Winston-Salem Urban Area Transportation Advisory Committee

Regularly Scheduled Meeting
Thursday, May 18, 2017

Location:
5th Floor Public Meeting Room, Bryce A. Stuart Municipal Building
www.dot.cityofws.org
MEMORANDUM

DATE: May 03, 2017
TO: Winston-Salem Urban Area MPO Transportation Advisory Committee (TAC)
FROM: Margaret C. Bessette, Assistant Planning Director and TAC Secretary
e-mail: margb@cityofws.org; office phone: (336) 747-7058
SUBJECT: Agenda for the May 18, 2017 TAC Meeting at 4:15 p.m.
PLACE: Stuart Municipal Building, 5th Floor Public Meeting Room

AGENDA

• Ethics Awareness and Conflict of Interest Statement (Chairman Larry Williams)
1. Citizen Comments (Chairman Larry Williams)
2. New MPO Staff: Evan Koff, Transportation Planner

Action Items
3. Consideration of the March 16, 2017 TAC Meeting Minutes (Enclosed) (Chairman Larry Williams)
4. Consideration of the Federal Transit Administration Formula Program 2017 5307/5340 Funding Allocation for North Carolina (Enclosed) (Morgan Simmons)
5. Consideration of Amendments and Modifications to the Fiscal Year 2016-2025 Metropolitan Transportation Improvement Program (MTIP) (Enclosed) (Fredrick Haith)
6. Consideration of a Modification adjusting the schedule of EB-5840 (Winston-Salem MUP, Green Street to Strollway) in the draft 2017-2027 STIP (Enclosed) (Fredrick Haith)
7. Consideration of an Amendment to remove EB-5811 (WSSU pedestrian bridge over the Salem Creek Connector) from the draft 2017-2027 STIP (Enclosed) (Fredrick Haith)

Information for Future Action Items
8. Review of the Draft 2017-2027 State Transportation Improvement Program (STIP) Programming Process (Enclosed) (Fredrick Haith)
9. Review of the Fiscal Year 2018 Federal Congestion Mitigation and Air Quality (CMAQ) Call for Projects (Enclosed) (Fredrick Haith)

Staff Reports (Presentation by Staff at Request of TAC Only)
10. MPO Staff Reports (Enclosed)
a. NCDOT Division 9 Transportation Projects Update (Pat Ivey)
b. NCDOT Transportation Planning Update (James Upchurch)
c. Forsyth County OEAP Air Quality Update (Cary Gentry)
d. Bicycle and Pedestrian Facilities Projects Update (Matthew Burczyk)
e. Winston-Salem Transit Authority (WSTA) Update (Morgan Simmons)
f. Piedmont Authority for Regional Transportation (PART) Update (Scott Rhine)
g. Title VI Compliance Update (Kelly Garvin)
h. MPO Calendar of Activities (Fredrick Haith)
i. Legislative Update (Fredrick Haith)
j. Ethics Liaison (Margaret Bessette)

11. Next Meeting/Adjourn Meeting (Chairman Larry Williams)
Winston-Salem Urban Area MPO TAC
Ethical Requirements*

**TAC members must avoid a conflict of interest.** No member or their alternate may participate in any action as a TAC member if the action may result in a reasonably foreseeable financial benefit to the member, the member’s extended family, or any business with which the member is associated.

A TAC member or their alternate may participate in an action of the MPO or RPO if the action is ministerial only and does not require the exercise of discretion.

**TAC members must disclose a conflict of interest in writing.** TAC members and their alternates have a duty to promptly disclose in writing to the TAC any actual or potential conflicts of interest, using the Abstention Form provided by the TAC Secretary.

These disclosures are a public record and must be attached to the minutes of the meeting in which any discussion or vote was taken by the TAC related to that conflicts disclosure.

**TAC members must not use or disclose confidential information.** TAC members and their alternates shall not use or disclose any nonpublic information gained as a member in a way that would affect a personal financial interest of the member, the member’s extended family or a business with which the member is associated.

*Based on the requirements of SENATE BILL 411 (SL 2013-156), signed into law by NC Governor on June 19, 2013. The Act is entitled “AN ACT TO PROVIDE THAT THE TRANSPORTATION ADVISORY COMMITTEES OF METROPOLITAN PLANNING ORGANIZATIONS AND RURAL TRANSPORTATION PLANNING ORGANIZATIONS ARE SUBJECT TO STANDARD ETHICS PROVISIONS”.*
Winston-Salem Urban Area MPO
Transportation Advisory Committee (TAC) MEETING
Meeting Date: ________________

ABSTENTION FROM VOTING

The undersigned TAC Member abstains from voting on the following Agenda items and requests that the official record of the Meeting shows that he or she did not vote on the motion:

Item ______________________________________
Reason for Abstention: ______________________________________
_________________________________________________________________
_________________________________________________________________

Item ______________________________________
Reason for Abstention: ______________________________________
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Item ______________________________________
Reason for Abstention: ______________________________________
_________________________________________________________________
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Signature: ________________________________
Date: ____________________________________

The TAC Member should review the agenda prior to the meeting, list the agenda items or other matters for which he or she desires to abstain from voting, sign name, and give request to Margaret Bessette, Secretary to the TAC, prior to the meeting.
ACTION ITEM #3
MINUTES
Winston-Salem Urban Area Transportation Advisory Committee (TAC)
MARCH 16, 2017
4:15 P.M.
Fifth Floor, Public Meeting Room,
Bryce A. Stuart Municipal Building

MEMBERS PRESENT:

Dan Besse, Council Member, City of Winston-Salem, Vice Chairman
Denise Adams, Council Member, City of Winston-Salem
Allen Joines, Mayor, City of Winston-Salem
Mike Horn, Mayor, Town of Lewisville
Myron Marion, Mayor Pro Tem, Village of Tobaccoville
Terry Renegar, Commission Chair, Davie County
Brent Rockett, Commissioner, Town of Bethania
Mike Rogers, Council Member, Village of Clemmons
John Byrum, Mayor, Town of Midway
Randy Mendenhall, Mayor Pro Tem, Town of Walkertown
Zak Crotts, Commissioner, Davidson County
Ken Rethmeier, Mayor, Town of Bermuda Run
Tracey Shifflette, Alderman, Town of Kernersville
Allen Todd, Mayor, Town of Wallburg
Regina “Nora” Streed, Board Member, WSTA
Scott Piper, Chairman, Airport Commission
Mike Wells, Member, NCDOT Board of Transportation
Jimmy Walker, Commission Chair, Stokes County (NC Ethics Submission Pending)

PRESIDING: Mayor Larry Williams, Town of Rural Hall, Chairman

STAFF PRESENT:

Joe Geigle, FHWA
Pat Ivey, NCDOT
Scott Rhine, PART
Cary Gentry, FCOEAP
Jordan Payne, FCOEAP
Richard Jones, Davidson County Transportation
Margaret Bessette, CCPB
Toneq’ McCullough, WSDOT
Brenda King, WSDOT
Fred Haith, WSDOT
Matthew Burczyk, WSDOT
Byron Brown, WSDOT
Kelly Garvin, WSDOT
Morgan Simmons, WSDOT
**RECORDING SECRETARY:** Laura Whitaker, WSDOT

Chairman Williams read the Ethics Awareness and Conflict of Interest Statement.

Chairman Williams introduced two new committee members – Mike Wells with the NCDOT Board of Transportation and Jimmy Walker with Stokes County.

1. **Citizen Comments**

No one present.

**Action Items**

2. **Consideration of the February 16, 2017 TAC Meeting Minutes**

Presented by Chairman Larry Williams.

MOTION: Denise Adams moved approval.
SECOND: Allen Todd
VOTE:
   FOR: Unanimous
   AGAINST: None

3. **Consideration of the Draft Fiscal Year 2017-2018 Unified Planning Work Program (UPWP)**

Presented by Fredrick Haith.

- Each year the Winston-Salem Urban Area Metropolitan Planning Organization (MPO) is required to develop and approve a Unified Planning Work Program (UPWP) for transportation planning.
- The UPWP identifies what transportation planning projects and work tasks will be completed during the fiscal year and the estimated amount of Federal and State highway and transit planning funds that will be used to complete the work, plus the required local matches.
- The UPWP consists of 3 major parts:
  1. a Funding Sources Table;
  2. a Narrative Task Table; and
  3. a Five Year Planning Calendar for the MPO.
- Tables 3, 4 and 5 contain supplemental funding information as required by the NCDOT Public Transportation Division (PTD) for the use of Federal Transit Administration (FTA) Section 5303 transit planning funds. Table 6 is the MPO’s required Five Year Planning Calendar.
- The draft UPWP was submitted to NCDOT.

MOTION: Allen Joines moved approval.
SECOND: Denise Adams
VOTE:
   FOR: Unanimous
   AGAINST: None

4. Consideration of a Resolution Approving the Self-Certification of the MPO’s Transportation Planning Process for the Winston-Salem Urban Area MPO

Presented by Fredrick Haith.

- The federal Moving Ahead for Progress in the 21st Century Act (MAP-21) requires the NCDOT and all MPOs in the state to annually certify to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) that their transportation planning processes are addressing the major issues of the urban area and are being conducted in accordance with all applicable provisions of federal law.
- To guide this self-certification process, NCDOT has provided a checklist.
- Staff has reviewed the checklist and provided a response to each of the items.
- Staff believes the Winston-Salem Urban Area MPO transportation planning process is adequately addressing the major issues of the urban area and is being conducted in accordance with all applicable provisions of federal law governing transportation planning.
- Also, in the fall of 2016, the FHWA and FTA conducted a formal review of the Winston-Salem Urban Area MPO’s transportation planning process, and found that the process is being carried out in substantial compliance.

MOTION: Mike Horn moved approval.
SECONDE: Regina Streed
VOTE:
   FOR: Unanimous
   AGAINST: None

Information for Future Action Items

5. Review of the Draft 2017-2027 State Transportation Improvement Program (STIP) Programming Process

Presented by Fredrick Haith.

- The NCDOT's transportation plan – called the State Transportation Improvement Program – identifies the construction funding and scheduling for transportation projects at the State level over a 10-year period.
- Although federal law requires the plan to be updated every four years, the department proactively updates it every two years to ensure it accurately reflects the State's current financial situation.
- On January 4, 2016, NCDOT released the draft of the 2017-2027 STIP.
• WSDOT held a public comment period from February 23 – March 31. Over 100 comments were received. All but one were regarding the Lewisville/Clemmons median project. Staff will bring those comments to the May meeting of the TAC.

• NCDOT will hold a public comment period this spring to seek input on the document.

• The Board of Transportation is expected to approve the Final 2017-2027 State Transportation Improvement Program in June 2017.

A discussion ensued regarding the public hearings.

Dan Besse requested the link to the comments submitted online.

6. Review of the Federal Transit Administration Formula Program 2017 5307/5340 Funding Allocation for North Carolina

Presented by Morgan Simmons.

• Morgan distributed a Winston-Salem Urban Area MPO FTA Section 5307 Funding Allocation Process Operating Assistance Special Rule handout and a FTA Section Funding Allocation Meeting (FY2017) handout.
• Transit systems located in urbanized areas of more than 200,000 in population are eligible to use Federal Transit Administration (FTA) Sections 5307 funds for operating and capital assistance.
• The FTA has announced that the Winston-Salem Urban Area is eligible to receive a FY 2017 partial-year apportionment in the amount of $2,390,290.
• Historically, Section 5307 funds were allocated only to WSTA for capital and operating assistance because they were the only transit agency eligible to receive these funds.
• As of Fiscal Year 2016, other transit agencies in the MPO became eligible to receive 5307 funding based upon data reported to the National Transit Database (NTD).
• Based upon direction given by NCDOT’s Public Transportation Division (PTD) and funding requests from other eligible transit providers, MPO staff met with transit providers in the MPO on Monday, October 3, 2016 to develop an equitable distribution method of these funds.
• All agencies represented concluded that starting with FY 2017, 5307 funding will be distributed in accordance with the percentages developed by FTA in Chart 3A in the handout.
• Each year, MPO staff shall coordinate a joint allocation meeting with eligible agencies to confirm that the funding identified can be used by the agency and if so, staff would use that for recommendation to the TAC for distribution.

Denise Adams stated that the percentage calculations from the National Transit Database were not included in the information and would perhaps be beneficial to include those numbers in future reports.

7. Review of the Job Access Reverse Commute (JARC) and Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Grants

Presented by Morgan Simmons.
• The Federal Transit Administration (FTA) has announced that Winston-Salem Urban Area will receive federal transportation funds to assist eligible agencies in meeting the transportation needs of low-income, disabled and elderly populations in the area.
• Project proposals are being accepted for funding under the Job Access Reverse Commute (JARC, Section 5307) grant program and/or the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) grant program.
• Applications will be received from Monday, March 20, 2017 to Friday, April 21, 2017.
• The RFP has been announced through email, the WSDOT webpage, social media as well as local newspapers (to include a Hispanic publication).
• All applications must be received by close of business day on Friday, April 21, 2017 (5:00pm).
• Applications received after this date and time will not be considered.
• Proposals can be hand-delivered, mailed, or e-mailed.
• A public workshop to discuss FTA funding programs, application processes and procedures has been scheduled for Friday, March 17, 2017 from 12:30pm to 3:30p.m., located at the City of Winston Salem- Lowery Street Facility, 2000 Lowery Street, Winston-Salem, NC 27101.
• For this unable to attend, presentations and materials will be made available after the scheduled workshop on the WSDOT Webpage.
• Instructions for submitting proposals and complete specifications will also be made available on the WSDOT webpage www.dot.cityofws.org.
• The next steps will include evaluation of submissions through a competitive selection process and providing a list of eligible sub-recipients for review and approval by the TAC.

8. Review of Amendments and Modifications to the Fiscal Year 2016-2025 Metropolitan Transportation Improvement Program (MTIP)

Presented by Byron Brown.

• The Fiscal Year 2016-2025 Metropolitan Transportation Improvement Program (MTIP) is a comprehensive list of all of the transportation projects programmed for the Winston-Salem Urban Area.
• The MTIP is a subset of the Winston-Salem Urban Area 2040 Metropolitan Transportation Plan (MTP) update and should reflect any updates and/or modifications found in the State Transportation Improvement Program (STIP) which is regularly updated by NCDOT.
• Any STIP amendment for new statewide projects or projects within the Winston-Salem Urban Area MPO, requires amendments to the MTIP.
• Modifications to the STIP do not require adoption but are provided for information.
• The document before you describes the modifications and amendments to the Winston-Salem Urban Area 2016-2025 MTIP, since April of 2016 as approved by the Board of Transportation.
• Some projects to note include:
  o Acceleration of right-of-way and construction of Northern Beltway (portions of eastern and western sections).
• Brushy Fork Greenway; delay right-of-way acquisition to allow for additional design work by the City.
• Delay replacing Lasater Road Bridge over blanket creek in Clemmons to allow more time for planning and design.
• NC 65 widening has been programmed for planning and environmental study.

- As required by the MPOs Public Participation Policy, the amendments will be available for public review and comment for 30 days starting in April.
- All comments and responses will be presented during the May meeting.

**Information Items**


Presented by Fredrick Haith.

- Fred distributed a MPO Planning Factors handout.
- The Federal Highway Administration and the Federal Transportation Administration have jointly certified the WSMPO Transportation Management Area’s transportation planning process.
- The certification is applicable for a period of four years from the date of the report.
- The final report is included in the agenda material.

**Staff Reports (Presentation by Staff at Request of TAC Only)**

10. **MPO Staff Reports**

   a. **NCDOT Division 9 Transportation Projects Update**

   No new information to report.

   b. **NCDOT Transportation Planning Update**

   Staff person not present.

   c. **Forsyth County OEAP Air Quality Update**

   Mike Horn requested information on the new Volvo Manufacturing facility in regards to EPA numbers and for staff to review and report back to staff as necessary.

   d. **Bicycle and Pedestrian Facilities Projects Update**

   No new information to report.

   e. **Winston-Salem Transit Authority (WSTA) Update**
No new information to report.

f. Piedmont Authority for Regional Transportation (PART) Update

Presented by Scott Rhine.

- The ribbon cutting for the new Coble Intermodal Transportation Center will be May 17, 2017.


g. Title VI Compliance Update

No new information to report.

h. MPO Calendar of Activities

- The WSMPO Draft 2017 – 2027 STIP public drop-in meetings will be held at the Division 9 Office on April 18 from 5 – 7 pm.
- May is National Bike Month and staff is currently working on a calendar of activities.

i. Ethics Liaison

Presented by Margaret Bessette.

- Margaret distributed a NC Ethics Commission handout.
- The April 15 deadline has been extended to April 17, since April 15 is a Saturday.
- Please submit information as soon as possible and contact Margaret Bessette with any questions.

11. Next Meeting/Adjourn Meeting

- Next TAC meeting will be May 17, 2017.

A discussion ensued regarding the Nation League of Cities meeting in DC and the President’s proposed budget includes $3 trillion for transportation but that will be designated mainly for major projects and toll roads. Locally, it could cause major cuts in transportation funding. It is not likely to be passed without modifications by Congress but has been proposed by the President.

ADJOURNMENT 4:58 pm.
ACTION ITEM #4
Winston-Salem Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Action Request

Meeting Date: May 18, 2017  Agenda Item Number: 4

Action Requested: Review of the FY 2017 Federal Transit Administration (FTA) Formula Program Section 5307 Funding Allocations for Winston Salem Urban Area

SUMMARY OF INFORMATION: Attachments: Yes X No

Transit systems located in urbanized areas of more than 200,000 in population are eligible to use Federal Transit Administration (FTA) Sections 5307 funds for operating and capital assistance. The FTA has announced that the Winston-Salem Urban Area is eligible to receive a FY 2017 partial-year apportionment in the amount of $2,390,290.

Historically, Section 5307 funds were allocated only to WSTA for capital and operating assistance because they were the only transit agency eligible to receive these funds. As of Fiscal Year 2016, other transit agencies in the MPO became eligible to receive 5307 funding based upon data reported to the National Transit Database (NTD). The number of eligible agencies may increase in future years. Additionally, activities traditionally eligible under the Job Access Reverse Commute (JARC) program, which provides for job access for low-income individuals, continue to be an eligible activity for these funds.

Based upon direction given by NCDOT’s Public Transportation Division (PTD) and funding requests from other eligible transit providers, MPO staff met with transit providers in the MPO on Monday, October 3, 2016 to develop an equitable distribution method of these funds. All agencies represented concluded that starting with FY 2017, 5307 funding will be distributed in accordance with the percentages developed by FTA in Chart 3A (attached). Additionally, $55,000 will be deducted from the total apportionment for those activities traditionally eligible under the Job Access Reverse Commute (JARC) program. Each year, MPO staff shall coordinate a joint allocation meeting with eligible agencies to confirm that the funding identified can be used by the agency and if so, staff would use that for recommendation to the TAC for distribution. This meeting was held on Friday, March 3, 2017.
RESOLUTION
APPROVING FEDERAL TRANSIT ADMINISTRATION (FTA) FORMULA PROGRAM SECTION 5307 FUNDING ALLOCATIONS FOR THE WINSTON SALEM URBAN AREA

A motion was made by TAC member _________________________________ and seconded by TAC member ___________________________________ for the adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, transit systems located in urbanized areas of more than 200,000 in population are eligible to use Federal Transit Administration (FTA) Sections 5307 funds for operating and capital assistance (under the Operating Assistance Special Rule); and

WHEREAS, the Federal Transit Administration (FTA) has announced that the Winston-Salem Urban Area is eligible to receive a fiscal year (FY) 2017 partial-year apportionment in the amount of $2,390,290; and

WHEREAS, since FY 2016, several transit agencies in the MPO became eligible to receive 5307 funding based upon data reported to the National Transit Database (NTD)- Davidson County Transportation, Piedmont Authority for Regional Transportation (PART), and Winston-Salem Transit Authority (WSTA); and

WHEREAS, the total apportionment, which will be distributed in accordance with the percentages developed by FTA and data reported by the NTD; and

WHEREAS, additionally, $55,000 will be deducted from the total apportionment for those activities traditionally eligible under the Job Access Reverse Commute (JARC) program; and

WHEREAS, the Winston-Salem Urban Area MPO will adopt the formalized allocation process, which outlines the steps for allocating full and partial apportionments as well as sub-recipient reporting requirements.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee of the Winston-Salem Urban Area Metropolitan Planning Organization (MPO) adopts the FY 2017 5307 Funding Allocation and the Allocation Process for the Winston-Salem Urban Area MPO.

Adopted on this the 18th day of May, 2017.

___________________________________
Larry T. Williams, Chairman
Transportation Advisory Committee

___________________________________
Margaret C. Bessette, Secretary
Transportation Advisory Committee
## FEDERAL TRANSIT ADMINISTRATION

**TABLE 3A (Partial Year)**

FTA FY 2017 SECTION 5307 OPERATING ASSISTANCE SPECIAL RULE

OPERATOR CAPS FOR URBANIZED AREAS OVER 200,000 IN POPULATION

The total available for operating assistance is based on FY 2015 NTD Data and the Section 5307 funding shown in FTA Apportionment Table #3.

### NOTES:

1. Agencies that are included in this table AND that are eligible for grants under the Section 5307 Urbanized Area Formula Program are eligible to receive operating assistance, subject to local
2. This list does NOT indicate an agency's eligibility or entitlement for funding and does not represent an allocation of funding under the Urbanized Area Formula Program or any other FTA
3. Public agencies that operate fixed route bus service and demand response service, excluding complementary ADA service, are permitted to use this provision in their Urbanized Area Formula
4. Certain transit operators that reported to NTD in a consolidated (multi-agency) report are included based on a vehicle revenue hour share proportional to the number of vehicles reported in
5. Under the FAST Act, in determining the amount of operating assistance available for specific systems in urbanized areas under this rule, public transportation systems may execute a written
6. Transit operators may receive a cap for each urbanized area in which they operate and report transit service.

### Refined (Partial Funding; 7/12th of the Complete Funding)

**Note:** 55,000.00 deducted from Initial Apportionment for JARC

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<th>Urbanized Area of Service Provided</th>
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This is the only allotment available at this time and approved at the upcoming TAC meeting in March 2017.

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**FEDERAL TRANSIT ADMINISTRATION**

**TABLE 3A (Partial Year)**

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**FEDERAL TRANSIT ADMINISTRATION**

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</tr>
<tr>
<td>JARC</td>
<td>Job Access and Reverse Commute (Section 5307 Grant)</td>
</tr>
<tr>
<td>NTD</td>
<td>National Transit Database</td>
</tr>
<tr>
<td>TAC</td>
<td>Transportation Advisory Committee</td>
</tr>
<tr>
<td>WSDOT</td>
<td>Winston Salem Department of Transportation</td>
</tr>
<tr>
<td>WSMPO</td>
<td>Winston Salem Urban Area Metropolitan Planning Organization</td>
</tr>
<tr>
<td>VRH</td>
<td>Vehicle Revenue Hours</td>
</tr>
</tbody>
</table>

5307号资金

5307号资金（49 U.S.C. 5307），通常称为5307号资金，使联邦资源可分配给都会区用于公交资本和运营辅助，并在都会区内和与交通相关的规划。一个都会区是一个具有50,000或更多人口的法定区域，并且已经由美国商务部，人口普查局指定。

对于人口在200,000人及以上的都会区，资金将直接分配给选定的实体，该实体有资格申请并分配联邦资金。温斯顿-塞勒姆都会区是一个被指定的直接接收者。

分配过程（全分配）

每年，温斯顿-塞勒姆交通局/温斯顿-塞勒姆都会地区大都会规划组织将收到联邦交通管理局的通知，以确定5307号资金的分配情况。这将会影响到温斯顿-塞勒姆都会区。

分配表包含所有在都会区内有资格的公共交通系统运营商。这些系统运营商有资格获得运营辅助，但需根据当地分配，不超过每财政年度内规定的金额。

1 参考FRTA都会地区资金 https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307
2 参考FRTA分配 https://www.transit.dot.gov/funding/apportionments

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1 Refer to FTA Urban Area Formula Grants - https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307
2 Refer to FTA Apportionment - https://www.transit.dot.gov/funding/apportionments
Example of Section 5307 Funding Information
(as provided by the Federal Transit Administration)

WSDOT/WSMPO immediately deducts from the total apportionment 55,000.00 for Job Access and Reverse Commute Grant Funding (JARC). JARC funding is for eligible projects, which transport low income individuals to and from jobs and activities related to employment, and for reverse commute projects. These funds are available for local transportation providers within the urban area, as sub-recipients.

The total apportionment, minus the deducted JARC funding, is then considered for the all eligible transportation system operators, as identified by the National Transportation Database (NTD). All eligible operators are assigned a percentage of the total apportionment based on the vehicle revenue hour (VRH) as reported to the NTD. VRHs are the hours that vehicles travel while in revenue service, which also include layover/recover time. This time excludes deadhead, operator training, maintenance testing and school bus/charter services.

The NTD is the nation’s primary source for information and statistics on over 600 transit systems in the United States. Statute requires that grants recipients of the Urbanized Area Formula Program, Section 5307 submit data to NTD. Each year, NTD data is used to apportion FTA funding to transit agencies in urbanized areas. The total apportionments are usually based on 1 or 2 previous fiscal years NTD data collections.

Required monthly and annual reporting includes information regarding basic organizational and service area, financial and operating data, transit mileage, vehicle inventory, etc. More guidance can be found on the NTD’s webpage with FTA: https://www.transit.dot.gov/ntd/internet-reporting-system-forms

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4 Deadhead: The miles and hours that a vehicle travels when out of revenue service. Deadhead includes: Leaving or returning to the garage or yard facility, changing routes and when there is no expectation of carrying revenue passengers. FTA NTD Glossary: https://www.transit.dot.gov/ntd/national-transit-database-ntd-glossary
6 Refer to the National Transit Database - Overview: https://www.transit.dot.gov/ntd/what-national-transit-database-ntd-program
WSDOT/WSMPO has opted to allow each transportation system operator to utilize 100% of available funding.

Based on the calculated apportionment for each eligible system operator, WSDOT/WSMPO will confirm through signed agreement between system operators (“sub-recipient”) and the designated recipient (WSDOT/WSMPO). These agreements confirm that each sub-recipient has been informed of its portion of the apportionment, as per the FTA released information for the fiscal year. In addition, the written agreement can substitute the annual meeting with the eligible sub-recipients to discuss the apportionment. In any case, WSDOT/WSMPO will still offer an annual meeting with all eligible sub-recipients to review and discuss. Upon receipt of the signed agreements and/or conclusion of the annual meeting, WSDOT/WSMPO staff will bring this item for consideration and approval by the TAC.

Once approved, WSDOT/WSMPO staff will internally create and execute contracts between the City of Winston-Salem and the sub-recipient, providing one copy to the sub-recipients. As per city allocation policies, WSDOT/WSMPO will continue to act as the designated, direct recipient, with all transportation operators acting sub-recipients.

WSDOT/WSMPO staff will complete the necessary steps to amend and modify the Transportation Improvement Program (TIP)/ Statewide Transportation Improvement Program (STIP) accordingly.

**ALLOCATION PROCESS (Partial Allotment)**

In the chance that FTA provides only a partial allotment for the fiscal year, WSDOT/WSMPO staff will calculate an estimate of the full allotment. This estimate will be based on the methodology used by FTA to calculate the partial allotment, which is *seven-twelfth* of the previous FY’s apportionment. 8 If only the partial allotment is available, this will be the only amount considered for TAC review and approval. This will also be the only amount made available to the sub-recipient, until further information is made available by FTA.

WSDOT/WSMPO will still confirm through signed agreement between system operators (“sub-recipient”) and the designated recipient (WSDOT/WSMPO) of both the partial and estimate full allotment. These agreements will confirm that each sub-recipient has been informed of its portion of the apportionment and the estimated full allotment (which may be subject to change until further FTA information is provided).

All steps as indicated in the ‘Full Allotment’ will still be applied accordingly.

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8 Refer to the January 19, 2017 Federal Circular (Vol. 82, No 12) - *The Furthering Continuing and Security Assistance Appropriations Act*

ACTION ITEM #5
Winston-Salem Urban Area Metropolitan Planning Organization  
Transportation Advisory Committee  
Action Request

<table>
<thead>
<tr>
<th>Meeting Date:          May 18, 2017</th>
<th>Agenda Item Number:        5____</th>
</tr>
</thead>
</table>

Action Requested: Adoption of a resolution approving additions, deletions, amendments and modifications to the Winston-Salem Urban Area Fiscal Year 2016-2025 Metropolitan Transportation Improvement Program (MTIP) to match the State Transportation Improvement Program (STIP).

SUMMARY OF INFORMATION: Attachments: Yes ______ X No ______

The Fiscal Year 2016-2025 MTIP is a comprehensive listing of all transportation projects programmed for the Winston-Salem Urban Area and must be a subset of the Winston-Salem Urban Area 2040 Metropolitan Transportation Plan Update (MTP) and match the FY 2016-2025 State Transportation Improvement Program (STIP). The 2040 MTP Update, the Air Quality Conformity Determination Report (AQCDR) and the FY 2016-2025 MTIP were adopted by the TAC on September 17, 2015.

The North Carolina Department of Transportation (NCDOT) regularly updates the STIP to include new projects and modify existing projects. Any STIP amendment for new statewide projects or projects within the Winston-Salem Urban Area MPO, triggers the amendment of the MTIP. Modifications to the STIP do not require adoption but are provided for information.

The attached document describes the amendments and modifications to the Winston-Salem Urban Area 2016-2025 MTIP.

As required by the MPO’s Public Participation Policy, the amendments and modifications to the FY 2016-2025 MTIP were available for public review and comment for at least thirty (30) days from April 1, 2017 through April 30, 2017. Staff received zero (0) comments related to additions, deletions, amendments and modifications to the MTIP.
RESOLUTION
APPROVING THE FISCAL YEAR 2016 - 2025
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)
AMENDMENTS AND MODIFICATIONS FOR THE WINSTON-SALEM URBAN AREA
METROPOLITAN PLANNING ORGANIZATION (MPO)

A motion was made by TAC Member __________________ and seconded by TAC Member __________________ for the adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, the Fiscal Year 2016-2025 Metropolitan Transportation Improvement Plan (MTIP) is a comprehensive listing of all transportation projects programmed for the Winston-Salem Urban Area and must be a subset of the Winston-Salem Urban Area 2040 Metropolitan Transportation Plan Update (MTP) and match the FY 2016-2025 State Transportation Improvement Program (STIP); and

WHEREAS, the 2040 MTP Update, the Air Quality Conformity Determination Report (AQCDR) and the FY 2016-2025 MTIP were adopted by the TAC on September 17, 2015; and

WHEREAS, the North Carolina Board of Transportation (NCBOT) adopted the State Transportation Improvement Program (STIP) for Fiscal Years 2016-2025 on June 4, 2015; and

WHEREAS, the North Carolina Department of Transportation (NCDOT) regularly updates the STIP to include new projects and modify existing projects; and

WHEREAS, any STIP amendment for new statewide projects or projects within the Winston-Salem Urban Area MPO, triggers the amendment of the MTIP; modifications to the STIP do not require adoption but are provided for information; and

WHEREAS, the attached document describes the amendments and modifications to the Winston-Salem Urban Area 2016-2025 MTIP; and

WHEREAS, as required by the MPO’s Public Participation Policy, the amendments and modifications to the FY 2016-2025 MTIP were available for public review and comment for at least thirty (30) days from April 1, 2017 through April 30, 2017; and

WHEREAS, MPO staff received zero (0) comments related to amendments and modifications to the MTIP.

NOW, THEREFORE BE IT RESOLVED that the Transportation Advisory Committee of the Winston-Salem Urban Area Metropolitan Planning Organization adopts the amendments and modifications to the Fiscal Year 2016-2025 MTIP as shown on the attached list.

Adopted on this the 18th day of May, 2017.

Larry T. Williams, Chairman
Transportation Advisory Committee

Margaret C. Bessette, Secretary
Transportation Advisory Committee
Amendments and Modifications to the Winston-Salem Urban Area
FY 2016-2025 Metropolitan Transportation Improvement Program (MTIP)
March 2, 2017

STIP Modifications

April 2016

**U-4742**

VARIOUS, INTERSECTION IMPROVEMENT PROJECTS IN THE WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION (WSUAMPO) AREA.

ADD FUNDS TO PE, PW, AND CONSTRUCTION PHASES IN FY16 THROUGH FY21 NOT PREVIOUSLY PROGRAMMED.

<table>
<thead>
<tr>
<th>Right-Of-Way FY</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY16</td>
<td>$360,000 (STPDA)</td>
</tr>
<tr>
<td>FY16</td>
<td>$90,000 (L)</td>
</tr>
<tr>
<td>FY17</td>
<td>$200,000 (STPDA)</td>
</tr>
<tr>
<td>FY17</td>
<td>$50,000 (L)</td>
</tr>
<tr>
<td>FY18</td>
<td>$200,000 (STPDA)</td>
</tr>
<tr>
<td>FY18</td>
<td>$50,000 (L)</td>
</tr>
<tr>
<td>FY19</td>
<td>$200,000 (STPDA)</td>
</tr>
<tr>
<td>FY19</td>
<td>$50,000 (L)</td>
</tr>
<tr>
<td>FY20</td>
<td>$200,000 (STPDA)</td>
</tr>
<tr>
<td>FY20</td>
<td>$50,000 (L)</td>
</tr>
<tr>
<td>FY21</td>
<td>$200,000 (STPDA)</td>
</tr>
<tr>
<td>FY21</td>
<td>$50,000 (L)</td>
</tr>
</tbody>
</table>

TOTAL $8,500,000

**U-5824**

NC 66 (OLD HOLLOW ROAD), HARLEY DRIVE TO US 158 IN WALKERTOWN. WIDEN TO MULTILANES.

DESCRIPTION MODIFIED TO REVISE EASTERN TERMINUS AT REQUEST OF DIVISION

<table>
<thead>
<tr>
<th>Right-Of-Way FY</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY20</td>
<td>$6,955,000 (T)</td>
</tr>
<tr>
<td>FY20</td>
<td>$835,000 (T)</td>
</tr>
<tr>
<td>FY22</td>
<td>$8,208,000 (T)</td>
</tr>
</tbody>
</table>

TOTAL $15,998,000

May 2016

* INDICATES FEDERAL AMENDMENT
Amendments and Modifications to the Winston-Salem Urban Area
FY 2016-2025 Metropolitan Transportation Improvement Program (MTIP)
March 2, 2017

| B-5152 | SR 1100 (LASATER ROAD), REPLACE BRIDGE 330095 OVER BLANKET CREEK IN CLEMMONS. | RIGHT-OF-WAY UTILITIES CONSTRUCTION | FY17 FY17 FY18 | $1950,000 $98,000 $1,750,000 (HFB) |
|--------|-----------------------------------------------------------------------------|------------------------------------|--------------|-----------------|-----------------|
|        | DELAY RIGHT-OF-WAY FROM FY16 TO FY 17 AND CONSTRUCTION FROM FY17 TO FY18 TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN. | | | | TOTAL $2,043,000 |

June 2016

| *R-2247CD | SR 1891 / NON-SYSTEM (PEACE HAVEN ROAD), SR 1891 / NON-SYSTEM (PEACE HAVEN ROAD) – US 421 INTERCHANGE AND APPROACHES | RIGHT-OF-WAY CONSTRUCTION | FY16 FY16 | $3,200,000 $9,625,000 (NHP) |
|-----------|-----------------------------------------------------------------------------------------------------------------|--------------------------|----------|-----------------|-----------------|
|           | GARVEE FUNDING REMOVED. TRADITIONAL FEDERAL FUNDING TO BE USED. SCHEDULE REMAINS THE SAME. | | | | TOTAL $12,825,000 |

| *R-2247EC | US 52/FUTURE I-74, NC 65 INTERCHANGE. RECONSTRUCT INTERCHANGE. | RIGHT-OF-WAY CONSTRUCTION | FY16 FY16 | $2,160,000 $13,500,000 (NHP) |
|-----------|-----------------------------------------------------------------|--------------------------|----------|-----------------|-----------------|
|           | GARVEE FUNDING REMOVED. TRADITIONAL FEDERAL FUNDING TO BE USED. SCHEDULE REMAINS THE SAME. | | | | TOTAL $15,660,000 |

July 2016

None

August 2016

| B-4746 | SR 2264 (AKRON DRIVE), REPLACE BRIDGE 330229 OVER NORFOLK SOUTHERN RAILROAD IN WINSON-SALEM. | RIGHT-OF-WAY UTILITIES CONSTRUCTION | FY17 FY17 FY17 | $875,000 $633,000 $4,600,000 (HFB) |
|--------|----------------------------------------------------------------------------------------------|------------------------------------|--------------|-----------------|-----------------|
|        | TO ALLOW ADDITIONAL TIME TO COMPLETE THE ENVIRONMENTAL DOCUMENT, DELAY RIGHT-OF-WAY FROM FY16 TO FY17 AND CONSTRUCTION FROM FY18 TO FY19 | | | | TOTAL $6,108,000 |

September 2016

None

October 2016

| EB-4020C | BRUSHY FORK GREENWAY, LOWER STREET TO REYNOLDS PARK ROAD | RIGHT-OF-WAY CONSTRUCTION | FY17 FY17 FY17 | $20,000 $5,000 $700,000 (STBGDA) |
|---------|----------------------------------------------------------|--------------------------|--------------|-----------------|-----------------|
|         | TO ALLOW ADDITIONAL TIME FOR THE CITY TO COMPLETE THE DESIGN PHASE, DELAY RIGHT-OF-WAY FY16 TO FY17 | | | $300,000 $175,000 (STPEB) |
|         |                                                          | | | (L) | (L) |
|         |                                                          | | | TOTAL $1,200,000 |

November 2016

* INDICATES FEDERAL AMENDMENT
Amendments and Modifications to the Winston-Salem Urban Area 
FY 2016-2025 Metropolitan Transportation Improvement Program (MTIP) 
March 2, 2017

**B-5007**

<table>
<thead>
<tr>
<th>Description</th>
<th>Fiscal Year</th>
<th>Amount</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>WEST FIRST STREET, REPLACE BRIDGE 330296 OVER NORFOLK SOUTHERN RAILWAY IN WINSTON-SALEM. <strong>TO ALLOW ADDITIONAL TIME FOR THE CITY TO COMPLETE THE DESIGN PHASE, DELAY RIGHT-OF-WAY FY16 TO FY17</strong></td>
<td>FY19</td>
<td>$560,000</td>
<td>(STPOFF)</td>
</tr>
<tr>
<td></td>
<td>FY19</td>
<td>$14,000</td>
<td>(L)</td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL</strong></td>
<td>$770,000</td>
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</tr>
</tbody>
</table>

December 2016

*None*

January 2017

**AV-5738**

<table>
<thead>
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<th>Description</th>
<th>Fiscal Year</th>
<th>Amount</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>SMITH REYNOLDS AIRPORT (INT), ACQUIRE LAND AND CLEAR TERRAIN OBSTRUCTIONS EAST OF RUNWAY 15 – 33 TO DRAIN AND GRADE MATERIAL IN PLACE. <strong>TO CONFORM TO AIRPORT AUTHORITY DELIVERY SCHEDULE, DELAY CONSTRUCTION FROM FY16 TO FY17 AT REQUEST OF DIVISION OF AVIATION.</strong></td>
<td>FY17</td>
<td>$1,890,000</td>
<td>(T)</td>
</tr>
<tr>
<td></td>
<td>FY17</td>
<td>$210,000</td>
<td>(L)</td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL</strong></td>
<td>$2,100,000</td>
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</table>

**I-0911A**

<table>
<thead>
<tr>
<th>Description</th>
<th>Fiscal Year</th>
<th>Amount</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-40, WEST OF NC 801 IN DAVIE COUNTY TO SR 1101 (HARPER ROAD) IN FORSYTH COUNTY. <strong>ACCELERATE CONSTRUCTION FROM FY18 TO FY17; PROJECT TO BE LET USING DESIGN-BUILD DELIVERY.</strong></td>
<td>FY17</td>
<td>$125,000</td>
<td>(NHP)</td>
</tr>
<tr>
<td></td>
<td>FY17</td>
<td>$70,000</td>
<td>(NHP)</td>
</tr>
<tr>
<td></td>
<td>FY17</td>
<td>$2,900,000</td>
<td>(NHP)</td>
</tr>
<tr>
<td></td>
<td>FY18</td>
<td>$18,367,000</td>
<td>(NHP)</td>
</tr>
<tr>
<td></td>
<td>FY19</td>
<td>$18,367,000</td>
<td>(NHP)</td>
</tr>
<tr>
<td></td>
<td>FY20</td>
<td>$18,366,000</td>
<td>(NHP)</td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL</strong></td>
<td>$58,195,000</td>
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</table>

**I-5814**

<table>
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<th>Fiscal Year</th>
<th>Amount</th>
<th>Notes</th>
</tr>
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<tbody>
<tr>
<td>I-40, 0.4 MILE EAST OF SR 2632 (OLD SALEM ROAD) IN FORSYTH COUNTY TO 0.3 MILE WEST OF SR 1860 (MACY GROVE ROAD) IN GUILFORD COUNTY. PAVEMENT REHABILITATION. <strong>TO PREVENT CONFLICT WITH I-40 BUS./US 421 CLOSURE, DELAY CONSTRUCTION FROM FY19 TO FY20.</strong></td>
<td>FY20</td>
<td>$3,226,000</td>
<td>(NHPIM)</td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL</strong></td>
<td>$3,226,000</td>
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**R-2247EB**

<table>
<thead>
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<th>Description</th>
<th>Fiscal Year</th>
<th>Amount</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>NEW ROUTE (FUTURE NC 452), WINSTON-SALEM NORTHERN BELTWAY, WESTERN SECTION, INTERCHANGE AT US 52. <strong>ACCELERATE RIGHT-OF-WAY FROM FY19 TO FY18 AND CONSTRUCTION FROM FY22 TO FY18; PROJECT TO BE LET USING DESIGN-BUILD DELIVERY AND GARVEE BOND FINANCING.</strong></td>
<td>FY18</td>
<td>$24,090,000</td>
<td>(T)</td>
</tr>
<tr>
<td></td>
<td>FY18</td>
<td>$650,000</td>
<td>(NHP)</td>
</tr>
<tr>
<td></td>
<td>FY18</td>
<td>$1,250,000</td>
<td>(NHP)</td>
</tr>
<tr>
<td></td>
<td>FY19</td>
<td>$4,117,000</td>
<td>(STPOFF)</td>
</tr>
<tr>
<td></td>
<td>FY19</td>
<td>$7,917,000</td>
<td>(S(M))</td>
</tr>
<tr>
<td></td>
<td>FY20</td>
<td>$4,117,000</td>
<td>(NHP)</td>
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<td>FY20</td>
<td>$7,916,000</td>
<td>(S(M))</td>
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<td>$4,116,000</td>
<td>(NHP)</td>
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<td>FY21</td>
<td>$7,916,000</td>
<td>(S(M))</td>
</tr>
<tr>
<td></td>
<td><strong>GARVEE CONSTR</strong></td>
<td>$6,435,000</td>
<td>(NHP)</td>
</tr>
</tbody>
</table>

* **INDICATES FEDERAL AMENDMENT**
## Amendments and Modifications to the Winston-Salem Urban Area
### FY 2016-2025 Metropolitan Transportation Improvement Program (MTIP)
#### March 2, 2017

* INDICATES FEDERAL AMENDMENT

### FY19
- **$6,435,000 (NHP)**

### FY20
- **$6,435,000 (NHP)**

### FY21
- **$6,435,000 (NHP)**

### FY22
- **$6,435,000 (NHP)**

### FY23
- **$6,435,000 (NHP)**

### FY24
- **$6,435,000 (NHP)**

### FY25
- **$6,435,000 (NHP)**

### FY26
- **$6,435,000 (NHP)**

### FY27
- **$6,435,000 (NHP)**

### POST YR
- **$32,175,000 (NHP)**

### TOTAL
- **$158,615,000 (NHP)**

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**U-2579AB**

**FUTURE I-74, WINSTON-SALEM NORTHERN BELTWAY, EASTERN SECTION, I-40 TO US 421 /NC 150 / BUSINESS 40**

**ACCELERATE CONSTRUCTION FROM FY 21 TO FY18; PROJECT TO BE LET USING DESIGN-BUILD DELIVERY AND GARVEE BOND FINANCING.**

<table>
<thead>
<tr>
<th>Year</th>
<th>Right-of-Way</th>
<th>Utilities</th>
<th>Construction</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY18</td>
<td>$55,800,000 (T)</td>
<td>$2,800,000</td>
<td>$7,250,000 (NHP)</td>
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<tr>
<td>FY19</td>
<td>$7,500,000 (NHP)</td>
<td>$7,500,000</td>
<td>$7,500,000 (NHP)</td>
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<tr>
<td>FY20</td>
<td>$7,250,000 (NHP)</td>
<td>$7,250,000</td>
<td>$7,250,000 (NHP)</td>
</tr>
<tr>
<td>FY21</td>
<td>$7,250,000 (NHP)</td>
<td>$7,250,000</td>
<td>$7,500,000 (NHP)</td>
</tr>
<tr>
<td>FY22</td>
<td>$7,250,000 (NHP)</td>
<td>$7,722,000</td>
<td>$7,722,000 (NHP)</td>
</tr>
<tr>
<td>FY23</td>
<td>$7,250,000 (NHP)</td>
<td>$7,722,000</td>
<td>$7,722,000 (NHP)</td>
</tr>
<tr>
<td>FY24</td>
<td>$7,250,000 (NHP)</td>
<td>$7,722,000</td>
<td>$7,722,000 (NHP)</td>
</tr>
<tr>
<td>FY25</td>
<td>$7,250,000 (NHP)</td>
<td>$7,722,000</td>
<td>$7,722,000 (NHP)</td>
</tr>
<tr>
<td>FY26</td>
<td>$7,250,000 (NHP)</td>
<td>$7,722,000</td>
<td>$7,722,000 (NHP)</td>
</tr>
<tr>
<td>FY27</td>
<td>$7,722,000 (NHP)</td>
<td>$7,722,000</td>
<td>$7,722,000 (NHP)</td>
</tr>
<tr>
<td>POST YR</td>
<td>$38,610,000 (NHP)</td>
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</tr>
<tr>
<td>TOTAL</td>
<td>$233,430,000 (NHP)</td>
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</tbody>
</table>

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**U-2579D**

**FUTURE I-74, WINSTON-SALEM NORTHERN BELTWAY, EASTERN SECTION, US 311 TO SR 2211 (BAUX MOUNTAIN ROAD)**

**ACCELERATE RIGHT-OF-WAY FROM FY19 TO FY18 AND CONSTRUCTION FROM FY22 TO FY18; PROJECT TO BE LET USING DESIGN-BUILD DELIVERY AND GARVEE BOND FINANCING.**

<table>
<thead>
<tr>
<th>Year</th>
<th>Right-of-Way</th>
<th>Utilities</th>
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<tr>
<td>FY21</td>
<td>$4,000,000 (S(M))</td>
<td>$4,000,000</td>
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<tr>
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<td>FY23</td>
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<tr>
<td>FY24</td>
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**Amendments and Modifications to the Winston-Salem Urban Area**  
**FY 2016-2025 Metropolitan Transportation Improvement Program (MTIP)**  
**March 2, 2017**

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<td>$4,118,000 (NHP)</td>
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<td>FY23</td>
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<tr>
<td>POST YR</td>
<td>$20,590,000 (NHP)</td>
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**Post Year**

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**U-2579E**  
FUTURE I-74, WINSTON-SALEM NORTHERN BELTWAY, EASTERN SECTION, SR 2211 (BAUX MOUNTAIN ROAD) TO NC 8  
ACCELERATE RIGHT-OF-WAY FROM FY19 TO FY18; PROJECT TO BE LET USING DESIGN-BUILD DELIVERY AND GARVEE BOND FINANCING

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<tr>
<td>POST YR</td>
<td>$12,870,000 (NHP)</td>
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<td><strong>TOTAL</strong></td>
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**U-2579F**  
FUTURE I-74, WINSTON-SALEM NORTHERN BELTWAY, EASTERN SECTION, NC 8 TO US 52  
ACCELERATE RIGHT-OF-WAY FROM FY19 TO FY18; PROJECT TO BE LET USING DESIGN-BUILD DELIVERY AND GARVEE BOND FINANCING

<table>
<thead>
<tr>
<th>Year</th>
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<td>FY27</td>
<td>$2,500,000 (S(M))</td>
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<tr>
<td>POST YR</td>
<td>$12,870,000 (NHP)</td>
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<tr>
<td><strong>TOTAL</strong></td>
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</tbody>
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* INDICATES FEDERAL AMENDMENT
Amendments and Modifications to the Winston-Salem Urban Area
FY 2016-2025 Metropolitan Transportation Improvement Program (MTIP)
March 2, 2017

FY23 $2,059,000 (NHP)
FY24 $2,059,000 (NHP)
FY25 $2,059,000 (NHP)
FY26 $2,059,000 (NHP)
FY27 $2,059,000 (NHP)
POST YR $10,295,000 (NHP)

TOTAL $91,775,000

February 2017

<table>
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<tr>
<td>TOTAL</td>
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| C-5620 | VARIOUS, PROJECTS TO IMPROVE CONGESTION AND AIR QUALITY IN WINSTON-SALEM URBAN AREA MPO. ADD IMPLEMENTATION AND OPERATION IN FY17 NOT PREVIOUSLY PROGRAMMED, AT REQUEST OF TRANSPORTATION PLANNING BRANCH. |
| CONSTRUCTION | FY17 | $3,359,000 (CMAQ) |
| IMPLEMENTATION | FY17 | $840,000 (L) |
| OPERATIONS | FY17 | $372,000 (CMAQ) |
| TOTAL | | $4,664,000 |

| I-5880 | I-40/US 311, NC 109 (THOMASVILLE ROAD)/CLEMMONSVILLE ROAD SPLIT-DIAMOND INTERCHANGE IN WINSTON-SALEM. CONVERT HALF DIAMOND INTERCHANGE AT NC 109 TO FULL DIAMOND, AND REMOVE CONNECTOR ROADS AND HALF DIAMOND INTERCHANGE AT CLEMMONSVILLE ROAD. COST INCREASE EXCEEDING $2 MILLIONS AND 25% THRESHOLDS; DELAY CONSTRUCTION FROM FY21 TO FY22 TO ALLOW ADDITIONAL TIME FOR RIGHT-OF-WAY AND TO ASSIST IN BALANCING FUNDS. |
| RIGHT-OF-WAY | FY20 | $1,500,000 (NHP) |
| UTILITIES | FY20 | $200,000 (NHP) |
| CONSTRUCTION | FY22 | $6,150,000 (NHP) |
| FY23 | $6,150,000 (NHP) |
| TOTAL | | $14,000,000 |

March 2017

| B-5770 | SALISBURY RIDGE ROAD, REPLACE BRIDGE 330243 OVER NC 150 IN WINSTON-SALEM. TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT-OF-WAY FROM FY17 TO FY19 AND CONSTRUCTION FROM FY18 TO FY20 AT REQUEST OF DIVISION. |
| RIGHT-OF-WAY | FY19 | $216,000 (STPOFF) |
| CONSTRUCTION | FY20 | $2,159,000 (STPOFF) |
| FY21 | $2,158,000 (STPOFF) |
| TOTAL | | $4,533,000 |

STIP Additions

April 2016

* INDICATES FEDERAL AMENDMENT
Amendments and Modifications to the Winston-Salem Urban Area
FY 2016-2025 Metropolitan Transportation Improvement Program (MTIP)
March 2, 2017

None
May 2016
None
June 2016
None

July 2016

*W-5709DIV
ARIOUS, SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 9.
RIGHT-OF-WAY
FY16 $30,000 (HSIP)
FY17 $30,000 (HSIP)
FY18 $30,000 (HSIP)

ADD RIGHT-OF-WAY AND CONSTRUCTION NOT PREVIOUSLY PROGRAMMED
CONSTRUCTION
FY16 $180,000 (HSIP)
FY17 $180,000 (HSIP)
FY18 $180,000 (HSIP)

TOTAL $630,000

*W-5709REG
ARIOUS, SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 9.
RIGHT-OF-WAY
FY16 $30,000 (HSIP)
FY17 $30,000 (HSIP)
FY18 $30,000 (HSIP)

ADD RIGHT-OF-WAY AND CONSTRUCTION NOT PREVIOUSLY PROGRAMMED
CONSTRUCTION
FY16 $180,000 (HSIP)
FY17 $180,000 (HSIP)
FY18 $180,000 (HSIP)

TOTAL $630,000

*W-5709SW
ARIOUS, SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 9.
RIGHT-OF-WAY
FY16 $40,000 (HSIP)
FY17 $40,000 (HSIP)
FY18 $40,000 (HSIP)

ADD RIGHT-OF-WAY AND CONSTRUCTION NOT PREVIOUSLY PROGRAMMED
CONSTRUCTION
FY16 $240,000 (HSIP)
FY17 $240,000 (HSIP)
FY18 $240,000 (HSIP)

TOTAL $840,000

August 2016
None

September 2016

*R-5789
ARIOUS, DIVISION 9 TRANSPORTATION ALTERNATIVES PROGRAM.
ADD CONSTRUCTION IN FY16 NOT PREVIOUSLY PROGRAMMED.
CONSTRUCTION
FY16 $340,000 (TAP)

TOTAL $340,000

October 2016
None

November 2016
None

December 2016
None

* INDICATES FEDERAL AMENDMENT
Amendments and Modifications to the Winston-Salem Urban Area
FY 2016-2025 Metropolitan Transportation Improvement Program (MTIP)
March 2, 2017

January 2017
None

February 2017
*U-2826 US 52, SOUTH OF SR 2747 (CLEMMONSVILLE ROAD) TO FUTURE I-74 (WINSTON-Salem NORTHERN BELTWAY). ADD LANES.
PROGRAMMED FOR PLANNING AND ENVIORNMENTAL STUDY ONLY

*U-5617 SR 1773 (WILLIAMS ROAD), IMPROVE ROUNDABOUNTS WEST & EAST OF BRIDGE OVER 421. WIDEN TO MULTI-LANES FROM ROUNDABOUT EAST OF BRIDGE TO WEST OF ROUNDABOUT AT SR 1001 (SHALLOWFORD ROAD) WITH SIDEWALKS ON BOTH SIDES.
TOWN OF LEWISVILLE.
PROJECT ADDED AT REQUEST OF MPO

*U-6003 NEW ROUTE, SR 1969 (PINEY GROVE) TO NC 150 (NORTH MAIN STREET) IN KERNERSVILLE. CONSTRUCT TWO-LANE DIVIDED FACILITY WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS.
PROGRAMMED FOR PLANNING AND ENVIORNMENTAL STUDY ONLY

*U-6004 SR 1103 (LEWISVILLE-CLEMMONS ROAD), I-40 TO US 158 IN CLEMMONS. CONVERT ROADWAY TO 4-LAE MEDIAN DIVIDED FACILITY.
PROGRAMMED FOR PLANNING AND ENVIORNMENTAL STUDY ONLY

*U-6005 NC 65 (BETHANIA-RURAL HALL ROAD), US 52 TO SR 3983 (NORTHBRIDGE DRIVE) IN RURAL HALL. WIDEN TO MULTILANES.
PROGRAMMED FOR PLANNING AND ENVIORNMENTAL STUDY ONLY

TG-6180 WINSTON-Salem TRANSIT
ROUTINE CAPITAL PROJECTS

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<th>Project Code</th>
<th>Project Description</th>
<th>Funding (FY)</th>
<th>Source</th>
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<tbody>
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TA-5220B PIEDMONT AUTHORITY FOR REGIONAL TRANSPORTATION
EXPANSION VEHICLES

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<th>Project Code</th>
<th>Project Description</th>
<th>Funding (FY)</th>
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* INDICATES FEDERAL AMENDMENT
Amendments and Modifications to the Winston-Salem Urban Area
FY 2016-2025 Metropolitan Transportation Improvement Program (MTIP)
March 2, 2017

<table>
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<tr>
<td>FY17</td>
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ACTION ITEM #6
**Winston-Salem Urban Area Metropolitan Planning Organization**  
**Transportation Advisory Committee**  
**Action Request**

<table>
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<tr>
<th>Meeting Date:</th>
<th>May 18, 2017</th>
<th>Agenda Item Number:</th>
<th>6</th>
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**Action Requested:** Consideration of a resolution to adjust the schedule of EB-5840 (Winston-Salem MUP, Green Street to Strollway) in the draft 2017-2027 STIP.

**SUMMARY OF INFORMATION:**  
Attachments: Yes [X] No [_____]

The Multi-Use Bicycle and Pedestrian Path (MUP) adjacent to Business 40 will link Baptist Hospital with BB&T Ballpark, Downtown, Wake Forest Innovation Quarter and nearby residential neighborhoods and commercial areas. The MUP was originally included in the Creative Corridors Coalition Visionary Master Plan and Design Guideline adopted by the City Council. The MUP was further developed with the Business 40 Master Plan and a portion of the MUP is included in the Business 40 Project. The City pursued the 2016 Transportation Investment Generating Economic Recovery (TIGER) Competitive Grant and while the submission was not successful, it was well received by the Federal Highway Administration.

A portion of the MUP from the Green Street Pedestrian Bridge to the Strollway near Liberty Street was submitted in the State Strategic Prioritization Process. It was the Metropolitan Planning Organization’s top bicycle and pedestrian project. The project scored well in the process and is included in the Draft 2017-2027 State Transportation Improvement Program (STIP) as project EB-5840. Design is shown for FY 2018 and construction is FY 2021.

The funding will come from Transportation Alternative Programs (TAP). TAP funds require a 20% local match. The cost for design and construction is estimated at $2,026,000, with the City’s share being $405,200. These costs are for infrastructure and do not include elements such as pocket parks and enhanced landscaping that can be installed later.

One of the charges of the Business 40 Design Build Team is to design and construct roadway elements, such as retaining walls, to accommodate the future MUP. In reviewing the area in the vicinity of the Cherry Street Eastbound Ramp, the team has foreseen future difficulties in construction of the MUP Bridge over the ramp. They proposed to construct the bridge as part of the current Business 40 Project to take advantage of design and construction efficiencies. NCDOT and City staff concur with their assessment.

If the construction phase of the project is moved from 2021 to 2020, the entire segment of the MUP from the Green Street Pedestrian Bridge to the Strollway Pedestrian Bridge could be accomplished in conjunction with the Business 40 Project. City Council approved a resolution requesting NCDOT to move the project to 2020 and authorized the City Manager to enter into an agreement with NCDOT for the required local match of $405,200 on March 27, 2017.
RESOLUTION
APPROVING A SCHEDULE ADJUSTMENT
FOR THE BUSINESS 40 MULTI-USE PATH (PROJECT EB-5840)
IN THE DRAFT 2017-2027 STIP

A motion was made by TAC Member ____________________ and seconded by TAC member ____________________ for the adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, the Multi-Use Bicycle and Pedestrian Path (MUP) adjacent to Business 40 will link Baptist Hospital with BB&T Ballpark, Downtown, Wake Forest Innovation Quarter and nearby residential neighborhoods and commercial areas; and

WHEREAS, a portion of the MUP from the Green Street Pedestrian Bridge to the Strollway near Liberty Street was evaluated during the State Strategic Prioritization 4.0 Process; and

WHEREAS, the project scored well in the process and is included in the Draft 2017-2027 State Transportation Improvement Program (STIP) as project EB-5840 with design scheduled for FY 2018 and construction in FY 2021; and

WHEREAS, in reviewing the area in the vicinity of the Cherry Street Eastbound Ramp, NCDOT’s Design Build Team has foreseen future difficulties in construction of the MUP Bridge over the ramp; and

WHEREAS, NCDOT’s Design Build Team proposes to construct the bridge as part of the current Business 40 Project to take advantage of design and construction efficiencies and NCDOT and City staff concur with their assessment; and

WHEREAS, if the construction phase of the project is moved from 2021 to 2020, the entire segment of the MUP from the Green Street Pedestrian Bridge to the Strollway Pedestrian Bridge could be accomplished in conjunction with the Business 40 Project.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee of the Winston-Salem Urban Area Metropolitan Planning Organization’s approves of the recommendation by the North Carolina Department of Transportation (NCDOT) to move the construction phase of EB-5840 from FY 2021 to FY 2020 in the draft 2017-2027 STIP.

Adopted on this the 18th day of May, 2017.

__________________________
Larry T. Williams, Chairman
Transportation Advisory Committee

__________________________
Margaret C. Bessette, Secretary
Transportation Advisory Committee
EB-5840 (Winston-Salem MUP) - Green Street to Strollway

Legend

Downtown Multi-Use (MUP) Path*

Data shown is for display purposes only*
ACTION ITEM #7
Winston-Salem Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Action Request

Meeting Date: May 18, 2017
Agenda Item Number: 7

Action Requested: Consideration of a resolution to remove EB-5811 (WSSU Pedestrian Bridge) from the draft 2017-2027 STIP.

SUMMARY OF INFORMATION: Attachments: Yes X No

State Transportation Improvement Program (STIP) project EB-5811 calls for the construction of a pedestrian bridge over the Salem Creek Connector connecting Winston-Salem State University’s campus to Bowman Gray Stadium.

EB-5811 was originally an unfunded Prioritization 3.0 project. House Bill 97 provided additional revenue for unfunded bicycle and pedestrian projects. NCDOT informed the MPO that EB-5811 was awarded funding contingent upon receipt of a local match commitment from the City of Winston Salem.

MPO staff consulted with NCDOT and FHWA regarding project delivery procedures, project cost estimate concerns, and the City of Winston Salem’s overall involvement. Due to questions and concerns surrounding the scope of the project and an underestimated cost assessment, staff is recommending a re-evaluation of EB-5811. The project will be removed from the draft 2017-2027 STIP and its funding will be rescinded. Following requirements set forth in the Strategic Transportation Investments law and the Strategic Mobility Formula, unfunded projects can be evaluated in preparation for future STIPs.

<table>
<thead>
<tr>
<th>EB-5811</th>
<th>CONSTRUCT PEDESTRIAN BRIDGE OVER THE SALEM CREEK CONNECTOR. PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY CITY OF WINSTON-SALEM - FUNDING CONTINGENT ON RECEIPT OF LOCAL MATCH COMMITMENT FROM CITY</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>CONSTRUCTION</td>
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<td></td>
<td>FY19</td>
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<td></td>
<td>$1,920,000 (TAP)</td>
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<td>$480,000 (L)</td>
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<td></td>
<td>TOTAL</td>
</tr>
<tr>
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<td>$2,400,000</td>
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RESOLUTION
APPROVING THE REMOVAL OF WSSU PEDESTRIAN BRIDGE (EB-5811)
FROM THE DRAFT 2017-2027 STIP

A motion was made by TAC Member __________________________ and seconded by TAC member __________________________ for the adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, State Transportation Improvement Program (STIP) project EB-5811 calls for the construction of a pedestrian bridge over the Salem Creek Connector connecting Winston-Salem State University’s campus to Bowman Gray Stadium; and

WHEREAS, EB-5811 was originally an unfunded Prioritization 3.0 project; and

WHEREAS, House Bill 97 provided additional revenue for unfunded bicycle and pedestrian projects; and

WHEREAS, NCDOT informed the MPO that EB-5811 was awarded funding contingent upon receipt of a local match commitment from the City of Winston Salem; and

WHEREAS, MPO staff consulted with NCDOT and FHWA regarding project delivery procedures, project cost estimate concerns, and the City of Winston Salem’s overall involvement; and

WHEREAS, due to questions and concerns surrounding the scope of the project and an underestimated cost assessment staff is recommending a re-evaluation of EB-5811; and

WHEREAS, the project will be removed from the draft 2017-2027 STIP and its funding will be rescinded.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee of the Winston-Salem Urban Area Metropolitan Planning Organization approves of the removal of EB-5811 from the draft 2017-2027 State Transportation Improvement Program (STIP).

Adopted on this the 18th day of May, 2017.

__________________________
Larry T. Williams, Chairman
Transportation Advisory Committee

__________________________
Margaret C. Bessette, Secretary
Transportation Advisory Committee
INFORMATION ITEM #8
### Summary of Information:

**Action Requested:** Review of the Draft 2017-2027 State Transportation Improvement Program (STIP) Programming Process.

- **Meeting Date:** May 18, 2017
- **Agenda Item Number:** 8

#### Description

The N.C. Department of Transportation's transportation plan – called the State Transportation Improvement Program – identifies the construction funding and scheduling for transportation projects at the state level over a 10-year period. Although federal law requires the plan to be updated every four years, the department proactively updates it every two years to ensure it accurately reflects the state's current financial situation.

The Strategic Transportation Investments law also mandates ongoing evaluation and improvement to ensure the process continues to be responsive to North Carolina's diverse needs. This is accomplished through what is known as a "prioritization work group," which is primarily comprised of professional engineers and transportation planners.

The data-driven process to update the State Transportation Improvement Program for 2017-2027 – called strategic prioritization – began in fall 2015 when NCDOT and local planning organizations gathered public feedback on projects and later submitted projects to be evaluated – or scored – for the plan.

#### Latest Information

- On January 4, 2016, NCDOT released the draft of the 2017-2027 STIP
- WSMPO staff solicited public comments from February 23, 2017 to March 31, 2017
- On April 18, 2017, NCDOT held a draft 2017-2027 STIP, public comment meeting
- NCDOT Public comment period - March 28, 2017 to May 16, 2017

#### Next Steps

NCDOT will review the public comments and make revisions to the draft STIP before the anticipated adoption in June 2017. The Board of Transportation is expected to approve the Final 2017-2027 State Transportation Improvement Program in June 2017.
From: Tony Gagliardi [mailto:gagliardiaj@aol.com]
Sent: Wednesday, January 25, 2017 7:34 AM
To: Fredrick Haith
Subject: Clemmons Median
I would like to express my opinion that the proposed median in Clemmons would be a waste of money and would further endanger the driving public. Unless a median is placed on a limited access highway, it serves to impede the driver from getting where they need to go. It is true that these citizens need to be more careful in making a turn into a location but making them go out of their way to get to an intersection where they must make a U turn is even more dangerous. These drivers become frustrated because you (the state) have created an obstacle to their progress, caused them waste more time and gas in getting where they need to go and then having to turn around to get to their destination, they are likely to be more careless in their movement not less. So I would encourage you to rethink this proposal and not install the proposed median in Clemmons. Thank you for your consideration of my point of view
Anthony Gagliardi
gagliardiaj@aol.com

From: Carol Krause [mailto:carol.m.krause@gmail.com]
Sent: Wednesday, January 25, 2017 8:55 AM
To: Fredrick Haith
Subject: Dangerous road
The Lewisville-Clemmons Road is dangerous not only in the congested areas but where cars exit Holder Road. I recently moved to Langdon Village off Holder and have incurred long waits to get onto the main road. A stoplight at the intersection and a crosswalk for foot traffic going to the nearby shopping centers would be a welcome addition.

From: Kathryn Sink [mailto:ksink14@triad.rr.com]
Sent: Wednesday, January 25, 2017 9:56 AM
To: Fredrick Haith
Subject: Clemmons median
With regard to the subject, a median will probably be a plus; however, a city wide crackdown on speeding could make all roads safer as well as fund city revenue.
Kathryn Sink

From: Henry Gieser [mailto:hgieser@prismbiz.com]
Sent: Wednesday, January 25, 2017 9:58 AM
To: Fredrick Haith
Subject: Lewisville-Clemmons Road with more medians
To: Fredrick Haith 1/25/2017
We have lived at 3717 Squirewood Drive in Clemmons for 21 years. We have voted in every federal, state and local election in those 21 years. I served 3 years on the Clemmons storm water board. We are retired and have no investment in Clemmons retail business.

Traffic on the, “Clemmons Strip” is congested and will continue to get worse with or without additional medians.

Lewisville-Clemmons is the only through north/south road in southwest Forsyth County. Harper Road ends at Styers Ferry Road. Hampton Road ends at US Hwy 158. The Clemmons Strip has too many functions;

1) The main connector to Interstate 40 in southwest Forsyth County.
2) The main access to retail & restaurants in the Clemmons business district.
3) The only through north/south road in southwest Forsyth.

The best possible solution to our traffic problem would be to build the western leg of the beltway, with the south end near the new Idols Road. That would provide another way to get on Interstate 40 east bound.

Southwest Forsyth and North Davidson have grown in the 21 years we have lived here. They are continuing that growth. Forsyth County is planning another commercial district near Idols Road that will further choke the “Clemmons Strip”.

About 25 years ago Congress increased the size of trucks from 48 foot trailers to 53 feet. We added 5 feet to the tractors for a 10 foot increase in total length. The turning radius of those monster trucks increased. A big rig making a right turn at the intersection of US 158 & Lewisville-Clemmons has to use several lanes and/or bounce the curb to make a muddy mess. They knock down the signs in the median. More medians mage a bad situation worse. More medians will not solve our traffic problems.

The U turn signs for Starbucks @ Us Hwy 158 and the U turn sign by Panera Bread cause more problems. More U turns are not a good solution to our traffic problems.

I hope you would not close Ramada Drive @ Lewisville-Clemmons. There are 2 hotels and a nursing home off Ramada Drive and the nearest fire station is on Peacehaven.

If you can’t connect the western beltway to Idols, Could you build a short road from Kinnamon Road north to Interstate 40 near Muddy Creek?

We need another north/south road. We do not need to choke the only north/south road we have.

Henry Gieser
3717 Squirewood Drive
Clemmons, NC 27012
Phone: (336) 712-0170
e-mail: hgieser@prismbiz.com
the road and near head on collisions due to people using the center turn lane as their own personal thru lane. Sure it may be a bit inconvenient for businesses and consumers but they will adapt.

Thanks for hearing me

Chris Arena
4000 Clinard Road
Clemmons NC 27012

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From: Nancy Bishop [mailto:nbishop@triad.rr.com]
Sent: Wednesday, January 25, 2017 10:26 AM
To: Fredrick Haith
Subject: Median - Lewisville-Clemmons Rd.

Mr. Haith,

I am very much in favor of the proposed median for Lewisville-Clemmons Road. Having lived in the Clemmons area for over 23 years, I have found this road to become increasingly dangerous, especially as business growth has occurred in the area. Businesses who oppose the median would seem to be acting in pure greed, worrying about losing dollars and not the safety of people. Those of us who have lived here for some time have found ways to avoid making dangerous turns across the lanes of traffic and STILL get where we want to go. I hope the decision is to move on with this.

Thank you,
Nancy Bishop
Clemmons, NC

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From: Les Frye [mailto:les@shugarthomes.net]
Sent: Wednesday, January 25, 2017 10:30 AM
To: Fredrick Haith
Subject: Clemmons median

Importance: High

Mr. Haith,

This note is to express my extreme opposition to and total disagreement with the proposed median on Lewisville-Clemmons Road south of Interstate 40! I am a 57 year old, life-long resident of Clemmons and have seen it grow from a single stoplight at Hwy 158 and Lewisville-Clemmons to the busy little city it has become. I live on Middlebrook Drive and daily travel that section of Lewisville-Clemmons Road and regularly frequent the businesses along that strip, so I am intimately aware of the challenges in navigating that area. The median on Lewisville-Clemmons Road north of I-40, with its limited businesses and substantially fewer curb cuts is aggravating enough. I find it highly illogical and frustrating to have to drive past your destination and make a U-turn to navigate that section of the road. And I have witnessed numerous near accidents of vehicles attempting a U-turn and either miscalculating their turn radius or trying to jump out in front of oncoming traffic.

The section of Lewisville-Clemmons south of I-40 and the proposed new median is another animal altogether. Instead of few businesses and curb cuts, this section is totally business with near
unlimited curb cuts and access. The current turn lane allows direct access to all of these curb cuts and reasonable egress to turn left out of the businesses, as you can at least find an opening in oncoming traffic to get into the turn lane and then merge into the traffic flow. A median with limited left turn opportunities will cause extreme chaos with entering and exiting business on the opposite side of the median. A sizeable percentage of the traffic on that section of highway will be forced to make U-turns at these limited openings in the median and with the volume of traffic on that road, I can readily foresee traffic backing up as cars line up to make U-turns as well as an increased number of accidents from drivers trying to “beat oncoming traffic”. Granted, this section of businesses and the number of curb cuts is not ideal planning, but it is what it is. The current arrangement of a center turn lane is a much friendlier and substantially safer alternative to a median with limited access and forced U-turns. I sincerely hope this project is removed from the state highway plans!

Les Frye, Jr.
Director of Construction Services
Shugart Homes
Phone 336-765-9661
Fax 336-765-9822

From: Helen Everhart [mailto:heverhart4@gmail.com]
Sent: Wednesday, January 25, 2017 10:51 AM
To: Fredrick Haith
Subject: median in Lewisville Clemmons Rd

I am very much opposed to the median. Turning left to get back in the right lane is worse than turning from the left turn lanes. Closing some of the many cuts making several businesses use the same cut is far more convenient and less costly. Helen B. Everhart

From: greggc@clemmonsmeineke.com [mailto:greggc@clemmonsmeineke.com]
Sent: Wednesday, January 25, 2017 1:49 PM
To: Fredrick Haith
Subject: Lewisville-Clemmons Rd

Hi Fredrick.
I own a business on Lewisville-Clemmons Rd and I'd like to comment on the proposed median but before I do, is a drawing of the proposed changes to the road is available? I'd like to see where the turn lanes will be located with the median installed.
Best regards,
Gregg Carlson
Meineke Car Care Center
2689 Lewisville-Clemmons Rd
Clemmons, NC 27012
336-712-4760
From: Stan Hungerford [mailto:stan@wcamg.com]
Sent: Wednesday, January 25, 2017 2:38 PM
To: Fredrick Haith
Subject: Clemmons median

Mr. Haith,

I am opposed to a median in Clemmons. I live in Clemmons and there already is a middle turn lane there, so there is no need for a median. They put in a median heading away from I 40 toward Lewisville and it is a pain in the rear. We have to go down to the light and make a U-turn just to get to KFC or Dairi-O restaurants. And if you want to turn left when leaving Dunkin Donuts or one of the gas stations on the east side of Lewisville-Clemmons Road you have to go to the light and again make a U-turn. It was a stupid idea to put in that median so I don’t want the rest of Lewisville-Clemmons Road blocked by a median. Totally unnecessary. Maybe some more traffic lights, but please no median. Thanks.

Stan Hungerford
7556 Tanglewood Court
Clemmons, NC
336-749-1743

From: Tyler Blethen [mailto:htblethen@triad.rr.com]
Sent: Wednesday, January 25, 2017 3:11 PM
To: Fredrick Haith
Subject: Lewisville-Clemmons Rd Median

Dear Mr. Haith,

I strongly support a median on this ever-more dangerous stretch of road. My wife and I travel it on average twice a day, and we constantly feel threatened by drivers trying to cross 5 lanes at once, or coming at us down the middle lane wanting to turn to their left as we try to turn to our left, or driving along the middle lane beside us wanting to pull into our lane at the same time that cars to our right are also trying to pull into our lane. We make every effort to go to the appropriate light to turn into the business we are headed for. Is there hard evidence that merchants will lose a significant amount of business if there is a median lane? And even if they do, at what point in the calculations do merchant profits outweigh injuries and financial losses suffered by motorists?

Thank you for your consideration,

Harold T. Blethen
3673 Littlebrook Drive
Clemmons, NC 27012

From: Sallie Tucker [mailto:Tucker5@triad.rr.com]
Sent: Wednesday, January 25, 2017 8:51 PM
To: Fredrick Haith
Subject: Median on Lewisville-Clemmons Rd.

Dear Mr. Haith,
PLEASE, PLEASE do not let the median be built. It is already so difficult to turn left into businesses and restaurants we want to attend. I hate it. Coming from Lewisville, it is virtually impossible to turn left where the median is without going all the way over the bridge and turn around and come back. That, alone, can cause unnecessary accidents. Whomever thought of this idea and the one that created the existing median must not have thought it or its ramifications through. It is also a very unnecessary expense. Please leave it ---- and US alone.

Thank you.
Sallie Tucker - a Lewisville resident.

From: Ed Brewer [mailto:eybrewer@kasperlaw.net]
Sent: Thursday, January 26, 2017 10:16 AM
To: Fredrick Haith
Subject: Clemmons Medians

I am a life long resident of Clemmons and I am very much in favor of medians on Lewisville-Clemmons Road from I-40 to Clemmons Road. The "Village" of Clemmons is a village in name only. There are 19,000 to 20,000 people living within our boundaries. I have heard that the traffic count on that portion of Lewisville-Clemmons Road is 90,000 vehicles per day. What ever the number, it is too many not to have access more controlled that it currently is. We are constantly having motorist use the center turn lane as a merge lane giving the momentarily illusion that they are going to ram into you. We are also constantly having motorist attempt left turns where they are virtually impossible without causing an accident. Some years ago in response to an article in the Clemmons Courier where the author asked readers to e-mail him with their thoughts about the traffic problems in Clemmons, I e-mailed him that my theory was that they must have a fools contest around here somewhere and turn all the winners loose in Clemmons every Friday at noon. I said it in jest, however, I don't think I'm that far off the mark.

Ed Brewer
336-766-9660

From: Larry Wenning [mailto:LarryWenning@msn.com]
Sent: Thursday, January 26, 2017 11:04 AM
To: Fredrick Haith
Subject: Clemmons median opinion

I have lived in Clemmons for 32 years. I have seen it grow from a small, quiet bedroom town with 3 traffic lights to city with too many people and lights. I travel the roads every day. Please do not install medians. They will slow traffic and discourage people from patronizing businesses because they have to turn around. The current medians near 158/Middlebrook rd./Lewisville-Clemmons rd. already slow down traffic. When I'm trying to turn left from Middlebrook, I can't get into the left turn lane because the median prevents me. I have to wait for the vehicles in front of me (going straight) to go through the light before I can get into the proper lane. NO, NO ,NO medians!!

Also, the roundabout installed near the BB and T soccer fields was a insanely horrible idea. It also has significantly slowed traffic on a major, 45 mph road. It is only needed during soccer events.
which are few and far between. A temporary light could have been installed that only operates
during events.
Larry Wenning   Clemmons

From: DONANNMUMY@aol.com [mailto:DONANNMUMY@aol.com]
Sent: Thursday, January 26, 2017 2:58 PM
To: Fredrick Haith
Subject: (no subject)
Dear Mr Haith,
My wife & I who live in Clemmons West development are OPPOSED to the downtown median!!
We feel that this would be a waste of money & would NOT improve on our present situation.
Respectfully, Anne & Don Mumy

From: Ray Plunkett [mailto:Ray@ncparker.com]
Sent: Thursday, January 26, 2017 3:26 PM
To: Fredrick Haith
Subject: Median in Clemmons
The proposed median in Clemmons is one of the worst ideas I have ever heard of from the city planning office. The small section of this median installed from Peace Haven Rd. to Interstate 40 has been a disaster for the businesses involved just ask the Milner Bros. If you are coming from Winston on Peace Haven going to this restaurant once you turn left on Lewisville Clemmons Rd. you cannot make a left into their parking lot, you have to crossover 40 and find someplace in the middle of Clemmons to make a dangerous U turn JUST STUPID! If the city would only look at putting in a traffic light at the Old Glory intersection and inforce the 35 MPH speed limit in place Lewisville Clemmons would be a safer driving road. Don’t waste taxpayer’s money! Thank you.
Ray Plunkett 2511 Neudorf Rd. Suite H Clemmons N.C. 27012
My e-mail address has changed to ray@ncparker.com. Please update your records.
Ray Plunkett   AHC
EXECUTIVE VICE PRESIDENT
S. Parker Hardware
Toll-Free (1-800-937-3450) / Phone (1-336-434-2002) / Fax (1-336-434-2014)
ray@ncparker.com

From: Infinity Comics [mailto:infinitycomicsllc@gmail.com]
Sent: Friday, January 27, 2017 10:47 AM
To: Fredrick Haith
Subject: Median on Lewisville-Clemmons Rd
Mr. Fredrick Haith,
I am writing you today in regards to the planned medium in Clemmons. I own a business in Bronze Plaza and am already DREADING the possibility of this being built. I would suggest that you go and park at Walgreens on the corner of Lewisville-Clemmons Rd and 158 and see how much traffic
builds up at that light. I would have to go that route and make a U turn to go home each day. Traffic already really builds up there and with the median it would be a terrible situation. Also, businesses will be impacted by people not being able to easily turn into where they are trying to go. Have you interviewed Dunkin Donuts and asked them how much business they have lost on the other median built on the road. I used to go there but cannot remember the last time since that median was put in place.

Best Regards.
David Buschek
President
Infinity Comics LLC

From: Larry McClellan [mailto:larry@lpssecurity.com]
Sent: Friday, January 27, 2017 10:59 AM
To: Fredrick Haith
Subject: Clemmons Median

Mr. Heath,
As a 42 year Clemmons resident and former Clemmons Councilman for 8 Years I am very familiar with the public’s perceived concerns regarding L-C traffic and have seen several options proposed to the community in the last few years. In fact I was involved in a proposal to divert some L-C traffic away from “the strip” that directly resulted in my and two other councilmembers termination of service to the community. “Sour grapes” aside, I have also had the opportunity of being extensively exposed to the perceived traffic problems associated with traffic on L-C as follows and oppose the median project:

I sold my alarm monitoring business to a larger company in July 2016 and retired. After realizing retirement was not all the great things it was advertised as, I decided to become an “Uber” driver in September 2016 and to operate that service from my former business offices on Neudorf Dr. This meant that from my Neudorf Dr. base of operations, I have had to access L-C eight to ten times daily between my hours of operation 8am to 5pm. What I’ve discovered in that experience is the fact that allowing a little extra patience of 8 to 10 seconds results in a clear traffic opportunity to safely enter L-C road for travel in either direction. Unfortunately we live in a society of “instant gratification” and the impatience of people who are not willing to sacrifice 8 to 10 second of their time for traffic to clear are generally the outspoken few driving the demand of the public in favor of the median.

I believe the negative effects a median on L-C road, forcing more traffic U-turns to access the various businesses along L-C will result in more problems than currently encounter without a median and therefore vehemently oppose the median proposal.

Thank you for your consideration.
Larry W McClellan
2511-E Neudorf Dr.
Clemmons, NC 27012
336-766-5080
From: Helen Lynde [mailto:helenlynde2011@gmail.com]
Sent: Friday, January 27, 2017 11:17 AM
To: Fredrick Haith
Subject: Median in Clemmons

I am a resident of Clemmons and I believe installation of a median in Clemmons is the way to proceed to make Lewisville-Clemmons a safer street/road. I realize this is an inconvenience for people who want to make left-hand turns but it is safer for all drivers.

Helen Lynde
6264 Gough Court
Clemmons, NC 27012
336-331-3262
Sent from Our iPad
Home: 336-331-3262

From: lauraquilts@aol.com [mailto:lauraquilts@aol.com]
Sent: Friday, January 27, 2017 11:22 AM
To: Fredrick Haith
Subject: Public Comment - Median on Lewisville-Clemmons Road

Dear Sir:
The proposed median down Lewisville-Clemmons Road is an ill-conceived idea. Notwithstanding the expense of this project, a median will create multiple U-turn instances that will result in frustration for other drivers in line and an increase in the amount of fender bender accidents. I am well aware of the consequences of a median splitting a road; I live in Davie County. When the median went down Highway 801 south of I-40, there were then and continue to be many near misses of folks trying to go U-turn back north on Hwy 801 with other folks on Highway 158 turning right on red onto Hwy 801.

A median will almost certainly harm businesses on either side of the street; if I am southbound on Lewisville-Clemmons Road and want to eat lunch at Pete's, what exactly would be the route you would suggest?

I believe that a less development would ease the congestion on Lewisville-Clemmons Road - how many oil change places does one stretch or road really need? The town councils in Clemmons and in Bermuda Run may be interested in road construction, but I assure you, the people who do the living and the working and the driving in the same areas are absolutely not in favor of this idea. The roundabout constructed in front of Bermuda Run's gated community is a joke - referred to as the Rinky Dink Roundabout by locals. What benefit do you suppose that roundabout created?

Please take the conservative route - no road construction on Lewisville-Clemmons Road means a great deal of money saved that could surely be put to better use; let drivers take responsibility for their own actions and allow them to turn left or right at their own discretion.

Thank you for your time and attention,
Laura Patridge
148 Valley Oaks Drive
Advance NC 27006
From: Barbara [mailto:info@hendrixenterprisesnc.com]
Sent: Friday, January 27, 2017 2:59 PM
To: Fredrick Haith
Subject: Median in Clemmons

I came to Clemmons 50 yrs. ago in 1967. At that time, there were no restaurants in Clemmons. We could stop at Weatherwax Drug Store and they would fix us a ham sandwich. I bought land and built 10 office buildings with 109 offices and put in several streets. There is probably between 400-500 cars that come to our businesses daily. People in Clemmons enjoy coming to these businesses and as a hold, I think that Lewisville-Clemmons Rd. is fairly safe. Yes, we could use a couple of more stop lights and back streets. I can't imagine this many cars having to make a U-turn. The median would definitely kill the business for these people. I pay a ton of tax in Clemmons and have enjoyed being here.
Gordon Hendrix

From: Vickie Lawrence [mailto:vickiesmess@icloud.com]
Sent: Friday, January 27, 2017 6:18 PM
To: Fredrick Haith
Subject: Clemmons median

Good evening.
Thank you for asking our opinion on the median through Clemmons.

Although I believe this to be a public relations ploy only, I do not think the median is the solution. I've already tried, along with many others including the school board, to stop the median at West Forsyth High School, it went in anyway. The DOT can't be fought & they told us 8 years ago this was on the books. The medians are a complete waste of money. Stop over populating Clemmons!! I've lived here almost my entire life (Clemmons had one stop light at 158) and it's ridiculous how much it's grown. A lot of us moved here for the small town feeling. That's long gone thanks to our council.
Thank you for your time.

From: mary polkey [mailto:mspolkey@hotmail.com]
Sent: Saturday, January 28, 2017 10:32 AM
To: Fredrick Haith
Subject: Clemmons Project

Sir,
Thank you for inviting comments on the proposed on Lewisville-Clemmons Road. I am not in favor of the proposed barrier down the center on the street. It will make it infinitely harder to reach the business that are not at an intersection with a light. Am I supposed to go to an intersection and make a U-turn and go back? I believe this will discourage many citizens from going to these
stores. There are many small businesses that may be affected. I do hope this divider is NOT built.
If wish to contact me.....
Mary S. Polkey
Advance, NC
336.816.1204

From: Dana Wilmoth [mailto:dana_wilmoth@yahoo.com]
Sent: Saturday, January 28, 2017 10:40 AM
To: Fredrick Haith
Subject: Median on Lewisville-Clemmons Road
Dear Mr. Haith,
I am writing to you to express my opinion regarding the proposed median on Lewisville-Clemmons Road. I am not in favor of this median. I think it will make traveling on this road a lot more difficult and unsafe. I would support the creation of strategically placed service roads. This would make businesses more accessible and alleviate some of the traffic on the main road.
Thank you for your consideration,
Dana Wilmoth

From: Joan Fleishman [mailto:joanief@triad.rr.com]
Sent: Saturday, January 28, 2017 1:12 PM
To: Fredrick Haith
Subject: Clemmons Median
A median in Clemmons would cause major traffic issues. As it is now our side roads back up and block entrances and exits from centers. Our lights on L/C are already having issues handling the increased traffic from over expansion of the area. If you sit on the side and watch the cars that turn left into shopping centers – they are truly careful. A much larger burden would be the U-turns. I was already almost hit while making a left turn out of the Panera’s center onto L/C with the light when a car traveling west up L/C made his U-turn against the light and almost drove into me. U-turns tie up traffic and are more dangerous than mid-street turns. Want to ameliorate traffic on L/C then just interconnect these shopping centers.
Joanie Fleishman
joanief85@gmail.com
joanief@triad.rr.com
www.contemporaryartbyj.com

From: Susan [mailto:emelia7@yahoo.com]
Sent: Saturday, January 28, 2017 2:59 PM
To: Fredrick Haith
Subject: Median
Good afternoon,
I am a Clemmons resident and the thought of driving on Lewisville Clemmons road is horrifying at certain times of the day. The traffic backs up to get on 40 east and no one will let you over to go 40 west. I don't know if the median is the answer. There are simply more people than roads. The planning for the growth should have been thought out way before this point. I have asked and look for the plans of what the median is going to look like. Posting this information or sharing where this information can be located would help in whether or not I am for or against the median. Regardless, something needs to happen ease the traffic.

SLM

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**From: Bobby Johnson [mailto:bobby.johnson5213@gmail.com]**
**Sent: Saturday, January 28, 2017 4:52 PM**
**To: Fredrick Haith**
**Subject: Lewisville-Clemmons Rd Median**

I drive down Lewisville-Clemmons rd just about everyday to get to work, and in my opinion the proposed median would not solve any of the traffic related problems the road faces. Increasing dangerous U-Turns, harming local business and even driving local residents from the area would be some of the more drastic consequences of the median. The median must be stopped and we will continue to oppose such a poor solution to the traffic problem.

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**From: Linda's Yahoo [mailto:larrigo@yahoo.com]**
**Sent: Sunday, January 29, 2017 11:16 AM**
**To: Fredrick Haith**
**Subject: Lewisville-Clemmons Road Median**

Dear Mr. Haith,

I am a resident of Clemmons and have lived here for over 20 years. I do believe that Lewisville-Clemmons Road is extremely dangerous. The traffic on the road has only gotten worse over the years. It is my opinion that it will continue to get worse with the development that is happening in Clemmons. I do believe that a median would help with safety issues. I am in favor of building it. I do not believe that a median alone will improve the safety. I believe further restrictions on U-turns and left turns will be necessary as well.

Sincerely,
Linda Arrigo

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**From: eblanks1 [mailto:eblanks1@gmail.com]**
**Sent: Sunday, January 29, 2017 11:48 AM**
**To: Fredrick Haith**
**Subject: Clemmons Median**

I would like to voice my support for the median in Clemmons. It is overdue and much needed. Thanks you for taking the time to consider this.
Regards,
Eric Blanks
Clemmons

From: k pgc [mailto:kpclev319@gmail.com]
Sent: Sunday, January 29, 2017 1:37 PM
To: Fredrick Haith
Subject: Median on Lewisville-Clemmons Rd
At the request of our neighborhood email group i am voicing my concern regarding a proposed median on Lewisville-Clemmons rd.
I fully support a median for obvious safety reasons.
Karoline Clevinger

From: Phil Scuderi [mailto:pscuderi@wakehealth.edu]
Sent: Sunday, January 29, 2017 1:40 PM
To: Fredrick Haith
Subject: Support for Median on Lewisville-Clemmons Rd
Mr. Haith,
I am strongly in favor of the proposed new median on Lewisville-Clemmons Rd. The medians which have already been constructed on Lewisville-Clemmons Rd between Peacehaven and I-40 as well as Peacehaven and 421 have improved both traffic flow and safety, at least in my opinion. The current traffic situation on Lewisville-Clemmons between I-40 and 158 is a traffic nightmare. As the volume of traffic continues to increase the situation can only get worse. I believe it is past time to implement a well thought-out and comprehensive solution.
Sincerely,
Phillip E. Scuderi, M.D.
3935 Springlake Ct
Clemmons, NC 27012
(336) 776-5454

From: Drew Mayse [mailto:drewmayse@yahoo.com]
Sent: Sunday, January 29, 2017 2:33 PM
To: Fredrick Haith
Subject: Clemmons Medians
As Clemmons residents of more than 38 years, my wife Martha and I enthusiastically support the construction of the medians on LC road. It is currently a nightmare of risk and danger to travel.
Drew Mayse
336 978-3628
From: Jan Charls [mailto:1128jan@earthlink.net]
Sent: Sunday, January 29, 2017 4:24 PM
To: Fredrick Haith
Subject: Proposed Median on Lewisville-Clemmons Road

Mr. Haith – I am against this proposed median for Lewisville-Clemmons Road. We already have median experience over by Hgy 421 and it is a nightmare. There have been numerous accidents just at that location due to persons making U-turns to get to the businesses on the opposite side of the street. The businesses themselves will suffer from a median being put between Hgy 40 and 158 as that area is much more densely populated with commercial businesses and patrons just won’t make the effort to get to the opposite side of the street if it’s out of their way. I believe the majority plan their shopping/errand trips with the shortest route in mind and not having to backtrack due to a median blocking their ingress/egress to a particular establishment. I firmly believe that medians will create an actual roadblock to businesses, creating an eventual lack of businesses being there since the convenience to get to them will not be afforded them.

Please reconsider this project and put that money to better use than inconveniencing the businesses and patrons of that area. Thank you!

Jan Charls
Clemmons

From: Gail Cole [mailto:mglcole3@icloud.com]
Sent: Monday, January 30, 2017 9:15 AM
To: Fredrick Haith
Subject: Median

Mr. Haith,
I would like to express my concerns about the proposed median for Lewisville-Clemmons Road, Clemmons, NC. I believe that a median in the center of the road would cause more accidents. U-turns are much more dangerous than making left turns from a center turning lane. As a driver of a very large vehicle I have never had any trouble with making left turns in Clemmons from the center lane. However, have you ever tried to make a U-turn with a very large vehicle? Well, I can tell you that it is not an easy thing to do. I would like to see the current layout of Lewisville-Clemmons Road remain as it is.

Thank you,
Gail Cole

From: Kathy Kovack [mailto:kathykovack@gmail.com]
Sent: Monday, January 30, 2017 10:22 AM
To: Fredrick Haith
Subject: Clemmons Median

I would like to offer my input as the Executive Director and Board member of the Clemmons Food Pantry. We serve about 800 households a month and have close to 300 volunteers that works with this program to provide supplemental groceries to those in need in Forsyth County. We are located at the end of Old Glory Road.
I am extremely hopeful the median will be approved this time. We desperately need help in getting cars out of Old Glory and on to Lewisville-Clemmons road. It is very dangerous and we routinely have very close calls with clients and volunteers trying to get into the flow of traffic and others trying to turn on to Old Glory. Even if we were required to make only right hand turns off Old Glory and then could proceed to a safe U-turn opening it would be so helpful. I fear for these people every day and I know from making numerous turns in each day that people will travel in the center turn lane for quite a ways and never reduce speed. I can't tell you how many times I have been sitting with a left turn signal on waiting for traffic to clear and have someone come head-on at me at 35 mph. Thank God through horn blowing and arm waving they have come to their senses and gone around. But, it's just a matter of time. Please count me as a FOR THE MEDIAN. Thank you,
Kathy Kovack

From: Paul Czoty [mailto:pczoty@wakehealth.edu]
Sent: Monday, January 30, 2017 11:12 AM
To: Fredrick Haith
Subject: Lewisville-Clemmons Road median

Hello Mr. Haith— As a 13-year Clemmons resident, I want to voice my opposition to an extensive median on Lewisville-Clemmons Road between Interstate 40 and US-158. I drive on this road (from 158 to US421) several times per week and am very familiar with the traffic dangers that arise from so many businesses along this stretch, particularly because many have a relatively small footprint like fast food restaurants and gas stations. I support the efforts to make this area safer. However, having seen the implementation of the median that runs from I-40 to US-421, I am concerned. The latter median has very few “breaks,” necessitating drivers to travel far down the road to be able to execute the U-turn required to get to a destination on the other side of the road. For example, for someone traveling south, it is very difficult to get to the Dunkin Donuts, Milner Brothers restaurant, Shell station. One needs to go all the way across the I-40 interchange and find some place to turn around to get to these spots. Again, I support efforts to improve traffic safety, and I am sure that some stretches of median will have a positive effect. I simply ask you and the planners to very carefully consider placing several left-turn breaks along this road--certainly more than are present in the stretch from I40 to 421.
Thanks very much for your consideration, Paul

Paul W. Czoty, Ph.D.
Associate Professor, Department of Physiology & Pharmacology Wake Forest School of Medicine
Medical Center Blvd, 546 NRC Winston-Salem, NC 27157
phone: 336-713-7112

From: Joe Oldham [mailto:oldham.joe@gmail.com]
Sent: Monday, January 30, 2017 11:31 AM
To: Fredrick Haith
Subject: Lewisville-Clemmons Rd median
I oppose this idea. Extra U turns will be required and cannot see that as better than left. Can't make a left then turn right and make U turn later - that's still an option. Further, if I need to go 1/4 mile and turn left then with a median I may have to go 3/4 mile (more?) make a U turn and come back 1/2 mile. That's 1 1/4 mile more on the road with the median. Congestion has to increase.
Joe Oldham
Clemmons
--
Joe Oldham
oldham.joe@gmail.com
(If you have me as (joe.)oldham@centre.edu please update as my centre.edu account has gone away.)

From: Ron Ellis [mailto:ronellis770@gmail.com]
Sent: Monday, January 30, 2017 7:47 PM
To: Fredrick Haith
Subject: MEDIANS
Dear Mr. Haith:
We are sending this email to you to voice our concern regarding the City of Clemmons proposal to NCDOT to install medians on the business district section of Lewisville-Clemmons Road in Clemmons i.e., from I-40 to US 158.
Basically, we are opposed to this proposal because we feel that instead of increasing motor vehicle safety in this section allowing medians will decrease safety by forcing drivers to make u-turns to get to one side of the road to the other to get to their destination.
Instead of medians, we believe the following should be considered to reduce the congestion and increase the safety of this section:
1) Increase the frequency of radar/vehicular speed checks by the sheriff
2) Reduce the speed limit to 30 mph
3) Restrict tractor trailer trucks traffic over a certain weight limit
4) Stop the approval of new businesses
In addition, NCDOT should spend the $21 million dollars on the following instead of medians:
1) Bury all utilities in this section of Lewisville-Clemmons Road
2) Install sidewalks on both sides of LC Road
3) Install bike lanes on all major roads in Clemmons especially Idols Road, Hampton Road, US 158 and Middlebrook Road
4) Plant more trees throughout Clemmons especially on LC Road
Thank you for your consideration and opportunity for in-put on this issue.
Sincerely,
Ron and Tyra Ellis
7104 Orchard Path Dr.
Clemmons, NC 27012
(336) 306-0684
ronellis770@gmail.com
From: Bill Messenger [mailto:squire3740@aol.com]
Sent: Monday, January 30, 2017 7:55 PM
To: Fredrick Haith
Subject: L-C Road Median
The proposed median for L-C Rd is imperative. The only opposition comes from business owners. The residents want a safe by-way through town. Residents demand the added safety that the median provides. If the businesses are good enough to have customers navigate a medium to get to them, all is good. If not, they can move somewhere else. Safety for the taxpayers is the number one priority!
Bill Messenger
Clemmons, NC

From: Rick Cole [mailto:rickecole@icloud.com]
Sent: Monday, January 30, 2017 10:24 PM
To: Fredrick Haith
Subject: Median Project, Clemmons, NC
Dear Frederick,
Thank you for accepting public input on this project.
I wish to express my opposition to building a median through the business district of Clemmons for the following reasons.
* A median will force drivers to make U-turns instead of left-turns. As a driver with 48 years experience I am a firm believer that U-turns are less safe than left-turns from a central turn lane. A presenter at one of the Clemmons council meeting cited the north end of Lewisville-Clemmons Road as a safer example of road design due to its median. I frankly do not believe that is factually true. See next point.
* Large pickup trucks now outsell cars in the US. As an owner of one I know from personal experience that a U-turn, such as the one near the Dario Restaurant, is impossible to negotiate without stopping, backing, and adjusting to complete the turn. It is not a matter of driver competence - it's a matter of vehicle physics; the turning radius is simply too large for a 2-lane U-turn. I've personally witnessed that exact situation and the very scary near miss that easily could have ended in tragedy.
* We taxpayers rightfully expect tax funded agencies to be good stewards of our money and, we expect costs to reflect value. I have attended most of the traffic planning meeting in Clemmons. Some of the ideas have value; this one does not. Supposing the median to be a good idea, the outlandish costs, at best, promises little value. It is simply too expensive, delivers too little, and leaves Clemmons drivers with a more dangerous and torturous route to our favorite destinations. Thank you for your time and attention. I sincerely hope you will keep our driving safety as well as good stewardship of our tax dollars in mind, and dump this pseudo road improvement.
Sincerely,
Rick Cole
From: sawatson@triad.rr.com [mailto:sawatson@triad.rr.com]
Sent: Monday, January 30, 2017 10:56 PM
To: Fredrick Haith
Subject: STOP The Median On Lewisville Clemmons Rd
I am totally against the median on Lewisville Clemmons Rd due to the negative impact it will have on the businesses. U-Turns are a total nightmare and create more issues than the left hand turns as people don't yield to the other traffic that is turning rt from the other directions.
I think that you should stop left hand turns from Pizza Hut/Wendys area onto L-C Rd and divert the traffic thru the shopping center. Make the street a right hand turn only to exit.
Make Stadium to 158 a No Left Turn
Change the stoplight at Stadium and L-C Rd and have a left turn light from Little Richards/McDonalds
These 3 changes alone would make a big difference and stop some of the accidents that are occurring.
Thank you
Sandra A Watson
Clemmons, NC

From: Angie hutchens [mailto:angelahutchens08@gmail.com]
Sent: Tuesday, January 31, 2017 10:51 AM
To: Fredrick Haith
Subject: Median in Clemmons
Hi Sir, I'm a resident of Clemmons, and I believe from person experience that putting a median through Clemmons is a horrible idea. The traffic through there is already bad enough, something like this is going to cause even more confusion and more congestion. I love Clemmons but they are trying to put toooo much in one little town, it's kinda sad. But anyways, PLEASE NO MEDIAN!!! Thanks, Angela Hutchens

From: Linda Reid [mailto:reidladybug4@aol.com]
Sent: Tuesday, January 31, 2017 4:25 PM
To: Fredrick Haith
Subject: median in Clemmons
I am emailing this because I don't want a median in Clemmons. I think it will really hurt business here. I have not stopped at Kentucky Fried Chicken since the median went up there. Why, because I don't want to go to Clemmons to turn around to go home, being that I live in West Meadows. Think about this, please.
Linda Reid
West Meadows
From: sewingate@juno.com [mailto:sewingate@juno.com]
Sent: Tuesday, January 31, 2017 9:16 PM
To: Fredrick Haith
Subject: Median on Lewisville-Clemmons Rd

I have been a resident of Clemmons for nearly 30 years. I am very much opposed to the Median on Lewisville-Clemmons Road primarily because I feel it will have a very detrimental effect on small businesses along Lewisville-Clemmons Rd. I already make use of alternate road options when navigating around Clemmons and I believe moving forward with roads that run parallel to Lewisville-Clemmons Rd will have a much more positive effect on alleviating traffic on the road rather than the problems of further congesting and complicating navigation through Clemmons which the median will create. I drive on the "main drag" part of Lewisville-Clemmons Rd nearly every day and I am astonished when I hear people talking about the high rate of accidents. I rarely see an accident in this area. Yes, there are times when it is more congested and I will use Stadium Drive to one of the connecting roads during that time. But I do not believe the multitude of problems cited by the proponents of the median even exist and I definitely believe we will lose many of the small businesses which make Clemmons unique if the median is constructed.

Sue Wingate
Clemmons resident

From: Greg Marino [mailto:gregmarino.email@gmail.com]
Sent: Wednesday, February 01, 2017 4:33 PM
To: Fredrick Haith
Subject: Public Comments on L/C Road Medians

I am in favor of the medians along Lewisville Clemmons Road. I would also suggest the addition of Round-a-bouts at the Cook Avenue and/or Stoney Drive intersections and the use of existing feeder streets - such as Neudorf Road and the existing "parking lot thru-ways" around BB&T and Lowes Foods/Kmart. This would allow DIFFERENT access paths so that drivers can get safely to all businesses on both sides of L/C Road without adding more traffic lights or pushing traffic onto residential streets.

The community opposition seems to be with the fact that all this will be DIFFERENT than what is there today. Change is inevitable. As long as there is an increase in the number, popularity and success of the businesses on L/C Road, changes to the current road system is a given. The increase in successful/desirable businesses - such as the restaurants that are cropping up - will be a boon to the existing businesses there - even with the necessary changes in traffic flow (medians).

Greg Marino
130 Whitmore Cove Ct.
Clemmons, NC 27012

From: Judy Jarvis [mailto:jj31310@icloud.com]
Sent: Wednesday, February 01, 2017 9:00 PM
To: Fredrick Haith
Subject: Lewis-Clemmons median
This is in regards to the median that is being considered for Lewis-Clemmons Rd. I live off Lewis-Clemmons Rd. close to West High School. I am very much in favor of the median. I think the part of Lewis-Clemmons road that already has it is much safer than it was before the median was added. It didn't take long to get used to it and it is by far a better design than having the turning lane in the middle. I don't think it will hurt the businesses along the road, because if you like to go to a business you will find out how to get there!! Controlled access makes for safer use for everyone. Please know that there are residents that are in favor of the median. I'm afraid you might only be hearing from the opposition! Thank you for letting us express our thoughts.
Judy Jarvis
1630 Cedar Path Dr.
Clemmons, NC 27012

From: kurt@radcliffe.biz [mailto:kurt@radcliffe.biz]  
Sent: Thursday, February 02, 2017 2:57 PM  
To: Fredrick Haith  
Subject: median on Lewisville Clemmons Rd in Clemmons NC  
Hi Fredrick,
I am writing about my concerns regarding the proposed median on Lewisville Clemmons Rd in Clemmons NC.
1) Traffic is ridiculously over capacity on this road.
2) Driveways are placed on this road without any reasonable organization. Many are too close to one another.
3) Drivers are distracted by mobile phones and other BS inside their cars.
4) Traffic light timing is very poorly set up
5) Zoning is haphazard and allows too many business to contribute high traffic volume along that short stretch of road which contributes greatly to traffic issues.
6) I could go on...... and on.....
As much as I resist the idea of a median being added to this road to help control left turn access both in and out of these businesses, for successful implementation the following needs to be done.
1) Better timing of traffic lights
2) Convenient U-Turn access at controlled intersections with turn arrows.
3) Limiting the spacing between driveways.
4) Widening the entire roadway
5) You get the idea...
I am interested in hearing the details that will address these issues which I bring up. If the proposal accounts for enough of these issues, then I am all for implementing a median on this road. I look forward to your reply.
Thanks,
Kurt Radcliffe
(919) 280-2824
From: Nat Swanson [mailto:natswan@aol.com]
Sent: Thursday, February 02, 2017 3:30 PM
To: Fredrick Haith
Cc: pamlofland@gmail.com; phylswan@aol.com; nnelson@clemmons.org
Subject: Clemmons median

The feasibility study fs-5121 estimates that to properly add a median will cost over 100 million dollars. When the state has the required 100 million, who could then object to the project. In the mean time, a half way solution would definitely make matters much worse. Most of the citizens of Clemmons do not have a problem with the road as is, but if the state thinks we need the median I hope they will wait until they have the money. In the mean time why not use the 22 million they have now to begin to purchase right of way, which will be the major cost of the project
Nat Swanson
natswan@aol.com

From: Mike Jeske [mailto:mjeske@triad.rr.com]
Sent: Thursday, February 02, 2017 7:42 PM
To: Fredrick Haith
Subject: Clemmons Median

Dear Mr. Haith –

I am contacting you regarding the proposed median on Lewisville-Clemmons Road in Clemmons. A median is not the solution to the traffic issues in Clemmons. Left turns by drivers on Lewisville-Clemmons is not the problem . . . The volume, and increasing volume, of traffic in Clemmons is the cause of problems. A median on Lewisville-Clemmons Road will not improve the traffic volume problems. In fact, a median will probably create even more issues as drivers are forced to make U-turns to get to where they are trying to go (Clemmons businesses or home); a left turn lane works just fine.

The root of the traffic volume is the uncontrolled development and growth that has been allowed by the Village of Clemmons. There is still only one natural way into and out of Clemmons – via I-40 – and the only viable, efficient way to access I-40 is by using Lewisville-Clemmons Road. The improvement to Lewisville-Clemmons Road that is needed is reduced traffic and/or improved traffic flow – at best, a median does not provide such a solution; at worst, it makes the situation worse.

I comment on the median issue as a resident of and homeowner in Clemmons; I can’t imagine the devastating impact that a median would have on businesses on Lewisville-Clemmons Road. The proposal of a median on Lewisville-Clemmons Road should be opposed and ultimately rejected!

Thank you.
Lea Anne Jeske
6805 Doublegate Drive
Clemmons, NC
From: Jeske, Mike [mailto:Mike.Jeske@hanes.com]
Sent: Friday, February 03, 2017 8:03 AM
To: Fredrick Haith
Cc: nnelson@clemmons.org; mcombest@clemmons.org; lfarmer@clemmons.org; mcameron@clemmons.org; mrogers@clemmons.org; cwrights@clemmons.org
Subject: Proposal for Clemmons Median

Mr. Haith –
I am contacting you regarding the proposed median on Lewisville-Clemmons Road in Clemmons. I am shocked that a median continues to be proposed as a solution to the traffic issues in Clemmons. A median is not the solution; left turns by drivers on Lewisville-Clemmons is not the problem. The volume, and increasing volume, of traffic in Clemmons is the cause of problems. A median on Lewisville-Clemmons Road will not improve the traffic volume problems. In fact, a median will probably create even more issues as drivers are forced to make U-turns to get to where they are trying to go (Clemmons businesses or home); a left turn lane works just fine.
The traffic issues, caused by the traffic volume, are the result of uncontrolled development and growth that has been allowed in Clemmons, without supporting road and thoroughfare improvements designed to handle the increased volume. Almost everyone that wants to come into Clemmons does so via I-40. And the only viable, efficient way into the heart of Clemmons from I-40, or to depart Clemmons to I-40, is by using Lewisville-Clemmons Road. The improvement to Lewisville-Clemmons Road that is needed is reduced traffic and/or improved traffic flow. In a best-case scenario, a median merely does not provide a solution to the problem; worst-case it makes the situation worse.
I comment on the median issue as a 30+ year resident of and homeowner in Clemmons; I can’t imagine the devastating impact that a median would have on businesses on Lewisville-Clemmons Road.
We do not need a median on Lewisville-Clemmons Road; any proposal to that end should be not be passed or approved!
Thank you.
Regards,
Mike Jeske
6805 Doublegate Drive
Clemmons, NC

From: June DeLugas [mailto:June@junedelugasinteriors.com]
Sent: Sunday, February 05, 2017 6:24 PM
To: Fredrick Haith
Subject: Opinion for Clemmons Median

I have a retail business on Old Glory Road and it has taken all I could do to keep it open through the recession, thereby working 12 hours a day, etc. I truly believe my business which is retail will lose too much traffic if the median is put in. My customers are older and will simple choose to take the path of least resistance. They will not turn down Old Glory Road if they have to go up the road to turn around to be able to get to my retail location. My business supports most of the
manufacturers in NC and a lot in America. We opt to purchase American made and NC preferably. We support by paying mostly other local businesses-- Republic for trash pick up, local seamstress for window treatments, Rent, Duke Power, Computer IT specialist that are local, accountants that are local, The Winston Salem Journal with advertising, we advertise in 3 other magazines and advertise on WSJS Radio Station on Saturday mornings. We also pay 2 employees which require payroll taxes and worker’s comp insurance as well as county taxes, Time Warner Internet and Phones. Honestly, we purchase from over 1000 manufacturers, textiles, trims, fabrics, upholstery, home furnishings and the list really goes on and on. This median will probably require June DeLugas Interiors, Inc. to move to a location that is more accessible, which I do not want to do. I would rather the city put in a stop light at the very few roads between Highway 158 and the stop light at Stadium Drive. Thank you for the chance to give my opinion for my business.

June DeLugas
June DeLugas Interiors, Inc.
2575 Old Glory Road, Clemmons, NC 27012
(336) 778-1030 : Office
(336) 778-1096 : Fax
june@junedelugasinteriors.com

From: Pamela Lofland [mailto:pamlofland@gmail.com]
Sent: Sunday, February 05, 2017 8:00 PM
To: Fredrick Haith
Subject: MEDIAN IN CLEMMONS

I am emailing on behalf of the 5 families on Lake Cottage Road in Clemmons. We are ALL against the median...and have signed a petition to stop it. We do not want any more of them..especially in the downtown area.

Traffic is bad enough now due to over development and that small stretch of road is all we have left without an obstruction in the middle of the road..causing accidents..median jumping..more driving and long waits in line just to make yet another u-turn to try and shop or run errands.

Come election time..we will speak at the ballot box and you will have a new council to tell you to cancel the median. We did not want it a few years ago..when we voted out the Council and Mayor for trying to push it on us and we STILL do not want it.

Please do what you can to put an end to this before our small town is completely ruined.

Thank you,
The Loflands
The Garretts
The Webbs
The Binkleys
Mark Leggins

From: Sharon Haire [mailto:sharhaire@yahoo.com]
Sent: Monday, February 06, 2017 7:39 PM
To: Fredrick Haith
Subject: Lewisville-Clemmons Road
I am writing to express my family's support of the median on Lewisville-Clemmons Road. This has been a dangerous, hazardous means of travel for years with more and more cars on this road every year. It is a fearful situation when people turn left into the middle lane and wait for an opportunity to merge into two car-filled lanes of traffic. More than once I have seen near head-on collisions in the middle turn lanes. Please don't believe that the businesses will be hurt. I think more people will shop at these stores when they can safely enter and exit. This situation has been debated for years and I hope the chance for improvement and financial help for this road will not again be delayed.
Thank you for community input,
Sharon & John Haire
Tanglebrook Trail
Clemmons, NC  27012

From: Elizabeth Bell [mailto:elizabeth.bell44@icloud.com]
Sent: Wednesday, February 08, 2017 5:22 PM
To: Fredrick Haith
Subject: Proposed median
In regards to the construction of 'all' medians on Lewisville Clemmons Road....
I have lived on Lewisville Clemmons Rd., since 1999. Never have I even been close to an accident until the median was put in, in front of my house. I live 'on' the highway. Between Peacehaven & Wrst Forsyth High school.
I have never been so held up & inconvenienced as I have since the median was put in place. I despise it. I have been in near accidents & hear, everyday, people squealing tires, due to anger, doing the "U-Turn" just to the south of my driveway. It makes people impatient & ill, causing road rage. It was a mistake to put it in. I have not frequented businesses on the east side of LC road since 'that' median was installed. Even the extravagant stop light/intersect does not help for some of the businesses. I still have to go across I-40 & either do an illegal u-turn or turn into a business in Clemmons, turn around & go back across the bridge to get to where I wanted to go. I heard from some of the businesses that they even got up petitions to try & stop it because of the detriment to their business. I see petitions did no good for them, so I doubt this "Public Opinion poll" will make any difference either. The median 'system' is ludicrous to me and to the MAJORITY of people who live, work, 'and' have businesses in Lewisville Clemmons! It's like the entire place is being divided. I can see it on an eight lane highway, maybe, but even then just a stoplight serves the purpose! A continuance of the "medians" will greatly impair businesses & residents on what 'was once' an easily maneuverable highway!

From: Robert Sipprell [mailto:b.dsipprell@att.net]
Sent: Monday, February 13, 2017 2:26 PM
To: Fredrick Haith
Subject: Medians on Lewisville-Clemmons Road
We are residents of Old Meadowbrook in the Village of Clemmons. We have lived here for 40 years and watched the village grow and become congested. However, putting medians on Lewisville-Clemmons Road from I-40 to 158 is not the solution. Medians will make it difficult to freely access businesses, hurting our local economy. And, if the medians north of I-40 are an example, it's almost impossible for fire trucks and large trailer trucks to make the required u-turns to change direction. Those in favor of the medians claim the road is dangerous. Yet, the accident rate for this stretch of road is lower than the state average. And, would be even lower if the accidents that actually occurred in the parking lots were not included.

We also understand the proposal includes extending Rollingwood Drive to connect with Stadium Drive, opening up our neighborhood to through traffic. This would dramatically change our neighborhood. There are no sidewalks and the increased traffic would make walking and bike riding dangerous. And property values most likely would see a negative impact. With a six-lane interstate (I-40) running parallel to Rollingwood only yards away with full interchanges at both Lewisville-Clemmons Road & Harper Road, there is no need to run traffic through a residential neighborhood.

There are a number of alternatives that we think should be explored before any medians are constructed. For example, access to east bound I-40 and an exit ramp from west bound I-40 at Kinnaman Road would divert considerable traffic from Lewisville-Clemmons Road. Limiting the number of left turns across traffic on Lewisville-Clemmons Road should also help. Several driveways could be right in/right out only and larger parking lots could be redesigned to "force" left turn traffic to use a signal. Also, when Idols Road is extended to 158, that will further ease traffic in the heart of Clemmons.

Therefore, we urge you not to support the proposed medians and especially not opening up Rollingwood Drive.

Thank you for your consideration,

Bob and Drinda Sipprell
4125 Briar Creek Road

From: thomas wenink [mailto:twenink@email.com]
Sent: Monday, February 13, 2017 4:37 PM
To: Fredrick Haith
Subject: Medians in Clemmons

1034 Prestwick Ct.
Clemmons, NC 27012-9625

Dear Mr. Fredrick,

We are writing you to express our concerns regarding the proposed median on Lewisville-Clemmons road. Having seen what effect the two medians already in existence there have done is not promising for any future medians. We do strongly feel they have a negative impact on local businesses, in addition to customers who ignore their presence and drive right over them damaging signs and making turns that are sometimes dangerous.

The better solution (which one often sees in similiar Interstate communities) is to establish access roads behind the already existing businesses which line Lewisville-Clemmons road. We hope you will give this option strong consideration.
From: Nick Nelson [mailto:nnelson@clemmons.org]
Sent: Tuesday, February 14, 2017 11:52 AM
To: Fredrick Haith
Subject: Public Comments
Fred,
Please accept the attached remarks for the Regional and State's public comment request. Also, I have two separate attachments (all one document) to be entered into the record. The file size is too big for this email. I will try to send a subsequent email to fit the file, however if it does not fit, can I drop of a flash drive later today? Let me know. Thank you.
Nick Nelson, Mayor
Village of Clemmons
3715 Clemmons Rd
Clemmons, NC 27012
(P) 336-766-7511
(C) 336-926-9722

From: Stan Zavistoski [mailto:stanz@triad.rr.com]
Sent: Tuesday, February 14, 2017 12:34 PM
To: Fredrick Haith
Subject: Rollingwood Dr. Clemmons Extension
Mr. Haith I have seen the proposed plans for the extension of Rollingwood Dr. and I must protest even the thought of this it will destroy our neighborhood and will most likely ruin our property values.
This is a neighborhood street not a high traffic road and the likelihood of injuries to those of us who walk is very high and would make no sense with I-40 running just yards away!
Please consider all of us who have lived here for years and don't want to see our neighborhood go away just to save a one mile drive down I-40 or 158.
Thank you for your consideration
Stan Zavistoski
6605 Rollingwood Dr.
336-712-0393

From: Matt Shepherd [mailto:matt.shepherd@greatclips.net]
Sent: Tuesday, February 14, 2017 2:17 PM
To: Fredrick Haith
Subject: Road issues
Mr. Haith,
From a Clemmons citizen of 13 years, the roads are good they way they are.
Please don’t: widen Rollingwood. I live right off that road. There are lots of children around here and having people speed through here to get to the main road is going to get somebody killed.
And a big no to medians.
If you want to do something, put sidewalks in. Make the village more pedestrian friendly. Let’s not create headaches and accidents.
Thanks, a concerned member of the Village of Clemmons,
Matt Shepherd
3851 Willowood Dr
Clemmons, NC 27012
336-970-1381

From: patte@triad.rr.com [mailto:patte@triad.rr.com]
Sent: Tuesday, February 14, 2017 4:13 PM
To: Fredrick Haith
Subject: vote
I vote NO.

From: Gigolost@aol.com [mailto:Gigolost@aol.com]
Sent: Tuesday, February 14, 2017 5:11 PM
To: Fredrick Haith
Subject: No to Rollingwood opening up
NO NO NO-Do NOT open Rollingwood to open onto Lewisville Clemmons Road. TERRIBLY BAD IDEA.
This is a neighborhood and is not to be considered a cut through for just everyone. We live on the corner of Beaver Brook and Rollingwood. In fact you should consider closing Lassiter Road as a cut through.
Opening Rollingwood is a dangerous idea to put in place. There are children and people who enjoy the safety of walking in this neighborhood. This would make it very unsafe and even dangerous.
It will also drop our home values and that will make all of us mad too.
This community appreciates the nice safe area for our families.
Do not make this change. We will fight it, rest assured.
One of the original homes built in this community is ours. Our family has lived in this home since it was built.
The Hamricks VOTE NO!!!

From: BRIAN GREENWOOD [mailto:briangreenwood@bellsouth.net]
Sent: Tuesday, February 14, 2017 6:10 PM
To: Fredrick Haith
Subject: Lewisville Clemmons Road Median and Extensions
Dear Sir,
I am a resident of Clemmons, specifically the Old Meadow Brook neighborhood. I am writing to let you know I AM NOT in favor of the proposed median or the extension to Rollingwood Dr. Lewisville Clemmons Road is not much different than most other "main drags" in our area. The accident rate is lower than the state wide rate from 2003-2005 for its type. The amount of accidents has been the stated reason by the Village Council, for requesting the Feasibility Study. Spending millions to construct a median could increase accidents via u-turns, and vehicles illegally crossing to enter businesses. I believe it is a poor use of my tax dollars. I also believe the economic impact for our local businesses could be devastating.
I have lived here all my life, traffic has increased, but our residents are smart enough to navigate turn lanes.
The extension to Rollingwood Drive, which I understand to be included with the proposed median, would send through traffic into my neighborhood and directly in front of my home. We have many residents who enjoy walking and riding bikes around our neighborhood lakes; this would greatly be endangered. I already have I-40 behind me, I don't need another highway in front. I don't want cars flying by as my kids try to ride bikes. I do not want my property devalued because of it either. It would make the most sense for people on Lewisville Clemmons Road to continue using I-40 to get around.
Once again I AM NOT in favor of the proposed median or extension.
Thank You
Brian Greenwood
6632 Rollingwood Dr.
Clemmons, NC  27012

From: Loye Vaughan [mailto:loye345@gmail.com]
Sent: Tuesday, February 14, 2017 6:59 PM
To: Fredrick Haith
Subject: Multi -lane extension/widening of Rollingwood Drive from Willowood Drive to Lewisville-clemmons Road
Please consider this email a vote no for the multi-lane extension and widening of Rollingwood Drive from Willow Wood Drive to Lewisville Clemmons Road. As a resident of Meadowbrook, I do not wish to have our quiet neighborhood interrupted by increased traffic. We have lots of children in our neighborhood and do not want to risk their safety.
Sincerely,
Loye H. Vaughan
6640 Rollingwood Drive
Clemmons, NC

From: Amanda Greenwood [mailto:atg112233@aol.com]
Sent: Tuesday, February 14, 2017 7:07 PM
To: Fredrick Haith
Subject: NO to Multi-lane extension/widening of Rollingwood Dr
Mr. Haith,

I am writing to vote NO to the proposed multi-lane extension/widening of Rollingwood Drive. I am a resident of Rollingwood Drive and the road is very busy as it is. I have 3 children and do not want to put them in danger by adding more traffic to Rollingwood Drive. Adding lanes and more traffic to Rollingwood would create a safety hazard to all of the residents of Old Meadowbrook. Interstate 40 runs parallel to Rollingwood Drive. If people need a shortcut, they can take I-40 from Lewisville-Clemmons to Harper Road, or vice versa. We already have a highway in our backyard, and definitely do NOT want one (a busy cut through road) in our front yard as well.

Thank you for your time,
Amanda Greenwood
6632 Rollingwood Drive

From: Alan Van Noy [mailto:vannoy.alan@yahoo.com]
Sent: Tuesday, February 14, 2017 8:19 PM
To: Fredrick Haith
Subject: Improvements to Lewisville-Clemmons Rd

Mr. Haith,

My name is Alan Van Noy and I live at 6728 Rollingwood Dr. in Clemmons. I'm voicing my opposition to the proposed construction of medians on Lewisville-Clemmons Rd as well as the extension to Sessions Court tying in with Rollingwood Dr. We already have too much traffic on Rollingwood from just people that live there let alone from those folks that have no problem using residential neighborhoods as a shortcut. I purposely avoiding using neighborhoods as shortcuts because I wouldn't like it if someone used my neighborhood as one so please don't make Rollingwood a through street. If you construct medians on Lewisville-Clemmons Rd. you force people to use fewer left/U-turn lanes exposing them to more risk on the already over crowded Lewisville-Clemmons Rd.

Best Regards,
Alan Van Noy

From: Jill Robertson-Ingram [mailto:jill@kenjill.com]
Sent: Wednesday, February 15, 2017 8:06 AM
To: Fredrick Haith
Subject: Old Meadowbrook

We live just off of Rollingwood Drive in Clemmons and STRONGLY oppose the changes to our neighborhood. We bought this property because of the privacy and low traffic flow and in NO way support neither the widening or extensions that would open us up to more traffic and lower our property values. We feel safe in this neighborhood, as do our senior neighbors. Opening up this neighborhood to more traffic flow could increase the crime rate and would deter people from their nightly walks due to more traffic as well as walking their dogs, not to mention the wonderful herds of deer that regularly visit. Children stand on corners on Rollingwood waiting for school buses and the increased traffic could potentially create a dangerous situation for them as well as
the school buses. Please Do NOT disturb our neighborhood! I know that our neighbors feel the same way.
Jill & Ken Ingram
3835 Ranchwood Drive

From: Joyce Hardister [mailto:joycehardister@gmail.com]
Sent: Wednesday, February 15, 2017 8:09 AM
To: Fredrick Haith
Subject: Rollingwood Dr. Extension
Good Morning Mr. Haith,
I am writing to you concerning a letter I received about possible plans to open up Rollingwood Dr. to through traffic over to Lewisville Clemmons Rd. I live on Rollingwood Dr. and would like to cast a vote for no on that issue. Any given day in the neighborhood there are people on the streets. Walking or jogging for exercise, riding bikes, or walking dogs. Increasing the flow of traffic through our neighborhood just to ease the volume on Lewisville Clemmons Rd, is at the least not fair to us, and at the worse in my opinion a ludicrous idea. We would become a cut through for Davie County residents. When it is realized that we are a cut through, traffic during the Festival Of Lights will probably be more of a nightmare for our neighborhood. If we wanted to live on a major thoroughfare we would have done that. I grew up in this neighborhood, and was drawn back to it because of the calm and safety aspects. There has been talk of opening up that end of Rollingwood Dr. to cut through to Stadium Dr. before, and we thought that issue had been resolved. I'm sure the department of transportation can figure out a better plan. Continued growth in Clemmons and the need to ease traffic problems, should not become the residents of Old Meadowbrooks headache. I thank you for considering my thoughts on this matter.
Joyce Hardister

From: Judy Follette [mailto:judy.follette@lebleu.com]
Sent: Wednesday, February 15, 2017 8:56 AM
To: Fredrick Haith
Cc: varjfoll@triad.rr.com
Subject: Clemmons - Rollingwood Dr.
Importance: High
We live on Rollingwood Drive in Clemmons and the traffic is bad enough as it is! People literally FLY down our road. We live at the bottom of a hill on Rollingwood and we fear for our lives when we back out of our driveway due to people driving too fast! People run into mailboxes all of the time also. Over the 45 years we have lived there we have had our mailbox ran into numerous times and we have had to replace it. We are totally AGAINST connecting Rollingwood Dr. to Lewisville Clemmons Road which will cause increased traffic and reduce the value of our property! We have to deal with the noise from I-40 as it is so PLEASE do not do this!! Here are 4 votes against this!
WSMPO
DRAFT 2017-2027 STIP COMMENTS

Sincerely,
Judy Follette
Virginia Follette
John Follette
Nancy Follette

6826 Rollingwood Dr.
Clemmons, NC 27012

From: ellen tommasi [mailto:ellentommasi@yahoo.com]
Sent: Wednesday, February 15, 2017 12:20 PM
To: Fredrick Haith
Subject: opening of roads in Old Meadowbrook
Dear Mr. Haith,

My husband and I moved into this neighborhood in 1981 because it was a safe one for children with minimum traffic. We had to fight to keep it that way as the city wanted to open up that end of rolling wood many years ago. We contend with the festival of lights traffic because we want our neighborhood to stay safe and quiet. There are many new young families again in this neighborhood. Now we are dealing with this all over again. If they open up Rollingwood or Springfield t Drive that will completely change our neighborhood and most assuredly lower our property values. Please register my "NO" vote. My husband will be sending a separate email. Thanks you for your time...Ellen Tommasi 336-813-3696

From: Sam Dotson [mailto:sgdotson@gmail.com]
Sent: Wednesday, February 15, 2017 12:36 PM
To: Fredrick Haith
Cc: Kathy Dotson
Subject: Additional proposed medians in Clemmons
Mr Haith,

I am writing to say that I am opposed to the additional entries to the Lewisville-Clemmons median study. We do not need Sessions Ct extension, we do not need extension/widening of Rollingwood Dr, nor the Cook St re-alignment across from Glory Road. I have been living in Old Meadowbrook at 4100 Briar Creek Rd for 35 years and enjoy the ability to walk around the lakes, play ball in my front yard with kids in the neighborhood, take a bike ride and experience the feeling of community with my neighbors with a casual talk in our yards. I am fearful in unnecessary openings of these roads will increase auto traffic as cut thrys, and cause undue pressures for our children and their safety. We have endured the I-40 road noise the wall does not stop.

Please evaluate the number of alternatives that have been suggested and reach another option. We do not need the additional traffic.

Thank you in advance for your negative support to these additional proposals.
From: Kathy Dotson [mailto:kgmdotson@gmail.com]
Sent: Wednesday, February 15, 2017 3:50 PM
To: Fredrick Haith
Cc: sgdotson@gmail.com; Kathy Dotson
Subject: Objection to extension from Sessions Court to Rollingwood Drive/Willowood Drive

Greetings Mr. Haith,

It has just come to my attention that in addition to the medians being constructed on Lewisville/Clemmons Road a proposed extension from Sessions Court to Rollingwood/Willowood Drive is being considered. I have been a resident of Old Meadowbrook for 35 years. My home sits at the corner of Briar Creek and Rollingwood. I love the home I raised my children in and over the years I have spent thousands of dollars and hours in making my residence a well kept and peaceful respite from the daily grind of working most of my life. I am recently retired from Wake Forest University Medical Center and my husband from Allegany Federal Credit Union, where we contributed to the economic success, stability and growth of Forsyth County with hard work, dedication and by contributing substantially to the tax base for more than 50 years.

We now have more free time to be out and about in our neighborhood enjoying our neighbors, walking, biking, meeting new and younger families with children, gardening and landscaping, an children fishing in our lakes. Several school buses travel Rollingwood twice a day to service our precious children that live in our child friendly neighborhood.

Rollingwood sits parallel to Interstate 40. We have endured the noise from the interstate for numerous years....loud transfer trucks rolling down the highway, sometimes gigantic booms from tire blowouts, diesel fuel dispelling in the air we breathe, sirens from Emergency Medical Transports at all hours of the night and morning. We have endured the banging of pylons being driven into the ground as Novant built their new hospital on Harper Road. Also, many concerns from new construction across the interstate and the paving of parking lots and the run off from these impervious lots to our once beautiful neighborhood lakes. The walls built to deflect the noise from the interstate do little to eliminate all the noise pollution.

Lastly, I will mention the Tanglewood Festival of Lights that create a traffic challenge all of its own during the holidays. I can not begin to imagine the traffic on Rollingwood if the public were to become aware of a cut-through on our road to the entrance of Tanglewood. Surely, the DOT is aware that this event is a disaster.

So with this said, to add insult to injury, to open up a road that would connect our peaceful neighborhood to Lewisville/Clemmons Road would destroy our privacy, and safety on our roads and make Old Meadowbrook a thoroughfare. This is an ill conceived proposal and not a good choice whatsoever to resolve any traffic issues that have been created on Lewisville/Clemmons Road, none of which the neighborhood created. Please do not sacrifice our 60 year old steadfast and cornerstone neighborhood of Clemmons to relieve a traffic issue that others created. Thank you, Kathy Dotson (336-749-4101)
From: rdphilsr@aol.com [mailto:rdphilsr@aol.com]
Sent: Wednesday, February 15, 2017 11:49 PM
To: Fredrick Haith
Subject: Opening of Rollingwood Drive
Dear Mr. Haith,
I am writing to register my total opposition to the proposal to connect Rollingwood Drive with Lewisville-Clemmons Road out in Clemmons. I also oppose the extension of Sessions Court to the Rollingwood Drive/Willowood Drive intersection. This would dramatically increase the traffic and noise in Old Meadowbrook and make it much less safe for those who walk or ride their bicycles in our neighborhood. The proposed changes would make Rollingwood Drive a cut-through road; a cut-through that is not really needed or necessary.
I have lived in Old Meadowbrook, on Rollingwood Drive, since 1971. The traffic in the neighborhood has increased quite a bit over the years and this would only make it much, much worse. Our neighborhood is predominantly senior citizens (I am 87) and we do not need a neighborhood with streets that are more dangerous.
This is at least the third time this issue has been brought up since I moved to Clemmons. The last time it was being considered my husband and I attended a public hearing where County Commissioner Mazie S. Woodruff pronounced that extending Rollingwood Drive through to Lewisville-Clemmons Road would not only not be done, it would never be proposed again. Don't make a liar of Ms. Woodruff, may she rest in peace.
Leave Rollingwood Drive alone.
Sincerely,
Mrs. Ellen S. (Jean) Phillips
6862 Rollingwood Drive
Clemmons, NC  27012
(336) 766-4148

From: Patricia Owen [mailto:gowen3@triad.rr.com]
Sent: Thursday, February 16, 2017 9:13 AM
To: Fredrick Haith
Subject: Rollingwood Drive in Clemmons
We, object to opening up Rollingwood Drive into the Lewisville-Clemmons Road. We have lived in this neighborhood for 47 years and want it to stay the same and not run TRAFFIC through our neighborhood.
Also, my husband supports having the median on the Lewisville-Clemmons Road but I DO NOT.
Patricia C. and George R. Owen

From: wankier@aol.com [mailto:wankier@aol.com]
Sent: Thursday, February 16, 2017 1:16 PM
To: Fredrick Haith
Subject: Rollingwood Dr. possible extension
Some of our neighbors are up-in-arms and have circulated a letter stating that Rollingwood Dr. is going to be extended East to Lewisville-Clemmons Rd. Since your name was on the letter - with no explanation as to who you are - I thought I might find out more. Is Rollingwood Dr. to continue East to 1) connect to Sessions Ct. or 2) connect to Stadium Dr.? Since we live on Rollingwood Dr., we would like to know if such an extension was in the works and if so, how it would affect our street (widening existing road, more lanes, etc.). Would appreciate hearing from you about this.

Thank you,
Tom Wankier
6733 Rollingwood Dr.
Wankier @AOL.com

From: Hope Harris [mailto:hharris89@yahoo.com]
Sent: Thursday, February 16, 2017 6:51 PM
To: Fredrick Haith
Subject: DOT plans for Clemmons, NC
Hope McGee Harris
3815 Ranchwood Dr., Clemmons, NC 27012
336-701-9110
hopeshomes1994@gmail.com

February 16, 2017
Mr. Fredrick Haith

Dear Mr. Fredrick Haith,

It has come to my attention that there are possible plans to connect Sessions Ct. to Willowood Dr./Rollingwood Dr. in the neighborhood of Old Meadowbrook. This would connect traffic from Lewisville/Clemmons Rd to our neighborhood and it is completely unacceptable. Old Meadowbrook is one of the first residential developments in Clemmons, NC. My parents chose to move here in 1964, as my father had accepted a positon as Chaplin at Baptist Hospital. Because of people like my parents, investing in their homes, and supporting the economy here, that Clemmons, NC has grown into what it is today. Now I am “second generation Meadowbrook” as my parents have passed and I have inherited my family home. I don’t want to see my neighborhood destroyed, I don’t want to worry about my property value plummeting and I don’t want to consider moving. Please, I ask of you, to do everything in your power to keep our roads closed and protect our beautiful neighborhood.

Sincerely,
Hope McGee Harris

From: Bettie Vestal [mailto:bettivestal@yahoo.com]
Sent: Thursday, February 16, 2017 7:28 PM
To: Fredrick Haith
Subject: Feasibility Study
I vote no on a multi-lane extension/widening of Rollingwood Dr. from Willowood Dr. to Lewisville-Clemmons Rd.
Bettie Vestal
6716 Rollingwood Dr

From: alan vestal [mailto:alvestal@yahoo.com]
Sent: Thursday, February 16, 2017 7:39 PM
To: Fredrick Haith
Subject: Feasibility Study
I vote no on the widening of Rollingwood Drive.
Alan Vestal
POB 1338

From: Lee D [mailto:avenuesofsound@gmail.com]
Sent: Friday, February 17, 2017 9:24 AM
To: Fredrick Haith
Subject: Old Meadowbrook Traffic Plan
I reside on Rollingwood Dr, and I am STRONGLY AGAINST this plan.
My vote on this is NO.
Lee Daniel

From: Jan Charls [mailto:1128jan@earthlink.net]
Sent: Friday, February 17, 2017 5:08 PM
To: Fredrick Haith
Subject: Proposed Median in Clemmons
Mr. Haith – Can you tell me if there are any draft plans showing the proposed median at all? I have been asked by one of my neighbors here in Clemmons and thought I’d reach out to you to see if anything exists yet. Can you also tell me what the deadline is for “public comment”.
Thank you very much for your assistance.
Jan Charls
Clemmons, NC

From: Bettye Briggs [mailto:7memaw15@att.net]
Sent: Friday, February 17, 2017 5:55 PM
To: Fredrick Haith
Subject: Village of Clemmons FEASIBILITY STUDY/RE-EVALUATION STUDY
DEAR MR. HAITH:
As residents of Old Meadowbrook in Clemmons, we are writing to strongly object to:
  The multi-lane extension/widening of Rollingwood Drive from Willowood Drive to Lewisville-Clemmons Road, and
  the Sessions Court extension from existing Sessions Court to Rollingwood Drive/Willowood Drive intersection.
We own a home located on Briar Creek Road which intersects with Rollingwood Drive, and so we are daily observers of the numbers of residents, including many children, who walk, run and ride bikes on Rollingwood every day. Many are mothers with very young children, including babies in carriages. The careful, slow flow of traffic keeps our neighborhood safe, both for walkers and bikers, also because there is not easy public access for vandalism and robbery. We are attentive, friendly, and respectful of each other. These proposals, which would introduce considerably more traffic into our neighborhood, would not only be dangerous for the many individual and families who walk and run and bike, but would also make our homes less protected from those who would do us harm. The proposals would introduce noise and danger, and also most certainly would lower the value of our properties and thus negatively affect many for whom their property is their primary investment.

An entrance ramp running parallel to Rollingwood Drive only yards away gives quick access to Lewisville-Clemmons Road, and therefore there is no need to greatly increase the traffic, and the dangerous risk to our neighborhood.

Please give careful consideration to the greatly negative aspects to this proposal.

Bettye Howell Briggs
Maurice Briggs
4115 Briar Creek Road, Clemmons, NC 27012

From: RJ and Gin Follette [mailto:varjfoll@triad.rr.com]
Sent: Sunday, February 19, 2017 4:53 PM
To: Fredrick Haith
Subject: FW: Clemmons - Rollingwood Dr.
Importance: High
Fredrick,
Please consider putting MORE speed bumps on Rollingwood Dr.
Especially near Quail Hollow Rd.
Thank you.
Virginia Follette
-----Original Message-----
From: Judy Follette [mailto:judy.follette@lebleu.com]
Sent: Wednesday, February 15, 2017 8:56 AM
To: Fredrickh@cityofws.org
Cc: varjfoll@triad.rr.com
Subject: Clemmons - Rollingwood Dr.
Importance: High
We live on Rollingwood Drive in Clemmons and the traffic is bad enough as it is!
People literally FLY down our road. We live at the bottom of a hill on Rollingwood and we fear for our lives when we back out of our driveway due to people driving too fast!
People run into mailboxes all of the time also. Over the 45 years we have lived there we have had our mailbox ran into numerous times and we have had to replace it.
We are totally AGAINST connecting Rollingwood Dr. to Lewisville Clemmons Road which will cause increased traffic and reduce the value of our property!
WSMPO
DRAFT 2017-2027 STIP COMMENTS

We have to deal with the noise from I-40 as it is so PLEASE do not do this!!
Here are 4 votes against this!
Sincerely,
Judy Follette
Virginia Follette
John Follette
Nancy Follette
6826 Rollingwood Dr.
Clemmons, NC 27012

From: Paul Gilchrist [mailto:PaulT_Gilchrist@msn.com]
Sent: Sunday, February 19, 2017 9:40 PM
To: Fredrick Haith
Subject: Feasibility Re-evaluation Road Study in Clemmons
Importance: High
Dear Mr. Haith,
We are NOT in favor of this plan especially the thought of opening up Sessions Court extension from existing Sessions Court to Rollingwood Dr./Willowood Dr. intersection. We highly urge they leave it alone. We have enough I-40 traffic noise as it is with emergency vehicle sirens blaring quite often in addition to the daily trucker and car traffic. WE DO NOT WANT ADDED TRAFFIC NOISE coming through our neighborhood!! In addition, if this area were to be opened up, this would be inviting to the Tanglewood Festival of Lights cut through traffic. WE DO NOT WANT THAT EITHER! It's bad enough getting off Harper Road to turn into our neighborhood during that time of year!! Also, additional traffic would put walkers, joggers, children, and others in danger with the thought of additional cars and trucks coming through that area. Property values would be in jeopardy as well. This plan does not make sense for our neighborhood.
There is also the potential of biker and car traffic from Sherry's A Private Club and Little Richards on Stadium Dr. to venture through our neighborhood. Larger commercial trucks might take advantage of this plan to use Rollingwood as a cut through access to Harper Rd. The thought of opening up Old Glory Rd through Springfield Dr. would be inviting for the Festival of Lights traffic not to mention busy Lewisville-Clemmons Rd. traffic to cut through our neighborhood as well! This does not make sense for the safety of our neighborhood either.
We vote a resounding NO to this road study plan as you might have guessed.
Thank you,
Paul & Janice Gilchrist
(Willowood Dr.)

From: a2harrison@aol.com [mailto:a2harrison@aol.com]
Sent: Monday, February 20, 2017 10:44 AM
To: Fredrick Haith
Subject: Rollingwood Drive extension/widing
Dear Mr. Haith,

Having the medians on Lewisville-Clemmons Road may be a good idea, but the "back" roads need to be better established/developed. Getting from the Cracker Barrel to the stop light near the McDonalds is not well marked and people do not know about the connection. Also developing a road on the other side of Lewisville-Clemmons Road behind the Burger King and Waffle House (connecting Ramada Drive and Stadium Drive) needs to be better developed. Have the medians near 421 cut down on the number of accidents on that end of Lewisville-Clemmons Road? I doubt it. Limited access works best when there is a service road, but there is no room for a service road between the businesses and Lewisville-Clemmons Road.

I have lived in my current house on Rollingwood Drive since 1988. We purchased this particular house with the knowledge that it was on a dead-end street, only residents of the 3 courts and Rollingwood Drive would be using this road. Our neighborhood is quiet and perfect for walking and biking. Our neighborhood has gone through the cycles - mainly younger families, now middle age families - but all those interested in being able to walk or ride bikes around the neighborhood safely without speeding traffic.

Opening Rollingwood Drive through to Lewisville-Clemmons Road will increase traffic, noise and most likely crime. Those areas with "quick get aways" tend to have higher crime rates. Granted we are not crime free, but our rate is very low. We have fought the opening of Rollingwood Drive to Lewisville-Clemmons Road each time it comes up. The last time, the Clemmons Board assured us that Rollingwood would not be opened in the future.

Opening Willowwood Court to Sessions would also defeat the quiet neighborhood and increase the traffic and possibly the crime rate. Perhaps, the money would be better spent on widening Peace Haven Road and 158.

There will be an added road through the Publix shopping center from behind Ward elementary school. There was to be a connection from the Town Center shopping area through to Harper Road through the apartments. Is this going to happen? What do you hope to accomplish by opening Rollingwood Drive? Those traveling up 158 would have to make quite a detour to use our road. Those coming out of New Meadowbrook would also have to make quite a detour to use Rollingwood Drive as a "cut through" to Lewisville-Clemmons Road.

PLEASE leave Old Meadowbrook alone. I look forward to hearing from you in the near future.

Sincerely,

Anne Harrison

From: John D Mundy [mailto:jdmundy@triad.rr.com]
Sent: Monday, February 20, 2017 11:24 AM
To: Fredrick Haith
Subject: Improvements to Lewisville-Clemmons Road

Mr. Haith,

I do not know why the NC Department of Transportation is so adamant for a median on L-C Road. It appears that the low number of accidents on the strip do not justify the expenditure for the “improvements.” We say “NO” to this proposal.
My main concern with the plan is the widening of Rollingwood Drive and opening up the eastern leg to Lewisville –Clemmons Road. Ours is a quiet and safe neighborhood. The opening up of Rollingwood Drive was discussed with county government and dismissed 25 years ago. County Commissioner Mr. Forrest E. Conrad visited the area to view our objections and ascertain our claims. The proposal was rejected at that time. Nothing has changed. This is still a quiet and safe neighborhood.

During the Festival of Lights at Tanglewood, we are almost blocked in by the traffic going to see the lights. Traffic is backed up on Harper Road and on highway 158. But with the help of the officers on duty, we are able to get in and out of the neighborhood safely. With the street opening up to L-C Road, I can foresee a massive traffic jam on Rollingwood Drive during the Christmas season. When there is an accident on I-40, interstate traffic is routed all around the neighborhood. Again, with the street opening up to L-C Road, I can foresee a massive traffic jam on Rolllingwood Drive with people using it as a shortcut around the traffic accident. All this will change the neighborhood greatly, and make walking and bike riding more dangerous. I can foresee a major impact on property values.

Please do not open Rollingwood Drive.
John and Louise Mundy
6709 Rollingwood Drive
Clemmons, NC 27012
336-766-5944
Whatever you do, please, please do not open Rollingwood Drive at Willowood Drive.

From: debowsgirl [mailto:debowsgirl@yahoo.com]
Sent: Monday, February 20, 2017 8:52 PM
To: Fredrick Haith
Subject: Registered vote

We the Dulins and residents of 6646 Springfield dr vote NO.

From: dtharpe1runt@gmail.com [mailto:dtharpe1runt@gmail.com]
Sent: Tuesday, February 21, 2017 7:16 AM
To: Fredrick Haith
Subject: Clemmons

Hi
I have lived in Clemmons and Meadowbrook neighborhood now for over 17 years. I love walking the streets and riding my bike with my child. I DO NOT want any medians or any new roads through the neighborhood. I am voting NO!
Thank you
Beverly Tharpe
From: Jean Dinkins [mailto:jeanniedk@att.net]
Sent: Tuesday, February 21, 2017 12:19 PM
To: Fredrick Haith
Subject: vote
Jean P. Dinkins  NO
4220 Briar Creek Road
Janet L. Morgan  NO
4210 Briar Creek Road
Janet Morgan does not have a computer. Jean Dinkins

From: bbutner5@triad.rr.com [mailto:bbutner5@triad.rr.com]
Sent: Tuesday, February 21, 2017 4:56 PM
To: Fredrick Haith
Subject: voting NO for the new medians and associated road connections
ON THE ABOVE SUBJECT.
MY VOTE IS NO. BETSY H BUTNER 4064 BEAVERBROOK RD CLEMMOND NC 27012

From: ngimbert@juno.com [mailto:ngimbert@juno.com]
Sent: Tuesday, February 21, 2017 5:26 PM
To: Fredrick Haith
Subject: Lewisville Clemmons road project and Rollingwood Dr. widening
Mr. Haith, as citizens of Clemmons and residents of Old Meadowbrook, my husband and I vote NO to the construction of medians on Lewisville Clemmons road and the opening and widening of Rollingwood Dr. to Lewisville Clemmons road.
Respectfully,
Nelson and Alice Gimbert

From: Wendy Shinsky [mailto:weshinsky@gmail.com]
Sent: Tuesday, February 21, 2017 5:32 PM
To: Fredrick Haith
Subject: Median - Clemmons, NC
Good afternoon! I hope you are doing well. Your name and contact was shared as a central point for expressing concern regarding the proposed median on Lewisville Clemmons road and I wanted to take a moment to reach out. First, I think we can all agree that traffic flow on Lewisville Clemmons Road is less than ideal during peak travel times and that there is room for improvement. However, I strongly believe that a median IS NOT the answer. I moved into Clemmons 13 years ago and have watched it grow with a mixture of pride and trepidation. I love this community and while I am excited to watch others join and grow the village the increased traffic has made traveling through the main thoroughfare less than enjoyable. I think the answer lies in developing alternative sections of Clemmons such as the Harper Road area where we have no service stations and limited restaurants. Spreading the development out could naturally alleviate some of the congestion.
Connecting the road by Morgan Elementary through to the Panera plaza and continuing to look for additional opportunities like this to provide alternate routes and connections throughout Lewisville Clemmons Road would also alleviate some of the congestion. Creating a median, in my opinion, will cause more harm than good.

Already the median that was placed between Peacehaven and Stadium Drive has inconvenienced drivers and I cannot imagine it has not affected local businesses. It is difficult to navigate the areas that already have a median in place and the traffic light patterns are not conducive to u turns. Most importantly, the median restricts access to LOCAL businesses. One of the things that drew me to Clemmons was the local economy. As a consumer it is an inconvenience to navigate a stretch of shopping centers that require you proceed to the next light and make a u turn to shop. As a supporter of local businesses and their impact on our local economy, it is frustrating that our local government would consider taking action, that seems to be in direct opposition of what many of their constituents want, that will harm local businesses and their owners. I understand the desire to create a safe road and to protect drivers from traffic accidents. When I buckle in my 2 children their safety is top of mind. If I felt a median would alleviate the traffic congestion and provide safer travel through Clemmons I would keep quiet about the inconvenience. I currently see no scenario in which forced u turns are a safer solution to the turning lanes in place now though I do see plenty of downsides. Thank you for your time.
Clemmons Resident,
Wendy

From: Henry Warren [mailto:hfwarren6640@gmail.com]
Sent: Tuesday, February 21, 2017 6:02 PM
To: Fredrick Haith
Subject: extension of rollingwood drive and medians on lewisville-clemmons road in clemmons
I want to register my NO vote for any medians or road extensions in Clemmons. Thank you..........Henry Warren
6640 Springfield Drive
Clemmons

From: Kermit Tharpe [mailto:ptharpe@triad.rr.com]
Sent: Tuesday, February 21, 2017 6:51 PM
To: Fredrick Haith
Subject: Clemmons Median and road feasibility
As residents of Meadowbrook and resident of Clemmons for more than 30 years, we would like to strenuously object to the following items:
- Lewisville Clemmons Road median
- Cook Street realignment
- widening of Rollingwood
The Cook Street realignment and Rollingwood expansion would drastically harm the quality of life in the Meadowbrook development and create dangerous traffic for a quiet residential neighborhood.
Thank you,
Kermit and Shirley Tharpe

From: Margaret Cogdill [mailto:mcogdill@triad.rr.com]
Sent: Tuesday, February 21, 2017 8:19 PM
To: Fredrick Haith
Subject: Vote for the Medians and associated road connections
Mr. Haith,
I, Margaret Cogdill vote NO!
My neighbor, Sylvia Cardwell, who does not have e-mail, asked me to send her vote NO!

From: Larry Holloman [mailto:boisestate07@gmail.com]
Sent: Tuesday, February 21, 2017 8:44 PM
To: Fredrick Haith
Subject: Village of Clemmons Feasibility Study
Mr. Haith
As a resident of Clemmons, I wish to register a vote of NO concerning the medians, realignment and multi-lane extensions that have been proposed for the Village of Clemmons.
Thank you for allowing me to express my preference...LDH>>>
--
LARRY D. HOLLOMAN
6651 Belfield Court

From: Paige Beckner [mailto:Paige@lpslabels.net]
Sent: Wednesday, February 22, 2017 10:19 AM
To: Fredrick Haith
Subject: Votes for Meadowbrook
Mr. Haith,
I am writing to you in regards to the two items that have been brought to my attention. One being the medians that would go on Lewisville-Clemmons Rd and the multi-lane extension/widening of Rollingwood Drive.
I live on Rollingwood Drive and do not want any more traffic coming through a quiet neighborhood where people walk, and ride bikes and kids are outside playing at all times. We do not need people cutting through our neighborhood to get to Lewisville-Clemmons Road.
I am voting NO FOR NO MORE MEDIANS ON LEWISVILLE-CLEMMONS ROAD
I am voting NO FOR A CUT THROUGH OR WIDENING OF ROLLINGWOOD DRIVE
Thank you,
Paige Beckner
From: kim.mair@wellsfargo.com [mailto:kim.mair@wellsfargo.com]
Sent: Wednesday, February 22, 2017 11:05 AM
To: Fredrick Haith
Subject: Medians in Clemmons & Affects to Meadowbrook Neighborhood

Based on the proposals of the medians in Clemmons on Highway 158, which would further lead to opening up Rollingwood Drive to through traffic and the possibility of opening Old Glory Road through to Springfield Drive, I vote
NO!! I live on the corner of Beaverbrook Road & Springfield Drive and am very concerned how through traffic on Springfield would affect my daily life as well as the value of my residence.
NO to medians and through traffic in a very pleasant and quiet neighborhood of Meadowbrook!!
Respectfully,
Kimberly A. Mair
Resident of Old Meadowbrook, Clemmons NC

From: Kathy Nichols [mailto:kleenichols126@gmail.com]
Sent: Wednesday, February 22, 2017 12:03 PM
To: Fredrick Haith
Subject: Against Road Access

We are AGAINST allowing traffic from Lewisville-Clemmons Road to have access to...or be routed through..."Old" Meadowbrook.
Gary and Ginger Lee
Driftwood Drive
Clemmons, NC

From: David Jordan [mailto:jordand4923@att.net]
Sent: Wednesday, February 22, 2017 12:37 PM
To: Fredrick Haith
Subject: Clemmons Traffic Proposal

Dear Mr. Haith,
Once again the safety and security of the people of Old Meadowbrook in Clemmons are being threatened by the proposal to extend Rollingwood Drive from Lewisville-Clemmons Road to Lasater Road. Through the years this issue has arisen several times and the citizens of Old Meadowbrook were assured that this opening would never happen.
If Rollingwood Drive is opened to through traffic, in addition to problems within the Meadowbrook neighborhood, two more dangerous situations would result – at the junction of
Rollingwood Drive and Lasater Road and the other at the junction of Lasater Road and Harper Road.
The problem of traffic in Clemmons was created many years ago when the Council lacked the foresight to widen Lewisville-Clemmons Road. Opening Rollingwood Drive to through traffic is not the answer to this problem.

David and Jean Jordan
6705 Rollingwood Drive

From: miranda457@aol.com [mailto:miranda457@aol.com]
Sent: Wednesday, February 22, 2017 1:43 PM
To: Fredrick Haith
Subject: proposed medians on Lewisville-Clemmons Road

Dear Mr. Haith:

I would like to express my opposition to the opening up of Rollingwood Drive to through traffic and to the installation of a median on Lewisville Clemmons Road. As the accident rate for the 1.6 mile portion of roadway under consideration is lower than the statewide rate for a road of the same type, I consider this project a misuse of tax dollars. Moreover, less than half of the total accidents consisted of left turn crashes so that the proposed median would address a small number of incidents. In fact, a number of these mishaps occurred in parking lots that face the actual road.

I have been a resident of the Old Meadowbrook community for over thirty years. We are a residential community and Rollingwood Drive is used by children as well as several elderly residents who regularly walk through the neighborhood. Opening this street to through traffic endangers the residency of this neighborhood. Moreover,

Interstate 40 backs up to property facing Rollingwood Drive, so you essentially are handing these people a thoroughfare in their back and front years. The proximity of the interstate with easy access to Harper Road makes a second through road so close a complete superfluity. Again you are misusing public funds. The Village of Clemmons has trumpeted its endeavor to protect the integrity of neighborhoods within its boundaries; the opening of a quiet residential street to through traffic threatens the village's credibility and the neighborhood's integrity.

Pat Noel

From: Raymond Pearson [mailto:rpearson18@att.net]
Sent: Wednesday, February 22, 2017 7:36 PM
To: Fredrick Haith
Subject: Feasibility Study / Reevaluation - Impact on Old Meadowbrook

We have lived in Old Meadowbrook for 40 years and have seen many changes during that time - some good (sewer, stop lights at critical intersections, new library, addition of other family oriented subdivisions, etc.) and some not so good (unregulated growth on the Clemmons Strip, numerous curb cuts on busy roads, etc.). While the continued commercial growth adds to the tax basis it also compounds the problem. We feel it is more important to maintain the residential character of the village and provide a safe family friendly community environment for residents.
Opening up and expanding Rollingwood Drive to a multi-lane road will increase traffic and speed through a quiet established family oriented neighborhood, resulting in increased endangerment to:

- children at play
- people walking pets and babies in strollers
- children, adults and Tanglewood cyclists riding through the neighborhood
- joggers
- walkers
- property values
- environmental issues for the numerous lakes

Please consider other alternatives and fully explore all avenues to remedy the problem before deciding to implement a project that will irreparably damage a well established, viable subdivision.

Thank you for your consideration of the above.

Raymond and Carol Pearson
4024 Beaver Brook Road
Clemmons, NC 27012

From: Lisa Dettloff [mailto:ldettloff@triad.rr.com]
Sent: Wednesday, February 22, 2017 8:09 PM
To: Fredrick Haith
Subject: Proposed road connections in Old Meadowbrook

Mr. Haith,
I would like to express my concern with proposed connections on Willowood and Rollingwood in Old Meadowbrook Neighborhood in Clemmons.

I would like to respectfully oppose such connections. My major concern is through traffic in a residential neighborhood that really shouldn’t be there. There are several drinking establishments nearby. I really don’t think they should exit those establishments and head for a residential neighborhood. These extensions are not necessary as Harper Road, Lewisville-Clemmons Road and I-40 are all nearby. The connections through a residential neighborhood just aren’t prudent. As Clemmons grows it is important to protect the quality of life for the people who have called Clemmons home for many years. The safety of our neighborhood is at stake.

Thank you for your time and consideration.

Sincerely,

Mrs. Lisa Dettloff
Resident of Old Meadowbrook

From: Cindy Bell [mailto:cindylovesdawgs@gmail.com]
Sent: Wednesday, February 22, 2017 8:12 PM
To: Fredrick Haith
Subject: Clemmons Medians and road connections
Dear Mr. Haith, I wanted to let you know my opposition to building medians down Lewisville Clemmons Road. Perhaps what should be done instead is thought behind putting in about 3 roundabouts. They seem to work well to direct traffic. Medians would encourage the dangerous use of U turns a lot! Clemmons heavy traffic needs something to slow them down not create hazards in getting to businesses. Thank you for hearing my plea to say NO to Lewisville Clemmons road medians. Have a great weekend. Cindy Bell

From: kcollare@triad.rr.com [mailto:kcollare@triad.rr.com]
Sent: Wednesday, February 22, 2017 8:41 PM
To: Fredrick Haith
Subject: No to Clemmons roads proposal

I support additional options to the traffic patterns on Lewisville-Clemmons Road in Clemmons, N.C. Additional connection of side roads from existing businesses parallel to Lewisville-Clemmons Road would ease the back-up. Another option would be to eliminate a few selected left turn options. A median would hurt businesses and make access more complicated. Absolutely object to opening Sessions Court into Rollingwood Drive into the Old Meadowbrook neighborhood. The traffic would alter the safety and tranquil appeal of the neighborhood. Biking and walking has always been a positive aspect of the neighborhood.

If Rollingwood Drive was open to all the traffic, this road would become a safety hazard. Rollingwood Drive intersects with Lasater Road. I invite you to drive down Rollingwood Drive and take a left on Lasater Road and then try to take a left onto Harper Road during the hours of 5:15pm-6pm. It is virtual impossible and the traffic on this same section of Lasater Road backs up and I have seen too many impatient drivers actually go around the front of car trying to turn left so they can turn right. Once you get to the end of Rollingwood Drive, your options are limited and dangerous for the traveler that is trying to go west on Hwy 158.

Please explore an east and west bound exit off of Kinnamon Road. This would be an excellent alternate route to eliminate some of the traffic on Lewisville-Clemmons Road for neighborhoods on the eastern side of Clemmons.

Do not bring traffic into Old Meadowbrook neighborhood and destroy the quality and value of the properties.
Kay Collare
4430 Quail Hollow Road
Clemmons, NC 27012
336-766-6807

From: Ron Noel [mailto:ronanoel@gmail.com]
Sent: Wednesday, February 22, 2017 9:23 PM
To: Fredrick Haith
Subject: Clemmons Roads

Mr. Haith,
Hope you are doing well.
Please advise the responsible party for the center lane median and connector using Rollingwood Drive that these two changes will not be acceptable to the residents of Old Meadowbrook. What FACTS verify that these changes are needed? Accidents in parking lots near Lewisville Clemmons Road will not decrease with either of these changes. Why would this statistic be used as the rational for these changes?

Who will be the beneficiary of these changes? Who are the owners of the land that will be needed to make these changes? Who will attend the funeral when a child resident of Old Meadowbrook is killed by a speeding "cross over driver" if the changes are made? That life is more important that the two minute savings that may be available if the changes are made.

I am a thirty three year resident of Clemmons. I have never had to sit through two light changes at any of the stop lights on Lewisville Clemmons Road. Who is requesting these changes and what are the FACTS that justify the changes will improve the conditions without making other problems. Are we simply playing "WACK A MOLE"? Maybe the parties responsible for suggesting the changes would like to raise their heads above the box and peek out to see the FACTS about this requested change.

If these changes are enacted, we will be sure to have the responsible person(s) over for a neighborhood picnic so we can play the license plate game from Rollingwood and Beaver Brook. Please verify receipt and provide the date and time of all meetings about this topic.

Respectfully,
Ronald A.Noel
4460 Quail Hollow Road
Clemmons, NC 27012.

From: steve@re-consider.com [mailto:steve@re-consider.com]
Sent: Wednesday, February 22, 2017 10:09 PM
To: Fredrick Haith
Subject: Please Vote "NO": Rolloingwood Drive opening onto Lewisville-Clemmons Road

Dear Mr. Haith,
Regarding the decision to open Rollingwood Drive to Lewisville-Clemmons Road, I am writing to urge you to vote against this decision. My family and I live on Rollingwood Drive, within a few houses from Lasater Road, and the traffic volume and speed are already at a maximum level for residential driving. Please do not allow this change. In fact, I would request that the Council look closely at the declining safety in neighborhoods due to traffic and speed, and make changes to protect and serve our current residents rather than working to accommodate drivers who do not even live in the neighborhood. Emergency vehicles can already access all points within Meadowbrook without this change. With I-40 paralleling Rollingwood, and the numerous access points into the neighborhood, there is no need to further disturb the neighborhood safety by permitting thru-traffic to use Rollingwood Drive into Clemmons.

The potential for people who do not live in Meadowbrook to utilize this route will cause additional speeding and the opportunity for transient crime to increase.
If you want to protect the lives and lifestyles of Clemmons residents, PLEASE vote against this measure to open Rollingwood Drive to Lewisville-Clemmons Road. It is unnecessary and will change the dynamic of the residency of Old Meadowbrook.
I sincerely thank you for your consideration and representation!
If you have any questions, I am at your disposal, any time -
Thank you very much!
-Steve Stanley
   6831 Rollingwood Drive, Clemmons, North Carolina 27012
   » 336/473-0700

From: stacieemmajo@gmail.com [mailto:stacieemmajo@gmail.com] On Behalf Of Stacie Marsh
Sent: Wednesday, February 22, 2017 11:24 PM
To: Fredrick Haith
Subject: VOTE NO - Please do NOT allow the change to Rollingwood Drive, through to Lewisville-Clemmons Road

Dear Mr. Fredrick Haith,
We received a letter notifying us of a proposal to change the configuration of Rollingwood Drive to allow through traffic to Lewisville-Clemmons Road; and that you were accepting feedback from residents who live in the affected area and have opinions on the matter.
Please vote against this proposal.
My family lives on Rollingwood Drive, in Old Meadowbrook in Clemmons, and are adamantly against this proposal. We already feel that the traffic on Rollingwood is dangerous, and this change is not necessary at all. And, the increase of people who do not live in Meadowbrook, will dramatically affect the traffic directly in front of my house, which will make it too dangerous to walk or ride bicycles in the neighborhood.
I am writing to ask you to please prevent this proposed change.
Thank you very much!
Stacie Marsh
336-416-6693

From: Lee Daniel [mailto:Lee.Daniel@strategicmail.net]
Sent: Thursday, February 23, 2017 8:49 AM
To: Fredrick Haith
Cc: avenuesofsound@gmail.com
Subject: Lewisville-Clemmons Road Proposal

As a resident of Old Meadowbrook who resides on Rollingwood Dr.
I am Strongly Against this proposal.
Please consider the other alternatives.
Once again, my vote is NO and I’m not the only one who feels this way.
Also, why can’t we have two 3 way stops on Lasater Rd. from 158 to Harper Rd?
That cut through is heavily abused with people avoiding the stop light at 158 and Harper only to save 10-15 seconds. People are Constantly breaking the speed limit on this cut through.
I feel that if Rollingwood would be opened up to Lewisville-Clemmons, we would experience the same thing as mentioned above about Lasater. But on a grander scale. And that is not what we need nor want for our Great neighborhood. I hope this proposal goes back to the drawing board for consideration of the other alternatives.

Thanks for your time,
Lee Daniel
Strategic Connections
(336) 714-0541 Direct

From: Keith Green [mailto:sphilly_99@yahoo.com]
Sent: Thursday, February 23, 2017 10:20 AM
To: Fredrick Haith
Subject: Feasibility Study / Re-Evaluation for the Village of Clemmons

Good Morning Mr. Haith:
I am a resident and homeowner in the Old Meadowbrook Community in Clemmons, NC. On 1/25/2017, I read in the Winston-Salem Journal West about the (Feasibility Study / Re-Evaluation for the Village of Clemmons, specifically to address serious traffic concerns on Lewisville-Clemmons Road from US 158) which was initiated in 2009. The plan sounds pretty sound and makes perfect sense in addressing the immediate concerns in regards to providing medians and multi-lane extension/widening for the portion of road between I-40 and US 158. However, after doing more research, I learned that the study included in the plans are a possibility of Sessions Court being extended to connect to Rollingwood Drive / Willowood Drive intersection. I was not very happy to learn that and realize that through traffic would increase enormously in our neighborhood. As it exists today, our neighborhood is very quiet and our street is not a busy road, which was one of the reasons that attracted me and my wife to buy a home in this quiet established neighborhood. As a citizen of Forsyth County and resident of the Village of Clemmons, I am opposed to the Sessions Court extension, and if asked to vote for such plans, my vote would be NO.
I understand that public input is still being considered at this point and wanted to communicate my stance on the plans to alleviate traffic on Lewisville-Clemmons Road as it pertains to my neighborhood.
Sincerely,
Keith Green
Old Meadowbrook Resident/Homeowner

From: Vincent Whitt [mailto:v_whitt@yahoo.com]
Sent: Thursday, February 23, 2017 11:52 AM
To: Fredrick Haith
Subject: Clemmons median proposal
Dear Mr. Heath,
My wife and I are adamantly opposed to the building of medians on Lewisville-Clemmons Rd. and especially the adjacent road connections associated with the project. Please count our vote a firm NO.
thank you,
Vincent Whitt and Lucy Gidley
4350 Woodbourne Rd
Clemmons, NC 27012

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From: Lynn Lile-Kuhl [mailto:llile1313@gmail.com]
Sent: Thursday, February 23, 2017 12:42 PM
To: Fredrick Haith
Subject: Feasibility Study Vote is NO

Mr. Haith,
I purchased this property for the peace and quite of this secluded neighborhood. The property values in this neighborhood are in part because of the park like setting with water and walkable streets.
Any forward movement to route traffic through this neighborhood would result in the loss of what makes this a beautiful place to live.
Opening up a traffic pattern from Lewisville Clemmons road will result in traffic coming through this neighborhood to get to the opposite side of 158, Clemmons West, as well as the increased nightmare of Tanglewood traffic. My vote is a very loud NO for this study and/or doing anything to this neighborhood to decrease traffic flow due to the approval and building of Walmart. Clemmons and the city of WS should have thought about that before placing such a busy shopping traffic. A smarter choice would have been closer to I40 where there is already shopping and heavy traffic.
Lynn
--

Lynn A Lile-Kuhl
6650 Belfield Ct
Clemmons, NC 27012
262-902-2044 cell

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From: hmcgrath@bellsouth.net [mailto:hmcgrath@bellsouth.net]
Sent: Thursday, February 23, 2017 2:01 PM
To: Fredrick Haith
Subject: Sessions Ct extension

Fredrick Haith
I live at 6842 Rollingwood Drive in Clemmons. I'm opposed to extending Sessions Court to Rollingwood Drive.
The rationale of relieving traffic from major business roads by rerouting a portion of that traffic through a residential neighborhood... well ...I don't understand that rationale.
Thank you and best regards
J Harry McGrath PE

From: Ed Jones [mailto:edjones1948@yahoo.com]
Sent: Thursday, February 23, 2017 4:18 PM
To: Fredrick Haith; Paul Whitener
Subject: Proposed DOT Changes--Clemmons,NC

4340 Woodbourne Drive

Clemmons, NC 27012

2/23/2017

Dear Mr. Fredrick Haith:
I am writing to you regarding the NC Department of Transportation Feasibility Study / Re-Evaluation in relation to the Village of Clemmons and the proposal of the median addition from I-40 to US-158 as well as proposed changes to Rollingwood Drive which happens to run nearly the entire length of Old Meadowbrook neighborhood. I have resided in this neighborhood since 1991 and since 1992 have been on the board of directors of the Old Meadowbrook Association as well as serving periods of being Vice-Pres. and President of the association. I am therefore well acquainted with the issues regarding traffic in the village and this neighborhood in particular as we villagers have had numerous discussions in the past. Opening up Rollingwood Drive to thru traffic would cause major safety issues for both pedestrians and bikers alike in addition to changing the character of a large area of the Old Meadowbrook neighborhood as the entirety of Rollingwood Drive is within the neighborhood for a total length of nearly a mile. Many families with small children and teenagers live here and frequently use the streets as there are no sidewalks at all. The neighborhood has been quiet and peaceful since it was developed in the 1960's. I-40 runs parallel to Rollingwood Drive the entire length, has only less than 200 feet separating them for almost the entire length, and I-40 is easily accessible both from Lewisville-Clemmons Road and the Tanglewood Exit of I-40.
Please consider various alternatives to the above Department of Transportation proposals. I vote 'No' in regard to the DOT present proposals. Thank you for considering this request.

Best regards,

Edward Claude Jones
cc: Paul Whitener, President of Old Meadowbrook Association
From: Robbie R [mailto:stogie4me@gmail.com]
Sent: Thursday, February 23, 2017 5:02 PM
To: Fredrick Haith
Subject: Planned changes to our neighborhood in Clemmons

Mr. Haith;
I am writing to you in opposition to the plans that I was informed of i.e. the widening of Rollingwood Drive to Lewisville-Clemmons road via Sessions Court.
I have lived in Old Meadowbrook since 2005 and it is a nice, quiet neighborhood. I happen to live on the dead end side of Rollingwood Drive on Ranchwood Dr. This dead end feature played considerably into the reason my wife and I bought this property. It is not easily accessible from any main roadway which is a crime inhibitor.
People in our neighborhood exercise on Rollingwood Dr. either jogging, walking or biking. Women walk their children in strollers also using Rollingwood Dr. and the increased traffic with this proposal would be a great detriment to these actions.
Rollingwood Dr. runs parallel to I 40. It would seem that if someone needed to drive from Lewisville-Clemmons Rd to 158, they could use I 40 also.
It seems that this proposal would not greatly improve our neighborhood or the lives of our neighbors so in that respect, my wife and I would like to be put on record that we would reject this proposal and any others that would make Rollingwood Dr. a through fare.
Thank you;
William and Pamela Robinson
3840 Ranchwood Dr.
Clemmons

From: Craig748@gmail.com [mailto:craig748@gmail.com]
Sent: Thursday, February 23, 2017 5:22 PM
To: Fredrick Haith
Subject: Rollingwood Dr.

I vote a NO!
I think running Clemmons traffic thru ola meadowbrook is crazy, kids learning to ride bikes, walkers, unbelievable!

From: Drew Mayse [mailto:drewmayse@yahoo.com]
Sent: Thursday, February 23, 2017 6:53 PM
To: Fredrick Haith
Subject: Clemmons Median

Sir, as 40 year residents of Clemmons, my wife Martha and I have great anxiety about the present traffic flow on LC Road. It is a death trap. We strongly and prayerfully support the median project.
Thank you kindly.
Drew Mayse
140 Whitmore Cove Ct
Clemmons
From: Tyler Blethen [mailto:htblethen@triad.rr.com]
Sent: Thursday, February 23, 2017 7:33 PM
To: Fredrick Haith
Subject: STIP #: U-6004 Project Name: Lewisville-Clemmons Road Description: I-40 to US 158 in Clemmons. Convert Roadway to 4-Lane Median Divided Facility.
Dear Mr. Haith,
As a resident of Clemmons who drives along Lewisville-Clemmons Road between US 158 and Peace Haven almost every day, I know how dangerous that 5-lane road is. I understand that some merchants are concerned that they might lose business as a result. I doubt they will lose much. But even if they do, their loss must be weighed against the property damage and injury to people caused by accidents along that dangerous strip.
Yours,
H. Tyler Blethen
3673 Littlebrook Drive
Clemmons, NC 27012

From: Philip Bell [mailto:p.bell5@outlook.com]
Sent: Friday, February 24, 2017 6:51 AM
To: Fredrick Haith
Cc: Philip Bell
Subject: Village of Clemmons Feasibility Study
Mr. Haith:
I live with my wife, three children, and dog at 6630 Belfield Court, Clemmons, NC. I have read about the proposed road improvements to Lewisville-Clemmons Road. I am in favor of improving the road and mitigating the traffic problems on Lewisville-Clemmons Road, although the statistics that I have read do not appear to make a strong case for doing so. I am adamantly opposed to the extension for Rollingwood Drive, and the Sessions Court extension. These are unnecessary, and will without a doubt cause serious traffic problems in our neighborhood. Everyone in Old Meadowbrook can get to their homes without difficulty. We do not want these two roads to be someone’s shortcut, or someone’s area for a joy ride. If you do approve the improvements to Lewisville Clemmons Road, please leave out the extensions at Sessions Court and Rollingwood.
Sincerely,
Philip E. Bell
6630 Belfield Court
Clemmons, NC  27012
336-403-1379
From: Lee Daniel [mailto:Lee.Daniel@strategicmail.net]
Sent: Friday, February 24, 2017 8:46 AM
To: Fredrick Haith
Subject: RE: Draft 2018-2027 State Transportation Improvement Program

Thank you for this response
It is very appreciated
Lee Daniel
Strategic Connections
(336) 714-0541 Direct
Raleigh | Winston Salem | Charlotte | Myrtle Beach | www.strategicconnections.net

From: Fredrick Haith [mailto:fredrickh@cityofws.org]
Sent: Thursday, February 23, 2017 6:40 PM
To: Fredrick Haith
Subject: Draft 2018-2027 State Transportation Improvement Program

Dear Citizen,

The N.C. Department of Transportation’s transportation plan – called the State Transportation Improvement Program or STIP – identifies the construction funding and scheduling for transportation projects at the state level over a 10 year period. The first five years of the document is known as the Delivery STIP, and the last five years of the document cover what is considered the development period. Funding assigned to projects in the developmental period is not guaranteed. The State’s transportation department proactively updates the STIP every two years to ensure it accurately reflects the state’s current financial situation. On January 05, 2017, the North Carolina Department of Transportation (NCDOT) released the draft of the 2018 – 2027 State Transportation Improvement Program.

The Winston-Salem Urban Area MPO is soliciting public comments and feedback from February 23rd to March 31st. All comments must be in writing and submitted to Fredrick Haith, via email at fredrickh@cityofws.org or mailed to P.O. Box 2511, Winston-Salem NC 27102, with Attn: Fredrick Haith, WSDOT. All comments will be viewed by the Winston-Salem Transportation Advisory Committee and sent to the North Carolina Department of Transportation.

The North Carolina Department of Transportation will announce their public comment period in the near future.

Lewisville-Clemmons Road Widening Project
The Lewisville-Clemmons Road widening project is in the last five years of the STIP, which is considered the development period. Funding assigned to projects in the developmental period is not guaranteed. The Lewisville-Clemmons Road widening project will be reevaluated two years from now as part of the STIP update process.

STIP #: U-6004
Project Name: Lewisville-Clemmons Road
Description: I-40 to US 158 in Clemmons. Convert Roadway to 4-Lane Median Divided Facility.
Right-of-Way: 2023
Utilities: 2023
Construction: 2025

The following y-lines, auxiliary-lanes and intersection improvements ARE NOT a component of Lewisville-Clemmons Road STIP project (U-6004):

• Cook Street re-alignment across from Glory Road.
• A multi-lane extension/ widening of Rollingwood Drive from Willowood Drive to Lewisville-Clemmons Road (SR 1103).
• Sessions Court extension from existing Sessions Court to Rollingwood Drive/Willowood Drive intersection.
• New service road to Ramada Drive using portion of Brookland Drive with the remainder on new alignment.
• Additional y-line improvements at the SR 1103 intersections with Stoney Drive, Stadium Drive/Rollingwood Drive, Glory Road/re-aligned Cook Street, US 158 and Peace Haven Road.

Note: While the above mentioned y-lines, auxiliary-lanes and intersection improvements are not currently part of the project (U-6004), some of them, and/or others, could be considered as mitigation for the project. Mitigation components would only be added if requested by the Village of Clemmons or citizens requests as part of the public involvement process.

WSMPO Draft STIP
http://www.cityofws.org/LinkClick.aspx?fileticket=ViDHNo8vDKU%3d&portalid=0
NCDOT STIP webpage

Thank You
Fredrick Haith
Planning Development Coordinator
Department of Transportation
City of Winston-Salem
P.O. Box 2511
Winston-Salem, NC 27102
(336) 747-6869

From: Betty Troutman [mailto:bettytroutman@triad.rr.com]
Sent: Friday, February 24, 2017 9:16 AM
To: Fredrick Haith
Subject: Meadowbrook
Fredrick Haith,
I am an advocate for a median down Lewisville -Clemmons Rd
BUT
I am not in favor of cutting through Meadowbrook!!!
No good purpose can come from it. The extra traffic from Lewisville Clemmons Rd, in a reasonably safe neighborhood will be off set with accidents. We have children riding bikes and walkers are in the neighborhood trying to be healthy. At least children do not ride bikes and people walk in Lewisville Clemmons Rd. As it is now, the traffic is so fast on Rollingwood, stop signs have been established to slow the traffic. To open Sessoms will increase the already dangerous street to fast traffic since this is a straight shot. If Old Glory is opened to Meadowbrook, the neighborhood will be worse! Traffic will turn on to Beaverbrook then on Lake Dale Way. On Lake Dale, which is a narrow street between Venus and Beaverbook, plus the street can not be widened with out really making property and value greatly reduced and is very dangerous, as it is now. There is a steep slope to the lots and the houses are placed close to the street. The street is narrow with cars parking several times during the day on both sides of the street. Cars barrel down Beaverbrook to Lake Dale where there is a hill and a curve making the MPH drop to 5-10 mph. In the evening, just as one gets through the hill/curve and contiuens on Lake Dale toward Bridgewater is another hill and slight curve. I live in that section and nearly hit someone walking their dog. It is very hard to see anyone walking in the street. We have no sidewalks. To add traffic will be detrimental to Meadowbrook. Due to trees and shadows, it is difficult to see people dusk and dawn plus night, which is when the traffic is heaviest. Meadow brook was designed as a neighborhood with houses around lakes with streets which are hilly and curvy and not for straight shots where visibility is good like LC Rd. Meadow brook is a neighborhood which is lovely and peaceful - a little sanctuary for birds, people and creatures. Geese meander the streets and yards. I can see hurried drivers hit the geese and leave a mess rather than patiently wait for them to get out of the way. That is the case on Bridgewater, now, where the dam is between the two lakes. Beaver brook has lakes on two sides so geese are in that area, also.
Example:
Two white domestic ducks were on the lake. One died and I watched the other go through stages of grief and becoming friends with a mallard duck. The mallard duck protected the big white duck and looked after it. I started to write a children’s book from what I observed about friendship, love, devotion, protection grief and acceptance, between a domestic and mallard duck, from my windows. An impatient driver mowed the goose and mallard duck on road between the two lakes on Bridgewater. So sad! Do I want to see more traffic....NO!
Not only will humans be impacted for safety, but the wild life will also. Meadow brook is a wild life sanctuary - unofficially.
Thank you for gathering info and opinions.
Betty Troutman
6720 Lake Dale Way
Clemmons,NC 27012

From: [mailto:clemmonsstore1@aol.com]
Sent: Friday, February 24, 2017 9:35 AM
To: Fredrick Haith
Subject: Median in Clemmons
Mr. Haith,
My name is Sherrie Billings and I am the owner of Clemmons Country Store. I have owned and operated this store for 17 years. I am writing to you to express my concerns about the proposed median for Lewisville Clemmons Road.

My first concern is I think this median would hurt my business and other businesses along this stretch of Lewisville Clemmons Road. Most of the businesses in this area are independently owned. We do not have corporate money behind us to help us through the transition. We are moms and dads paying for little league, school supplies, church camps and trying to keep up with household bills. My husband & I just found out our daughter is accepted to medical school and we have four more years of college to pay for. We have worked hard to grow our business and do not like the fate of our business and livelihood in the hands of committee members.

My second concern is the cost to the community. I do not feel the plan has been clearly conveyed to the residents of Clemmons. As a resident of Clemmons for 27 years I want to know what this project will cost us. In the end, I hope the median is NOT constructed down Lewisville Clemmons Road.

Thanks for your time.

Sincerely,
Sherrie Billings
Clemmons Country Store

From: Debra Nelson [mailto:debrahartnelson@gmail.com]
Sent: Friday, February 24, 2017 10:53 AM
To: Fredrick Haith
Subject: No Median, Please!

Dear Mr. Haith,

My husband and I are writing to voice speak out against having yet another median in Clemmons. We don't need another median.

There are several sound reasons to our opposition:
1. While people may cite certain safety research in favor of medians, there are plenty of other studies which contradict the them. So it safety ultimately becomes a moot point.
2. In fact, Clemmons has its own evidence that medians will NOT stop fatalities. On the portion of Lewisville-Clemmons Road in which medians were installed, two fatalities have occurred. Just as is the case here, these medians were installed AGAINST the wishes of the many of the citizens who be most affected by them.

On the portion of Lewisville-Clemmons Road that does not have medians, there have been no fatalities. Perhaps it is because people realize they must drive slower.
3. It is part of a larger plan that is destined to invade the very core of what makes our little suburb a place worth living in -- our neighborhoods and small businesses. It is the community-based environment that keeps us from being just another "Pottersville."
4. Our small businesses have given their time, money and, in some cases, land to help create back roads that would help siphon off some of the traffic. Let us thank them by allowing this to occur, by giving this better community-based solution a chance.
5. The present Council has made deceptive comments about the projected costs incurred with such a project. Yet, the DOT projections clearly have contradicted them -- by astronomical proportions.
I could add more, but the bottom line is that the present Clemmons Council appears to ignore the wishes of their constituents. It is inevitable that the following will changes occur if they are not stopped by their egregious desire to overdevelop our suburb:

1. Our taxes will go up.
2. The income of our small businesses will be impacted. In some cases, some of them may even go under with the impediment of a median.
3. It is part of a larger plan that threatens the fabric of our community and suburb by plowing through our established neighborhoods and small business tracts.
4. A significant number of citizens have tried to petition the Council so they might see just how many of their constituents are opposed to this. They are choosing to ignore the petitions (wishes) of the good people of Clemmons. Again, and again, they have demonstrated an intention to impose their own agenda, in spite of the proof that their constituents are opposed to it.
5. People move to the suburbs to get away from the gridlock found in big cities. NO MORE OVERDEVELOPMENT, PLEASE!

Thank you for your interest and attention,
Brett and Debra Nelson

From: Lisa Dettloff [mailto:ldettloff@triad.rr.com]
Sent: Saturday, February 25, 2017 9:26 PM
To: Fredrick Haith
Subject: RE: Draft 2018-2027 State Transportation Improvement Program

Mr. Haith,
Thank you so much for the information. I really appreciate your time.
Sincerely,
Lisa Dettloff

From: Fredrick Haith [mailto:fredrickh@cityofws.org]
Sent: Thursday, February 23, 2017 6:40 PM
To: Fredrick Haith
Subject: Draft 2018-2027 State Transportation Improvement Program

Dear Citizen,
The N.C. Department of Transportation’s transportation plan – called the State Transportation Improvement Program or STIP – identifies the construction funding and scheduling for transportation projects at the state level over a 10 year period. The first five years of the document is known as the Delivery STIP, and the last five years of the document cover what is considered the development period. Funding assigned to projects in the developmental period is not guaranteed. The State’s transportation department proactively updates the STIP every two years to ensure it accurately reflects the state’s current financial situation. On January 05, 2017, the North Carolina Department of Transportation (NCDOT) released the draft of the 2018 – 2027 State Transportation Improvement Program.
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Fredrick Haith, WSDOT. All comments will be viewed by the Winston-Salem Transportation Advisory Committee and sent to the North Carolina Department of Transportation. The North Carolina Department of Transportation will announce their public comment period in the near future.

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WSMPO Draft STIP
http://www.cityofws.org/LinkClick.aspx?fileticket=ViDHNo8vDKU%3d&portalid=0
NCDOT STIP webpage

Thank You
Fredrick Haith
Planning Development Coordinator
Department of Transportation
City of Winston-Salem
P.O. Box 2511
Winston-Salem, NC 27102
(336) 747-6869
From: Kathy Kovack [mailto:kathykovack@gmail.com]
Sent: Sunday, February 26, 2017 3:12 PM
To: Fredrick Haith
Subject: Clemmons Median

I would just like to offer my input as the Executive Director and Board member of the Clemmons Food Pantry. We serve about 800 households a month and have close to 300 volunteers that works with this program to provide supplemental groceries to those in need in Forsyth County. We are located at the end of Old Glory Road.

I am extremely hopeful the median will be approved this time. We desperately need help in getting cars out of Old Glory and on to Lewisville-Clemmons road. If is very dangerous and we routinely have very close calls with clients and volunteers trying to get into the flow of traffic and others trying to turn on to Old Glory. Even if we were required to make only right hand turns off Old Glory and then could proceed to a safe U-turn opening it would be so helpful. I fear for these people every day and I know from making numerous turns in each day that people will travel in the center turn lane for quite a ways and never reduce speed. I can't tell you how many times I have been sitting with a left turn signal on waiting for traffic to clear and have someone come head-on at me at 35 mph. Thank God through horn blowing and arm waving they have come to their senses and gone around. But, it's just a matter of time.

Please count me as a FOR THE MEDIAN.

Thank you,
Kathy Kovack

From: Scott & Debbie Marion [mailto:chardebmol@aol.com]
Sent: Wednesday, March 01, 2017 10:38 AM
To: Fredrick Haith
Subject: Village of Clemmons median construction

Mr. Haith,
I am opposed to the proposed medians and also to the extension/widening of Rollingwood Drive. I am a resident of Old Meadowbrook subdivision and there must be an alternative to creating this road through our neighborhood where residents ride bikes, children play and walk their pets.

Thanks for your attention.
Scott & Debbie Marion
chardebmol@aol.com

From: JOENEWSOME@aol.com [mailto:JOENEWSOME@aol.com]
Sent: Wednesday, March 01, 2017 2:12 PM
To: Fredrick Haith
Subject: Proposed Changes to Lewisville-Clemmons Road

Mr. Haith,
I am sending you this email for myself and my wife, Linda. I have been involved in settling an estate out of town, so hope I haven't missed any kind of deadlines you needed us to meet.
My wife and I live at 6848 Rollingwood Dr, in the Meadowbrook development. We are NOT in favor of the medians proposed for the Lewisville-Clemmons Rd, nor opening up streets that would increase traffic through Meadowbrook.
Thank you for accepting our opinion.
Cordially,
Joe Newsome
6848 Rollingwood Dr.
Clemmons, NC 27012

From: Shirley D. Phelps [mailto:sphelps003@gmail.com]
Sent: Wednesday, March 01, 2017 3:38 PM
To: Fredrick Haith
Subject: L-C Rd public comment

Dear Mr. Haith,
If it's not too late I would like to comment on Lewisville-Clemmons Rd.
The section of road near I 40 and Stadium Dr seems to be the worst and I think a median would help there. The turns are not as bad nearer US 158 but I often bump into cars as we both move into the center turn lane from opposite directions.
I am concerned with access to businesses in the area nearer I 40 and I wonder if medians in conjunction with service roads and one or more signal controlled U-turns would be a safe and business friendly solution. I think one solution already being considered by the Village of Clemmons is a service road through the Kmart shopping center which would allow access to most of those businesses. It seems a service road could connect most of the shopping areas all along the Kmart side from Cook Rd to I 40 and alleviate some L-C Rd traffic.
If there is a median all the way to US 158 without strategically placed turn cuts, that would be a problem. As it is now when I exit Piedmont Federal Bank on US 158, there is no way to go west on 158 without going through a business and turning around. I usually go through CVS at L-C and 158, but at rush hour that is dangerous because of the traffic backup to the light at 158. A median at that end of L-C Rd with no left turn into CVS would affect them (and have me changing banks!) even though it would add safety.
I'm sure you have in mind the additional traffic from the new Clemmons Library location which will probably use L-C Rd.
I will just mention that when I lived in Maryland and we had a similar situation (with a lot more traffic) and a median was installed along with additional lanes. A controlled U-turn was added which worked well but the left turn cuts were not placed to benefit all businesses and at least one closed due to difficult access.
So I don't know the best solution, but I am not opposed to a median as long as it provides safety along with accessibility and does not contribute to additional roads through nearby neighborhoods.

Respectfully,
Shirley Phelps
From: Steve Martin [mailto:oldfiremansmartin@gmail.com]
Sent: Saturday, March 04, 2017 2:41 PM
To: Fredrick Haith
Subject: Median on Lewisville-Clemmons Rd from I-40 to hwy 158L

I want to express my opinion on the median planned for Lewisville-Clemmons Rd from I-40 to hwy 158. I have lived on Peace Haven Re within one mile of this median location for 52 years and have worked for the city of WS Fire Dept for 30 years. As an ex-fireman, I am convinced that the median will hinder response time for emergency vehicles responding to calls in this area.
I have observed people making U turns at Allegacy Way and 158 and it is dangerous and impedes traffic flow for the traffic behind those waiting to make the U turn.
It has been my observation that when some drivers realize they have missed their turn or can not turn left, they freeze or stop and stop everyone, sometimes causing rear end collisions.
You have already heard from busines's that don't want the median because it will hurt them.
Don't fix it if it ain't broke.
Steve Martin
907 S Peace Haven Rd.
Winston-Salem, NC

From: Joan Fleishman [mailto:joanief@triad.rr.com]
Sent: Sunday, March 05, 2017 10:07 AM
To: Fredrick Haith
Subject: Medium Mistake

The proposed medium strip for Lewisville/Clemmons Road in Clemmons will turn out to be a disaster. It will create traffic jams with all the U-turns that it will cause, lose business for the local small business owners, cause accidents at the intersections and overall just be a burden to the community. This road has never had frequent accidents or tie-ups and to consider spending money to cause problems is ridiculous. Just one more example of government interfering where not needed. The residents didn't ask for this and don't want it. Tying the shopping centers together with interior access is a much better and less hazardous solution.
Joanie Fleishman
3612 Squirewood Dr
Clemmons, NC 27012
(336) 608-9048
Joanief@triad.rr.com

From: Laura Motsinger [mailto:schmom07@gmail.com]
Sent: Monday, March 06, 2017 11:20 AM
To: Fredrick Haith
Subject: Clemmons Median

We don't want or need a median on Lewisville-Clemmons road. I live on Knob Hill Dr. and have since 1964. Our neighborhood used to be a nice, quiet, peaceful place to live. A dead end road where families walked, kids rode their bikes freely without concern for their safety.That all
completely changed when they put in the current median (on L-C Rd.) opened up the end of Knob Hill to Springfield Farms and Lewisville-Clemmons Rd. Now Our Road is like a Nascar event. People use our road as an alternate or shortcut to Peace Haven. West Forsyth students flood our road daily. A cop sits in our driveway regularly to catch speeders. Talk to our sheriff's deputies, they will tell you how bad that situation really is... I can't walk my dogs or walk to my girlfriend's house on the next street. It's a shame I've got to get in the car to go a quarter of a mile but I do if I want to be safe. It is a risk to go to our Mailbox. Take a drive on our road and take note of all the beat up mailboxes that get knocked to the ground repeatedly. It is ridiculous!!! The City of Clemmons has ruined our once, little slice of heaven neighborhood because they put an opening in that ridiculous median to enter our road which has turned it into a racetrack! Stop the median it will ruin businesses and cause far-reaching problems just as it already has in our neighborhood. Sincerely, Laura Norman Motsinger

From: Nancy Bishop [mailto:nbishop@triad.rr.com]
Sent: Wednesday, March 15, 2017 10:59 AM
To: Fredrick Haith
Subject: Lewisville-Clemmons Road Widening/Median project

Mr. Haith,

I am writing to express my support for the road widening/median proposal for Lewisville-Clemmons Road from I-40 to Hwy. 158. As a resident of Clemmons for more than 20 years, I have continually observed the increase in traffic and the difficulty of driving on this stretch of road. For those who say a median will hurt businesses on the road, I and many others have found round about ways to get where we need to go without risking an accident while trying to make a turn across multiple lanes of traffic. There are no businesses that I don’t patronize because it is too difficult to get to them……I find a way.

There were locals who said the addition of the Wal-Mart Neighborhood Grocery in Clemmons would cause tremendous traffic problems. Not so. It is quite easy to get into and out of this business which is located in a very busy area.

I appreciate your request for citizen input and have passed this on to several others who are interested.

Thank you,
Nancy Bishop

From: Er Ralston [mailto:erralston@yahoo.com]
Sent: Thursday, March 23, 2017 3:53 PM
To: Fredrick Haith
Subject: STIP Comment

Dear Mr. Haith,

I am writing to voice my support for the updated draft of the State Transportation Improvement Program (STIP). I am an avid runner and cyclist and see great need for expanded greenways, sidewalks, and bicycle paths in Winston-Salem. I am also active in local running, cycling and
triathlete groups, and can vouch that my support is shared by a large number of people in Winston-Salem.  
In particular, I want to voice my support for:  
EB-5722, Silas Creek Parkway sidewalk  
EB-5812, Salem Creek Greenway westward extension  
Please help to push these projects forward and let me know if there is anything else I can do to show support.  
Regards,  
J. Er Ralston  
336-749-7008 (Cell)

From: Kate Egan [mailto:kathleenlegan@gmail.com]  
Sent: Friday, March 24, 2017 9:17 AM  
To: Fredrick Haith  
Subject: STIP comment  
Good morning Mr. Haith,  
As a resident of Winston-Salem, I strongly support EB-5722 (Silas Creek Parkway sidewalk) and EB-5812 (Salem Creek Greenway westward extension. Both of these efforts will greatly improve upon the accessibility, health, and safety of our community which will subsequently lead to economic growth.  
--  
Kathleen L Egan, M.S.  
kathleenlegan@gmail.com  
c. 336.529.1189

From: Joe Eskridge Sr [mailto:eskridges68@triad.rr.com]  
Sent: Wednesday, March 29, 2017 7:58 AM  
To: Fredrick Haith; dkhampton@ncdot.gov  
Cc: mayor@lewisvillenc.net  
Subject: Great Wagon Road - Lewisville NC  
I am a citizen of Lewisville and asking for your support of the next and last segment(s) of the The Great Wagon Road completion for our wonderful town. From the earliest planning to preserve our community promoted by the Lewisville Civic Club in the 1940’s to the actual incorporation 25 years ago, Lewisville has been a model of city planning involving citizen participation in concert with local and state government. Kent Matheson, a renowned city planner with worldwide recognition, served our town well during the planning and incorporation process to set the stage for a community that its’ citizens could be proud of. Lewisville has served as an example of what a planned community can be for future incorporations as well as planned growth in existing cities, towns and villages. I, as citizen of Lewisville, want to see this continue with the completion of the Great Wagon Road and, based on citizen surveys conducted by our town, join with my fellow Lewisville citizens in desiring continued orderly growth to our town. The Great Wagon Road completion will facilitate that orderly growth which I feel would be your own desire for the areas
of your professional responsibility. I recognize that my fellow citizens in other communities consider “their projects” to be a priority as well but would like to draw your attention to what Lewisville has accomplished to date by the previously mentioned commitment to planning while calling upon your role in choosing which area has mandated the importance of “doing it right for continued growth and enjoyment of its’ citizenry”. I am relying on your good judgement to see our Great Wagon Road completed by asking again for your support for this project. Thank you for taking time to read my lengthy request and your valuable time afforded to all of the projects you must consider.

Joe Eskridge Sr
209 Bradford Lake Court
Lewisville, NC 27023-8663
Cell (336) 671-7660

From: Ed Rachlin [mailto:edwardrachlin@yahoo.com]
Sent: Wednesday, March 29, 2017 10:01 AM
To: Fredrick Haith
Cc: mayor@lewisvillenc.net
Subject: Lewisville Great Wagon Road

Since the 1990's, we knew Lewisville would need another main thoroughfare. The new middle school on Robinhood Road makes this imperative. Your attention and help in this matter is greatly appreciated.

Thanks,
Ed Rachlin
Past Chair, Lewisville Town Planning Board

March 29, 2017
Fredrick Haith
Winston-Salem DOT
P. O. Box 2511
Winston-Salem, North Carolina 27102
E-mail: fredrickh@cityofws.org
Re: Comments on 2017-2027 State Transportation Improvement Program

All segments of the Western Section of the Northern Beltway should be deleted from the State Transportation Improvement Program. The Corridor Protection Map for the Western Section was put into place in 1997. Property Owners have been held captive to the Beltway for 20 years. Property owners in the Western Section should be allowed the same Property Rights as the other citizens in Forsyth County. Give the Property Owners their Freedom. The Project cost is now estimated to be $672,836 million. It will be 2024 before the By-Pass is started around Historic Bethania, and does Historic Bethania need a $44.1 Million By-Pass? It will have been 30 years before the rest of the Western Section gets $50 million funded, and the actual “construction will still be Unfunded. The property owners affected by this project will have put up with the pain inflicted by Poor Planning for 40 years. It has been irresponsible and cruel for Elected Officials
and Planners to disregard the problems that the poor planning of the Northern Beltway Project has created in Forsyth County.

Transportation funding should be used to repair, resurface, and replace existing bridges and roads. Improve intersections by constructing roundabouts and turn lanes so that traffic can flow on our existing two lane highways. Build sidewalks and bike lanes and provide better bus service so that there are transportation alternatives. Forsyth County needs their existing corridors to be in much better condition. Simply improving the roads throughout the county so that traffic will flow in an efficient manner will attract economic growth. Stop waiting for a Beltway project to solve the transportation problems.

Sarah Norman Jones
4805 Styers Ferry Road
Winston-Salem, North Carolina 27104
336-766-6877
e-mail: sallyjones@triad.rr.com

From: Greg Errett [mailto:gerrett@triad.rr.com]
Sent: Thursday, March 30, 2017 8:30 AM
To: Fredrick Haith
Cc: Dan Besse
Subject: Comments on the draft Fiscal Year 2017-2027 STIP/MTIP

Hi Fred. Thanks for putting the draft TIP out for public review and comment. Below are the some comments I have on the projects and the document and on transportation in the MPO:

1) R-4750, when will US 52 be re-designated as Interstate 285?
2) U-5786, Hickory Tree Road. I know a variety of options and cross-sections will be examined, but my feeling is that a wide two lane road with curb and gutter, sidewalks and striped bike lanes be provided with turn lanes marked at major intersections and driveways. A multi-lane widening would severely damage the properties and character of the area.
3) U-5022, STP-DA funds. I would love to see a significant portion of these funds applied to various bicycle, sidewalk and greenway projects in the MPO. In particular, I would like to see a new pedestrian bridge built from the East First Street/Salem Avenue intersection and connect with the Long Branch greenway trail (under construction). Also, an extension of the Long Branch/WFIQ trail north from Martin Luther King, Jr. Drive north to at least 25th Street.
4) R-2247, Northern Beltway (Western Section). I would love to see the beltway be constructed in two sections in western Forsyth County, from US 52 to Reynolda Road (NC 67), and from South Stratford Road (US 158) north to Interstate 40 and Peace Haven Road. I still believe these two segments would provide much needed traffic relief to the Town of Bethania, and to the Village of Clemmons.
5) U-5824, Old Hollow Road. I would support improvements on NC 66 to three lanes in the commercial center of Walkertown but not multi-lanes along any portion of NC 66. The soon to be completed beltway will greatly aid in the volume of traffic along this corridor.
6) U-6004, Lewisville-Clemmons Road in the Village of Clemmons. I support the concept of a median but after 20 plus years of discussing it, I don't think it will ever happen.
7) FS-1509A, Feasibility Study for Forum Parkway Extension. Not sure why this is in here with a project already listed in the TIP above.
8) B-4746, Akron Drive bridge. I hope the City and NCDOT will join together to make this a handsome and architecturally correct facility leading into the airport area.
9) B-5770, Salisbury Ridge Road bridge. Given its location, the improvements should be done in accordance to the Creative Corridor Coalition guidelines as Peters Creek Parkway is and will continue to be a main gateway into downtown. Needs some extra cash to improve its appearance.
10) EB-5811 and EB-5840, multi-use paths. Very happy to see funds programmed to build a section of the Community Connector and the pedestrian bridge over the Research Parkway at Bowman Gray Stadium.
11) Some general comments that applies to the City of Winston-Salem and their budgeting process also –
   a) please, please do a streetscape improvement plan for downtown Winston-Salem. The City has a total mish-mash of sidewalk types, materials, widths and conditions, most of which is not good. There are numerous locations where street trees have been cut down and not replaced, the landscaping looks worn and is often damaged by vehicles and foot traffic. In some locations, you have to walk single file to avoid the outdoor dining areas, bike racks, signs, fire hydrants, lighting, and other obstacles. This is not funky, it is embarrassing given so many great things are happening there. Also, please repave the streets as they are in bad shape in many areas.
   b) The City needs to make a significant investment in its transit system (WSTA), expanding the coverage areas, reducing headways, providing proper infrastructure and facilities for the bus stops and transfers points, replacing vehicles and equipment in a timely manner. This is a basic public service that is critical to our low income and transit dependent populations.
   c) Provide additional funding for the Martin Luther King, Jr. Drive Streetscape Improvement project to relocate utilities underground, increase the quality and amount of lighting, upgrade the intersections with improved pedestrian signals, pavement markings, ADA ramps and accommodations, install new street furniture, fencing and landscaping. This is a highly important corridor worthy of our top attention. The corridor must be upgraded with an emphasis on art, the history of the area, important community members, and so much more.
   d) The City must heavily invest in its bicycle paths and facilities, greenways, sidewalks, grade separated bridges and other supporting infrastructure. The City must provide additional staff and resources to accomplish these important transportation goals.

From: Dan Pugh [mailto:danrpugh@gmail.com]
Sent: Friday, March 31, 2017 2:26 PM
To: Fredrick Haith; Diane Hampton
Cc: mayor@lewisvillenc.net; Senator Joyce Krawiec; Representive Julia Howard
Subject: Lewisville Great Wagon Road

I was dismayed and very disappointed that the NCDOT dropped Lewisville's Great Wagon Road project from their recent draft list of 10-year transportation projects. This project has been in Lewisville's land use and development plans since early in its incorporation. The town has already spent considerable time, energy, political capital and financial expenditures and commitments on this road. Portions of the road have already been built and additional right of way purchased by
the town. Completion of the road will alleviate increased traffic congestion and provide opportunity for future residential and retail development. The Great Wagon Road project has been and is supported by Lewisville residents, governing boards as well as the local TAC and State Legislative Delegates.
Your help in reconsidering and returning the Lewisville Great Wagon Road project to the 10-year NCDOT Transportation Project List will be greatly appreciated. I will thank you in advance for your efforts.
Dan Pugh
(Former Lewisville Mayor)

From: Amy Easter [mailto:amygeaster@gmail.com]
Sent: Friday, March 31, 2017 3:07 PM
To: Fredrick Haith
Subject: STIP comment EB-5812 and EB-5722
Mr. Fredrick Haith,
I would like to submit the following comments in regards to two projects listed on the draft State Transportation Improvement Program (STIP).
Project EB-5722 is a critical project to ensure mobility and safety for walkers who frequent this area. It is heavily used by pedestrians and is currently unsafe. This project would be a major improvement and lead to increased safety and possible positive economic impact to businesses located along the project area.
Project EB-5812 has been on many citizen's wish list for a long time. The westward expansion of the Salem Creek Greenway would be a major enhancement to the greenway system in Winston-Salem connecting the widely used Salem Creek Greenway to Forsyth Technical Community College, local businesses and many major neighborhoods nearby. This expansion would allow bicyclists to use it for recreation and active transport as well as many runners, walkers and others who would enjoy it. A major benefactor would be the numerous pedestrians who I see walking on the side of Silas Creek Parkway to get to their destination. This is extremely dangerous and uncomfortable for the pedestrians but they do it because it is the easier way to get where they need to go. The greenway expansion would give these pedestrians and all other users a safe, scenic, and convenient path to use for utility and leisure.
I am in full support of projects EB-5722 and EB-5812 and their inclusion within STIP. I would like to see both of these projects funded and installed for the benefit of our citizens. I know I would use them both personally!
Thank You!
Amy Easter
3407 Luther Street
Winston-Salem, NC 27127
I'm writing to you about a notice I saw in the Journal about State Transportation Projects.

1) In the Rural Rich area, there is a project of rebuilding a new bridge at US 63 Cross US 58. This is part of the Beltway. I have been to several meetings where the District Engineer (Petley) was giving out information as to when they could be done. He keeps giving us different dates on the starting project. Can you tell me when the contracts will be let out, and when maybe see something started in the future?

2) I read in the Journal when there may be a delay in the start of the second section of the Eastern Beltway (US 58 to US 211) because they have not purchased the right away property yet. They say they have property in the St. Augustine Area and Old Bottom has been purchased. Seems that the property in the most violent should have been purchased first. Seems to me and others a bad decision.

Purchase what you need most not what is to be least this later.

Jim Ward
6901 Pines Drive
Rural Hall, NC 27045

336-969-9320

March 2, 2017
Dear Mr. Fredrick Haith,

As a Clemmons resident and taxpayer, these are my comments to the Winston Salem Urban Area DOT with respect to the median that is being proposed for the Lewisville/Clemmons Road between I-40 and US 158 in Clemmons, North Carolina.

Since the mid 1990’s, the residents of Clemmons that attended public forums not only supported the NCDOT’s construction of a median on the Lewisville/Clemmons Road, but they also supported the closing of many of the curb cuts on that road that would improve traffic flow and safety.

Back in the 1990’s the business community refused to allow the abundance of curb cuts on the Lewisville Clemmons Road to be closed to improve traffic flow and safety and unfortunately they are still in favor of keeping the curb cuts and have no safety median.

The North South Lewisville Clemmons Road between I-40 and US 158 is 7/8th of a mile and has a combined 6 intersections with named roads but it also has 62 curb cuts.

North to South there are 40 curb cuts and South to North 28, many of which are opposite each other making the center turn lane a potential head on crash because the drivers going in either direction have no idea who has the right of way.

Unfortunately, when Clemmons newly elected Mayor Nick Nelson became the Clemmons Transportation Advisory Committee representative, which he isn’t now, he took it upon himself to have the resident’s priority of improved traffic flow and safety on the Lewisville Clemmons, changed to the Idols Road Extension for an Industrial Park being the priority without any public input.

Last year’s Clemmons Public Hearing for the median on the Lewisville/Clemmons Road became a travesty when Mayor Nelson, instead of following the mandated 3 minute presentations by the proponents and opponents, allowed anyone, whether they’d signed up or not to speak.

As Professional Engineers the NCDOT’s priority has to always be safety but with many elected officials making continued uncontrolled growth their priority even though there’s no funding for the land use and transportation planning infrastructure, we can only hope that the NCDOT and the municipal planning staff get the support they need from the many taxpayers that are being ignore by the elected officials, who only seem to listen to the business community and anyone that agree with them,

Thanks,

[Signature]

Mr. C. Robin Dean.
Dear Mr. Haith,

Please support projects EB-58114 and EB-57212 in STIP. I walk and ride both areas and definitely support these improvements.

Many Thanks!
Carobeth Bennett
2214 Elizabeth Ave
Winston-Salem NC 27103
<table>
<thead>
<tr>
<th>SPOT ID</th>
<th>Mode</th>
<th>TIP</th>
<th>Project Category</th>
<th>Route / Facility Name</th>
<th>From / Cross Street</th>
<th>To / Cross Street</th>
<th>Description</th>
<th>Specific Improvement Type</th>
<th>Cost To NCDOT</th>
<th>Statewide Mobility Total Score (Out of 100)</th>
<th>Regional Impact Total Score (Out of 100)</th>
<th>Division Needs Total Score (Out of 100)</th>
<th>Programmed Amount (2018-2027)</th>
<th>Draft Right-of-Way Date</th>
<th>Draft Construction Date</th>
<th>Funded Status</th>
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<td>Aviation</td>
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<td>BikePed</td>
<td>EB-5840</td>
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<td>Business 40 Multi Use Path</td>
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<td>Highway</td>
<td>R-2247B</td>
<td>Statewide Mobility</td>
<td>New Route - Winston-Salem Northern Railway</td>
<td>South of I-40</td>
<td>South of US 421</td>
<td>Construct Freeway on New Location.</td>
<td>5 - Contract Roadway on New Location</td>
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<td>FY 2027</td>
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<td>North of US 421</td>
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<td>North of US 421</td>
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<td>New Route - Winston-Salem Northern Railway</td>
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<td>R-2247EA</td>
<td>Statewide Mobility</td>
<td>New Route - Winston-Salem Northern Railway</td>
<td>NC 67</td>
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<td>Division Needs</td>
<td>SR 1672 (Illinois Mills Road)</td>
<td>Museara Drive</td>
<td>SR 4900 (University Parkway)</td>
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<td>1 - Widet Existing</td>
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<td>SPOT ID</td>
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<td>Statewide Mobility Total / Quantitative Score (Out of 100)</td>
<td>Regional Impact Total Score (Out of 100)</td>
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<td>Programmed Amount (2018-2027)</td>
<td>Draft Right-of-Way Date</td>
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<td>H090170</td>
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<td>U-2826</td>
<td>Statewide Mobility</td>
<td>US 52</td>
<td>South of Clemmonsville Road</td>
<td>Winston-Salem Northern Beltway</td>
<td>Add Additional Lanes.</td>
<td>1 - Widen Existing Approach Road</td>
<td>$ 913,367,000</td>
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<td>After FY 2027</td>
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<td>U-5760</td>
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<td>New Route - Kernersville Southern Loop Road</td>
<td>South of I-40 Business</td>
<td>West Mountain Street</td>
<td>Kernersville Southern Loop Road (Phase 1) - Widen Big Mill Farm and Hepkins Roads to Multi Lanes with sidewalk and bike lanes from south of Business 4-80 to West Mountain Street and Construct an interchange at Business I-40.</td>
<td>6 - Widen Existing Roadway and Constructed From New Location</td>
<td>$ 26,644,000</td>
<td>N/A</td>
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<td>$ 26,644,000</td>
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<td>FY 2022</td>
<td>Kernersville Southern Loop Road (Phase I) - Widen Big Mill Farm and Hepkins Roads to Multi Lanes with sidewalk and bike lanes from south of Business 4-80 to West Mountain Street and Construct an interchange at Business I-40.</td>
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<td>Hickory Tree Road</td>
<td>US 52</td>
<td>NC 150</td>
<td>Hickory Tree Road - Widen to Multi-Lane Road (3-0 Multi Lanes) from US 52 to NC 150.</td>
<td>1 - Widen Existing Roadway</td>
<td>$ 27,122,000</td>
<td>N/A</td>
<td>N/A</td>
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<td>$ 27,122,000</td>
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<td>FY 2023</td>
<td>Hickory Tree Road - Widen to Multi-Lane Road (3-0 Multi Lanes) from US 52 to NC 150.</td>
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<td>H111223</td>
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<td>U-6003</td>
<td>Division Needs</td>
<td>New Route</td>
<td>North Main Street (NC 150)</td>
<td>Piney Grove Road (SR 1969)</td>
<td>N. Main St/Piney Grove Rd. Connects New 2 Lane Divided With Bike Acc 2 Sidewalk</td>
<td>5 - Construct Roadway on New Location</td>
<td>$ 13,996,000</td>
<td>N/A</td>
<td>N/A</td>
<td>80.79</td>
<td>$ 13,996,000</td>
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<td>FY 2022</td>
<td>N. Main St/Piney Grove Rd. Connects New 2 Lane Divided With Bike Acc 2 Sidewalk</td>
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<td>Highway</td>
<td>U-6004</td>
<td>Division Needs</td>
<td>SR 1105 (Leesville-Clemmons Road)</td>
<td>I-40</td>
<td>US 158</td>
<td>I-40 to US 158. Connect to Four Lane Median Section.</td>
<td>11 - Access Management</td>
<td>$ 21,232,000</td>
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<td>FY 2025</td>
<td>SR 1105 (Leesville-Clemmons Road) I-40 to US 158. Connect to Four Lane Median Section.</td>
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<td>U-6005</td>
<td>Regional Impact</td>
<td>NC 65 (Rothschild Road)</td>
<td>US 52</td>
<td>SR 3803 (Northridge Park Dr)</td>
<td>Widen to MultiLane.</td>
<td>1 - Widen Existing Roadway</td>
<td>$ 20,278,000</td>
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<td>N/A</td>
<td>78.82</td>
<td>$ 20,278,000</td>
<td>FY 2022</td>
<td>FY 2024</td>
<td>NC 65 (Rothschild Road) Widen to MultiLane.</td>
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</table>
North Carolina Department of Transportation
Draft STIP
FY 2017 - 2027

January 2017
### HIGHWAY PROGRAM

#### COUNTY / ROUTE/CITY / ID NUMBER

<table>
<thead>
<tr>
<th>COUNTY</th>
<th>ROUTE/CITY</th>
<th>ID NUMBER</th>
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</thead>
<tbody>
<tr>
<td>WAKE</td>
<td>NC 00</td>
<td>R-0000</td>
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</table>

#### LOCATION / DESCRIPTION

- I-40 TO NC 96 EAST OF HOMETOWN. WIDEN TO A FOUR-LANE FACILITY WITH A BYPASS OF HOMETOWN ON NEW LOCATION.

#### FUNDING SOURCE (2)

Funding Key for an explanation of funding categories used for each project phase.

#### FUNDING CATEGORY (1)

Identifies the STI Funding Category for the project and any project breaks.

#### FUNDING KEY FOR HIGHWAY FUNDING SOURCES

<table>
<thead>
<tr>
<th>DIV</th>
<th>EX</th>
<th>HP</th>
<th>REG</th>
<th>SW</th>
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#### WORK TYPE (ACTIVITY)

- Preliminary Engineering, Right of Way, Utility, Mitigation and Construction cost estimates by funding category in current dollars. Cost may include one or more funding types. Multi-year funding of a project segment indicates (Cash-Flow Funding) with proposed work type or activity beginning in the initial scheduled year. (Estimates are in thousand of dollars.)

| A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z |

#### UNFUNDED FUTURE COMMITMENTS

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<tr>
<th>FY 2017</th>
<th>FY 2018</th>
<th>FY 2019</th>
<th>FY 2020</th>
<th>FY 2021</th>
<th>FY 2022</th>
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#### UNFUNDED

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<tr>
<th>TOTAL PROJECT COST (THOU)</th>
<th>PRIOR YEARS COST (THOU)</th>
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<td>63,450</td>
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</table>

#### PROJECT BREAKS

- One or two letter designation for project break.

#### WORK TYPE (ACTIVITY)

- Preliminary Engineering, Right of Way, Utility, Mitigation and Construction cost estimates by funding category in current dollars. Cost may include one or more funding types. Multi-year funding of a project segment indicates (Cash-Flow Funding) with proposed work type or activity beginning in the initial scheduled year. (Estimates are in thousand of dollars.)
### NON HIGHWAY PROGRAM

#### TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

<table>
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<tr>
<th>COUNTY</th>
<th>ROUTE / CITY / TRANSIT PARTNER NUMBER</th>
<th>LOCAL / DESCRIPTION</th>
<th>TOTAL COST (THOU)</th>
<th>PRIOR YEARS COST (THOU)</th>
<th>FUNDING SOURCES</th>
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<tr>
<td>DURHAM</td>
<td>TA-4738 DURHAM AREA DIV</td>
<td>PASSENGER AMENITIES - BUS STOP SHELTERS, BENCHES, SHOP EQUIPMENT SPARE PARTS, ENGINES, SERVICE VEHICLES, ETC.</td>
<td>4000</td>
<td>-</td>
<td>STATE TRANSPORTATION IMPROVEMENT PROGRAM</td>
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<td>PROJECT BREAKS</td>
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<td>UNFUNDED COMMITMENTS</td>
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</tbody>
</table>

#### FUNDING SOURCE (2)

For an explanation of funding categories used for each project phase.

**FUNDING CATEGORY (3)** Identifies the "STI" Funding Category for the project and any project breaks.

**PROJECT BREAKS**

One or two letter designation for project break.

**WORK TYPE (ACTIVITY)**

Phases of implementation:
- Preliminary Engineering, Right of Way, Utility, Mitigation, Utilities or Construction.
- For other work types or activities see Work Type (Activity) box below.

**ESTIMATED COST**

Preliminary Engineering, Right of Way, Utility, Mitigation and Construction cost estimates by funding category in current dollars. Cost may include one or more funding types. Multi-year funding of a project segment indicates (Cash-Flow Funding) with proposed work type or activity beginning in the initial scheduled year. (Estimates are in thousand of dollars.)
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<th>ROUTE/CITY</th>
<th>ID NUMBER</th>
<th>LOCATION / DESCRIPTION</th>
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COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE.
### HIGHWAY PROGRAM

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<td>REPLACE BRIDGE 280164 AND BRIDGE 280168 OVER NORFOLK SOUTHERN RAILROAD.</td>
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<td>DAVIESSON</td>
<td>NC 8</td>
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<td>REPLACE BRIDGE 280027 OVER US 20 / US 64 / US 70 / US 85 BUSINESS IN LEXINGTON.</td>
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<td>SR 1485</td>
<td>B-5165</td>
<td>REPLACE BRIDGE 280085 OVER MUDGY CREEK.</td>
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<td>2210</td>
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<td>DAVIESSON</td>
<td>SR 1711 (QUARTREE ROAD)</td>
<td>B-5765</td>
<td>REPLACE BRIDGE 280115 OVER WINSTON-SALEM SOUTHBOUND RAILWAY.</td>
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<td>SR 8120 (CLODFIELD ROAD)</td>
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<td>REPLACE BRIDGE 280100 OVER ABBOTT CREEK.</td>
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<td>DAVIESSON</td>
<td>SR 8120 (CLODFIELD ROAD)</td>
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<td>REPLACE BRIDGE 280099 OVER BUSHY FORK CREEK.</td>
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<td>DAVIDSON</td>
<td>SR 246</td>
<td>B-5773</td>
<td>SOUTH MAIN STREET</td>
<td>2075</td>
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**BRIDGE PROJECTS**

**DAVIDSON**

- ID: B-5773
- Description: Replace bridge 265203 over Winston-Salem Southbound Railway in Lexington.
- Length: 2075
- Funded:
  - PRIOR YEARS: 0
  - FY 2017: 0

**Mitigation Projects**

**DAVIDSON**

- ID: EE-069
- Description: Ecosystem Enhancement Program for Division 9 project mitigation.
- Length: 1751
- Funded:
  - PRIOR YEARS: 0
  - FY 2017: 0

**Highway Safety Projects**

**DAVIDSON**

- ID: W-5115
- Description: SR 133 (Lelia Street) and SR 115 (Mount St. Peter Church Road).
- Length: 1551
- Funded:
  - PRIOR YEARS: 0
  - FY 2017: 0

**W-5709**

- Description: Division 9 Rumble Strips, Guardrail, Safety and Lighting Improvements at selected locations.
- Length: 5068
- Funded:
  - PRIOR YEARS: 0
  - FY 2017: 0

**W-5209**

- Description: Division 9 Bridge Replacement Projects at selected locations.
- Length: 20925
- Funded:
  - PRIOR YEARS: 0
  - FY 2017: 0
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<th>ROUTE</th>
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<th>ID NUMBER</th>
<th>LOCATION / DESCRIPTION</th>
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<th>COST TOTAL</th>
<th>PROJ COST</th>
<th>LENGTH</th>
<th>TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS</th>
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<td>DAVIDSON</td>
<td>SR 246</td>
<td>(SOUTH MAIN STREET)</td>
<td>C-5216</td>
<td>EXTEND SIDEWALKS ON SOUTH MAIN STREET AND PROVIDE WIDE SHOULDERS ON ANNA LEVIS DRIVE AND EMERGENCY DRIVE TO PROVIDE BIKE PATH AND ACCESS TO LEXINGTON MEMORIAL HOSPITAL IN LEXINGTON.</td>
<td>735</td>
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<td>PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY CITY OF LEXINGTON</td>
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<td>DAVIDSON</td>
<td>VARIOUS</td>
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<td>C-4610</td>
<td>PIEDMONT AUTHORITY FOR REGIONAL TRANSPORTATION (PART) IMPLEMENT A REGIONAL AIR QUALITY AWARENESS PROGRAM.</td>
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<td>TRANSIT OPERATIONS SUPPORT FOR CITY OF LEXINGTON CIRCULATOR ROUTE AND THOMASVILLE / LEXINGTON CONNECTOR ROUTE.</td>
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<td>PROJECTS TO IMPROVE CONGESTION AND AIR QUALITY IN THE WASTON-SALEM URBAN AREA MPO.</td>
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<td>FEDERAL ROOSE INFRASTRUCTURE AND MARKETING SUPPORT. BUS SHELTERS, SIGNAGE AND MARKETING SUPPORT FOR NEW FIXED TRANSIT SERVICE IN THOMASVILLE.</td>
<td>100</td>
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<td>DAVIDSON</td>
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<td>C-5276</td>
<td>BIKES AND PEDESTRIAN IMPROVEMENTS IN VICINITY OF SCHOOL. SIDEWALKS AND MEDIAN ROADS. PROVIDE WIDE SHOULDERS AND CONSTRUCT SIDEWALKS ON CORNELIA STREET AND HILLSIDE DRIVE IN LEXINGTON.</td>
<td>266</td>
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<td>CITYWIDE</td>
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<td>C-5298</td>
<td>CITY OF LEXINGTON HEAVY DUTY HYBRID REFUSE TRUCK. REPLACE EXISTING TRUCK WITH HYBRID TRUCK.</td>
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**HIGHWAY PROGRAM**

**TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS**

**STATE TRANSPORTATION IMPROVEMENT PROGRAM**

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**DEVELOPMENTAL PROGRAM**

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**UNFUNDED**

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**FUTURE YEARS**

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**COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE**

Monday, December 19, 2016
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**HIGHWAY PROGRAM**

**COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE**

Monday, December 19, 2016
### Bridge Projects

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<th>Total Proj Cost (Thou)</th>
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<th>State Transportation Improvement Program</th>
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<td>REPLACE BRIDGE 20083 OVER CEDAR CREEK</td>
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### Congestion Mitigation Projects

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<td>PROJECTS TO IMPROVE CONGESTION AND AIR QUALITY IN THE NORTHWEST PIEDMONT RPC</td>
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### Interstate Projects

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<td>1-5614</td>
<td>0.4 MILE EAST OF SR 115 (OLD SALEM ROAD) IN FORSYTH COUNTY TO 0.3 MILE WEST OF SR 185 (MACY GROVE ROAD) IN GUILFORD COUNTY</td>
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<td>1-5677</td>
<td>0.3 MILE EAST OF SR 115 (HANES MALL BOULEVARD) TO 0.6 MILE EAST OF SR 185 (HIGH POINT ROAD) IN WINSTON-SALEM; PAVERMENT REHABILITATION</td>
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<td>NC 109 (THOMASVILLE ROAD) / CLEMSONVILLE ROAD SPLIT DIAMOND INTERCHANGE IN WINSTON-SALEM; CONVERT HALF DIAMOND INTERCHANGE AT NC 109 TO FULL DIAMOND, AND REMOVE CONNECTOR ROADS AND HALF DIAMOND INTERCHANGE AT CLEMSONVILLE ROAD</td>
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<td>1.3 MILES EAST OF NC 150 (PETERS CREEK PARKWAY) TO NC 109 (THOMASVILLE ROAD) IN WINSTON-SALEM; PAVERMENT REHABILITATION</td>
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<td>1.6 MILE EAST OF SR 185 (HIGH POINT ROAD) TO 0.6 MILE EAST OF SR 222 (OLD SALISBURY ROAD) IN WINSTON-SALEM AND KERNERSVILLE; PAVERMENT REHABILITATION</td>
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<td>SR 115 (CHAPPY ROAD) IN CLEMSON TO EAST OF US 601 BUSINESS 60 IN WINSTON-SALEM; PAVERMENT REHABILITATION</td>
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<td>I-85</td>
<td>1-85 IN FORSYTH COUNTY TO EAST OF SR 1998 (OLD PLANK ROAD) IN GUILFORD COUNTY</td>
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<td>COST (THOU)</td>
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<td>PROJECT BREAKS</td>
<td>FUNDS</td>
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<td>MULTILANES NORTH OF US 421 I-40</td>
<td>BUSINESS IN WINSTON-SALEM TO US 220 I-40</td>
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<td>WESTERN SECTION, I-40 TO US 12, FOUR LANE EXPRESSWAY ON NEW LOCATION</td>
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<td>WINSTON-SALEM NORTHERN BELTWAY, WESTERN SECTION, SOUTH OF I-40 TO SOUTH OF US 421 INTERCHANGE</td>
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<td>WINSTON-SALEM NORTHERN BELTWAY, WESTERN SECTION, NC 67 TO SOUTH OF US 52</td>
<td>WINSTON-SALEM NORTHERN BELTWAY, WESTERN SECTION, INTELLIGENT TRANSPORTATION SYSTEMS DEPLOYMENT FOR SEGMENTS BA, BB, CA, CB, D, EA AND EB</td>
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<td>US 52</td>
<td>U3260</td>
<td>SOUTH OF SR 247 (CLERMONTVILLE ROAD) TO FUTURE L/I WINSTON-SALEM NORTHERN BELTWAY, ADD LANES.</td>
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<td>FORSYTH</td>
<td>US 158</td>
<td>U0327</td>
<td>149 TO WEST OF US 158 IN WINSTON-SALEM: PAVEMENT REHABILITATION, REPLACE BRIDGES 330172, 330171, 330220, 330220, 330220, 330228, 330221, 330230, 330305, 330312, 330313, 330326, AND VARIOUS SAFETY IMPROVEMENTS.</td>
<td>6</td>
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<td>US 52 TO SR 3363 (NORTH RIDGE DRIVE) IN RURAL HALL, WIDEN TO MULTI-LANES.</td>
<td>1.2</td>
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<td>FORSYTH</td>
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<td>U0324</td>
<td>HARLEY DRIVE TO US 158 IN WALKERTOWN, WIDEN TO MULTI-LANES.</td>
<td>1.6</td>
<td>17508</td>
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<td>FORSYTH</td>
<td>SR 1103</td>
<td>U6004</td>
<td>149 TO US 158 IN CLERMONT: CONVERT ROADWAY TO 4-LANE MEDIAN DIVIDED FACILITY.</td>
<td>1.4</td>
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<td>FORSYTH</td>
<td>SR 1103</td>
<td>U6017</td>
<td>IMPROVE ROUNDABOUTS WEST &amp; EAST OF BRIDGES OVER US 421, WIDEN TO MULTI-LANES FROM ROUNDABOUT EAST OF BRIDGES, TO WEST OF ROUNDABOUT AT SR 195 (SHALLOWFORD ROAD) WITH SIDEWALKS ON BOTH SIDES, TOWN OF LEXINGTON</td>
<td>0.33</td>
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<td>FORSYTH</td>
<td>SR 1602</td>
<td>U2720</td>
<td>MUSEUMDRIVE TO SR 459 (UNIVERSITY PARKWAY) IN WINSTON-SALEM, WIDEN TO MULTI-LANES.</td>
<td>0.5</td>
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<td>FORSYTH</td>
<td>SR 2643</td>
<td>U4909</td>
<td>SR 2691 (WALLBURG ROAD) TO SR 2632 (HARRIS GARDEN ROAD) IN WINSTON-SALEM AND KERNERSVILLE, WIDEN TO MULTI-LANES.</td>
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### HIGHWAY PROGRAM

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<td>Forsyth</td>
<td>U2707</td>
<td>DIV</td>
<td>SR 2869 (HAMPTON ROADS TO US 158 IN CLARKSVILLE, CONSTRUCT TWIN Lane SHOULDER SECTION ON NEW LOCATION AND REPLACE BRIDGE 32816 OVER NORFOLK SOUTHERN RAILROAD.</td>
<td>2.3</td>
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<td>Forsyth</td>
<td>U5663</td>
<td>DIV</td>
<td>SR 3000 (NEW GLENEAGLES DRIVE TO AE 100 (NORTH MAIN STREET) IN KERNERSVILLE, CONSTRUCT TWIN Lane DIVIDED FACILITY WITH CYCLE / PEDESTRIAN ACCOMMODATIONS.</td>
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<td>13086</td>
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<td>Forsyth</td>
<td>U699</td>
<td>DIV</td>
<td>FORUM PARKWAY CONNECTOR, SR 3005 (FORUM PARKWAY) TO NC 150 (NORTH MAIN STREET) IN KERNERSVILLE. CONSTRUCT TWIN Lane DIVIDED FACILITY.</td>
<td>0.6</td>
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<td>Forsyth</td>
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<td>DIV</td>
<td>PROPOSED GREAT WAGON ROAD FROM SMALLFORD ROAD (SR 1001) TO LEWISVILLE-WAVIN ROAD (SR 1309) IN LEWISVILLE. MULTILANE FACILITY ON NEW LOCATION WITH CYCLE AND PEDESTRIAN ACCOMMODATIONS.</td>
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<td>Forsyth</td>
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<td>SALEM CREEK CONNECTOR, SR 423 (ARMS DRIVE) TO SR 423 (MARTIN LUTHER KING, JR. DRIVE) IN WINSTON-SALEM. MULTILANE FACILITY ON NEW LOCATION.</td>
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<td>Forsyth</td>
<td>U4734</td>
<td>DIV</td>
<td>MACE CREEK ROAD EXTENSION, SR 1005 (EAST MOUNTAIN STREET) TO I-40 (NORTH MAIN STREET) IN KERNERSVILLE. FOUR-LANE DIVIDED FACILITY ON NEW LOCATION.</td>
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<td>Forsyth</td>
<td>U468</td>
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<td>US 52 / US 421 / I-40 BUSINESS VICTORY AT WAKE FOREST INNOVATION QUARTER (FORMERLY RENOWNED TRAIL RESEARCH PARK IN WINSTON-SALEM. TRANSPORTATION IMPROVEMENTS.</td>
<td>1.5</td>
<td>1840</td>
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**Note:** Cost and schedules are preliminary and subject to significant change as more information becomes available.

**Monday, December 19, 2016**
## Developmental Program

**WINSTON-SALEM NORTHERN BELTWAY, EASTERN SECTION, BRIDGE NO. 366 OVER US 421 / NC 150 / BUSINESS 40 -  PROJECT COMPLETE**

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<th>Name</th>
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<th>FY 2018</th>
<th>FY 2019</th>
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<th>FY 2021</th>
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<th>FY 2025</th>
<th>FY 2026</th>
<th>FY 2027</th>
<th>UNFUNDED</th>
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<tbody>
<tr>
<td>Winston-Salem Northern Beltway, Eastern Section, Bridge No. 366 Over US 421 / NC 150 / Business 40 - Project Complete</td>
<td>Winston-Salem Northern Beltway, Eastern Section, Bridge No. 366 Over US 421 / NC 150 / Business 40 - Project Complete</td>
<td>$3432</td>
<td>11184</td>
<td>2059</td>
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## Highway Program

**STATE TRANSPORTATION IMPROVEMENT PROGRAM**

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<th>PROJECT ID</th>
<th>COUNTY</th>
<th>ROUTE/CITY</th>
<th>LOCATION / DESCRIPTION</th>
<th>TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS</th>
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<tr>
<td>U2579*</td>
<td>Forsyth</td>
<td>Future L-24</td>
<td>Winston-Salem Northern Beltway, Eastern Section, I-74 / US 311 To US 52, Multilane Freeway On New Location</td>
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**UNFUNDED STATE TRANSPORTATION IMPROVEMENT PROGRAM**

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<tr>
<th>Route/City</th>
<th>Location / Description</th>
<th>Cost (Thou)</th>
<th>Project Breaks</th>
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<tr>
<td>U2579*</td>
<td>Winston-Salem Northern Beltway, Eastern Section, I-74 / US 311 To US 52, Multilane Freeway On New Location</td>
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**HIGHWAY PROGRAM**

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<td>U2579*</td>
<td>Winston-Salem Northern Beltway, Eastern Section, I-74 / US 311 To US 52, Multilane Freeway On New Location</td>
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**DIVISION 9**

**DIV - Division Category**

**EX - Exempt Category**

**HF - State Dollars (Non STI)**

**REG - Regional Category**

**SW - Statewide Category**

**TRN - Transition Project**

**Monday, December 19, 2016**

**COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE**
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<tr>
<th>COUNTY</th>
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<tr>
<td>Forsyth</td>
<td>NC 47 (Westbound)</td>
<td>B-5993</td>
<td>REPLACE BRIDGE 330007 OVER SALEM CREEK IN WINSTON-SALEM.</td>
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<td>Forsyth</td>
<td>SR 1081</td>
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<td>REPLACE BRIDGE 332275 OVER NC 47 IN WINSTON-SALEM.</td>
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<td>REPLACE BRIDGE 332316 OVER MUDDEY CREEK IN BETHANIA.</td>
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<td>Sr 256</td>
<td>B-4746</td>
<td>REPLACE BRIDGE 332299 OVER NORFOLK SOUTHERN RAILROAD IN WINSTON-SALEM.</td>
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<td>Forsyth</td>
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<td>B-4601</td>
<td>REPLACE BRIDGE 332213 OVER SALEM CREEK IN WINSTON-SALEM.</td>
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<td>B-5040</td>
<td>REPLACE BRIDGE 332211 OVER NORFOLK SOUTHERN RAILROAD IN WINSTON-SALEM.</td>
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<td>Forsyth</td>
<td>Glade Street</td>
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<td>REPLACE BRIDGE 330387 OVER PETERS CREEK IN WINSTON-SALEM.</td>
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<td>Forsyth</td>
<td>Reynolds Park Road</td>
<td>B-5044</td>
<td>REPLACE BRIDGE 330066 OVER SALEM CREEK AND BRIDGE 330066 OVER BRUSHY FORD CREEK IN WINSTON-SALEM.</td>
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Monday, December 19, 2016
| COUNTY     | ROUTE/CITY       | ID    | LOCATION / DESCRIPTION                        | LENGTH | PRIOR YEARS | PROJECT COST (THOU) | FUNDS | FY 2017 | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | UNFUNDED |
|------------|------------------|-------|-----------------------------------------------|--------|-------------|---------------------|-------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| FORSYTH    | ROBINHOOD ROAD   | B-5775| REPLACE BRIDGE 355725 OVER NC 87 IN WINSTON-SALEM | 4650   | PRI          | 475                 | HFB   |         |         |         |         |         |         |         |         |         |         |         |
| FORSYTH    | SALISBURY RIDGE  | B-5770| REPLACE BRIDGE 355243 OVER NC 150 IN WINSTON-SALEM | 4683   | STP DIV      | 215                 |        |         |         |         |         |         |         |         |         |         |         |
| FORSYTH    | WEST FIRST STREET| B-5027| PLANNING / DESIGN IN PROGRESS                  | 1374   | STP DIV      | 95                  |        |         |         |         |         |         |         |         |         |         |         |
|            |                  |       |                                               |        |              |                     |       |         |         |         |         |         |         |         |         |         |         |
| FORSYTH    | SR 1173 (WILLIAMS ROAD) | SF-4809| EAST OF SR 585 (CRESTVIEW ROAD) AND WEST OF SR 1175 (HAUSER ROAD), INSTALL CHANNEL AT TWO CULVERTS | 29     |              | 29                 |       |         |         |         |         |         |         |         |
| FORSYTH    | SR 2882 (GUMMELL ROAD) | W-4034| SR 2882 (GUMMELL ROAD) AND SR 4200 (RED ROAD), IMPROVE INTERSECTIONS | 2050   |              | 2050               |       |         |         |         |         |         |         |         |
| FORSYTH    | SR 4135 (SOUTH MAIN STREET), SR 2848 (WALTON ROAD) | W-4050| SR 4135 (SOUTH MAIN STREET), BUSINESS 40 (US 421) TO NORTH OF SR 4275 (SOUTH CHERRY STREET), AND SR 2848 (WALTON ROAD), WEST OF SOUTH CHERRY STREET TO SOUTH MAIN STREET IN KERNERSVILLE, SAFETY IMPROVEMENTS, INCLUDING PADED MEDIAN, TURN LAKES, ADDITIONAL LANE, Roundabout, and Intersection Relocation | 6.7    |              | 7034               |       |         |         |         |         |         |         |         |
| FORSYTH    | VARIOUS (various routes) | C-4024| UPGRADE CITY OF WINSTON-SALEM SIGNAL SYSTEM | 17651  |              | 17651              |       |         |         |         |         |         |         |         |
| ROWAN      | I-85 (US 501)    | I-5824| SR 150 (DUDLEY HOPE CHURCH ROAD) TO 1.3 MILES NORTH OF SR 2520 (PEACH ORCHARD ROAD), PAVEMENT REHABILITATION | 4.3    |              | 4027               |       |         |         |         |         |         |         |         |
| ROWAN      | I-85 (US 501)    | I-5841| US 501 TO 0.5 MILE SOUTH OF US 52 IN SALISBURY, PAVEMENT REHABILITATION | 1      |              | 2550               |       |         |         |         |         |         |         |         |
| ROWAN      | I-85 (US 501)    | I-5859| 0.5 MILE SOUTH OF US 52 IN SALISBURY TO SR 2132 (LONG CREEK ROAD) IN SPENCER, PAVEMENT REHABILITATION | 4.9    |              | 9856               |       |         |         |         |         |         |         |         |
### HIGHWAY PROGRAM

#### DIVISION 9

<table>
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<tr>
<th>COUNTY</th>
<th>ROUTE/CITY</th>
<th>ID</th>
<th>LOCATION / DESCRIPTION</th>
<th>LENGTH</th>
<th>TOTAL PRIOR YEARS</th>
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<th>PRIOR YEARS</th>
<th>COST (THOU)</th>
<th>FUNDS</th>
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<tr>
<td>ROWAN</td>
<td>I-85</td>
<td>1-555</td>
<td>1.3 MILES NORTH OF SR 2039 (PEACH ORCHARD RD) TO US 831 IN SALISBURY. PAVEMENT REHABILITATION.</td>
<td>1</td>
<td>125</td>
<td>75</td>
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<tr>
<td>ROWAN</td>
<td>I-85</td>
<td>1-555</td>
<td>US 52 (LANE STREET) AND US 851 (LANE ALDRED SOQUELAINS) INTERCHANGES, STABILIZE SLOPES, REPLACE EMERGENCY LANE / SHOULDER, AND REALIGN JOINTS.</td>
<td>350</td>
<td>350</td>
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<td>ROWAN</td>
<td>I-85</td>
<td>1-4710</td>
<td>CABARRUS COUNTY LINE TO NC 152. REPAIR PAVEMENT AND OVERLAY.</td>
<td>5</td>
<td>7555</td>
<td>6500</td>
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<td>CABARRUS</td>
<td>I-85</td>
<td>1-3622</td>
<td>NC 73 IN CABARRUS COUNTY (EXIT 55) TO US 29 - US 831 CONNECTOR (EXIT 68) IN ROWAN COUNTY. WIDEN TO EIGHT LANES.</td>
<td>13.6</td>
<td>4516</td>
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<td>ROWAN</td>
<td>I-85</td>
<td>1-3644</td>
<td>SR 1221 (COLEBEARY FORD ROAD NEAR LANDS) CONVERT GRADE SEPARATION TO INTERCHANGE.</td>
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<td>ROWAN</td>
<td>NC 852</td>
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<td>WEST OF US 29 / US 831 TO EAST OF US 29 IN CHINA GROVE. REVIEW INTERCHANGES WITH US 29 / US 831 AND WITH I-85 AND IMPROVE CORRIDOR.</td>
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<td>URBAN PROJECTS</td>
<td>ROWAN NC 850</td>
<td>U-5600</td>
<td>SR 1204 (AIRPORT ROAD TO WEST OF GRANT'S CREEK IN SALISBURY. WIDEN TO MULTILANES.</td>
<td>5789</td>
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<td>ROWAN</td>
<td>SR 2039</td>
<td>U-5733</td>
<td>US 851 (LANE ALDRED SOQUELAINS) TO SR 1207 (SUMMIT PARK DRIVE) IN SAULSBURY. WIDEN TO MULTILANES.</td>
<td>1.3</td>
<td>1281</td>
<td>1000</td>
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<td>NEW ROUTE</td>
<td>U-5933</td>
<td>SR 1211 (HUBBALL ROAD EXTENSION. NORTH CHAPEL STREET TO SR 1221 (BOSTIAN ROAD IN LAKES) CONSTRUCT TWO-LANE CONNECTOR ON NEW LOCATION.</td>
<td>0.6</td>
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**STATE TRANSPORTATION IMPROVEMENT PROGRAM**

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<th>FY 2019</th>
<th>FY 2020</th>
<th>FY 2021</th>
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**DEVELOPMENTAL PROGRAM**

**TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS**

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<td>ROWAN</td>
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<td>U-5620</td>
<td>SR 2576 (BENNOX DRIVE) TO US 52 (EAST INNES STREET) AT WHITEVILLE ROAD IN SALISBURY. CONSTRUCT A NEW MULTILANE ROADWAY.</td>
<td>0.6</td>
<td>3285</td>
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<td>ROWAN</td>
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<td>U-5041</td>
<td>ACCESS ROAD OFF SR 2556 (HEILIS ROAD), CONSTRUCT ROADWAY TO SERVE NEW MANUFACTURING SITE NEAR SALISBURY</td>
<td>1.0</td>
<td>1425</td>
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<td>U-5001</td>
<td>AIRPORT ROADWAY, SR 1179 (HAWKINS ROAD) NEAR US 52 (EAST INNES STREET) AT NEWSOME ROAD IN SALISBURY. CONSTRUCT 2-LANE ROADWAY ON MULTILANE RIGHT OF WAY.</td>
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<td>ROWAN</td>
<td>US 25</td>
<td>B-5365</td>
<td>REPLACE BRIDGE TMD2 E/7038 AND BRIDGE TMD2 E/7039 OVER NORFOLK SOUTHERN RAILROAD AND NC 152 AT THE CREEK TMD2 E/7038 AND BRIDGE TMD2 E/7039</td>
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<td>REPLACE BRIDGE TMD2 E/7037 AND APPLY DECK PRESERVATION TREATMENT TO BRIDGE TMD2 E/7038 OVER YADKIN RIVER AND SALISBURY SOUTHBOUND RAILROAD</td>
<td>100</td>
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<td>REPLACE BRIDGE TMD2 E/7036 AND APPLY DECK PRESERVATION TREATMENT TO BRIDGE TMD2 E/7037 OVER YADKIN RIVER AND SALISBURY SOUTHBOUND RAILROAD.</td>
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<td>REPLACE BRIDGE TMD2 E/7037 OVER KEEP CREEK</td>
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<td>REPLACE BRIDGE TMD2 E/7036 AND APPLY DECK PRESERVATION TREATMENT TO BRIDGE TMD2 E/7037 OVER YADKIN RIVER AND SALISBURY SOUTHBOUND RAILROAD.</td>
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**HIGHWAY PROGRAM**

**TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS**

**STATE TRANSPORTATION IMPROVEMENT PROGRAM**

**DEVELOPMENTAL PROGRAM**

**SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE***

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<th>FUNDS</th>
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<td>ROWAN</td>
<td>SR 1348</td>
<td>B-521</td>
<td>REPLACE BRIDGE 790122 OVER UNNAMED CREEK.</td>
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<td>REPLACE BRIDGE 790085 OVER NORFOLK SOUTHERN RAILROAD.</td>
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<td>B-5265</td>
<td>REPLACE BRIDGE 790019 OVER SLOANS CREEK.</td>
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**ROCK ROWAN VARIOUS C-4911**

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**Notes:**
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**Date:** Monday, December 19, 2016
## NON HIGHWAY PROGRAM

### DIVISION 9

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#### AVIATION PROJECTS

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**AV-5749**

Install runway & runway/median-intensity approach lighting system with runway alignment indicator lights across I-85, including interchange lighting.

**AV-5831**

Upgrade and strengthen runway to accommodate larger private aircraft.

#### BICYCLE AND PEDESTRIAN PROJECTS

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**U-5539**

Planning / design / right of way / construction by others - in progress

Streetcape improvement projects in the Winston-Salem Urban Area Metropolitan Planning Organization (MPO) area.

**U-4741**

Planning / design / right of way / construction by others - in progress

Bicycle, pedestrian, and Transportation Alternatives Program (TAP)-eligible projects in the Winston-Salem Urban Area Metropolitan Planning Organization (MPO) area.

#### PUBLIC TRANSPORTATION PROJECTS

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**TA-9001**

Capital - purchase of service

HF - Funding for Davidson County transportation for service in the High Point Urban Area - through NCDOT.

**TA-6245**

Capital - purchase of service

HF - Funding for Davidson County transportation for service in the High Point Urban Area - through NCDOT.

**TK-6125**

Administration

HF - Funding for Davidson County transportation for service in the High Point Urban Area - through NCDOT.

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**Public Transportation Projects**

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**State Transportation Improvement Program**

**Developmental Program**

**Unfunded**

**Future Years**

**Monday, December 19, 2016**

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## NON HIGHWAY PROGRAM

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#### PUBLIC TRANSPORTATION PROJECTS

- **Davidson**
  - **Piedmont Authority**
  - **Port**
  - **Guilford**
  - **Randolph**

#### STATE TRANSPORTATION IMPROVEMENT PROGRAM

- **HF**

#### DEVELOPMENTAL PROGRAM

- **FY 2017**
- **FY 2019**
- **FY 2020**
- **FY 2021**
- **FY 2022**
- **FY 2023**
- **FY 2024**
- **FY 2025**
- **FY 2026**
- **FY 2027**

#### UNFUNDED FUTURE YEARS

- **FY 2017**
- **FY 2019**
- **FY 2020**
- **FY 2021**
- **FY 2022**
- **FY 2023**
- **FY 2024**
- **FY 2025**
- **FY 2026**
- **FY 2027**

### FREIGHT RAIL PROJECTS

- **Davidson**
  - **Norfolk Southern**
  - **P-072**
  - **REG**

#### C-19 REPAIRS

**Davidson**
- **NC Railroad**
  - **C-001**
  - **EX**

**Guilford**
- **Cedar Grove**
  - **P-440**
  - **TRN**

**Randolph**
- **Piedmont Authority**
  - **Port**
  - **Guilford**
  - **Randolph**

**Alamance**
- **Various**
  - **P-440**
  - **TRN**

**Cedar Grove**
- **Guilford**
  - **MEDFORD**
  - **ORANGE**
  - **ROCKY MOUNT**
  - **WAKE**

**Durham**
- **Guilford**
  - **MEDFORD**
  - **ORANGE**
  - **ROCKY MOUNT**
  - **WAKE**

**Forsyth**
- **Guilford**
  - **MEDFORD**
  - **ORANGE**
  - **ROCKY MOUNT**
  - **WAKE**

**Gaston**
- **Guilford**
  - **MEDFORD**
  - **ORANGE**
  - **ROCKY MOUNT**
  - **WAKE**

**Haywood**
- **Guilford**
  - **MEDFORD**
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  - **WAKE**

**Hoke**
- **Guilford**
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**Hertford**
- **Guilford**
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  - **WAKE**

**Hyde**
- **Guilford**
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  - **WAKE**

**Johnston**
- **Guilford**
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  - **ORANGE**
  - **ROCKY MOUNT**
  - **WAKE**

**Kernersville**
- **Guilford**
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  - **ORANGE**
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  - **WAKE**

**Lee**
- **Guilford**
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**Lincoln**
- **Guilford**
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  - **WAKE**

**Mecklenburg**
- **Guilford**
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**Mitchell**
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**Nash**
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**New Hanover**
- **Guilford**
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**Northampton**
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**Pender**
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**Perquimans**
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**Pitt**
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**Polk**
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**Randolph**
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**Rutherford**
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**Scotland**
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**Shawnee**
- **Guilford**
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**Smith**
- **Guilford**
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**Surry**
- **Guilford**
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**Swain**
- **Guilford**
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**Tenessee**
- **Guilford**
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**Taney**
- **Guilford**
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**Transylvania**
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**Union**
- **Guilford**
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**Vance**
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**Yancey**
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**Zoo**
- **Guilford**
  - **MEDFORD**
  - **ORANGE**
  - **ROCKY MOUNT**
  - **WAKE**

### COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

**Monday, December 19, 2016**
## NON HIGHWAY PROGRAM

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<th>COUNTY</th>
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### PASSENGER RAIL PROJECTS

- **ALAMANCE**
  - P-5719: Piedmont Service Expansion. Purchase 5 bi-level passenger cars. 18000

### PUBLIC TRANSPORTATION PROJECTS

- **COLUMBUS**
  - TQ-9203: Capital - Purchase of Service. 485

- **RALEIGH**
  - TA-6133: Capital. 2746

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**Monday, December 19, 2016**

**DIV - Division Category**

**EX - Exempt Category**

**HF - State Dollars (Non STI)**

**REG - Regional Category**

**SW - Statewide Category**

**TRN - Transition Project**

Cost and schedules are preliminary and subject to significant change as more information becomes available.
## NON HIGHWAY PROGRAM

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### PUBLIC TRANSPORTATION PROJECTS

#### YADKIN VALLEY ECONOMIC

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### COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE
### NON HIGHWAY PROGRAM

#### AVIATION PROJECTS

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<tr>
<td>Forsyth</td>
<td>Smith Reynolds Airport</td>
<td>AV-532</td>
<td>Construct new taxi lane</td>
<td>6200</td>
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<td>Forsyth</td>
<td>Smith Reynolds Airport</td>
<td>AV-573</td>
<td>Acquire land and clear terrain; constructions east of runway 15-33 to drain and grade material in place</td>
<td>2100</td>
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#### BICYCLE AND PEDESTRIAN PROJECTS

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<th>TOTAL COST (THOU)</th>
<th>FUTURE YEARS</th>
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<tbody>
<tr>
<td>Forsyth</td>
<td>US 52 / US 421 / NC 150 (Salem Parkway)</td>
<td>EB-540</td>
<td>Green street to the stripline in Winston-Salem; construct multiuse path</td>
<td>0.5</td>
<td>2020</td>
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<tr>
<td>Forsyth</td>
<td>NC 57 (Silas Creek Parkway)</td>
<td>EB-572t</td>
<td>Bolton street to Lockland avenue in Winston-Salem; construct sidewalk on north side to connect existing sections</td>
<td>1.5</td>
<td>485</td>
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<td>Forsyth</td>
<td>New multiuse path</td>
<td>EB-581</td>
<td>Construct pedestrian bridge over the Salem Creek Connector</td>
<td>3040</td>
<td>240</td>
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<tr>
<td>Forsyth</td>
<td>Various</td>
<td>EB-585</td>
<td>Barbara Jane Avenue, Sterly Road, and Barry Street in Winston-Salem; construct sidewalks</td>
<td>220</td>
<td>210</td>
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<td>Forsyth</td>
<td>Brushy Fork Greenway</td>
<td>EB-523t</td>
<td>Waterworks Road to Reynolds Park; road in Winston-Salem; paved multiuse trail</td>
<td>2.2</td>
<td>2195</td>
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<td>Forsyth</td>
<td>Muddy Creek / Cedar Trail Connection</td>
<td>EB-523</td>
<td>Cedar trail to Muddy Creek Greenway; construct multiuse path and pedestrian bridge over Muddy Creek</td>
<td>0.6</td>
<td>925</td>
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**DIV - Division Category**  
**EX - Exempt Category**  
**HF - State Dollars (Non STI)**  
**REG - Regional Category**  
**SW - Statewide Category**  
**TRN - Transition Project**

---

**Monday, December 19, 2016**

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**Cost and Schedules are Preliminary and Subject to Significant Change as More Information Becomes Available**
## Non Highway Program

### Division 9

<table>
<thead>
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<th>COUNTY</th>
<th>ROUTE CITY</th>
<th>ID NUMBER</th>
<th>LOCATION / DESCRIPTION</th>
<th>LENGTH</th>
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<tbody>
<tr>
<td>Forsyth</td>
<td>Salem Creek Greenway</td>
<td>EB-8912</td>
<td>Forsyth Technical Community College to existing greenway at Marketplace Mall in Winston-Salem, construct greenway.</td>
<td>1.2</td>
<td>920</td>
<td>108</td>
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<td>FY 2018: 11,145</td>
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**Division Category**
- DW - Division Category
- EX - Exempt Category
- HF - State Dollars (Non STI)
- REG - Regional Category
- SW - Statewide Category
- TRN - Transition Project

**Notes:**
- Costs and schedules are preliminary and subject to significant change as more information becomes available.
- Monday, December 19, 2016
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<td>PURCHASE OF TIMELINE (12 SMALL, LOW FLOOR, LIGHT DUTY GASOLINE ENGINE EXPANSION BUSES FOR PARATRANSIT ADA SERVICE</td>
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DIV - Division Category   EX - Exempt Category   HF - State Dollars (Non STI)   REG - Regional Category   SW - Statewide Category   TRN - Transition Project

Monday, December 19, 2016

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

Page 26 of 31
## NON HIGHWAY PROGRAM

### PUBLIC TRANSPORTATION PROJECTS

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**Cost and Schedules are preliminary and subject to significant change as more information becomes available.**

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**Monday, December 19, 2016**
## NON HIGHWAY PROGRAM

### TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

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### AVIATION PROJECTS

- **AV-5820**: Acquire right of way for aircraft apron / helipad.
  - **DIV**: Rowan County Airport (RUQ)
  - **Length**: 400
  - **Funds**: 40
  - **Type of Work**: Acquisition
  - **Estimated Cost**: 400
  - **Projected Breaks**: FY 2017 - FY 2019

### BICYCLE AND PEDESTRIAN PROJECTS

- **CABARRUS COUNTY**
  - **U-3406**: Cabarrus Rowan Innovation Transportation Alternatives (TA) Program
    - **Length**: 3025
    - **Funds**: 200
    - **Type of Work**: Planning / Design / Right of Way / Construction
    - **Estimated Cost**: 3025
    - **Projected Breaks**: FY 2017 - FY 2019

- **ROWAN COUNTY**
  - **EB-5813**: Landis Spur, SR 1210 (West Ryder Avenue) to West of SR 1211 (Kimball Road) in Landis. Construct Greenway.
    - **Length**: 210
    - **Funds**: 40
    - **Type of Work**: Construction
    - **Estimated Cost**: 210
    - **Projected Breaks**: FY 2017 - FY 2019

- **ROWAN COUNTY**
  - **EB-5861**: 3rd Street to Yadkin River in Spencer. Construct Alternate Route, Including Spur from Grant’s Creek.
    - **Length**: 4672
    - **Funds**: 40
    - **Type of Work**: Construction
    - **Estimated Cost**: 4672
    - **Projected Breaks**: FY 2017 - FY 2019

### PUBLIC TRANSPORTATION PROJECTS

- **CABARRUS COUNTY**
  - **TQ-6912**: Cabarrus Area Transportation Authority - Capital - Mobility Management
    - **Length**: 139
    - **Funds**: 50
    - **Type of Work**: Capital
    - **Estimated Cost**: 139
    - **Projected Breaks**: FY 2017 - FY 2019

- **CABARRUS COUNTY**
  - **TQ-6924**: Cabarrus Area Transportation Authority - Operating
    - **Length**: 139
    - **Funds**: 50
    - **Type of Work**: Operating
    - **Estimated Cost**: 139
    - **Projected Breaks**: FY 2017 - FY 2019
## NON HIGHWAY PROGRAM

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**DIV - Division Category**  
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Monday, December 19, 2016
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### PUBLIC TRANSPORTATION PROJECTS

- **TM4132**: OPERATING ASSISTANCE in ROWAN COUNTY
- **TQ925**: CAPITAL - PURCHASE OF SERVICE in ROWAN COUNTY
- **TQ4188**: OPERATING ASSISTANCE in ROWAN COUNTY

### FREIGHT RAIL PROJECTS

- **P-5723**: VICINITY OF 22ND STREET IN KANNAPOLIS, CONSTRUCT GRADE SEPARATION AND CLOSE CROSSINGS 724399C AND 724398V in ROWAN COUNTY.

### PASSENGER RAIL PROJECTS

- **U3469**: SR 2541 (KLUMAC ROAD) IN SALISBURY, CONSTRUCT A GRADE SEPARATION in NORTH CAROLINA RAILROAD.

- **P-3206**: RESTORE DOUBLE TRACK, REID TO NORTH KANNAPOLIS in PRESCOTT CORRIDOR.
INFORMATION ITEM #9
Winston-Salem Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Action Request

Meeting Date: __May 18, 2017__  Agenda Item Number: ____9____

**Action Requested:** Review of the release of Fiscal Year 2018 Federal Congestion Mitigation and Air Quality (CMAQ) Funds for the Winston-Salem Urban Area MPO and the Call for Projects

**SUMMARY OF INFORMATION:**

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<th>Brief Project Description</th>
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<tr>
<td>PART</td>
<td>Winston-Salem Express Saturday Service</td>
<td>$365,400</td>
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$2,076,746

Congestion Mitigation & Air Quality (CMAQ) is a federal program that funds transportation projects and programs in air quality nonattainment and maintenance areas to help achieve and maintain national standards for air quality pollutants. In North Carolina, NCDOT serves as the administrator for this program. Funding is apportioned to North Carolina based on the population in non-attainment and maintenance areas of the state and the severity of air quality problem.

The North Carolina Department of Transportation (NCDOT) announced the release of federal CMAQ funds for the Winston-Salem Urban Area MPO for Fiscal Years 2018. The funds are eligible to be programmed for projects in Fiscal Year 2018, which runs from October 1, 2017 through September 30, 2018. NCDOT allocated $1,944,463 to the Winston-Salem Metropolitan Planning Organization (WSMPO) for Fiscal Year 2018.

**Fiscal Year 2018 WSMPO CMAQ Call for Projects**

- Project Submittal Window: April 01, 2017 – April 21, 2017
- Forsyth County OEAP Review: April 24, 2017 – April 28, 2017
- TCC/TAC Review: May 18, 2017
- TCC/TAC Action: July 20, 2017

**Candidate Projects**

- City of Winston-Salem
- Village of Clemmons
- Town of Lewisville
- PART

The North Carolina Department of Transportation (NCDOT) announced the release of federal CMAQ funds for the Winston-Salem Urban Area MPO for Fiscal Years 2018. The funds are eligible to be programmed for projects in Fiscal Year 2018, which runs from October 1, 2017 through September 30, 2018. NCDOT allocated $1,944,463 to the Winston-Salem Metropolitan Planning Organization (WSMPO) for Fiscal Year 2018.
Congestion Mitigation & Air Quality (CMAQ) is a Federal program that funds transportation projects and programs in air quality nonattainment and maintenance areas to help achieve and maintain national standards for air quality pollutants. In North Carolina, NCDOT serves as the administrator for this program. Funding is apportioned to North Carolina based on the population in non-attainment and maintenance areas of the state and the severity of the air quality problem.

The North Carolina Department of Transportation (NCDOT) announced the release of federal CMAQ funds for the Winston-Salem Urban Area MPO for Fiscal Years 2018. The funds are eligible to be programmed for projects in Fiscal Year 2018, which runs from October 1, 2017 through September 30, 2018. NCDOT allocated $1,944,463 in CMAQ funds to the Winston-Salem Metropolitan Planning Organization (WSMPO) for Fiscal Year 2018. CMAQ funds represent 80% of a project’s total cost, the remaining 20% is the responsibility of the locality.

**Funding**
- $1,944,463 in available FY18 CMAQ funds
- $100,000 Minimum Total Project Cost
- Each Project requires a 20% Local Match
- Total Project Cost = CMAQ 80% + Local Match 20%

**Schedule**
- Project Submittal Window............March 29, 2017 – April 19, 2017
- Forsyth County OEAP Review.....April 24, 2017 – April 28, 2017
- TCC/TAC Review.........................May 18, 2017
- TCC/TAC Action..........................July 20, 2017

**Eligible Projects and Programs**
Eligibility information is provided below. Not all possible requests for CMAQ funding qualify—this section provides examples of activities eligible for CMAQ funds.

- Transportation Control Measures (TCMs)
- Extreme Low-Temperature Cold Start Programs
- Alternative Fuels and Vehicles
- Congestion Reduction & Traffic Flow Improvements
- Transit Improvements
- Bicycle and Pedestrian Facilities and Programs
- Travel Demand Management
- Public Education and Outreach Activities
- Transportation Management Associations
- Carpooling and Vanpooling
- Freight/Intermodal
- Diesel Engine Retrofits & Other Advanced Truck Technologies
• Idle Reduction
• Training
• Inspection/Maintenance (I/M) Programs
• Experimental Pilot Projects

The WSMPO has historically supported the following Projects and Programs:
• Congestion Reduction & Traffic Flow Improvements
• Transit Improvements
• Bicycle and Pedestrian Facilities and Programs
• Travel Demand Management

Criteria
The following criteria will be applied to all eligible WSMPO CMAQ projects to determine a prioritized rank. The ranked list is submitted to NCDOT for review and STIP programming.

Quantitative Analyses
Pollutant Reduction – How many kilograms of the criteria pollutants or their precursors will be displaced over the lifetime of the proposed project? This is calculated by summing the yearly reductions of CO, NOx, and VOC reductions and multiplying this sum by the number of years in the project lifecycle, as follows:

Pollutant reduction = (CO Reduction + NOx Reduction + VOC Reduction) * Project Lifecycle

Note: Each submitting MPO jurisdiction is responsible for the completion of the official CMAQ project submission form, and providing the necessary data to the Forsyth County Office of Environmental Analysis and Protection (FCOEAP) to conduct the air quality analysis modeling for emissions reductions.

Qualitative Assessment
Although quantitative analysis of air quality impacts is expected for almost all project types, an exception will be made when it is not appropriate to base a decision solely on quantifiable emissions benefits. In these cases, qualitative assessments based on reasoned and logical determinations will be at the discretion of the TAC.

Questions
Fredrick Haith
Planning Development Coordinator
Department of Transportation
City of Winston-Salem
P.O. Box 2511
Winston-Salem, NC 27102
(336) 747-6869
fredrickh@cityofws.org
CMAQ PROJECT APPLICATION

IN ORDER TO BE CONSIDERED A COMPLETE APPLICATION PACKAGE, ALL FIELDS MUST BE APPROPRIATELY COMPLETED & REQUIRED ADDITIONAL INFORMATION AS NOTED MUST BE ATTACHED. INCOMPLETE APPLICATIONS WILL BE RETURNED.

GENERAL PROJECT INFORMATION

1 SELECT CMAQ PROJECT TYPE

- [ ] STATEWIDE
- [ ] REGIONAL
- [x] SUBREGIONAL

2 SELECT MPO/RPO(S)

- [ ] Burlington-Graham MPO
- [ ] Cabarrus-Rowan MPO
- [ ] Capital Area MPO
- [ ] Charlotte Regional TPO
- [x] Durham-Chapel Hill-Carrboro MPO
- [ ] Gaston-Cleveland-Lincoln MPO
- [x] Greensboro MPO
- [ ] Hickory MPO
- [ ] High Point MPO
- [ ] Kerr-Tar RPO
- [ ] Land of Sky RPO
- [ ] NW Piedmont RPO
- [ ] Rocky Mount MPO
- [ ] Rocky River RPO
- [ ] Southwestern RPO
- [ ] Triangle RPO
- [ ] Unifour RPO
- [ ] Upper Coastal Plain RPO
- [x] Winston-Salem MPO

3 PROJECT SPONSOR INFORMATION

Agency: City of Winston-Salem/ Winston-Salem Transit Authority (WSTA)

Contact Name: Morgan L. Simmons

Contact Title: Transportation Project Planner

Address: PO Box 2511 Winston-Salem NC 27102

Telephone: 747-6878

Email Address: morgans@cityofws.org

4 PROJECT INFORMATION

Title: WSTA Night, Saturday and Sunday Service

Description:

On January 2, 2017 WSTA implemented a new route configuration for the transit system. This new network provides connection for riders from and to home, work, school, shopping, medical visits, and other places of travel utilizing the traditional "hub and spoke" system in addition to neighborhood circulators, night service and crosstown routes.

The new configuration consist of thirty-one (31) routes. After listening to the riders and citizens of the community, City Council is considering adding Night service to nine (9) routes, Saturday service to eight (8) routes, and Sunday service to nine (9) routes. The additions of these services will positively impact eleven (11) of the thirty-one (31) new routes in the system.

The FAST Act proposed two new planning factors to the scope of the statewide and non-metropolitan and the metropolitan transportation planning processes that States and MPOs shall consider and implement. One of them is to enhance travel and tourism. The modifications to the WSTA bus routes and the addition of these services with do just that. The proposed modifications will additionally provide services to support the upcoming needs for transit with the Business 40 closure scheduled to occur in late 2018. These bus services will be available as an alternative means of transportation within and across the city during a time when a main artery of travel is closed due to construction. Expanding the services on these routes will be timely to promote a more efficient mode of transportation and may encourage new riders to continue to use the services beyond the project schedule. While this would be an additional benefit, it is not the key benefit. WSTA provides the primary mode of transportation for many riders. Expanding the hours and days of service for these riders will improve their quality of life. With that in mind, the City will continue to pursue options to continue to provide the services continually as the customers demonstrate the need by use.

Include project details, proposed improvements, purpose, need, how it will provide service, who are the primary stakeholders & where it will operate & serve. Attach a sketch design plan of the proposed project which shows the general location.

PROJECT COSTS & DELIVERY SCHEDULE

5 APPLICABLE PROJECT PHASES, FUNDING & YEARS
• CMAQ projects are awarded by Federal Fiscal Years (FFY). FFY run from October 1st of the prior year through September 30th of the next year. For example, FFY 2016 runs from October 1, 2015 through September 30, 2016.
• Cost estimates should reflect anticipated inflation compounded annually at 5% from the current calendar year.
• Minimum 20% match is required for most projects. See 23 U.S.C. §120 paragraph (c) for listing of safety projects that may be funded at up to 100% Federal share.
• In the case of purchasing alternative fueled vehicles (AFV) for general governmental use, CMAQ funding is limited to the cost difference between standard and AFV vehicles. For example, a 2011 Ford Escape lists for $27,000 and a 2011 Ford Escape Hybrid lists for $33,000. The total CMAQ-eligible funding for purchase of this AFV would be: $33,000 - $27,000 = $6,000 (subject to local match).

□ Check box if this project is not typical 80/20 split

<table>
<thead>
<tr>
<th>Phases(s)</th>
<th>CMAQ Amount</th>
<th>Matching Amount</th>
<th>Total</th>
<th>FFY</th>
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<td>Planning, Engineering &amp; Design</td>
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<tr>
<td>Right-of-Way</td>
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<td>Construction</td>
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<td>$202,507.00</td>
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<td>Non-transit Implementation</td>
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<td><strong>Project Total</strong></td>
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<td><strong>$202,507.00</strong></td>
<td><strong>$1,012,537.00</strong></td>
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</table>

6 ANTICIPATED PROJECT MILESTONE DATES

* Milestone dates must coordinate with funding schedule in Section 5.
* Planning & environmental document; plans, specifications & estimate package; and right of way certification must be complete prior to let date.

<table>
<thead>
<tr>
<th>Milestone(s)</th>
<th>Month/Year</th>
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<td>Plans, Specifications &amp; Estimate package to be complete:</td>
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<td>Right-of-Way acquisition to begin:</td>
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<tr>
<td>Anticipated let date (opening of bids):</td>
<td>N/A</td>
</tr>
<tr>
<td>Anticipated completion date of project (including project close-out &amp; reimbursement of all eligible expenses):</td>
<td>7/2019</td>
</tr>
</tbody>
</table>

7 LIST THE SOURCE(S) OF MATCHING FUNDS:

Matching Funds will come from the City of Winston-Salem's Transit Operating Budget (Motor Vehicle Tax Revenue, General Funds, etc.)

8 TRANSIT START-UP INFORMATION

Operation assistance under CMAQ is intended to help start up viable new transportation services that will benefit air quality and eventually cover their own costs. This funding is limited to three years. Other funding sources should supplement & ultimately replace CMAQ funds for operation assistance. Briefly describe how funding will be secured to continue the program after year three.

(ATTACH ADDITIONAL SHEET(S) IF NEEDED)

WSTA utilizes FTA formula grants and City of Winston-Salem Motor Vehicle Tax Revenues and other city revenues to support and fund the services. City Council is also considering an increase to tax revenues, a portion of those will be used to further support the changes to the route system and to provide continual support to Transit. These funds will be utilized to continue the services beyond year 3.

9 SELECT NC NONATTAINMENT/ MAINTENANCE COUNTY(IES):

* Indicates partial county AQ designation

- Cabarrus
- Davidson
- Edgecombe
- Gaston
- Haywood*
- Lincoln
- Orange
- Swain*
- Catawb
- Davie
- Forsyth
- Granville
- Iredell*
- Mecklenburg
- Person
- Union
- Chatham*
- Durham
- Franklin
- Guilford
- Johnston
- Nash
- Rowan
- Wake

10 SELECT CMAQ-ELIGIBLE IMPROVEMENT TYPE (check all that apply):

- Transportation Control Measures
- Alternative Fuels
- Transit Improvements
- Transportation Management Associations
- Freight/Intermodal
- Idle Reduction
- Travel Demand Management
- Extreme Low-Temperature Cold Start Programs
- Congestion Relief & Traffic Flow Improvements
- Bicycle/Pedestrian Facilities & Programs
- Carpooling & Vanpooling
- Diesel Engine Retrofits
- Training
- Public Education & Outreach Activities
### I/M Programs

**Experimental Pilot Projects**

#### 11 IF TRANSPORTATION CONTROL METHOD, CHECK THE ALLOWABLE TYPE(S):**

- [ ] Programs/ordinances to facilitate non-automobile travel, provision/utilization of mass transit & general reduction of the need for SOV travel, as part of transportation planning & development efforts of a locality, including programs & ordinances applicable to new shopping centers, special events & other centers of vehicle activity
- [x] Programs for improved public transit
- [ ] Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or HOV
- [ ] Employer-based transportation management plans, including incentives
- [ ] Trip-reduction ordinances
- [ ] Traffic flow improvement programs that reduce emissions
- [ ] Fringe & transportation corridor parking facilities serving multiple-occupancy vehicle programs or transit services
- [x] Multiple-occupancy vehicle programs or transit service
- [ ] Programs to limit/restrict vehicle use in downtown areas/other areas of emission concentration during peak periods
- [ ] Programs for the provision of all forms of high-occupancy, shared-ride services
- [ ] Programs to limit portions of road surfaces/certain sections of metro area to the use of non-motorized vehicles or pedestrian
- [ ] Programs for secure bicycle storage facilities & other facilities, including bicycle lanes in both public & private areas
- [ ] Programs to control extended idling of vehicles
- [ ] Reducing emissions from extreme cold-start conditions
- [ ] Employer-sponsored programs to permit flexible work schedules
- [ ] Public Education & Outreach Activities

#### 12 IF TRANSIT IMPROVEMENT, SPECIFY HOW SERVICE WILL BE IMPROVED:

- [ ] New facilities associated with a service increase
- [ ] New vehicles used to expand the transit fleet
- [x] Operating assistance for new service (limit three years)
- [ ] Fare subsidies as part of program to limit exceedances of NAAQS

#### 13 EMISSIONS REDUCTION CRITERIA

**QUANTITATIVE** analysis of air quality impacts is required for most project types. **QUALITATIVE** analysis is only allowable when it is not possible to accurately quantify emissions benefits, such as public education, marketing & other outreach efforts, which can include advertising alternatives to SOV travel, employer outreach & public education campaigns. The qualitative analysis should be based on a reasoned & logical determination that the project/program will decrease emissions & contribute to attainment or maintenance of NAAQS. The primary benefit of these activities enhanced communication & outreach that is expected to influence travel behavior & air quality.

- Indicate the type of analysis completed:  
  - [ ] Quantitative
  - [ ] Qualitative

- Describe the method used to estimate the emissions reduction and show calculations:
  (ATTACH ADDITIONAL SHEET(S) IF NEEDED)

#### 14 MISCELLANEOUS

- For construction of trails, has the Department of Interior been contacted:  
  - [ ] Yes  
  - [ ] No  
  - [ ] N/A

- Is the fare/fee subsidy program part of a broad program to reduce emissions:  
  - [ ] Yes  
  - [ ] No  
  - [ ] N/A

- Will the ITS project conform to the National ITS architecture:  
  - [ ] Yes  
  - [ ] No  
  - [ ] N/A

#### 15 SUPPORTING INFORMATION CHECK LIST

Check supporting information included as attachment(s) to this application:

- [ ] MPO/RPO Support Resolution (Required for SUBREGIONAL proposals)
- [x] Additional project description and/or details
- [ ] Map of general project location
- [ ] Complete emissions calculations
- [ ] Any assumptions used
- [ ] Other, please specify:
This project has been prioritized by the MPO/ RPO and received the following ranking among all CMAQ requests (UNRANKED APPLICATIONS WILL NOT BE PROCESSED):

17 SUBMIT

1) SAVE APPLICATION AND ALL ATTACHMENTS IN A SINGLE PDF DOCUMENT
2) Upload application as single PDF document to CMAQ Sharepoint Website
The Winston Salem Urban Area consist of over 200,000 citizens. WSTA serves approximately 7,000 people daily with the fixed route services and also provides para-transit route services. The new design provides weekend services, night services and crosstown routes to over a thousand stops throughout the city. The largest concentration of riders consist of persons with under $20,000 household income (59%), not employed full time (58%) and have no vehicle availability (76%).

On January 2, 2017 WSTA implemented a new route configuration for the transit system to provide better connection for riders to and from home, work, recreation, school, shopping, medical visits, and other places of travel. In addition, the revisions developed neighborhood circulators, added night, weekend and crosstown services where it was currently not available.

The new revisions also address the federal planning factors which guide the MPO planning processes, such as Support the economic vitality of the metropolitan area and Increase accessibility and mobility for people. The WSTA fixed route revisions allow for more direct connections throughout the urban area, decreasing the amount of transfers needed to travel crosstown. In addition, more direct routes to major traffic generators such as downtown area, shopping centers and large employers were better revised. Lastly, all routes are wheelchair accessible and bicyclist friendly, to encourage all citizens to utilize the services as a mode of transportation.

<table>
<thead>
<tr>
<th>Route</th>
<th>Night 2016</th>
<th>Saturday 2016</th>
<th>Sunday 2016</th>
<th>Night 2017</th>
<th>Saturday 2017</th>
<th>Sunday 2017</th>
<th>Percentage Reduction (Month to Month)</th>
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<td>80</td>
<td>$54,143</td>
<td>$36,817</td>
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<td>$24,247</td>
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As of April 2017, the WSTA Board of Directors and City Council received over 400 comments, many of them requesting additional improvements by increasing night and weekend services to further improve livability and quality of life for citizens, especially those who solely rely on transit services. The cost to add these services to the individual routes is shown on the chart below.
WSTA 2017
Proposed Service Modifications
Saturday Service Addition Routes

Streets
- East
- North
- Northeast
- Northwest
- South
- Southeast
- Southwest
- West

Route Colors:
- 80
- 86
- 90
- 91
- 92
- 104
- 106
- 108
WSTA 2017
Proposed Service Modifications
Night Service Addition Routes

80  86  90  91  92  94  104  106  108

Streets
East
North
Northeast
Northwest
South
Southeast
Southwest
West
CMAQ PROJECT APPLICATION

IN ORDER TO BE CONSIDERED A COMPLETE APPLICATION PACKAGE, ALL FIELDS MUST BE APPROPRIATELY COMPLETED & REQUIRED ADDITIONAL INFORMATION AS NOTED MUST BE ATTACHED. INCOMPLETE APPLICATIONS WILL BE RETURNED.

GENERAL PROJECT INFORMATION

1 SELECT CMAQ PROJECT TYPE

☐ STATEWIDE  ☐ REGIONAL  ☑ SUBREGIONAL

2 SELECT MPO/RPO(S)

☐ Burlington-Graham MPO  ☐ Gaston-Cleveland-Lincoln MPO  ☐ Land of Sky RPO  ☐ Triangle RPO

☐ Cabarrus-Rowan MPO  ☐ Greensboro MPO  ☐ NW Piedmont RPO  ☐ Unifour RPO

☐ Capital Area MPO  ☐ Hickory MPO  ☐ Rocky Mount MPO  ☐ Upper Coastal Plain RPO

☐ Charlotte Regional TPO  ☐ High Point MPO  ☐ Rocky River RPO  ☑ Winston-Salem MPO

☐ Durham-Chapel Hill-Carrboro MPO  ☐ Kerr-Tar RPO  ☐ Southwestern RPO

3 PROJECT SPONSOR INFORMATION

Agency  Village of Clemmons

Contact Name  Megan Ledbetter

Contact Title  Village Planning Director

Address  3715 Clemmons Road Clemmons, NC 27012

Telephone  +1 (336) 766-7511  Email Address  mledbetter@clemmons.org

4 PROJECT INFORMATION

Title  Market Center Drive Phase II

Description  The project consists of upgrading an existing shopping center route into a public street and 310 linear feet of a new road connection that includes sidewalk connections, crosswalks, pedestrian lighting and wayfinding signage. Please see attached description with map.

Include project details, proposed improvements, purpose, need, how it will provide service, who are the primary stake holders & where it will operate & serve. Attach a sketch design plan of the proposed project which shows the general location.

PROJECT COSTS & DELIVERY SCHEDULE

5 APPLICABLE PROJECT PHASES, FUNDING & YEARS

- CMAQ projects are awarded by Federal Fiscal Years (FFY). FFY run from October 1st of the prior year through September 30th of the next year. For example, FFY 2016 runs from October 1, 2015 through September 30, 2016.
- Cost estimates should reflect anticipated inflation compounded annually at 5% from the current calendar year.
- Minimum 20% match is required for most projects. See 23 U.S.C. §120 paragraph (c) for listing of safety projects that may be funded at up to 100% Federal share.
- In the case of purchasing alternative fueled vehicles (AFV) for general governmental use, CMAQ funding is limited to the cost difference between standard and AFV vehicles. For example, a 2011 Ford Escape lists for $27,000 and a 2011 Ford Escape Hybrid lists for $33,000. The total CMAQ-eligible funding for purchase of this AFV would be: $33,000 - $27,000 = $6,000 (subject to local match).

☐ Check box if this project is not typical 80/20 split

<table>
<thead>
<tr>
<th>Phases(s)</th>
<th>CMAQ Amount</th>
<th>Matching Amount</th>
<th>Total</th>
<th>FFY</th>
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<td>Planning, Engineering &amp; Design</td>
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<tr>
<td>Right-of-Way</td>
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<tr>
<td>× Construction</td>
<td>$320,000.00</td>
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<tr>
<td>Transit Operation</td>
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<tr>
<td>Transit Implementation</td>
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<tr>
<td>Non-transit Implementation</td>
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<tr>
<td>Project Total</td>
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<td>$80,000.00</td>
<td>$400,000.00</td>
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</tr>
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</table>
6 ANTICIPATED PROJECT MILESTONE DATES
* Milestone dates must coordinate with funding schedule in Section 5.
* Planning & environmental document; plans, specifications & estimate package; and right of way certification must be complete prior to let date.

<table>
<thead>
<tr>
<th>Milestone(s)</th>
<th>Month/Year</th>
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<td>Right-of-Way acquisition to begin:</td>
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<td>Anticipated let date (opening of bids):</td>
<td>05/2018</td>
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<tr>
<td>Anticipated completion date of project (including project close-out &amp; reimbursement of all eligible expenses):</td>
<td>02/2019</td>
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</table>

7 LIST THE SOURCE(S) OF MATCHING FUNDS:
Village of Clemmons General Fund

8 TRANSIT START-UP INFORMATION
Operation assistance under CMAQ is intended to help start up viable new transportation services that will benefit air quality and eventually cover their own costs. This funding is limited to three years. Other funding sources should supplement & ultimately replace CMAQ funds for operation assistance. Briefly describe how funding will be secured to continue the program after year three.
(ATTACH ADDITIONAL SHEET(S) IF NEEDED)

GENERAL PROJECT INFORMATION

9 SELECT NC NONATTAINMENT/MAINTENANCE COUNTY(IES):
* Indicates partial county AQ designation

- Cabarrus
- Davidson
- Edgecombe
- Gaston
- Haywood
- Lincoln
- Orange
- Swain
- Catawba
- Davie
- Forsyth
- Granville
- Iredell
- Mecklenburg
- Person
- Union
- Chatham
- Durham
- Franklin
- Guilford
- Johnston
- Nash
- Rowan
- Wake

10 SELECT CMAQ-ELIGIBLE IMPROVEMENT TYPE (check all that apply):

- Transportation Control Measures
- Alternative Fuels
- Transit Improvements
- Transportation Management Associations
- Freight/Intermodal
- Idle Reduction
- Travel Demand Management
- I/M Programs
- Extreme Low-Temperature Cold Start Programs
- Congestion Relief & Traffic Flow Improvements
- Bicycle/Pedestrian Facilities & Programs
- Carpooling & Vanpooling
- Diesel Engine Retrofits
- Training
- Public Education & Outreach Activities
- Experimental Pilot Projects

11 IF TRANSPORTATION CONTROL METHOD, CHECK THE ALLOWABLE TYPE(S):

- Programs/ordinances to facilitate non-automobile travel, provision/utilization of mass transit & general reduction of the need for SOV travel, as part of transportation planning & development efforts of a locality, including programs & ordinances applicable to new shopping centers, special events & other centers of vehicle activity
- Programs for improved public transit
- Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or HOV
- Employer-based transportation management plans, including incentives
- Trip-reduction ordinances
- Traffic flow improvement programs that reduce emissions
- Fringe & transportation corridor parking facilities serving multiple-occupancy vehicle programs or transit services
- Multiple-occupancy vehicle programs or transit service
- Programs to limit/restrict vehicle use in downtown areas/other areas of emission concentration during peak periods
- Programs for the provision of all forms of high-occupancy, shared-ride services
Programs to limit portions of road surfaces/certain sections of metro area to the use of non-motorized vehicles or pedestrian
Programs for secure bicycle storage facilities & other facilities, including bicycle lanes in both public & private areas
Programs to control extended idling of vehicles
Reducing emissions from extreme cold-start conditions
Employer-sponsored programs to permit flexible work schedules
Public Education & Outreach Activities

12 IF TRANSIT IMPROVEMENT, SPECIFY HOW SERVICE WILL BE IMPROVED:
☐ New facilities associated with a service increase
☐ New vehicles used to expand the transit fleet
☐ Operating assistance for new service (limit three years)
☐ Fare subsidies as part of program to limit exceedances of NAAQS

13 EMISSIONS REDUCTION CRITERIA

QUALITATIVE analysis of air quality impacts is required for most project types. QUALITATIVE analysis is only allowable when it is not possible to accurately quantify emissions benefits, such as public education, marketing & other outreach efforts, which can include advertising alternatives to SOV travel, employer outreach & public education campaigns. The qualitative analysis should be based on a reasoned & logical determination that the project/program will decrease emissions & contribute to attainment or maintenance of NAAQS. The primary benefit of these activities enhanced communication & outreach that is expected to influence travel behavior & air quality.

• Indicate the type of analysis completed:
  ☐ Quantitative
  ☐ Qualitative

• Describe the method used to estimate the emissions reduction and show calculations:
  (ATTACH ADDITIONAL SHEET(S) IF NEEDED)

14 MISCELLANEOUS
For construction of trails, has the Department of Interior been contacted
☐ Yes  ☐ No  ☐ N/A
Is the fare/fee subsidy program part of a broad program to reduce emissions
☐ Yes  ☐ No  ☐ N/A
Will the ITS project conform to the National ITS architecture
☐ Yes  ☐ No  ☐ N/A

15 SUPPORTING INFORMATION CHECK LIST
Check supporting information included as attachment(s) to this application:
☐ MPO/RPO Support Resolution (Required for SUBREGIONAL proposals)
☐ Additional project description and/or details
☐ Map of general project location
☐ Complete emissions calculations
☐ Any assumptions used
☐ Other, please specify:

16 MPO/ RPO PRIORITY INFORMATION
This project has been prioritized by the MPO/ RPO and received the following ranking among all CMAQ requests (UNRANKED APPLICATIONS WILL NOT BE PROCESSED):

17 SUBMIT
1) SAVE APPLICATION AND ALL ATTACHMENTS IN A SINGLE PDF DOCUMENT
2) Upload application as single PDF document to CMAQ Sharepoint Website
CMAQ Project Needs Exhibit

A. Overview

The Village of Clemmons has identified for many years the need to make incremental improvements along the Lewisville-Clemmons Road corridor. The Village Community Compass outlines two objectives:

1. Develop an overlay redevelopment district applicable to properties along the southern section of Lewisville-Clemmons Road. The overlay district should include design requirements triggered by redevelopment projects of a certain threshold, such as improvement the property by more than 50 percent of the current value. Key standards will address:
   - Access Management
   - Connectivity
   - Landscaping and Tree Preservation
   - Streetscape treatments
   - Placement of building
   - Orientation of buildings

2. The Community Compass states the following:

   Encourage redevelopment of properties along Lewisville-Clemmons Road corridor by working with a developer committee to identify appropriate incentives for redevelopment, such as providing a fast-track redevelopment process, bonus densities, providing potential tax breaks, or other incentives identified by the committee and Village.

The citizen-based transportation study ranked this project area a high priority for Clemmons to address. An estimated 41,000 Vehicles per Day travel on L-C Road between I-40 and Stadium Dr. There is an average of 3 accidents per month along the corridor as well as numerous driveways and narrow travel lanes along the corridor contribute to the safety issue. Per the recommendations of the Clemmons Community Compass, the Village determined in 2013 that a business stakeholders group needed to provide recommendations to improve the corridor including providing alternative public travel routes for local trips to help with the left movements on Lewisville-Clemmons Road and providing a safe pedestrian travel area as well as appropriate wayfinding strategies. Over two years, the stakeholders committee met and developed an overlay code for the southern portion of Lewisville-Clemmons Road that was approved in October 2015 by Village Council as well as helped with the initial layout for the parallel road routes to Lewisville-Clemmons Road. The main objectives set forth by the Village for this corridor includes:

The Lewisville-Clemmons Road Corridor Overlay District is to facilitate implementation of the general intent of the Lewisville-Clemmons Road Strategic Area (south) to promote the redevelopment of the area into a mixed use commercial/office/residential. It is intended to foster development that improves
traffic/safety, intensifies land use and economic value, to promote a mix of uses, to enhance the livability of the area, to enhance pedestrian connections, parking conditions, and to foster high-quality buildings and public spaces that help create and sustain long-term economic vitality.

Lewisville-Clemmons Road is expected to continue carrying significant traffic volumes making development along the corridor highly visible to the traveling public. Therefore, the main objectives of this proposed district is to:

1. Develop visible interconnected alternate traveling routes to provide the motoring public choices in trip destination
2. Strategically close some driveways along the corridor for safety measures and develop cross access opportunities where appropriate
3. Establish high standards for buildings and landscaping improvements with a cohesive street tree plan and consistent standards for building design
4. Establish a safe pedestrian network for residents and visitors to access numerous sites by foot
5. Promote businesses along the corridor by the development of a wayfinding signage program and other applications

B. Project Description

The CMAQ request is for funds to complete sidewalks, intersection and crosswalk improvements for the first and second phase of a parallel road to Lewisville-Clemmons Road. The sidewalk improvements are approximately 1200 linear feet, with crosswalks at strategic locations. The Village received downtown revitalization funds for pedestrian lighting and wayfinding signage for the corridor and has started the process of procuring the fixtures. The dedication of right-of-way for the first 885’ is committed and the village is in the process of securing the additional right-of-way to Cooke Avenue.

The project long term project along Lewisville-Clemmons Road will provide a parallel route to Lewisville-Clemmons Road for local trips including destinations as well as commuter routes to a certain extent as it will provide intersections with existing public streets and connections to future improved right-of-way on both the east and west sides of the corridor. With the reductions of trips on Lewisville-Clemmons Road and the additional of pedestrian accommodations this project will provide long term benefits to air quality in our area.
CMAQ PROJECT APPLICATION

IN ORDER TO BE CONSIDERED A COMPLETE APPLICATION PACKAGE, ALL FIELDS MUST BE APPROPRIATELY COMPLETED & REQUIRED ADDITIONAL INFORMATION AS NOTED MUST BE ATTACHED. INCOMPLETE APPLICATIONS WILL BE RETURNED.

### GENERAL PROJECT INFORMATION

1. **SELECT CMAQ PROJECT TYPE**
   - [ ] STATEWIDE
   - [ ] REGIONAL
   - [X] SUBREGIONAL

2. **SELECT MPO/RPO(S)**
   - [ ] Burlington-Graham MPO
   - [ ] Gaston-Cleveland-Lincoln MPO
   - [ ] Land of Sky RPO
   - [ ] Triangle RPO
   - [ ] Cabarrus-Rowan MPO
   - [ ] Greensboro MPO
   - [ ] NW Piedmont RPO
   - [ ] Unifour RPO
   - [ ] Capital Area MPO
   - [ ] Hickory MPO
   - [ ] Rocky Mount MPO
   - [ ] Upper Coastal Plain RPO
   - [ ] Charlotte Regional TPO
   - [ ] High Point MPO
   - [ ] Rocky River RPO
   - [X] Winston-Salem MPO
   - [ ] Durham-Chapel Hill-Carrboro MPO
   - [ ] Kerr-Tar RPO
   - [ ] Southwestern RPO

3. **PROJECT SPONSOR INFORMATION**

<table>
<thead>
<tr>
<th>Agency</th>
<th>Town of Lewisville</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contact Name</td>
<td>William H. Perkins, Jr</td>
</tr>
<tr>
<td>Contact Title</td>
<td>Town Manager</td>
</tr>
<tr>
<td>Address</td>
<td>P.O. Box 547, Lewisville, NC 27023</td>
</tr>
<tr>
<td>Telephone</td>
<td>+1 (336) 945-1028</td>
</tr>
<tr>
<td>Email Address</td>
<td><a href="mailto:whperkins@lewisvillenc.net">whperkins@lewisvillenc.net</a></td>
</tr>
</tbody>
</table>

4. **PROJECT INFORMATION**

<table>
<thead>
<tr>
<th>Title</th>
<th>Lewisville-Clemmons Sidewalk Extension</th>
</tr>
</thead>
<tbody>
<tr>
<td>Description</td>
<td>The Town of Lewisville would like to construct approximately 8,000 linear feet of sidewalk on one side. The proposed sidewalk would connect single-family housing to the existing sidewalk network. This connection would improve mobility and give pedestrian access to a shopping complex near the US-421 and Lewisville Clemmons Road exit with several retail stores and restaurants, multiple churches, and parks. The estimated costs of the sidewalk sections will be $726,645. Include project details, proposed improvements, purpose, need, how it will provide service, who are the primary stakeholders &amp; where it will operate &amp; serve. Attach a sketch design plan of the proposed project which shows the general location.</td>
</tr>
</tbody>
</table>

5. **PROJECT COSTS & DELIVERY SCHEDULE**

5.1 **APPLICABLE PROJECT PHASES, FUNDING & YEARS**

   - CMAQ projects are awarded by Federal Fiscal Years (FFY). FFY run from October 1st of the prior year through September 30th of the next year. For example, FFY 2016 runs from October 1, 2015 through September 30, 2016.
   - Cost estimates should reflect anticipated inflation compounded annually at 5% from the current calendar year.
   - Minimum 20% match is required for most projects. See 23 U.S.C. §120 paragraph (c) for listing of safety projects that may be funded at up to 100% Federal share.
   - In the case of purchasing alternative fueled vehicles (AFV) for general governmental use, CMAQ funding is limited to the cost difference between standard and AFV vehicles. For example, a 2011 Ford Escape lists for $27,000 and a 2011 Ford Escape Hybrid lists for $33,000. The total CMAQ-eligible funding for purchase of this AFV would be: $33,000 - $27,000 = $6,000 (subject to local match).

   [ ] Check box if this project is not typical 80/20 split
<table>
<thead>
<tr>
<th>Phases(s)</th>
<th>CMAQ Amount</th>
<th>Matching Amount</th>
<th>Total</th>
<th>FFY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning, Engineering &amp; Design</td>
<td>$67,075.00</td>
<td>$16,769.00</td>
<td>$83,844.00</td>
<td>2018</td>
</tr>
<tr>
<td>Right-of-Way</td>
<td>$514,241.00</td>
<td>$128,560.00</td>
<td>$642,801.00</td>
<td>2018</td>
</tr>
<tr>
<td>Construction</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transit Operation</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transit Implementation</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Non-transit Implementation</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Project Total: $581,316.00  $145,329.00  $726,645.00

6 Anticipated Project Milestone Dates

- Planning & Environmental document to be complete: 11/2017
- Plans, Specifications & Estimate package to be complete: 03/2018
- Right-of-Way acquisition to begin: 01/2018
- Anticipated let date (opening of bids): 04/2018
- Anticipated completion date of project (including project close-out & reimbursement of all eligible expenses): 09/2018

7 List the Source(s) of Matching Funds:

- Town General Funds and/or Sidewalk, Bike Paths, Greenways Capital Reserve Fund

8 Transit Start-Up Information

Operation assistance under CMAQ is intended to help start up viable new transportation services that will benefit air quality and eventually cover their own costs. This funding is limited to three years. Other funding sources should supplement & ultimately replace CMAQ funds for operation assistance. Briefly describe how funding will be secured to continue the program after year three.

General Project Information

9 Select NC Nonattainment/Maintenance County(ies):

- Cabarrus
- Davidson
- Edgecombe
- Gaston
- Haywood*
- Lincoln
- Orange
- Swain*
- Catawba
- Davie
- Forsyth
- Granville
- Iredell*
- Mecklenburg
- Person
- Union
- Chatham*
- Durham
- Franklin
- Guilford
- Johnston
- Nash
- Rowan
- Wake

10 Select CMAQ-Eligible Improvement Type (check all that apply):

- Transportation Control Measures
- Extreme Low-Temperature Cold Start Programs
- Alternative Fuels
- Congestion Relief & Traffic Flow Improvements
- Transit Improvements
- Bicycle/Pedestrian Facilities & Programs
- Transportation Management Associations
- Carpooling & Vanpooling
- Freight/Intermodal
- Diesel Engine Retrofits
- Idle Reduction
- Training
- Travel Demand Management
- Public Education & Outreach Activities
- I/M Programs
- Experimental Pilot Projects

11 If Transportation Control Method, Check the Allowable Type(s):

- Programs/ordinances to facilitate non-automobile travel, provision/utilization of mass transit & general reduction of the need for SOV travel, as part of transportation planning & development efforts of a locality, including programs & ordinances applicable to new shopping centers, special events & other centers of vehicle activity
- Programs for improved public transit
- Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or HOV
Employer-based transportation management plans, including incentives

Trip-reduction ordinances

Traffic flow improvement programs that reduce emissions

Fringe & transportation corridor parking facilities serving multiple-occupancy vehicle programs or transit services

Multiple-occupancy vehicle programs or transit service

Programs to limit/restrict vehicle use in downtown areas/other areas of emission concentration during peak periods

Programs for the provision of all forms of high-occupancy, shared-ride services

Programs to limit portions of road surfaces/certain sections of metro area to the use of non-motorized vehicles or pedestrian

Programs for secure bicycle storage facilities & other facilities, including bicycle lanes in both public & private areas

Programs to control extended idling of vehicles

Reducing emissions from extreme cold-start conditions

Employer-sponsored programs to permit flexible work schedules

Public Education & Outreach Activities

12 IF TRANSIT IMPROVEMENT, SPECIFY HOW SERVICE WILL BE IMPROVED:

☐ New facilities associated with a service increase

☐ New vehicles used to expand the transit fleet

☐ Operating assistance for new service (limit three years)

☐ Fare subsidies as part of program to limit exceedances of NAAQS

13 EMISSIONS REDUCTION CRITERIA

QUANTITATIVE analysis of air quality impacts is required for most project types. QUALITATIVE analysis is only allowable when it is not possible to accurately quantify emissions benefits, such as public education, marketing & other outreach efforts, which can include advertising alternatives to SOV travel, employer outreach & public education campaigns. The qualitative analysis should be based on a reasoned & logical determination that the project/program will decrease emissions & contribute to attainment or maintenance of NAAQS. The primary benefit of these activities enhanced communication & outreach that is expected to influence travel behavior & air quality.

• Indicate the type of analysis completed: ☐ Quantitative ☑ Qualitative

For QUANTITATIVE analyses, list the expected daily emissions BEFORE and AFTER project implementation:

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>Daily Emissions Before (kg)</th>
<th>Daily Emission After (kg)</th>
<th>Daily Emissions Reduction (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carbon Monoxide (CO)</td>
<td>128.2018</td>
<td>125.6378</td>
<td>2.564</td>
</tr>
<tr>
<td>Volatile Organic Compounds (VOC)</td>
<td>7.3611</td>
<td>7.2139</td>
<td>0.1472</td>
</tr>
<tr>
<td>Oxides of Nitrogen (NOx)</td>
<td>5.1227</td>
<td>5.0203</td>
<td>0.1024</td>
</tr>
<tr>
<td>Particulate Matter (PM2.5)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Total Daily Emissions (kg)         140.6856  137.872  2.8136

• Describe the method used to estimate the emissions reduction and show calculations:

(ATTACH ADDITIONAL SHEET(S) IF NEEDED)

The sidewalk extension would directly affect 735 single-family housing units. Using the Trip Generation Manual, we determined that the single-family homes would produce 7,350 vehicle trips per day. Staff assumed that these vehicle trips would be light-duty gasoline vehicles and assumed that 147 trips per day would be removed through the connectivity created through the construction of sidewalk.

Carbon Monoxide (Urban Local Road) 11.512 g/mi

Volatile Organic Compounds (Urban Local Road) 0.661 g/mi

Oxides of Nitrogen (Urban Local Road) 0.46 g/mi

Note: Particulate Matter (PM2.5) emission data was not available

14 MISCELLANEOUS

For construction of trails, has the Department of Interior been contacted ☐ Yes ☑ No ☑ N/A

Is the fare/fee subsidy program part of a broad program to reduce emissions ☐ Yes ☑ No ☑ N/A

Will the ITS project conform to the National ITS architecture ☐ Yes ☑ No ☑ N/A

15 SUPPORTING INFORMATION CHECK LIST

Check supporting information included as attachment(s) to this application:

☐ MPO/RPO Support Resolution (Required for SUBREGIONAL proposals)
16 MPO/RPO PRIORITY INFORMATION

This project has been prioritized by the MPO/RPO and received the following ranking among all CMAQ requests (UNRANKED APPLICATIONS WILL NOT BE PROCESSED):

17 SUBMIT

1) SAVE APPLICATION AND ALL ATTACHMENTS IN A SINGLE PDF DOCUMENT
2) Upload application as single PDF document to CMAQ Sharepoint Website
PROJECT NARRATIVE AND ASSUMPTIONS

NEW SIDEWALK ON LEWISVILLE-CLEMMONS ROAD FROM THE ENTRANCE OF JACK WARREN PARK TO LEONS WAY

The purpose of the extended sidewalk is to promote the safety and connectivity of pedestrians. The construction of approximately 8,000 linear feet of sidewalk would connect several single-family homes along Lewisville Clemmons Road between Dawnlea Drive and the northern loop of Sequoia Drive. This connection would also give pedestrian access from Stryers Ferry Road to Downtown Lewisville, and therefore also give the neighborhoods mentioned above access to Downtown as well as the US-421 and Stryers Ferry Rd Shopping Complex.

Points of interest that would be connected by the additional sidewalk are as follows:

- 5 Churches
- 2 Drug Stores
- 3 Gas Stations
- 3 Fitness Studios
- 1 Grocery Store
- 1 Childcare Center
- Jack Warren Park
- Joanie Moser Memorial Park
- Several restaurants (15+)
- Several retail stores (10+)
- Several salons (5+)

The sidewalk improvements would directly affect approximately 735 single-family homes. Using the Trip Generation Manual, we determined that the single-family homes would produce 7,350 vehicle trips per day.

Staff assumed that these vehicle trips would be light-duty gasoline vehicles on a local urban road. Staff also assumed that 147 trips (2%) would be removed through the connectivity created through the construction of sidewalk.
Emissions Table 1

<table>
<thead>
<tr>
<th>Emission Type</th>
<th>Vehicle Trips * Mileage Before</th>
<th>Vehicle Trips * Mileage After</th>
<th>Reduction in Emissions (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carbon Monoxide</td>
<td>11.512 g/mi</td>
<td>128.2018</td>
<td>125.6378</td>
</tr>
<tr>
<td>Volatile Organic Compounds</td>
<td>0.661 g/mi</td>
<td>7.3611</td>
<td>7.2139</td>
</tr>
<tr>
<td>Oxides of Nitrogen</td>
<td>0.46 g/mi</td>
<td>5.1227</td>
<td>5.0203</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>140.6857</strong></td>
<td><strong>137.8720</strong></td>
<td><strong>2.8137</strong></td>
</tr>
</tbody>
</table>

Note:

Particulate Matter (PM2.5) emission data was not available.
### Preliminary Estimate of Probable Cost

#### Lewisville Clemmons Road Sidewalk on one side Approx. 8,000 LF

<table>
<thead>
<tr>
<th>Pay Item</th>
<th>Quantity</th>
<th>Unit Cost</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobilization</td>
<td>LS</td>
<td>1</td>
<td>$10,000</td>
</tr>
<tr>
<td>4&quot; Sidewalk -5'</td>
<td>SY</td>
<td>4,450</td>
<td>$31</td>
</tr>
<tr>
<td>Curb and Gutter</td>
<td>LF</td>
<td>500</td>
<td>$22</td>
</tr>
<tr>
<td>Wheel Chair Ramp</td>
<td>EA</td>
<td>6</td>
<td>$850</td>
</tr>
<tr>
<td>Driveway</td>
<td>SY</td>
<td>50</td>
<td>$50</td>
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<tr>
<td>Asphalt Pavement</td>
<td>SY</td>
<td>400</td>
<td>$50</td>
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<tr>
<td>Fill/Earthwork</td>
<td>CY</td>
<td>5,000</td>
<td>$28</td>
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<tr>
<td>Drainage</td>
<td>LF</td>
<td>1,000</td>
<td>$45</td>
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<tr>
<td>Catch Basin</td>
<td>EA</td>
<td>6</td>
<td>$2,000</td>
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<tr>
<td>Rip Rap</td>
<td>SY</td>
<td>100</td>
<td>$75</td>
</tr>
<tr>
<td>Fire Hydrant Relocation</td>
<td>EA</td>
<td>6</td>
<td>$1,500</td>
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<tr>
<td>Silt Fence</td>
<td>LF</td>
<td>8,000</td>
<td>$3</td>
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<tr>
<td>Seed/Mulch</td>
<td>AC</td>
<td>4</td>
<td>$3,000</td>
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<tr>
<td>Traffic Control</td>
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<td>Total Construction</td>
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<td>$486,050</td>
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<tr>
<td>Contingency (15%)</td>
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<td></td>
<td>$72,908</td>
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<td>Construction and Inspections (15%)</td>
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<td></td>
<td>$83,844</td>
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<tr>
<td>Design (15%)</td>
<td></td>
<td></td>
<td>$83,844</td>
</tr>
<tr>
<td>Total Cost</td>
<td></td>
<td></td>
<td>$726,645</td>
</tr>
</tbody>
</table>

*This estimate does not include easement acquisition cost*
2018 CMAQ Lewisville-Clemmons Sidewalk Project

Construction of Sidewalk On Lewisville-Clemmons Road
From From Jack Warren Park to Leons Way

BEGIN PROJECT

Sequoia Drive

Lewisville-Clemmons Road

END PROJECT

US 421

Severs Ferry Road

1 inch = 1,000 feet

1,000 feet

0 500
# CMAQ Project Application

In order to be considered a complete application package, all fields must be appropriately completed & required additional information as noted must be attached. Incomplete applications will be returned.

## General Project Information

### 1 Select CMAQ Project Type
- Statewide
- Regional [✓]
- Subregional

### 2 Select MPO/RPO(s)
- Burlington-Graham MPO
- Gaston-Cleveland-Lincoln MPO
- Land of Sky RPO
- Triangle RPO
- Cabarrus-Rowan MPO
- Greensboro MPO
- NW Piedmont RPO
- Unifour RPO
- Capital Area MPO
- Hickory MPO
- Rocky Mount MPO
- Upper Coastal Plain RPO
- Charlotte Regional TPO
- High Point MPO
- Rocky River RPO [✓]
- Winston-Salem MPO
- Durham-Chapel Hill-Carrboro MPO
- Kerr-Tar RPO
- Southwestern RPO

## Project Sponsor Information

- **Agency**: Piedmont Authority for Regional Transportation (PART)
- **Contact Name**: Scott W. Rhine
- **Contact Title**: Executive Director
- **Address**: 107 Arrow Rd., Greensboro, NC 27409
- **Telephone**: +1 (336) 291-4316
- **Email Address**: scottr@partnc.org

## Project Information

- **Title**: Winston-Salem Express Saturday Service

  **Description**:
  - PART Express Saturday Service Implementation for the Winston-Salem Express bus route (Route 1), and connecting Piedmont Triad airport area shuttle from 6AM to 7PM on hourly headways for three (3) years.
  - The proposed new service on Route 1 will complement the existing Saturday service provided by WSTA, Winston-Salem's local transit system at the Western terminus of the route and planned Saturday service on PART’s Routes 2 and 3 and the airport area shuttles at the Eastern terminus of the route. This service is needed to connect Winston-Salem residents with the many jobs and training opportunities in the Piedmont Triad International Airport (PTIA) area and Northern High Point as well as Greensboro and central High Point. (through Shuttles and Routes 2 and 3).
  - The Winston-Salem Express weekday service has been a long standing and popular service. The most often rider requested improvement to the route has always been to expand service to Saturdays. The Saturday service will run from the WSTA terminal in downtown Winston-Salem to the PART Hub on West Market Street at Brush Road in Western Greensboro.
  - A more detailed service analysis is attached along with the system map for reference. Emission reduction data has been provided with the assistance from Forsyth County Environmental Assistance and Protection.

Include project details, proposed improvements, purpose, need, how it will provide service, who are the primary stakeholders & where it will operate & serve. Attach a sketch design plan of the proposed project which shows the general location.

## Project Costs & Delivery Schedule

## 5 Applicable Project Phases, Funding & Years
• CMAQ projects are awarded by Federal Fiscal Years (FFY). FFY run from October 1st of the prior year through September 30th of the next year. For example, FFY 2016 runs from October 1, 2015 through September 30, 2016.

• Cost estimates should reflect anticipated inflation compounded annually at 5% from the current calendar year.

• Minimum 20% match is required for most projects. See 23 U.S.C. §120 paragraph (c) for listing of safety projects that may be funded at up to 100% Federal share.

• In the case of purchasing alternative fueled vehicles (AFV) for general governmental use, CMAQ funding is limited to the cost difference between standard and AFV vehicles. For example, a 2011 Ford Escape lists for $27,000 and a 2011 Ford Escape Hybrid lists for $33,000. The total CMAQ-eligible funding for purchase of this AFV would be: $33,000 - $27,000 = $6,000 (subject to local match).

Check box if this project is not typical 80/20 split

<table>
<thead>
<tr>
<th>Phases(s)</th>
<th>CMAQ Amount</th>
<th>Matching Amount</th>
<th>Total</th>
<th>FFY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning, Engineering &amp; Design</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Right-of-Way</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construction</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transit Operation</td>
<td>$365,400.00</td>
<td>$73,080.00</td>
<td>$438,480.00</td>
<td>2018</td>
</tr>
<tr>
<td>Transit Implementation</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Non-transit Implementation</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project Total</td>
<td>$365,400.00</td>
<td>$73,080.00</td>
<td>$438,480.00</td>
<td></td>
</tr>
</tbody>
</table>

6 ANTICIPATED PROJECT MILESTONE DATES

* Milestone dates must coordinate with funding schedule in Section 5.
* Planning & environmental document; plans, specifications & estimate package; and right of way certification must be complete prior to let date.

<table>
<thead>
<tr>
<th>Milestone(s)</th>
<th>Month/Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning &amp; Environmental document to be complete:</td>
<td>04/2017</td>
</tr>
<tr>
<td>Plans, Specifications &amp; Estimate package to be complete:</td>
<td>05/2017</td>
</tr>
<tr>
<td>Right-of-Way acquisition to begin:</td>
<td>N/A</td>
</tr>
<tr>
<td>Anticipated let date (opening of bids):</td>
<td>N/A</td>
</tr>
<tr>
<td>Anticipated completion date of project (including project close-out &amp; reimbursement of all eligible expenses):</td>
<td>06/2021</td>
</tr>
</tbody>
</table>

7 LIST THE SOURCE(S) OF MATCHING FUNDS:

Matching funds will be from PART local revenue source that support operational and capital activities

8 TRANSIT START-UP INFORMATION

Operation assistance under CMAQ is intended to help start up viable new transportation services that will benefit air quality and eventually cover their own costs. This funding is limited to three years. Other funding sources should supplement & ultimately replace CMAQ funds for operation assistance. Briefly describe how funding will be secured to continue the program after year three.

The PART agency is pursuing regular federal funding from our 4 MPO’s for the services we presently provide. The FTA Section 5307 funds are utilized, and have been secured for some areas in our Region. Following this implementation of Saturday service, and the data that is used by the FTA for formula distribution to the Greensboro and Winston-Salem UZA’s; the PART agency has requested a portion of these federal funds to be made available to the PART agency for an amount not to exceed what is allocated to the UZA for services provided by PART and submitted to the National Transit Database.

9 SELECT NC NONATTAINMENT/MAINTENANCE COUNTY(IES):

* Indicates partial county AQ designation

☐ Cabarrus  ☐ Davidson  ☐ Edgecombe  ☐ Gaston  ☐ Haywood*  ☐ Lincoln  ☐ Orange  ☐ Swain*

☐ Catawba  ☐ Davie  ☐ Forsyth  ☐ Granville  ☐ Iredell*  ☐ Mecklenburg  ☐ Person  ☐ Union

☐ Chatham*  ☐ Durham  ☐ Franklin  ☐ Guilford  ☐ Johnston  ☐ Nash  ☐ Rowan  ☐ Wake

10 SELECT CMAQ-ELIGIBLE IMPROVEMENT TYPE (check all that apply):

☐ Transportation Control Measures  ☐ Extreme Low-Temperature Cold Start Programs

☐ Alternative Fuels  ☐ Congestion Relief & Traffic Flow Improvements

☐ Transit Improvements  ☐ Bicycle/Pedestrian Facilities & Programs

☐ Transportation Management Associations  ☐ Carpooling & Vanpooling

☐ Freight/Intermodal  ☐ Diesel Engine Retrofits
11 IF TRANSPORTATION CONTROL METHOD, CHECK THE ALLOWABLE TYPE(S):

- Programs/ordinances to facilitate non-automobile travel, provision/utilization of mass transit & general reduction of the need for SOV travel, as part of transportation planning & development efforts of a locality, including programs & ordinances applicable to new shopping centers, special events & other centers of vehicle activity
- Programs for improved public transit
- Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or HOV
- Employer-based transportation management plans, including incentives
- Trip-reduction ordinances
- Traffic flow improvement programs that reduce emissions
- Fringe & transportation corridor parking facilities serving multiple-occupancy vehicle programs or transit services
- Multiple-occupancy vehicle programs or transit service
- Programs to limit/ restrict vehicle use in downtown areas/other areas of emission concentration during peak periods
- Programs for the provision of all forms of high-occupancy, shared-ride services
- Programs to limit portions of road surfaces/certain sections of metro area to the use of non-motorized vehicles or pedestrian
- Programs for secure bicycle storage facilities & other facilities, including bicycle lanes in both public & private areas
- Programs to control extended idling of vehicles
- Reducing emissions from extreme cold-start conditions
- Employer-sponsored programs to permit flexible work schedules
- Public Education & Outreach Activities

12 IF TRANSIT IMPROVEMENT, SPECIFY HOW SERVICE WILL BE IMPROVED:

- New facilities associated with a service increase
- Operating assistance for new service (limit three years)
- New vehicles used to expand the transit fleet
- Fare subsidies as part of program to limit exceedances of NAAQS

13 EMISSIONS REDUCTION CRITERIA

**QUANTITATIVE** analysis of air quality impacts is required for most project types. **QUALITATIVE** analysis is only allowable when it is not possible to accurately quantify emissions benefits, such as public education, marketing & other outreach efforts, which can include advertising alternatives to SOV travel, employer outreach & public education campaigns. The qualitative analysis should be based on a reasoned & logical determination that the project/program will decrease emissions & contribute to attainment or maintenance of NAAQS. The primary benefit of these activities enhanced communication & outreach that is expected to influence travel behavior & air quality.

- Indicate the type of analysis completed: ☑ Quantitative  ○ Qualitative

For **QUANTITATIVE** analyses, list the expected daily emissions BEFORE and AFTER project implementation:

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>Daily Emissions Before (kg)</th>
<th>Daily Emission After (kg)</th>
<th>Daily Emissions Reduction (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carbon Monoxide (CO)</td>
<td>27.6636</td>
<td>0.5021</td>
<td>27.1615</td>
</tr>
<tr>
<td>Volatile Organic Compounds (VOC)</td>
<td>1.4484</td>
<td>0.0403</td>
<td>1.4081</td>
</tr>
<tr>
<td>Oxides of Nitrogen (NOx)</td>
<td>1.2967</td>
<td>0.5973</td>
<td>0.6994</td>
</tr>
<tr>
<td>Particulate Matter (PM2.5)</td>
<td>0.1226</td>
<td>0.0256</td>
<td>0.097</td>
</tr>
<tr>
<td><strong>Total Daily Emissions (kg)</strong></td>
<td><strong>30.5313</strong></td>
<td><strong>1.1653</strong></td>
<td><strong>29.366</strong></td>
</tr>
</tbody>
</table>

- Describe the method used to estimate the emissions reduction and show calculations:

(ATTACH ADDITIONAL SHEET(S) IF NEEDED)
PART used ARGONNE MOVES (2010) calculations for emissions generated by 206 persons riding Route 1 on Saturdays and not riding Route 1 on Saturdays. Estimated that these 206 persons currently employ 172 vehicles (1.2 persons per vehicle) driving similar routes to Route 1—constituting 6,536 vehicle miles if each of these vehicles travels the route (round trip) once in a day. Route 1 Saturday Service would run 456 miles in the course of a Saturday (12 round trips). Route 1 Saturday Service ridership of 206 persons was generated using the Transit Boardings Estimation and Simulation Tool (TBEST) which calculated 53% of the current weekday ridership (388 persons daily) would ride on Saturdays.

Emissions for the transit vehicle were calculated based on a diesel engine manufactured after 2007—a 2010 Diesel Bus EF, all speeds. Emissions for personal vehicles were calculated using 2005 Gas Car EF, all speeds (g/mi) standards. Materials Attached. Emissions analysis being performed with assistance from Forsyth Environmental Assistance and Protection using ARGONNE GREET 2013 MOVES model.

### 14 MISCELLANEOUS

<table>
<thead>
<tr>
<th>Question</th>
<th>Yes</th>
<th>No</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>For construction of trails, has the Department of Interior been contacted</td>
<td>☐</td>
<td>☑</td>
<td>☑ N/A</td>
</tr>
<tr>
<td>Is the fare/fee subsidy program part of a broad program to reduce emissions</td>
<td>☐</td>
<td>☑</td>
<td>☑ N/A</td>
</tr>
<tr>
<td>Will the ITS project conform to the National ITS architecture</td>
<td>☐</td>
<td>☑</td>
<td>☑ N/A</td>
</tr>
</tbody>
</table>

### 15 SUPPORTING INFORMATION CHECK LIST

Check supporting information included as attachment(s) to this application:

- [ ] MPO/RPO Support Resolution (Required for SUBREGIONAL proposals)
- [x] Additional project description and/or details
- [x] Map of general project location
- [x] Complete emissions calculations
- [ ] Any assumptions used
- [ ] Other, please specify:

### 16 MPO/ RPO PRIORITY INFORMATION

This project has been prioritized by the MPO/ RPO and received the following ranking among all CMAQ requests (UNRANKED APPLICATIONS WILL NOT BE PROCESSED): 1

### 17 SUBMIT

1. SAVE APPLICATION AND ALL ATTACHMENTS IN A SINGLE PDF DOCUMENT
2. Upload application as single PDF document to CMAQ Sharepoint Website
PART Winston-Salem Express, Route 1, Saturday Service Analysis

It is no longer a secret that “banker hours” are a thing of the past. Call centers, hospitals, Saturday college classes, shift work, service industry jobs all function outside a 9 to 5, Monday through Friday schedule. Additionally the majority of people filling these of jobs can benefit from public transit and non-motorized modes of travel.

PART has never provided Saturday service yet it is the most frequently requested service enhancement. In the 2016 On-board Rider Survey, 23.6% of Route 1 riders indicated they would like Saturday service—by far the most popular improvement requested (see Figure 3). In a 2010 survey, 21% of non-transit users in the Triad who responded to the survey ranked more frequent service as the most worthwhile transit investment that could be made. All three urban systems in the Triad provide Saturday service, operating on modified schedules and routes. For WSTA and GTA Saturday ridership is approximately 57% and 49% less than weekday ridership respectively. High Point Transit began Saturday service in July 2014.

The origin and destination for the Winston-Salem Express (Route 1) is the WSTA terminal in downtown Winston-Salem and the PART Hub (Figure 2). We provide 20 hours of service each weekday on this route. It operates every 30 minutes during the peak hours of 6:00AM to 9:00AM and 3:30PM to 6:30PM, and on the hour during non-peak. PART operates shuttles out of its hub, serving major employment centers in the vicinity and PTIA.

PART desires to establish hourly Saturday service on Route 1 beginning at 7:00AM ending at 7:00PM for a total of 12 service hours. PART’s average cost per hour for Route 1 is $175. The projected cost of the service is $1,200 per day or $109,200 per year.

PART’s ridership on Route 1 has grown from 26,241 trips in 2003, its first full year of service, to 132,698 trips in 2012. The route was divided in 2012 with some of its riders moving to Route 17. The current route averages over 6,500 rides per month. According to ridership analysis using the Transit Boarding and Simulation Tool (TBEST), 53 percent of Route 1’s current average weekday ridership number should be expected to ride on the Saturday service PART is proposing in this application.

Using the 53% figure from TBEST yields an annual Route 1 Saturday ridership of 10,712. The Saturday service daily ridership projection is 206 rides (Figure 1).

<table>
<thead>
<tr>
<th>Route(s)</th>
<th>Ridership</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Current Monday thru Friday</td>
</tr>
<tr>
<td></td>
<td>Annual</td>
</tr>
<tr>
<td>1, 2 &amp; 3</td>
<td>307,412</td>
</tr>
<tr>
<td>1</td>
<td>97,776</td>
</tr>
</tbody>
</table>

Figure 1: Projected Ridership for Route 1 Saturday Service.
Figure 2: Proposed PART Saturday Transit Service. Route 1 indicated in dark blue.

Figure 3: Requested Improvements to PART system by Route 1 passengers responding to 2016 On-board Survey.
INFORMATION ITEM #10
Staff Reports
## Winston-Salem MPO Transportation Update
**Thursday, May 19, 2017**

### Centrally Administered Projects Under Construction

<table>
<thead>
<tr>
<th>TIP / WBS No.</th>
<th>Description</th>
<th>Let Date</th>
<th>Completion Date</th>
<th>Status</th>
<th>Construction Cost</th>
<th>Contractor</th>
<th>Project Administrator</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016CPT.09.22.1 0341.1 2016CPT.09.23.2 0341.1 (C203854)</td>
<td>Centrally let Contract Resurfacing of 16.335 miles, including (1) section of US 52/NC 8, (1) section of I-40 Bus/US 421, and (7) sections of Secondary routes in Forsyth County</td>
<td>April 19, 2016</td>
<td>May 19, 2017</td>
<td>99% Complete</td>
<td>$5,389,300</td>
<td>APAC-Atlantic, Inc. Thompson Arthur Div.</td>
<td>Lee Puckett, Jr., PE (336)747-7900</td>
<td>Preconstruction meeting held on May 17, 2016. Work began August 1, 2016. Contractor began night work on project with milling and paving operations ongoing on US 52 and I40Bus with nightly lane closures. In addition, structure adjustment operations are continuing on University Parkway with nightly lane closure. Anticipate work to be complete by May 31, 2017.</td>
</tr>
<tr>
<td>I-5766 53009.3.1</td>
<td>Express Design Build - Pavement Rehabilitation of I-40 from 0.9 mile E of NC 150 (Peters Creek Pkwy) to NC 109 (Thomasville Rd) in Forsyth County</td>
<td>Feb. 21, 2017</td>
<td>June 1, 2018</td>
<td>Availability date April 3, 2017</td>
<td>$12,384,965</td>
<td>Lane Construction Corp.</td>
<td>Mezak Tucker, PE (336)747-7950</td>
<td>Express Design Build - Currently in the design phase. Contractor is scheduled to begin work June 2017 with completion by June 1, 2018.</td>
</tr>
<tr>
<td>R-2247CD 34409.3.23 34409.3.24</td>
<td>DESIGN BUILD - W-S Northern Beltway - Western Section - US 421 Interchange with SR 1891 / Peacehaven Rd and Approaches AND US 52/Future I-74 Interchange with NC 65. Reconstruct Interchange.</td>
<td>Nov. 15, 2016</td>
<td>July 1, 2020</td>
<td>Design and Permitting phase</td>
<td>$43,900,000</td>
<td>Blythe Construction, Inc.</td>
<td>Mezak Tucker, PE (336)747-7950</td>
<td>Design Build Project - Currently in the design and permitting phase - 25% plans have been submitted but not yet approved. Utility relocations scheduled to begin in the Summer of 2017 and construction scheduled to begin early 2018. R-2247 EC will have a small group meeting on Thursday, May 4 - Public Mtg scheduled for April 25, 2017 was cancelled.</td>
</tr>
<tr>
<td>U-2579B 34839.3.GVS4</td>
<td>W-S Northern Beltway – Eastern Section - US 421/ I-40B to US 158</td>
<td>Oct. 21, 2014</td>
<td>Nov. 1, 2018 (perm. vegetation by April 30, 2019)</td>
<td>31.3% Complete</td>
<td>$153,999,960</td>
<td>Dragados USA, Inc.</td>
<td>Jeremy Guy, PE (336)747-7950</td>
<td>Old Belews Creek Rd and Morris Rd have been permanently closed. Four culverts have been completed. Contractor is working on several bridges throughout the project, grading, paving and drainage pipe installation. Structure work on the new bridge on 158 is nearing completion and grade work in that area is continuing with plans of switching traffic onto this new section of US 158 possibly by the end of this year. The median shoulder work on the Business 40 section of the job has started and although no exact date has been set, planning is underway to continue work on the Business 40 section of the job in the coming months.</td>
</tr>
<tr>
<td>U-2707 34845.3.3</td>
<td>SR 3000, Idols Road Extension, from SR 2999 (Hampton Rd) to US 158 (Clemmons Rd). Two lane shoulder section on new location. Includes Bridge #109 on SR 2999 (Hampton Rd) over NSRR</td>
<td>April 19, 2016</td>
<td>Nov. 1, 2017 (perm. vegetation by April 30, 2018)</td>
<td>42% Complete</td>
<td>$11,693,639</td>
<td>Smith-Rowe, LLC</td>
<td>Mezak Tucker, PE (336)747-7950</td>
<td>Work began on June 6, 2016. Grading and construction of Bridge 656 over Muddy Creek are underway. Stream Mitigation is 100% complete. Work on Bridge 109 over NSRR has begun.</td>
</tr>
<tr>
<td>U-2827B 34872.3.4 43740.3.2</td>
<td>DESIGN BUILD - US 421 (I-40 Business) improvements from 4th St to East of Church Street in Winston-Salem and upgrade interchange at NC 150 (Peter’s Creek Parkway) and I-40 Bus, to interstate standards; Pavement rehab and replace Bridges 178, 269, 278, 286, 288, 291, 293, 305, 312, 313, 338; Construct I-40 Bus. Multi-use Path</td>
<td>Aug. 30, 2016</td>
<td>Nov. 1, 2020</td>
<td>Permitting and Design work has begun</td>
<td>$99,109,380</td>
<td>Flatiron Constructors Inc. / Blythe Development Co Joint Venture</td>
<td>Larry Shaver, PE (temp.) (336)249-6255</td>
<td>Design Build project - Combine with C-5620A  (43740.3.2, I-40 Bus. Multi-use path - $1,866,926) - Preconstruction meeting for project is scheduled for May 3, 2017. Anticipate field construction on the Phase I to begin in mid-2017. Notifications of work to be sent out - Permitting and Design work continues; Duke Power relocation work continues; Pipe inspections for design work to begin the first week of May; Construction on water and sewer relocations are anticipated to begin in June 2017; Construction on NC 150/Peters Creek Parkway Bridge is scheduled to begin in August 2017; Full closure of US-421/I-40 Business between NC 150/Peters Creek Parkway and US 52 is scheduled to begin in November 2018; Segment between Main Street and US 52 to reopen in September 2019, for access to downtown; Completion date and reopening of US-421/I-40 Business in its entirety by July 31, 2020 (21 month closure); Final Completion date is November 1, 2020.</td>
</tr>
</tbody>
</table>
### Centrally Administered Projects Under Construction

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<th>Project Administrator</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>U-2925 34892.2.2</td>
<td>DESIGN BUILD - Salem Creek Connector from SR 2516 (MLK Jr Dr) to SR 4326 (Rams Dr) in Forsyth County</td>
<td>Dec., 2012</td>
<td>November, 2017</td>
<td>94.4% Complete</td>
<td>$68,925,000</td>
<td>Blythe Construction</td>
<td>Jeremy Guy, PE (336)747-7950</td>
<td>Design Build Project – (<em>The overall completion date of the project has moved to November, 2017.</em>) The work is ongoing on Railroad Bridge that will go over future Salem Creek Connector. The change over for the new railroad bridge from the existing is currently scheduled for the first week in May, as weather permits. Once this takes place a schedule for the opening of the Diverging Diamond Interchange can be determined, tentatively it may be June, 2017. The contractor has reopened the new Mock Street Bridge to traffic. They have also completed and reopened the Salem Creek Greenway. The contractor is continuing to place concrete paving for the new Northbound US 52 lanes and the traffic pattern on NB US 52 will be changed in the near future in order for the Contractor to complete some concrete paving and barrier wall work. The timing of this pattern changed will be announced.</td>
</tr>
</tbody>
</table>

### Division Administered Projects Under Construction

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<th>Description</th>
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<th>Contractor</th>
<th>Project Administrator</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>41665.5B (D100154)</td>
<td>Installation of Decorative Medalions and Substructure Protective Coating on Bridge #187 over US 421 on SR 1173 (Williams Rd) in Forsyth Co</td>
<td>April 12, 2017</td>
<td>Aug. 18, 2017</td>
<td>Availability date May 15, 2017</td>
<td>$135,287</td>
<td>Smith-Rowe, LLC</td>
<td>Matt Jones, PE (336)747-7800</td>
<td>Bids were opened on April 12, 2017. Project has been awarded to Smith-Rowe. A precon is scheduled for May 2, 2017.</td>
</tr>
<tr>
<td>W-5510 50080.3.FD1</td>
<td>Safety improvements including raised medians, turn lanes, roundabout and intersection relocation, signals, etc. - SR 4315 (S. Main St) from US 421/i-40 Bus/NC 150 ramp to SR 4278 (S. Cherry St) and SR 2648 (Old Winston Rd) in Kernersville</td>
<td>July 19, 2016</td>
<td>May 1, 2018</td>
<td>perm. veg. established Oct. 28, 2018</td>
<td>35.8% Complete</td>
<td>Yates Construction Co., Inc</td>
<td>Lee Puckett, Jr., PE (336)747-7900</td>
<td>DDRL project - Preconstruction meeting was held August 23, 2016. Project on schedule. Work began October 3, 2016.</td>
</tr>
<tr>
<td>W-5601AM 50138.3.40</td>
<td>Intersection Improvements including left turn lane and realignment at SR 2024 (Old Valley School Rd) and the intersection of SR 2022 (Kerner Rd)</td>
<td>Feb. 22, 2017</td>
<td>Aug. 11,2017</td>
<td>6.1% Complete</td>
<td>$544,529</td>
<td>Sharpe Brothers</td>
<td>Lee Puckett, Jr., PE (336)747-7900</td>
<td>PreConstruction meeting held March 28, 2017. Relocating overhead utilities on site. Work began April 3, 2017.</td>
</tr>
<tr>
<td>U-4909L 40278.3.3 ER 5600 46305.3.20</td>
<td>Landscape work on SR 2643 (Union Cross Rd) at interchanges with I-40 and US 311</td>
<td>Oct. 12, 2016</td>
<td>May 1, 2018</td>
<td>90% Complete</td>
<td>$309,738</td>
<td>Mots Landscaping &amp; Lawns LLC</td>
<td>Daniel Horne (336)896-2380</td>
<td>Work began on November 7, 2016. Contractor will finish the last area of planting in the medain at the I-40 overpass.</td>
</tr>
<tr>
<td>TIP / WBS No.</td>
<td>Description</td>
<td>Let Date</td>
<td>Completion Date</td>
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<td>Comments</td>
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<tr>
<td>---------------</td>
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</tr>
<tr>
<td>B-5004</td>
<td>Replace Bridge #86 over Salem Creek and Bridge #87 over Brushy Fork Creek on Reynolds Park Road in Winston-Salem</td>
<td>Aug. 15, 2016</td>
<td>April 1, 2018</td>
<td>9.0% Complete</td>
<td>$3,300,000</td>
<td>Smith-Rowe, LLC</td>
<td>Matt Jones, PE (336)747-7800</td>
<td>Municipal Bridge Project (Non-DOT let) City of Winston-Salem (FB1700). Construction has begun. Currently working on utility relocation and clearing and grubbing.</td>
</tr>
<tr>
<td>R-579A</td>
<td>Install ADA Ramps at various locations in Davidson, Forsyth and Rowan Counties.</td>
<td>Nov. 9, 2016</td>
<td>June 30, 2017</td>
<td>27.2% Complete</td>
<td>$306,390</td>
<td>Cooper Construction Co.</td>
<td>Chris Corringer, PE (704)630-3200</td>
<td>All ramp work in Rural Hall and Denton is complete. Paving crew still needs to patch asphalt in road adjacent to curb and ramp. Patching scheduled to be complete by end of March. Contractor plans to start work in Rowan County week of March 6.</td>
</tr>
<tr>
<td>U-4741OI</td>
<td>Construct greenway trail from Martin Luther King, Jr. Dr. south to Fogle St in Winston-Salem, part of the Piedmont Triad Rail to Trail system</td>
<td>Jan. 28, 2016</td>
<td>April, 2017</td>
<td>11.0% Complete</td>
<td>$3,959,092</td>
<td>Smith-Rowe, LLC</td>
<td>Jeff Turner (336)747-7800</td>
<td>Non-DOT let - City of Winston-Salem and Wake Forest Innovation Quarter - All but one bridge has been installed and construction on trail has begun.</td>
</tr>
<tr>
<td>U-4918B</td>
<td>Construct Multi-use trail from 3rd St to Rama Dr; construct pedestrian amenities and landscape on Fogle St and extend roadway from existing to Research Parkway; construct Central Pond Greenway; construct Patterson Alley sidewalk - part of Trails to Trails South in Wake Forest Innovation Quarter in Winston-Salem</td>
<td>Feb. 8, 2017</td>
<td>TBD</td>
<td>52% Complete</td>
<td>$3,616,255</td>
<td>Charles D. Lowder</td>
<td>Jeff Turner (336)747-7800</td>
<td>Non-DOT let - Wake Forest Innovation Quarter - Bridges have been set, pipe extensions yet to be complete - weather conditions this winter have extended completion date - TBD</td>
</tr>
<tr>
<td>U-5551</td>
<td>Construction of 3-Lane facility in new location, east of SR 1101 (Harper Rd) to SR 1103 (Lewisville-Clemmons Rd) at Towne Center in Clemmons</td>
<td>June 16, 2016</td>
<td>July, 2017</td>
<td>41.1% Complete</td>
<td>$3,100,000</td>
<td>Triangle Grading Co.</td>
<td>Jeff Turner (336)747-7800</td>
<td>Village of Clemmons administering contract. Utilities are currently being installed.</td>
</tr>
<tr>
<td>B-2882</td>
<td>Replace Bridge #387 Over Peter’s Creek on Glade Street in Winston-Salem</td>
<td>Sept. 21, 2020</td>
<td>TBD</td>
<td>ROV Sept. 16, 2019</td>
<td>$462,000</td>
<td>TBD</td>
<td>Matt Jones, PE (336)747-7800</td>
<td>Schedule subject to Approved 2016-2025 STIP - Municipal Bridge Project - (Non-DOT let) City of Winston-Salem</td>
</tr>
<tr>
<td>B-5007</td>
<td>Replace Bridge #296 over NSRR on West First Street in Winston-Salem</td>
<td>Sept. 30, 2021</td>
<td>TBD</td>
<td>ROV Sept. 30, 2019</td>
<td>$770,000</td>
<td>TBD</td>
<td>Matt Jones, PE (336)747-7800</td>
<td>Schedule subject to Approved 2016-2025 STIP - Municipal Bridge Project (Non-DOT let) City of Winston-Salem - project was delayed due to the considerable complexity of the environmental context and the design conditions involved, and considering coordination with the RR</td>
</tr>
<tr>
<td>EB-4020C</td>
<td>Brushy Fork Greenway from Lowery Street to Reynolds Park Rd in Winston-Salem</td>
<td>June, 2018</td>
<td>TBD</td>
<td>ROV July, 2017</td>
<td>$1,175,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>New project due to additional revenue (HB 97). Funding contingent on receipt of local match commitment from municipality (City of Winston-Salem).</td>
</tr>
<tr>
<td>EB-5810</td>
<td>Construct sidewalks at various locations - Barbara Jane Ave., Byerly Rd, and Barry St. in Winston-Salem</td>
<td>FY 2018</td>
<td>TBD</td>
<td>Engineering 2016</td>
<td>$220,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>New project due to additional revenue (HB 97). Funding contingent on receipt of local match commitment from municipality (City of Winston-Salem).</td>
</tr>
<tr>
<td>EB-5811</td>
<td>New Multiuse path, construct pedestrian bridge over the Salem Creek Connector in Winston-Salem</td>
<td>FY 2019</td>
<td>TBD</td>
<td>Engineering 2016</td>
<td>$2,640,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>New project due to additional revenue (HB 97). Funding contingent on receipt of local match commitment from municipality (City of Winston-Salem).</td>
</tr>
<tr>
<td>EB-5812</td>
<td>Construct new Salem Creek Greenway, Forsyth Technical Community College to existing greenway at Marketplace Mall in Winston-Salem.</td>
<td>FY 2018</td>
<td>TBD</td>
<td>Engineering 2016</td>
<td>$1,500,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>New project due to additional revenue (HB 97). Funding contingent on receipt of local match commitment from municipality (City of Winston-Salem).</td>
</tr>
<tr>
<td>TIP / WBS No.</td>
<td>Description</td>
<td>Let Date</td>
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<td>Construction Cost</td>
<td>Contractor</td>
<td>Project Administrator</td>
<td>Comments</td>
</tr>
<tr>
<td>---------------</td>
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</tr>
<tr>
<td>U-4714 PD</td>
<td>Middlebrook Drive Sidewalk Improvements at US 158</td>
<td>N/A</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>Village of Clemmons</td>
<td>Non-DOT let - Village of Clemmons (Mike Gunnell, PE) - Due to extremely high bids, contract has been withdrawn. Village forces will compete work.</td>
<td></td>
</tr>
<tr>
<td>U-5536</td>
<td>Construct a new route, Great Wagon Rd, from SR 1001 (Shallowford Rd) to SR 1308 (Lewisville-Vienna Rd) in Lewisville</td>
<td>July 30, 2023</td>
<td>TBD</td>
<td>ROW Acquisition July 30, 2021</td>
<td>$5,928,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>Non-DOT let - Town of Lewisville - Public meeting held Tuesday, Nov. 1, 2016.</td>
</tr>
<tr>
<td>U-5539A</td>
<td>Streetscape Improvement project on Martin Luther King Jr., Drive, in Winston-Salem</td>
<td>May 30, 2017</td>
<td>TBD</td>
<td>ROW Acquisition Nov. 29, 2016</td>
<td>TBD</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>Non-DOT let - City of Winston-Salem</td>
</tr>
<tr>
<td>U-5617</td>
<td>Improve roundabouts East and West of bridge over US 421 on SR 1173 (Williams Rd); Widen to multi-lanes from roundabout East of Bridge to West of roundabout at SR 1001 (Shallowford Rd) with sidewalks on both sides</td>
<td>FY 2020</td>
<td>TBD</td>
<td>ROW Acquisition FY 2019</td>
<td>$1,260,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>Non-DOT let - Town of Lewisville * Schedule subject to Draft 2017-2027 STIPP</td>
</tr>
<tr>
<td>B-4746</td>
<td>Replace Bridge #229 on SR 2264 (Akron Dr) over Norfolk Southern Railroad in Winston-Salem</td>
<td>Oct. 16, 2018</td>
<td>TBD</td>
<td>ROW Oct. 21, 2016</td>
<td>$4,500,000</td>
<td>TBD</td>
<td>Matt Jones, PE (336)747-7800</td>
<td>Schedule subject to Approved 2016-2025 STIP</td>
</tr>
<tr>
<td>B-5148</td>
<td>Replace Bridge #276 on SR 1001 (Country Club Rd) over NC 67 in Winston-Salem</td>
<td>Jan. 21, 2020</td>
<td>TBD</td>
<td>ROW Jan. 18, 2019</td>
<td>$4,375,000</td>
<td>TBD</td>
<td>Matt Jones, PE (336)747-7800</td>
<td>Schedule subject to Approved 2016-2025 STIP</td>
</tr>
<tr>
<td>B-5770</td>
<td>Replace Bridge #243 on Salisbury Ridge Rd over NC 150 in Winston-Salem</td>
<td>Jan. 21, 2020</td>
<td>TBD</td>
<td>ROW Jan. 18, 2019</td>
<td>$4,317,000</td>
<td>TBD</td>
<td>Matt Jones, PE (336)747-7800</td>
<td>Schedule subject to Approved 2016-2025 STIP - Project delayed to avoid impacts during Business 40 project (U-2827B)</td>
</tr>
<tr>
<td>B-5775</td>
<td>Replace Bridge #275 on Robinhood Rd over NC 67 (Silas Creek Pkwy) in Winston-Salem</td>
<td>Dec. 21, 2021</td>
<td>TBD</td>
<td>ROW Dec. 18, 2020</td>
<td>$4,500,000</td>
<td>TBD</td>
<td>Matt Jones, PE (336)747-7800</td>
<td>Schedule subject to Approved 2016-2025 STIP - project accelerated due to addt'l revenue (HB 97)</td>
</tr>
<tr>
<td>B-5950</td>
<td>Replace Bridge #7 on NC 67 (Silas Creek Parkway, WB lane) over Salem Creek in Winston-Salem</td>
<td>FY 2027</td>
<td>FY 2026</td>
<td>$4,323,000</td>
<td>TBD</td>
<td>Matt Jones, PE (336)747-7800</td>
<td>*Schedule based on Draft 2017-2027 STIP</td>
<td></td>
</tr>
<tr>
<td>I-0911A 53417.3.4</td>
<td>DESIGN BUILD - Grading (Widening), Drainage, Paving and ITS on I-40 from West of NC 801 in Davie Co. to SR 1101 (Harper Rd) in Forsyth Co.</td>
<td>July 18, 2017</td>
<td>FY 2021</td>
<td>ROW Acquisition July 18, 2017</td>
<td>$82,600,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>Schedule subject to Approved 2016-2025 STIP - Project accelerated due to additional revenue (HB 97)</td>
</tr>
<tr>
<td>I-5795 53034.3.1</td>
<td>Pavement Rehabilitation on I-40 from 1.8 miles E. of SR 1003 (High Point Rd) to 0.4 mile E. of SR 2632 (Old Salem Rd)</td>
<td>Oct. 17, 2017</td>
<td>TBD</td>
<td>Planning/ Design in progress</td>
<td>$2,510,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>Schedule subject to Approved 2016-2025 STIP - Division Design Raleigh Let (DDRL)</td>
</tr>
<tr>
<td>I-5814 50457.3.FS1</td>
<td>Pavement Rehab of I-40 from 0.4 mile E. of SR 2632 (Old Salem Rd) in Forsyth Co to 0.3 mile W of SR 1860 (Macy Grove Rd) in Guilford Co.</td>
<td>July 21, 2020</td>
<td>TBD</td>
<td>TBD</td>
<td>$3,226,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>Schedule subject to Approved 2016-2025 STIP- Division Design Raleigh Let (DDRL)</td>
</tr>
<tr>
<td>I-5857 53060.3.1</td>
<td>Pavement Rehabilitation of I-40 from 0.3 mile E of SR 3153 (Hanes Mall Blvd) to 1.8 miles E of SR 1003 (High Point Rd)</td>
<td>July 21, 2020</td>
<td>TBD</td>
<td>Planning/ Design in Progress</td>
<td>$10,288,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>Schedule subject to Approved 2016-2025 STIP- Division Design Raleigh Let (DDRL)</td>
</tr>
<tr>
<td>R-2247B 34409.3.13</td>
<td>W-S Northern Beltway - Western Section - from South of I-40 to South of US 421 Interchange.</td>
<td>Post Year</td>
<td>TBD</td>
<td>ROW Post Year</td>
<td>$51,200,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>UNFUNDED - *Schedule based on Draft 2017-2027 STIP</td>
</tr>
<tr>
<td>R-2247CA 34409.3.6</td>
<td>W-S Northern Beltway, Western Section - Interchange at US 421 and Interchange with SR 1140 (Peace Haven Rd)</td>
<td>Post Year</td>
<td>TBD</td>
<td>ROW Post Year</td>
<td>$45,450,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>UNFUNDED - Schedule subject to Approved 2016-2025 STIP</td>
</tr>
<tr>
<td>R-2247CB 34409.3.7</td>
<td>W-S Northern Beltway - N. of US 421 to SR 1348 (Robinson Rd)</td>
<td>Post Year</td>
<td>TBD</td>
<td>ROW Post Year</td>
<td>$46,450,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>UNFUNDED - Schedule subject to Approved 2016-2025 STIP</td>
</tr>
</tbody>
</table>
### Centrally Administered Projects Under Development

<table>
<thead>
<tr>
<th>TIP / WBS No.</th>
<th>Description</th>
<th>Let Date</th>
<th>Completion Date</th>
<th>Status</th>
<th>Construction Cost</th>
<th>Contractor</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>R-2247D 34409.3.9</td>
<td>W-S Northern Beltway - (SR 1314) Robinhood Rd/Meadowlark Dr. to NC 67</td>
<td>Post Year</td>
<td>TBD</td>
<td>ROW Post Year</td>
<td>$37,700,000</td>
<td>TBD</td>
<td>UNFUNDED - Schedule subject to Approved 2016-2025 STIP</td>
</tr>
<tr>
<td>R-2247EB 34409.3.17</td>
<td>DESIGN BUILD - W-S Northern Beltway - Western Section - Interchange at US 52</td>
<td>July 17, 2018</td>
<td>TBD</td>
<td>ROW July 17, 2018</td>
<td>$113,000,000</td>
<td>TBD</td>
<td>Schedule subject to Approved 2016-2025 STIP - Project accelerated due to additional revenue (HB 97)</td>
</tr>
<tr>
<td>R-2247F 34409.3.18</td>
<td>W-S Northern Beltway - western section - ITS Deployment for Sections BA, BB, CA, D, EA, &amp; EB</td>
<td>Post Year</td>
<td>TBD</td>
<td>ROW Post Year</td>
<td>$8,750,000</td>
<td>TBD</td>
<td>UNFUNDED - Schedule subject to Approved 2016-2025 STIP</td>
</tr>
<tr>
<td>R-2577A 37405.3.1</td>
<td>US 158, Widen to Multi-lanes North of I-40 to SR 1965 (Belews Creek Rd), in Forsyth County</td>
<td>October, 2021</td>
<td>TBD</td>
<td>ROW March, 2020</td>
<td>$35,500,000</td>
<td>TBD</td>
<td>Schedule subject to Approved 2016-2025 STIP</td>
</tr>
<tr>
<td>U-2579A 34839.3.GV3</td>
<td>W-S Northern Beltway, Eastern Section – I-74 / US 311 to I-40 Business</td>
<td>April 17, 2018</td>
<td>TBD</td>
<td>ROW April 17, 2018</td>
<td>$149,000,000</td>
<td>TBD</td>
<td>Schedule subject to Approved 2016-2025 STIP - Project accelerated due to additional revenue (HB 97); Construction to be funded using GARVEE Funds</td>
</tr>
<tr>
<td>U-2579C 34839.3.GV6</td>
<td>W-S Northern Beltway, Eastern Section – W. of US 158 (Reidsville Rd) to W. of US 311 (New Walkertown Rd) near Walkertown</td>
<td>Oct. 17, 2017</td>
<td>TBD</td>
<td>ROW In progress</td>
<td>$61,500,000</td>
<td>TBD</td>
<td>Schedule subject to Approved 2016-2025 STIP - Project accelerated due to additional revenue (HB 97); Construction to be funded using GARVEE Funds</td>
</tr>
<tr>
<td>U-2579D 34839.3.7</td>
<td>DESIGN BUILD - W-S Northern Beltway, Eastern Section - US 311 to SR 2211 (Baux Mountain Rd)</td>
<td>Feb. 20, 2018</td>
<td>TBD</td>
<td>ROW Feb. 20, 2018</td>
<td>$78,400,000</td>
<td>TBD</td>
<td>Schedule subject to Approved 2016-2025 STIP - Project accelerated due to additional revenue (HB 97)</td>
</tr>
<tr>
<td>U-2579E 34839.3.8</td>
<td>DESIGN BUILD - W-S Northern Beltway, Eastern Section - SR 2211 (Baux Mountain Rd) to NC 8 (Germanton Rd)</td>
<td>Feb. 20, 2018</td>
<td>TBD</td>
<td>ROW Feb. 20, 2018</td>
<td>$49,900,000</td>
<td>TBD</td>
<td>Schedule subject to Approved 2016-2025 STIP - Project accelerated due to additional revenue (HB 97)</td>
</tr>
<tr>
<td>U-2579F 34839.3.9</td>
<td>DESIGN BUILD - W-S Northern Beltway, Eastern Section - NC 8 (Germanton Rd) to East of US 52</td>
<td>Feb. 20, 2018</td>
<td>TBD</td>
<td>ROW Feb. 20, 2018</td>
<td>$39,200,000</td>
<td>TBD</td>
<td>Schedule subject to Approved 2016-2025 STIP - Project accelerated due to additional revenue (HB 97)</td>
</tr>
<tr>
<td>U-2729 34853.3.3</td>
<td>Widen SR 1672 (Hanes Mill Rd) to Multilanes, from Museum Dr. to SR 4000 (University Pkwy) in Winston-Salem</td>
<td>Feb. 21, 2023</td>
<td>TBD</td>
<td>ROW Feb. 22, 2021</td>
<td>$8,950,000</td>
<td>TBD</td>
<td>Schedule subject to Approved 2016-2025 STIP - Division Design Raleigh Let (DDRL)</td>
</tr>
<tr>
<td>U-4734 36600.3.1</td>
<td>SR 2801 (Macy Grove Rd) Extension from SR 1005 (E. Mtn. St) to NC 150 (N Main St) in Kernersville. Four lane Divided Facility on New Location.</td>
<td>June 19, 2018</td>
<td>TBD</td>
<td>ROW Acquisition in process</td>
<td>$14,900,000</td>
<td>TBD</td>
<td>Schedule subject to Approved 2016-2025 STIP - Division Design Raleigh Let (DDRL)</td>
</tr>
<tr>
<td>U-5760 46381.3.1</td>
<td>Kernersville Southern Loop (Phase II) - Widen Big Mill Farm Rd and SR 2649 (Hopkins Rd) to multilanes with sidewalk and bike lanes from south of I40 Bus/US 421 to NC 66 (West Mountain St) and Construct Interchange at US 421/i-40 Bus</td>
<td>April 18, 2023</td>
<td>TBD</td>
<td>ROW April 16, 2021</td>
<td>$19,810,000</td>
<td>TBD</td>
<td>Schedule subject to Approved 2016-2025 STIP - PUBLIC MEETING was held on Aug. 16, 2016. (DDRL) Division Design Raleigh Let</td>
</tr>
<tr>
<td>U-5824 44365.3.4</td>
<td>Widen NC 66 (Old Hollow Rd) to Multi-lanes, from Harley Dr to Bellaire Ct/Whitehall Village Ln in Walkertown</td>
<td>Feb. 15, 2022</td>
<td>TBD</td>
<td>ROW Feb. 21, 2020</td>
<td>$8,208,000</td>
<td>TBD</td>
<td>Schedule subject to Approved 2016-2025 STIP - Project accelerated due to additional revenue (HB 97) - (DDRL) Division Design Raleigh Let</td>
</tr>
<tr>
<td>U-5899 44689.3.1</td>
<td>Construct new 2-lane roadway on new location - Forum Parkway Connector, SR 3955 (Forum Parkway) to NC 66 (University Pkwy) in Rural Hall</td>
<td>Jan. 18, 2022</td>
<td>TBD</td>
<td>ROW Jan. 17, 2020</td>
<td>$3,192,000</td>
<td>TBD</td>
<td>Schedule subject to Approved 2016-2025 STIP - New project due to additional revenue (HB 97) - (DDRL) Division Design Raleigh Let - Public meeting scheduled for March, 2018</td>
</tr>
<tr>
<td>U-6003 47138.3.1</td>
<td>Construct new 2-lane divided facility with bicycle / pedestrian accommodation on new route, from SR 1969 (Piney Grove Rd) to NC 150 (N. Main St) in Kernersville.</td>
<td>FY 2022</td>
<td>TBD</td>
<td>FY 2021</td>
<td>$12,524,000</td>
<td>TBD</td>
<td>Schedule subject to Draft 2017-2027 STIP - this project created per the Draft 2017-2017 STIP. It is subject to approval by the BOT</td>
</tr>
</tbody>
</table>

*W-S MPO Transportation Update*
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</tr>
</thead>
<tbody>
<tr>
<td>U-6004 47139.3.1</td>
<td>Convert existing roadway to a 4-lane median divided facility, from SR 1103 (Lewisville-Clemmons Rd) to US 158 in Clemmons</td>
<td>FY 2025</td>
<td>TBD</td>
<td>FY 2023</td>
<td>$4,290,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>TBD</td>
</tr>
<tr>
<td>U-6005 47140.3.1</td>
<td>Widen existing roadway to multi-lanes, from NC 85 (Bethania-Rural Hall Rd) to SR 3983 (Northbridge Dr) in Rural Hall</td>
<td>FY 2024</td>
<td>TBD</td>
<td>FY 2022</td>
<td>$16,128,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>TBD</td>
</tr>
<tr>
<td>Y-4809K 40325.3.F70</td>
<td>SR 2349 (Hammock Farm Rd) NSRR Rail Crossing (#470 211S) Closure in Forsyth Co.</td>
<td>Sept. 3, 2019</td>
<td>TBD</td>
<td>TBD</td>
<td>$70,750</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>TBD</td>
</tr>
</tbody>
</table>

### Division Managed Projects Under Development

<table>
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<tr>
<th>TIP / WBS No.</th>
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<th>Construction Cost</th>
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<th>Administrator</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>17BP.9.R.102</td>
<td>Replace Bridge #210 on SR 2377 (Old Greensboro Rd) over Salem Creek in Winston-Salem</td>
<td>Jan. 27, 2021</td>
<td>TBD</td>
<td>ROW Nov., 2019</td>
<td>$1,100,000</td>
<td>TBD</td>
<td>Matt Jones, PE (336)747-7800</td>
<td>Tip project has been deleted from the STIP. Project has been accelerated as part of the Division Managed 17BP program.</td>
</tr>
<tr>
<td>B-5152 42313.3.1</td>
<td>Replace Bridge #95 on SR 1100 (Lasater Rd) over Blanket Creek in Clemmons</td>
<td>Jan. 16, 2018</td>
<td>TBD</td>
<td>ROW Jan. 20, 2017</td>
<td>$2,600,000</td>
<td>TBD</td>
<td>Matt Jones, PE (336)747-7800</td>
<td>TBD</td>
</tr>
<tr>
<td>B-5771 45727.3.1</td>
<td>Replace Bridge #16 on SR 1611 (Main St) over Muddy Creek in Bethania</td>
<td>May 24, 2018</td>
<td>TBD</td>
<td>ROW June, 2017</td>
<td>$1,700,000</td>
<td>TBD</td>
<td>Matt Jones, PE (336)747-7800</td>
<td>TBD</td>
</tr>
<tr>
<td>17BP.9.R.91</td>
<td>Replace Bridge #99 on SR 1810 (Clothfield Rd) over Brushy Creek</td>
<td>Oct. 24, 2018</td>
<td>TBD</td>
<td>ROW Acquisition Nov., 2017</td>
<td>$1,200,000</td>
<td>TBD</td>
<td>Matt Jones, PE (336)747-7800</td>
<td>TBD</td>
</tr>
<tr>
<td>43654 43670</td>
<td>Architectural bridge enhancements on the new US 52 bridge and aesthetic enhancements associated with Salem Creek Connector (U-2925)</td>
<td>TBD</td>
<td>TBD</td>
<td>Planning and Development</td>
<td>$1,600,000 and $1,590,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>Variety of funding sources – Creative Corridors Coalition, MPO STP/DA, City of W-S, and State Small Construction and Contingency funds. Should know more this Fall. 2016.</td>
</tr>
</tbody>
</table>

### Bridge Preservation Projects under Development

<table>
<thead>
<tr>
<th>TIP / WBS No.</th>
<th>Description</th>
<th>Let Date</th>
<th>Completion Date</th>
<th>Status</th>
<th>Construction Cost</th>
<th>Contractor</th>
<th>Administrator</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>17BP.9.C.2</td>
<td>Replace Culvert No. 133 on Ellison Creek on SR 1170 (Dull Rd) in Forsyth County</td>
<td>Oct. 25, 2017</td>
<td>TBD</td>
<td>Right of Way acquisition March 3, 2017</td>
<td>$500,000</td>
<td>TBD</td>
<td>Matt Jones, PE (336)747-7800</td>
<td>Right of way plans are finalized and utility coordination is complete. Right of way will begin by March 3, 2017.</td>
</tr>
</tbody>
</table>

### Completed Projects

<table>
<thead>
<tr>
<th>TIP / WBS No.</th>
<th>Description</th>
<th>Let Date</th>
<th>Completion Date</th>
<th>Status</th>
<th>Construction Cost</th>
<th>Contractor</th>
<th>Administrator</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>17BP.9.R.34</td>
<td>DESIGN BUILD - Replace (4) bridges in Davidson Co., (1) in Forsyth Co., (3) in Rowan Co., and (1) in Stokes Co.</td>
<td>April, 2012</td>
<td>Dec. 21, 2016</td>
<td>100% Complete</td>
<td>$12,585,775</td>
<td>Crowder Construction Co.</td>
<td>Jeremy Guy, PE (336)747-7950</td>
<td>Design Build Project – Project is complete</td>
</tr>
<tr>
<td>17BP.9.R.64 (BD-5109 AB/AC)</td>
<td>Replace Bridges No.142 over West fork of Muddy Creek on SR 1639 (Tuttle Rd) and No. 283 over Muddy Creek on SR 1893 (Priddy Farm Rd) in Forsyth County</td>
<td>March 23, 2016</td>
<td>Mar. 31, 2017 (perm. veg. by Oct. 31 2017)</td>
<td>100% Complete</td>
<td>$912,953</td>
<td>Eastern Structures, LLC</td>
<td>Mezak Tucker, PE (336)747-7950</td>
<td>Project is complete and awaiting vegetation establishment for final acceptance.</td>
</tr>
<tr>
<td>EB-5523 50039.3.FD1</td>
<td>Construct multuse trail path (Cedar Trail) and pedestrian bridge over Muddy Creek to Muddy Creek Greenway in Winston-Salem</td>
<td>Mar. 21, 2016</td>
<td>TBD</td>
<td>100% Complete</td>
<td>$870,523</td>
<td>Carolina Environmental Contracting Inc.</td>
<td>Jeff Turner (336)747-7800</td>
<td>City of Winston-Salem. All work is complete. Final inspection and acceptance Feb. 23</td>
</tr>
<tr>
<td>U-2800(L) 34858.3.4</td>
<td>Landscape work at the Interchange of SR 2601 (Macy Grove Rd) and I-40 Bus/US 421 in Forsyth Co.</td>
<td>Jan. 13, 2016</td>
<td>May 15, 2017</td>
<td>100% Complete</td>
<td>$160,000</td>
<td>Country Boy Landscaping</td>
<td>Daniel Hone (336) 896-2380</td>
<td>All plants have been installed and project has been mulched. Zoysia sod was completed on March 23, 2017. Project closes out May 6, 2017.</td>
</tr>
</tbody>
</table>
Air Quality Notes:

- C.A.F.E Standard?
  - New administration has proposed to roll back the Corporate Average Fuel Economy standards….nothing has changed yet.
  - Hard to evaluate potential impacts to air pollution in the area without knowing how far a rollback could go, if any.
  - Will follow closely but impact likely to be minimal for MPO.

- CMAQ Emission Reductions Calculator Updated
  - This is offered only as an additional resource to assist DOTs, MPOs, and project sponsors in the project justification process.
  - Two modules which focused on Traffic Flow Improvements and Advanced Diesel Truck/Engine Technologies have been updated

Air Quality Report:

- Clean Spring so far
**Winston-Salem Urban Area MPO Bicycle and Pedestrian Program Update**

**Winston-Salem Bike Share Program**
The National Cycling Center in Winston-Salem is set to launch a public bike share system at the end of May to include 50 bicycles distributed across 10 stations. Users will be able to check out bikes and pay rental fees from their mobile phones, eliminating the need for bulky bike share stations. Daily, monthly, and annual bike share memberships will be available with reasonable rates and rental times to encourage greatest use. The bike share stations will be located primarily in the downtown area, but also near popular tourist destinations and Salem Lake, with an emphasis on locations that are well connected via trails and bike lanes. The National Cycling Center is a non-profit organization currently developing a training facility in downtown Winston-Salem for elite competitive cyclists. However, they also serve the broader public as a community resource for cycling-related fitness, activity, education, and advocacy.

**Programming**
- May is National Bike Month and communities through Winston-Salem MPO will celebrate with events to encourage more, and safer, cycling. The City of Winston-Salem has created a Bike Month webpage with event details at [www.cityofws.org/bikemonth](http://www.cityofws.org/bikemonth). Highlights include:
  - Bike Safety Day – Saturday, May 13th, 10:00am – 2:00pm.
  - Bike-In Movie – Saturday, May 13th, 8:30pm.
  - Ride of Silence – Wednesday, May 17th, 7:00pm.
  - Clemmons Pedal and Metal Fest – Saturday, May 20th, 11:00am – 2:00pm.
  - Walk & Roll Winston-Salem – Monday, May 29th, 1-4pm.
- Winston-Salem’s open streets event, Walk & Roll Winston-Salem, enters its eighth season with some major changes, including its incorporation into the Winston-Salem Cycling Classic, on Monday, May 29th, 1-4pm. The event will still offer car-free streets for families to bike, walk, and skate, along with a bike rodeo from the Winston-Salem Police Department and exhibits from community organizations. However, Walk & Roll Winston-Salem participants will also be able take in the professional racing action associated with the Winston-Salem Cycling Classic. The women’s and men’s professional race route will take the peloton past the Walk & Roll Winston-Salem area, allowing families to watch the races and enjoy the live music and food trucks associated with the Winston-Salem Cycling Classic.

![Sample Bike Share Station.](image)

*Figure 1: Sample Bike Share Station.*
<table>
<thead>
<tr>
<th>SUNDAY</th>
<th>MONDAY</th>
<th>TUESDAY</th>
<th>WEDNESDAY</th>
<th>THURSDAY</th>
<th>FRIDAY</th>
<th>SATURDAY</th>
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<td>13</td>
</tr>
<tr>
<td>WINSTON-SALEM COMMUNITY BIKE RIDE</td>
<td>PIEDMONT FLYERS CLUB RIDE 6 pm Lewisville Square</td>
<td>INNOVATION QUARTER BIKE RIDE 11 am Bailey Park</td>
<td>PIEDMONT FLYERS CLUB RIDE 6 pm Lewisville Square</td>
<td>PIEDMONT FLYERS CLUB RIDE 6 pm Lewisville Square</td>
<td>BIKES ON BUSES EVENT 11 am - 2 pm Morgan Elem.</td>
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<tr>
<td>WINSTON-SALEM COMMUNITY BIKE RIDE</td>
<td>PIEDMONT FLYERS CLUB RIDE 6 pm Lewisville Square</td>
<td>BAPTIST MEDICAL HEALTH AND FITNESS DAY 9:30 am - 1:30 pm Ardmore Cafeteria RIDE OF SILENCE 6:45 pm Foothills Brewing 638 W. 4th St.</td>
<td>PIEDMONT FLYERS CLUB RIDE 6 pm Lewisville Square</td>
<td>PIEDMONT FLYERS CLUB RIDE 6 pm Lewisville Square</td>
<td>CLEMMONS PEDAL AND METAL FEST 11:00 am - 2 pm Morgan Elem.</td>
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<tr>
<td>WINSTON-SALEM COMMUNITY BIKE RIDE</td>
<td>WALK &amp; ROLL WINSTON-SALEM 1-4 pm 5th Street between Patterson Ave. and Research Parkway</td>
<td>PIEDMONT FLYERS CLUB RIDE 6 pm Lewisville Square</td>
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<td>PIEDMONT FLYERS CLUB RIDE 6 pm Lewisville Square</td>
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</tbody>
</table>

For more information go to cityofws.org/bikemonth

SPONSORS: City of Winston-Salem, Forsyth County Health Department, Safe Kids Coalition, Active Routes to School, Wake Forest Innovation Quarter, Triad Eco Adventures, National Cycling Center, Winston-Salem Cycling Classic, Omega Sports, Fleet Feet, aperture
Bike, walk or skate without traffic on Fifth Street in Wake Forest Innovation Quarter. Enjoy all the family-friendly fun of Walk & Roll with all the excitement of professional bike racing before, during and after!

- Bike, walk or skate on a loop set up on Fifth Street between Patterson Avenue and Research Parkway
- Live music
- Activities and exhibitors
- Food trucks
- Bike Rodeo
- Shade tents

Race Schedule
Women’s Road Race: 10:15 a.m.-1:30 p.m.
Men’s Road Race: 2:15-7 p.m.
For more race info: WinstonSalemCycling.com

This is not an endorsed program of Winton-Salem/Forsyth County Schools
Pasee en bicicleta, camine o patine sin tráfico en la Fifth Street en Wake Forest Innovation Quarter. Disfrute de toda la diversión familiar de Walk & Roll con toda la emoción de las carreras de bicicletas profesionales antes, durante y después!

- Monte su bicicleta, camine o patine en la Fifth Street entre la avenida Patterson y Research Parkway
- Música en vivo
- Actividades y expositores
- Camiones de comida
- Rodeo de Bicicletas
- Tiendas de campaña para sombra

Horario de Carrera
Carrera por carretera femenina: 10:15 a.m.-1:30 p.m.
Carrera por carretera masculina: 2:15-7 p.m.
Para más información sobre la carrera:
WinstonSalemCycling.com
On-Going Updates

At the April Committee meeting, WSDOT presented a 3-month status report of the revamped systems as well additional recommendations for further improvements. These recommendations included adding night, Saturday and Sunday services to 11 routes and eliminating 1 route due to low performance. The total costs of recommendations is $796,537.

If modifications are approved:
- System-Wide and Route Maps will be Updates to
- Bus stop improvements, including adding stops and shelters, will be completed
- Roadway improvements, such as landing pads, sidewalk and ADA ramps to meet ADA requirements, will be completed
- System timing will continue to be modified
- Approved system changes can be effective by October 1st.

The next step is City Council’s approval of the recommendations.

TransAID

WSTA held 12 public hearings, from March 24th to April 24th to gauge public opinions regarding the following items:
- the proposed rate increase of TransAID fares,
- the elimination of the policy for TransAID passengers to ride for free with a Medicaid card
- the elimination of the TransAID discount passes

Over 100 comments were recorded and documented.

The next steps will include approval by the WSTA Board of Directors and the City Council.

Questions and/or Comments
Phone: (336) 727-2000
Email: custserv@wstransit.com
PART Express Route Adjustments

PART strives to provide convenient, efficient, and viable transportation options that are fiscally responsible and sustainable. With 15 years of service and the benefit of ridership and demographic data available to us, PART has reviewed our entire commuter express service, and is proposing service changes to correlate the local financial support, and commuting patterns of our customers.

In areas where ridership is low PART proposes to discontinue PART Express Bus Service. PART staff is available to help you explore other commuting options like carpooling or establishing a PART Vanpool. These changes represent a significant increase in PART Express service targeting areas with existing strong ridership.

Adjustments will go into effect July 3, 2017. More details can be found on the PART website.

To learn more about PART’s programs and projects, please visit www.partnc.org

Ribbon Cutting and Grand Opening for Coble Intermodal Transportation Center

Ribbon Cutting Date: May 17, 2017
Grand Opening Date: July 3, 2017

Shown Above: PART Express ridership for March was 39,158. The estimated FY 17 ridership is 458,316.
PART and National Express were presented Gold Safety Awards by the NC Department of Labor for the 2nd year in a row.

Faces of PART

Alice Long
Commuter Resources Administrator II
Alice was recently promoted to Commuter Resources Administrator II. She has 22 years of experience in the customer service field. Currently Alice is enrolled at GTCC finishing her Applied Science Degree in Culinary Arts. Alice has been a long time resident of Greensboro and looks forward to helping you plan your transit trip in the Triad.

Frank White
Operator of the Month
Congrats to Frank White, who was the Operator of the Month in March. Mr. White has been with PART since August 2016. He is a safe driver with great customer service skills and can always be counted on to help when needed.

Post a pic of yourself using a clean commute to facebook.com/partnc to win daily prizes.

Visit www.partnc.org for full campaign rules and regulations. Prizes are subject to change based on availability.
WSMPO Title VI Compliance Update

Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance.

Winston-Salem Department of Transportation Title VI Policy Statement

It is the policy of the Winston-Salem Department of Transportation to ensure that no person shall, on the grounds of race, color, sex, age, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and any other related non-discrimination Civil Rights laws and authorities.

Winston-Salem Department of Transportation Title VI Programs

Environmental Justice

Environmental Justice (EJ) comes from an Executive Order (EO) 12898 signed in February 1994. It is a Federal Action that addresses the effect of all programs, policies, and activities on minority and low income (MLI) populations. The three main principles of EJ are to avoid or minimize high and adverse human health, environmental, social, and or economic effects on MLI populations; ensure full and fair participation of all potentially affected communities in the transportation decision-making process; and to prevent denial of, reduction in, or significant delay in the receipt of benefits by MLI populations.

The Winston-Salem Urban Area Metropolitan Planning Organization is currently updating the Environmental Justice chapter of the draft 2040 Metropolitan Transportation Plan (MTP). The MTP is a federally mandated document that must have a vision that meets community goals, provide for all transportation modes, have a minimum twenty year planning horizon, and must be financially constrained where projected revenues meet the costs of the transportation facilities.

Limited English Proficiency

Individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English can be limited English proficient, or "LEP." These individuals may be entitled language assistance with respect to a particular type of service, benefit, or encounter.

Discrimination Complaint Procedures

If you feel that you have been discriminated against, you may file a formal complaint. To learn how to file a complaint and to access the complaint form, please contact: Kelly Garvin, City of Winston-Salem Transportation Engineer/WSMPO Title VI Coordinator, P.O. Box 2511, Winston-Salem, NC 27102-2511, (336) 747-6881, kellym@cityofws.org
May 01, 2017 – May 31, 2017
National Bike Month

May 21, 2017
Walk & Roll Winston-Salem

June 2017
N.C. Board of Transportation STIP adoption

July 20, 2017
Regular meeting of the TAC and TCC

September 21, 2017
Regular meeting of the TAC and TCC

November 16, 2017
Regular meeting of the TAC and TCC
INFORMATION ITEM #10i
Legislative Update
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<th>Description</th>
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</tr>
<tr>
<td>2 H141</td>
<td>MAINTENANCE BOND FOR SUBDIVISION ROADS.</td>
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<tr>
<td>3 H219</td>
<td>TRANSPORTATION MEGAPROJECT FUNDING.</td>
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<tr>
<td>4 H220</td>
<td>STATE INFRASTRUCTURE BANK REVISIONS.</td>
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<td>5 H246</td>
<td>FORSYTH TECH MULTICAMPUS FUNDS.</td>
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<td>6 H349, (S281)</td>
<td>CURRITUCK-DEVELOPER FUNDS FOR ROAD CONSTR.</td>
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<td>7 H468</td>
<td>DOT/FUNDING FOR PRELIMINARY ENGINEERING.</td>
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<td>8 H501</td>
<td>DOT/SURVEYING INFORMATION IN PLANS.</td>
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<td>9 H507, (S575)</td>
<td>LAND-USE REGULATORY CHANGES.</td>
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<td>10 H528</td>
<td>TRAFFIC IMPACT ANALYSIS TIME FRAME.</td>
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<tr>
<td>11 H558</td>
<td>STUDY/TEXTING WHILE DRIVING ENFORCEMENT.</td>
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<tr>
<td>12 H596</td>
<td>STUDY/MPO VOTING POWER DISTRIBUTION.</td>
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<tr>
<td>13 H606, (S640)</td>
<td>STUDY 64 BYPASS EFFECT &amp; TRANSFER FUNDS.</td>
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<td>14 H792</td>
<td>2017 APPROPRIATIONS ACT.</td>
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<tr>
<td>15 H81</td>
<td>STI/REGIONAL &amp; DIVISION WEIGHTING.</td>
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<td>16 H844</td>
<td>DOT/TRAFFIC SIGNAL OVERSIGHT.</td>
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<tr>
<td>17 H92</td>
<td>BLUE RIBBON COMMITTEE/TRANSPORTATION FUNDING.</td>
</tr>
<tr>
<td>18 S172</td>
<td>REMOVE LIMITS ON LIGHT RAIL FUNDING.</td>
</tr>
<tr>
<td>19 S240</td>
<td>APPROPRIATIONS ACT OF 2017.</td>
</tr>
<tr>
<td>21 S296</td>
<td>ROAD IMPROVEMENTS ADJACENT TO SCHOOLS.</td>
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<tr>
<td>22 S558</td>
<td>SCHOOL ROAD IMPROVEMENT GRANT PROGRAM.</td>
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<tr>
<td>23 S640</td>
<td>STUDY 64 BYPASS EFFECT &amp; TRANSFER FUNDS.</td>
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<tr>
<td>24 S92</td>
<td>MAINTENANCE BOND FOR SUBDIVISION ROADS.</td>
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</table>

http://ncleg.net/

Use this web site as a tool to track bills, find and communicate with your State, House and Senate members, and to follow chamber activity, meetings and issues before the General Assembly.
A BILL TO BE ENTITLED

AN ACT TO ESTABLISH A MEGAPROJECT FUND TO FUND HIGHER-COST AND LARGER-SCALE TRANSPORTATION PROJECTS, AS RECOMMENDED BY THE HOUSE SELECT COMMITTEE ON STRATEGIC TRANSPORTATION PLANNING AND LONG TERM FUNDING SOLUTIONS.

The General Assembly of North Carolina enacts:

SECTION 1. Establishment of the Megaproject Fund. – Chapter 136 of the General Statutes is amended by adding a new Article to read:

"Article 14C. Megaproject Fund.


(a) An account designated as the Megaproject Fund is hereby created within the Highway Trust Fund. The Megaproject Fund consists of revenue from appropriations or transfers by the General Assembly.

(b) The amounts deposited to the Megaproject Fund shall be used as provided in this Article, notwithstanding any provision of Article 14B of this Chapter to the contrary. The provisions of Article 14B of this Chapter shall not apply to the application of the Megaproject Fund.


The Department of Transportation shall use the Megaproject Fund to fund transportation projects, selected by a workgroup overseen by the Department, of statewide or regional significance that exceed two hundred million dollars ($200,000,000) in total project cost. The workgroup selecting projects under this section shall establish project selection criteria based on the provisions of this Article.


The Department of Transportation shall develop, and update annually, a report containing a completion schedule for all projects to be funded from the Megaproject Fund, including the selection criteria and reasoning used for each project. The annual update shall indicate the projects, or portions thereof, that were completed during the preceding fiscal year, any changes in the original completion schedules, and the reasons for the changes. The report shall also include the Department's anticipated schedule for future projects. The Department shall submit the report and the annual updates to the Joint Legislative Transportation Oversight Committee by November 1 of each year."

SECTION 2. Exclusion from Transportation Investment Strategy Formula. – G.S. 136-189.11(b) is amended by adding a new subdivision to read:
"(b) Funds Excluded From Formula. – The following funds are not subject to this section:
...
(11) Funds appropriated or transferred to the Megaproject Fund, in accordance with Article 14C of this Chapter."

SECTION 3.(a) Establishment of Workgroup and Megaproject Selection Criteria. – The Department of Transportation shall establish a workgroup for the purposes of developing megaproject selection criteria and selecting projects in accordance with G.S. 136-189.13, as enacted by Section 1 of this act. The megaproject selection criteria shall:
(1) Address large-scale, significant transportation needs of the State.
(2) Provide for interstate and intrastate connectivity between urban and rural areas and between rural areas.
(3) Encourage economic development in both urban and rural areas of the State.
(4) Improve existing major highway corridors by increasing capacity and relieving congestion.
(5) Provide for infrastructure improvements and rail and highway connectivity to the State ports.
(6) Encourage delivery of projects in the most effective, efficient, and expeditious manner.

SECTION 3.(b) Membership. – The workgroup shall consist of the following members:
(1) A representative from the workgroup established under G.S. 136-189.11(h).
(2) A representative from the North Carolina Association of Municipal Planning Organizations.
(3) A representative from the North Carolina Association of Rural Planning Organizations.
(4) A representative from the North Carolina League of Municipalities.
(5) A representative from the North Carolina Association of County Commissioners.
(6) A representative from the North Carolina Metropolitan Mayors Coalition.
(7) A representative from the North Carolina Council of Regional Governments.

SECTION 3.(c) Selection of Members; Cochairs. – The Department of Transportation shall select the members listed in subsection (b) of this section. The cochairs of the workgroup shall be the members listed in subdivisions (2) and (3) of subsection (b) of this section.

SECTION 3.(d) Meetings. – The Department of Transportation shall establish and convene the workgroup required under this section within 30 days of the effective date of this section. Within the three-month period from the date the workgroup is convened, the workgroup shall hold at least three meetings. One meeting shall set forth the goals and objectives of the workgroup, a second meeting shall discuss the progress made in meeting its goals and objectives, and a third meeting shall present the outcomes achieved from the workgroup process, including a presentation on the selection criteria established by the workgroup. Additional meetings shall be on the call of the cochairs. Each member may be represented by a designee, who shall have the same voting powers as the member. The workgroup shall meet in offices provided by the Department of Transportation. In addition, the Department of Transportation shall provide the necessary secretarial and clerical staff and supplies to help the workgroup accomplish its goals and objectives.

SECTION 3.(e) Quorum. – A quorum of the workgroup shall consist of a majority of the workgroup's total membership.

SECTION 3.(f) Reports. – No later than 45 days from the date the workgroup is convened, the workgroup shall provide a report to the Joint Legislative Transportation Oversight Committee on its progress in creating the megaproject selection criteria. Prior to the end of the three-month period from the date the workgroup is convened, the workgroup shall provide a report
to the Joint Legislative Transportation Oversight Committee on the megaproject selection criteria created by the workgroup.

SECTION 4. Effective Date. – Sections 3 and 4 of this act are effective when they become law. The remainder of this act becomes effective July 1, 2017.
AN ACT TO PROVIDE MULTICAMPUS FUNDING FOR THE FORSYTH TECHNICAL COMMUNITY COLLEGE TRANSPORTATION TECHNOLOGY CENTER.

The General Assembly of North Carolina enacts:

SECTION 1. There is appropriated from the General Fund to the Community Colleges System Office the sum of five hundred twenty-six thousand one hundred nineteen dollars ($526,119) in recurring funds for the 2017-2018 fiscal year to operate the Transportation Technology Center at Forsyth Technical Community College as a multicampus center.

SECTION 2. This act becomes effective July 1, 2017.
A BILL TO BE ENTITLED

AN ACT TO STUDY THE DISTRIBUTION OF VOTING POWER AMONG THE VOTING MEMBERS OF METROPOLITAN PLANNING ORGANIZATIONS AND RURAL TRANSPORTATION PLANNING ORGANIZATIONS.

The General Assembly of North Carolina enacts:

SECTION 1. The Study Committee on the Distribution of Voting Power in Metropolitan Planning Organizations and Rural Transportation Planning Organizations is created. The Committee shall consist of five members of the House of Representatives, appointed by the Speaker of the House of Representatives, and five members of the Senate, appointed by the President Pro Tempore of the Senate. The Speaker of the House of Representatives and the President Pro Tempore of the Senate shall each designate one member as a cochair. Vacancies to the Committee shall be filled by the same appointing authority making the initial appointment. The Committee shall meet upon the call of the cochair. A quorum shall be a majority of the Committee members.

SECTION 2. The Committee shall study the process used and guidelines followed by Metropolitan Planning Organizations and Rural Transportation Planning Organizations in determining how to distribute voting power among their voting members. The study shall include an examination of other state laws to determine if and how other states regulate the distribution of voting power among the voting members of Metropolitan Planning Organizations and Rural Transportation Planning Organizations.

SECTION 3. The Committee, while in the discharge of its official duties, may exercise all powers provided for under G.S. 120-19 and G.S. 120-19.1 through G.S. 120-19.4. The Committee may meet in the Legislative Building or the Legislative Office Building. Members of the Committee shall receive subsistence and travel expenses at the rates set forth in G.S. 120-3.1.

The Legislative Services Commission, through the Legislative Services Officer, shall assign professional staff to assist the Committee in its work. The House of Representatives shall assign clerical staff to the Committee, and the expenses relating to the clerical employees shall be borne by the Committee. The Committee may contract for professional, clerical, or consultant services, as provided by G.S. 120-32.02.

SECTION 4. The Committee shall report its findings, including any proposed legislation, to the 2018 Regular Session of the 2017 General Assembly. The Committee shall terminate upon filing its final report or upon the convening of the 2018 Regular Session of the 2017 General Assembly, whichever is earlier.

SECTION 5. This act is effective when it becomes law.
A BILL TO BE ENTITLED
AN ACT TO ADJUST THE WEIGHTING ATTRIBUTED UNDER THE TRANSPORTATION INVESTMENT STRATEGY FORMULA TO THE DEPARTMENT OF TRANSPORTATION'S DIVISION ENGINEERS, THE METROPOLITAN PLANNING ORGANIZATIONS, AND THE RURAL TRANSPORTATION PLANNING ORGANIZATIONS, WHEN SELECTING REGIONAL IMPACT AND DIVISION NEED PROJECTS, AS RECOMMENDED BY THE HOUSE SELECT COMMITTEE ON STRATEGIC TRANSPORTATION PLANNING AND LONG TERM FUNDING SOLUTIONS.

The General Assembly of North Carolina enacts:

SECTION 1. G.S. 136-189.11(d)(2)a. reads as rewritten:
"(2) Regional Impact Projects. – Thirty percent (30%) of the funds subject to this section shall be used for Regional Impact Projects and allocated by population of Distribution Regions based on the most recent estimates certified by the Office of State Budget and Management:

a. Criteria. – A combination of transportation-related quantitative criteria, qualitative criteria, and local input shall be used to rank Regional Impact Projects involving highways that address cost-effective needs from a region-wide perspective and promote economic growth. Local input is defined as the rankings identified by the Department's Transportation Division Engineers, Metropolitan Planning Organizations, and Rural Transportation Planning Organizations. Transportation Division Engineer local input scoring shall take into account public comments. The Department shall ensure that the public has a full opportunity to submit public comments, by widely available notice to the public, an adequate time period for input, and public hearings. Board of Transportation input shall be in accordance with G.S. 136-189.11(g)(1) and G.S. 143B-350(g). The criteria utilized for selection of Regional Impact Projects shall be based thirty percent (30%) on local input, ten percent (10%) on the rankings identified by the Division Engineers, twenty percent (20%) on the rankings identified by the Metropolitan Planning Organizations and the Rural Transportation Planning Organizations, and seventy percent (70%) on consideration of a numeric scale of 100 points based on the following quantitative criteria:
SECTION 2. G.S. 136-189.11(d)(3)a. reads as rewritten:

"(3) Division Need Projects. – Thirty percent (30%) of the funds subject to this section shall be allocated in equal share to each of the Department divisions, as defined in G.S. 136-14.1, and used for Division Need Projects.

a. Criteria. – A combination of transportation-related quantitative criteria, qualitative criteria, and local input shall be used to rank Division Need Projects involving highways that address cost-effective needs from a Division-wide perspective, provide access, and address safety-related needs of local communities. Local input is defined as the rankings identified by the Department's Transportation Division Engineers, Metropolitan Planning Organizations, and Rural Transportation Planning Organizations. Transportation Division Engineer local input scoring shall take into account public comments. The Department shall ensure that the public has a full opportunity to submit public comments, by widely available notice to the public, an adequate time period for input, and public hearings. Board of Transportation input shall be in accordance with G.S. 136-189.11(g)(1) and G.S. 143B-350(g). The criteria utilized for selection of Division Need Projects shall be based fifty percent (50%) on local input, fifteen percent (15%) on the rankings identified by the Department's Division Engineers, thirty-five percent (35%) on the rankings identified by the Metropolitan Planning Organizations and the Rural Transportation Planning Organizations, and fifty percent (50%) on consideration of a numeric scale of 100 points based on the following quantitative criteria, except as provided in sub-subdivision b. of this subdivision:

SECTION 3. G.S. 136-189.11(d)(4)b. reads as rewritten:

"(4) Criteria for nonhighway projects. – Nonhighway projects subject to this subsection shall be evaluated through a separate prioritization process established by the Department that complies with all of the following:

b. Local input shall include rankings of projects identified by the Department's Transportation Division Engineers, Metropolitan Planning Organizations, and Rural Transportation Planning Organizations. Transportation Division Engineer local input scoring shall take into account public comments. The Department shall ensure that the public has a full opportunity to submit public comments, by widely available notice to the public, an adequate time period for input, and public hearings. Board of Transportation input shall be in accordance with G.S. 136-189.11(g)(1) and G.S. 143B-350(g)."

SECTION 4. This act is effective when it becomes law.
A BILL TO BE ENTITLED

AN ACT TO PROVIDE THE DEPARTMENT OF TRANSPORTATION WITH AUTHORITY AND SUPERVISION OVER ELECTRONIC TRAFFIC SIGNALS AND OTHER ELECTRONIC TRAFFIC CONTROL DEVICES ON THE PUBLIC HIGHWAYS, ROADS, AND STREETS OF THIS STATE.

The General Assembly of North Carolina enacts:

SECTION 1. G.S. 136-18 is amended by adding a new subdivision to read:

"(46) The authority and supervision over electronic traffic signals and other electronic traffic control devices on the public highways, roads, and streets of this State. The Department shall develop and publish on its Web site standards that must be met when operating electronic traffic signals and other electronic traffic control devices. If the Department determines that a local government is not operating electronic traffic signals and other electronic traffic control devices in accordance with the standards established under this subdivision, the Department shall notify the local government in writing and specify what standard or standards are not being met. If the local government fails to take corrective action within 60 days of receiving notice from the Department, the Department shall assume control over the operation of the electronic traffic signal or electronic traffic control device, and the Department shall maintain control over the operation until the local government demonstrates to the satisfaction of the Department the ability to operate the electronic traffic signal or electronic traffic control device in accordance with the standards established under this subdivision. If the Department assumes control of the operation of an electronic traffic signal or electronic traffic control device, the local government shall reimburse the Department for any costs incurred by the Department during its control of the operation."

SECTION 2. The Department of Transportation shall commence development of the standards required under G.S. 136-18(46), as enacted by this act.

SECTION 3. Section 1 of this act becomes effective October 1, 2017. The remainder of this act is effective when it becomes law.
ACRONYMS
## TRANSPORTATION ACRONYMS/ABBREVIATIONS

<table>
<thead>
<tr>
<th>ACRONYM</th>
<th>CORRESPONDING TERM</th>
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<tbody>
<tr>
<td>AA</td>
<td>Alternatives Analysis</td>
</tr>
<tr>
<td>AADT</td>
<td>Annual Average Daily Traffic</td>
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<tr>
<td>AASHTO</td>
<td>American Association of State and Highway Transportation Officials</td>
</tr>
<tr>
<td>ACTTT</td>
<td>Accelerated Construction Technology Transfer</td>
</tr>
<tr>
<td>ADA</td>
<td>Americans with Disabilities Act</td>
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<tr>
<td>ADT</td>
<td>Average Daily Traffic</td>
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<tr>
<td>AFV</td>
<td>Alternative Fuel Vehicle</td>
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<tr>
<td>AICP</td>
<td>American Institute of Certified Planners</td>
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<tr>
<td>AMPO</td>
<td>Association of Metropolitan Planning Organizations</td>
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<tr>
<td>APTA</td>
<td>American Public Transportation Association</td>
</tr>
<tr>
<td>AQCDR</td>
<td>Air Quality Conformity Determination Report</td>
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<tr>
<td>AQI</td>
<td>Air Quality Index</td>
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<tr>
<td>ARID</td>
<td>Attribute Road Inventory Database</td>
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<tr>
<td>ASLA</td>
<td>American Society of Landscape Architects</td>
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<tr>
<td>AVL</td>
<td>Automatic Vehicle Locator</td>
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<tr>
<td>B/C</td>
<td>Benefit/Cost Ratio</td>
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<tr>
<td>BGMP0</td>
<td>Burlington-Graham Metropolitan Planning Organization</td>
</tr>
<tr>
<td>BMP</td>
<td>Best Management Practices</td>
</tr>
<tr>
<td>CAA/CAAA</td>
<td>Clean Air Act/Clean Air Act Amendments of 1990</td>
</tr>
<tr>
<td>CAD</td>
<td>Computer Assisted Design</td>
</tr>
<tr>
<td>CBD</td>
<td>Central Business District</td>
</tr>
<tr>
<td>C3</td>
<td>Creative Corridors Coalition</td>
</tr>
<tr>
<td>CCPB</td>
<td>City-County Planning Board</td>
</tr>
<tr>
<td>CDP</td>
<td>Census Designated Place</td>
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<tr>
<td>CE</td>
<td>Categorical Exclusion</td>
</tr>
<tr>
<td>CEI</td>
<td>Construction Engineering and Inspection Services</td>
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<tr>
<td>CERCLA</td>
<td>Comprehensive Environmental Response, Compensation &amp; Liability Act</td>
</tr>
<tr>
<td>CFR</td>
<td>Combined Federal Register</td>
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<tr>
<td>CIA</td>
<td>Community Impact Assessment</td>
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<tr>
<td>CIP</td>
<td>Capital Improvements Program</td>
</tr>
<tr>
<td>CMAQ</td>
<td>Congestion Mitigation and Air Quality Program</td>
</tr>
<tr>
<td>CMP/CMS</td>
<td>Congestion Management Processes/System</td>
</tr>
<tr>
<td>CO</td>
<td>Carbon Monoxide</td>
</tr>
<tr>
<td>CSS/CSD</td>
<td>Context Sensitive Solutions/Context Sensitive Design</td>
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<tr>
<td>CTP</td>
<td>Comprehensive Transportation Plan</td>
</tr>
<tr>
<td>CTPP</td>
<td>Census Transportation Planning Package</td>
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<tr>
<td>DAQ/NCDAQ</td>
<td>(North Carolina) Division of Air Quality (Division of NCDENR)</td>
</tr>
<tr>
<td>DEIS</td>
<td>Draft Environmental Impact Statement</td>
</tr>
<tr>
<td>DENR/NCDENR</td>
<td>(North Carolina) Department of Environment &amp; Natural Resources</td>
</tr>
<tr>
<td>DBE</td>
<td>Disadvantaged Business Enterprise</td>
</tr>
<tr>
<td>DHV</td>
<td>Design Hour Volume</td>
</tr>
<tr>
<td>DMU</td>
<td>Diesel Multiple Unit</td>
</tr>
<tr>
<td>EAC</td>
<td>Early Action Compact</td>
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<tr>
<td>EIS/EA</td>
<td>Environmental Impact Statement/Environmental Assessment</td>
</tr>
<tr>
<td>EJ</td>
<td>Environmental Justice</td>
</tr>
<tr>
<td>EPA/USEPA</td>
<td>(United States) Environmental Protection Agency</td>
</tr>
<tr>
<td>EO</td>
<td>Executive Order</td>
</tr>
<tr>
<td>FAA</td>
<td>Federal Aviation Administration</td>
</tr>
<tr>
<td>FAQs</td>
<td>Frequently Asked Questions</td>
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<tr>
<td>FCAC</td>
<td>Forsyth County Airport Commission</td>
</tr>
<tr>
<td>FCOEAP</td>
<td>Forsyth County Office Environmental Assistance and Protection</td>
</tr>
<tr>
<td>FFC</td>
<td>Federal Functional Class</td>
</tr>
</tbody>
</table>
FFY  Federal Fiscal Year (Oct. 1 – Sept. 30)
FHWA  Federal Highway Administration
FY  Fiscal Year (July 1 – June 30) (State/Local)
FONSI  Finding of No Significant Impact
FRA  Federal Railroad Administration
FTA  Federal Transit Administration
GIS  Geographic Information System
GPS  Global Positioning System
GUAMPO  Greensboro Urban Area Metropolitan Planning Organization
HCM  Highway Capacity Manual
HOT  Heart of the Triad
HOT Lanes  High Occupancy Toll Lanes
HOV  High Occupancy Vehicle
HPMPO  High Point Metropolitan Planning Organization
HPMS  Highway Performance Monitoring System
I/M  Inspection/Maintenance Program
ISTEA  Intermodal Surface Transportation Efficiency Act
ITE  Institute of Transportation Engineers
ITS  Intelligent Transportation Systems
IVHS  Intelligent Vehicle Highway Systems
JARC  Job Access and Reverse Commute Program
LEDPA  Least Environmentally Damaging Preferred Alternative
LEED  Leadership in Energy and Environmental Design
LEP  Limited English Proficiency
LGE  Local Government Entity
LPM  Local Program Manager or Management
LPMO  Local Program Management Office
LOS  Level of Service
LPA  Lead Planning Agency
LRT  Light-Rail Transit
LRTP  Long Range Transportation Plan
MAB  Metropolitan Area Boundary
MAC  Metro Activity Center
MAP-21  Moving Ahead for Progress in the 21st Century
MIS  Major Investment Study
MLI  Minority and Low Income (Populations)
MOA  Memorandum of Agreement
MOU  Memorandum of Understanding
MPO  Metropolitan Planning Organization
MSA  Metropolitan Statistical Area
MTIP  Metropolitan Transportation Improvement Program
MTP  Metropolitan Transportation Plan
MUTCD  Manual on Uniform Traffic Control Devices
MVEB  Motor Vehicle Emission Budget
NAAQS  National Ambient Air Quality Standards
NCAMPO  North Carolina Association of Metropolitan Planning Organizations
NCAPA  North Carolina Chapter of the American Planning Association
NCARPO  North Carolina Association of Rural Planning Organizations
NCBOT  North Carolina Board of Transportation
NCDAQ  North Carolina Division of Air Quality
NCDENR  North Carolina Dept. of Environment & Natural Resources
NCDOT  North Carolina Department of Transportation
NCSITE  North Carolina Section of the Institute of Transportation Engineers
NEI  National Emission Inventory
NEPA  National Environmental Protection Act
NHS  National Highway System
NLEB  Northern Long-Eared Bat
NOx  Nitrogen Oxide
OCT  Overall Contract Time
O/D  Origin/Destination
PART  Piedmont Authority for Regional Transportation
PDB  Program Development Branch (of NCDOT)
PDS  Planning and Development Services (City-County Planning & Inspections)
PE  Professional Engineer or Preliminary Engineering
PEDA  Project Development and Environmental Analysis Branch (of NCDOT)
PEF  Private or Professional Engineering Firm
PIDS  Project Information Data Sheet
PL Funds  Funds for transportation planning designed under Public Law 93-87, the Federal Highway Act of 1973
PM  Project Manager
PM 2.5  Particulate Matter 2.5 Microns in Size
PMP  Program Management Plan
PPP or P3  Public Participation Policy
PS&E  Plans, Specifications & Engineering or Estimates
PTD  Public Transportation Division (of NCDOT)
PTRC  Piedmont Triad Regional Council
PTRM  Piedmont Triad Regional Model
RED  Real Estate Disclosure form
RFP/RFQ  Request for Proposals/Request for Qualifications
ROD  Record of Decision
ROW  Right of Way
RPO  Rural Planning Organization
SA  Supplemental Agreement
SAFETEA-LU  Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SEI  Statement of Economic Interest
SIP  State Implementation Plan
SHPO  State Historic Preservation Office
SHRP  Strategic Highway Research Program
SMF  Strategic Mobility Formula
SOV  Single Occupant/Occupancy Vehicle
SPOT  Strategic Planning Office of Transportation (of NCDOT)
SPR  Statewide Planning and Research
SRTS  Safe Routes to School
STI  Strategic Transportation Investments
STIP  State Transportation Improvement Program
STP-DA  Surface Transportation Program – Direct Attributable
STP-EB  Surface Transportation Program – Enhancements
TAC  Transportation Advisory Committee
TAP  Transportation Alternatives Program
TAZ  Traffic Analysis Zone
TEA  Transportation Equity Act
TCC  Technical Coordinating Committee
TCM  Transportation Control Measure
TDM  Transportation Demand Management
TDP  Transportation Development Plan
TSM  Transportation System Management
TEA-21  Transportation Equity Act for the 21st Century
TIGER (line data)  Topologically Integrated Geographic Encoding and Referencing
TIGER  Transportation Investment Generating Economic Recovery
<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
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<tbody>
<tr>
<td>TIP</td>
<td>Transportation Improvement Program</td>
</tr>
<tr>
<td>TIS</td>
<td>Transportation Impact Study</td>
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<tr>
<td>TMA</td>
<td>Transportation Management Area</td>
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<tr>
<td>TPB</td>
<td>Transportation Planning Branch (of NCDOT)</td>
</tr>
<tr>
<td>TRANSCAD</td>
<td>Transportation Computer Assisted Design</td>
</tr>
<tr>
<td>TRB</td>
<td>Transportation Research Board</td>
</tr>
<tr>
<td>UAB</td>
<td>Urbanized Area Boundary</td>
</tr>
<tr>
<td>UA</td>
<td>Urbanized Area or Urban Area</td>
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<tr>
<td>UC</td>
<td>Urban Cluster</td>
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<tr>
<td>UDO</td>
<td>Unified Development Ordinances</td>
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<td>UPWP</td>
<td>Unified Planning Work Program</td>
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<td>USC</td>
<td>United States Code</td>
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<td>USDOT</td>
<td>United States Department of Transportation</td>
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<tr>
<td>USEPA/EPA</td>
<td>(United States) Environmental Protection Agency</td>
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<td>UZA</td>
<td>Urbanized Area</td>
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<tr>
<td>V/C Ratio</td>
<td>Volume/Capacity Ratio</td>
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<tr>
<td>VHP</td>
<td>Vehicles Per Hour</td>
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<td>VHT</td>
<td>Vehicle Hour Traveled</td>
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<td>VMS</td>
<td>Variable Message Sign</td>
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<td>VMT</td>
<td>Vehicle Miles Traveled</td>
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<td>VOC</td>
<td>Volatile Organic Compound</td>
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<tr>
<td>VOR</td>
<td>Vehicle Occupancy Rate</td>
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<td>WFIQ</td>
<td>Wake Forest Innovation Quarter</td>
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<td>WSDOT</td>
<td>Winston-Salem Department of Transportation</td>
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<tr>
<td>WSMAB</td>
<td>Winston-Salem Metropolitan Area Boundary</td>
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<tr>
<td>WSTA</td>
<td>Winston-Salem Transit Authority</td>
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<tr>
<td>WSUAMPO</td>
<td>Winston-Salem Urban Area Metropolitan Planning Organization</td>
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<tr>
<td>WSUA</td>
<td>Winston-Salem Urban Area</td>
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