



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

EASTERN SECTION AND EXTENSION OF THE WINSTON-SALEM NORTHERN BELTWAY

TIP PROJECTS U-2579 & U-2579A

WBS No. 34839.1.1

Winston-Salem
Forsyth County

Transportation Corridor Official Map Act and Design Public Hearing

Pre-Hearing Open House

Tuesday, August 12, 2008 3:00 p.m. – 7:00 p.m. East Forsyth High School Old Gymnasium 2500 West Mountain Street, Kernersville	Thursday, August 14, 2008 4:00 p.m. – 6:30 p.m. East Forsyth High School Old Gymnasium 2500 West Mountain Street, Kernersville
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Formal Presentation

Tuesday, August 14, 2008 – 7:00 p.m.
East Forsyth High School Auditorium
2500 West Mountain Street, Kernersville

August 12 and 14, 2008

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PURPOSE OF THE PROJECTS

The purpose of Projects U-2579 & U-2579A is to:

- Improve roadway connectivity in eastern Forsyth County
- Provide congestion relief for area roadways
- Expand options for regional/intrastate/interstate travel
- Help meet the state and local land use and transportation plans
- Help fulfill the Highway Trust Fund Act
- Improve intrastate and interstate mobility
- Improve roadway system linkage and continuity
- Reduce traffic congestion and carry future traffic at desirable level of service
- Enhance safety
- Provide a corridor for I-74 (a congressionally-designated High Priority Corridor on the National Highway System)

PURPOSE OF PUBLIC HEARING

This hearing is an important step in the North Carolina Department of Transportation's (NCDOT) procedure for making you, the public, part of the project development process. The purpose of the hearing is to obtain public input on the design and location of the Eastern Section and Extension of the Winston-Salem Northern Beltway.

Planning and environmental studies on the project are provided in the environmental reports:

- 1) Supplemental Final Environmental Impact Statement (SFEIS) for R-2247 and Final Environmental Impact Statement (FEIS) for U-2579 and U-2579A
- 2) Record of Decision (ROD) for R-2247, U-2579 and U-2579A

Copies of these reports and today's hearing map have been available for public review at the Winston-Salem City Hall South – Room 307 located at 100 East First Street, Winston-Salem; at the Kernersville Planning Department located at 134 East Mountain Street, Kernersville, and at the NCDOT Division Office located at 375 Silas Creek Parkway, Winston-Salem. The maps and documents may also be viewed at www.ncdot.org/projects/wsnb.

YOUR PARTICIPATION

Now that the opportunity is here, you are encouraged to participate by making your comments and/or questions a part of the public record. This may be done by having them recorded at the Formal Public Hearing (August 14, 2008) or by writing them on the attached comment sheet. Several representatives of the NCDOT are present. They will be happy to talk with you, explain the design and answer questions. You may write your comments or questions on the comment sheet and leave it with one of the representatives or mail them by September 14, 2008 to the following address:

Mr. Drew Joyner, P. E., Unit Head
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1515
Fax: (919) 715-1522
Email: djoyner@ncdot.gov

Everyone present is urged to participate in the proceedings. It is important, however, that **THE OPINIONS OF ALL INDIVIDUALS BE RESPECTED REGARDLESS OF HOW DIVERGENT THEY MAY BE FROM YOUR OWN.** Accordingly, debates, as such, are out of place at public hearings. Also, the public hearing is not to be used as a **POPULAR REFERENDUM** to determine the location and/or design by a majority vote of those present.



WHAT IS DONE WITH THE INPUT?

A post-hearing meeting will be conducted after the comment period has ended. NCDOT staff representing Planning, Design, Traffic, Division, Right of Way, Public Involvement & Community Studies and others who play a role in the development of a project will attend this meeting. The project will also be reviewed with federal agencies such as the US Army Corps of Engineers as well as state agencies such as the NC Department of Environment and Natural Resources. When appropriate, local government officials will attend.

All spoken and written issues are discussed at this meeting. Most issues are resolved at the post hearing meeting. The NCDOT considers safety, costs, traffic service, social impacts and public comments in making decisions. Complex issues may require additional study and may be reviewed by higher management, Board of Transportation Members and/or the Secretary of Transportation.

Minutes of the post-hearing meeting are prepared and a summary is available to the public. You may request this document on the attached comment sheet.

NEED FOR THE PROJECTS

The need for Projects U-2579 & U-2579A is:

- Poor intrastate and interstate linkage to the north and south
- Poor roadway connectivity within and through eastern Forsyth County
- Consistency with state and local land use and transportation plans
- Consistency with Highway Trust Fund Act
- Capacity deficiencies
- Above-average accident rates on area roadways
- Corridor for I-74 (a congressionally-designated High Priority Corridor on the National Highway System)

PROJECT DESCRIPTIONS

The Winston-Salem Northern Beltway includes three projects from the NCDOT's State Transportation Improvement Program (TIP). The Western Section of the Northern Beltway is Project R-2247. The Eastern Section is Project U-2579 and the Eastern Section Extension is Project U-2579A. A map of the three projects is attached. The map includes project schedules. The map also includes numbered boxes that correspond to the different hearing maps displayed at today's meeting.

Public input on the design and location of the Western Section (R-2247) was gathered during the 1996 design public meetings and during hearings held in November and December 2004. The purpose of this hearing is to obtain public input on the Eastern Section and Extension; however, maps of the Western Section are available for viewing upon request.

Project U-2579 (Eastern Section)

The proposed Eastern Section of the Winston-Salem Northern Beltway consists of a 12.4-mile controlled-access freeway (high speed, no driveways and no traffic signals). Generally, it will have six lanes (three in each direction) with a 46-foot grass median in the center. However, in many areas, there will be additional lanes to provide safe movement of cars onto exit ramps and off of entrance ramps. A figure of how the new freeway and median for this section will look is attached to this handout.

This section of the project begins at the NC 66 connector just east of US 52. It extends east on a new location crossing University Parkway with an interchange, generally paralleling Old Hollow Road (NC 66) about one-half mile to the north of NC 66. It then crosses Stanleyville Drive and interchanges with NC 8 (Germanton Road) about 0.3 miles north of the intersection of NC 66 and NC 8. The project crosses NC 66 just east of Old Rural Hall Road and proceeds in a southeastern direction, generally paralleling NC 66 on its south side. It then interchanges with Baux Mountain Road and crosses Davis Road before crossing Dippen Road south of the intersection of Dippen Road and Day Road. It crosses Old Walkertown Road near Northampton Drive and interchanges with New Walkertown Road (US 311) south of Williston Road.

It then proceeds in a south eastern direction and interchanges with US 158 about 0.9 miles south of the intersection of Darrow Road and US 158. Continuing in the same direction, it crosses Old Belews Creek Road, Walkertown-Guthrie Road, and West Mountain Street about one mile west of its intersection with NC 66. This section ends at the interchange with US 421/I-40 Business located 0.8 mile east of the Hasting Hill Road bridge.

Project U-2579 (Eastern Section Extension)

The proposed Eastern Section Extension of the Winston-Salem Northern Beltway consists of a 4.4-mile controlled-access freeway (high speed, no driveways and no traffic signals). Generally, it will have four lanes (two in each direction) with a 70-foot grass median in the center. However, in many areas, there will be additional lanes to provide safe movement of cars onto exit ramps and off of entrance ramps. A figure of how the new freeway and median for this section will look is attached to this handout.

This section of the project begins at the southern terminus of Project U-2579 at US 421/I-40 Business. From this point, it curves to the southwest, crossing both Hastings Hill Road and Sedge Garden Road. It then curves slightly to the east to an interchange at Kernersville Road. South of Kernersville Road, the project continues southeast along Oak Grove Church Road, and continues southward to an interchange at I-40 about 1,000 feet west of Oak Grove Church Road. South of I-40, the project curves to the southwest, crosses Glenn Hi Road and High Point Road, and terminates in an interchange with US 311. The project also includes reconstruction of the ramps at the existing interchange between US 311 and Ridgewood Road.

PROJECT INFORMATION

Length: 12.4 miles (Project U-2579)
4.4 miles (Project U-2579A)

Typical Section: See attached figure

Right of Way: 300 feet minimum with additional width at proposed interchanges

Access Control: Full (No driveways, no traffic signals, access by interchanges only)

Relocates: This information is subject to change during final design.

Project U-2579

Residential – 452 Businesses – 18 Churches – 1 Farms – 1

Project U-2579A

Residential – 242 Businesses – 13 Churches – 0 Farms – 0

Estimated Cost:

Project U-2579

Right of Way Cost: \$154,100,000
Construction Cost: \$291,100,000
Total: \$445,200,000

Project U-2579A

Right of Way Cost: \$ 60,070,000
Construction Cost: \$189,400,000
Total: \$249,470,000

Current Schedule: The *tentative* schedule is shown below. A number of factors can affect a project schedule, so schedules are subject to change. The attached map shows where Project U-2579 is broken into sections B, C, D, E and F; and where Project U-2579A is broken into sections AA and AB.

Project U-2579

B - Right of Way: Fiscal Year 2008, Construction: Fiscal Year 2013
C - Right of Way: Fiscal Year 2009, Construction: Fiscal Year 2015
D, E, F - Right of Way and Construction: Post Year*

Project U-2579A

AA - Right of Way: Fiscal Year 2012, Construction: Post Year*
AB - Right of Way: Fiscal Year 2010, Construction: Fiscal Year 2015

*Unfunded in 2009-2015 Transportation Improvement Program; will occur some time after 2015.

NCDOT TRAFFIC NOISE ABATEMENT POLICY

“Noise abatement,” means to reduce noise impacts. This is typically accomplished by installing noise barriers

Noise-sensitive locations for which potential noise barriers have been identified are shown on the public hearing map. More detailed analysis will occur during final project design to determine whether these potential barrier locations meet the reasonable and feasible criteria within the NCDOT Traffic Noise Abatement Policy. If these criteria are met, barrier construction will occur pending public approval.

The NCDOT Traffic Noise Abatement Policy states that Federal and State governments are no longer responsible for providing noise abatement measures for new development for which building permits are issued within the noise impact areas of the proposed highway project after the “Date of Public Knowledge”.

The "Date of Public Knowledge" of the location and potential noise impacts of a proposed highway project will be the approval date of the final environmental document, e.g., Categorical Exclusion (CE), State or Federal Finding of No Significant Impact (FONSI) or State or Federal Record of Decision (ROD).

1. After this date, the federal and state governments are no longer responsible for providing noise abatement measures for new development within the noise impact area of the proposed highway project.

2. The criteria (e.g., trigger date) for determining when undeveloped land is "planned, designed and programmed" for development will be the approval of a building permit for an individual lot or site.

3. It is the responsibility of local governments and private landowners to ensure that noise-compatible designs are used for development permitted after the Date of Public Knowledge.

The “Date of Public Knowledge” for the Winston-Salem Northern Beltway is the date of the federal Record of Decision; that date is February 15, 2008.

TRANSPORTATION CORRIDOR OFFICIAL MAP ACT

The Transportation Corridor Official Map Act is a General Statute (G.S. 136-44.50) passed by the North Carolina General Assembly in 1987 which sets forth provisions that the NCDOT and local municipalities can use to protect a proposed roadway corridor from being developed.

North Carolina has experienced rapid growth over the last 20 years. Growth equates to more people in an area. More people mean more homes, businesses, schools and more automobile trips per day, all competing for the same land space. Therefore, planning done now can reduce confusion, disruption and certainly expenditures in the future. The use of the Transportation Corridor Official Map Act prevents additional development in an area set aside for a future roadway. When construction of the roadway takes place, fewer buildings have to be purchased; fewer homes and families have to be disrupted, therefore, reducing the cost of the roadway substantially.

The law does not allow building permits to be issued or properties to be subdivided within the boundaries of the corridor for a period of three years after the application for the permit is submitted. This is applied to properties on an individual basis.

In regards to this hearing, the Transportation Corridor Official Map Act is only being applied to the Eastern Section and Extension of the Winston-Salem Northern Beltway. A Transportation Corridor Official Map was filed for the Western Section of the Winston-Salem Northern Beltway on October 6, 1997.

The Transportation Corridor Official Map for the Eastern Section and Extension of the Winston-Salem Northern Beltway will be come effective once the Forsyth County Register of Deeds files it, which is anticipated to be in October 2008.

RIGHT OF WAY PROCEDURES

After decisions are made regarding the final design, the proposed right-of-way limits will be staked in the ground. If you are an affected property owner, a Right of Way Agent will contact you and arrange a meeting. The agent will explain the plans and advise you as to how the project will affect you. The agent will inform you of your rights as a property owner. If permanent right of way is required, professionals who are familiar with real estate values will evaluate or appraise your property. The evaluations or appraisals will be reviewed for completeness and accuracy and then the Right of Way Agent will make a written offer to you. The current market value of the property at its highest and best use when appraised will be offered as compensation. The Department of Transportation must:

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

RELOCATION ASSISTANCE

If you are a relocatee, that is, if your residence or business is to be acquired as part of the project, additional assistance in the form of advice and compensation is available. You will also be provided with assistance on locations of comparable housing and/or commercial establishments, moving procedures, and moving aid. Moving expenses may be paid for you. Additional monetary compensation is available to help homeowners cope with mortgage increases, increased value of comparable homes, closing costs, etc. A similar program is available to assist business owners. The Right of Way Agent can explain this assistance in greater detail.

NOTE: PAMPHLETS SUMMARIZING RIGHT OF WAY AND RELOCATION PROCEDURES ARE AVAILABLE AT THE SIGN IN TABLE.



Winston-Salem Northern Beltway

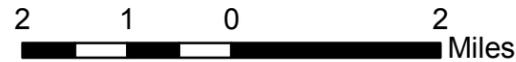
Project R-2247, Project U-2579, and Project U-2579A

Legend

- Freeway/Expressway
- Major Thoroughfare
- Minor Thoroughfare
- Railroad
- County Line

Preferred Alternatives

- Project U-2579A
- Project U-2579
- Project R-2247



Schedule

Project U-2579A

- AA - Right of Way: Fiscal Year 2012, Construction: Post Year*
- AB - Right of Way: Fiscal Year 2010, Construction: Fiscal Year 2015

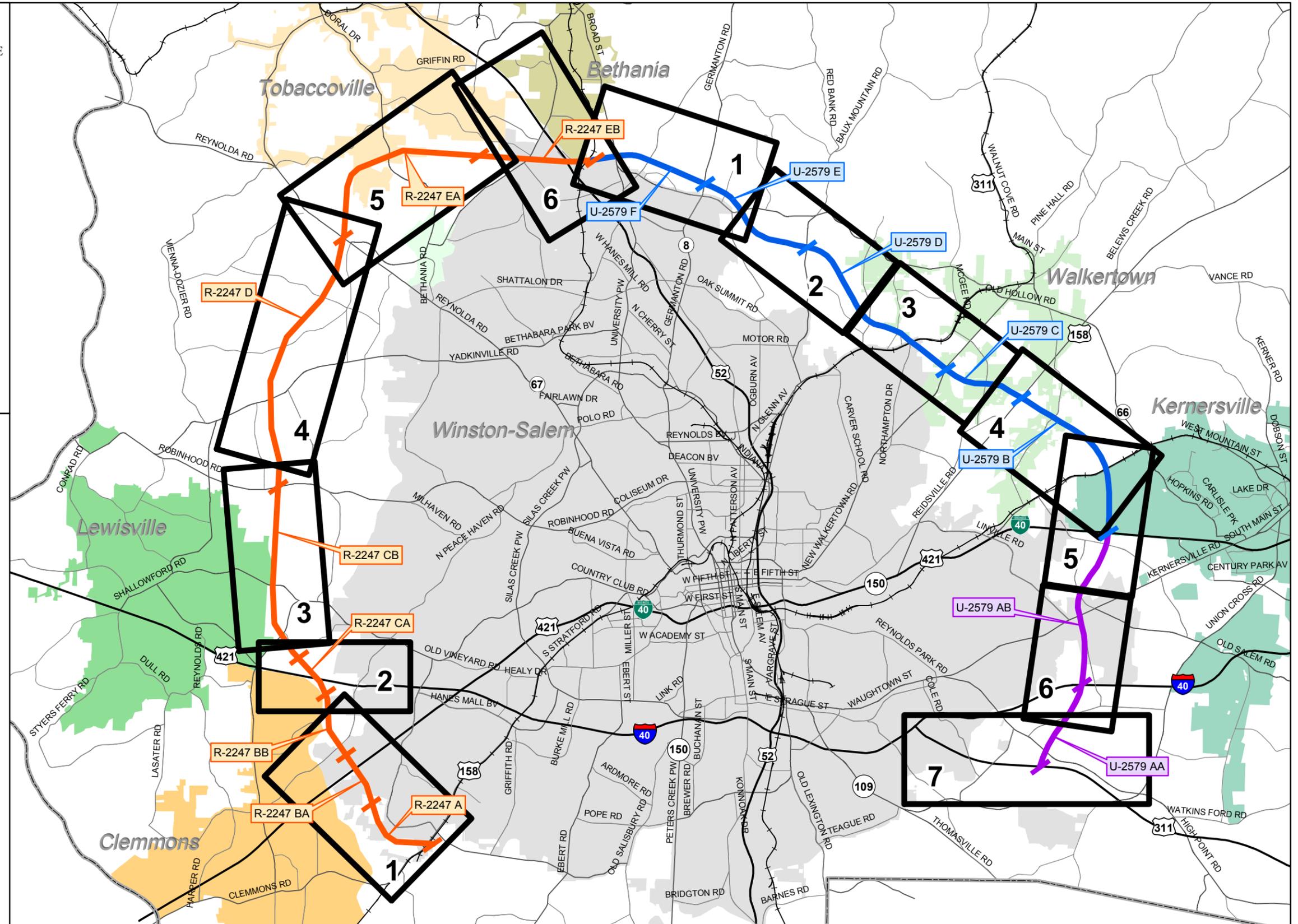
Project U-2579

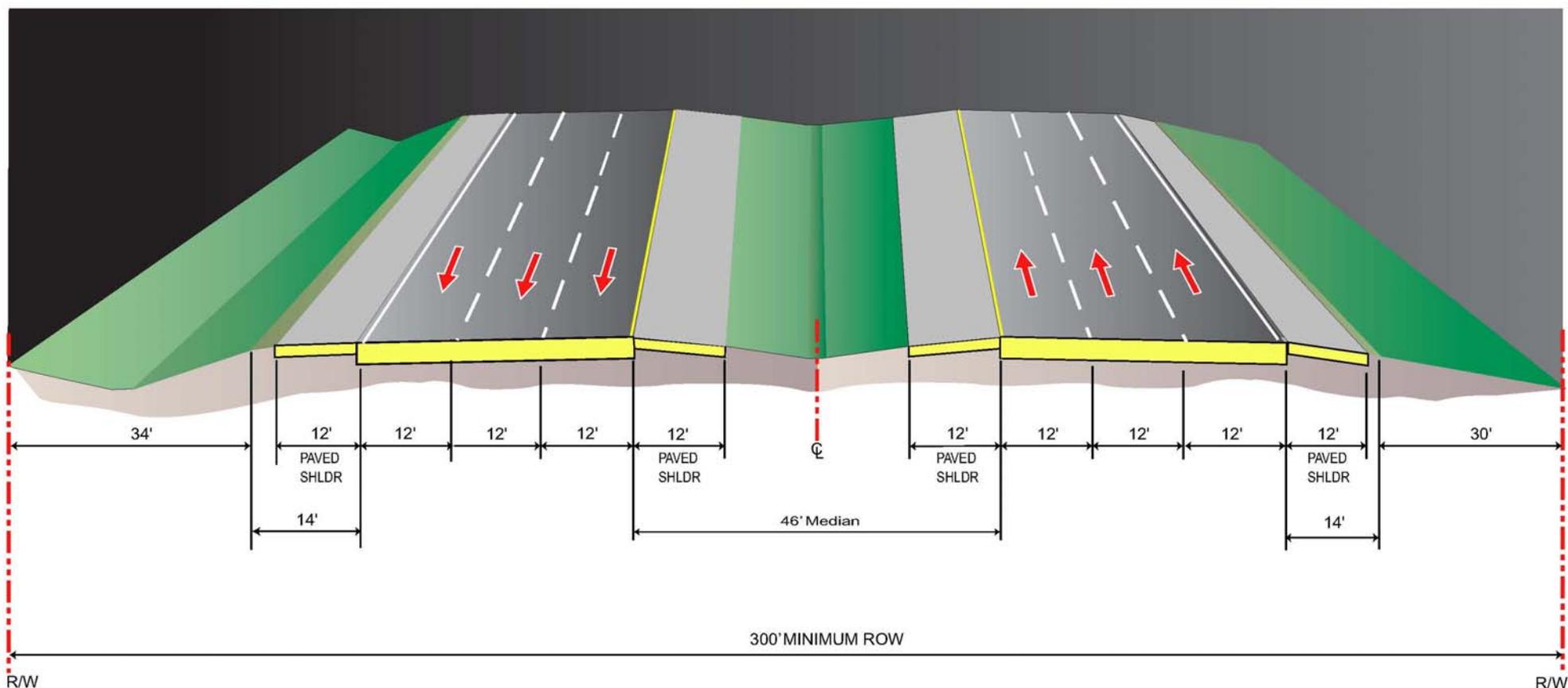
- B - Right of Way: Fiscal Year 2008, Construction: Fiscal Year 2013
- C - Right of Way: Fiscal Year 2009, Construction: Fiscal Year 2015
- D, E, F - Right of Way and Construction: Post Year*

Project R-2247

- B, CA, CB, D, EA, EB, F - Right of Way and Construction: Post Year*

*Unfunded in 2009-2015 TIP





Typical Section of the Proposed Roadway

This figure represents a typical section of the proposed roadway. The number of lanes will vary depending on the location along the project. The Eastern Section (Project U-2579) generally will have six lanes for through traffic (three in each direction). The Eastern Section Extension (Project U-2579A) generally will have four lanes for through traffic (two in each direction). However, in many areas, there will be additional lanes to provide safe movement of cars onto exit ramps and off of entrance ramps. The size of the median will vary depending upon the number of lanes. Right of way (ROW) needed generally will be a minimum of 300 feet, with additional width at proposed interchanges. Please refer to the public hearing map for the number of lanes, size of median, and necessary right of way at specific points along the proposed roadway.

