



## Winston-Salem Northern Beltway

*State Transportation Improvement Program*

*Project R-2247EC*

*Improvements to the U.S. 52/N.C. 65 Interchange*

### Project Description

The NC Department of Transportation is constructing improvements to the U.S. 52 / N.C. 65 interchange. These improvements will enhance the traffic operations and safety of the interchange and will be constructed to accommodate the construction of the future Winston-Salem Northern Beltway. The Winston-Salem Northern Beltway project is a new 34.2 mile multi-lane freeway looping around the northern part of Winston-Salem beginning at U.S. 158 and ending at I-74 / U.S. 311 southeast of the city.

The contract for R-2247EC was awarded to the Blythe Construction, Inc. Design-Build Team in November of 2016.

This project is being constructed as a Design-Build project. The Design-Build Process allows NCDOT to contract with a team of designers and contractors that is responsible for the design, right of way acquisition, and construction of a project. The Team will begin construction while they finish the design and right of way acquisition resulting in faster project completion.

Tonight's meeting is to update property owners along Hallmark Drive in the vicinity of the project with information related to measures taken to minimize impacts to properties along Hallmark Drive.

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### Project Team

**Michael Shumsky, P.E.**  
Design-Build Engineer  
NCDOT Design-Build Unit

1595 Mail Service Center  
Raleigh NC 27699-1595  
mshumsky@ncdot.gov

**Pat Ivey, P.E.**  
Division Engineer  
NCDOT Division of Highways

375 Silas Creek Parkway  
Winston-Salem, NC 27127  
pivey@ncdot.gov

**Wright R Archer, III, P.E.**  
Division Construction Engineer  
NCDOT Division of Highways

375 Silas Creek Parkway  
Winston-Salem, NC 27127  
warcher@ncdot.gov

**Rodney Hatton**  
Division 9 Right of Way Agent  
NCDOT Division of Highways

1605 Westbrook Plaza Drive #201  
Winston-Salem, NC 27103  
rhatton@ncdot.gov

## Project Schedule

|   |                    |
|---|--------------------|
| Design Data Collection                    | Ongoing            |
| Geotechnical Investigations               | Spring/Summer 2017 |
| Design Noise Report                       | Fall 2017          |
| Right of Way Acquisition                  | Fall 2017          |
| Utility Relocations Begin                 | Fall 2017          |
| Interchange and Bridge Construction Begin | Winter 2017/2018   |
| Construction Complete – Section EC        | Fall 2019          |

***Note: Schedule Subject to Change***





## Traffic Noise

A Design Noise Report for the N.C. 65 Interchange at U.S. 52 and Interchange Reconstruction at Peacehaven and U.S. 421, was completed in October of 2016.

Since that time, the Blythe Construction Design-Build team has been reviewing and modifying the N.C. 65 Interchange at U.S. 52 in the Hallmark Drive area to minimize impacts to lots. Modifications made require that the Design Noise Report be reviewed and revised to include the changes proposed.

The purpose of the Design Noise Report (DNR) is to assess and document traffic noise impacts and potential noise abatement measures associated

with the project. This DNR documents the Existing (2016), No-Build (2035), and Design Year (2035) Build noise levels.

Following completion of the Noise Report, recommendations will be brought forward relative to potential noise wall locations and other abatement measures.

The revised Design Noise Report for this interchange is expected to be completed during the early Fall of this year.

Brochures are available tonight regarding the noise wall policy and procedures.

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## Noise Walls And Other Measures

Once NCDOT has completed the technical evaluation, the following questions are asked:

- Will a noise wall reduce the noise enough to justify its construction? Sometimes, a noise wall will not reduce the noise enough.
- Is a noise wall technically realistic? Every road is different – sometimes the terrain makes building a wall difficult.
- How many people will hear a difference in noise?  
Is that number high enough to justify the cost?  
Sometimes, the state just cannot afford to build a wall because the cost is too high when compared to the benefits received.
- Does a simple majority of property owners and tenants who receive a predicted noise level reduction due to construction of a noise wall actually want the wall?  
Public preference for or against a wall is obtained through a balloting process.
- Are other measures to reduce traffic noise available?
  - Land use design—if homes are set back from the road or are separated from the road by other development(s), the noise levels may be lower.
  - Earth berm—a sloping mound of earth running parallel to the highway. Due to the amount of land required, a berm is not usually the most practical solution to highway noise.
  - Pavement design—research is being conducted on how different types of pavement might reduce traffic noise.
  - Types of vehicles/speed limits—noise can be reduced with lower speed limits and truck restrictions on a road. However, reducing the speed limit below the appropriate speed based on the design will have only a moderate effect on traffic noise and may actually increase the number of accidents on the roadway.
  - Building insulation—noise insulation in buildings, such as replacing doors and windows or adding insulation to walls and attics.





**QUESTIONS AND COMMENTS**

**R-2247EC – Hallmark Drive - Small Group Meeting  
May 4, 2017**

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**NAME:**

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**ADDRESS:**

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**EMAIL OR PHONE:**

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**COMMENTS and/or QUESTIONS:**

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**Comments may be mailed, faxed or emailed by May 19, 2017**

Ms. Diane Wilson  
NCDOT - Human Environment Section  
1598 Mail Service Center  
Raleigh, NC 27699-1598  
Fax: (919) 212-5785  
Email: pdwilson1@ncdot.gov



**Attn: Diane Wilson  
NCDOT - PDEA  
Human Environment Section  
1598 Mail Service Center  
Raleigh, NC 27699-1598**

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