

APPENDIX A

NCDOT BIENNIAL COVERAGE COUNT PROCESS

1. The urban areas usually take from 3 to 8 weeks to count
2. The urban areas are counted in the spring or in the fall when school is in session. NCDOT does not count the urban area in the summer or during times of special events like the Furniture Market.
3. Typically the coverage counts are taking place at the same location on a two year cycle. Typically the data is collected for a 2 day time period (24 hours).
4. The Traffic Survey Group will pool people in mass to try to collect data in an urban area in as short of time period as possible to try to keep the data collected as clean as possible.
5. From 6 to 8 months in advance of collecting data the DOT Transportation Planning Engineer (2007- John A. Bailey for the WSMPO) is suppose to get with the MPO to see if new count stations need to be added or if existing count stations need to be changed.
6. Currently the data collected will be in AADT format. New counters are being purchased so there should be access to an hourly count format within the next couple of years.
7. The Traffic Survey Group is hesitant about making promises for collecting data at these count stations on an annual basis because of resource constraints. If there is a location that needs to be counted on an annual basis the Traffic Survey Group needs to be informed. This type of request will need to be on a case by case basis.
8. The current format that the AADT count information is in the Traffic Survey Map form on paper maps, CD, and available by internet access. The count information may also be obtained in a spreadsheet format upon request.
9. If NCDOT has a new road added to the system, then they should automatically add a count station for that road.
10. The phone directory to the Traffic Survey Group can be found at the following link:
<http://apps01.dot.state.nc.us/apps/directory/9149.html>
11. The existing Traffic Survey Maps can be found at the following link:
<http://www.ncdot.org/it/gis/DataDistribution/TrafficSurveyMaps/>

Permanent count stations in Forsyth County
Automatic Traffic Recorder (ATR) Locations:

I-40 west of US 421
US 52 south of NC 8

W. Clemmons ville Rd east of Griffith Rd
US 421 south of Concord Church Road

The ATR provides continuous count information that is time stamped. This count information can be requested by emailing: traffic-count@dot.state.nc.us

APPENDIX B

SURVEILLANCE CAMERA AND MESSAGE SIGN LOCATIONS

WINSTON-SALEM'S CAMERAS

Existing

LJVM Coliseum (3 cameras)
North Point Boulevard & University Parkway
Silas Creek Parkway & S. Stratford Road
Silas Creek Parkway & Peters Creek Pkwy

Silas Creek Parkway & Hanes Mall Blvd
Wachovia North
Wachovia South

Proposed

University Parkway & Oak Summit Road
Stratford Road & Hanes Mall Boulevard
Peace Haven Road & Country Club Road
Peace Haven Road & Robinhood Road
Reynolda Road & Polo Road
University Parkway & Hanes Mill Road North
University Parkway & Bethabara Park Blvd

Hanes Mall Blvd & Interstate 40 Ramps
Country Club Road & Jonestown Road
Stratford Road & Knollwood Street
Silas Creek Parkway & Yorkshire Road
MLK Jr. Drive & New Walkertown Road
Country Club Rd/ Miller St/ Stratford Rd/ First Street

NCDOT'S CAMERAS

Existing

US 52 & Akron Drive
US 52 & 25th Street
US 52 & Clemmonsville Road
US 52 & 16th Street
US 52 & Stadium Drive
US 52 & Waughtown Street
US 52 & Interstate 40 Interchange
Interstate 40 & Lewisville-Clemmons Road
Interstate 40 & McGregor Road
Interstate 40 & Stratford Rod
Interstate 40 & Burke Mill Road
Interstate 40 & Peters Creek Parkway
Interstate 40 & Thomasville Road
Interstate 40 & Jonestown Road
US 421 & Lewisville-Clemmons Road

US 421 & Peace Haven Road
US 421 & Jonestown Road
Business 40 & Cloverdale Avenue
Business 40 & US 52
Business 40 & Old Vineyard Road
Business 40 & Silas Creek Parkway
Business 40 & Westview Drive
Business 40 & Stratford Road
Business 40 & Peters Creek Parkway
Business 40 & Broad Street
Business 40 & Cemetery Street at Salem Av
Business 40 & MLK Jr. Drive
Business 40 & Hastings Hill Road
Business 40 & Linville Road

Proposed

US 52 & SB north of University Parkway
US 52 & University Parkway
US 52 & Germanton Road
US 52 & Motor Road

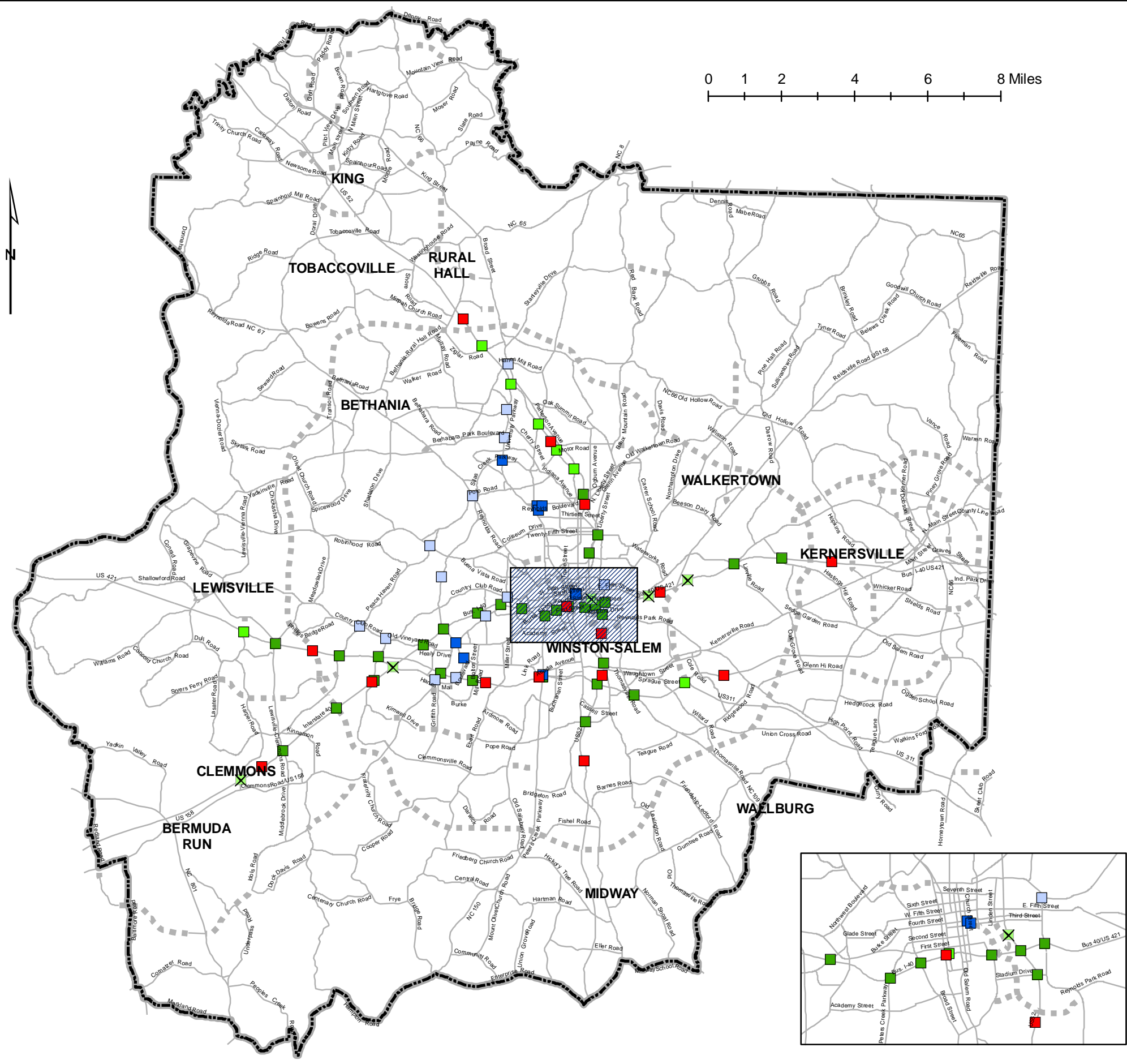
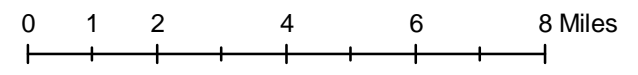
US 52 & Patterson Avenue
Interstate 40 & US 311
US 421 & Reynolds Road
Business 40 & Cherry Street

Message Signs

Interstate 40 EB East of Yadkin River
Interstate 40 EB West of Jonestown Road
Interstate 40 EB West of Peters Creek Pkwy
Interstate 40 WB West of US 311
Interstate 40 WB East of Hanes Mall Blvd
Business 40 EB at Green Street
Business 40 WB at 5th Street

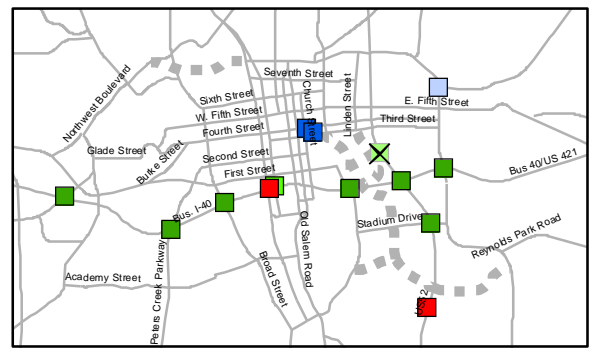
US 421 SB West of Williams Road
US 52 SB at Ziglar Road
US 52 SB at 16th Street
US 52 SB at Vargrave Street
US 52 NB at Sprague Street
US 52 NB South of Clemmonsville Road

Winston-Salem Urban Area Congestion Management



Legend

- NCDOT, Camera, Existing
- NCDOT, Camera, Proposed
- ✕ NCDOT, Camera, Removed
- NCDOT, Message Sign, Existing
- WSDOT, Camera, Existing
- WSDOT, Camera, Proposed
- Metropolitan Area Boundary
- Proposed Thoroughfares
- Existing Thoroughfares



APPENDIX C

ITS AND INCIDENT MANAGEMENT

Incident Management Assistance Patrols (IMAP), patrols the freeways in and around Winston-Salem. IMAP helps to smooth traffic flow by aiding stranded motorists and assisting in incident clearance. The trained NCDOT personnel that operate IMAP can detect and verify incidents, provide temporary traffic controls, aid in roadway clearance and assist with disabled vehicles. Their services provide for faster road clearance of primary incidents; thus, reducing the number of secondary incidents and providing for substantial congestion relief.

IMAP operates on these routes from 5:30 AM - 9:30 PM Monday-Friday

US 29: I-40/I-85 Bus (MM 0) to Eckerson Road (MM 10)

I-40: McGregor Rd (MM 184) to I-85 Bus Merge (MM 219)

I-40: I-85 (MM 259) to Old 86 Exit (MM 261) **(Response Route Only)**

I-40 Bus: I-40 Merge (MM 1) to Linville Rd (MM 10)

I-40 Bus: NC 66 (MM 16) to I-40 (MM 20)

I-85: NC 152 (MM 63) to Linwood Rd (MM 87)

I-85: NC 62 (MM 118) to I-40/I-85 Bus merge (MM 131)

I-85: I-40 (MM 163) to Churton Street Exit (MM 164) **(Response Route Only)**

I-85 Bus: I-85 (MM 33) to I-40 Merge (MM 36)

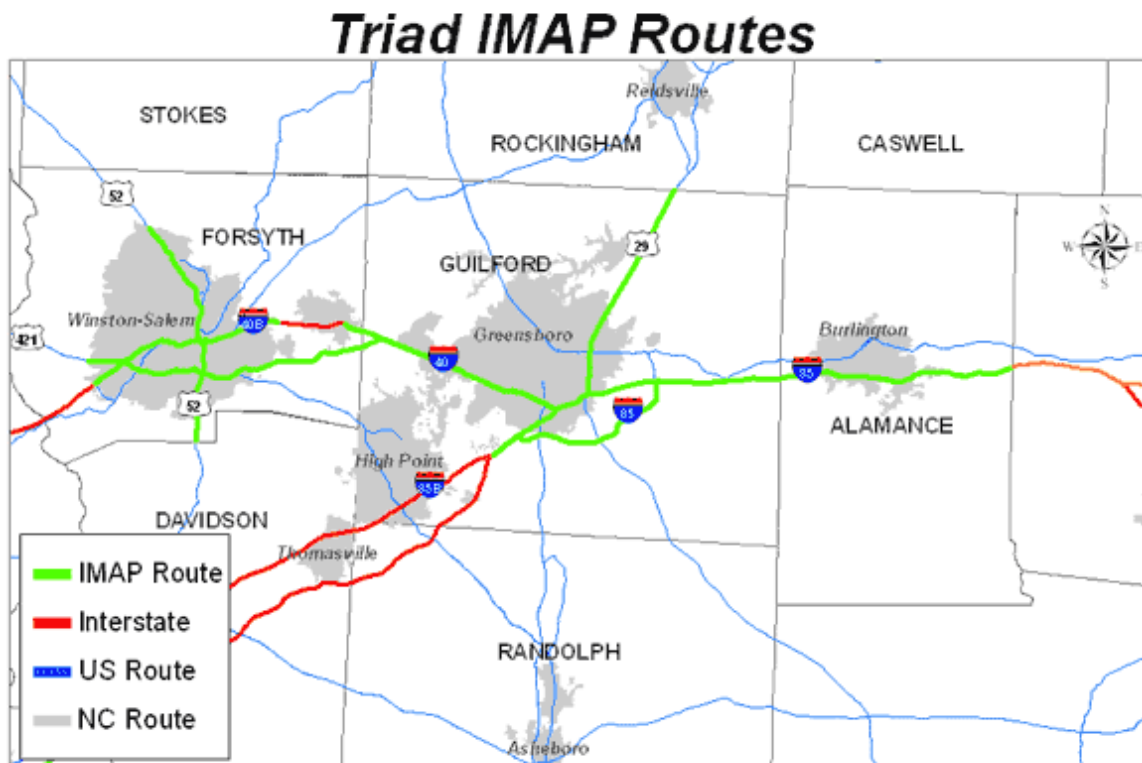
I-40/I-85 Bus: I-40 Merge (MM 36) to I-85 Merge (MM 43)

I-40/I-85: I-85 Merge (MM 131) to Buckhorn Road (MM 157)

I-40/I-85: Buckhorn Road (MM 157) to I-40 (MM 163) **(Response Route Only)**

US 52: Clemmons Rd (MM 103) to Bethania-Rural Hall Rd (MM 118)

US 421: MM 238 to MM 240



Advanced Traveler Information Systems (ATIS) can be a vital tool for increasing the functionality of a transportation network. Various methods are currently available for distribution of real time transportation information. Several of these types of devices are being utilized by metropolitan regions not only around the world but also here in North Carolina. Some of the devices that are proving to be effective include:

- [511 Phone Service](#)
- [Online Service](#)

NCDOT 511 Phone Service

WHAT IS 511?

For more detailed information visit the [511 section on Smartlink](#) of the NCDOT webpage

511 Toll Free Number - 1.877.511(INNC) or 1.877.511.4662

In July of 2000, the Federal Communications Commission assigned 511 for nationwide access to travel information services. 511 is an abbreviated dialing code for travelers to access highway, multi-modal, and other pertinent travel information via landline or wireless phones.

By collecting travel information, NCDOT is able to disseminate information to the public, the users of the NCDOT highway system, to assist in the safe and efficient movement of people and goods. By giving the public access to travel information like construction, incidents, traffic, and transit, the public can make educated decisions about travel times, routes, and modes.

Travel information is currently disseminated to the public using venues such as Highway Advisory Radio, [Dynamic Message Signs](#), and on the [NC Smartlink website](#). The North Carolina 511 system is part of a nationwide effort to disseminate travel information to the public via another venue, the telephone. 511 in North Carolina was implemented in the summer of 2004

NCDOT Online Service

The Smartlink website contains several pages in some of the following categories.



[Real Time Traffic Cameras](#)

A collection of maps of various regions and communities in North Carolina with live traffic cameras in operation 24-7, featuring updated traffic images.



[Real Time Travel Info](#)

Current information on events that cause severe and unusual congestion on major roadways in North Carolina, including accidents, work zones and adverse weather conditions. Information is available by region, county, or highway.



[HOV Lanes](#)

Get information about the NCDOT High Occupancy Vehicle Lanes program and the various HOV projects around the state, including the rules which govern HOV lanes, Facts and Myths, and FAQs.



[Traffic Incident Management](#)

Do you know about current laws designed to reduce accidents on our roadways? Do you know what to do if you are in an accident? Wondering who to contact? Find out here.



[Links](#)

A collection of links to sites featuring information of use to the traveler, including trains, ferries, public transportation, road & weather conditions, and tourism.

APPENDIX D

NCDOT FUNDING SOURCES

The following are some of the alternative funding sources to be considered during the project selection and prioritization process.

DIVISION WIDE SMALL CONSTRUCTION

PURPOSE OF FUND AND GENERAL PROCEDURES:

The purpose of funds is to finance improvements on the State System (US, NC, and SR routes) to be used for projects anywhere in the counties. These funds are used to fund a variety of transportation projects for municipalities, counties, businesses, schools, and industries throughout the state. There is a \$250,000 maximum amount per request per fiscal year. Any project with a total cost greater than \$150,000 requires a resolution or a letter of support for the project from the city/town/county.

The Division Engineer forwards all requests for allocation of funds for Division-wide Small Construction Projects to the Chief Engineer's Office. The Statewide Programs Oversight Committee reviews the project requests and makes a recommendation for approval or non-approval to the Secretary of Transportation. Upon approval, the project is placed on the Board agenda and forwarded electronically through Workflow to the State Project Funding Unit, which is responsible for all aspects of verification of fund and the processing of the WBS element.

SPOT SAFETY IMPROVEMENT PROJECTS

PURPOSE OF FUND AND GENERAL PROCEDURES:

The purpose of the Spot Safety Improvement fund is to finance relatively small and low cost safety and operational improvements where actual or potential hazards exist at "spots" throughout the state. Examples of Spot Safety projects include installing or revising traffic signals, improving roadway geometrics, installing guardrail, installing rumble strips, and constructing turn lanes. The Traffic Engineering Branch presents all requests for Spot Safety Improvement Projects to the Safety Oversight Committee for review and approval. The Safety Oversight Committee submits the projects to the Board of Transportation for approval. Once approved, the WBS element will be forwarded to the State Project Funding Unit for verification of funds and processing.

CONTINGENCY FUNDS

PURPOSE OF FUND AND GENERAL PROCEDURES:

The purpose of the Contingency Fund is to finance a variety of transportation projects for municipalities, counties, businesses, schools, and industries throughout the state. Any project with a total cost greater than \$150,000 requires a resolution or a letter of support for the project from the city/town/county. The President Pro Tempore of the Senate, the Speaker of the House and the Secretary of Transportation approves projects from this fund. Once approved, the project requests are forwarded from the Divisions to the Chief Engineer's Office. The Statewide Programs Oversight Committee reviews the project requests and makes a recommendation for approval or non-approval to the Secretary of Transportation. Upon approval, the project is placed on the Board agenda and forwarded electronically through Workflow to the State Project Funding Unit, which is responsible for all aspects of verification of funds and the processing of the WBS element.