEMENT
PARTS 1-3

APPENDIX C

1. Public Involvement - Project R-2247

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

January 29, 2003

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

Winston-Salem Northern Beltway
Bethania-Tobaccoville Interchange Meeting

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

Dear «First_Names» «Last_Name»:

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

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

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

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

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

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

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

LOCATION:
TRANSPORTATION BUILDING
1 SOUTH WILMINGTON STREET
RALEIGH NC

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

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

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

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

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

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

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

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

Sincerely,

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

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

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

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

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

PLEASE....

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

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

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

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

Why Are Interchange Alternatives Being Studied?

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

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

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

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

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

Alternatives Under Consideration

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

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

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

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

Impacts of Alternatives

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

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

Table 1- Impact Comparison

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

What Happens Next?

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

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

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

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

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

How Will I Be Notified About NCDOT'S Decisions?

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

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

Further Information

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

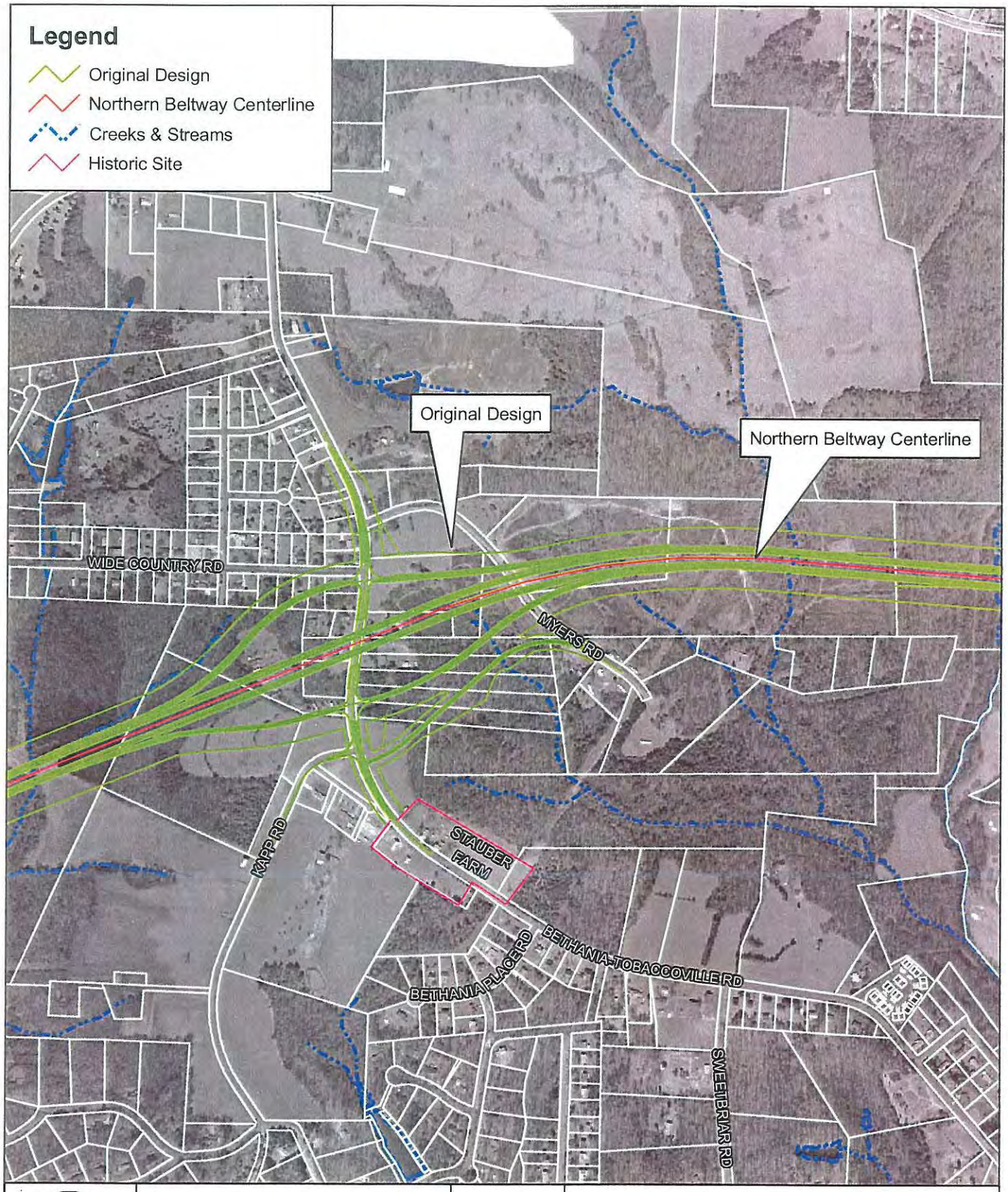
Ms. Jill Gurak, PE, Project Manager
PBS&J
3214 Spring Forest Rd
Raleigh, NC 27616

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

Or:

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

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

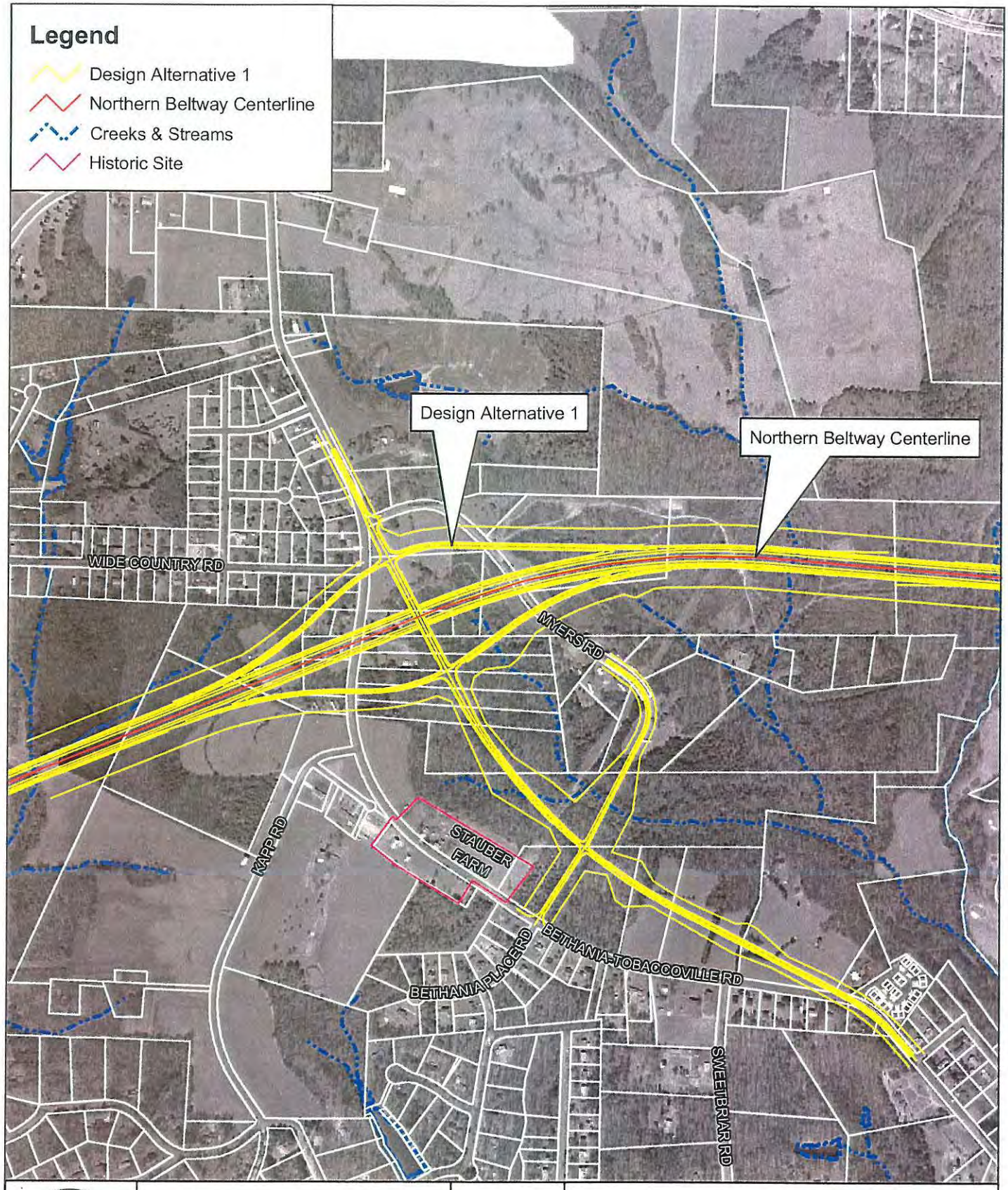


Scale: 1" = 800'

800 400 0 800

N W E S

Winston-Salem Northern Beltway
TIP Project R-2247
Bethania-Tobaccoville Road Interchange
Original Design

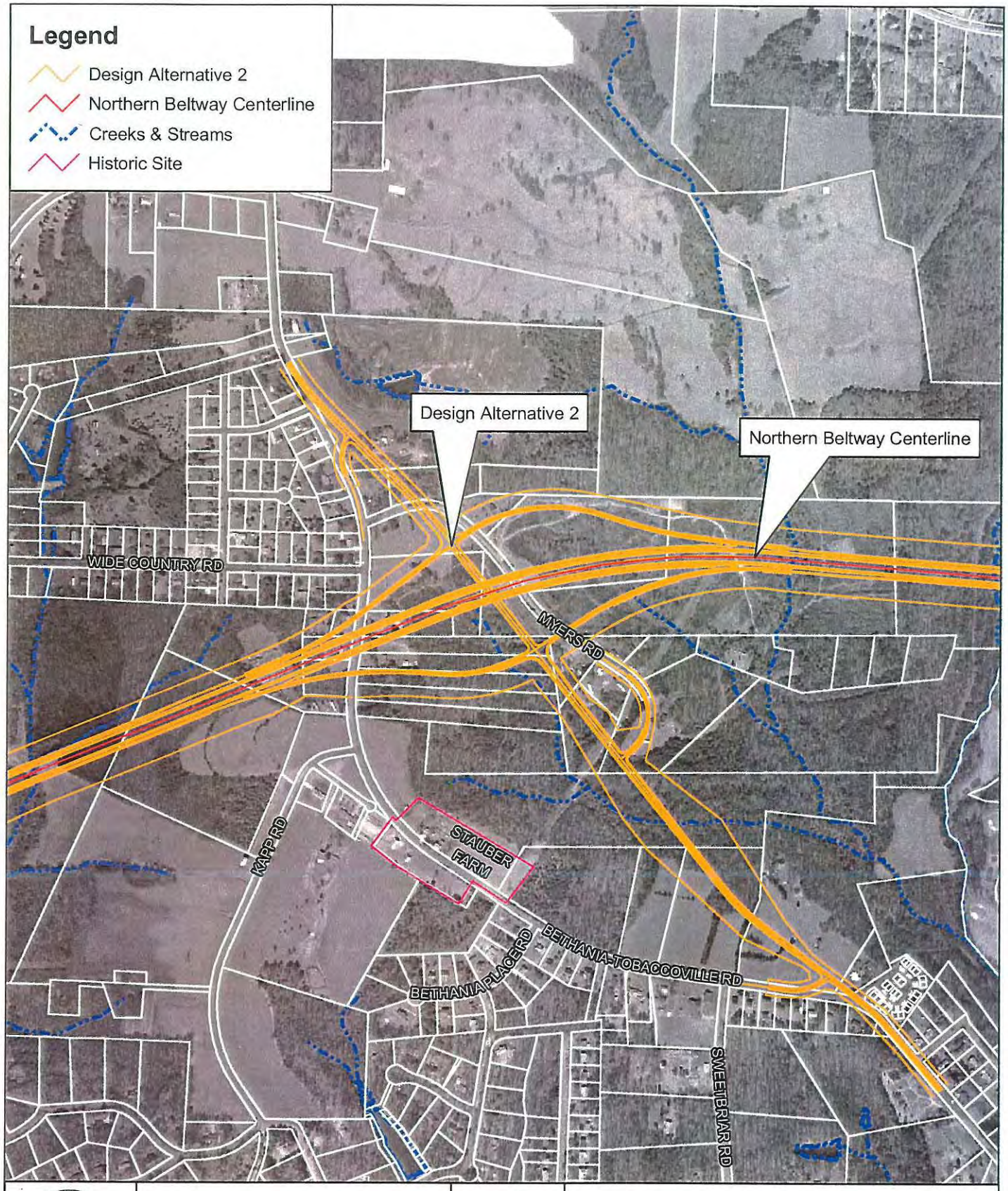


Scale: 1" = 800'

800 400 0 800

N W E S

Winston-Salem Northern Beltway
TIP Project R-2247
Bethania-Tobaccoville Road Interchange
Design Alternative 1



Scale: 1" = 800'

800 400 0 800

N W E S

Winston-Salem Northern Beltway
TIP Project R-2247
Bethania-Tobaccoville Road Interchange
Design Alternative 2

Winston-Salem Northern Beltway Western Section Reevaluation

Transportation Improvement Program
Project No. R-2247

November 2001

What's Happening?

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

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

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

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

Continued on page 2.

Citizens Informational Workshop Scheduled

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

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

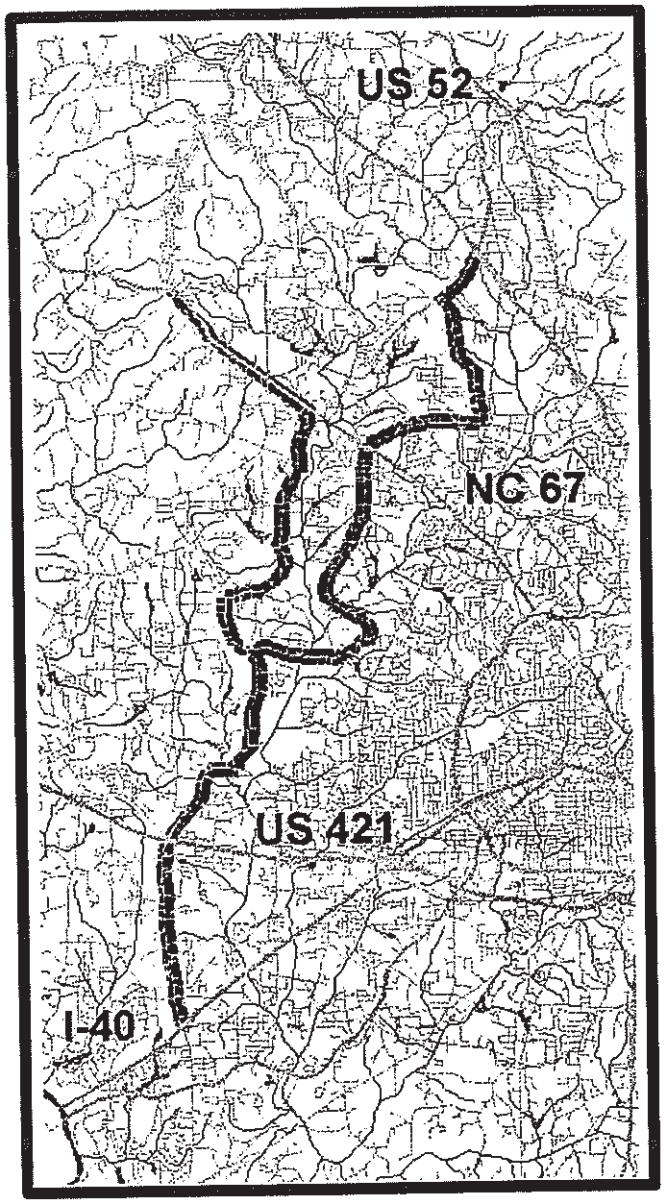
Anyone desiring additional information may write Missy Dickens, P.E. at NCDOT, Project Development and Environmental Analysis Branch, 1548 Mail Service Center, Raleigh, NC 27699-1548. She may also be contacted by phone at (919) 733-7844 ext. 218, by fax at (919) 733-9794, or by email at mdickens@dot.state.nc.us.

Continued on page 3.

Mark Your Calendar!

Citizens Informational Workshop

Date: Tuesday, November 27, 2001
Location: **Calvary Baptist Church**
5000 Country Club Road
Winston-Salem



Alternative RV-A

Alternative RV-A

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

Alternative RV-A is approximately 22 miles long.

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

What's Happening?

Continued from Page 1

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

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

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

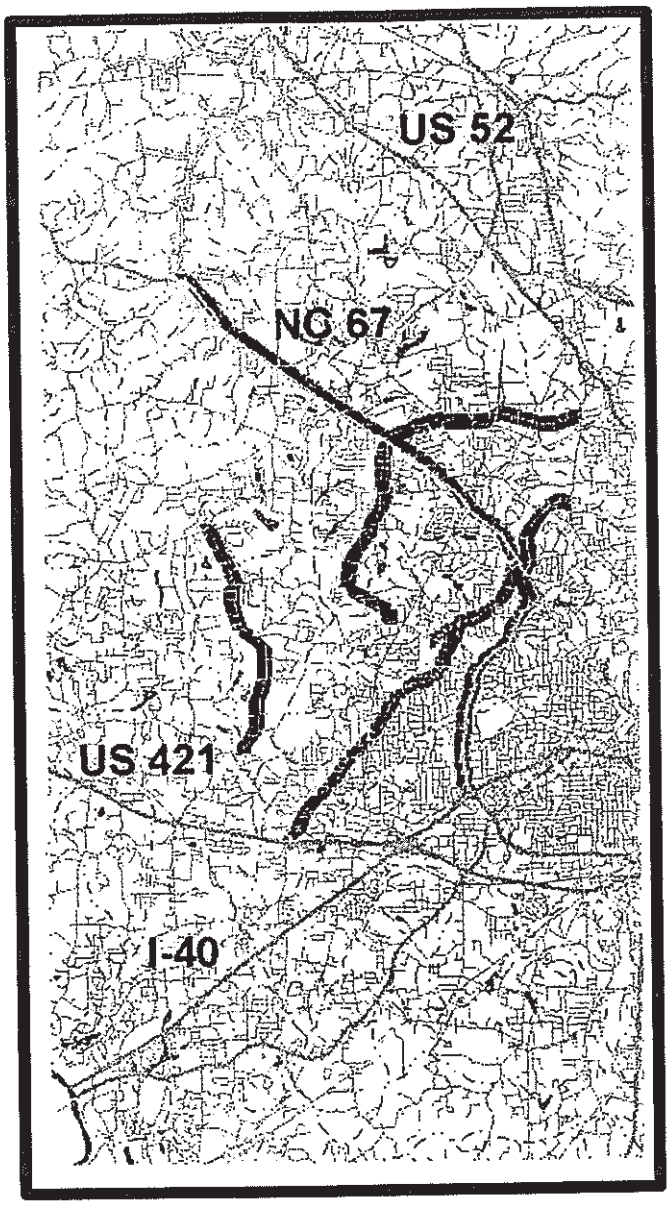
Alternative RV-B

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

Alternative RV-B is approximately 27 miles long.

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

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



Alternative RV-B

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

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

Citizens Informational Workshop Scheduled

Continued from page 1

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

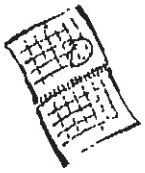
PBS&J
3214 Spring Forest Road
Raleigh, NC 27616

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

Citizens Informational Workshop

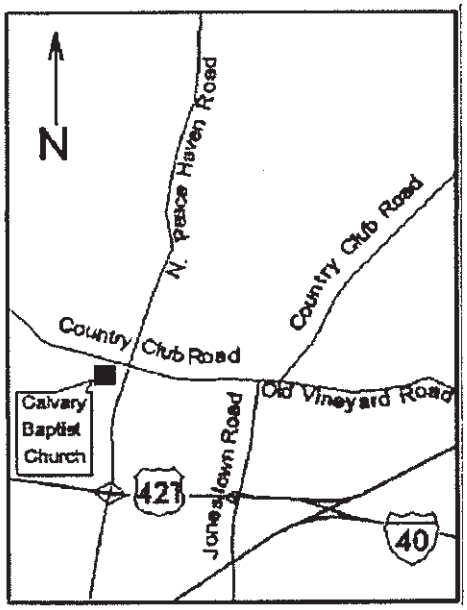
When: Tuesday, November 27, 2001
4:00 pm – 8:00 pm

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



See inside for more details!

Mark your calendar!



PROJECT R-2247 SLIDESHOW FROM

NOV 2001 Citizens Informational Workshop

The Slideshow will start in...

3 MINUTES

Slideshow will start in....

2 MINUTES

Slideshow will start in....

1 MINUTE

WELCOME!

WE WANT TO HEAR FROM

YOU

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

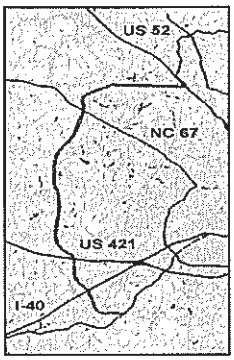
YOUR INPUT IS IMPORTANT

This slideshow includes.....

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

PROJECT HISTORY

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



The Preferred Alternative

(C3-WEST-B)

Western Section of the Northern Beltway

PROJECT HISTORY (Continued)

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

This slideshow includes.....

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

WHAT IS THE NCDOT STUDYING NOW?

TWO ALTERNATIVES ARE BEING STUDIED

RV-A and RV-B

These two alternatives would improve and widen existing roadways

HOW WERE RV-A AND RV-B DEVELOPED?

Transportation problems in western Forsyth County:

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

HOW WERE RV-A AND RV-B DEVELOPED?

The benefits of the Preferred Alternative would be:

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

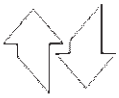
HOW WERE RV-A AND RV-B DEVELOPED?

RV-A and RV-B focused on:

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

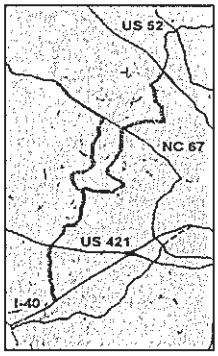
ALTERNATIVE RV-A

Addresses the benefit of improved north/south connectivity

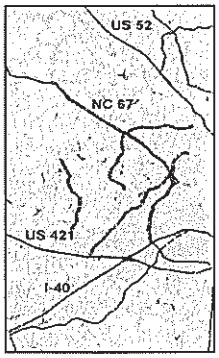


ALTERNATIVE RV-B

Addresses the benefit of congestion relief for area roadways



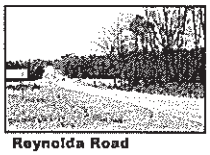
Alternative RV-A

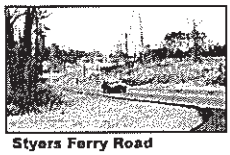


Alternative RV-B

ALTERNATIVES RV-A and RV-B would involve:

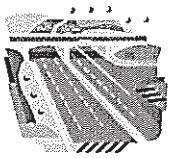
- 2-lane roads widened to 4 lanes
- 200 feet of right of way
- Sharp curves and steep grades improved
- Some intersections realigned


Reynolda Road


Styers Ferry Road

Silas Creek Parkway in Alternative RV-B

4 lanes widened to 6 lanes to the outside



This slideshow includes.....

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

If pursued...

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

RV-A or RV-B =

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

The NCDOT is evaluating:

- Feasibility
- Effectiveness
- Impacts
- Public Opinion

For comparison to the Preferred Alternative

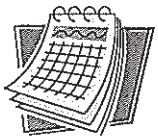
The NCDOT will consider...

- Your Input
- Impacts
- Costs
- Effectiveness

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

- Environmental Studies
- Engineering Designs
- Supplemental Environmental Impact Statement

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



This slideshow includes.....

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

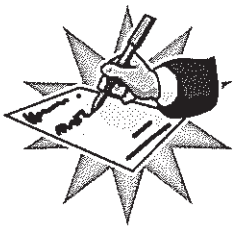
How will I be notified of NCDOT's decision?

YOUR INPUT COUNTS!

So Please....

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

Please fill out your comment sheets



Return your comments...

At the registration table

Or via mail or email

THANK YOU!

APPENDIX C

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

Winston-Salem Northern Beltway (Eastern Section)

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

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

Preferred alternative selected

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

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

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

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

Meets project objectives

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

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

Advantages of Alternative 7

Residential relocations. Alternative 7 requires the fewest residential relocations.

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

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

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

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

Public hearing

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

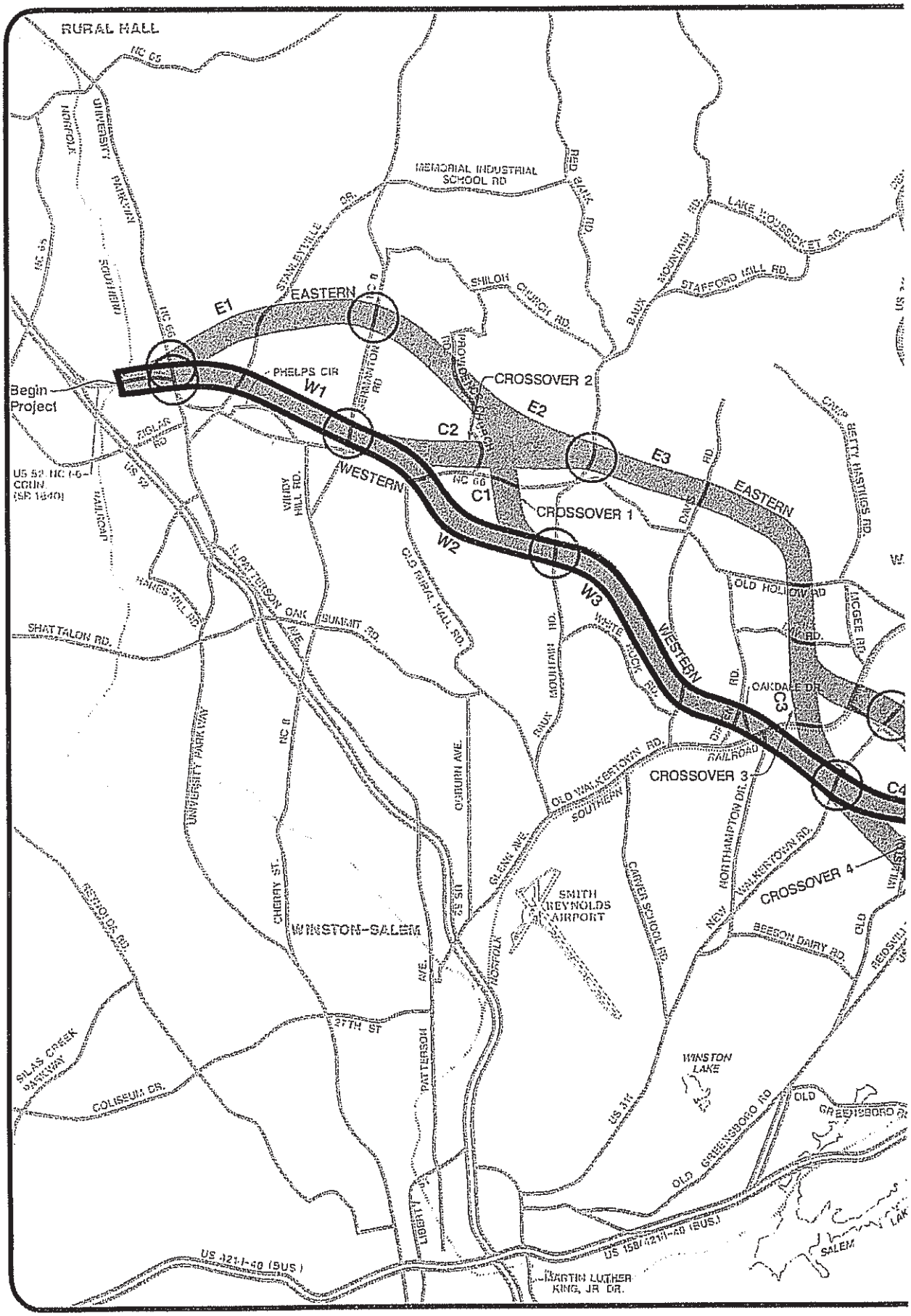
The major issues and concerns expressed by the public were considered during the selection process and will be addressed in the Final Environmental Impact Statement.

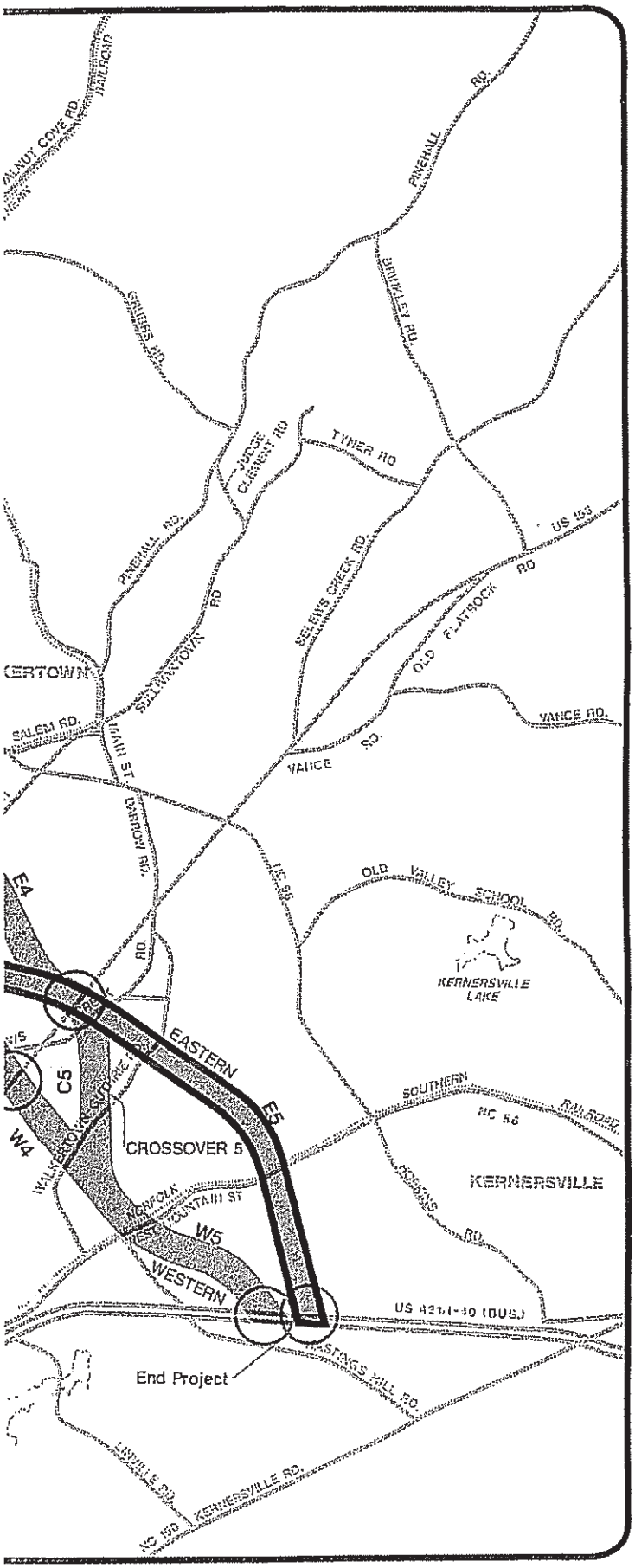
Final EIS and preliminary design begin

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

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

Continued on back


RURAL HALL
NC 65
UNIVERSITY PARKWAY
NORFOLK SOUTHERN
MEMORIAL INDUSTRIAL SCHOOL RD
RED OAK RD.
LAKE HOUSSICKET RD.
STANLEYVILLE DR.
SHILOH CHURCH RD.
PARK MOUNTAIN RD.
STAFFORD MILL RD.
EASTERN
E1
PHELPS CIR
W1
Begin Project
CROSSOVER 2
E2
C2
E3
EASTERN
CAMP BETTY HASTINGS RD.
US 52 NC 66 CGIN (SR 1840)
WESTERN
C1
CROSSOVER 1
W2
W3
WESTERN
OLD HOLLOW RD
MCGEE RD.
OAKDALE DR.
C3
SHATTALON RD.
OAK SUMMIT RD.
OLD RURAL HALL RD.
WHITE ROCK RD.
OLD WALKERTOWN RD.
CROSSOVER 3
C4
CROSSOVER 4
NORTHAMPTON DR.
NEW WALKERTOWN RD.
BEASON DAIRY RD.
SMITH REYNOLDS AIRPORT
WINSTON-SALEM
CHERRY ST.
OSBURN AVE.
GLENN AVE.
CARVER SCHOOL RD.
NORFOLK
US 52
NEHOLDS RD.
SILAS CREEK PARKWAY
COLISEUM DR.
27TH ST
PATTERSON AVE.
LIBERTY
US 311
WINSTON LAKE
OLD GREENSBORO RD
US 158/421-40 (BUS.)
US 421-I-40 (BUS.)
MARTIN LUTHER KING, JR DR.
SALEM



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

LEGENO

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

-N-

2000 0 2000 4000
Scale Feet

PREFERRED ALTERNATIVE

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

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

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

Wetland delineation

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

Key dates

Final EIS ..... July 1997

Record of Decision ..... November 1997

Areas for additional study

The following areas will require additional study and coordination:

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

Thank you

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

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

Newsletter

for Winston-Salem Northern Beltway Eastern Section Extension

October 2001

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

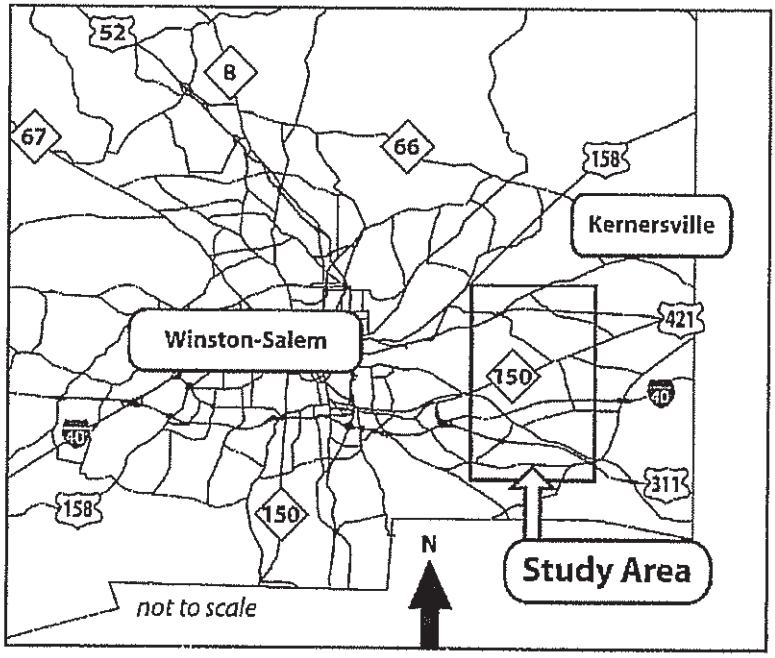
What is the Eastern Section Extension?

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

Why construct the Eastern Section Extension?

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

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



Study area.

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

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

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

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

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

When will the Eastern Section Extension be built?

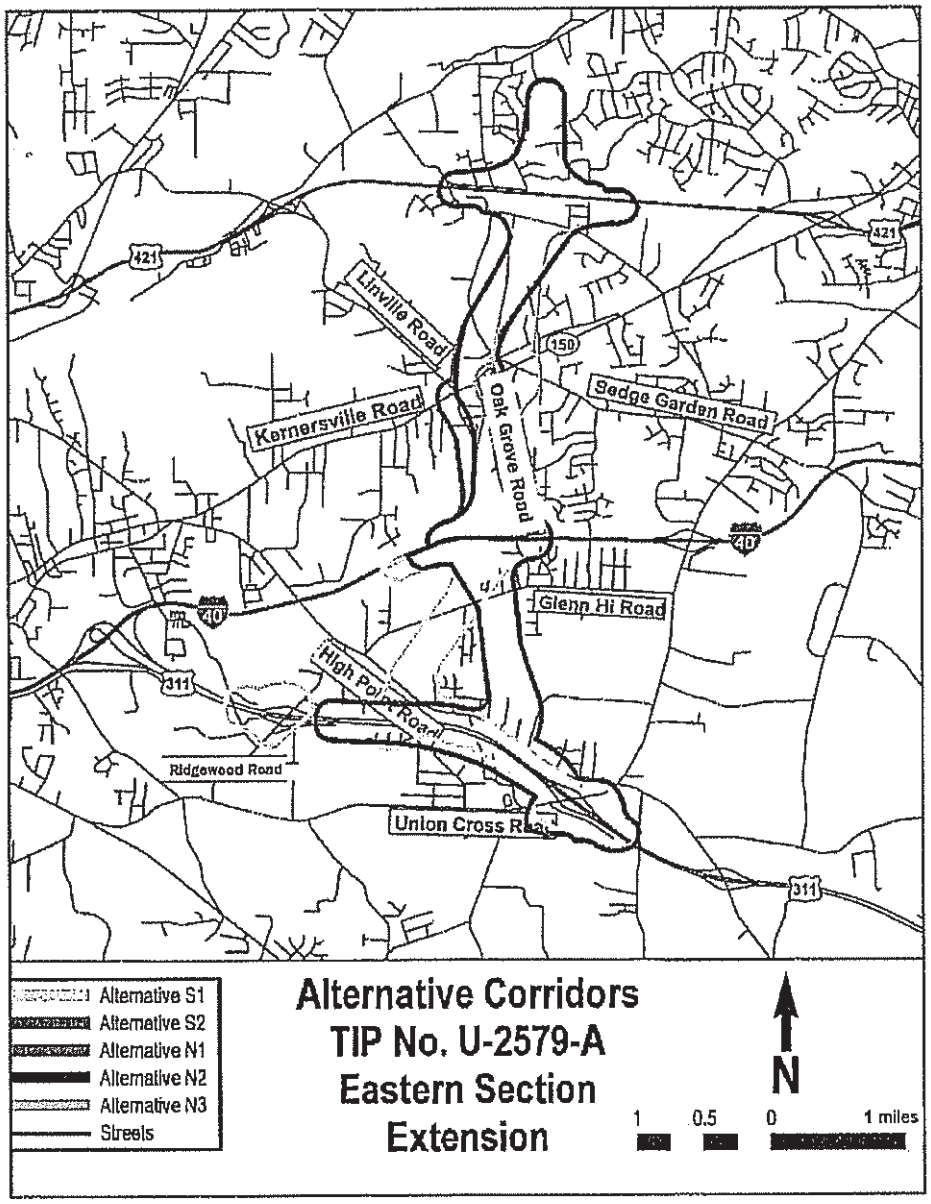
Currently, the NCDOT TIP has designated the Eastern Section Extension as an unfunded project. The Eastern Section Extension is in the TIP as U-2579A to preserve it as a future highway corridor. Funding will become available in the future, and right-of-way acquisition and construction will begin after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

What alternatives are being considered?

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

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

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



by providing an alternate route for through-traffic.

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

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

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

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

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

How do I get involved?

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

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

Newsletter
for Winston-Salem Northern
Beltway Eastern Section Extension

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

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

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

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

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

The following sections summarize the results of the public comments.

Project Support

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

Alternative Preferences

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

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

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

Commenter Concerns

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

Project Need

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

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

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

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

Project Timeline and Funding

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

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

Human Impacts

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

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

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

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

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

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

Real Estate Concerns

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

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

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

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

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

Traffic and Roadway Concerns

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

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

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

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

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

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

Environmental Concerns

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

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

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

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

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

APPENDIX C

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

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

Newsletter

for Winston-Salem Northern Beltway

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

NCDOT to combine Western and Eastern Sections of the Northern Beltway

Project History

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

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

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

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

What's Happening Now?

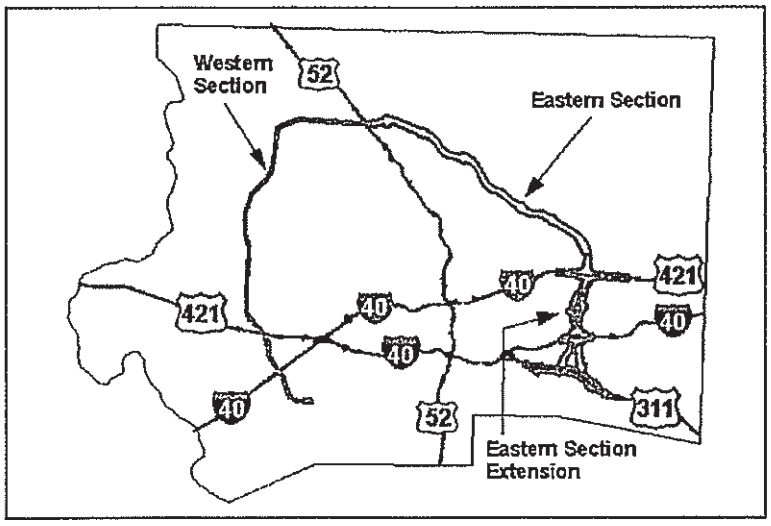
FHWA and NCDOT decided to consolidate the environmental documents for the Eastern (which includes the Eastern Extension) and Western Sections. Consequently, a DEIS currently is being prepared that combines the environmental analyses for the Western and Eastern Section, and the Eastern Section Extension.

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

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

East meets West

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



Winston-Salem Northern Beltway Sections *Figure 1*

Additional Information:

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

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

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

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

Project Schedule

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

Website Now Online

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

www.ncdot.org/projects/wsnb

Newsletter
for Winston-Salem Northern Beltway

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

PRSRT STD
U.S Postage
PAID
Cary, USA
Permit No. 187

WESTERN SECTION NEWS

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

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

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

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

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

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

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

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

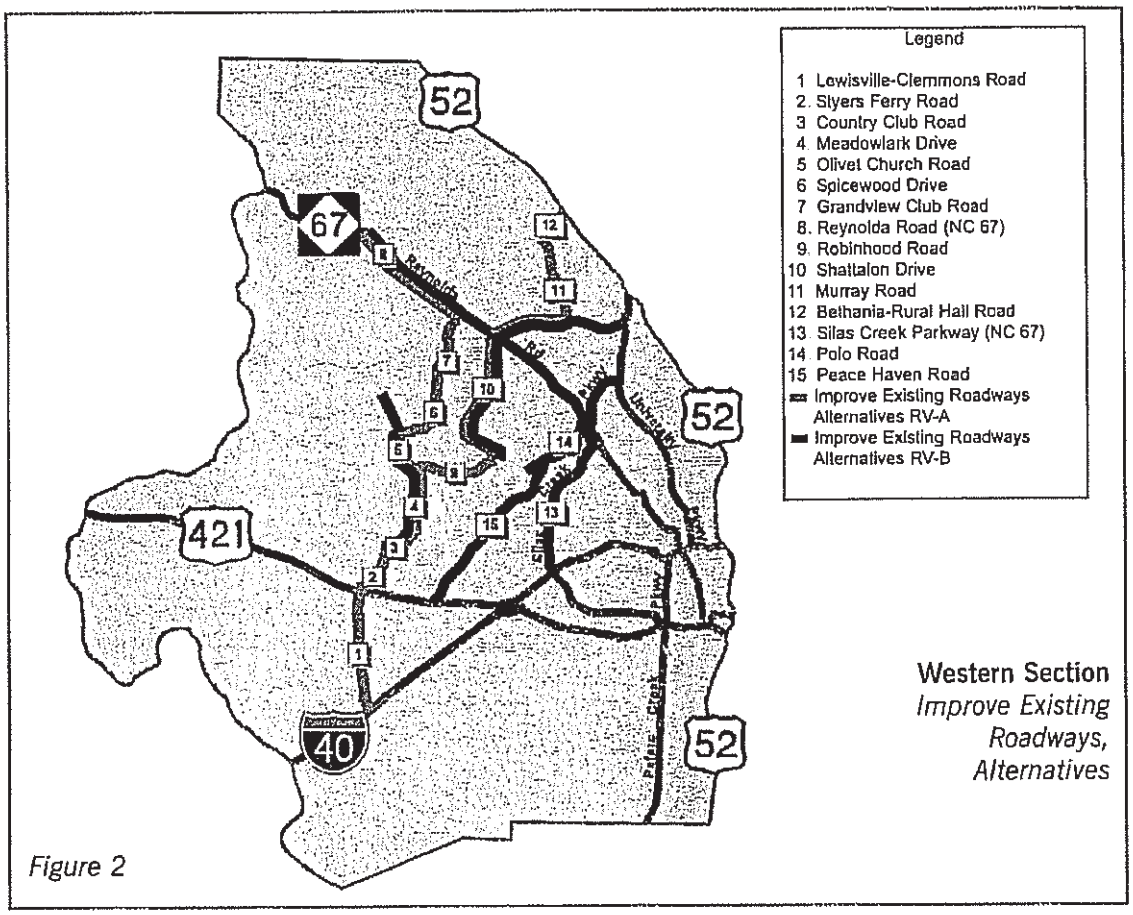
Comments from the public and local officials expressed strong opposition to Alternatives RV-A and RV-B.

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

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

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

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



Western Section
Improve Existing Roadways, Alternatives

Figure 2

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

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

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

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

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

EASTERN SECTION NEWS

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

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

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