APPENDICES

Appendix A – Additional Hazardous Waste Site Details

Appendix B – Agency Involvement

Appendix C – Public Involvement

Appendix D – Relocation Reports

Appendix E – Section 106 and Section 4(f) Support Documentation
APPENDIX A

Additional Hazardous Waste Site Details

This appendix includes detail regarding hazardous waste sites and potential environmental issues in the study area.
The hazardous waste sites identified as part of the 2003 survey are shown in the *Environmental Screening Report*, October 2004 (Kimley-Horn and Associates). The hazardous waste sites identified as part of the January 2004 GeoEnvironmental Impact Evaluation (NCDOT) and July 2007 GeoEnvironmental Impact Evaluation Addendum (NCDOT) are shown in those reports.

### A.1 Resource Conservation and Recovery Act (RCRA) Information System (RCRIS) Generators

The following table shows the Large and Small Quantity Generators identified within the environmental screening study area. There were no Large or Small Quantity Generators identified within the Martin Luther King, Jr. Drive study area.

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Size</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stewart-Warner Corporation</td>
<td>2941 Indiana Avenue</td>
<td>Large Quantity</td>
<td>12 recorded violations, compliance with 12.</td>
</tr>
<tr>
<td>Bassick-Sack Division</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Winston Body Repairs Inc.</td>
<td>2610 North Liberty Street</td>
<td>Small Quantity</td>
<td>4 reported violations, compliance with 4.</td>
</tr>
<tr>
<td>Winston-Salem State</td>
<td>601 Martin Luther King</td>
<td>Small Quantity</td>
<td>2 reported violations, compliance with 2.</td>
</tr>
<tr>
<td>University</td>
<td>Boulevard</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Carolina Steel Salem</td>
<td>1725 Vargrave Street</td>
<td>Small Quantity</td>
<td>1 reported violation, compliance with 1.</td>
</tr>
<tr>
<td>Plant</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F &amp; M Body Shop</td>
<td>610 Waughtown Street</td>
<td>Small Quantity</td>
<td>1 reported violation, compliance with 1.</td>
</tr>
</tbody>
</table>

Source: Environmental Screening Report, October 2004 (Kimley-Horn and Associates); January 2004 GeoEnvironmental Impact Evaluation (NCDOT); July 2007 GeoEnvironmental Impact Evaluation Addendum (NCDOT)

### A.2 Emergency Response Notification System (ERNS)

The addresses of the four ERNS sites identified within the environmental screening study area are listed below. There were no ERNS sites identified within the Martin Luther King, Jr. Drive study area.

- 2849 Liberty Street
- 7th and Linden Street
- 1300 Cunningham Avenue
- 617 Waughtown Street

### A.3 State of North Carolina Hazardous Waste Site (SHWS)

The following table lists the SHWS facilities identified within the environmental screening study area. There were no SHWS facilities identified within the Martin Luther King, Jr. Drive study area.
Table A-2. Hazardous Waste Sites

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stewart-Warner Corporation Bassick-Sack</td>
<td>2941 Indiana Avenue</td>
<td>ID #NCD024895864</td>
</tr>
<tr>
<td>Division</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RJ Reynolds Tobacco Company</td>
<td>Intersection of Seventh</td>
<td>ID #NCD000616474</td>
</tr>
<tr>
<td></td>
<td>Street and Linden Avenue</td>
<td></td>
</tr>
<tr>
<td>Carolina Metalizing Co. Inc.</td>
<td>1925 Vargrave Street</td>
<td>Superfund ID #081 427 890</td>
</tr>
<tr>
<td>Sun Chemical Corporation – GPI Division</td>
<td>2400 Old Lexington Road</td>
<td>ID #NCD081428104</td>
</tr>
</tbody>
</table>

A.4 State of North Carolina Solid Waste Facilities/Landfill Sites (SWF/Landfill)

The three solid waste/landfill facilities were identified within the environmental screening study area are described below. There were no solid waste/landfill facilities identified within the Martin Luther King, Jr. Drive study area.

**Hanes Mill Road Landfill**

This City of Winston-Salem landfill facility is located west of US 52 at Ziglar Road within the northern portion of the environmental screening study area. This facility was not listed in the EDR database report, but was observed during the site reconnaissance.

**Tires Inc.**

This site is located at 617 Waughtown Street near the intersection of Old Lexington Road and Waughtown Street. According to the database report it is currently a private tire landfill treatment and processing facility.

**Coin Laundry**

This site is located at 409 Goldfloss Street in the northwest corner of Vargrave and Goldfloss Streets. No monitoring wells were noted on the property.

A.5 State of North Carolina Underground Storage Tank Report (UST)

The UST database contains information pertaining to all registered active and inactive underground storage tanks located in the State of North Carolina. UST’s are regulated under Subtitle 1 of the Resource Conservation and Recovery Act (RCRA). Eighty-seven such facilities were identified within the specified search radius of the US 52 corridor. An additional 11 sites were identified within the specified search radius of the Martin Luther King, Jr. Drive corridor. These sites are composed of active and closed tanks. The following table lists UST sites identified within the environmental screening study area and the Martin Luther King, Jr. Drive study area.
Table A-3. UST Sites

<table>
<thead>
<tr>
<th>Facility Name</th>
<th>Facility Address</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighbor’s Food Store #1</td>
<td>5981 University Parkway</td>
<td>Two 10,000-gallon gasoline tanks and one 4,000-gallon kerosene tank in use.</td>
</tr>
<tr>
<td>Fast Track #127</td>
<td>5916 University Parkway</td>
<td>Two 10,000-gallon currently-in-use gasoline tanks.</td>
</tr>
<tr>
<td>Northside Shell</td>
<td>6055 N. Patterson Avenue</td>
<td>One 7,500-gallon, two 4,000-gallon, three 550-gallon, one 287-gallon, and one 280-gallon permanently closed tanks.</td>
</tr>
<tr>
<td>Forsyth Nissan</td>
<td>NC Highway 52 and University Parkway</td>
<td>One 1,000-gallon permanently closed tank.</td>
</tr>
<tr>
<td>Vulcan Materials Company</td>
<td>4401 Patterson Avenue</td>
<td>One 12,000-gallon, two 10,000-gallon, one 1,000-gallon, and two 500-gallon permanently closed tanks.</td>
</tr>
<tr>
<td>North Quarry</td>
<td>4401 N. Patterson Avenue</td>
<td>One 18,000-gallon, one 5,000-gallon, one 2,000-gallon, and two 1,000-gallon permanently closed tanks.</td>
</tr>
<tr>
<td>Cook’s Warehouse</td>
<td>4290 N. Patterson Avenue</td>
<td>Two 3,000-gallon permanently closed tanks.</td>
</tr>
<tr>
<td>Zayre Department Store #518</td>
<td>4215 N. Patterson Avenue</td>
<td>One 500-gallon permanently closed tank.</td>
</tr>
<tr>
<td>Town &amp; Country Motors, Inc.</td>
<td>4200 N. Patterson Avenue</td>
<td>Three 9,999-gallon permanently closed tanks.</td>
</tr>
<tr>
<td>52 &amp; 8 Shell Service</td>
<td>4196 N. Patterson Avenue</td>
<td>One 12,000-gallon, two 10,000-gallon, two 8,000-gallon, one 6,000-gallon, and one 550-gallon permanently closed tanks.</td>
</tr>
<tr>
<td>Horn’s Garage</td>
<td>4153 N. Patterson Avenue</td>
<td>One 1,000-gallon and one 500-gallon permanently closed tanks.</td>
</tr>
<tr>
<td>Joyner Wrecking Company</td>
<td>4140 N. Patterson Avenue</td>
<td>One 4,000-gallon, one 1,000-gallon, and two 550-gallon permanently closed tanks.</td>
</tr>
<tr>
<td>Stanley’s Fresh Meats</td>
<td>3990 N. Patterson Avenue</td>
<td>Two currently-in-use 8,000-gallon tanks.</td>
</tr>
<tr>
<td>Betsy’s One Stop</td>
<td>559 Akron Drive</td>
<td>Three 10,000-gallon and one 2,000-gallon permanently closed tanks.</td>
</tr>
<tr>
<td>Texaco C-Store</td>
<td>500 Akron Drive</td>
<td>Two 10,000-gallon gasoline and one 4,000-gallon kerosene currently-in-use tanks.</td>
</tr>
<tr>
<td>Exxon RS #4-6723</td>
<td>351 Akron Drive</td>
<td>One 12,000-gallon, two 6,000-gallon, one 4,000-gallon, and one 1,000-gallon permanently closed tanks.</td>
</tr>
<tr>
<td>Norfolk Western Railway Company</td>
<td>600 Gaynor Street</td>
<td>One 1,000-gallon permanently closed tank.</td>
</tr>
<tr>
<td>Frozen Food Portion Pak, Inc.</td>
<td>3535 Glenn Avenue</td>
<td>One 2,500-gallon permanently closed tank.</td>
</tr>
<tr>
<td>US Airways M.S.B.</td>
<td>799 Hanes Road</td>
<td>One 2,000-gallon permanently closed tank.</td>
</tr>
<tr>
<td>Brenner Iron &amp; Metal Company</td>
<td>3415 Glenn Avenue</td>
<td>Two 12,000-gallon, three 6,000-gallon, and two 550-gallon permanently closed tanks.</td>
</tr>
<tr>
<td>Waste Management of the Piedmont</td>
<td>3303 N. Glenn Avenue</td>
<td>One 3,000-gallon and one 1,000-gallon permanently closed tanks.</td>
</tr>
<tr>
<td>Waste Management</td>
<td>3301 Glenn Avenue</td>
<td>One 10,000-gallon, one 6,000-gallon, and one 3,000-gallon permanently closed tanks.</td>
</tr>
<tr>
<td>Suburban Propane</td>
<td>Just north of the intersection of Liberty Street and E. 30th Street</td>
<td>One 6,000-gallon permanently closed tank.</td>
</tr>
<tr>
<td>Norfolk &amp; Western Railway Company</td>
<td>3000 Liberty Street</td>
<td>One 1,000-gallon permanently closed tank.</td>
</tr>
<tr>
<td>Facility Name</td>
<td>Facility Address</td>
<td>Status</td>
</tr>
<tr>
<td>------------------------------------------------</td>
<td>-------------------</td>
<td>----------------------------------------------------------------------</td>
</tr>
<tr>
<td>Davco Corporation</td>
<td>3001 N. Liberty Street</td>
<td>One 15,000-gallon, one 10,000-gallon, and three 8,000-gallon permanently closed tanks.</td>
</tr>
<tr>
<td>Liberty North Fire Station</td>
<td>2995 N. Liberty Street</td>
<td>One 2,000-gallon and one 1,500-gallon permanently closed tanks.</td>
</tr>
<tr>
<td>RJR Flight Operations</td>
<td>2901 N. Liberty Street</td>
<td>Two 30,000-gallon gasoline jet fuel, one 10,000-gallon jet fuel, and three 500-gallon waste oil currently-in-use tanks.</td>
</tr>
<tr>
<td>Stewart Warner Corporation Bassick Sack Division</td>
<td>2941 Indiana Avenue</td>
<td>Two 15,000-gallon and two 10,000-gallon permanently closed tanks.</td>
</tr>
<tr>
<td>Hanes Middle School</td>
<td>2900 Indiana Avenue</td>
<td>One 20,000-gallon currently-in-use fuel oil tank.</td>
</tr>
<tr>
<td>Flynn Amoco Service</td>
<td>2821 N. Liberty Street</td>
<td>One 4,000-gallon, three 2,000-gallon, and one 255-gallon permanently closed tanks.</td>
</tr>
<tr>
<td>Kristy’s Food Mart</td>
<td>2609 N. Liberty Street</td>
<td>Three 4,000-gallon gasoline and one 1,000-gallon kerosene currently-in-use tanks.</td>
</tr>
<tr>
<td>Triangle Communications, Inc.</td>
<td>2400 N. Liberty Street</td>
<td>One 1,000-gallon permanently closed tank.</td>
</tr>
<tr>
<td>Conoco #33056</td>
<td>1727 N.E. Liberty Street</td>
<td>Two 10,000-gallon and one 4,000-gallon permanently closed tanks.</td>
</tr>
<tr>
<td>Smith-Phillips Lumber Company</td>
<td>603 17th Street</td>
<td>One 4,000-gallon diesel and one 1,000-gallon gasoline currently-in-use tanks.</td>
</tr>
<tr>
<td>Thomas &amp; Howard</td>
<td>1650 Ivy Avenue</td>
<td>Three 9,999-gallon permanently closed tanks.</td>
</tr>
<tr>
<td>Gilmore Funeral Home</td>
<td>1609 N. Liberty Street</td>
<td>One 1,000-gallon gasoline currently-in-use tank.</td>
</tr>
<tr>
<td>Payne Shell Service</td>
<td>1800 N. Liberty Street</td>
<td>One 2,000-gallon, two 1,000-gallon, and two 550-gallon permanently closed tanks.</td>
</tr>
<tr>
<td>Liberty Street BP #330</td>
<td>1522 N. Liberty Street</td>
<td>One 2,000-gallon and three 10,000-gallon gasoline and one 1,000-gallon diesel currently-in-use tanks.</td>
</tr>
<tr>
<td>Winston-Salem 15th Street Water Plant</td>
<td>103 15th Street</td>
<td>One 2,500-gallon fuel oil permanently closed tank.</td>
</tr>
<tr>
<td>Williams Union 76</td>
<td>1401 N. Liberty Street</td>
<td>One 2,500-gallon and two 2,000-gallon gasoline, one 300-gallon kerosene, and one 200-gallon waste oil permanently closed tanks.</td>
</tr>
<tr>
<td>Brake World</td>
<td>1318 N. Liberty Street</td>
<td>One 10,000-gallon, one 3,000-gallon, and one 2,000-gallon gasoline currently-in-use tanks.</td>
</tr>
<tr>
<td>Raymond Supply</td>
<td>708 E. 13th Street</td>
<td>One 10,000-gallon and one 8,000-gallon gasoline permanently closed tanks.</td>
</tr>
<tr>
<td>Dunagan &amp; Rideout, Inc.</td>
<td>1234 N. Liberty Street</td>
<td>One 550-gallon gasoline permanently closed tank.</td>
</tr>
<tr>
<td>Minit Market #1</td>
<td>1253 N. Liberty Street</td>
<td>Four 4,000-gallon gasoline and one 1,000-gallon kerosene currently-in-use tanks.</td>
</tr>
<tr>
<td>American Bakeries Company</td>
<td>1115 N. Liberty Street</td>
<td>One 8,000-gallon gasoline and one 8,000-gallon diesel permanently closed tanks.</td>
</tr>
<tr>
<td>Shilohian-St. Peters Child Care</td>
<td>N. Highland Avenue</td>
<td>One 20,000-gallon fuel oil currently-in-use tank.</td>
</tr>
<tr>
<td>The site known as Held For Kathleen Spencer</td>
<td>1102 Ivy Avenue</td>
<td>Two 500-gallon gasoline and one 10,000-gallon fuel oil permanently closed tanks.</td>
</tr>
<tr>
<td>Food Bank of Northwest NC, Inc.</td>
<td>1024 N. Liberty Street</td>
<td>Two 4,000-gallon and one 1,000-gallon gasoline permanently closed tanks.</td>
</tr>
<tr>
<td>Bimco</td>
<td>1007 N. Liberty Street</td>
<td>One 1,000-gallon gasoline permanently closed tank.</td>
</tr>
<tr>
<td>Facility Name</td>
<td>Facility Address</td>
<td>Status</td>
</tr>
<tr>
<td>--------------------------------------------</td>
<td>------------------</td>
<td>------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Kennedy Middle School</td>
<td>1000 N. Highland Avenue</td>
<td>Two 10,000-gallon fuel oil currently-in-use tanks.</td>
</tr>
<tr>
<td>The Abe Brenner/Gertrude Brenner site</td>
<td>951 Brenner Street</td>
<td>One 3000-gallon gasoline permanently closed tank.</td>
</tr>
<tr>
<td>RJR Archer, Inc.</td>
<td>400 East Ninth Street</td>
<td>One 2000-gallon detergent permanently closed tank.</td>
</tr>
<tr>
<td>Forsyth County Reynolds Health Center</td>
<td>741 Highland Avenue</td>
<td>Two 15,000-gallon, one 10,600-gallon, and one 6,000-gallon fuel oil, one 560-gallon and one 270-gallon gasoline permanently closed tanks.</td>
</tr>
<tr>
<td>Forsyth County Mental Health</td>
<td>725 Highland Avenue</td>
<td>Three 10,000-gallon fuel oil permanently closed tanks.</td>
</tr>
<tr>
<td>Building 96-1</td>
<td>699 Linden Street</td>
<td>One 12,000-gallon, one 10,000-gallon, and 9,250-gallon permanently closed, gasoline tanks; two 10,000-gallon permanently closed diesel tanks; one 1,000-gallon and one 275-gallon, permanently closed water/oil tanks; one 560-gallon permanently closed varsol tank; and one 10,000-gallon and one 3,000-gallon permanently closed soapy water tanks. The site also has two 12,000-gallon currently-in-use diesel tanks; one 4,000-gallon currently-in-use motor oil tank; one 1,000-gallon currently-in-use waste oil tank; one 500-gallon currently-in-use non-petroleum tank; and one 550-gallon currently-in-use skimmed wastewater tank.</td>
</tr>
<tr>
<td>The Health and Welfare Building</td>
<td>720 Carl Russell Avenue</td>
<td>One 8,000-gallon permanently closed heating oil tank and one 10,000-gallon, currently-in-use heating oil tank.</td>
</tr>
<tr>
<td>Forsyth County Emergency Medical Services</td>
<td>911 East 5th Street</td>
<td>One 6,000-gallon currently-in-use diesel tank.</td>
</tr>
<tr>
<td>Camel City Laundry Company</td>
<td>501 E. Third Street</td>
<td>One 10,000-gallon fuel oil, two 700-gallon mineral spirits, and one 1,000-gallon gasoline currently-in-use tanks.</td>
</tr>
<tr>
<td>Greyhound Lines, Inc.</td>
<td>250 Greyhound Court</td>
<td>One 10,000-gallon diesel permanently closed tank.</td>
</tr>
<tr>
<td>Piedmont Natural Gas Company</td>
<td>250 Linden Street</td>
<td>One 10,000-gallon currently-in-use gasoline tank and one 6,000-gallon gasoline and one 500-gallon diesel, permanently closed tanks.</td>
</tr>
<tr>
<td>University Fire Station</td>
<td>290 S. Claremont Avenue</td>
<td>One 1,000-gallon diesel permanently closed tank.</td>
</tr>
<tr>
<td>Winston-Salem State University</td>
<td>601 Martin Luther King, Jr. Drive</td>
<td>One 20,000-gallon fuel oil and two 9,999-gallon gasoline permanently closed tanks.</td>
</tr>
<tr>
<td>Gallins Vending Company, Inc.</td>
<td>715 Stadium Drive</td>
<td>One 1,000-gallon and one 8,000-gallon gasoline permanently closed tanks.</td>
</tr>
<tr>
<td>Holly Poultry Company, Inc.</td>
<td>330 Dixie Broadway Street</td>
<td>One 2,000-gallon diesel permanently closed tank.</td>
</tr>
<tr>
<td>Salem Spring Company, Inc.</td>
<td>1505 Chapel Street</td>
<td>One 1,000-gallon gasoline permanently closed tank.</td>
</tr>
<tr>
<td>Fogle Furniture Company</td>
<td>1759 Vargrave Street</td>
<td>One 2,000-gallon former product content unknown permanently closed tank.</td>
</tr>
<tr>
<td>Star Service</td>
<td>400 Waughtown Street</td>
<td>One 3,000-gallon and two 1,000-gallon gasoline permanently closed tanks.</td>
</tr>
<tr>
<td>Facility Name</td>
<td>Facility Address</td>
<td>Status</td>
</tr>
<tr>
<td>-------------------------------------</td>
<td>-------------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Ryder Truck Rental, Inc.</td>
<td>440 Waughtown St.</td>
<td>One 12,000-gallon diesel and one 12,000-gallon gasoline and one 250-gallon waste oil permanently closed tanks.</td>
</tr>
<tr>
<td>Jack Fisher Wholesale Meat</td>
<td>1803 Lomond St.</td>
<td>One 550-gallon gasoline permanently closed tank.</td>
</tr>
<tr>
<td>Leonard Oil Company, Inc.</td>
<td>2037 Vargrave St.</td>
<td>Two 10,000-gallon gasoline and one 2,000-gallon diesel currently-in-use tanks. The site also has two 3,000-gallon permanently closed gasoline tanks.</td>
</tr>
<tr>
<td>Sunnyside Ice and Fuel Company, Inc.</td>
<td>2001 Glendale Ave.</td>
<td>One 15,000-gallon kerosene, one 15,000-gallon fuel oil, one 700-gallon kerosene, and one 2,000-gallon kerosene currently-in-use tanks.</td>
</tr>
<tr>
<td>Tina &amp; Troy Distributors</td>
<td>611 Waughtown St.</td>
<td>One 9,999-gallon former product content unknown permanently closed tank.</td>
</tr>
<tr>
<td>McClean Trucking Company</td>
<td>617 Waughtown St.</td>
<td>Two 20,000 gallon diesel, two 10,000 gallon diesel, two 20,000 gallon antifreeze, one 10,000-gallon waste oil, one 10,000-gallon motor oil, one 4,000-gallon other petroleum product, and one 3,000-gallon diesel permanently closed tanks.</td>
</tr>
<tr>
<td>Gant #810</td>
<td>648 Waughtown St.</td>
<td>Two 15,000-gallon gasoline, one 6,000-gallon gasoline, one 3,000-gallon kerosene, and one 3,000-gallon diesel currently-in-use tanks.</td>
</tr>
<tr>
<td>Wachovia Bank &amp; Trust Company</td>
<td>658 Waughtown St.</td>
<td>One 300-gallon fuel oil permanently closed tank.</td>
</tr>
<tr>
<td>Wilco #102</td>
<td>546 East Sprague St.</td>
<td>Three 20,000-gallon and three 8,000-gallon currently-in-use gasoline tanks.</td>
</tr>
<tr>
<td>The Artista Company</td>
<td>437 Goldfloss St.</td>
<td>One 30,000-gallon fuel oil permanently closed tank.</td>
</tr>
<tr>
<td>Sears Unit #7435</td>
<td>2995 Starlight Dr.</td>
<td>One 2,000-gallon gasoline permanently closed tank.</td>
</tr>
<tr>
<td>Rios Market</td>
<td>310 Waughtown St.</td>
<td>Unknown if USTs are present.</td>
</tr>
<tr>
<td>Hair Salon</td>
<td>1320 Cunningham Ave.</td>
<td>Unknown if USTs are present.</td>
</tr>
<tr>
<td>You Can Hear the Cry Ministry</td>
<td>1400 Liberty St.</td>
<td>Three USTs were noted.</td>
</tr>
<tr>
<td>Jan’s Florist</td>
<td>1600 Liberty St.</td>
<td>DENR has permanently closed 5 USTs at this facility.</td>
</tr>
<tr>
<td>Vacant Lot</td>
<td>2537 N. Liberty St.</td>
<td>Existing concrete pads may have been former pump islands.</td>
</tr>
<tr>
<td>Liberty Street Sports Bar</td>
<td>2847 N. Liberty St.</td>
<td>Building resembles an old gas station.</td>
</tr>
<tr>
<td>Sarg &amp; Son’s Garage</td>
<td>3008 Liberty St.</td>
<td>Was assigned a ground water incident number while under ownership of RR.</td>
</tr>
<tr>
<td>HC Enterprise</td>
<td>3741 Patterson Ave.</td>
<td>DENR has 3 USTs registered.</td>
</tr>
<tr>
<td>Pyramid Crane</td>
<td>4284 Patterson Ave.</td>
<td>Former gas station.</td>
</tr>
<tr>
<td>Former Servco #01711</td>
<td>850 N. Liberty St.</td>
<td>Seven USTs were removed in 1999; several monitoring wells noted.</td>
</tr>
<tr>
<td>Latinos Auto Detail</td>
<td>860 Liberty St.</td>
<td>Three USTs were removed in 2006; no monitoring wells noted.</td>
</tr>
<tr>
<td>Vacant Lot</td>
<td>847 N. Liberty St.</td>
<td>No USTs or monitoring wells at this location.</td>
</tr>
<tr>
<td>Vacant Lot</td>
<td>863 N. Liberty St.</td>
<td>No USTs or monitoring wells at this location.</td>
</tr>
<tr>
<td>R&amp;M Motors</td>
<td>896 N. Liberty St.</td>
<td>Former UST tank bed; no monitoring wells noted.</td>
</tr>
<tr>
<td>Bank</td>
<td>893 N. Liberty St.</td>
<td>No USTs or monitoring wells at this location.</td>
</tr>
</tbody>
</table>
Facility Name | Facility Address | Status
--- | --- | ---
Auto Service Center | 1330 Fifth Street | Six USTs were closed in 1997; several monitoring wells noted.
Vacant Lot | 310 Martin Luther King, Jr. Drive | Five USTs were closed in 1958; no monitoring wells noted.
Vacant Lot | 300 Martin Luther King, Jr. Drive | One UST was closed in 1993; no monitoring wells noted.
MLK Family Fare 340 | 105 Martin Luther King, Jr. Drive | Seven UTs were closed in 1988, and one UST was closed in 1998. There are four current USTs and several monitoring wells.
2 Brothers 3 Citgo | 100 Martin Luther King, Jr. Drive | Six current USTs; no monitoring wells were noted.

Source: Environmental Screening Report, October 2004 (Kimley-Horn and Associates); January 2004 GeoEnvironmental Impact Evaluation (NCDOT); July 2007 GeoEnvironmental Impact Evaluation Addendum (NCDOT)

A.6 North Carolina Leaking Underground Storage Tank Report (LUST)

The following table lists the 46 LUST sites identified within the environmental screening study area. No LUST sites were identified within the Martin Luther King, Jr. Drive study area.
<table>
<thead>
<tr>
<th>Facility Name</th>
<th>Facility Address</th>
<th>Incident Information &amp; Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighbors #1</td>
<td>5981 University Parkway</td>
<td>Petroleum contaminated soil, with total petroleum hydrocarbons (TPH) high as 2,600ppm, was discovered during tank removal in September 1998. This incident involved soil and groundwater contamination and is currently in “follow-up” phase.</td>
</tr>
<tr>
<td>Budget Flooring</td>
<td>4900 N. Patterson Avenue</td>
<td>“Closed out” by the NCDENR.</td>
</tr>
<tr>
<td>Modern Nissan</td>
<td>5798 University Parkway</td>
<td>“Closed out” by the NCDENR.</td>
</tr>
<tr>
<td>The incident known as McGee Station II</td>
<td>4473 N. Patterson Avenue</td>
<td>“Closed out” by the NCDENR.</td>
</tr>
<tr>
<td>The incident known as McGee Station</td>
<td>4473 N. Patterson Avenue</td>
<td>“Closed out” by the NCDENR.</td>
</tr>
<tr>
<td>The incident known as Vulcan Materials Co. – North Quarry</td>
<td>4401 N. Patterson Avenue</td>
<td>“Closed out” by the NCDENR.</td>
</tr>
<tr>
<td>The incident known as Vulcan Materials Company – Central</td>
<td>4401 N. Patterson Avenue</td>
<td>This incident involved soil and groundwater contamination and is currently in remediation phase.</td>
</tr>
<tr>
<td>Frank Myers Auto Sales</td>
<td>4200 N. Patterson Avenue</td>
<td>“Closed out” by the NCDENR.</td>
</tr>
<tr>
<td>52 &amp; 8 Shell Service</td>
<td>4196 N. Patterson Avenue</td>
<td>“Closed out” by the NCDENR.</td>
</tr>
<tr>
<td>Exxon Company USA #46723</td>
<td>351 Akron Drive</td>
<td>“Closed out” by the NCDENR.</td>
</tr>
<tr>
<td>Norfolk &amp; Western Railway Company</td>
<td>600 Gaynor Street</td>
<td>“Closed out” by the NCDENR.</td>
</tr>
<tr>
<td>Precision Tune – Winston-Salem</td>
<td>3415 N. Patterson Avenue</td>
<td>This incident involved soil and groundwater contamination and is currently in remediation phase.</td>
</tr>
<tr>
<td>Frozen Food Portion Pack, Inc.</td>
<td>3535 Glenn Avenue</td>
<td>“Closed out” by the NCDENR.</td>
</tr>
<tr>
<td>Dairy Fresh, Inc.</td>
<td>2221 N. Patterson Avenue</td>
<td>This incident involved soil and groundwater contamination and is currently in remediation phase.</td>
</tr>
<tr>
<td>Brenner Iron &amp; Metal Company</td>
<td>3301 Glenn Avenue</td>
<td>“Closed out” by the NCDENR.</td>
</tr>
<tr>
<td>Norfolk &amp; Western Railway Company</td>
<td>3000 Liberty Street</td>
<td>“Closed out” by the NCDENR.</td>
</tr>
<tr>
<td>Davco Corporation</td>
<td>3001 North Liberty Street</td>
<td>“Closed out” by the NCDENR.</td>
</tr>
<tr>
<td>ILCO UNICAN Corporation</td>
<td>2941 Indiana Avenue</td>
<td>The database report did not contain details for this incident.</td>
</tr>
<tr>
<td>APAC – Thomas Arthur Paving</td>
<td>2805 Indiana Avenue</td>
<td>“Closed out” by the NCDENR.</td>
</tr>
<tr>
<td>James and Bessie King Property</td>
<td>2713 Liberty Street</td>
<td>“Closed out” by the NCDENR.</td>
</tr>
<tr>
<td>Frank Blum Construction Company</td>
<td>830 25th Street</td>
<td>This incident involved soil and groundwater contamination and is currently in remediation phase.</td>
</tr>
<tr>
<td>Jet Station #33058</td>
<td>1727 North Liberty Street</td>
<td>“Closed out” by the NCDENR.</td>
</tr>
<tr>
<td>Thomas &amp; Howard</td>
<td>1650 Ivy Avenue</td>
<td>“Closed out” by the NCDENR.</td>
</tr>
<tr>
<td>BP Station #24162</td>
<td>1522 North Liberty Street</td>
<td>This incident involved soil and groundwater contamination and is currently in “follow-up” phase.</td>
</tr>
<tr>
<td>Williams Union 76</td>
<td>1401 North Liberty Street</td>
<td>“Closed out” by the NCDENR.</td>
</tr>
<tr>
<td>US Postal Service – Vehicle Maintenance Garage</td>
<td>1359 North Liberty Street</td>
<td>This incident involved soil and groundwater contamination and is currently in remediation phase.</td>
</tr>
<tr>
<td>Forsyth Partners – Ivy Distribution</td>
<td>1325 Ivy Avenue</td>
<td>This incident involved minor soil</td>
</tr>
<tr>
<td>Facility Name</td>
<td>Facility Address</td>
<td>Incident Information &amp; Status</td>
</tr>
<tr>
<td>----------------------------------</td>
<td>----------------------------------</td>
<td>------------------------------------------------------------------</td>
</tr>
<tr>
<td>Fairway One Stop</td>
<td>1253 North Liberty Street</td>
<td>This incident involved soil and groundwater contamination and is currently in remediation phase.</td>
</tr>
<tr>
<td>Merita Bakery – Liberty</td>
<td>1115 North Liberty Street</td>
<td>This incident involved soil and groundwater contamination and is currently in remediation phase.</td>
</tr>
<tr>
<td>BIMCO</td>
<td>1007 North Liberty Street</td>
<td>“Closed out” by the NCDENR.</td>
</tr>
<tr>
<td>Salvage Building Materials – Service Station</td>
<td>960 North Liberty Street</td>
<td>This incident involved soil and groundwater contamination and is currently in “follow-up” phase.</td>
</tr>
<tr>
<td>R. J. Reynolds – Archer Building 40-A</td>
<td>1200 Martin Luther King, Jr. Drive</td>
<td>This incident involved soil contamination and is currently in remediation phase.</td>
</tr>
<tr>
<td>Forsyth County Mental Health</td>
<td>725 Highland Avenue</td>
<td>“Closed out” by the NCDENR.</td>
</tr>
<tr>
<td>R. J. Reynolds Trucking Facility</td>
<td>69 Linden Street</td>
<td>This incident involved soil and groundwater contamination and is currently in remediation phase.</td>
</tr>
<tr>
<td>Greyhound Lines</td>
<td>250 Greyhound Court Street</td>
<td>This incident involved soil and groundwater contamination and is currently in remediation phase.</td>
</tr>
<tr>
<td>Gallins Vending Company</td>
<td>715 Stadium Drive</td>
<td>This incident involved soil contamination and is currently in remediation phase.</td>
</tr>
<tr>
<td>Salem Spring Company</td>
<td>303 Waughtown Street</td>
<td>This incident involved soil and groundwater contamination and is currently in “follow-up” phase.</td>
</tr>
<tr>
<td>Ryder Truck Rental W-S-B</td>
<td>440 Waughtown Street</td>
<td>“Closed out” by the NCDENR.</td>
</tr>
<tr>
<td>Home Real Estate Property</td>
<td>500 Waughtown Street</td>
<td>This incident involved soil contamination and is currently in remediation phase.</td>
</tr>
<tr>
<td>Forsyth Partners</td>
<td>585 Waughtown Street</td>
<td>“Closed out” by the NCDENR.</td>
</tr>
<tr>
<td>TNT Vacuum Cleaners</td>
<td>611 Waughtown Street</td>
<td>This incident involved soil and groundwater contamination and is currently in remediation phase.</td>
</tr>
<tr>
<td>McClean Trucking Company</td>
<td>617 Waughtown Street</td>
<td>“Closed out” by the NCDENR.</td>
</tr>
<tr>
<td>Giant Oil Company #10</td>
<td>303 Waughtown Street</td>
<td>This incident involved soil and groundwater contamination and is currently in “follow-up” phase.</td>
</tr>
<tr>
<td>Wachovia Bank of NC-Waughtown</td>
<td>658 Waughtown Street</td>
<td>“Closed out” by the NCDENR.</td>
</tr>
<tr>
<td>Sears Unit #7435</td>
<td>2995 Starlight Drive</td>
<td>This incident involved soil contamination and is currently in remediation phase.</td>
</tr>
</tbody>
</table>

Source: Environmental Screening Report, October 2004 (Kimley-Horn and Associates); January 2004 GeoEnvironmental Impact Evaluation (NCDOT); July 2007 GeoEnvironmental Impact Evaluation Addendum (NCDOT)
APPENDIX B

Agency Comments

This appendix includes agency response letters. The following letters are included:

From State Agencies

- June 15, 2007 letter from NC Department of Cultural Resources, State Historic Preservation Office
- February 15, 2007 letter from NC Department of Cultural Resources, State Historic Preservation Office
- February 21, 2006 letter from NC Department of Cultural Resources, State Historic Preservation Office
- August 22, 2005 letter from NC Department of Cultural Resources, State Historic Preservation Office
- May 20, 2005 letter from NC Wildlife Resources Commission
- May 17, 2005 letter from NC Department of Administration
- May 16, 2005 letter from NC Department of Environment and Natural Resources

From Local Agencies

- June 3, 2005 letter from Northwest Piedmont Council of Governments
- April 25, 2005 letter from City of Winston-Salem
June 15, 2007

MEMORANDUM

TO: Greg Thorpe, Ph.D., Director
Project Development and Environmental Analysis Branch
NCDOT Division of Highways

FROM: Peter Sandbeck

SUBJECT: Phase II, Historic Architecture Report, Improvements to US 52, Martin Luther King Jr. Drive, U-2826B, Forsyth County, ER 05-0934

Thank you for your letter of May 14, 2007, transmitting the survey report by Sarah Woodard David, concerning the above project.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are listed in, and remain eligible for the National Register of Historic Places:

♦ (FY 828) Lloyd Presbyterian Church, 748 N. Chestnut Street, Winston-Salem
♦ (FY 2217) Mars Hill Baptist Church and Parsonage, 1331 E. 4th Street, Winston-Salem
♦ (FY 1271) (former) Union Station, 300 Martin Luther King Dr., Winston-Salem

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following property is eligible for the National Register of Historic Places:

♦ East Winston Historic District, roughly bounded by Martin Luther King Jr. Drive, Dunlieuth Street, First Street, and Fifth Street. The district is eligible for the National Register under Criteria A and C in the areas of African-American heritage and architecture. The district illustrates Winston-Salem’s African-American settlement patterns as the city’s most intact example of the rapid shift from a white to an African-American neighborhood. The district retains a good selection of early twentieth-century housing stock and a variety of commercial and community buildings.

The East Winston Historic District retains integrity of location, design of street plan, design of streetscapes, overall design of most of the houses, setting, association, and feeling. Most of the houses have been altered, which has a negative impact on the district’s integrity of materials and workmanship, but the houses as a group, retain integrity of association and feeling and as a whole, present a cohesive district.
We concur with the proposed National Register boundary as described, justified, and mapped in the survey report.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that properties 2 – 7 and 13 – 14, and 27 listed in the survey report are not eligible for the National Register of Historic Places.

cc: Mary Pope Furr, NCDOT
    Sara Woodard David, NCDOT
February 15, 2007

MEMORANDUM

TO: Matt Wilkerson
NCDOT - Office of Human Environment

FROM: Peter Sandbeck

SUBJECT: Proposed Improvements to US 52 from I-40 Bypass to NC 65, U-2826B, Forsyth County, ER 05-0934

Thank you for your memorandum of November 20, 2006, concerning the above project. We apologize for the delay in our response.

The project alternative maps, text and tables accompanying your memorandum clearly show that the proposed improvements will be confined to areas previously disturbed by construction. We concur with your assessment that National Register eligible archaeological sites will not be affected and that no archaeological investigation is warranted for the project as currently proposed.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation’s Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763, ext. 246. In all future communication concerning this project, please cite the above-referenced tracking number.

cc: Mike Penney, NCDOT/PDEA
North Carolina Department of Cultural Resources  
State Historic Preservation Office  
Peter B. Sandbeck, Administrator

February 21, 2006

MEMORANDUM

TO: Greg Thorpe, Ph.D., Director  
Project Development and Environmental Analysis Branch  
NCDOT Division of Highways

FROM: Peter Sandbeck

SUBJECT: Historic Architectural Resources Survey Report, US 52 Improvements, Winston-Salem,  
U-2826B, Forsyth County, ER 05-0934

Thank you for your letter of December 20, 2005, transmitting the survey report by Heather Fearnbach of Edwards-Pitman Environmental, Inc., for the above project.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following property is listed in the National Register of Historic Places:

- Union Station, 300 Martin Luther King Jr. Drive, just south of I-40 Business and east of US 52, Winston-Salem.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are eligible for the National Register of Historic Places:

- Bridge No. 371, Vargrave Street Bridge over Salem Creek, Winston-Salem, is eligible for the National Register under Criterion C as a distinctive variation of the common state-built standard tee-beam bridges. Built by the City of Winston-Salem, the tee-beam bridge standouts among others for its technology and decoration, as seen in beam haunches over the abutments, pilasters, covered fasciae beams, and stepped roadway slab fasciae.

We concur with the proposed National Register boundary as justified and delineated in the survey report.

- Fairview Moravian Church, 1800 Liberty Street, Winston-Salem, is eligible for the National Register under Criterion C for architecture as a unique and significant example of a Moravian Church executed in the Neoclassical Revival Style. The church is stylistically distinctive among other North Carolina twentieth-century Moravian churches because they were generally executed in the Salem Revival style.
We concur with the proposed National Register boundary as described, justified, and delineated in the survey report.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are not eligible for the National Register of Historic Places:

- Liberty Street Bridge over Norfolk Southern Railroad, carrying two lanes of Liberty Street and sidewalks over the Norfolk Southern Railroad, located just west of the intersection of Liberty Street and Brenner Street.

And properties:


The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation’s Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763. In all future communication concerning this project, please cite the above-referenced tracking number.

cc: Mary Pope Furr
    Richard Silverman
    Heather Fearnbach, Edwards-Pitman Environmental
August 22, 2005

MEMORANDUM

TO: Gregory Thorpe, Ph.D., Director
   Project Development and Environmental Analysis Branch
   NCDOT Division of Highways

FROM: Peter Sandbeck

SUBJECT: Proposed Interim Improvements to US 52 from I-40 to NC 66, U-2826B, Forsyth County, ER 05-0934

We are in receipt of your April 28, 2005, transmission for the above project. We regret the delay in our response, which was due to a database error.

We have conducted a search of our maps and files and located the following structures of historical or architectural importance within the general area of this project:

(FY 9) Old Salem Historic District, Church, Main, and Salt Streets, listed in the National Register and a National Historic Landmark
(FY 561) Ziglar House, SW corner of jct. of US 52 and SR 1669.
(FY 584) Edwin F. Shore House, S side of SR 1897, 0.4 miles S of jct. with 1898.
(FY 574) Lewis M. Vest House, W side of SR 1934, 0.55 miles NW of SR 1935
(FY 578) Matthew’s Chapel Church of Christ, S side SR 1686, 0.1 mile W of NC 8.
(FY 640) Clayton House, 0.2 miles N of SR 1669, 0.95 miles E of SR 1858
(FY 843) Salem Town Hall, 301 S. Liberty Street, listed in the National Register
(FY 1271) Union Station, 300 Martin Luther King Drive, Local Historic District
(FY 1293) North Elementary School, 1500 Patterson Ave., Determined Eligible for the National Register.
(FY 1339) Winston-Salem Southbound Railroad Freight Warehouse and Office, 300 S. Liberty St.
(FY 2148) Indera Mills, 400 S. Marshall St.
(FY 2555) Salem Academy and College, Salem Square, jct. of Church and Salem Avenue, listed in the National Register.
(FY 2685) Downtown North Historic District, Winston-Salem, listed in the National Register.
(FY 3010) Sunnyside Central Terrace Historic District, S. Main St., Junia Ave., US-52, Brookline, in the State Study List
(FY 3011) West Salem Historic District, Marshall, Walnut, and Hutton streets, listed in the National Register.
We recommend that a Department of Transportation architectural historian identify and evaluate any structures over fifty years of age within the project area and report the findings to us.

The study area for the proposed project contains several recorded Native American and historic period archaeological sites. In as much as the corridor passes through several historic areas, there are likely to be many as yet unrecorded archaeological sites as well. Given the size of the study area, we recommend that a historic background research report be prepared covering the study area to identify potential resources. The background report could then be used when more specific project information is available to evaluate the need for and/or location of needed archaeological investigation. Staff of the Office of State Archaeology are available to consult with your Archaeology Unit regarding the scope and nature of the background research report.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation’s Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763. In all future communication concerning this project, please cite the above referenced tracking number.

cc: Mary Pope Furr, NCDOT
    Matt Wilkerson, NCDOT
    Michael Penny, PEDA
    SCH
North Carolina Wildlife Resources Commission

Richard B. Hamilton, Executive Director

TO: Melba McGee, Environmental Coordinator
Office of Legislative and Intergovernmental Affairs, DENR

FROM: Marla Chambers, Western NCDOT Permit Coordinator
Habitat Conservation Program, NCWRC

DATE: May 30, 2005

SUBJECT: Scoping review of NCDOT’s proposed interim improvements to US 52 from I-40 to NC 66, Forsyth County. TIP No. U-2826B

North Carolina Department of Transportation (NCDOT) is requesting comments from the North Carolina Wildlife Resources Commission (NCWRC) regarding impacts to fish and wildlife resources resulting from the subject project. Staff biologists have reviewed the information provided and have the following preliminary comments. These comments are provided in accordance with the provisions of the National Environmental Policy Act (42 U.S.C 4332(2)(c)) and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661-667d).

The NCDOT proposes to improve safety and traffic operations on existing US 52, a multi-lane freeway through Winston-Salem, from I-40 to NC 66. Potential improvements that may be considered include ramp closures, bridge replacements, interchange modifications, auxiliary lanes, message signs, enhanced traffic signal systems, etc. Streams in the project area include Parkway Branch, Middle Fork Muddy Creek and unnamed tributaries (UTs), Mill Creek, Leak Fork, Grassy Creek, and UT’s of Salem Creek and Brushy Creek.

The project is in a highly urbanized setting; therefore stormwater treatment is very important. Stormwater quantity and quality should be managed using low impact development techniques (see www.lowimpactdevelopment.org for information) and there should be no net gain in flood stage. Sedimentation and erosion control measures should be strictly maintained to avoid additional degradation of streams in the area.

Mailing Address: Division of Inland Fisheries • 1721 Mail Service Center • Raleigh, NC 27699-1721
Telephone: (919) 733-3633 • Fax: (919) 715-7643
We would like to make NCDOT aware of a possible stream mitigation opportunity in the project area. We understand that a section of Leak Creek and a tributary (approximately 700') have been piped in the Patterson Drive and NC 8 area, adjacent to US 52, which resulted in a notice of violation. To our knowledge, the situation has not been corrected and the property remains vacant. One of the streams was approximately 15’ wide. This appears to be a worthwhile project for on-site mitigation and we would appreciate NCDOT investigating its potential.

In addition, to help facilitate document preparation and the review process, our general information needs are outlined below:

1. Description of fishery and wildlife resources within the project area, including a listing of federally or state designated threatened, endangered, or special concern species. Potential borrow areas to be used for project construction should be included in the inventories. A listing of designated plant species can be developed through consultation with the following programs:

   The Natural Heritage Program
   http://www.ncsparks.net/nhp
   1601 Mail Service Center
   Raleigh, N. C. 27699-1601

   and,

   NCDA Plant Conservation Program
   P. O. Box 27647
   Raleigh, N. C. 27611
   (919) 733-3610

2. Description of any streams or wetlands affected by the project. If applicable, include the linear feet of stream that will be channelized or relocated.

3. Cover type maps showing wetland acreage impacted by the project. Wetland acreage should include all project-related areas that may undergo hydrologic change as a result of ditching, other drainage, or filling for project construction. Wetland identification may be accomplished through coordination with the U.S. Army Corps of Engineers (USACE). If the USACE is not consulted, the person delineating wetlands should be identified and criteria listed.

4. Cover type maps showing acreage of upland wildlife habitat impacted by the proposed project. Potential borrow sites and waste areas should be included.

5. Show the extent to which the project will result in loss, degradation, or fragmentation of wildlife habitat (wetlands or uplands).

6. Include the mitigation plan for avoiding, minimizing or compensating for direct and indirect degradation in habitat quality as well as quantitative losses.
7. Address the overall environmental effects of the project construction and quantify the contribution of this individual project to environmental degradation.

8. Provide a discussion of the probable impacts on natural resources, which will result from secondary development, facilitated by the improved road access.

9. If construction of this facility is to be coordinated with other state, municipal, or private development projects, a description of these projects should be included in the environmental document, and all project sponsors should be identified.

Thank you for the opportunity to provide input in the early planning stages of this project. If you have any questions regarding these comments, please contact me at (704) 485-2384.

cc: Brian Wrenn, NCDWQ
    Marcella Buncieck, USFWS
Mr. Michael Penney
N.C. Dept. of Transportation
Project Dev. & Environmental Analysis
Transportation Bldg. - 1548 MSC
Raleigh, NC 27698-1548

Dear Mr. Penney:

Re: SCH File # 05-E-4220-0315; SCOPING; Proposed Interim Improvements to US 52 from I-40 to NC66; TIP #U-2826B

The above referenced environmental impact information has been submitted to the State Clearinghouse under the provisions of the National Environmental Policy Act. According to G.S. 113A-10, when a state agency is required to prepare an environmental document under the provisions of federal law, the environmental document meets the provisions of the State Environmental Policy Act. Attached to this letter for your consideration are the comments made by agencies in the course of this review.

If any further environmental review documents are prepared for this project, they should be forwarded to this office for intergovernmental review.

Should you have any questions, please do not hesitate to call.

Sincerely,

Ms. Chrys Baggett
Environmental Policy Act Coordinator

Attachments

cc: Region I
MEMORANDUM

TO: Chrys Baggett
State Clearinghouse

FROM: Melba McGee ⚫
Environmental Review Coordinator

SUBJECT: 05-0315 Interim Improvements to US 52 from I-40 to NC 66 in Forsyth County

DATE: May 16, 2005

The Department of Environment and Natural Resources has reviewed the proposed information. There were no comments or objections. The Division of Water Quality was unable to respond during the comment period. Should comments be submitted I will forward them to you for your file.

Thank you for the opportunity to review.

Attachments
### INTERGOVERNMENTAL REVIEW - PROJECT COMMENTS

After review of this project it has been determined that the DENR permit(s) and/or approvals indicated may need to be obtained in order for this project to comply with North Carolina Law. Questions regarding these permits should be addressed to the Regional Office indicated on the reverse of this form. All applications, information and guidelines relative to these plans and permits are available from the same Regional Office.

<table>
<thead>
<tr>
<th>PERMITS</th>
<th>SPECIAL APPLICATION PROCEDURES or REQUIREMENTS</th>
<th>Normal Process Time (Statutory Time Limit)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Permit to construct &amp; operate wastewater treatment facilities, sewer system extensions &amp; sewer systems not discharging into state surface waters</td>
<td>Application 90 days before begin construction or award of construction contracts On-site inspection Post-application technical conference usual</td>
<td>30 days (90 days)</td>
</tr>
<tr>
<td>NPDES-permit to discharge into surface water and/or permit to operate and construct wastewater facilities discharging into state surface waters</td>
<td>Application 180 days before begin activity On-site inspection preapplication conference usual Additionally, obtain permit to construct wastewater treatment facility granted after NPDES reply time. 30 days after receipt of plans or issue of NPDES permit whichever is later</td>
<td>90 - 120 days (N/A)</td>
</tr>
<tr>
<td>Water Use Permit</td>
<td>Preapplication technical conference usually necessary</td>
<td>30 days (N/A)</td>
</tr>
<tr>
<td>Well Construction Permit</td>
<td>Complete application must be received and permit issued prior to the installation of a well</td>
<td>7 days (15 days)</td>
</tr>
<tr>
<td>Dredge and Fill Permit</td>
<td>Application copy must be served on each adjacent riparian property owner On-site inspection Preapplication conference usual Filling may require Easement to fill from N.C. Department of Administration and Federal Dredge and Fill Permit</td>
<td>55 days (90 days)</td>
</tr>
<tr>
<td>Permit to construct &amp; operate Air Pollution Abatement facilities and/or Emission Sources as per 15 A NCAC 2D 0100-2D 0300-2D 0400</td>
<td>N/A</td>
<td>60 days</td>
</tr>
<tr>
<td>Any open burning associated with subject proposal must be in compliance with 15 A NCAC 2D 1900</td>
<td>N/A</td>
<td>60 days (90 days)</td>
</tr>
<tr>
<td>Demolition or renovations of structures containing asbestos material must be in compliance with 15 A NCAC 2D 1110 (a) (1) which requires notification and removal prior to demolition Contact Asbestos Control Group 919-733-0820</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Complex Source Permit required under 15 A NCAC 2D 0800</td>
<td>N/A</td>
<td></td>
</tr>
</tbody>
</table>

*The Sedimentation Pollution Control Act of 1973 must be properly addressed for any land disturbing activity. An erosion & sedimentation control plan will be required if one or more acres to be disturbed. Plan filed with proper Regional Office (Land Quality Section) at least 30 days before beginning activity. A fee of $40 for the first acre or any part of an acre.*

*The Sedimentation Pollution Control Act of 1973 must be addressed with respect to the referenced Local Ordinance.*

*Mining Permit*

- On-site inspection usual Surety bond filed with DENR. Bond amount varies with type mine and number of acres of affected land. Any are mined greater than one acre must be permitted. The appropriate bond must be received before the permit can be issued. 30 days (60 days)

*North Carolina Burning permit*

- On-site inspection by N.C. Division of Forest Resources if permit exceeds 4 days 1 day (N/A)

*Special Ground Clearance Burning Permit-22 counties in coastal N.C. with organic soils*

- On-site inspection by N.C. Division of Forest Resources required "if more than five acres of ground clearing activities are involved. Inspections should be requested at least ten days before actual burn is planned." 1 day (N/A)

*Oil Refining Facilities*

- N/A 90 - 120 days (N/A)

*Dam Safety Permit*

- If permit required application 60 days before begin construction. Applicant must hire N.C. qualified engineer to prepare plans, inspect construction, certify construction is according to DENR approved plans. May also require permit under mosquito control program and a 404 permit from Corps of Engineers. An inspection of site is necessary to verify Hazard Classification. A minimum fee of $200.00 must accompany the application. An additional processing fee based on a percentage of the total project cost will be required upon completion. 30 days (60 days)
<table>
<thead>
<tr>
<th>PERMITS</th>
<th>SPECIAL APPLICATION PROCEDURES or REQUIREMENTS</th>
<th>Normal Process Time (Statutory Time Limit)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Permit to drill exploratory oil or gas well</td>
<td>File surety bond of $5,000 with DENR running to State of N.C conditional that any well opened by drill operator shall upon abandonment be plugged according to DENR rules and regulations</td>
<td>10 days (N/A)</td>
</tr>
<tr>
<td>Geophysical Exploration Permit</td>
<td>Application filed with DENR at least 10 days prior to issue of permit. Application by letter. No standard application form.</td>
<td>10 days (N/A)</td>
</tr>
<tr>
<td>State Lakes Construction Permit</td>
<td>Application fees based on structure size is charged. Must include descriptions &amp; drawings of structure &amp; proof of ownership of riparian property.</td>
<td>15 - 20 days (N/A)</td>
</tr>
<tr>
<td>4.01 Water Quality Certification</td>
<td>N/A</td>
<td>55 days (130 days)</td>
</tr>
<tr>
<td>CAMA Permit for MAJOR development</td>
<td>$250.00 fee must accompany application</td>
<td>60 days (130 days)</td>
</tr>
<tr>
<td>CAMA Permit for MINOR development</td>
<td>$50.00 fee must accompany application</td>
<td>22 days (25 days)</td>
</tr>
</tbody>
</table>

**Several geodetic monuments are located in or near the project area. If any monument needs to be moved or destroyed, please notify:**
N.C. Geodetic Survey, Box 27587, Raleigh, N.C. 27611

**Abandonment of any wells, if required, must be in accordance with Title 15A, Subchapter 2C 0100.**

**Notification of the proper regional office is requested if "orphan" underground storage tanks (USTS) are discovered during any excavation operation.**

**Compliance with 15A NCAC 2H 1000 (Coastal Stormwater Rules) is required**

* Other comments (attach additional pages as necessary. Please be certain to cite comment authority).

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**REGIONAL OFFICES**

Questions regarding these permits should be addressed to the Regional Office marked below.

- **Asheville Regional Office**
  59 Woodfin Place
  Asheville, N.C. 28801
  (828) 251-6208

- **Fayetteville Regional Office**
  225 Green Street, Suite 714
  Fayetteville, N.C. 28301
  (910) 486-1541

- **Mooresville Regional Office**
  919 North Main Street
  Mooresville, N.C. 28115
  (704) 663-1699

- **Raleigh Regional Office**
  3800 Barrett Drive, P.O. Box 27687
  Raleigh, N.C. 27611
  (919) 571-4700

- **Winston-Salem Regional Office**
  585 Waughtown Street
  Winston-Salem, N.C. 27107
  (336) 771-4600

- **Washington Regional Office**
  943 Washington Square Mall
  Washington, N.C. 27889
  (252) 946-6481
June 3, 2005

Mr. Gregory J. Thorpe, Ph.D
NCDOT Project Development and Environmental Analysis
1548 Mail Service Center
Raleigh, NC 27699-1548

Dear Mr. Thorpe:

The Northwest Piedmont Rural Planning Organization would like to thank you for the opportunity to comment on the US52 Interim Improvements Project (U-2826B). Based on the information currently available to us, it appears that the scope of this project is still unclear, with meetings being held currently to discuss various issues and concerns. Our TAC has chosen to withhold comment at this time, reserving the right to comment on the project as more information becomes available regarding its scope and impact.

We apologize for submitting this letter after your stated deadline of May 27th. As our TAC only meets once every other month, we were unable to consider this as an agenda item prior to that date. Please feel free to contact us with any questions.

Sincerely,

Larry Wafl
Northwest Piedmont
TAC Chairman

Nicole Hay
Northwest Piedmont
RPO Coordinator
April 25, 2005

Mr. Gregory J. Thorpe, Ph.D., Director
Project Development & Environmental Analysis
NC Department of Transportation
1548 Mail Service Center
Raleigh, NC 27699-1548

Dear Dr. Thorpe:

Thank you for your April 6th letters to both the Mayor and I asking for input on the US 52 Interim Improvements from I-40 to NC 66 in Forsyth County. (Project NHF-52(4), State Project NO. 8.1622801, TIP No. U-2826B)

The City welcomes any improvements to US 52 that demonstrate the ability to relieve congestion and improve safety while preserving access to the downtown area. As the preferred alternative for this project is being developed, decisions about changing access from US 52 to our downtown must be made within the context of plans for the rehabilitation of US 421/Business 40 (TIP NO. U-2827) and construction of the Salem Creek Connector. (TIP NO. U-2925)

We have also forwarded your letter to the City County Planning Board for comments about the projects impact on neighborhoods, historic resources, and any small area plans that are either in place or in progress.

Sincerely,

Gregory M. Turner, PE
Assistant City Manager/Public Works

cc: Mayor Allen Joines
Stan Polanis, Director of Transportation
APPENDIX C

Public Involvement

This appendix includes information on public involvement for this project, including:

- October 2001 newsletter
- October 2003 newsletter
- October 2005 newsletter
The US 52 that you are using today could change dramatically in the next few years.

The North Carolina Department of Transportation (NCDOT) is looking at the possibility of closing some ramps as well as adding travel lanes to US 52 between the I-40 Bypass and NC 65, all to improve the road you drive on. If you want to understand what these changes will mean for your travel plans, then get involved early! Your concerns and ideas are important because you will be most affected by any changes in the next few years, not the engineers in Raleigh.

So act now! We need YOUR OPINION. The first of these workshops will be held on October 23, 2001. Two identical sessions will be held for the public, so you will only need to attend one session.

- 9:00 a.m. to 11 a.m. at the Comfort Inn, 531 Akron Drive in Winston-Salem
- 5:00 p.m. to 7:00 p.m. at the LEAP Academy at Kennedy Middle School Auditorium, 1000 North Highland Avenue in Winston-Salem

Want to Know More About What the Future Holds for US 52?

Citizens Informational Workshops will be held to give you the opportunity to learn about changes to US 52, ask questions, share ideas, and express yourself to NCDOT engineers.

NCDOT representatives who know about the project and what changes could be seen in the future will be at each of these workshops to talk with you. Please come to whichever session is most convenient for you. The workshops will be very informal with displays and time for one-on-one questions and comments.

Above: US 52 looking south toward Winston-Salem at the Northwest Boulevard exit
Left: Traffic on US 52 has grown since the connector to I-77 was completed
How to Keep Updated

US 52 Hotline
1-866-275-4636
A hotline has been set up to provide up-to-date information on what will be happening with US 52. It is available 24 hours a day, 7 days a week, and will have recorded messages about upcoming meetings and important changes to the area or issues. The number to call is 1-866-275-4636.
Check back often for updated information.

Mailing List
Another way to stay informed about the US 52 project will be through a mailing list. If you want to receive newsletters and other information by mail, please fill out the attached form and mail it to US 52 Corridor Study, Kinley-Horn and Associates, Post Office Box 33068, Raleigh, NC 27636-3068. Or e-mail roger.henderson@kinleyhorn.com. This is a great way to make sure you get the most recent information about this project!

NCDOT Contact
Michael Penney, Project Development & Environmental Analysis Branch, NCDOT, 1548 Mail Service Center, Raleigh, NC 27699-1548, mpenney@dot.state.nc.us

Above: Morning peak hour traffic is busy at the interchange between US 52 and Business 40
Why Change US 52?

The eleven miles of US 52 that NCDOT is considering changing (shown on the previous page) has seen a lot of changes since it was first built in the 1960s. Some important information about the roadway includes:

- About 70,000 vehicles travel along this section of the roadway each day
- This section sees more than 250 crashes a year
- About 100 of those crashes result in injury, while four result in someone's death
- No new lanes have been added to this section of US 52 since it was originally built in the 1960s

NCDOT has set aside $15 million to be able to improve this part of the roadway, with construction expected to begin in 2005. As part of the changes to US 52, NCDOT has asked Kimley-Horn and Associates to do a study to figure out what changes will mean to people like you. This environmental study will:

- Evaluate the improvements to help relieve congestion and improve safety
- Identify effects on people and the environment

The bottom line: you will have a safer road to travel on that will consider your needs as well as the needs of your neighbors!

What exactly is NCDOT Going to Do in US 52?

There are many things that NCDOT could do to make US 52 a better road. But in order to figure out the best option, we need to hear from you! Some of the options that NCDOT is considering include:

- Widening the road in order to add more lanes
- Using the shoulders that exist today as travel lanes
- Closing, adding, or changing ramps
- Using traffic signals to regulate when vehicles can enter the highway
- State of the art equipment and traffic flow methods called Intelligent Transportation Systems (ITS)

By looking at more than one alternative, NCDOT will be able to come up with a plan that will meet the transportation needs of the area as well as make sure the impacts on people are minimal.

How Will NCDOT Choose What to Do?

Only through your help! Come see NCDOT and Kimley-Horn staff on October 23 to ask questions and tell us what you think. Your opinion matters!

Who Do We Want Involved in Making US 52 A Safer Roadway?

You, of course! You and your neighbors will have to live with the end result of whatever improvements are developed with the $15 million that is set aside for this project. So shouldn't you have a say in what that new US 52 will be?

Kimley-Horn and NCDOT have developed a public involvement plan to give all interested citizens the chance to help develop, evaluate, and give input in selecting the final alternative to change the corridor.

- You will have the chance to participate in Citizen Informational Workshops
- Local agencies, neighborhood associations, and citizen groups will be able to meet with project staff at small group meetings
- A public meeting with the Winston-Salem City Council and citizens will be held to discuss the findings of the study and the recommendations for the preferred changes.

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US 52 Corridor Study Mailing List

Name: ________________________________
Organization (if any): ________________________________
Street: ________________________________
City: ___________________________ State: ___________________________
Email: ________________________________
Comments: ________________________________
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<th>Season</th>
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<td>Ongoing Through Fall 2001</td>
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<td>Step 2</td>
<td>Develop Alternatives for Study, Public Officials Meeting, Small Group Meetings</td>
<td>Fall — Winter 2001</td>
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<td>Step 3</td>
<td>Evaluate Alternatives/Environment for Study, Public Officials Meeting, Small Group Meetings</td>
<td>Winter 2001 — Spring 2002</td>
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<td>Step 4</td>
<td>Resource Agency Meeting, Public Officials Meeting</td>
<td>Winter 2002</td>
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<td>Public Officials Meeting, Small Group Meeting</td>
<td>Winter — Spring 2002</td>
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<td>Step 6</td>
<td>Preferred Alternative Selection, Public Officials Meeting</td>
<td>Summer 2002</td>
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<td>Draft Planning Report/Environmental Documentation, Public Officials Meeting</td>
<td>Summer 2002</td>
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<td>Step 8</td>
<td>Public Hearing</td>
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<td>Final Environmental Documentation</td>
<td>Winter 2003</td>
</tr>
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<td>Step 10</td>
<td>Construction</td>
<td>Fiscal Year 2005</td>
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</table>
The US Highway 52 that you are using today could change dramatically in the next few years.

The North Carolina Department of Transportation (NCDOT) is considering the possibility of closing some ramps, as well as adding travel lanes to US Highway 52 between Stadium Drive and Akron Drive—all to improve the road you drive on. If you want to understand what these changes will mean for your travel plans, then get involved! Your concerns and ideas are important because the way you travel on US Highway 52 will be affected by any changes in the next few years.

Want to know more about what the future may hold for US Highway 52?

Three Citizens Informational Workshops will be held to give you the opportunity to learn about changes to US Highway 52, ask questions, share ideas, and express yourself to NCDOT engineers.

Act now! We need your input. For your convenience, three identical sessions will be held. You will only need to attend one session.

October 20, 2003 — 5:00 - 8:00 pm
Comfort Inn, Banquet Room, 531 Akron Drive (at the US Highway 52 Interchange)

October 21, 2003 — 11:00 am - 2:00 pm
Forsyth County Public Health Center, 799 North Highland Avenue

October 21, 2003 — 5:00 - 8:00 pm
Anderson Conference Center, Winston-Salem State University, Martin Luther King Jr. Drive

NCDOT representatives who know about the project and what changes could be seen in the future will be available at these workshops to talk with you and answer your questions about all options being considered. Please come to the session that is most convenient for you. The workshops will be informal with displays and time for one-on-one questions and comments.
Some Proposed Changes

How to Stay Updated

US Highway 52 Toll Free Hotline
1-866-275-4636
A hotline has been set up to provide up-to-date information on what will be happening with US Highway 52. The hotline is available 24 hours a day, 7 days a week, and will have recorded messages about upcoming meetings and important changes to the area or other issues. The number to call is 1-866-275-4636. Check back often for updated information.

Mailing List
Another way to stay informed about the US Highway 52 project is through a mailing list. If you want to receive newsletters and other information by mail, please fill out the attached form and mail it to US Highway 52 Corridor Study, Kimley-Horn and Associates, Post Office Box 33068, Raleigh, NC 27636-3068. Or, visit the project website US52.study@kimleyhorn.com. This is a great way to make sure you get the most recent information about this project!

NCDOT Contact
Michael Penney, P.E.
Project Development & Environmental Analysis Branch
NCDOT
1548 Mail Service Center
Raleigh, NC 27699-1548
mpenney@drt.state.nc.us

Legend
- Proposed Roadway Changes
- Pavement Removal
- Bridge Improvements
- Intersection Improvements

Airport Exit and Bridge Replacement

Stadium Drive to Liberty Street

Akron Drive
Why change US Highway 52?

The 11 miles of US Highway 52 that NCDOT is considering changing has seen many changes since it was first built in the 1960s. The following is important information about the roadway:

- Currently, about 70,000 vehicles travel along this section of the roadway each day
- This section sees more than 250 crashes a year
- About 100 of those crashes result in injury, while 4 result in someone's death
- No new lanes or major interchange improvements have been added to this section of US Highway 52 since it was originally built in the 1960s

NCDOT has set aside $15 million to improve this part of the roadway, with construction expected to begin in 2006. To study the changes to US Highway 52, NCDOT has contracted with Kimley-Horn and Associates, Inc. to conduct a study to determine what changes could be made. This environmental study will:

- Evaluate the improvements to help relieve congestion and improve safety
- Identify effects on people and the environment

The bottom line: you will have a safer road for travel. Your needs, as well as the needs of your neighbors, will be considered!

What exactly is NCDOT going to do to US Highway 52?

There are many things that NCDOT could do to make US Highway 52 a better road. But in order to figure out the best option, we need to hear from you! Some of the options that NCDOT is considering include:

- Using the current shoulders as travel lanes
- Closing ramps

- Implementing Intelligent Trasportation Systems (ITS)
  - Traffic management equipment
  - Traffic cameras
  - Coordination of traffic signals

By looking at more than one alternative, NCDOT will be able to come up with a plan that will meet the transportation needs of the area while making sure the impacts on people are minimal.

How will NCDOT choose what to do?

Only through your help! Come see NCDOT and Kimley-Horn staff on October 20 or 21 to ask questions and tell us what you think. Your opinion matters!

Who do we want involved in making US Highway 52 a safer roadway?

You, of course! You and your neighbors will live with and travel on the improvements developed from this study for the US Highway 52 project. Shouldn't you have a say in what the new US Highway 52 will be?

Kimley-Horn and NCDOT have developed a public involvement plan to give all interested citizens the chance to help develop, evaluate, and give input in selecting the final alternative to change the corridor.

- You will have the chance to participate in Citizen Informational Workshops
- Local agencies, neighborhood associations, and citizen groups will be able to meet with project staff at small group meetings
- A public meeting with the Winston-Salem City Council and citizens will be held to discuss the findings of the study and the recommendations for the preferred changes

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US Highway 52 Corridor Study

Name: ________________________________
Organization (if any): ________________________________
Street: ____________________________________________
City: __________________________ State: ______________
Email: ____________________________________________
Comments: _______________________________________

### Planning Process (step-by-step)

<table>
<thead>
<tr>
<th>Step</th>
<th>Activity</th>
<th>Season</th>
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<tbody>
<tr>
<td>1</td>
<td>Data Collection, Purpose and Need Report, Public Officials Meeting, Citizen Informational Workshops</td>
<td>2001</td>
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<tr>
<td>2</td>
<td>Evaluate Alternatives for Study</td>
<td>2003</td>
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<tr>
<td>3</td>
<td>Citizens Informational Workshops, Public Officials Meeting, Small Group Meetings</td>
<td>October 2003</td>
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<td>4</td>
<td>Evaluate Alternatives/Environment for Study</td>
<td>2003/2004</td>
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<td>5</td>
<td>City Council Council Meeting, Planning Board Meeting, MPO Meeting</td>
<td>Spring 2004</td>
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<td>6</td>
<td>Preferred Alternative Selection, Public Officials Meeting</td>
<td>Spring 2004</td>
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<td>7</td>
<td>Draft Planning Report/Environmental Documentation, Public Officials Meeting</td>
<td>Summer 2004</td>
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<td>9</td>
<td>Final Environmental Documentation</td>
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</tr>
<tr>
<td>10</td>
<td>Construction</td>
<td>Fiscal Year 2005</td>
</tr>
</tbody>
</table>
It's time to improve US Highway 52.

Saving lives, reducing traffic-related injuries and relieving some of the crash-related traffic congestion are on the minds of engineers at the North Carolina Department of Transportation. Did you know there are more than 250 crashes each year on Highway 52 in Winston-Salem and that several people lose their lives each year? With more than 70,000 vehicles traveling the busy highway each day, it long ago exceeded the highway capacity provided when Highway 52 was built in the early 1960s. It's time to make some improvements.

The North Carolina Department of Transportation (NCDOT) is considering the possibility of closing some ramps, as well as adding travel lanes to US Highway 52 between Stadium Drive and Akron Drive — all to improve the road you drive on. Your concerns and ideas are important because the way you travel on US Highway 52 will be affected by any changes in the next few years.

Want to know more about what the future may hold for US Highway 52?

A Citizens Informational Workshop will be held to give you the opportunity to learn about changes to US Highway 52, ask questions, share ideas, and express yourself to NCDOT engineers.

Tuesday, October 18, 2005 — 4:00 - 7:00 pm
Kennedy Learning Center
1000 N. Highland Ave.
727-2085

NCDOT representatives who know about the project and what changes could be seen in the future will be available at the workshop to talk with you and answer your questions about all options being considered. The workshop will be informal with displays and time for one-on-one questions and comments.

The US Highway 52 Newsletter is published periodically by the North Carolina Department of Transportation. The purpose of the newsletter is to inform local citizens of the study progress and to solicit comments.
Some Proposed Changes

Akron Drive

Stadium Drive to Liberty Street

Legend

Proposed Roadway Changes
Pavement Removal
Bridge Improvements
Intersection Improvements

US Highway 52 Toll Free Hotline
1-866-275-4636
A hotline has been set up to provide up-to-date information on what will be happening with US Highway 52. The hotline is available 24 hours a day, 7 days a week, and will have recorded messages about upcoming meetings and important changes to the area or other issues. The number to call is 1-866-275-4636. Check back often for updated information.

Mailing List
Another way to stay informed about the US Highway 52 project is through a mailing list. If you want to receive newsletters and other information by mail, please fill out the attached form and mail it to US Highway 52 Corridor Study, Kimley-Horn and Associates, Post Office Box 33068, Raleigh, NC 27636-3068. Or, send the study team an e-mail at US52.study@kimley-horn.com. This is a great way to make sure you get the most recent information about this project!

NCDOT Contact
Michael Penney, P.E.
Project Development & Environmental Analysis Branch
NCDOT
1548 Mail Service Center
Raleigh, NC 27699-1548
mpenney@dot.state.nc.us
The 3 miles of US Highway 52 that NCDOT is considering changing has seen many changes since it was first built in the 1960s. The following is important information about the roadway:

Currently, about 70,000 vehicles travel along this section of the roadway each day.
This section sees more than 250 crashes a year.
About 100 of those crashes result in injury, while 4 result in someone's death.
No new lanes or major interchange improvements have been added to this section of US Highway 52 since it was originally built in the 1960s.

NCDOT has set aside $15 million to improve this part of the roadway, with construction expected to begin in 2008. To study the changes to US Highway 52, NCDOT has contracted with Kimley-Horn and Associates, Inc. to conduct a study to determine what changes could be made. This environmental study has:

- Evaluated the improvements to help relieve congestion and improve safety
- Identified potential effects on people and the environment

The bottom line: you will have a safer road for travel. Your needs, as well as the needs of your neighbors, have been considered!

NCDOT is considering include:
- Using the current shoulders as travel lanes
- Closing ramps
- Implementing Intelligent Transportation Systems (ITS)
  - Traffic management equipment
  - Traffic cameras
  - Coordination of traffic signals

By looking at more than one alternative, NCDOT will be able to come up with a plan that will meet the transportation needs of the area while making sure the impacts on people are minimal.

How will NCDOT choose what to do?

Only through your help! Come see NCDOT and Kimley-Horn staff on August 30 to ask questions and tell us what you think. Your opinion matters!

Who do we want involved in making US Highway 52 a safer roadway?

You, of course! You and your neighbors will live with and travel on the improvements developed from this study for the US Highway 52 project. Shouldn't you have a say in what the new US Highway 52 will be?

Kimley-Horn and NCDOT have developed a public involvement plan to give all interested citizens the chance to help develop, evaluate, and give input in selecting the final alternative to change the corridor.

- You will have the chance to participate in a Citizen Informational Workshop
- Local agencies, neighborhood associations, and citizen groups will be able to meet with project staff at small group meetings
- A public meeting with the Winston-Salem City Council and citizens will be held to discuss the findings of the study and the recommendations for the preferred changes

What exactly is NCDOT going to do on US Highway 52?

There are many things that NCDOT could do to make US Highway 52 a better road. But in order to figure out the best option, we need to hear from you! Some of the options that

Alternative Routes

Proposed ramp closures will create the need to use alternate routes. The preferred routes are major thoroughfares including Martin Luther King Jr. Drive, Business 40, Main Street, Liberty Street, Highland Avenue, Patterson Avenue, Cleveland Avenue, and in the future Salem Creek Parkway. We encourage you to try these alternate routes for awhile to see the difference for yourself.
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<td>Evaluate Alternatives/Environment/Citizen Informational Workshops</td>
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<td>3</td>
<td>Citizens Informational Workshop</td>
<td>October 18, 2005</td>
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<td>4</td>
<td>City Council Council Meeting, Planning Board Meeting, MPO Meeting</td>
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<td>Preferred Alternative Selection, Public Officials Meeting</td>
<td>Spring 2006</td>
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<td>6</td>
<td>Public Hearing</td>
<td>Spring 2006</td>
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**US Highway 52 Corridor Study**

Name: ____________________________

Organization (if any): _________________________________________________________

Street: ________________________________________________________________

City: ____________________________ State: ________________________________

Email: ____________________________

Comments: ____________________________
APPENDIX D

Relocation Reports

This appendix includes the relocation report for Alternatives 9 and 10, dated April 23, 2007.
# EIS RELOCATION REPORT

**North Carolina Department of Transportation**
**RELOCATION ASSISTANCE PROGRAM**

**WBS:** 34871.1.1  
**COUNTY:** Forsyth  
**I.D. NO.:** U-2826B  
**F.A. PROJECT:** NHF-52(4)  
**DESCRIPTION OF PROJECT:** From I-40 Bypass to the Proposed Western Loop Interchange, Forsyth Co.

## ESTIMATED DISPLACEES

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**VALUE OF DWELLING**

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**DSS DWELLING AVAILABLE**

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**REMARKS (respond by number)**

3. General Business services will still be available in the area
   4. See below
   11. Winston Salem Housing Authority
   12. Winston Salem has a robust real estate market. There should be adequate housing available.
   14. Meridian Commercial Realty, Baldwin Properties
   
A. RJR Tobacco Co. - 1 ½ Butler warehouse with multiple bays, approximately 42 employees work at the warehouse. Warehouse is building #96.6 on the RJR compound. Also disturbed is a canopy that is auxiliary to the warehouse.

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**Answer All Questions:**

1. Will special relocation services be necessary?  
2. Will schools or churches be affected by displacement?  
3. Will business services still be available after project?  
4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.  
5. Will relocation cause a housing shortage?  
6. Source for available housing (list).  
7. Will additional housing programs be needed?  
8. Should Last Resort Housing be considered?  
9. Are there large, disabled, elderly, etc. families?  
10. Will public housing be needed for project?  
11. Is public housing available?  
12. Is it felt there will be adequate DSS housing available during relocation period?  
13. Will there be a problem of housing within financial means?  
15. Number months estimated to complete relocation? 18

---

**Signatures:**

Jermaine Jordan  
Right of Way Agent  
04/17/07

Am Simpson  
Relocation Coordinator  
4-23-07

FRM15-E Revised 09-02

Original & 1 Copy: Relocation Coordinator  
2 Copy: Division Relocation File
APPENDIX E

Section 106 and Section 4(f) Support Documentation

This appendix includes copies of the historic resource concurrence forms. The following forms are included:

- September 24, 2007 DeMinimus
- July 27, 2007 Concurrence Form
- April 3, 2007 Concurrence Form
North Carolina Division

Mr. Peter Sandbeck,
Deputy State Historic Preservation Officer
North Carolina State Historic Preservation Office
4617 Mail Service Center
Raleigh, North Carolina 27699-4617

Dear Mr. Sandbeck:

I refer to the proposed improvements to US 52 in Winston-Salem from I-40 Bypass to the proposed Western Loop Interchange in Forsyth County (Federal Aid No. NHF - 52(4), State Project No. 8.1622801, TIP No. U-2826 B)

The Historic Preservation Office (HPO) reviewed the referenced project and determined the East Winston Historic District is eligible for the National Register under Criterion A in the area of African American heritage and under Criterion C as to architecture – illustrates the mix of building types and uses (homes, stores, and churches) found in early twentieth century, working-class, neighborhoods.

The North Carolina Department of Transportation (NCDOT) and HPO met on June 26, 2007, to discuss effects to the aforementioned district eligible for listing in the National Register of Historic Places. It was determined that the construction action for this project would affect the District; however based on the following a determination of “No Adverse Effect” was granted:

- Construction will take place in the backyards of properties within the district; right-of-way will be taken from these backyards, but the reduction in backyard area will not have an adverse effect on the district’s integrity;
- Concrete sidewalks will be replaced and fences will be replaced with owner’s consent/consent;
- Closing Wheeler, Dunleith and a section of First Street will not adversely effect the district’s integrity, and;
- SHPO and NCDOT will insure that the uneconomic remnant at 143 Martin Luther King Jr. Drive is disposed of in a way that does not adversely affect the East Winston Historic District.
This letter serves to inform you of the Federal Highway Administration’s intent to make a De Minimis impact finding on this Section 4(f) property. This is based on your June 26, 2007, concurrence with the “no adverse effect” determination on the East Winston Historic District. If you have any questions, please contact Felix Davila at (919) 856-4350, extension 106.

Sincerely,

[Signature]

For John F. Sullivan, III, PE
Division Administrator

cc: Michael Penney, PE, NCDOT
CONCURRENCE FORM FOR ASSESSMENT OF EFFECTS

Project Description: Improvements to Martin Luther King Jr. Drive

On June 26, 2007, representatives of the

☒ North Carolina Department of Transportation (NCDOT)
☒ Federal Highway Administration (FHWA)
☒ North Carolina State Historic Preservation Office (SHPO)

reviewed the subject project and agreed

☒ there are no effects on the National Register-listed property/properties located within the project’s area of potential effect and listed on the reverse.

☐ there are no effects on the National Register-eligible property/properties located within the project’s area of potential effect and listed on the reverse.

☐ there is an effect on the National Register-listed property/properties located within the project’s area of potential effect. The property/properties and the effect(s) are listed on the reverse.

☒ there is an effect on the National Register-eligible property/properties located within the project’s area of potential effect. The property/properties and effect(s) are listed on the reverse.

Signed:

[Signature] [Signature] [Signature]
Representative, NCDOT FHWA, for the Division Administrator, or other Federal Agency Representative, SHPO

[Date] [Date] [Date]

State Historic Preservation Officer
Properties within the area of potential effect for which there is no effect. Indicate if property is National Register-listed (NR) or determined eligible (DE).

- Lloyd Presbyterian Church (NR): no effect because construction will take place at a considerable distance from the property
- Mars Hill Baptist Church (NR): no effect because no changes will occur to or on the church’s property and access to church parking will not be significantly affected by the median in Martin Luther King Jr. Drive
- Union Station (NR): no effect because construction will be limited to the opposite side of the road

Properties within the area of potential effect for which there is an effect. Indicate property status (NR or DE) and describe the effect.

East Winston Historic District (DE): no adverse effect

Reason(s) why the effect is not adverse (if applicable).

- construction will take place in the backyards of properties within the district; right-of-way will be taken from these backyards, but the reduction in backyard area will not have an adverse effect on the district’s integrity
- concrete sidewalks will be replaced and fences will be replaced with owners’ consent/cooperation
- closing Wheeler, Dunleith, and a section of First Street will not adversely affect the district’s integrity
- SHPO and NCDOT will insure that the uneconomic remnant at 143 Martin Luther King Jr. Drive is disposed of in a way that does not adversely affect the East Winston Historic District.
CONCURRENCE FORM FOR ASSESSMENT OF EFFECTS

Project Description: US Highway 52 Improvements

On April 3, 2007, representatives of the

☒ North Carolina Department of Transportation (NCDOT)
☒ Federal Highway Administration (FHWA)
☒ North Carolina State Historic Preservation Office (SHPO)

reviewed the subject project and agreed

☒ there are no effects on the National Register-listed property/properties located within the project’s area of potential effect and listed on the reverse.

☒ there are no effects on the National Register-eligible property/properties located within the project’s area of potential effect and listed on the reverse.

☐ there is an effect on the National Register-listed property/properties located within the project’s area of potential effect. The property/properties and the effect(s) are listed on the reverse.

☐ there is an effect on the National Register-eligible property/properties located within the project’s area of potential effect. The property/properties and effect(s) are listed on the reverse.

Signed:

[Signature]  
Representative, NCDOT  
Date: April 3, 2007

[Signature]  
FHWA, for the Division Administrator, or other Federal Agency  
Date: 4-3-07

[Signature]  
Representative, SHPO  
Date: 4-3-07

[Signature]  
State Historic Preservation Officer  
Date: 4-3-07
Properties within the area of potential effect for which there is no effect. Indicate if property is National Register-listed (NR) or determined eligible (DE).

Vargrave St. Bridge over Salem Creek (DE)
Fairview Moravian (DE) - no staying on this property
Union Station (NR) - no staying on this property

Properties within the area of potential effect for which there is an effect. Indicate property status (NR or DE) and describe the effect.

Reason(s) why the effect is not adverse (if applicable).

Initialed: NCDOT SWD FHWA RHA SHPO SDM