

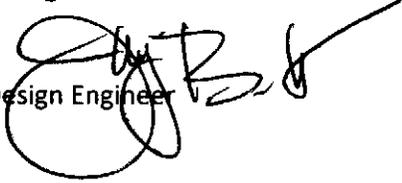


STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY  
GOVERNOR

ANTHONY J. TATA  
SECRETARY

MEMO TO: Post Hearing Meeting Attendees

FROM: Jay Bennett, PE  
State Roadway Design Engineer 

DATE: April 16, 2014

SUBJECT: Project 34409.1.1 (R-2247) Forsyth County  
Winston-Salem Northern Beltway Western Section  
Transportation Corridor Official Map Act Public Hearing

**Post Hearing Meeting Minutes**

A Post Hearing Meeting was held on March 18, 2014 in the Structure Design Conference Room. The purpose of the meeting was to review public comments from the Transportation Corridor Official Map Act Public Hearing and the written comments received during the 30 day comment period after the meeting. The Public Meeting was held on June 25, 2013 at the West Forsyth High School. The informal open house was held from 4:00 p.m. to 6:30 p.m. A formal presentation was given at 7:00 p.m. A total of 281 citizens attended the meeting. Seven citizens made verbal comments during the formal portion of the public hearing and written comments were received from 23 citizens. The following people met to discuss the comments:

Jay Bennett	NCDOT Roadway Design
Greg Errett	City of Winston-Salem
Tony Houser	NCDOT Roadway Design
Pat Ivey	NCDOT Division 9
Drew Joyner	NCDOT Human Environment Section
Matt Lauffer	NCDOT Hydraulics Design
Lee Moore	NCDOT Roadway Design
Missy Pair	NCDOT Project Development and Environmental Analysis
Keith Raulston	NCDOT Division 9
Edwin Reams	NCDOT Utilities
Mike Stanley	NCDOT State Transportation Improvement Program Unit
Roger Thomas	NCDOT Roadway Design
Derrick Weaver	NCDOT Project Development and Environmental Analysis
Teresa Gresham	Kimley-Horn and Associates

## **Executive Summary**

### *Project Description:*

Project R-2247 proposes to build a multi-lane freeway from U.S. 158 to U.S. 52. Known as the Western Section of the Winston-Salem Northern Beltway, the freeway will connect in the future to the Eastern Section of the beltway (TIP Project U-2579) between U.S. 52 and U.S. 311. The purpose of the public hearing was to present an updated Transportation Corridor Official Map for the Western Section of the beltway. The original Transportation Corridor Official Map for this section was presented in a public hearing in 1996 and filed on Oct. 6, 1997.

More information about the Winston-Salem Northern Beltway can be located at the project website, [www.ncdot.gov/projects/wsnb](http://www.ncdot.gov/projects/wsnb).

As a result of funding issues and changes in the Departments priorities; NCDOT is proposing to modify the Protected Corridor for the western section of the Winston-Salem Northern Beltway. Some properties that were previously in the corridor are no longer protected, while other properties that were not protected are now part of the Protected Corridor.

Three changes to the Official Map were proposed:

1. The Transportation Corridor Protection Map for R-2247 that was filed in 1997 did not include two sections of the R-2247 project. These sections (R-2247CA and R-2247CB) were in the processes of being constructed at the time of filing and the Department decided not to put these sections under Corridor Protection. Since that time, funding for the project was delayed and right-of-way acquisition and construction was put on hold. Therefore, this section will now be added to the Official Map to limit further development in the corridor. Minimal changes have been made to the design in this section.
2. The interchange of the beltway with Bethania-Tobaccoville Road has been re-designed to avoid impacts to a historic property. The revised corridor will be added to the Official Map and the portion of the corridor that is no longer impacted will be removed from the Official Map.
3. A previously proposed access road from Tilmark Drive to Peace Haven Road, near the I-40/US 421 interchange, has been removed. The corridor will be revised to no longer include the properties in that area.

### *Explanation of "Protected Corridor"*

A Protected Corridor is the land the Department anticipates it will need to build the proposed road. The intent of the protected corridor is to preserve the highway's planned route by limiting certain types of development in its proposed path. This minimizes the impact on property owners and the number of people who will have to be relocated. If a property is within the Protected Corridor, property owners are allowed to make repairs, make renovations that do not require building permits, or sell the property. Property owners may request a variance for other activities. Property owners within the Protected Corridor also may be eligible for a reduction in county taxes. More information concerning the Transportation Corridor Official Map Act is included in the "Protected Corridor: What That Really Means to You" brochure, which is attached to this meeting summary.

*Public Hearing Summary*

A total of 281 people signed in during the Pre-Hearing Open House and Transportation Corridor Official Map Act Public Hearing. Seven citizens made verbal comments during the formal portion of the public hearing, and written comments were received from 23 citizens. Notification of the meeting was advertised in Spanish, handouts were available in Spanish, and two interpreters were present at the pre-hearing open house and public hearing.

The post hearing meeting was opened with introductions and a brief summary of the design changes presented at the public hearing. Attendees then discussed the verbal and written comments received. All verbal comments from the public hearing and written comments returned during the 30-day comment period are summarized below.

**A. COMMENTS BY PUBLIC SPEAKERS AND NCDOT RESPONSES**

Verbal comments from the question and answer portion of the public hearing are provided below.

**Elaine Smith Pegram (1137 Village Oaks Drive, State Road 3949)  
Transcript Line 362**

**Comment:** My question is when will my encumbered property be purchased? I have waited for 20 years and I have been very patient. I would like to relocate and would like some sort of timeline as to when I might be able to do that.

So, in all due respect sir, if the project is not funded, I don't understand why my property is encumbered and I basically am sort of stuck with all due respect. I don't understand the purpose of protecting my property when construction plans seem to be so nebulous at this time. The road is much needed that I certainly realize, but I don't understand the purposes of this meeting if there are no funds to build the road. Thank you sir and I appreciated having the opportunity to comment.

**Response:** According to the current funding schedule, this section of the project (R-2247EB) is not yet funded; however, funding is subject to change. Right of way acquisition has not been scheduled for this project. The purpose of the Corridor Protection is to limit development inside the roadway corridor. Property owners within the Protected Corridor are permitted to make repairs, make renovations that do not require building permits, or sell the property. Property owners may request a variance for other activities. The Department has a process where properties inside the protected corridor can be purchased due to hardship. If you would like additional information about a hardship acquisition of your property, please call Rodney Hatton, Division 9 Right of Way Agent, at 336-760-8737. For more information on Protected Corridors, please refer to the brochure attached to this meeting summary and available on the project website.

**James Nelson (5535 Skylark Road, Pfafftown, NC)**  
**Transcript Line 394**

**Comment:** My question is concerning the property within the gap. Considering that the gap has been an oversight for 17 years and nothing was built during that time, why do you need to close the Gap of the corridor now? And if you close the Gap now, are the people in the corridor eligible for tax reductions for the years that they have been in in the corridor but not getting the tax break. Additionally, why do we need to close the existing Gap along with some recent property purchase? Does this mean that the western section of the beltway is being moved up or getting more emphasis.

**Response:** The request to close the gap was made by local agencies (City of Winston-Salem/Winston-Salem Urban Area Metropolitan Planning Organization and the county tax office) and by citizens. Property owners within the proposed right of way that are now in the Protected Corridor will be eligible for a reduction in county taxes. The reduction in taxes will not be retroactively applied to those property owners. The current law does not have any provision to protect property that was not under Corridor Protection, including the parcels in the "gap." According to the current funding schedule, this section of the project is not yet funded, and therefore right of way acquisition is not scheduled.

**Robin Dean (3523 Lawrence Street, Clemmons, NC)**  
**Transcript Line 423**

**Comment:** I actually was going to do a presentation that I developed a month ago on the history of the beltway. But the problem is the beltway got mismanaged from day one and the priority should have been the eastern section. The decision makers decided that the priority should be the development of the western section.

Traffic movement, traffic flow is not important, safety on US 52 is not important and the Department is not concerned with what we want. It's what you can afford. My presentation's got everything. I'll keep it short. The western section of the northern beltway will contribute very little to the traffic flow, the interstate traffic flow, because most traffic coming north that wants to go west goes down I-77.

Anything coming down from US 52 and wanting to go east will take US 52 and go east. The western section contributes very little to traffic flow. That area is not developed enough to warrant putting a beltway through, putting a loop through there. People are being held hostage. Those people were denied the right to speak while our elected officials and members of our business community were allowed unlimited visits behind closed doors with elected officials down in Raleigh.

Personally, I've been involved with it for a long time. As I said, the western section is not going to make all that difference. And what should be done is the western section should have been removed from the transportation plan years ago. Right now it's going to be built in the middle of nowhere and fortunately we had a division engineer come in that took one look and said "this is all wrong" and changed the sequence.

But unfortunately, the people on the western side are still being kind of robbed. The government and NCDOT were forced to play all these games and I emphasize with all those people. But to me the easiest solutions for all of this, if you can't afford something, don't try to build it and let the people get on with their lives. Thank you very much.

**Response:** Comment noted.

**Paul Johnson (6645 Vallejoak Drive, Clemmons, NC)**  
**Transcript Line 466**

**Comment:** I'm not personally affected by this beltway, but I've lived in places like it in the Boston area and other places where the beltways have a huge impact on the economic development of the communities.

I strongly disagree with the last speaker because the western leg is going to impact the economic development of the community. The thousands of people or more that live north of our community, if they want to go to the mall, they'll have to take US 52. They don't like it. If they want to go the mall area, they would have a nice sweeping road. It would make a huge difference.

And when the last speaker gave comment about the unfair nature of not having any money. It was just a small band of people that made it possible for us not to have money by forcing the delay of the construction of this highway and I think that's the pitiful part of the whole thing.

Beltways make a huge difference in the development of a community economically because of the development of businesses that are going to grow. And those businesses are going to hire people and I think it's just a real pity that this thing has been postponed just because a handful of people taking it to the courts. And there are lots of people who wish to see this thing done. And the reason there's no funding is because it's been delayed for so long by people who wanted to make it not happen. And so, if we want to see funding, there's going to have to be community support that contradicts all this mess that we've been through. And as I understand it, is not only did the state have to pay court costs over this delay, but now the properties that are going to be purchased are going to cost twice as much at least.

So obviously, I'm strongly in favor of it and would like to see it done sooner rather than later. Thank you.

**Response:** Comment noted.

**Hazel Weisner (620 South Peace Haven Road, Winston-Salem, NC)**  
**Transcript Line 498**

**Comment:** Our family has been under this beltway corridor path since 1968 in one shape, form or fashion. The delays on this road are absolutely ridiculous. And a lot of us didn't want it at the beginning but now we want to be bought out and you won't come buy us out.

In 1968, we were under a corridor path that was placed by Charlie Shelton from the Department of

Transportation. It is my understanding, I may not be right, but that expired in 3 years. We were under another one sometime in the '70's or '80's I think. We've gotten so much mail I don't know which one we're on. And I also don't know when this was filed. When was this filed?

These have not been filed yet, okay. The road that they're cutting off on Peace Haven, those folks were never in the corridor path and we're the farm across the road. That farm was developed in the '80's and we were under the beltway corridor path at that point in time. And we were so excited when they sold that land for so much money, because we were like "oh boy, hurry up and come get us." We want out of here, but they didn't come get us.

And now they bought almost everything. I understand the second largest parcel in the beltway corridor path. They won't talk to us. We went in and asked for a hardship case. My husband has had cancer 3 times. We still can't get a hardship case. We were told we didn't qualify until we sold some of our property, which is nothing in property. So there's a lot more to this story that you folks who have moved in recently know.

Now, I have another question. I live close to Tilmark. I've watched my neighbors up and down McGregor and up and down Tilmark in those developments get bought. Now, you aren't going to renew that property. What's going to happen to that property? You could go buy that, but you couldn't come buy me. What's going to happen to the property over on Tilmark there at the corner where you've torn those houses down?

So, the DOT came in, they started buying those houses and we have one little rental property on our farm and we can't get rid of that property because they bought all these nice little brick houses and rent them for much less than what the rental market is. Then they come in and tear them down. They never do any repairs or anything.

And here I sit with a house that I try to keep up and I don't get anything out of a rental. And I can't rent mine because I have to charge more. So there's a lot more to this story than you realize. You folks that think we're trying to delay it by a lawsuit, it's been delayed by the DOT many, many times.

Now, I have one more question. I really have about 10 more, but I'm only going to limit it to one because I want to give everyone else a chance. I'm sitting over there. I've been in this beltway corridor path off and on since 1968. That's 45 years. I'm looking at the presentation he made today. He says that my portion is unfunded until 2020. I probably won't be alive then, but that's 52 years.

That's ridiculous to put anybody through. And I see some of my neighbors right here and they're in the same situation I'm in. So, we need to address this and come buy all the properties that you really need over in that section. And I want to know when you're going to buy me. I want to know how much you're buying because you're coming right through the middle of the farm. It's a 5<sup>th</sup> generation farm right now and I've got a 5 year old grandson that cries every time he comes down the road and finds out he may not get to come next summer.

So, this is the kind of situation it is. Let's see. One more question that I want. I'm unfunded, okay. Now, I'm unfunded. And these people that you bought, I don't know what you're going to do with

those properties. I'm unfunded. Why can't I get out of the beltway corridor path if you don't have properties? What if you change it again in another 2 or 3 years? Unfunded to me looks like the equitable way would be. Unfunded means "turn me loose and let me make a dollar."

And the other thing that really irks me is when you come to buy me, there are all these people up and down the road that got to sell their property when prices were way, way high. Mine now, you know, they've decreased all of our tax values. I'm only getting 20%. I didn't hear your tax stuff. I thought you said a 50% tax reduction in property taxes. I'm only getting 20% reduction so, that's something that I need to look into if that was a true answer. But why, why are you not unfunding us, because we're not fundable. Turn us loose. Let us go. And when you come to buy us, buy me at those prices back in the early '90's before the market fell; when you bought out all these other houses that you now own. What is going to be equitableness on them?

I talked with the right-of-way acquisition people earlier tonight. The new guy is much, much nicer than Judy Joines who turned us down immediately. I'm looking forward to working with him really soon.

Will your minutes give some answers to this? Will you be able to go somewhere in Raleigh and get us some answer to these questions?

I won't leave from now until 2020. That's 7 years. When did these beltway corridor paths quit expiring in 3 years? Ham Morton told me, I tried to refinance my house. The DOT says they never bothered anybody with the beltway corridor paths. In 1998, I got laid off from AT&T. My husband did a year later. Our jobs moved to Chicago and Atlanta. We tried to refinance our house. You had filed a corridor path on us in '97, which is the one prior to this one. And Ham Horton just before he died, I talked to him. He tried to help me. I talked to everybody up and down from here to Raleigh and back and got no help. Ham finally said there's nothing anybody else can do and in 2 years it should expire. If you can hold on for 2 years, you should be able to refinance.

Well, we couldn't hold on for 2 years. We had to pull out our IRA and pay off our house. So that's the kind of situation you have us in. I hear Dale or Dahr, whatever his name is stand up at all these meetings and say the beltway corridor path has never injured anybody. My husband has to gag me to keep me from being thrown out of court.

**Response:** I will try to answer your questions in the same order that you asked them.

The Corridor Protection Map for R-2247 was filed October 3, 1997. The Department will file an amendment to the Corridor Protection Map as soon as possible. This amendment will eliminate the service road from Peace Haven Road to Tilmark Drive from the Corridor Protection Map. The service road is no longer needed since the neighborhood has additional access points.

For information pertaining to an early buyout of your property due to a hardship, please call Rodney Hatton, Division 9 Right of Way Agent, at 336-760-8737.

NCDOT will retain all purchased properties until the project is completed. If there are parcels or remnants of parcels not used as part of the project, NCDOT will make a decision about disposal of the property after the Beltway project is built.

According to the current funding schedule, this section of the project (R-2247B) is not yet funded. Right of way acquisition has not been scheduled; however, funding is subject to change.

Properties within the Protected Corridor that are undeveloped qualify for a 20% reduction in taxes. Properties within the Protected Corridor that have been improved qualify for a 50% reduction in taxes. If a property owner desires to do any work on the property that requires a building permit or if he or she wants to subdivide the property, they must submit a request to the local jurisdiction. If approval is not granted on account of the protected corridor and a variance is not approved by NCDOT, the Department has up to three years to make a decision about purchasing the property. If the property owner requests to have NCDOT acquire the property, and at the end of the three-year reservation period NCDOT chooses not to purchase it, and the local government grants permission, the property owner is free to upgrade the property. For more information on Protected Corridors, please refer to the brochure attached to this meeting summary and available on the project website.

This meeting summary will be mailed to Ms. Weisner.

**Lettie Black (1480 Lewisburg Pointe Drive, Clemmons, NC)  
Transcript Line 616**

**Comment:** My question to you is why are there corridor maps if there is not funding for it? Why are you putting us through this if there's no money and no funding for it? Why do it?

**Response:** The intent of the protected corridor is to preserve the highway's planned route by limiting certain types of development in its proposed path. This minimizes the impact on property owners and the number of people who will have to be relocated. For more information on Protected Corridors, please refer to the brochure attached to this meeting summary and available on the project website.

**John Burgiss (7580 Benwicke Court, Pfafftown, NC)  
Transcript Line 631**

**Comment:** My comments are a little bit different. I am your Forsyth County tax assessor and collector so I wanted to be here tonight for you. Afterwards, in case you have any questions, specifically about how this affects your property taxes. I heard a different lady, 2 speakers ago, mention that she's not sure if hers was counted correctly. I want to make sure that I give you my name and phone number and then we can follow up on that.

But I just wanted to make sure that you were aware that our office is in communication with Division 9. Annually, we go pick up maps, anything that's officially recorded changes. We take that information and adjust property taxation records in Forsyth county to give you that benefit for being in the corridor. So, if you ever have any questions about are we doing that correctly, are we in or out, have we calculated everything correctly, please do give me a call. I'll stay around afterwards and hand out my cards if anybody has specific questions.

**Response:** Thank you for the information.

**Robin Dean (3523 Lawrence Street, Clemmons, NC)  
Transcript Line 659**

**Comment:** I've been in this thing for 40 years. I've been a tax paying legal resident and I'm involved in a lot of things in this area. It was not a small group of people that stopped the beltway. It was a federal judge who said that the NCDOT had failed to follow the federal mandated law. To say that it was a group of people, no, it's like saying its ok for them to break the law.

The other thing was that the judge said the Final Environmental Impact Statement had to be revised. The DOT did not appeal the decision. They said it's only going to take us 6 months to get it all straight so, we'll just do it then; that 6 months became almost 10 years. It was nothing to do with litigation. It was the claim that the document was not corrected. And the thing that bothered me more than anything else is all these people that were complaining about the delay, not one of them ever complained about the length of time that the document took to be reviewed.

I believe in America if you break the law, you have to put it right and the DOT is not beyond that. And if the people want support, the people have the right to expect government to follow the laws. And the judge said that they didn't and that was the end of it. Thank you.

**Response:** Comment noted.

**B. WRITTEN COMMENTS AND NCDOT RESPONSES**

Written comments are grouped into five categories. [The same citizen may have made multiple comments, which are each counted separately in the count below.]

- Comments supporting improvements – 1 comment
- Comments opposed to improvements – 1 comment
- Comments requesting noise walls – 4 comments
- Comments requesting additional information – 15 comments
- Other comments and questions – 3 comments

**B.1. Comments supporting improvements**

The City of Winston-Salem/Winston-Salem Urban Area MPO supported the proposed project.

**Greg Errett (City of Winston-Salem DOT., P.O. Box 2511, Winston-Salem, NC)**

**Comment:** Thank you for completing the mapping for the northern beltway western section corridor protection. Once through the official approval process, these new/modified maps will give the city of Winston-Salem and NCDOT the tools to protect the entire beltway from development. This was long overdue and needed! I want to know when the maps become official so they can be added to our GIS system. If there is something I can add to help facilitate, please let me know.

**Response:** Comment noted.

## **B.2. Comments opposed to improvements**

The following citizen stated opposition to the design. No response is required.

### **Sarah Jones (4805 Styers Ferry Road, Winston-Salem, NC)**

**Comment:** The Winston-Salem Northern Beltway (Loop) has been the biggest fiasco of the Highway Trust Fund. It was put at the bottom of the 2011 Priority List, then reevaluated and the formula was changed and some funding arrived for the Eastern Section, but this loop should not even be on the list.

As for comments on the Protected Corridor Hearing, NCDOT showed the whole Western Section of the Northern Beltway on the 1997 Protected Corridor Map and when the Forsyth County Tax Maps were put on the internet, they showed the Western Section of the Northern Beltway. We always assumed we were in a Protected Corridor. In 2005, after NCDOT changed the TIP to show the Eastern Section of the Northern Beltway to be constructed before the Western Section, I wrote to Calvin Leggett and Mark Foster and asked about the Protected Corridor and if citizens could be held hostage forever. The reply was there is no Sunset law for Highway Trust Fund Projects. It wasn't until we read the November 2011 TAC [Transportation Advisory Committee] minutes with the NCDOT Division 9 report that we discovered we were not protected and had to have another hearing and map viewing.

The citizens and communities caught in this Beltway (loop) fiasco have been picked on since April 1993 or 20 years. The Northern Beltway is a total waste of taxpayer money on an unnecessary project. The Beltway project is about political cronyism in Winston-Salem and Raleigh and not about providing resolutions to transportation problems. The Winston-Salem Northern Beltway should be removed from all lists including: the Highway Trust fund, The TIP, the Urban Loop Prioritization Process and the Strategic Mobility Process. Let the citizens caught in its path concentrate on keeping strong, safe, educated communities.

Your corridor is safe because mother and I will preserve our farm, as my grandfather who came here in 1902 did, as my father who died in 1972 did and as mother and I have done for the last 40 years. There are other family farmers caught in this mess of a loop and farm preservation will do more for our community and environment than any loop.

**Response:** Comment noted.

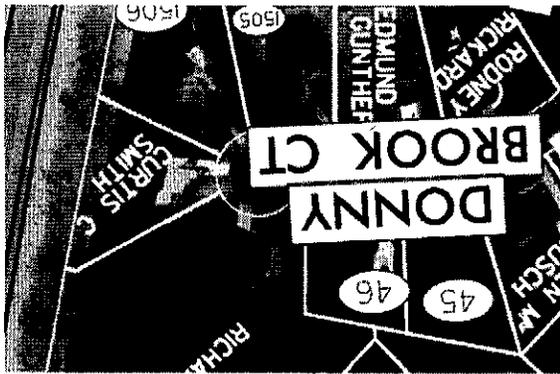
### B.3. Comments requesting noise walls

The following citizens requested information about noise walls. Responses are provided for each comment or question.

#### Anne-Marie and Curtis Smith (425 Donny Brook Ct., Winston-Salem, NC)

**Comment:** Are you guys going to put a sound wall up for the noise? If so, when are going to hear from you all? Are you going to buy our house? Please let us know as soon as possible. Thank you.

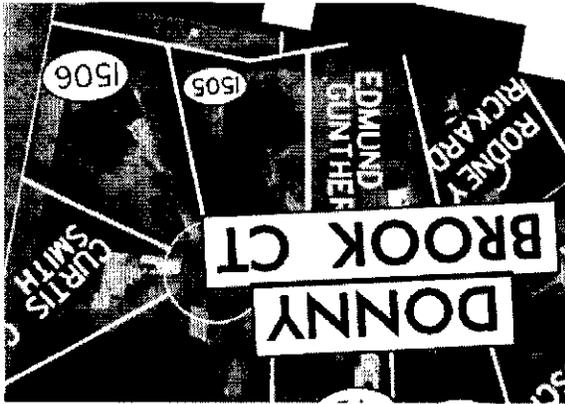
**Response:** Based on the current analysis, this area is not within a Noise Study Area, indicating that a noise wall is not anticipated. A more detailed traffic noise analysis will be performed during the final design of the project. At this time, NCDOT does not expect to purchase the entire property. The Protected Corridor will encroach approximately 30 feet onto the back of the property. A clip of the Hearing Map is shown below.



#### Sharon D. White (421 Donny Brook Court, Winston-Salem, NC)

**Comment:** I would like to know if you plan to put up a sound wall. I'm on Roll 1 and my address is 421 Donny Brook Court and on the Roll it is 1506. It appears that they may take part of my back yard. How soon would you know that you need to buy my house? I would rather know sooner than later.

**Response:** Based on the current analysis, this area is not within a Noise Study Area, indicating that a noise wall is not anticipated. A more detailed traffic noise analysis will be performed during the final design of the project. At this time, it is likely that NCDOT will need to purchase this home. The Protected Corridor will encroach approximately 30 feet onto the back of the property, ending at the edge of the house. A clip of the Hearing Map is shown below. This design may be refined during final design.



**Harold A. Williams (665 S. Peacehaven Rd., Winston-Salem, NC)**

**Comment:** This is to request that noise barriers be placed along the beltway at the back of my property. I have four acres that I want to sell or build houses on, but the noise will keep people from buying and it will ruin this property. This property is within 500 feet of the proposed beltway. Thank you for considering this request.

**Response:** Based on the current analysis, this area is not within a Noise Study Area, indicating that a noise wall is not anticipated. A more detailed traffic noise analysis will be performed during the final design of the project.

**William Wesley (5581 Beaver Pond Trail, Pfafftown, NC)**

**Comment:** I am writing to you in regards to the proposed Winston-Salem Beltway, the northern leg (I think). I am not writing to object to it. I am writing to request sound abatement barriers. The highway will be very close to my back yard. So close, I would be able to throw a rock and hit the road. And that is not the half of it. The other half is the contour of the land. My house sits high on a knoll which will look out on top of the highway. The sound from the highway will have nowhere to go but right up the side of the bank and into my house. Currently, any 4-wheeler playing around in the woods where the highway is to be located – the sounds just barrel up the side of the bank and into our property/house. So, maybe I am 20 years ahead of myself, but I do want this request to be documented and seriously reviewed. You are more than welcome to take a site visit to my house and we can survey the situation. Thank you very much for your consideration.

**Response:** Based on the current analysis, this area is not within a Noise Study Area, indicating that a noise wall is not anticipated. A more detailed traffic noise analysis will be performed during the final design of the project.

#### **B.4. Comments requesting additional information**

The following citizens requested information.

##### **Holly Weir (5830 Kinney Rd., Lewisville, NC)**

**Comment:** According to Roll Map 2 there are 3 highway interchanges on 421 in approximately 1 mile: (1) Lewisville-Clemmons Rd.; (2) The proposed highway; (3) Peace Haven Road. What traffic issues are expected? This is similar to some interchanges in downtown Winston that have been problematic. Will there be any air quality monitoring in the western portion due to the accumulation of major highways?

**Response:** The proposed beltway, including the interchange design and spacing, has been designed according to current federal design standards. The interchanges have been designed to accommodate forecasted future (2025) traffic volumes. This project is included in the regional air quality model, which meets current air quality conformity requirements. There is no requirement for air quality monitoring.

##### **Greg and Christy Robinson (1450 Banbury Circle, Clemmons, NC)**

**Comment:** Please add to mailing list.

**Response:** The Robinsons have been added to the mailing list.

##### **Sarah Jones (4805 Styers Ferry Road, Winston-Salem, NC)**

**Comment:** I tried to send an email to you on July 7 and again on July 8 and evidently they did not go through so I am sending a letter.

I wrote in my email on June 11, 2013: I would like to purchase a set of the "protected corridor" maps and the "final design" for the CB section of the Beltway. I have a set of the "preliminary plans" that are dated June 6, 1997, and they are to the scale of  $\frac{3}{4}'' = 10m$ , on sheets that are 22" x 36." Since the Beltway slashes through our property and according to NCDOT's calculation takes about 21 acres, I would like the most recent plans that are available at some scale. I will be glad to pay for the drawings and the shipping charges.

In your reply email of June 19, 2013 you said that I could have a set of the final designs in a large scale for Project R-2247 CB and a protected corridor map after the hearing. Please let me know the status of my request and please send the drawings. Thank you for your attention to this matter.

**Response:** A copy of the hearing map for Section R-2247CB will be mailed to Ms. Jones. The final designs have not been approved, and are not available for distribution.

**Dr. Hamdy Radwan (1435 Lake Cottage Road, Clemmons, NC)**

**Comment:** We received an announcement for the public hearing on June 25 and I am trying to view all maps, because of the size and the scale I am not able to determine where our property is on this project. Could you please email me a better map to look at and please let me know where our property is in relationship to the proposed beltline.

**Response:** A clip of the public hearing map was sent to Mr. Radwan.

**Mohammad Khalaf (5035 Davis Road, Winston-Salem, NC)**

**Comment:** I did not get a letter involving the beltway project. Is my property affected by the project? Thank you for your attention.

**Response:** A small portion of the property will be affected by Project U-2579 Section D (Eastern Section). The property is shown on Sheet 3 of the U-2579 Preferred Alternative maps, available on the project website (<http://www.ncdot.gov/projects/wsnb>).

**Jennifer Foster (5895 Bethania-Tobaccoville Road, Pfafftown, NC)**

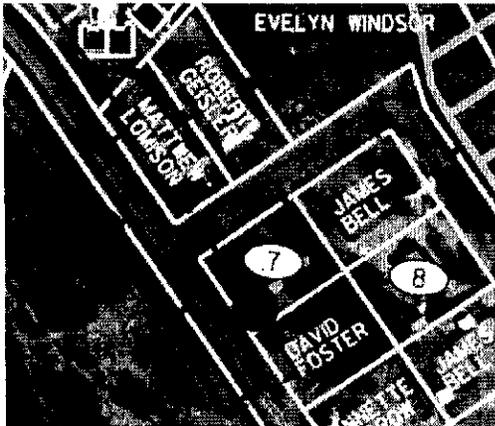
**Comment:** My name is Jennifer Foster and I live with my husband at 5895 Bethania-Tobaccoville Rd., block 2000 and my in-laws live at 1900 Kilby Drive, block 1998. We received a letter today stating that we own property that may be affected by the beltway change (STIP Project R-2247). Looking at a map found at <http://www.ncdot.gov/projects/wsnb/> and it appears that our homes are affected by this change as we are in the "green" highlighted area.

I am hoping that you can tell me what this means for us specifically. Does this mean our home will be purchased for the project or just part of our property will be used for right of way? The area that is highlighted contains our septic tank lines which cannot be relocated. Can you help me understand what this means to us? We will be attending the meeting on June 25<sup>th</sup>, but I would really appreciate any information you can share, specific to our properties.

**Response:** A small portion of the two properties are impacted by the proposed project.

**Following comment:** Thank you for the information you left on my voicemail, but it didn't reference my in-laws property and I really did not understand a clear answer to my questions. We received the newsletter yesterday and it shows that we are in the right of way and construction area. Does this mean our properties will be purchased? If so, do you know a timeline? I apologize for being a bother; I just want to begin preparing.

**Response:** Although a small portion of both properties will be purchased by NCDOT (the corridor encroaches on the properties by approximately 25 feet), it is not anticipated that the full property will be purchased, or that the homes will be acquired. A clip of the Hearing Map is shown below. According to the current funding schedule, this section of the project is not yet funded, and therefore right of way acquisition is not scheduled. However, funding is subject to change.



**Ann Moss Joyner**

**Comment:** I see the public hearing planned for R-2247 revisions, but don't see anything that gives any changes in dates for any of the sections. Can you let me know what the proposed right of way dates are for the various sections? Thanks so much.

**Response:** According to the current funding schedule, none of the projects in the Western Section of the Beltway is funded. Therefore, none of the projects in the Western Section of the Beltway have a schedule for right of way acquisition.

**Patricia Graham (1446 Vestal Road, Rural Hall, NC)**

**Comment:** Hello Mr. Joyner, my name is Patricia Graham and my property address is 1446 Vestal Road, Rural Hall, NC. I have been told that my home will not be a part of the beltway but 20 to 30 feet of my land will. I am asking do you know when that need of buying this land will take place. You may email me at [pat2187@windstream.net](mailto:pat2187@windstream.net) or call me at 336-407-8280. Thank you.

**Response:** Based on the proposed plans, a portion of the property would be acquired for this project. According to the current funding schedule, this section of the project is not yet funded and does not have a right of way acquisition schedule.

**Stephanie Lampman (157 Tilmark Drive, Winston-Salem, NC)**

**Comment:** My name is Stephanie Lampman and I reside at 157 Tilmark Drive, Winston-Salem, NC 27103. I recently got an invite to the hearing for this evening; however, I will not be able to attend due to work. I was wondering if you could give me information regarding the status of my property. Is my property in danger of being bought by the NCDOT or is it safe? If it is safe, how close to the beltway will my property be located? If my property is in danger of being purchased by the DOT, what further action will I need to take and when? If the NCDOT does purchase my property, how much do they offer for the property? I have only lived in my property for a few years now and still have quite a bit of mortgage to pay off. Will you help us to find a new house and how long do we have to move out?

**Response:** A clip of the hearing map was sent to Ms. Lampman. The property was originally impacted by a service road for the Winston-Salem Northern Beltway. However, that service road is no longer needed and has been removed from the project. The property will not be impacted, and will be removed from the corridor protection since the property is no longer needed based on the current plans.

**Michael Hartley, PhD (Old Salem Museums & Gardens, 600 S. Main Street, Winston-Salem, NC)**

**Comment 1:** The Hope Fraternity Rural Historic District, approved for the National Register Study List by the National Register Advisory Committee (NRAC) in Oct. 2009, was not shown/delineated on the NCDOT maps. This 2,300 acre district encompasses the historic colonial Moravian land of the Hope Congregation (from 1772) and the historic colonial German Baptist Land of Fraternity (from 1775). This resource is reflected in landscape, architecture, and archaeology.

**Response:** The Hope-Fraternity Historic District was added to the study list in 2009, after completion of the environmental studies. The historic district is not in the area of the project

**Comment 2:** While the Eastern Section of the Northern Beltway ends at I-40 and utilizes that interstate as a connector, the Western Section extends below I-40 to Clemmons Road – why is that? I-40 can serve as the connector on the West as it does on the East.

**Response:** The Eastern Section extends to US 311. On the Western Section, one of the stated purposes is to “improve north/south connectivity in western Forsyth County.” So, in addition to the project connecting US 52, US 421 and I-40, it has the added benefit of providing connectivity between I-40 and US 158 in western Forsyth County.

**Comment 3:** For future transportation needs, rather than major new highway construction, alternatives such as light rail should be considered. Thank you.

**Response:** Comment noted.

**Ben Harris**

**Comment:** As a follow up to my phone message; I am asking for a transcript of the Northern Beltway changes held at West Forsyth High School a couple of months ago. Thanks.

**Response:** A transcript was emailed to Mr. Harris on August 28, 2013.

**Katie Duncan and Pam Matthews (with Allen Tate) and  
Marcia Parks (property owner) (5277 Gnarl Wood Road, Lewisville, NC)**

**Comment:** My name is Katie Duncan and I am an assistant to Pam Matthews at Allen Tate in Winston Salem. Pam has a listing at 5277 Gnarl Wood Road in Lewisville. She has had difficulty selling this property due to the concern of the Beltway and the impact it will have with regards to this particular area.

Would you be able to provide us any insight on the beltway changes and how they will impact 5277 Gnarl Wood Road? 5277 Gnarl Wood Road is located in the Covington Place Subdivision in Lewisville.

Any insight or information you can provide us would be greatly appreciated and we would be grateful for any time you can spare to take a look at this property with respect to the beltway. Thank you for your time.

**Response:** A clip of the public hearing map was provided to Ms. Duncan and Ms. Parks. As currently planned, NCDOT will not need to purchase any additional property from 5277 Gnarl Wood Road for this project. The shortest distance between the house and ramp is about 200 feet. Most of that area is currently wooded. Based on the current design, the edge of construction is about 40 feet from the property line.

**Jay McCullough (address unknown)**

**Comment:** The President of our Homeowner's Association sent us all a letter she had received from the NCDOT. In the letter it states various things, but one of the key areas of mention was Protected v. No Protected. It mentioned the NCDOT is proposing to modify the Protected Corridor and that some properties that were previously protected may not be now, and some that were not protected might become protected. I need to figure out what the status of my property/home will be. Can you help with this?

**Response:** The address for Mr. McCullough is not known and so a specific impact was not able to be verified.

**B.5. Other comments or questions**

The following citizens had other comments or questions about the project.

**Mike Patton (City of Winston-Salem)**

**Comment:** On Map #5, there is a proposed bridge to be constructed for Bethania-Rural Hall Road over the proposed beltway. A detour is shown to be constructed on the south side of Bethania-Rural Hall road to handle traffic during bridge construction. This detour route will take a parcel owned by the City of Winston-Salem which contains a finish water pump station which supplies water to the RJ Reynolds factory in King. If the design does not change, this pump station must be relocated so that the factory can dependably receive the water they require. A conservative estimate to relocate this pump station is \$1,000,000 which will be the NCDOT's cost. Switching the detour to the opposite side of Bethania-Rural Hall Road will eliminate this conflict. If that isn't possible, once we receive authorization to proceed; the relocation, design and property acquisition and construction will take about 2 +/- years to complete. The City of Winston-Salem would prefer not to have to relocate this pump station. If any additional information is needed, please contact me.

**Response:** This information will be taken into consideration during final design.

**L. Queen**

**Comment:** One question? Why is it that all the reports that I find on line have been damaged or destroyed or you can't look at them online especially the PDF? This has happened after the June 25<sup>th</sup> meeting in Winston-Salem. What gives?

**Response:** The website appears to be working correctly. Specific files can be provided upon request.

**Anne Duvoisin Fisher**

**Comment:** Please advise whether there is a public hearing transcript or summary from the June 25th public hearing related to these projects. If so, please provide me a copy. Also, please advise whether any right of way acquisition has occurred and how many right of way parcels remain to be acquired, and when ROW acquisition will be complete for the various segments. Thank you.

**Response:** A transcript will be sent to Ms. Fisher. The Department has purchased some right of way within the corridor, and continues to evaluate early acquisition requests. According to the current funding schedule, this section of the project is not yet funded, and therefore right of way acquisition is not scheduled. However, funding is subject to change.

If anyone has any questions or comments regarding this information, please contact Tony Houser, PE, Roadway Design Project Engineer, at 919-707-6253.

JAB/trg  
Attachment  
cc:

Post Hearing Meeting Attendees  
Mike Holder, PE, Chief Engineer  
Debbie Barbour, PE, Preconstruction  
Richard Hancock, PE, Project Development and Environmental Analysis

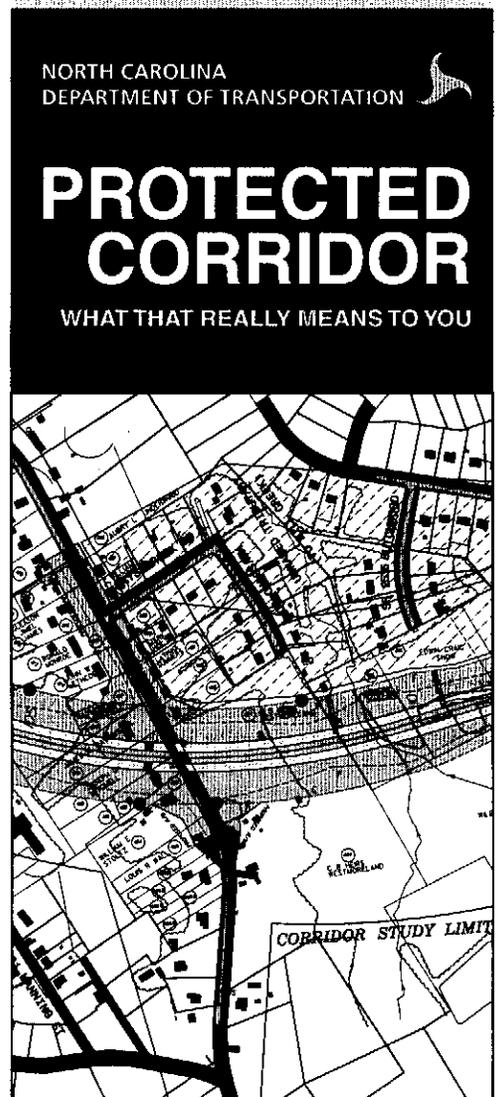
*Sometimes when NCDOT is planning a major new road, property that will be needed in the future to build the road is placed in what is called a **"Protected Corridor."** The following is designed to help explain — in clear language — what the term **"Protected Corridor"** means.*

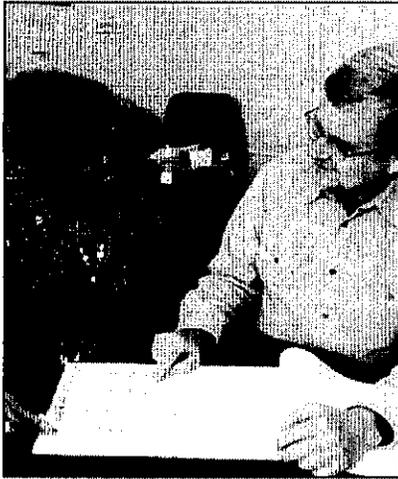


NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

[www.ncdot.gov](http://www.ncdot.gov)

For more information, please  
contact the department at  
1-877-DOT4YOU (368-4968) or  
[www.ncdot.gov/contact](http://www.ncdot.gov/contact)





● **What is a Protected Corridor?**

A Protected Corridor is the land NCDOT anticipates it will need to build the new road. This land (or corridor) is "protected" from certain activities.

● **Why?**

The intent of the protected corridor is to preserve the highway's planned route by limiting certain types of development in its proposed path. This minimizes the impact on property owners and the number of people who will have to be relocated.

● **How long can a property be in the Protected Corridor?**

It depends. Protected corridors can be amended or removed based on projected transportation needs. Every ten years NCDOT evaluates whether corridor protection is still necessary on a particular highway project. This review includes input from local government representatives.

● **When does a suggested route become a Protected Corridor?**

Typically, a route is designated a Protected Corridor after years of planning and work. Most often, the route becomes a protected corridor after the environmental studies are complete and the route is approved. Sometimes, a potential route becomes a Protected Corridor because the area is growing so quickly it is important to limit new buildings to help save taxpayer money. People are always notified before their property is placed in a protected corridor.

● **Can the location of the Protected Corridor ever change?**

Yes. A route is chosen with the best available information. However, new or updated information can change a route's location or make another route a better choice. If an updated map is filed because the route changes, people are always notified before their property is placed in, or removed from, a protected corridor.

● **What if my home/business is in a Protected Corridor?**

There are then additional rules and guidelines that apply to you. The following is a list of things you CAN do to your property:

- Make repairs
- Make renovations that do NOT require building permits (put in a new sink, update light fixtures, landscape your yard, paint, put in new carpet, etc.)
- Sell your property

BUT, if you want to do any work on your property that DOES require a building permit, or if you want to subdivide your property, you must submit your request to your local jurisdiction. If approval

is not granted on account of the protected corridor and a variance is not approved by NCDOT, the department has up to three years to make a decision about purchasing the property. If you request to have NCDOT acquire your property and, at the end of the three-year reservation period NCDOT chooses not to purchase it, and your local government gives you permission, then you are free to upgrade your property.

For variance requests or other questions, please contact 1-877-DOT-4YOU (368-4968).

● **What if I have a special situation and need NCDOT to buy my property now?**

You can apply for an "Advance Acquisition Due to Undue Hardship." Hardship cases are reviewed individually. If you have a medical or serious financial issue, NCDOT could buy your property early.

● **Are there any benefits to the property owner once property is placed in a Protected Corridor?**

Yes, you may be eligible for a reduction in your county taxes for the property that lies within the Protected Corridor. To find out if you qualify, contact your local tax office.