



Meeting Notes

Meeting: West Salem, Washington Park, and Sunnyside Neighborhood Meeting
Date/Time: April 8, 2008
Location: Central Terrace United Methodist Church
Attendees: 16 Attendees
Michelle Tyler – Facilitator
Claude Williamson – NCDOT Presenter

Agenda Items:

Welcome/Introduction

- Ms. Tyler welcomed attendees to the West Salem, Washington Park, and Sunnyside neighborhood meeting for the Business 40 Improvement Project.
- Ms Tyler introduced Claude Williamson – NCDOT’s representative.
- The slide show presentation began.

Community Outreach

- Ms. Tyler discussed the outreach process.
- How community outreach has been conducted (door-to-door surveys, neighborhood business surveys, downtown business surveys).
- The canvassing process (19 core neighborhoods were surveyed).

Project Overview

- Mr. Williamson gave a brief history of Business 40.
 - ✓ Business 40 is the oldest interstate in North Carolina.
 - ✓ It originally wasn’t intended to be an interstate.
- Mr. Williamson discussed why the project is needed.
 - ✓ Business 40 is over 50 years old and is starting to deteriorate.
 - ✓ The bridges are deteriorating, have clearance issues, etc.).
 - ✓ Business 40’s lanes tend to be narrow.
 - ✓ On and off ramps are closely spaced and result in gridlock during rush hours.
- Mr. Williamson then provided proposed solutions for Business 40’s existing flaws.
 - ✓ New pavement will be laid for the length of the project.
 - ✓ All 11 bridges crossing Business 40 will be removed and replaced or closed.
 - ✓ Sidewalks and bicycle lanes will be considered for the roads crossing Business 40.
 - ✓ Drainage on Business 40 will be improved.
 - ✓ Widen Business 40 auxiliary lanes in addition to placing full width shoulders.
 - ✓ Reconfigure the entrance- and exit-ramps.

Ms. Tyler talked about current and future plans for the Community Outreach process.

The Business 40 improvement project will be speaking with:

- Large institutions with intranet access
- R.J. Reynolds
- Wake Forest University
- Winston-Salem State University

- Wake Forest University Baptist Medical Center
- Wachovia Bank

The Business 40 Improvement project will be using other forms of community involvement including:

- Issue working groups
- On- and Off-ramp surveys
- Neighborhood Meetings
- Corridor-Wide Meetings

The slide show then concluded and the question-and-answer period began.

PROJECT RELATED QUESTIONS:

Q: Will all of the bridges be removed at the same time?

A: No, access across Business 40 will need to be maintained. However; many, even a majority, of the bridges will be closed at the same time. The actual schedule for the closing of the bridges will be developed in future stages of the project.

Q: If the 2 year plan is selected, how confident is NCDOT that it will be completed in two years?

A: While NCDOT can not be absolutely sure of completion within the 2 year schedule due to uncontrollable circumstances (weather, unforeseen site conditions, etc.), there is a high level of confidence that the schedule can be met if the contractor commits sufficient resources to the project. This will be ensured through a combination of incentives/penalties for completing/not completing the project within the agreed upon time frame.

Q: How will the ramps be reconfigured?

A: Without taking Right-of-Way (ROW), upgrades to the existing ramps will be limited to the space currently available within the existing ROW. Where possible turning radii and widths of the ramps will be improved; much of the improvement(s) will be in the form of widening and lengthening the auxiliary lanes that serve as on/off ramps to the roadway. The ramps will also be evaluated as to if they should remain open or be removed.

Q: Will the Business 40 project conflict with the US 52 project?

A: No, the Business 40 project will be constructed after the US 52 project is completed. The US 52 project, the Salem Creek Connector, the Winston-Salem signal upgrades, and other projects are all considered necessary to complete prior to beginning the Business 40 project.

Q: How will on/off ramps construction interfere with regular traffic?

A: Obviously closure of the ramps for construction will require traffic that would normally use that ramp to find an alternative route. Alternative routes will be developed based upon the input received during the Public Involvement process as well as the results of the traffic study currently being completed.

Q: If closed for two years, how will it affect traffic as a whole?

A: Closing the entire roadway would have the same affect as closing individual ramps, but to a greater degree because all traffic would be required to use alternative routes. As stated in the previous question, alternative routes will be developed based upon the input received during the Public Involvement process as well as the results of the traffic study currently being completed.

Q: When will alternative routes be known?

A: The alternative routes will be developed during the design phase of the project (Step 4 of the transportation development process) using information obtained during this Public Involvement phase of the project (Step 3 transportation development process) and the results of the current traffic study.

Q: How will the open (2) bridges be chosen?

A: There is no set number of bridges that will remain open at this point, although 2 is a good initial number. The sequence of bridge closures will be developed during the design phase of the project. The potential that parts of this project may be broken out and completed separately (Peters Creek Parkway improvements for example) before the construction of the Business 40 project would also have an impact on which bridges are left open or closed.

Q: Will the communities be involved after the meeting phase?

A: Absolutely, after completion of the neighborhood meetings and corridor-wide meetings Public Involvement will remain an important part of the project. Issues groups will be formed after the corridor-wide meetings. These groups will provide input to NCDOT about the way they address issues identified during the neighborhood and corridor-wide meetings. Newsletters will be prepared and circulated at key milestones of the project. A public hearing will be held as part of the Environmental Assessment process. Additional Public Involvement activities will be developed as the project progresses and are needed.