

## **Project History**

### **Combined Project History (TIP Projects R-2247, U-2579, & U-2579A)**

In November 2001, the NCDOT and Federal Highway Administration decided to combine the environmental documents for the Western Section, the Eastern Section and the Eastern Section Extension. The Supplemental Final Environmental Impact Statement for Project R-2247/Supplemental Draft Environmental Impact Statement for Project U-2579 & U-2579A (SFEIS/SDEIS) was published in October 2004, and public workshops and meetings were held.

A Supplemental Final Environmental Impact Statement for Project R-2247/Final Environmental Impact Statement for Project U-2579 & U-2579A (SFEIS/FEIS) was published in January 2007.

The FHWA-approved Record of Decision (ROD) marks the conclusion of the project's environmental studies. The ROD is posted on this site. Additional public meetings are anticipated in Spring of 2008. Notification will be sent to those on the mailing list and also will be advertised in local media. Click [here](#) to get on the mailing list.

### **Eastern Section History (TIP Projects U-2579 & U-2579A)**

In the early 1990's, the North Carolina Department of Transportation (NCDOT) evaluated in detail several options for relieving congestion in eastern Forsyth County.

Among these original options were ten corridors for a multi-lane freeway on new location from US 158 west of Winston-Salem to US 421/I-40 Business east of Winston-Salem. These options were presented at public hearings and workshops in 1995. It was one of these new location corridors that was selected in 1996 as the Preferred Alternative. This corridor is known as the Preferred Alternative for the Eastern Section of the Winston-Salem Northern Beltway.

The Eastern Section has been designated by the Federal Highway Administration as the future new Interstate 74. This highway will enter North Carolina along US 52 in the north and run through eastern Forsyth County before continuing down US 220 to South Carolina. Though the Preferred Alternative of the Eastern Section extends from US 52 in the north to US 421/I-40 Business in the east, a "gap" remained between US 421/I-40 Business and US 311.

The NCDOT added the Eastern Section Extension not only to provide this missing section of I-74 but also to reduce traffic congestion and enhance safety along other major streets within Winston-Salem and Forsyth County. Six alternatives were studied in detail for the Eastern Section Extension.

### **Western Section History (TIP Project R-2247)**

In the early 1990's, the North Carolina Department of Transportation (NCDOT) evaluated in detail 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. These options were presented at public hearings and workshops in late 1992. It was one of these new location corridors that was selected in 1993 as the Preferred Alternative. This corridor is known as the Preferred Alternative for 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.

Right of way acquisition began in 1996.

In 1999, a lawsuit was brought against the Federal Highway Administration (FHWA) and the NCDOT regarding the FEIS. In 2001, the NCDOT began work on a combined environmental impact statement for the three sections of the Northern Beltway (Western, Eastern, and Eastern Extension sections).