Winston-Salem Urban Area Transportation Advisory Committee

Regularly Scheduled Meeting
Thursday, September 21, 2017

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

DATE: September 12, 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 September 21, 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)

Action Items

2. Consideration of the July 20, 2017 TAC Meeting Minutes (Enclosed) (Chairman Larry Williams)

3. Consideration of the Winston Salem Urban Area Prioritization 5.0 Projects (Enclosed) (Kelly Garvin)

4. Consideration of the Federal Transit Administration (FTA) Bus and Bus Facilities Grant Program, FY16 and FY17 Section 5339, for the Winston Salem Urban Area (Enclosed) (Morgan Simmons)

5. Consideration of the Job Access Reverse Commute (JARC) and Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Grants (Enclosed) (Morgan Simmons)

Information Items

6. Review of the Federal Transit Administration Formula Program 2012 5307 Funding Allocation for the Winston Salem Urban Area (Enclosed) (Morgan Simmons)

7. Review of the proposed Rerouting of US 311 within the Winston-Salem Urban Area MPO (Enclosed) (Byron Brown)

8. Review of the 2018-2027 State Transportation Improvement Program (STIP) Programming Process (Enclosed) (Byron Brown)

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

10. Review of Proposed Modification Requests to the Winston-Salem Urban Area Federal Functional Classification Network (Enclosed) (Byron Brown)
11. Review of the Broad Street Connector Feasibility Study and the Salem Creek Greenway Feasibility Study Funding Request (Enclosed) (Fredrick Haith)

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

12. 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)

13. 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: _________________________________________
_________________________________________

Item __________________________________________
Reason for Abstention: _________________________________________
_________________________________________

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 #2
MINUTES
WINSTON-SALEM URBAN AREA
TRANSPORTATION ADVISORY COMMITTEE (TAC)
JULY 20, 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
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
Allen Todd, Mayor, Town of Wallburg
Regina “Nora” Streed, Board Member, WSTA
Mark Baker, Mayor, Village of Tobaccoville
Zak Crotts, Commissioner, Davidson County
Mike Wells, Member, NC Board of Transportation

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

STAFF PRESENT:

Joe Geigle, FHWA
Diane Hampton, NCDOT
Scott Rhine, PART
Cary Gentry, FCOEAP
Jordan Payne, FCOEAP
Richard Jones, Davidson County Transportation
James Upchurch, NCDOT
Art Barnes, WSTA
Margaret Bessette, CCPB
Toneq’ McCullough, WSDOT
Fred Haith, WSDOT
Byron Brown, WSDOT
Matthew Burczyk, WSDOT
Kelly Garvin, WSDOT
Morgan Simmons, WSDOT

RECORDING SECRETARY: Laura Whitaker, WSDOT
OTHERS:

Sharon Fisher, Winston-Salem Chamber of Commerce
Chris Thompson, Town of Kernersville

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

1. Citizen Comments

No one present.

Action Items

2. Consideration of the May 18, 2017 TAC Meeting Minutes

Presented by Chairman Williams.

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

3. Consideration of the Fiscal Year 2018 Federal Congestion Mitigation and Air Quality (CMAQ) Projects for the Winston-Salem Urban Area MPO

Presented by Kelly Garvin.

- 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.
- NCDOT allocated $1,944,463 to the Winston-Salem Metropolitan Planning Organization (WSMPO) for Fiscal Year 2018.
- Four candidate projects were submitted for funding consideration:
  o The Village of Clemmons requested $320,000 for the sidewalk portion of their Market Center Drive Phase II project.
  o The Piedmont Authority for Regional Transportation (PART) requested $350,784 for Winston-Salem Express Saturday Service.
  o The City of Winston-Salem requested $810,030 for Winston-Salem Transit Authority (WSTA) Night, Saturday and Sunday Service.
  o The Town of Lewisville requested $581,316 for construction of the Lewisville-Clemmons Sidewalk Extension project.
• MPO staff recommends funding all requested projects, with the two public transit projects receiving approximately $58,000 less than their requested amount in order to accommodate both sidewalk projects.

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

4. Consideration of the Federal Transit Administration Formula Program 2017 5307 Funding Allocation for the Winston Salem Urban Area

Presented by Morgan Simmons.

• Transit systems located in urbanized areas of more than 200,000 in population are eligible to receive Federal Transit Administration (FTA) Section 5307 funds for operating and capital assistance.
• The FTA announced the full year apportionment for the Winston Salem Urban area in the amount of $4,233,716. On May 18, 2017, the Winston-Salem Urban Area Transportation Advisory Committee approved a partial year apportionment and a formalized allocation process.
• The Winston Salem Urban Area currently has 3 eligible sub-recipients for funding: the Winston Salem Transit Authority (WSTA), Piedmont Authority for Regional Transportation (PART) and Davidson County Transportation. Recipients are eligible based on annual data reported to the National Transit Database (NTD), which is also outlined in the allocation process guidance.
• Additionally, funding for the Job Access Reverse Commute (JARC) program, which provides for job access for low-income individuals, is deducted from the full apportionment prior to its division among the three eligible recipients. This deduction is in the amount of $55,000.
• As per the allocation process guidance, MPO staff coordinated an allocation meeting with eligible agencies to confirm that the funding identified can be used by the agency.
• WSTA is eligible to receive $3,594,152, PART is eligible to receive $415,289 and Davidson County Transportation is eligible to receive $169,275.

A discussion ensued regarding project funding.

MOTION: Denise Adams moved approval.
SECOND: Zak Crotts
VOTE:
   FOR: Unanimous
   AGAINST: None

### Information for Future Action Items
5. **Review of the Federal Transit Administration (FTA) Bus and Bus Facilities Grant Program, Section 5339, for the Winston Salem Urban Area**

Presented by Morgan Simmons.

- FTA Section 5339 is a formula based grant program to replace, rehabilitate and purchase buses and bus facilities. The program provides available federal resources to eligible direct recipients that operate fixed route bus services or that allocate funding to fixed route bus operators.
- The program originated through the Moving Ahead for Progress in the 21st Century Act (MAP-21) which changed the program from discretionary to formula based.
- Funding is now designated to states and designated recipients in urbanized areas (200,000 people or more).
- The Winston Salem Urban Area is eligible to receive a FY 2016 apportionment of $397,880 and a FY 2017 apportionment of $410,820.
- The Winston-Salem Transit Authority (WSTA) has expressed an interest in using the available funds to purchase the following items to further enhance operations of the paratransit demand service for elderly and disabled passengers: five new TransAid vans to replace aging fleet, bus camera upgrades to twenty current TransAid vans, and an Interactive Voice Response (IVR) System that provides call back services for the Transit Call Center.
- The 2018-2027 STIP must be amended to include a total of $808,700 in FTA Section 5339 funds and $202,175 in local funds for the required 20% match with a total grand total of $1,010,875 for WSTA to implement the program for the aforementioned projects.

A discussion ensued regarding bus cameras and bus stops.

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

Presented Morgan Simmons.

- The Winston Salem Urban Area is the direct recipient of the Job Access Reverse Commute (JARC), Section 5307, grant program and the Enhanced Mobility of Seniors and Individuals with Disabilities, Section 5310, FTA grant program.
- These grant programs, under the Federal Transit Administration, assist eligible agencies in meeting the transportation needs of low-income, disabled and elderly populations in the area.
- Available funding includes FY 2016/FY 2017 allocation for JARC, Section 5307 ($110,000.00) and Section 5310 ($542,913.00) and reallocated funding for JARC, Section 5307 ($16,511.38) and Section 5310 ($115,894.72).
- The Winston Salem Urban Area is currently underway with its Request for Projects for JARC Section 5307 and Section 5310 FTA grant funding.
- This process has included an applicant workshop, a 30-day call for projects, and review of applications by the Greensboro Urban Area Metropolitan Planning Organization.
(GUAMPO) as well as review by the City of Winston’s Community Agency Allocation Committee.

- WSDOT staff received one applicant for the JARC, Section 5307, funding and four applicants for the Section 5310 funding.
- The next steps include approval by the Transportation Advisory Committee, programming and amending of the Urban Area’s Metropolitan Transportation Improvement Program (MTIP), amendment approval of the State Transportation Improvement Program (STIP) and submission to FTA.

7. **Review of the Prioritization 5.0 Schedule and Winston Salem Urban Area Projects**

Presented by Fredrick Haith.

- Fred Haith distributed the action request and draft Prioritization 5.0 project spreadsheets.
- Prioritization 5.0 involves three pieces of information:
  1) A data driven, quantitatively scored estimate of project need,
  2) MPO priority score, and
  3) NCDOT Division priority score.
- The first step of Prioritization 5.0 is the identification of projects for evaluation and scoring by NCDOT’s Strategic Planning Office of Transportation (SPOT).
- Carryover Projects are projects that automatically carry over from P4.0 for evaluation in P5.0
- Existing Projects are projects that DO NOT automatically carry over from P4.0 for evaluation in P5.0
- New Project Submittals are the 23 new projects that the WSMPO can submit.
- Existing Projects if submitted for P5.0 evaluation, count towards the new project submittal limit of 23.
- There are 20 potential new highway projects; 8 public transit projects; 30 bicycle and pedestrian projects and 24 carryover projects.

Division 9 will submit some of the Winston-Salem MPO’s 30 bicycle and pedestrian projects.

A discussion ensued regarding the Wilcox Bridge project.

A discussion ensued regarding the carry over list versus new project list.

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

Presented by Fredrick Haith.

- The Draft 2018-2027 STIP was released on January 4, 2017.
- The WSMPO public comment period was from February 23, 2017 to March 31, 2017.
- NCDOT public comment period was from March 28 to May 16, 2017.
- The NCDOT released an updated version of the Draft 2018-2027 State Transportation Improvement Program on June 28, 2017. It includes 144 new projects.
The public comment period was held from June 28 to July 12, 2017.

The 2018-2027 STIP was initially scheduled to be approved by the NC Board of Transportation at its June 2017 meeting, but approval was delayed to allow the department to make adjustments to reflect updated revenue.

The 2018-2027 STIP is scheduled to be approved in August 2017.

A discussion ensued regarding the Jonestown Road sidewalk project relating to project costs.

Dan Besse requested a map of the sidewalk project.

9. **Review of the Winston-Salem Urban Area Metropolitan Planning Organization logo**

Presented by Byron Brown.

- Logos have the distinct ability to influence moods, inform and identify a business, organization, individual or point of operation. A successful logo design will be effective in conveying a brand's message and image and will often be used on letterheads, websites, official documents and items of the nature.
- Over the past several months the WSMPO staff has worked with the City of Winston-Salem’s Marketing staff to create a number of logo options for the TAC to review.
- Specific elements of the logo that we wanted to focus on included:
  - Depicting the MPO as inclusive (not Winston-Salem focused)
  - Incorporating the modes of transportation found here locally
  - Creating a visually informing image which can be used in color or grey-scale
- Currently the Winston-Salem MPO does not have a formalized adopted logo.
- Many of the other MPO’s across the state already have unique logos which set them apart from other MPOs.
- Our logo like theirs would be used to distinguish our MPO from others, as well as be used on official documents, mailings and the MPO’s website.

Several committee members requested staff come back to committee with different logo options.

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

10. **MPO Staff Reports**

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

   No questions for staff.

   b. **NCDOT Transportation Planning Update**

   No questions for staff.

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

   No questions for staff.
d. Bicycle and Pedestrian Facilities Projects Update

Presented by Matthew Burczyk.

- The National Cycling Center (NCC) and Zagster launched a bike share program in Winston-Salem over Memorial Day weekend. The initial launch included 50 bikes at 8 stations, located primarily in the downtown area, but also including the Gateway YWCA and Salem Lake. Two more stations will be opened adjacent to Long Brand Trail when it is completed.
- After six weeks of use, the program has seen over 900 rides from nearly 600 users.
- Hourly and annual memberships are available with an hourly rate of $3 or an annual rate of $30, which includes unlimited rides of 60 minutes or less.
- Rentals are handled via the Zagster mobile app or text messaging. The NCC and Zagster are exploring system expansion through new sponsorships from local businesses and organizations.

e. Winston-Salem Transit Authority (WSTA) Update

No questions for staff.

f. Piedmont Authority for Regional Transportation (PART) Update

No questions for staff.

g. Title VI Compliance Update

Nothing new to report.

h. MPO Calendar of Activities

Presented by Fredrick Haith.

- The Board of Transportation will meet on August 3, 2017 in Greensboro at the O’Henry Hotel. The Winston-Salem MPO staff will make a presentation at the meeting.

i. Legislative Update

No questions for staff.

j. Ethics Liaison

Nothing new to report.
11. Next Meeting/Adjourn Meeting

Presented by Larry Williams.

- Next TAC meeting will be held September 21, 2017.

ADJOURNMENT 5:13 pm
ACTION ITEM #3
Winston-Salem Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Action Request

Meeting Date: September 21, 2017  Agenda Item Number: 3

Action Requested: Consideration of the Winston Salem Urban Area Prioritization 5.0 Projects.

SUMMARY OF INFORMATION: Attachments: Yes X No ________

Background
The original Transportation Reform was initiated under Executive Order No. 2 in 2009. It mandates a professional approval process for project selection. In response, NCDOT created the Strategic Prioritization Process. The first version of the Strategic Prioritization Process (Prioritization 1.0) was used to support development of the FY 2012-2018 Transportation Improvement Program (TIP). Significant changes have been made to the process and were driven by House Bill 817 also known as Strategic Transportation Investments (STI). The bill established funding tiers (Statewide, Regional, and Division) and allocations across all modes.

NCDOT’s Data Driven Quantitative Scoring of Project Need
Prioritization 5.0 involves three pieces of information: 1) a data driven, quantitatively scored estimate of project need, 2) MPO priority score, and 3) NCDOT Division priority score. The first step of Prioritization 5.0 is the identification of projects for evaluation and scoring by NCDOT’s Strategic Planning Office of Transportation (SPOT).

WSMPO Prioritization 5.0 Projects
MPO staff issued a call for projects that lasted from May 31, 2017 to July 5, 2017. A list of projects, existing and new, was then presented to the TAC for review on July 20, 2017. The projects underwent a public review period from August 10, 2017 to September 10, 2017. Staff received zero (0) comments, however modifications were submitted by local governments as reflected in the attached list. Staff recommends the submittal of seventeen (17) Highway projects, twenty-three (23) Bicycle and Pedestrian Projects and seven (7) transit projects.
RESOLUTION
APPROVING THE PRIORITIZATION 5.0 HIGHWAY, BICYCLE & PEDESTRIAN, AND
PUBLIC TRANSIT PROJECTS FOR THE WINSTON-SALEM URBAN AREA 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 North Carolina Department of Transportation (NCDOT) created the
Strategic Prioritization Process in response to a State mandate to create a professional data-driven
approval process for transportation project selection; and

WHEREAS, the Strategic Transportation Investment (STI) legislation gives the MPOs
the opportunity to submit projects for funding consideration; and

WHEREAS, the Prioritization process involves three pieces of information: 1) a data
driven, quantitatively scored estimate of project need, 2) MPO priority score, and 3) NCDOT
Division priority score; and

WHEREAS, the first step of Prioritization process is the identification of projects for
evaluation and scoring by NCDOT’s Strategic Planning Office of Transportation (SPOT); and

WHEREAS, Winston-Salem Urban Area MPO staff issued a call for projects that lasted
from May 31, 2017 to July 5, 2017; and

WHEREAS, A list of projects, existing and new, was then presented to the TAC for
review on July 20, 2017; and

WHEREAS, the projects underwent a public review period from August 10, 2017 to
September 10, 2017, generating zero (0) comments; and

WHEREAS, staff recommends the submittal of seventeen (17) Highway projects, twenty-
three (23) Bicycle and Pedestrian Projects and seven (7) transit projects.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee
of the Winston-Salem Urban Area MPO approves the list of Highway, Bicycle and Pedestrian and
Public Transit projects to be submitted to the Strategic Prioritization Office for scoring in
accordance with the NCDOT Strategic Transportation Investment (STI) process.

Adopted on this the 21st day of September, 2017.

Larry T. Williams, Chairman
Transportation Advisory Committee

Margaret C. Bessette, Secretary
Transportation Advisory Committee
<table>
<thead>
<tr>
<th>Project Category</th>
<th>Route / Facility Name</th>
<th>From / Cross Street</th>
<th>To / Cross Street</th>
<th>Jurisdiction</th>
<th>Description</th>
<th>Construction Cost</th>
<th>Right-of-Way Cost</th>
<th>Utilities Cost</th>
<th>Total Project Cost</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Impact</td>
<td>NC 65 (Bethania-Rural Hall Road)</td>
<td>SR 1647 (Glade St)</td>
<td>NC 66 in Rural Hall</td>
<td>Rural Hall</td>
<td>Widen to three lanes.</td>
<td>$2,705,000</td>
<td>$835,000</td>
<td>$500,000</td>
<td>$4,058,000</td>
<td>Existing Project</td>
</tr>
<tr>
<td>Division Needs</td>
<td>I-40</td>
<td>SR 1642 (Redland Road)</td>
<td>Division 9</td>
<td>Convert grade separation at I-40 and Redland Road to modified diamond interchange (3 ramps and 1 loop)</td>
<td>$10,400,000</td>
<td>$3,000,000</td>
<td>$500,000</td>
<td>$13,900,000</td>
<td>Existing Project</td>
<td></td>
</tr>
<tr>
<td>Division Needs</td>
<td>SR 2045 (East Mountain Street/Old US 421)</td>
<td>Macy Grove Road in Forsyth County</td>
<td>SR 2007 (Bunker Hill Road) in Guilford County</td>
<td>Kernersville</td>
<td>Widen to Multi-Lanes.</td>
<td>$21,156,000</td>
<td>$3,200,000</td>
<td>$500,000</td>
<td>$24,856,000</td>
<td>New Project</td>
</tr>
<tr>
<td>Division Needs</td>
<td>West Mountain Street</td>
<td>Old Greensboro Road</td>
<td>Old Hollow Road</td>
<td>Kernersville</td>
<td>West Mountain Street - Widen to a 3-Lane Road from Old Greensboro Road to Old Hollow Road</td>
<td>$19,012,000</td>
<td>$7,044,000</td>
<td>$445,000</td>
<td>$26,901,000</td>
<td>Existing Project</td>
</tr>
<tr>
<td>Regional Impact</td>
<td>NC 801</td>
<td>US 158</td>
<td>US 158</td>
<td>Davie</td>
<td>NC 801 - Widen to Multi-Lanes. 3 Lanes from US 158 to Redland Road</td>
<td>$17,264,000</td>
<td>$4,544,000</td>
<td>$545,000</td>
<td>$22,353,000</td>
<td>Existing Project</td>
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<tr>
<td>Statewide Mobility</td>
<td>I-74</td>
<td>NC 65 in Winston-Salem</td>
<td>I-74 in Surry County</td>
<td>Winston-Salem</td>
<td>Widen to Multi-Lanes.</td>
<td>$144,200,000</td>
<td>$15,200,000</td>
<td>$1,900,000</td>
<td>$161,300,000</td>
<td>Existing Project</td>
</tr>
<tr>
<td>Statewide Mobility</td>
<td>US 421</td>
<td>SR 2662 (Linville Road) in Forsyth County</td>
<td>West of SR 1850 (Sandy Ridge Road) in Guilford County</td>
<td>Winston-Salem</td>
<td>West of US 158 in Forsyth County to West of SR 1850 in Guilford County. Pavement and Bridge Rehabilitation. Section B: SR 2662 (Linville Road) in Forsyth County to West of SR 1850 (Sandy Ridge Road) in Guilford County.</td>
<td>$27,266,000</td>
<td>$900,000</td>
<td>$108,000</td>
<td>$28,294,000</td>
<td>Existing Project</td>
</tr>
<tr>
<td>Division Needs</td>
<td>SR 4000 (University Parkway)</td>
<td>Cherry Street</td>
<td>SR 1672 (Hanes Mill Road)</td>
<td>Winston-Salem</td>
<td>Add Additional Lanes.</td>
<td>$57,077,000</td>
<td>$4,100,000</td>
<td>$500,000</td>
<td>$61,677,000</td>
<td>Existing Project</td>
</tr>
<tr>
<td>Division Needs</td>
<td>New Route - Stratford-Ebert Street Connector</td>
<td>Ebert Road</td>
<td>Just west of Stratford</td>
<td>Winston-Salem</td>
<td>Stratford-Ebert Street Connector - New 3-Lane Road from Ebert Road to just West of Stratford Rd</td>
<td>$27,022,000</td>
<td>$13,532,000</td>
<td>$500,000</td>
<td>$42,774,000</td>
<td>Existing Project</td>
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<tr>
<td>Division Needs</td>
<td>SR 1103 SR 1100 (Lewisville-Clemmons Road)</td>
<td>SR 1100 (Luzier Road)</td>
<td>Winston-Salem</td>
<td>Peace Haven/Styers Ferry Road connects - New 2 Lane/Bike and sidewalk</td>
<td>$15,900,000</td>
<td>$1,100,000</td>
<td>$500,000</td>
<td>$17,500,000</td>
<td>Existing Project</td>
<td></td>
</tr>
<tr>
<td>Division Needs</td>
<td>New Route</td>
<td>SR 1103 SR 1100 (Lewisville-Clemmons Road)</td>
<td>SR 1891 (Peace Haven Road)</td>
<td>Winston-Salem</td>
<td>Peace Haven/Styers Ferry Rd. Conn. - New 2 Lane with Bike and sidewalk (This section includes a bridge over the Northern Beltway)</td>
<td>$23,798,000</td>
<td>$2,966,000</td>
<td>$500,000</td>
<td>$27,264,000</td>
<td>Existing Project</td>
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<tr>
<td>Regional Impact</td>
<td>NC 801</td>
<td>SR 1650 (Peaples Creek Road) in Advance</td>
<td>US 158 South of I-40</td>
<td>Bermudian Run</td>
<td>SR 1650 in Advance to US 158 South of I-40. Upgrade Roadway, SR 1650 to SR 1624 and Multi-Lane Roadway, SR 1624 to US 158, with Bike Lanes</td>
<td>$48,600,000</td>
<td>$11,861,000</td>
<td>$1,423,000</td>
<td>$61,884,000</td>
<td>Existing Project / Division 9 Recommended Project</td>
</tr>
<tr>
<td>Regional Impact</td>
<td>New 1-40 Interchange</td>
<td>Exit 174</td>
<td>Exit 180</td>
<td>Davie</td>
<td>A new interchange on I-40 within Davie County between current Farmington Road (exit 174) and NC HWY 801 (exit 180) with access from an extension of Baltimore Road.</td>
<td>New Project</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Division Needs</td>
<td>County Club Road Widening</td>
<td>Peace Haven Road</td>
<td>Western Beltway</td>
<td>Winston-Salem</td>
<td>Multi-Lane facility with Bike/Ped accommodation</td>
<td>New Project</td>
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<td>Division Needs</td>
<td>New Road - Akron Drive Ext</td>
<td>Indiana Avenue</td>
<td>Sh orefair Drive</td>
<td>Winston-Salem</td>
<td>New 2 lane facility from the intersection of Akron at Indiana to the intersection of Shorefair and Reynolds Blvd</td>
<td>$18,003,000</td>
<td>$4,824,000</td>
<td>$483,000</td>
<td>$24,210,000</td>
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<td>Division Needs</td>
<td>Trimming Road - Balsom Road Intersection Improvement</td>
<td>Division 9</td>
<td>Construction of a roundabout</td>
<td>New Project / Per the request of Division 9</td>
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<td>Division Needs</td>
<td>Clemmons Road - Ebert Road Intersection Improvement</td>
<td>Division 9</td>
<td>Install left turn lane for southbound Ebert</td>
<td>New Project / Per the request of Division 9</td>
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<td>1</td>
<td>Statewide Mobility</td>
<td>I-40</td>
<td>US 601</td>
<td>NC 801</td>
<td>NCDOT</td>
<td>Add lanes to I-40</td>
<td>$101,957,000.00</td>
<td>$500,000</td>
<td>$500,000</td>
<td>$102,957,000</td>
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<td>Division Needs</td>
<td>SR 1969 (Piney Grove Road)</td>
<td>Nelson Street in Kernersville</td>
<td>SR 2030 (Linville Springs Road) in Kernersville</td>
<td>Piney Grove Road (SR 1969) - 3 Lane W/Bike and Sidewalk improvements</td>
<td>$6,838,000.00</td>
<td>$2,303,000</td>
<td>$500,000</td>
<td>$9,641,000</td>
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<td>3</td>
<td>Regional Impact</td>
<td>NC 65</td>
<td>NC 8</td>
<td>US 511 in Walnut Cove</td>
<td>Winston-Salem</td>
<td>Widen to two - 12 Foot Lanes</td>
<td>$10,058,000.00</td>
<td>$100,000</td>
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<td>Regional Impact</td>
<td>NC 150</td>
<td>Forsyth County Line</td>
<td>SR 1493 (Frye Bridge/Welcome Arcadia Road)</td>
<td>Division</td>
<td>County Line to SR 1493 (Frye Bridge/Welcome Arcadia Road). Widen to Multi-Lanes. Add to Step</td>
<td>$44,337,000.00</td>
<td>$10,738,000</td>
<td>$1,289,000</td>
<td>$56,364,000</td>
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<td>5</td>
<td>Regional Impact</td>
<td>NC 109</td>
<td>Apac Street</td>
<td>Old Greensboro Road</td>
<td>Winston-Salem and High Point</td>
<td>Widen existing NC 109 from Old Greensboro Road to Apac Street to tie into the existing three lane section in Winston-Salem. 3 lane curb and gutter with sidewalk and bicycle accommodations. High Point Road to north of Morehead Road will have curb and gutter sections with sidewalks on both sides and bike lanes. Both Road to Apac Street will have sidewalks and bike lanes will continue on the existing 3 lane section to I-40</td>
<td>New Project / High Point MPO Submittal</td>
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<td>Project Category</td>
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<td>To / Cross Street</td>
<td>Jurisdiction</td>
<td>Description</td>
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<td>Right of Way Cost</td>
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<tr>
<td>1 Division Needs</td>
<td>Muddy Creek Greenway Phase II</td>
<td>Jefferson School Lane</td>
<td>Yadkinville Road</td>
<td>Winston-Salem</td>
<td>Construct approximately 8,810 linear feet of ten (10') foot wide greenway connecting the existing Muddy Creek Greenway to Yadkinville Road</td>
<td>$1,050,000</td>
<td>$300,000</td>
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<td>Little Creek Greenway Phase IIA</td>
<td>Atwood Road</td>
<td>Somerset Drive</td>
<td>Winston-Salem</td>
<td>Construct approximately 3,535 linear feet of ten (10') foot wide greenway connecting the end of a proposed and funded greenway to Somerset Drive</td>
<td>$630,000</td>
<td>$180,000</td>
<td>$810,000</td>
<td>$1,500,000</td>
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<td>3 Division Needs</td>
<td>University Parkway Sidewalk</td>
<td>Deacon Boulevard</td>
<td>Mercantile Drive</td>
<td>Winston-Salem</td>
<td>Construct approximately 16,000 linear feet of five (5') foot wide sidewalk to fill in missing segments and provide other pedestrian facilities throughout the corridor, such as pedestrian signals, crosswalks, bridges, and refuge islands</td>
<td>$490,000</td>
<td>$140,000</td>
<td>$70,000</td>
<td>$700,000</td>
<td>Existing Project</td>
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<td>4 Division Needs</td>
<td>Lewisville Clemmons Road Eastern Gateway and Sidewalks</td>
<td>Leons Way</td>
<td>Arbor Run Drive</td>
<td>Lewisville</td>
<td>Construct 3,800 FT of new sidewalks on one side that begins at Leons Way at the Lewisville Commons shopping center to Arbor Run Dr on Lewisville Clemmons Road</td>
<td>$438,276</td>
<td>$30,000</td>
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<td>5 Division Needs</td>
<td>Lewisville Clemmons Road Streetscape Improvements</td>
<td>Shallowford Road</td>
<td>Jack Warren Park</td>
<td>Lewisville</td>
<td>Streetscape improvements along Lewisville Clemmons Road between Shallowford Road and the entrance at Jack Warren Park (Approx. 3,500 FT). The project will include repairs to existing sidewalks and curb and gutter, add street trees, street lighting, landscaping, add pedestrian amenities (such as street furniture, benches, trash receptacles), wayfinding signs, and public art</td>
<td>$252,512</td>
<td>$30,000</td>
<td>$282,512</td>
<td>New Project</td>
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<tr>
<td>6 Division Needs</td>
<td>Business 40 Multi-use Path</td>
<td>Lockland Avenue</td>
<td>Peters Creek Parkway</td>
<td>Winston-Salem</td>
<td>Construct a 2,000 FT bicycle and pedestrian trail parallel to Business 40 through downtown Winston-Salem</td>
<td>$2,275,000</td>
<td>$2,275,000</td>
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<td>7 Division Needs</td>
<td>Peters Creek Parkway</td>
<td>Brewer Road</td>
<td>Southpark Boulevard</td>
<td>Winston-Salem</td>
<td>Construct 3,700 linear feet of five (5') foot sidewalk along Peters Creek Parkway</td>
<td>$1,850,000</td>
<td>$462,500</td>
<td>$2,312,500</td>
<td>New Project</td>
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<td>8 Division Needs</td>
<td>Peters Creek Parkway</td>
<td>Southpark Boulevard</td>
<td>Sides Road</td>
<td>Winston-Salem</td>
<td>Construct 4,600 linear feet of five (5') foot sidewalk along Peters Creek Parkway</td>
<td>$2,300,000</td>
<td>$357,000</td>
<td>$2,857,000</td>
<td>New Project</td>
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<tr>
<td>9 Division Needs</td>
<td>University Parkway Sidewalk Phase I</td>
<td>Shattalon Drive</td>
<td>Bethabara Park Boulevard</td>
<td>Winston-Salem</td>
<td>Construct approximately 4,200 linear feet of five (5') foot wide sidewalk to fill in missing segments left from development or other city sidewalk projects and provide other pedestrian facilities throughout the corridor, such as pedestrian signals, crosswalks, bridges, and refuge islands</td>
<td>$470,000</td>
<td>$117,500</td>
<td>$587,500</td>
<td>New Project</td>
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<td>10 Division Needs</td>
<td>Silas Creek Parkway (existing Curb and Gutter)</td>
<td>Drumcliffe Road</td>
<td>Hawethorne Road</td>
<td>Winston-Salem</td>
<td>Construct 4,700 linear feet of five (5') foot sidewalk along Silas Creek Parkway</td>
<td>$1,530,000</td>
<td>$382,500</td>
<td>$1,912,500</td>
<td>New Project</td>
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<td>11 Division Needs</td>
<td>E Sprague Street</td>
<td>Cline Street</td>
<td>Cole Road</td>
<td>Winston-Salem</td>
<td>Construct 3,600 linear feet of five (5') foot sidewalk along Sprague Street</td>
<td>$1,330,000</td>
<td>$382,500</td>
<td>$1,912,500</td>
<td>New Project</td>
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<tr>
<td>12 Division Needs</td>
<td>Ogburn Avenue Part III</td>
<td>Kapp Street</td>
<td>Glenn Avenue</td>
<td>Winston-Salem</td>
<td>Construct 5,200 linear feet of five (5') foot sidewalk connecting the community</td>
<td>$2,600,000</td>
<td>$650,000</td>
<td>$3,250,000</td>
<td>New Project</td>
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<tr>
<td>13 Division Needs</td>
<td>University Parkway Sidewalk Phase II</td>
<td>Bethabara Road</td>
<td>Wake Forest Road</td>
<td>Winston-Salem</td>
<td>Construct approximately 3,700 linear feet of five (5') foot wide sidewalk to fill in missing segments left from development or other city sidewalk projects and provide other pedestrian facilities throughout the corridor, such as pedestrian signals, crosswalks, bridges, and refuge islands</td>
<td>$2,600,000</td>
<td>$650,000</td>
<td>$3,250,000</td>
<td>New Project</td>
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<td>14 Division Needs</td>
<td>University Parkway Sidewalk Phase III</td>
<td>Robin Wood Drive</td>
<td>Mercantile Drive</td>
<td>Winston-Salem</td>
<td>Construct approximately 1,300 linear feet of five (5') foot wide sidewalk to fill in missing segments left from development or other city sidewalk projects and provide other pedestrian facilities throughout the corridor, such as pedestrian signals, crosswalks, bridges, and refuge islands</td>
<td>$2,600,000</td>
<td>$650,000</td>
<td>$3,250,000</td>
<td>New Project</td>
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<td>15 Division Needs</td>
<td>Thomasville Road</td>
<td>Charles Street</td>
<td>Baden Road</td>
<td>Winston-Salem</td>
<td>Construct 2000 linear feet of five (5') foot sidewalk along Thomasville Road</td>
<td>$1,450,000</td>
<td>$362,500</td>
<td>$1,812,500</td>
<td>New Project</td>
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<td>16 Division Needs</td>
<td>Williamson Street</td>
<td>Timlic Avenue</td>
<td>MLK Jr Dr</td>
<td>Winston-Salem</td>
<td>Construct 2,100 linear feet of five (5') foot sidewalk connecting to existing in MLK Jr Drive</td>
<td>$1,050,000</td>
<td>$262,500</td>
<td>$1,312,500</td>
<td>New Project</td>
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<td>17 Division Needs</td>
<td>Motor Road Part I</td>
<td>Old Rural Hall Road</td>
<td>Ogburn Avenue</td>
<td>Winston-Salem</td>
<td>Construct 2,500 linear feet of five (5') foot sidewalk along Motor Road</td>
<td>$1,250,000</td>
<td>$312,500</td>
<td>$1,562,500</td>
<td>New Project</td>
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<td>Project Category</td>
<td>Route / Facility Name</td>
<td>From / Cross Street</td>
<td>To / Cross Street</td>
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<td>Description</td>
<td>Construction Cost</td>
<td>Right of Way Cost</td>
<td>Prelim Eng Design Cost</td>
<td>Total Project Cost</td>
<td>Notes</td>
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<tr>
<td>18 Division Needs</td>
<td>Southwin Drive</td>
<td>Country Club</td>
<td>Jonestown Road</td>
<td>Winston-Salem</td>
<td>Construct a 3,900 linear feet Sidewalk connecting to existing sidewalk on Country club and to future sidewalk on Jonestown</td>
<td>$1,950,000</td>
<td>$487,500</td>
<td>$2,437,500</td>
<td>New Project</td>
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<td>19 Division Needs</td>
<td>Motor Road Part II</td>
<td>Ogburn Avenue</td>
<td>Patterson Avenue</td>
<td>Winston-Salem</td>
<td>Construct 4,500 linear feet of five (5') foot sidewalk along Motor Road</td>
<td>$2,250,000</td>
<td>$562,500</td>
<td>$2,812,500</td>
<td>New Project</td>
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<td>20 Division Needs</td>
<td>Ogburn Ave Part II</td>
<td>Motor Road</td>
<td>Kapp Street</td>
<td>Winston-Salem</td>
<td>Construct 2,600 linear feet of five (5') foot sidewalk connecting the community</td>
<td>$1,300,000</td>
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<td>$1,625,000</td>
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<td>21 Division Needs</td>
<td>Thomasville Road</td>
<td>Baden Road</td>
<td>Teague Road</td>
<td>Winston-Salem</td>
<td>Construct 4100 linear feet of five (5') foot sidewalk along Thomasville Road</td>
<td>$2,050,000</td>
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<td>22 Division Needs</td>
<td>Motor Road Part III</td>
<td>Patterson Avenue</td>
<td>Indiana Avenue</td>
<td>Winston-Salem</td>
<td>Construct 4,500 linear feet of five (5') foot sidewalk along Motor Road</td>
<td>$2,250,000</td>
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<td>23 Division Needs</td>
<td>Ogburn Avenue Part I</td>
<td>Oak Summit Road</td>
<td>Motor Road</td>
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<td>Construct 2,100 linear feet of five (5') foot sidewalk along Ogburn Avenue</td>
<td>$1,050,000</td>
<td>$262,500</td>
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<tr>
<td>1 Division Needs</td>
<td>Reedy Fork Greenway</td>
<td>East Mountain Street</td>
<td>NC 66 Kernersville</td>
<td>Construct 8,400 linear feet of ten (10') foot wide Multiuse Off Road Path (Greenway) connecting downtown Kernersville with Triad Park</td>
<td>$706,325</td>
<td>$201,807</td>
<td>$100,903</td>
<td>$1,009,035</td>
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<td>2 Division Needs</td>
<td>Kerners Mill Creek Greenway Phase II</td>
<td>Kilburn Way Lane 2649 (Hopkins Road)</td>
<td>Kernersville</td>
<td>Construct 8,200 linear feet of ten (10') foot wide Multiuse Off Road Path (Greenway) extending the already funded 1st phase of Kerners Mill Creek Greenway from the Kilburn neighborhood west to Hopkins Road and associated neighborhoods</td>
<td>$875,000</td>
<td>$250,000</td>
<td>$125,000</td>
<td>$1,250,000</td>
<td>Existing Project/Removed</td>
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<td>3 Division Needs</td>
<td>Bodenhamer Street Sidewalk (NC06)</td>
<td>Dobson Street West Mountain Street</td>
<td>Kernersville</td>
<td>Construct 2300 linear feet of five (5') foot Sidewalk along one side of the road within existing right-of-way connecting Wynnfield Court to Fourth of July Park and Kernersville Elementary School beyond it via an existing sidewalk network</td>
<td>$87,500</td>
<td>$25,000</td>
<td>$12,500</td>
<td>$125,000</td>
<td>Existing Project/Removed</td>
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<td>4 Division Needs</td>
<td>Oakhurst Sidewalk Extension</td>
<td>Baxter Street West Mountain Street</td>
<td>Kernersville</td>
<td>Construct 1,500 linear feet of five (5') foot Sidewalk along one side of the road extending the existing sidewalk between the funded Kerners Mill Creek Greenway Phase I and Downtown Kernersville to reach Kernersville Elementary School and Fourth of July Park on West Mountain Street and the residential area in between</td>
<td>$105,000</td>
<td>$30,000</td>
<td>$15,000</td>
<td>$150,000</td>
<td>Existing Project/Removed</td>
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<td>5 Division Needs</td>
<td>Old Winston Road Sidewalk</td>
<td>Hopkins Road 2648 (Old Winston Road)</td>
<td>Kernersville</td>
<td>Construct approximately 600 linear feet of five (5') foot Sidewalk along one side of the road connecting Hopkins Road sidewalk in front of Kerner Ridge Assisted Living and Robinwood Senior Living to the existing sidewalk on Old Winston Road</td>
<td>$87,500</td>
<td>$25,000</td>
<td>$12,500</td>
<td>$125,000</td>
<td>Existing Project/Submitted by DIV 9</td>
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<tr>
<td>6 Division Needs</td>
<td>South Martin Street and Bellaire Circle Sidewalk</td>
<td>Old Hollow Road Darrow Road</td>
<td>Walkertown</td>
<td>Construct 4,398 linear feet of five (5') foot sidewalk on the east side of South Martin Street from Old Hollow Road to Darrow Road and on the south side of Bellaire Circle from Old Hollow Road to Martin Street</td>
<td>$472,500</td>
<td>$135,000</td>
<td>$67,500</td>
<td>$675,000</td>
<td>Existing Project/Submitted by DIV 9</td>
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<tr>
<td>7 Division Needs</td>
<td>North Martin Street / Annie Lane / Avalee Streets Sidewalk</td>
<td>Martin St Avalee Street</td>
<td>Walkertown</td>
<td>Construct 5,157 linear feet of five (5') foot sidewalk on the east side of Martin Street, the south side of Annie Lane, and the east side of Avalee Street</td>
<td>$560,000</td>
<td>$160,000</td>
<td>$80,000</td>
<td>$800,000</td>
<td>Existing Project/Submitted by DIV 9</td>
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### Winston-Salem MPO P5.0 Draft Public Transit Projects

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<tr>
<th>Mode</th>
<th>Project Category</th>
<th>Project Name</th>
<th>Jurisdiction</th>
<th>Description</th>
<th>Total Project Cost</th>
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<tr>
<td>1</td>
<td>Transit</td>
<td>Regional Impact</td>
<td>Transit Regional Impact Corridor Vehicles FY2020-FY2023</td>
<td>PART</td>
<td>Vehicle funding for use with expanded services for Winston-Salem Express (Route 1)</td>
<td>$1,304,000</td>
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<td>Transit</td>
<td>Regional Impact</td>
<td>Transit Regional Impact Corridor Vehicles FY2020-FY2023</td>
<td>PART</td>
<td>Vehicle funding for use with expanded services for the Kernersville/VA-Winston-Salem shuttle (Route 17)</td>
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<td>Transit</td>
<td>Regional Impact</td>
<td>Transit Regional Impact Corridor Vehicles FY2020-FY2023</td>
<td>PART</td>
<td>Vanpool Fleet Expansion</td>
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<td>Transit</td>
<td>Division Needs</td>
<td>Transit Division Needs Transit Center Improvements</td>
<td>Winston-Salem</td>
<td>Camera and Security System Upgrade</td>
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<td>5</td>
<td>Transit</td>
<td>Division Needs</td>
<td>Transit Division Needs WSTA Headquarters and Garage Improvements</td>
<td>Winston-Salem</td>
<td>Gas Packs, Carpet &amp; Tile Replacement, Data Room Mini Split Units, and Interior Painting and HVAC Replacement</td>
<td>$95,000</td>
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<td>6</td>
<td>Transit</td>
<td>Division Needs</td>
<td>Transit Division Needs Bus Shelter Improvements</td>
<td>Winston-Salem</td>
<td>Bus Shelter Solar Panels</td>
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<td>7</td>
<td>Transit</td>
<td>Division Needs</td>
<td>Transit Division Needs WSTA Headquarters and Transit Center Improvements</td>
<td>Winston-Salem</td>
<td>Computer and Printers- Headquarters; PC w/ Software and Network Securities; Laptop w/Software and Network Securities</td>
<td>$212,500</td>
</tr>
</tbody>
</table>
ACTION ITEM #4
Meeting Date: September 21, 2017  
Agenda Item Number: 4

Action Requested: Consideration of the Federal Transit Administration (FTA) Bus and Bus Facilities grant program, FY16 and FY17 Section 5339 for the Winston-Salem Urban Area.

SUMMARY OF INFORMATION:  
Attachments: Yes [ ] No [x]

FTA Section 5339 is a formula based grant program to replace, rehabilitate and purchase buses and bus facilities. The program provides available federal resources to eligible direct recipients that operate fixed route bus services or that allocate funding to fixed route bus operators. The program originated through the Moving Ahead for Progress in the 21st Century Act (MAP-21) which changed the program from discretionary to formula based. Funding is now designated to states and designated recipients in urbanized areas (200,000 people or more). The Winston-Salem Urban Area is eligible to receive a FY 2016 apportionment of $397,880 and a FY 2017 apportionment of $410,820.

The Winston-Salem Transit Authority (WSTA) has expressed an interest in using the available funds to purchase the following items to further enhance operations of the paratransit demand service for elderly and disabled passengers: five (5) new TransAid vans to replace aging fleet; bus camera upgrades to twenty (20) current TransAid vans; and an Interactive Voice Response (IVR) System that provides call back services for the Transit Call Center.

The FY 2018-2027 State Transportation Improvement Program (STIP) must be amended to include a total of $808,700 in FTA Section 5339 funds and $202,175 in local funds for the required 20% match with a grand total of $1,010,875 for WSTA to implement the program for the aforementioned projects.

Winston-Salem Urban Area Public Transportation Program Amendment to the Fiscal Year 2018-2027 State Transportation Improvement Program (STIP)

<table>
<thead>
<tr>
<th>STIP #</th>
<th>TRANSIT PARTNER</th>
<th>DESCRIPTION</th>
<th>MATCH</th>
<th>FUND</th>
<th>FY18 (000)</th>
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<td>TBA</td>
<td>Winston Salem Transit</td>
<td>BUS AND BUS FACILITIES - EXPANSION VEHICLES</td>
<td>FBUS</td>
<td>5339</td>
<td>809</td>
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<td></td>
<td>Local</td>
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</table>
RESOLUTION
APPROVING THE FEDERAL TRANSIT ADMINISTRATION (FTA) PROGRAM
FY16 AND FY17 SECTION 5339 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, Federal Transit Administration (FTA) Section 5339 is a formula based grant program to replace, rehabilitate and purchase buses and bus facilities; and

WHEREAS, the program provides available federal resources to eligible direct recipients that operate fixed route bus services or that allocate funding to fixed route bus operators; and

WHEREAS, the Winston Salem Urban Area is eligible to receive a FY 2016 apportionment of $397,880 and a FY 2017 apportionment of $410,820; and

WHEREAS, the Winston-Salem Transit Authority (WSTA) will use the available funds to further enhance operations of the paratransit demand service for elderly and disabled passengers; and

WHEREAS, the WSTA intends to purchase five (5) new TransAid vans to replace aging fleet, bus camera upgrades to twenty (20) current TransAid vans, and an Interactive Voice Response (IVR) System that provides call back services for the Transit Call Center; and

WHEREAS, the FY 2018-2027 State Transportation Improvement Program (STIP) will be amended to include a total of $808,700 in FTA Section 5339 funds and $202,175 in local funds for the required 20% match with a the grand total of $1,010,875 for WSTA to implement the program for the aforementioned projects.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee of the Winston-Salem Urban Area Metropolitan Planning Organization (MPO) approves the FY16 and FY17 5339 funding allocations for the Winston Salem Transit Authority (WSTA).

Adopted on this the 21st day of September, 2017.

___________________________________
Larry T. Williams, Chairman
Transportation Advisory Committee

___________________________________
Margaret C. Bessette, Secretary
Transportation Advisory Committee
ACTION ITEM #5
**Winston-Salem Urban Area Metropolitan Planning Organization**  
**Transportation Advisory Committee**  
**Action Request**

<table>
<thead>
<tr>
<th>Meeting Date: September 21, 2017</th>
<th>Agenda Item Number: 5</th>
</tr>
</thead>
</table>

**Action Requested:** Consideration of the FY17 Job Access Reverse Commute (JARC), Section 5307, grant program and the Enhanced Mobility of Seniors and Individuals with Disabilities, Section 5310 grant program.

**SUMMARY OF INFORMATION:**  
Attachments: Yes X No ______

The Winston Salem Urban Area is the recipient of the Job Access Reverse Commute (JARC), Section 5307, grant program and the Enhanced Mobility of Seniors and Individuals with Disabilities, Section 5310, Federal Transit Administration (FTA) grant programs. These grant programs, under the FTA, assist eligible agencies in meeting the transportation needs of low-income, disabled and elderly populations in the area.

Available funding includes FY 2016/FY 2017 allocation for JARC, Section 5307 ($110,000.00) and Section 5310 ($542,913.00) and reallocated funding for JARC, Section 5307 ($16,511.38) and Section 5310 ($115,894.72).

The Winston Salem Urban Area is concluding its Request for Projects for JARC Section 5307 and Section 5310 FTA grant funding. This process has included an applicant workshop, a 30-day call for projects, and review of applications by the Greensboro Urban Area Metropolitan Planning Organization (GUAMPO), and review by the City of Winston’s Community Agency Allocation Committee.

WSDOT staff received one (1) applicant for the JARC, Section 5307 funding and four (4) applicants for the Section 5310 funding. Please refer to the attached tables outlining the applicant information.

The next steps include amending of the Metropolitan Transportation Improvement Program (MTIP), amending the State Transportation Improvement Program (STIP), and submission of an FTA application.
**Winston-Salem Urban Area Public Transportation Program**  
**Section 5310 and JARC Grants- Applicant Scores**  
**Federal Transit Administration Projects**  
**September 21, 2017**

Funding Programs & Applicants

<table>
<thead>
<tr>
<th>Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)</th>
<th>Application Scores from…</th>
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<tbody>
<tr>
<td></td>
<td>Greensboro Urban Area Metropolitan Planning Organization (GUAMPO)</td>
</tr>
<tr>
<td>The Enrichment Center</td>
<td>70 out of 100</td>
</tr>
<tr>
<td>Town of Kernersville</td>
<td>85 out of 100</td>
</tr>
<tr>
<td>Here 2 There Van Services</td>
<td>71 out of 100</td>
</tr>
<tr>
<td>The Shepherd Center</td>
<td>75 out of 100</td>
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</table>

<table>
<thead>
<tr>
<th>Job Access and Reverse Commute (JARC, Section 5307)</th>
<th>Application Scores from…</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Greensboro Urban Area Metropolitan Planning Organization (GUAMPO)</td>
</tr>
<tr>
<td>Here 2 There Van Services</td>
<td>76 out of 100</td>
</tr>
</tbody>
</table>

*NOTE: Winston Salem Department of Transportation (WSDOT) staff have communicated with the applicant, Here 2 There, to address the issues identified by the Community Agency Allocation Committee. Those items have been corrected and addressed to staff’s satisfaction.*
RESOLUTION
APPROVING OF THE FY17
JOB ACCESS REVERSE COMMUTE (JARC), SECTION 5307, GRANT PROGRAM
AND THE ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH
DISABILITIES, SECTION 5310, GRANT PROGRAM ALLOCATION

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 Winston Salem Urban Area is the recipient of the Job Access Reverse Commute (JARC), Section 5307, grant program and the Enhanced Mobility of Seniors and Individuals with Disabilities, Section 5310, Federal Transit Administration (FTA) grant programs; and

WHEREAS, available funding includes FY 2016/FY 2017 allocation for JARC, Section 5307 ($110,000.00) and Section 5310 ($542,913.00) and reallocated funding for JARC, Section 5307 ($16,511.38) and Section 5310 ($115,894.72); and

WHEREAS, the Winston Salem Urban Area conducted a Request for Projects (RFP) for JARC Section 5307 and Section 5310 FTA grant funding, which included: an applicant workshop, a 30-day call for projects, a review of applications by the Greensboro Urban Area MPO, and a review by the City of Winston’s Community Agency Allocation Committee; and

WHEREAS, the Winston Salem Urban Area received one (1) applicant for the JARC, Section 5307 funding - Here 2 There Van Services and four (4) applicants for the Section 5310 funding – The Enrichment Center, Town of Kernersville, Here 2 There Van Services, and The Shepherd Center; and

WHEREAS, all applicants were approved by the Greensboro Urban Area MPO and the City of Winston’s Community Agency Allocation Committee.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee of the Winston-Salem Urban Area MPO approves the FY17 JARC, Section 5307 and Section 5310 funding allocation to sub-recipients of the Winston Salem Urban Area per the attached list.

Adopted on this the 21st day of September, 2017.

___________________________________
Larry T. Williams, Chairman
Transportation Advisory Committee

___________________________________
Margaret C. Bessette, Secretary
Transportation Advisory Committee
<table>
<thead>
<tr>
<th>FTA Funding Program &amp; Applicants</th>
<th>FY 2016/FY 2017 Allocated Funding</th>
<th>FY 2013-FY 2015 Reallocated Funding</th>
<th>WSDOT/WSMPO Staff Recommendation</th>
</tr>
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<tbody>
<tr>
<td><strong>Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)</strong></td>
<td>$542,913.00</td>
<td>$115,894.72</td>
<td></td>
</tr>
</tbody>
</table>
| *The Enrichment Center*  
Transportation services for adults and seniors with intellectual and development disabilities. These services will grant access to community activities that otherwise would not be available. | $20,000.00 |  | Staff Recommends the Requested Amount |
| **Town of Kernersville**  
Door to door transportation service for senior citizens and those persons disabled. This service is provided twice a week for shopping, dining, recreational and social activities that otherwise may not be provided due to limited mobility options. | $120,000.00 |  | Staff Recommends the Requested Amount |
| **Here 2 There Van Services**  
Transportation services to those in need in the Winston Salem and Forsyth County area. These services are available 24 hours/7 days a week to senior citizens and the disabled. | $175,000.00 | $52,000.00 | Staff Recommends the Requested Amount |
| **The Shepherd Center**  
Increasing transportation services for older adults with disabilities in the Winston Salem and Forsyth County service areas. The expanded services will address the increasing demand for transportation services for medical appointments and grocery shopping assistance. | $134,000.00 | $56,000.00 | Staff Recommends the Requested Amount |
| **Job Access and Reverse Commute (JARC, Section 5307)** | $110,000.00 | $16,511.38 |  |
| **Here 2 There Van Services**  
Transportation services to those in need in the Winston Salem and Forsyth County area. These services are available 24 hours/7 days a week to low income persons seeking employment. | $98,650.00 | $4,650.00 | Staff Recommends the Requested Amount |
INFORMATION ITEM #6
Winston-Salem Urban Area Metropolitan Planning Organization  
Transportation Advisory Committee  
Action Request

<table>
<thead>
<tr>
<th>Meeting Date:</th>
<th>September 21, 2017</th>
<th>Agenda Item Number:</th>
<th>6</th>
</tr>
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</table>

**Action Requested:** Review of the Federal Transit Administration Formula Program FY12 5307 Funding Allocation for the Winston Salem Urban Area.

**SUMMARY OF INFORMATION:** 

Attachments: Yes _____ No _____

Transit systems located in urbanized areas of more than 200,000 in population are eligible to receive Federal Transit Administration (FTA) Section 5307 funds for operating and capital assistance. The Federal Transit Administration (FTA) informed the Winston Salem Urban Area of unused funding from FY 2012, in the amount of **$3,217,993**.

Although the TAC approved an allocation process in May 2017 that guides the distribution of funding amongst eligible transportation providers (determined by FTA), the 2012 funding was projected for the only eligible transportation provider at the time, the Winston Salem Transit Authority (WSTA).

Additionally, funding for the Job Access Reverse Commute (JARC) program, which provides for job access for low-income individuals, is deducted from the full apportionment. This deduction is in the amount of **55,000.00**.

Upon deduction of JARC funding, WSTA is eligible to receive **$3,162,993**, to be used for operating and capital assistance.

The next steps include approval by the Transportation Advisory Committee (TAC), programming and amending of the Metropolitan Transportation Improvement Program (MTIP), amending the State Transportation Improvement Program (STIP), and submission to FTA.
**Winston-Salem Urban Area Metropolitan Planning Organization**  
**Transportation Advisory Committee**  
**Action Request**

| Meeting Date: | September 21, 2017 | Agenda Item Number: | 7 |

**Action Requested:** Review of the proposed rerouting of US 311 within the Winston-Salem Urban Area MPO.

**SUMMARY OF INFORMATION:**

| Attachments: | Yes X No |

US Route 311 is a United States highway that runs for 102.3 miles from Randleman, North Carolina to near Danville, Virginia. The route between High Point and Winston-Salem doubles as mainline Interstate 74. US 311 in Winston-Salem is currently routed through along New Walkertown Road, Martin Luther King Jr. Drive, US 52, I-40 and I-74.

The NCDOT recommends changing the route of US 311 as sections of the Winston-Salem Northern Beltway are completed in the future.

The Winston-Salem Northern Beltway is divided into two parts – the Eastern Loop (U-2579) and the Western Loop (U-2579) – that are identified by the numbers assigned to them in the current State Transportation Improvement Program.

The Eastern Loop (U-2579), which is part of the future I-74 corridor, runs from US 52 to I-74/US 311. The following Eastern Loop segments would provide an improvement to US 311’s route:

- U-2579 AA; I-74/US 311 to I-40; Construction scheduled to begin in 2020
- U-2579 AB; I-40 to US 421/Business 40; Construction scheduled to begin in 2020
- U-2579 B; US 421/Business 40 to US 158; Construction scheduled to begin in 2018
- U-2579 C; US 158 to U.S. 311; Construction scheduled to begin in 2018

The proposed routing would improve traffic operations along the US 311 corridor and enhance regional connectivity. In addition to improving regional mobility, the proposed route would provide travelers with a safe facility. Median-divided, access controlled roadways greatly reduce the typical conflict points found along undivided roadways with no access control.
RESOLUTION
APPROVING THE REROUTING OF US 311
WITHIN THE WINSTON-SALEM URBAN AREA 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, US Route 311 is a United States highway that runs for 102.3 miles from Randleman, North Carolina to near Danville, Virginia; and

WHEREAS, US 311 in Winston-Salem is currently routed through along New Walkertown Road, Martin Luther King Jr. Drive, US 52, I-40 and I-74.; and

WHEREAS, the NCDOT recommends changing the route of US 311 as sections of the Winston-Salem Northern Beltway are completed in the future; and

WHEREAS, the Eastern Loop (U-2579), which is part of the future I-74 corridor, runs from US 52 to I-74/US 311; and

WHEREAS, The following Eastern Loop segments would provide an improvement to US 311’s route: U-2579 AA; U-2579 AB; U-2579 B; U-2579 C; and

WHEREAS, the rerouting will improve traffic operations along the US 311 corridor and enhance regional connectivity.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee of the Winston-Salem Urban Area MPO approves the rerouting of US 311 along the future Winston-Salem North Beltway segments (U-2579 AA; U-2579 AB; U-2579 B; U-2579 C).

Adopted on this the 21st day of September, 2017.

_________________________________________
Larry T. Williams, Chairman
Transportation Advisory Committee

_________________________________________
Margaret C. Bessette, Secretary
Transportation Advisory Committee
INFORMATION ITEM #8
Winston-Salem Urban Area Metropolitan Planning Organization  
Transportation Advisory Committee  
Action Request

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<th>Agenda Item Number:</th>
<th>8</th>
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<tbody>
<tr>
<td>Action Requested:</td>
<td>Review of the 2018-2027 State Transportation Improvement Program (STIP).</td>
<td></td>
<td></td>
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</table>

**SUMMARY OF INFORMATION:**  
Attachments: Yes _X_ No ______

**Description**  
The N.C. Department of Transportation's transportation plan – called the State Transportation Improvement Program (STIP) – 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 data-driven process to update the State Transportation Improvement Program for 2018-2027 – 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.

NCDOT released the Draft STIP in January 2017, NCDOT hosted regional information sessions from March 28, 2017, to May 9, 2017 to gather public input on the process that produced the Draft STIP. During that same time, the department implemented changes to accelerate projects in the STIP. This, along with an updated revenue forecast, allowed NCDOT to fund an additional 144 projects.

The 2018-2027 STIP was initially scheduled to be approved by the N.C. Board of Transportation at its June 2017 meeting, but approval was delayed to allow time to update the document to reflect these changes.

Based on these adjustments, NCDOT on June 28, 2017, released an updated version of the Draft STIP to include an additional 82 highway projects, 20 bicycle/pedestrian projects, 20 transit projects, 11 aviation projects, 10 rail projects and one ferry project. NCDOT then hosted another public comment period, from June 28 to July 12, 2017.

In August 2017, the N.C. Board of Transportation approved the 2018-2027 State Transportation Improvement Program. The 2018-2027 State Transportation Improvement Program is made up of 1,367 projects, including 344 non-highway projects (e.g. aviation, public transit, rail, etc.) and projects every county across the state. The Winston-Salem Urban Area MPO has 101 projects in the 2018-2027 State Transportation Improvement Program, including 41 non-highway projects (See Attachment.).
| COUNTY | ROUTE/CITY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (MILES) | PROJECT COST (THOU) | PRIOR YEARS COST (THOU) | FY 2021 FY 2022 FY 2023 FY 2024 FY 2025 FY 2026 FY 2027 FUTURE YEARS |
|--------|------------|-----------|------------------------|----------------|---------------------|-------------------------|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| WAKE   | NC 00      | R-0000    | I-40 TO NC 96 EAST OF HOMETOWN. WIDEN TO A FOUR-LANE FACILITY WITH A BYPASS OF HOMETOWN ON NEW LOCATION. | 7.3            | 63,450              | 250                     | C 5000 B                | C 5000 B                | C 5000 B                | C 5000 B                | C 5000 B                | C 5000 B                | C 5000 B                | C 5000 B                |
**DIVISION 00**

**NON HIGHWAY PROGRAM**

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<th>ID</th>
<th>LOCATION / DESCRIPTION</th>
<th>TOTAL PROJECT COST</th>
<th>PRIOR YEARS COST</th>
<th>FUNDING</th>
<th>STATE TRANSPORTATION IMPROVEMENT PROGRAM</th>
<th>DEVELOPMENTAL PROGRAM</th>
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<td>FY 2018</td>
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<td>Passenger Amenities - Bus Stop Shelters, Benches, Shop Equipment, Spare Parts, Engines, Service Vehicles, Etc.</td>
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<td>Location Description</td>
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<td></td>
<td></td>
<td></td>
<td>Funding Category</td>
<td>Identification Number</td>
<td>Assigned to each project at conception and remains with project until completion.</td>
<td></td>
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</table>

**FUNDING SOURCES KEY**

- ADTAP - Appalachian Development Transportation Assistance Pgm.
- CMAQ - Congestion Mitigation
- DP - Discretionary or Demonstration
- FBUS - Bus and Bus Facilities (5339)
- FED - Federal Funds
- FEPD - Enhanced Mobility Adults and People with Disabilities (5310)
- FF - Federal Ferry
- FLAP - Federal Lands Access Program
- FMOD - Fixed Guideway Modifications
- FMPL - Metropolitan and Statewide Planning (5303/5304)
- FNP - New Freedom Program (5317)
- FNS - New Starts - Fixed Guideway CIG - Capital (5309)
- FNU - Non Urbanized Area Formula Program (5311)
- FGRO - State of Good Repair Formula (Rail) (5337)
- FSPR - State Planning and Research
- FUZ - Urbanized Area Formula Program (5307)
- HP - Federal-Aid High Priority
- JARC - Job Assistance and Reverse Commute (5316)
- FBIF - Bus and Bus Facilities Formula (5339)
- FSSD - Federal State Safety Oversight (Rail) (5329)
- FEDT - Undesignated Federal Transit Funds
- MM - Local
- O - Other
- RR - Rail-Highway Safety
- RP - Rural Transitter Assistance Program
- S - State
- S (IM) - State Match
- SMAP - Operating Assistance and State Maintenance
- SRTS - Safe Routes to School
- SHSR - Stimulus High Speed Rail
- STBG - Surface Transportation Block Grant Program
- STBGDA - STBG Program - Direct Attributable
- T - State Highway Trust Funds
- TAP - Transportation Alternatives Program
- TAPDA - Transportation Alternatives Program - Direct Attributable
- TIGER DISC - TIGER Discretionary Grants

**FUNDING TYPE (ACTIVITY)**

- Acquisition
- Administration
- Construction
- Capital
- Implementation
- Operations
- Ops Funded Capital
- Preliminary Engineering
- Planning / Design
- Right-of-Way

**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.)
## highway program

### Interstate Projects

| Route/City | ID   | Location / Description                  | Length (Miles) | Total Cost (Thou) | PRIOR YEARS | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | UNFUNDED |
|------------|------|----------------------------------------|----------------|------------------|-------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| I-40       | 1-991| WEST OF NC 801 IN BERMUDA RUN TO WEST OF SR 1132 (LEON ST/NC 801) IN WINSTON-SALEM, ADD LAKES. | 7              | 100773           |             |         |         |         |         |         |         |         |         |         |         |         |
| FORSYTH    |      | WEST OF NC 801 IN FORSYTH COUNTY. UNDER CONSTRUCTION. DESIGN-BUILD PROJECT |                |                  | REG         | A       |         |         |         |         |         |         |         |         |         |         |
| I-40       | 1-983| US 52 / US 311 / NC 8 IN WINSTON-SALEM, UPGRADE INTERCHANGE. | 10370          |                  |             |         |         |         |         |         |         |         |         |         |         |         |
| FORSYTH    |      | WEST OF NC 801 IN FORSYTH COUNTY TO SR 1101 (HARPERS ROAD) IN FORSYTH COUNTY. UNDER CONSTRUCTION. DESIGN-BUILD PROJECT |                |                  | REG         |         |         |         |         |         |         |         |         |         |         |         |
| I-40       | 1-981| I-74 US 311 IN WINSTON-SALEM TO US 421 / BUSINESS 40 IN GUILFORD COUNTY, WIDEN TO 6 LANES | 10.1           | 142742           |             |         |         |         |         |         |         |         |         |         |         |         |
| GUILFORD   |      | I-74 / US 311 TO SR 2643 (UNION CROSS ROAD), SR 2643 (UNION CROSS ROAD) TO NC 66, NC 66 TO US 421 / BUSINESS 40. |                |                  |             |         |         |         |         |         |         |         |         |         |         |         |
| I-40       | 1-975| 0.3 MILE WEST OF NC 801 IN DAVIE COUNTY TO SR 1101 (HARPERS ROAD) IN FORSYTH COUNTY. PAVEMENT REHABILITATION. | 2.6            | 1825             | 1825       |         |         |         |         |         |         |         |         |         |         |         |
| DADE       |      |                                          |                |                  |             |         |         |         |         |         |         |         |         |         |         |         |
| FORSYTH    |      |                                          |                |                  |             |         |         |         |         |         |         |         |         |         |         |         |
| I-40       | 1-975| 0.3 MILE EAST OF SR 3153 (HANES MALL BOULEVARD) TO 0.9 MILE EAST OF NC 150 (PIETERS CREEK PARKWAY) IN WINSTON-SALEM AND SR 2747 (CLEMBONVILLE ROAD) IN WINSTON-SALEM TO GUILFORD COUNTY LINE. PAVEMENT REHABILITATION. | 15.3           | 22375            |             |         |         |         |         |         |         |         |         |         |         |         |
| FORSYTH    |      |                                          |                |                  |             |         |         |         |         |         |         |         |         |         |         |         |
| I-40       | 1-976| 1.3 MILE EAST OF NC 150 (PIETERS CREEK PARKWAY) TO NC 109 (THOMASVILLE ROAD) IN WINSTON-SALEM. PAVEMENT REHABILITATION. | 1.4            | 15135            | 15135      |         |         |         |         |         |         |         |         |         |         |         |
| FORSYTH    |      |                                          |                |                  |             |         |         |         |         |         |         |         |         |         |         |         |

### Notes

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

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DIV - Division Category  EX - Exempt Category
HF - State Dollars (Non STI)  REG - Regional Category
SW - Statewide Category  TRN - Transition Project
### HIGHWAY PROGRAM

**Winston-Salem Urban Area Metropolitan Planning Organization**

<table>
<thead>
<tr>
<th>ROUTE/CITY</th>
<th>ID</th>
<th>COUNTY</th>
<th>LENGTH (Miles)</th>
<th>TOTAL PRIOR YEARS COST (THOU)</th>
<th>PROJECT COST (THOU)</th>
<th>STATE TRANSPORTATION PROGRAM</th>
<th>DEVELOPMENTAL PROGRAM</th>
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<th>FUTURE YEARS</th>
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<td>I-5880</td>
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<td>306</td>
<td>FY 2018</td>
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<td>FY 2021</td>
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<td>NC 109 (Thomasville Road) / Clemmons Road Split Diamond Interchange in Winston-Salem</td>
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<td>SR 1308 (Pinebrook Drive) to West of NC 801</td>
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<td>I-5992</td>
<td>SR 1101 (Harper Road in Clemmons) to East of US 421/Business 40 in Winston-Salem Pavement Rehabilitation</td>
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<td>I-5797</td>
<td>US 52 / Future I-74</td>
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<td>SR 1102 (Trinity Church Road) near King, Convert Existing Grade Separation to Full-Movement Interchange</td>
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<td>US 158</td>
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<td>Multilanes North of US 421/I-40 Business in Winston-Salem to US 220 in Stokesdale</td>
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<td>US 158</td>
<td>R-2577</td>
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<td>Multilanes North of US 421/I-40 Business in Winston-Salem to US 220 in Stokesdale</td>
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<td>SR 1102 (Trinity Church Road) near King, Convert Existing Grade Separation to Full-Movement Interchange</td>
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</table>

**Notes:**
- 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.*
<table>
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<th>COST (THOU)</th>
<th>TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS</th>
<th>FUNDS FY 2018</th>
<th>FY 2019</th>
<th>FY 2020</th>
<th>FY 2021</th>
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RURAL PROJECTS

NEW ROUTE R-2247 WINSTON-SALEM NORTHERN BELTWAY, WESTERN SECTION I-40 TO US 52. FOUR LANE EXPRESSWAY ON NEW LOCATION.

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<th>COST (THOU)</th>
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<th>FY 2020</th>
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<th>FY 2022</th>
<th>FY 2023</th>
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VARIOUS R-5789 DIVISION 9 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA)

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<th>FY 2021</th>
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DIV - Division Category EX - Exempt Category HF - State Dollars (Non STI) REG - Regional Category SW - Statewide Category TRN - Transition Project

Page 3 of 20

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

#### Winston-Salem Urban Area Metropolitan Planning Organization

<table>
<thead>
<tr>
<th>County</th>
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<th>Length (Miles)</th>
<th>Prior Years</th>
<th>Cost</th>
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<th>State Transportation Program</th>
<th>Developmental Program</th>
<th>Unfunded Future Years</th>
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<tbody>
<tr>
<td>Forsyth</td>
<td>U-2826</td>
<td>South of SR 2747 (Clemmonsville Road) to Future I-74 (Winston-Salem northern beltway), add lanes.</td>
<td>13</td>
<td>51330</td>
<td>$25248</td>
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<tr>
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<td>Coordinate with I-5988</td>
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<tr>
<td>Forsyth</td>
<td>U-2827</td>
<td>I-40 to West of US 158 in Winston-Salem, pavement rehabilitation, replace bridges 330073, 330078, 330028, 330028, 330029, 330039, 330030, 330031, 330036 and various safety improvements.</td>
<td>8</td>
<td>160597</td>
<td>$422150</td>
<td>$422150</td>
<td>A West of Old Vineyard Road to East of US 158 (Stratford Road) - Complete</td>
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<td>Forsyth</td>
<td>U-2827</td>
<td></td>
<td></td>
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<td></td>
<td>B West of Fourth Street to East of Church Street - Right of Way and Construction in Progress - Design-Build Project</td>
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<td>Forsyth</td>
<td>U-2827</td>
<td></td>
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<td></td>
<td>C West of US 311 (Martin Luther King, Jr. Drive) to West of US 158 - Complete</td>
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<tr>
<td>Forsyth</td>
<td>U-4076</td>
<td>SR 1630 (Baltimore Road) in Davie County to SR 1100 (Lennerville-Clemmons Road in Clemmons), widen to 3-lane section.</td>
<td>5.1</td>
<td>13061</td>
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<tr>
<td>Forsyth</td>
<td>U-6059</td>
<td>SR 2662 (Linnville Road) in Winston-Salem, upgrade interchange.</td>
<td>41292</td>
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<tr>
<td>Forsyth</td>
<td>U-6059</td>
<td>Future I-74 in Kernersville to I-40 in Guilford County, widen to 6 lanes.</td>
<td>6.7</td>
<td>110027</td>
<td>$5506</td>
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**Notes:**
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<table>
<thead>
<tr>
<th>ROUTE/CITY ID</th>
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<th>LENGTH (Miles)</th>
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<tr>
<td>U-6074</td>
<td>FORSYTH</td>
<td>U-6074 SR 1122 (LONESTOWN RD) IN WINSTON-SALEM, UPGRADE INTERCHANGE</td>
<td>1.000</td>
<td>U</td>
<td>200</td>
<td>R 365</td>
<td>C 820</td>
<td>C 3700</td>
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<td>U-6005</td>
<td>FORSYTH</td>
<td>U-6005 US 62 TO SR 383 (NORTH RIDGE DRIVE) IN RURAL HALL, WIDEN TO MULTILANES. (BETHANIA-RURAL HALL ROAD)</td>
<td>1.200</td>
<td>U</td>
<td>365</td>
<td>R 365</td>
<td>C 820</td>
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<td>U-6004</td>
<td>FORSYTH</td>
<td>U-6004 I-40 TO US 158 IN CLEMMONS, CONVERT ROADWAY TO 4-LANE MEDIAN DIVIDED FACILITY. (LEWISVILLE-CLEMMONS ROAD)</td>
<td>1.400</td>
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<td>835</td>
<td>R 835</td>
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<td>U-5817</td>
<td>FORSYTH</td>
<td>U-5817 IMPROVE ROUNDABOUTS WEST &amp; EAST OF BRIDGE OVER US 421, WIDEN TO MULTILANES FROM ROUNDABOUT EAST OF BRIDGE TO WEST OF ROUNDABOUT AT SR 1003 (SHALLOWFORD ROAD) WITH SIDEWALKS ON BOTH SIDES. TOWN OF LEWISVILLE</td>
<td>0.380</td>
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<td>928</td>
<td>R 928</td>
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<td>U-5786</td>
<td>DAVIDSON</td>
<td>U-5786 US 52 / NC 8 / FUTURE I-285 TO NC 150. (HICKORY TREE ROAD)</td>
<td>2.900</td>
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<td>4672</td>
<td>U 561</td>
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<td>C 7206</td>
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### HIGHWAY PROGRAM

#### WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION

<table>
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<th>ROUTE/CITY</th>
<th>ID</th>
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<th>LOCATION / DESCRIPTION</th>
<th>LENGTH (Miles)</th>
<th>TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS</th>
<th>PRIOR YEARS</th>
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<td>SR 1672</td>
<td>U-2729</td>
<td>FORSYTH</td>
<td>MUSEUM DRIVE TO SR 4000 (UNIVERSITY PARKWAY) IN WINSTON-SALEM, WIDEN TO MULTILANES.</td>
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<td>C 8900</td>
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<td>SR 2576</td>
<td>U-5079</td>
<td>FORSYTH</td>
<td>EXTENSION OF MARTIN LUTHER KING, JR. BOULEVARD, NORTHWEST BOULEVARD TO SR 1779 (NORTH HARRISON STREET) IN WINSTON-SALEM, CONSTRUCT 2-LANE MEDIAN DIVIDED FACILITY ON NEW LOCATION.</td>
<td>0.6</td>
<td>TR</td>
<td>C 8980</td>
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<tr>
<td>SR 2576</td>
<td>U-5079</td>
<td>FORSYTH</td>
<td>EXTENSION OF MARTIN LUTHER KING, JR. BOULEVARD, NORTHWEST BOULEVARD TO SR 1779 (NORTH HARRISON STREET) IN WINSTON-SALEM, CONSTRUCT 2-LANE MEDIAN DIVIDED FACILITY ON NEW LOCATION.</td>
<td>0.6</td>
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<td>C 8980</td>
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<td>SR 2643</td>
<td>U-4009</td>
<td>FORSYTH</td>
<td>SR 2691 (HALLIBURG ROAD) TO SR 2632 (EDGE GARDEN ROAD) IN WINSTON-SALEM AND KERNERSVILLE, WIDEN TO MULTILANES.</td>
<td>3.6</td>
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<td>INSTALLATION OF ITS COMPONENTS - UNDER CONSTRUCTION</td>
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<td>SR 2599 (HAMPTON ROAD) TO US 158 IN CLEMSON, CONSTRUCT TWO-LANE SHOULDER SECTION ON NEW LOCATION AND REPLACE BRIDGE 330109 OVER NORFOLK SOUTHERN RAILROAD.</td>
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<td>MCK GROVE ROAD EXTENSION, SR 1055 (EAST MOUNTAIN STREET) TO NE 150 (NORTH MAIN STREET) IN KERNERSVILLE, FOUR-LANE DIVIDED FACILITY ON NEW LOCATION.</td>
<td>1.5</td>
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**Notes:**
- DIV - Division Category
- EX - Exempt Category
- HF - State Dollars (Non STI)
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Cost and schedules are preliminary and subject to significant change as more information becomes available.
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<th>ROUTE/CITY</th>
<th>ID</th>
<th>LOCATION / DESCRIPTION</th>
<th>COUNTY</th>
<th>TOTAL COST (THOU)</th>
<th>PRIOR COST (THOU)</th>
<th>PRIOR YEARS</th>
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<th>DEVELOPMENTAL PROGRAM</th>
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<td>PROPOSED GREAT WAGON ROAD FROM SHALLOWFORD ROAD (SR 1001) TO LEMMISVILLE-VIENNA ROAD (SR 1308) IN LEMMISVILLE. MULTILANE FACILITY ON NEW LOCATION WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS.</td>
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<td>UNIVERSAL PARKWAY CONNECTOR, SR 3955 (FORUM PARKWAY) TO NC 136 (UNIVERSITY PARKWAY) IN RURAL HALL. CONSTRUCT 2-LANE ROADWAY ON NEW LOCATION.</td>
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COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE.
## Highway Program

### Winston-Salem Urban Area Metropolitan Planning Organization

<table>
<thead>
<tr>
<th>Route/City</th>
<th>ID</th>
<th>Location / Description</th>
<th>Length (Miles)</th>
<th>Type of Work / Estimated Cost in Thousands / Project Breaks</th>
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**TRN** - Transition Project
### WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION

#### HIGHWAY PROGRAM

<table>
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<th>ROUTE/CITY ID</th>
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<td>2023 FY 2024 FY 2025 FY 2026 FY 2027</td>
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**TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS**

- **TOTAL COST**: $485,893
- **FUNDS**: $293,824
- **PROJECT BREAKS**: $190,069

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<td>WINSTON-SALEM NORTHERN BELTWAY, EASTERN SECTION - I-74 / US 311 TO I-40 - PLANNING / DESIGN IN PROGRESS</td>
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<td>2023 FY 2024 FY 2025 FY 2026 FY 2027</td>
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**GARVEE BONDS**: PART AA, $30 M FOR CONST, PART AB $90 M FOR CONST, PART C $6.5 M FOR ROW, PART D $48 M FOR CONST, PART E $30 M FOR CONST, PART F $24 M FOR CONST; PAYBACK = 15 YEARS / PART S $56 M FOR CONST; PAYBACK = 12 YEARS

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---

**Page 9 of 20**
<table>
<thead>
<tr>
<th>COUNTY</th>
<th>PROJECT ID</th>
<th>ID</th>
<th>LOCATION / DESCRIPTION</th>
<th>STATE TRANSPORTATION PROGRAM</th>
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<td>U-5760</td>
<td>US 421 / BUSINESS 40 TO NC 66 (WEST MOUNTAIN STREET) IN KERNERSVILLE, WIDEN BIG MILL FARM ROAD AND SR 2649 (HOPKINS ROAD), AND CONSTRUCT INTERCHANGE AT US 421 / NC 150 / BUSINESS 40.</td>
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<td>REPLACE BRIDGE 330097 OVER SALEM CREEK IN WINSTON-SALEM</td>
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<tr>
<td>Davie</td>
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<td>REPLACE BRIDGE 280337 AND REVISE INTERCHANGE AT I-40</td>
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<td>Davie</td>
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<td>REPLACE BRIDGE 330211 OVER NORFOLK SOUTHERN RAILROAD IN WINSTON-SALEM</td>
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<td>DIVISION 9 PURCHASE ORDER CONTRACT BRIDGE REPLACEMENT PROJECTS AT SELECTED LOCATIONS</td>
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<td>Forsyth</td>
<td>B-2852</td>
<td>REPLACE BRIDGE 330337 OVER PETERS CREEK IN WINSTON-SALEM</td>
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**Planning / Design In Progress**

**Bridge Projects**

- NC 67 (Westbound) Replace Bridge 330097 Over Salem Creek in Winston-Salem
- NC 801 Replace Bridge 280337 And Revise Interchange At I-40
- SR 2377 Replace Bridge 330211 Over Norfolk Southern Railroad In Winston-Salem
- Various Division 9 Purchase Order Contract Bridge Replacement Projects At Selected Locations
- Glade Street Replace Bridge 330337 Over Peters Creek In Winston-Salem

**Planning / Design / Right Of Way / Construction By City Of Winston-Salem - Municipal Bridge**

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

### Route/City

<table>
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<th>Route/City</th>
<th>Location/Description</th>
<th>Length (Miles)</th>
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### HIGHWAY SAFETY PROJECTS

<table>
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<td>W-5209</td>
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<td>DIVISION I RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.</td>
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## Highway Program

### Winston-Salem Urban Area Metropolitan Planning Organization

#### Type of Work / Estimated Cost in Thousands / Project Breaks

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<th>LOCATION / DESCRIPTION</th>
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<td>US 150 / US 421 / NC 150 (SALEM PARKWAY)</td>
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**Notes:**
- COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE.
- DIV - Division Category
- EX - Exempt Category
- HF - State Dollars (Non STI)
- REG - Regional Category
- SW - Statewide Category
- TRN - Transition Project
### BICYCLE AND PEDESTRIAN PROJECTS

#### VARIOUS

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#### BRUSHY FORK/GREENWAY

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#### MUDDY CREEK/GREENWAY

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#### SALEM CREEK/GREENWAY

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COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE.
## Public Transportation Projects

### Piedmont Authority

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<td>TA-6681</td>
<td>PURCHASE EXPANSION FUEL VEHICLE TO EXPAND SERVICE ON PART SURRY EXPRESS #1</td>
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COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE.
### PUBLIC TRANSPORTATION PROJECTS

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#### PROJECT DETAILS

- **TA-6522**  
  - **PURCHASE VANS**  
  - **Funds Authorized in Progress**: Forsyth

- **TA-5220**  
  - **REPLACEMENT VEHICLE**  
  - **Funds Authorized in Progress**: Forsyth

- **TG-5226**  
  - **PREVENTIVE MAINTENANCE**  
  - **Funds Authorized in Progress**: Forsyth

- **TM-5135**  
  - **OPERATING ASSISTANCE**  
  - **Funds Authorized in Progress**: Forsyth

- **TS-5115**  
  - **SAFETY & SECURITY - MIN. 1% SET ASIDE**  
  - **Funds Authorized in Progress**: Forsyth

---

**DIV - Division Category**  
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**HF - State Dollars (Non STI)**  
**REG - Regional Category**  
**SW - Statewide Category**  
**TRN - Transition Project**
## Public Transportation Projects

### Statewide

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### Winston Salem

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### Winston Salem

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## Funding Authorized in Progress

- Funds authorized in progress.
- Cost and schedules are preliminary and subject to significant change as more information becomes available.

### Division Categories

- DIV - Division Category
- EX - Exempt Category
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- TRN - Transition Project
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## WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION
### NON HIGHWAY PROGRAM

#### PUBLIC TRANSPORTATION PROJECTS

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<tbody>
<tr>
<td>WINSTON-SALEM</td>
<td>TD-6752</td>
<td>FORSYTH</td>
<td>FTA SECTION 5310 WINSTON-SALEM ALLOCATION SET ASIDE FOR COMPET GRANT TO ELIGIBLE AGENCIES TO ASSIST IN MEETING THE TRANSPORTATION NEEDS OF LOW INCOME, DISABLED, AND ELDERLY POPULATIONS</td>
<td>3010</td>
<td>714</td>
<td>FUNDS</td>
<td></td>
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<tr>
<td>WINSTON-SALEM</td>
<td>TD-7001</td>
<td>FORSYTH</td>
<td>ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES (SECTION 5310) ADMINISTRATIVE</td>
<td>136</td>
<td>68</td>
<td>FUNDS</td>
<td></td>
</tr>
<tr>
<td>WINSTON-SALEM</td>
<td>TS-5130</td>
<td>FORSYTH</td>
<td>SAFETY &amp; SECURITY - MIN. 1% SET ASIDE</td>
<td>578</td>
<td>210</td>
<td>FUNDS</td>
<td></td>
</tr>
<tr>
<td>WINSTON-SALEM</td>
<td>TD-4743</td>
<td>FORSYTH</td>
<td>WINSTON-SALEM INTERMODAL TRANSPORTATION FACILITY, RESTORE FORMER PASSENGER RAIL STATION FOR USE AS A REGIONAL / LOCAL BUS TERMINAL AND FUTURE RAIL STATION.</td>
<td>16550</td>
<td>16550</td>
<td>FUNDS</td>
<td></td>
</tr>
<tr>
<td>VARIOUS</td>
<td>P-4405</td>
<td>ALAMANCE</td>
<td>PRIVATE CROSSING SAFETY INITIATIVE TO CLOSE OR ENHANCE PROTECTION AT RAILROAD CROSSINGS BETWEEN RALEIGH AND CHARLOTTE.</td>
<td>10291</td>
<td>10291</td>
<td>FUNDS</td>
<td></td>
</tr>
</tbody>
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#### STATE TRANSPORTATION PROGRAM

<table>
<thead>
<tr>
<th>TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>FUNDS FY 2018</td>
</tr>
<tr>
<td>FUNDS FY 2023</td>
</tr>
<tr>
<td>UNFUNDED FUTURE YEARS</td>
</tr>
</tbody>
</table>

#### DEVELOPMENTAL PROGRAM

<table>
<thead>
<tr>
<th>FUNDS AUTHORIZED IN PROGRESS</th>
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</thead>
<tbody>
<tr>
<td>CP 31</td>
</tr>
<tr>
<td>CP 35</td>
</tr>
<tr>
<td>CP 39</td>
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</table>

#### STATEWIDE CATEGORY

<table>
<thead>
<tr>
<th>DIVISION</th>
<th>EXEMPT</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>DIV</th>
<th>EX</th>
</tr>
</thead>
<tbody>
<tr>
<td>HF</td>
<td>Non STI</td>
</tr>
<tr>
<td>SW</td>
<td>Regional</td>
</tr>
</tbody>
</table>

**Note:** Cost and schedules are preliminary and subject to significant change as more information becomes available.
INFORMATION ITEM #9
### Summary of Information:

The Fiscal Year 2016-2025 Metropolitan Transportation Improvement Program (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 Metropolitan Transportation Plan Update (MTP) and match the State Transportation Improvement Program (STIP).

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 most recent amendments and modifications to the Winston-Salem Urban Area FY 2016-2025 MTIP.

As required by the MPO’s Public Participation Policy, the amendments to the FY 2018-2027 MTIP were available for public review and comment for thirty (30) days between August 10, 2017 and September 10, 2017.
FY 2016-2025 MTIP Amendments and Modifications

All amendments and modifications to the Winston-Salem Urban Area MPO Metropolitan Transportation Improvement Program from April 2017 to August 2017

FY2018 CMAQ projects list

Public Review and Comments
August 10, 2017 through September 10, 2017
Amendment and Modifications to the Fiscal Years 2016-2025 Winston-Salem Urban Area MTIP

The Fiscal Years 2016 – 2025 MTIP amendments includes two roadway project modifications, one adjusting the funding source for the Northern Beltway; and the other to delay construction on US 311 improvements. The Brushy Fork Greenway has also been delayed to allow the City more time to complete the design phase. Other modifications include existing project cost increases and delays.

For more information about these documents, you may contact Byron Brown of the Winston-Salem DOT at byronb@cityofws.org or (336) 747-6871.
Amendments and Modifications to the Winston-Salem Urban Area FY 2016-2025 Metropolitan Transportation Improvement Program (MTIP) August 1, 2017

Amendments

July 2017

TBA
FIVE (5) NEW TRANSAID VANS TO REPLACE AGING FLEET; BUS CAMERA UPGRADES TO TWENTY (20) CURRENT TRANSAID VANS; AND INTERACTIVE VOICE RESPONSE (IVR) SYSTEM THAT PROVIDES BACK SERVICE CALL FOR TRANSIT CALL CENTER

WINSTON-SALEM TRANSIT
FY18 $808,700 (5339)
FY18 $202,175 (L)

TOTAL $1,000,000

Modifications

April 2017

*R-5789
VARIOUS, DIVISION 9 TRANSPORTATION ALTERNATIVES PROGRAM.
ADD CONSTRUCTION IN FY17 NOT PREVIOUSLY PROGRAMMED.

CONSTRUCTION
FY17 $200,000 (S)
FY17 $800,000 (TAP)

TOTAL $1,000,000

July 2017

TG-5241
PREVENTIVE MAINTENANCE
WINSTON-SALEM TRANSIT
FY17 $4,054,000 (5307)
FY17 $1,013,000 (L)
FY18 $2,100,000 (5307)
FY18 $525,000 (L)

TOTAL $7,692,000

August 2017

TG-5241
PREVENTIVE MAINTENANCE
WINSTON-SALEM TRANSIT
FY17 $4,054,000 (5307)
FY17 $1,013,000 (L)
FY18 $2,100,000 (5307)
FY18 $525,000 (L)

TOTAL $7,692,000

Administrative Modifications

April 2017

AV-5738
SMITH REYNOLDS AIRPORT (INT), ACQUIRE LAND AND CLEAR TERRAIN OBSTRUCTIONS EAST OF RUNWAY 15 – 33 TO DRAIN AND GRADE MATERIAL IN PLACE.
ADD RIGHT-OF-WAY IN FY17 NOT PREVIOUSLY PROGRAMMED, AND DELAY

RIGHT-OF-WAY
FY17 $172,000 (T)
FY17 $19,000 (L)

CONSTRUCTION
FY18 $1,718,000 (T)
FY18 $191,000 (L)

TOTAL $2,100,000

* INDICATES FEDERAL AMENDMENT
Amendments and Modifications to the Winston-Salem Urban Area FY 2016-2025 Metropolitan Transportation Improvement Program (MTIP) August 1, 2017

**CONSTRUCTION FROM FY17 TO FY18 AT REQUEST OF DIVISION OF AVIATION.**

### May 2017

**EB-4020C**

| BRUSHY FORK GREENWAY, LOWER STREET TO REYNOLDS PARK ROAD | RIGHT-OF-WAY | FY18 | $20,000 (STBGDA) |
| | | FY18 | $5,000 (L) |
| **TO REFLECT CITY'S CURRENT DELIVERY SCHEDULE, DELAY RIGHT OF WAY AND CONSTRUCTION FROM FY17 TO FY18** | CONSTRUCTION | FY18 | $700,000 (STBGDA) |
| | | FY18 | $300,000 (STPEB) |
| | | FY18 | $175,000 (L) |
| **TOTAL** | | | **$1,200,000** |

### June 2017

**EB-4020C**

| BRUSHY FORK GREENWAY, LOWER STREET TO REYNOLDS PARK ROAD | RIGHT-OF-WAY | FY18 | $20,000 (STBGDA) |
| | | FY18 | $5,000 (L) |
| **TO REFLECT CITY'S CURRENT DELIVERY SCHEDULE, DELAY RIGHT OF WAY AND CONSTRUCTION FROM FY17 TO FY18** | CONSTRUCTION | FY18 | $700,000 (STBGDA) |
| | | FY18 | $300,000 (STPEB) |
| | | FY18 | $175,000 (L) |
| **TOTAL** | | | **$1,200,000** |

**U-5539A**

| US 311; SR 4394 (MARTIN LUTHER KING, JR. BOULEVARD), US 158/US 421/NC 150/BUSINESS 40 TO US 52/NC 8 IN WINSTON-SALEM. STREETSCAPE IMPROVEMENTS. | RIGHT-OF-WAY | FY19 | $120,000 (STPDA) |
| | | FY19 | $5,000 (L) |
| **TO REFLECT CITY'S CURRENT DELIVERY SCHEDULE, DELAY RIGHT OF WAY FROM FY17 TO FY19 AND CONSTRUCTION FROM FY17 TO FY20** | CONSTRUCTION | FY20 | $2,192,000 (STPDA) |
| | | FY20 | $584,000 (L) |
| **TOTAL** | | | **$2,890,000** |

**U-2579C**

| FUTURE I-74, WINSTON-SALEM NORTHERN BELTWAY, EASTERN SECTION, US 158 TO US 311 | CONSTRUCTION | FY18 | $15,375,000 (NHP) |
| | | FY19 | $15,375,000 (NHP) |
| | | FY20 | $15,375,000 (NHP) |
| **GARVEE FUNDING REMOVED FROM CONSTRUCTION PHASE; TRADITIONAL FEDERAL FUNDING TO BE USED (CONSTRUCTION SCHEDULE REMAINS THE SAME).** | GARVEE RIGHT-O | FY18 | $558,000 (NHP) |
| | | FY19 | $558,000 (NHP) |
| | | FY20 | $558,000 (NHP) |
| | | FY21 | $558,000 (NHP) |
| | | FY22 | $558,000 (NHP) |
| | | FY23 | $558,000 (NHP) |
| | | FY24 | $558,000 (NHP) |
| | | FY25 | $558,000 (NHP) |
| | | FY26 | $558,000 (NHP) |
| | | FY27 | $558,000 (NHP) |
| | POST | $1,674,000 (NHP) |
| **TOTAL** | | | **$68,754,000** |

**TG-6180**

| ROUTINE CAPITAL PROJECTS | WINSTON-SALEM TRANSIT | FY17 | $746,000 (5307) |
| | | FY17 | $186,000 (L) |
| | | FY18 | $520,000 (5307) |

* INDICATES FEDERAL AMENDMENT
Amendments and Modifications to the Winston-Salem Urban Area FY 2016-2025 Metropolitan Transportation Improvement Program (MTIP) August 1, 2017

**TO-5126** OPERATING ASSISTANCE

<table>
<thead>
<tr>
<th></th>
<th>FY17</th>
<th>FY18</th>
<th>FY19</th>
<th>FY20</th>
<th>FY21</th>
<th>FY22</th>
</tr>
</thead>
<tbody>
<tr>
<td>WINSTON-SALEM TRANSIT</td>
<td>$1,406,000</td>
<td>$906,000</td>
<td>$906,000</td>
<td>$906,000</td>
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<td>$906,000</td>
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<td>$906,000</td>
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<td>$906,000</td>
<td>$906,000</td>
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</table>

**TOTAL $11,872,000**

**August 2017**

**TG-6180** ROUTINE CAPITAL PROJECTS

<table>
<thead>
<tr>
<th></th>
<th>FY17</th>
<th>FY18</th>
<th>FY19</th>
<th>FY20</th>
</tr>
</thead>
<tbody>
<tr>
<td>WINSTON-SALEM TRANSIT</td>
<td>$746,000</td>
<td>$186,000</td>
<td>$520,000</td>
<td>$130,000</td>
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<tr>
<td>TOTAL</td>
<td>$746,000</td>
<td>$186,000</td>
<td>$520,000</td>
<td>$130,000</td>
</tr>
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**TOTAL $1,582,000**

**TO-5126** OPERATING ASSISTANCE

**TO REFLECT CITY’S CURRENT DELIVERY SCHEDULE, DELAY RIGHT OF WAY AND CONSTRUCTION FROM FY17 TO FY18**

<table>
<thead>
<tr>
<th></th>
<th>FY17</th>
<th>FY18</th>
<th>FY19</th>
<th>FY20</th>
<th>FY21</th>
<th>FY22</th>
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<tbody>
<tr>
<td>WINSTON-SALEM TRANSIT</td>
<td>$1,406,000</td>
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<td>CONSTRUCTION</td>
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<td>$906,000</td>
<td>$906,000</td>
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</table>

**TOTAL $11,872,000**

**U-2579C** FUTURE I-74, WINSTON-SALEM NORTHERN BELTWAY, EASTERN SECTION, US 158 TO US 311

**CONSTRUCTION**

<table>
<thead>
<tr>
<th></th>
<th>FY18</th>
<th>FY19</th>
<th>FY20</th>
</tr>
</thead>
<tbody>
<tr>
<td>$15,375,000</td>
<td>$15,375,000</td>
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<tr>
<td>NHP</td>
<td>NHP</td>
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</table>

**GARVEE FUNDING REMOVED FROM CONSTRUCTION PHASE; TRADITIONAL FEDERAL FUNDING TO BE USED (CONSTRUCTION SCHEDULE REMAINS THE SAME).**

<table>
<thead>
<tr>
<th></th>
<th>FY18</th>
<th>FY19</th>
<th>FY20</th>
<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
</tr>
</thead>
<tbody>
<tr>
<td>GARVEE RIGHT-O</td>
<td>$558,000</td>
<td>$558,000</td>
<td>$558,000</td>
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*INDICATES FEDERAL AMENDMENT*
CMAQ Projects – July 2017

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<tr>
<th>TBA</th>
<th>Project Description</th>
<th>FY18</th>
<th>FY18</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>WSTA NIGHT, SATURDAY AND SUNDAY SERVICE</td>
<td>$752,030</td>
<td>$188,007</td>
</tr>
<tr>
<td></td>
<td>WINSTON-SALEM TRANSIT</td>
<td></td>
<td></td>
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<tr>
<td>TBA</td>
<td>WINSTON-SALEM EXPRESS SATURDAY SERVICE</td>
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<td>PART</td>
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<tr>
<td>TBA</td>
<td>LEWISVILLE-CLEMMONS SIDEWALK EXTENSION</td>
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<td>$145,329</td>
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<td></td>
<td>LEWISVILLE</td>
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<tr>
<td>TBA</td>
<td>MARKET CENTER DRIVE PHASE II SIDEWALK</td>
<td>$320,000</td>
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<td></td>
<td>CLEMMONS</td>
<td></td>
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<tr>
<td></td>
<td>Total</td>
<td>$1944,463</td>
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INFORMATION ITEM #10
Winston-Salem Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Action Request

Meeting Date: September 21, 2017
Agenda Item Number: 10


SUMMARY OF INFORMATION: Attachments: Yes X No

Functional classification of a roadway describes the primary function or purpose of the roadway in relation to the area road network. Roadways can be assigned to one of several possible functional classes based on the character of travel services that each roadway provides. Federal functional classification (FFC) is used to determine a roadway’s eligibility for federal funding, key roadway design elements, and program and project prioritization.

As traffic patterns change over time through either roadway construction or land use changes, roadway functions may change as well. Reclassifying roadways to match their current purpose helps to maintain a proper local street network hierarchy, which reflects the importance of each roadway’s function in the network.

From March 2017 to June 2017, the Winston-Salem MPO conducted an open call period for FFC roadway modifications. During that time twenty-three (23) applications were submitted for review. The MPO’s Streets & Highways subcommittee met on August 21, 2017 to discuss the submitted applications and provide recommendations to the TCC and TAC for review.

The attached documents/applications have been reviewed by the Streets & Highways subcommittee and are provided here for further review.
1. Federal Functional Class Purpose

Functional classification of a roadway describes the primary function or purpose of the roadway in relation to the area road network. Roadways can be assigned to one of several possible functional classes based on the character of travel services that each roadway provides. Planners and engineers amongst others, use this hierarchy of roadways to properly classify transportation movements, priorities, investments and policies. Federal legislation continues to use functional classification in determining the eligibility for funding under the Federal-aid program. Transportation agencies also describe roadway system performance, benchmarks and targets by functional classification. Federal functional classification (FFC or FC) is used in these areas:

- **Determine Federal-aid system and eligibility for federal funds:** Federal legislation continues to use functional classification in determining eligibility for funding under the Federal-aid program.
- **Data needs and reporting:** Statistics derived from the Federal roadway databases are organized around functional classification. This data is used in a number of ways, including reporting on the condition of the nation’s roadways to Congress and in other highway statistics reports and studies.
- **Satisfies the design standards:** Interstates are required to meet specific national design standards.
- **Program and project prioritization:** Prioritization of expenditures, including the bridge program.
- **Safety programs:** Evaluating safety of roadways and implementing safety improvement programs.
- **Highway design:** Although there is a great deal of design latitude relative to classification, lower class roadways tend to have lower speed limits, narrower lanes, steeper curves, etc.
- **Traffic control:** May help determine most appropriate intersection control measures.
- **Maintenance:** Often plays a role in resurfacing cycles, which is related to asset management.

While FFC is a factor for systems planning, it should not be a determining factor in transportation planning decisions. This is because the FC system is limited (there are Federal Highway Administration (FHWA) established caps on the extent of the FC system) and is not needs-based (FC only reflects current – not future – conditions). Functional classifications should also not be used for land development decisions. Specifically, a local area’s zoning and/or subdivision regulations should not be tied to FC but to applicable transportation plans. FHWA encourages local Metropolitan Planning Organizations (MPO’s) to continuously review changes to road classification as traffic patterns, land uses, and development occurs.

2. Federal Functional Class Modifications

As traffic patterns change over time through either roadway construction or land use changes, roadway functions may change as well. Reclassifying roadways to match their current purpose helps to maintain a proper local street network hierarchy, which reflects the importance of each roadway in the network.
When modifications are proposed within our area, the WSMPO will have to submit a formal functional classification revision request to NCDOT for consideration. This request should reflect one of three types of changes:

- Adding **newly constructed or extended roadways** to the network, which can in turn affect the functional classification of connecting or nearby roadways,
- **Upgrading** the functional classification of an existing roadway due to land use changes or an improvement made to the roadway,
- **Downgrading** the functional classification of an existing roadway due to land use changes, traffic controls that discourage through traffic or other controls that limit the speed and capacity of a road.

If the route is **proposed** it must be programmed into the state STIP and be under construction within 4 years or less. Proposed/future roads should also be functionally classified with the existing system. Once the road has been constructed then it may be reviewed for reclassification.

The FHWA recommends that state MPOs develop processes and review committees for overseeing modifications to the local FFC network. The WSMPO’s Streets & Highways Subcommittee (SHS) will act as the Winston-Salem Urbanized Area FFC review board. The WSMPO’s SHS will review all roadway classification applications and provide a recommendation to the WSMPO’s TCC and TAC.

### 3. Federal Functional Classes Defined

<table>
<thead>
<tr>
<th>Principal Arterials:</th>
<th>Serve the major centers of activity of an area, the highest traffic volume corridors, and the longest trip desires; and carry a high proportion of the total area travel on a minimum of mileage. Principal arterials carry the majority of trips entering and leaving the area, as well as the majority of through movements by bypassing central cities.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Interstate system:</strong></td>
<td>An interstate has full control of access; the only way a vehicle can get on or off an interstate is by the means of an interchange. Roadways are officially designated as Interstates by the USDOT Secretary of Transportation.</td>
</tr>
<tr>
<td><strong>Freeway:</strong></td>
<td>A freeway has full control of access; the only way a vehicle can get on or off a freeway is by the means of an interchange or where all intersections are grade separated.</td>
</tr>
<tr>
<td><strong>Expressway:</strong></td>
<td>Expressways have limited or partial controls of access; the only way a vehicle can get on or off an expressway is by the means of where major cross streets and at grade intersections are for minor cross streets; and the use of acceleration and deceleration lanes for at grade intersections.</td>
</tr>
<tr>
<td><strong>Other Principal:</strong></td>
<td>A non-interstate arterial; principal arterials are considered to be the highest traffic volume corridors, have long trip desires and carry a high proportion of total travel on a minimum of mileage. They also serve major centers of metropolitan areas; provide a high degree of mobility and can also provide mobility through rural areas; can serve abutting land uses directly.</td>
</tr>
<tr>
<td><strong>Minor Arterials:</strong></td>
<td>Link cities and larger towns (and other traffic generators, such as major resort areas, that are capable of attracting travel over similarly long distances) and form an integrated network providing interstate and inter-county service. Provide service to corridors with trip length and travel density greater than those predominantly served by collector or local systems. Provide service for trips of moderate length; serve geographic areas that are smaller than their higher arterial counterparts; offer connectivity to the higher arterial system.</td>
</tr>
</tbody>
</table>
Major Collectors: Provide land access and traffic circulation; collect local traffic in residential neighborhoods and channel it to other collectors or arterials. Serve primarily intra-county travel (rather than statewide); gather traffic from Local Roads and funnel to the arterial network; offer more mobility (while minor collectors offer more access); when compared to minor collectors, are longer in length, have higher speed limits and may have more travel lanes.

Minor Collectors: Provide land access and traffic circulation; collect local traffic in residential neighborhoods and channel it to other collectors or arterials. Only federally eligible for disaster recovery in urbanized areas, not in rural areas. Minor collectors offer more access (while major collectors offer more mobility); gather traffic from local roads and onto the arterial network; when compared to major collectors, minor collectors have lower speed limits; are spaced at shorter intervals and have lower traffic volume; in rural areas, AADT and spacing may be the most significant designation factors.

Locals: Any road that is not on the Functional Classification System network.

4. Standard FHWA and NCDOT Submission Requirements

Request to modify the current functional classification network are considered based on the function a roadway serves and whether or not the roadway meets the criteria established by the FHWA for functional classification. Other criteria that will be considered during the review include the impact the proposed change might have on the overall statewide mileage for the proposed functional classification system and the impacts to the data collection and maintenance of traffic survey data requirements resulting from the proposed change.

Currently MPO’s should determine an appropriate designation and submit their proposal with the following information:

- Road name, route and segment
- Current Classification
- Proposed Classification
- Justification for proposed change – Include assessment of existing and proposed land use, current and forecasted traffic, and any other pertinent information that will help to justify the request. Functional federal classes cannot be approved solely for Federal funding eligibility.
- Map of the area with the route indicated on the map
- Documentation of MPO/RPO support in letter or resolution form
- If the route is proposed it must be programmed into the state STIP and be under construction within 4 years or less. Existing roads should be classified based upon current year’s functions.
  - Use current classification on roadways until it is constructed.
  - Ramps and other non-mainline roadways are assigned the same class as highest functional class connecting to roadway served by the ramp.
- Submit all information to NCDOT.

5. Methodology for Submittals for WSMPO

- Initiate an open call period for all FFC change submittals. This will be done on a two year basis following the decennial census between March and June. Although there will be designated open call periods for submittals, applications can be submitted at any time. All submittals will be held and submitted at one time during the designated call periods.
Anyone (local governing bodies, MPO, or citizens) can initiate a Functional Class Change Request Form for consideration. It is encouraged that all citizens use proper local channels and have local support from their elected officials when submitting their application. Functional Class Change Request should be used for classifying new or existing roads, downgrading or upgrading an existing roadways classification, which maybe the results of un-anticipated development or safety issues, changing land use patterns, traffic patterns, amongst other reasons.

Submittals will be reviewed by Streets & Highways subcommittee and WSMPO staff before going to TAC/TCC for action. All materials should be submitted at one time and dated for reference purposes. Anticipated local review time, 2 months or less. Refer to application for submittal information. WSMPO staff will work in conjunction with the Streets & Highways subcommittee and NCDOT to determine an appropriate class recommendation based up the information gathered, using the WSMPO Federal Functional Class Matrix as a guide.

Reviewed applications/submittals will go before TAC/TCC for action and then submitted to NCDOT. The WSMPO TCC and TAC will review final submittals. A resolution of support will be adopted for all approved reclassification requests and will be submitted to NCDOT for review. NCDOT will review each project and if approved will submit to FHWA for review. FHWA will contact NCDOT with all final decisions.

See process review chart below:

6. Additional Scope of Work
• **Prepare Traffic Generator map**: Create one map that shows existing land uses, traffic generators or employment/shopping centers, transit routes, roads (by classification), bus stops locations, UZA and corporate boundaries to be used in evaluation of roadway classification recommendations.

7. **WSMPO Federal Functional Class Matrix**
   See WSMPO Federal Functional Class Matrix chart

8. **Existing Winston-Salem Urban Area FFC map (at link)**
### WSMPO Federal Functional Class Matrix

<table>
<thead>
<tr>
<th>Description</th>
<th>Arterials</th>
<th>Collectors</th>
<th>Local</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Interstate</strong></td>
<td>An interstate has full control of access; the only way a vehicle can get on or off an interstate is by the means of an interchange. Roadways are officially designated as Interstates by the USDOT Secretary of Transportation.</td>
<td><strong>Major Collector</strong></td>
<td><strong>Minor Collector</strong></td>
</tr>
<tr>
<td><strong>Freeway</strong></td>
<td>A freeway has full control of access; the only way a vehicle can get on or off a freeway is by the means of an interchange or where all intersections are grade separated.</td>
<td><strong>Minor Arterial</strong></td>
<td></td>
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<td><strong>Expressway</strong></td>
<td>A non- interesse territory arterial; principal arterials are considered to be the highest traffic volume corridors, have long trip desires and carry a high proportion of total travel on a minimum of mileage. They also serve major centers of metropolitan areas; provide a high degree of mobility and can also provide mobility; serve geographic areas that are smaller than their higher arterial counterparts; offer connectivity to the higher arterial system.</td>
<td><strong>Link cities and larger towns (and other traffic generators, such as major resort areas, that are capable of attracting travel over similarly long distances) and form an integrated network providing interstate and intercity service. Provide service to corridors with trip length and travel density greater than those predominantly served by collector or local systems. Provide service for trips of moderate length; serve geographic areas that are smaller than their higher arterial counterparts; offer connectivity to the higher arterial system.</strong></td>
<td><strong>Provide land access and traffic circulation; collect local traffic in residential neighborhoods and channel it to other collectors or arterials. Only federally eligible for disaster recovery in urbanized areas, not in rural areas. Minor collectors offer more access (while major collectors offer more mobility); gather traffic from local roads and onto the arterial network; when compared to major collectors, minor collectors have lower speed limits; are spaced at shorter intervals and have lower traffic volume; in rural areas, AADT and spacing may be the most significant designation factors.</strong></td>
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<tr>
<td><strong>Other Principal Arterial</strong></td>
<td>Expressways have limited or partial controls of access; the only way a vehicle can get on or off an expressway is by the means of where major cross streets and at grade intersections are for minor cross streets; and the use of acceleration and deceleration lanes for at grade intersections.</td>
<td>Any road that is not on the Functional Classification System network.</td>
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<td>Describe road connectivity as it relates to immediately adjacent and connecting classified roads.</td>
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**Notes:**
- Arterial ways are characterized by balanced volume, high mobility, and high density.
- Freeway systems include limited access highways such as expressways.
- Expressways have limited access.
- Driveway types:
  - Partial/Full control
  - Limited control
  - Uncontrolled

**Functional Purpose**
- Partially/fully controlled access
- Limited/partial control access
- Uncontrolled access

**AADT**
- Interstates: 27,000 – 6,300
- Major Collectors: 1,100 – 14,000
- Minor Collectors: 100 – 6,300
- Local: 80 – 700

**Divided/Undivided:**
- Undivided
- Divided

**Lane Width:**
- Interstates: 11 – 12
- Major Collectors: 8 – 10
- Minor Collectors: 6 – 8
- Local: 0 – 4

**Outside Shoulder:**
- Interstates: 12
- Major Collectors: 10 – 12
- Minor Collectors: 8 – 10
- Local: 0 – 4

**Inside Shoulder:**
- Interstates: 12
- Major Collectors: 10 – 12
- Minor Collectors: 8 – 10
- Local: 0 – 4

**Multimodal Element:**
- HOV/HOT lanes, busways, truck lanes, park-and-ride facilities at interchange, adjacent shared use paths (separate from roadway and outside ROWs)

**Surrounding Land Uses:**
- High/moderate density housing
- High/moderate intensity commercial, office and industrial uses
- Moderate density residential
- Moderate intensity commercial, office and industrial uses
- Low intensity commercial, office and industrial uses

**Speed Limits:**
- Interstates: 60 – 90
- Major Collectors: 45 – 60
- Minor Collectors: 30 – 55
- Local: 15 – 45

**Driveways:**
- Not allowed

**Highway Type:**
- As defined in WSMPO CTP (2012)

**Reflect local land use descriptions/definitions**

**Locally adjusted and approved by NCDDOT & FYWA**

WSMPO Federal Functional Class Matrix

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Submitting Locality: Clemmons
Route Name: Stadium Drive
Segment Start: US 158
Segment End: Lewisville-Clemmons Road
Length: 0.87 miles
Modification Requested: Upgrading (2)
Requesting Modified Class: Minor Collector
Staff Recommendation: Major Collector
Functional Purpose: Mobility
System Connectivity: Minor Arterials (Lewisville-Clemmons & US 158)

Inside Shoulder: 0  Outside Shoulder: 0
Road ROW:  60  Lane Width:  11
Speed Limit:  35
Number of Lanes:  2 lanes with center turn lane
ADT (YEAR): 8800 (2015)
Divided/Undivided: Undivided
Multimodal: Yes  Type: Sidewalk
Driveways: Full Mov.
CTP Class & #: Minor [WSMP-0234-H]
STIP ID:

Reference #: 12017
System Connectivity: Minor Arterials (Lewisville-Clemmons & US 158)
Submitting Locality: Clemmons
Route Name: Ramada Drive
Segment Start: Lewisville-Clemmons Road
Segment End: Kinnamon Drive terminus
Length: 0.94 miles
Modification Requested: Upgrading (2)
Requesting Modified Class: Minor Collector
Staff Recommendation: Local
Functional Purpose: Low Volume - Mobility
System Connectivity: No FFC connections - Local Roads

Inside Shoulder: 0    Outside Shoulder: 0
Road ROW: 60
Speed Limit: 35    Lane Width: 11
Number of Lanes: 2 lanes
ADT (YEAR): NA (NA)
Divided/Undivided: Undivided
Multimodal: No    Type: NA
Driveways: Full Mov.
CTP Class & #: NA [NA]
STIP ID:

Reference #: 22017
System Connectivity: No FFC connections - Local Roads
Federal Functional Class
Interstate
Freeway
Principal Arterial Other
Minor Arterial
Major Collector
Minor Collector
Local

Existing Land Use
AG Tax Deferred
Voluntary Ag District
High-Density Residential (over 18 Du/Ac)
Intermediate-Density Residential (8.1-18 DU/Ac)
Low-Density Attached Residential (0-6 DU/Ac)
Single-Family Residential
Urban Residential / Infill
Manufactured Housing Park
Mixed-Use Development
Industrial
Commercial Recreation
Commercial
Office/Low-Intensity Commercial
Office
Institutional
Open Space
Park
Utility
Closed Road Right-of-Way
Private Road
Railroad Right-of-Way
Road Right-of-Way
Undeveloped
Unknown

Subject Route
Highways
Streets
Points of Interest

Legend
FFC Network

Aerial

Extended FFC Network View
Outside Shoulder: 0  
Outside Shoulder: 8

Staff Recommendation: Minor Arterial

Requesting Modified Class: Minor Arterial

Modification Requested: Upgrading (2)

Number of Lanes: 2 lanes

ADT (YEAR): 13,900 - 11,000 (2015)

Lane Width: 10 to 11

Divided/Undivided: Undivided

Multimodal: No  
Type: NA

Driveways: Full Mov.

System Connectivity: Major Collector (Peace Haven) & Minor Arterial (Lewisville-Clemmons)

Submitting Locality: Clemmons
Route Name: Peacehaven Road
Segment Start: Lewisville-Clemmons Road
Segment End: US 421
Length: 2.8 miles

Federal Functional Class

Legend

Subject Route
Freeway
Principal Arterial Other
Minor Arterial
Major Collector
Minor Collector
Local

Federal Functional Class

Legend

Major Collector
Minor Collector
Principal Arterial
Minor Collector
Minor Collector
Minor Collector
Minor Collector
Remote Collector
Local

Federal Functional Class

Legend

Highways
Streets
Points of Interest

Federal Functional Class

Legend

Highways
Streets
Points of Interest

Federal Functional Class

Legend

Highways
Streets
Points of Interest

Existing Land Use

Federal Functional Class

Legend

Highways
Streets
Points of Interest

Highway Right-of-Way
Railroad Right-of-Way
Private Road
Closed Road Right-of-Way
Utility
Park
Open Space
Institutional
Office
Office/Low-Intensity Commercial
Commercial Recreation
Industrial
Commercial Recreation
Commercial
Office/Low-Intensity Commercial
Office
Industrial
Open Space
Park
Utility
Land Use

Land Use

Legend

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Submitting Locality: Clemmons

Inside Shoulder: NA
Outsides Shoulder: NA

Route Name: Village Point Drive

Road ROW: 75

Speed Limit: 35-45
Lane Width: 12

Number of Lanes: 2 lanes with center turn lane

Modification Requested: Adding (1)

Segment Start: Harper Road

Segment End: Lewisville-Clemmons Road

Length: 1.2 miles

Number of Driveways: Full Mov.

Multimodal: Yes
Type: Sidewalk & bike lanes

Divided/Undivided: Undivided

ADT (YEAR): NA (NA)

CTP Class & #: NA [NA]

STIP ID: 42017

Requesting Modified Class: Major Collector

Segment End: Lewisville-Clemmons Road

Segment Start: Harper Road

Route Name: Village Point Drive

Functional Purpose: Access

System Connectivity: Major Collector (Harper Road) & Minor Arterial (Lewisville-Clemmons Road)
Submitting Locality: Clemmons
Route Name: Kinnamon Road
Segment Start: Peacehaven Road
Segment End: Stratford Road (US 158)
Length: 1.81 miles
Modification Requested: Upgrading (2)
Requesting Modified Class: Major Collector
Staff Recommendation: Major Collector
Functional Purpose: Balanced mobility/access
System Connectivity: Minor Arterial (US 158)

Inside Shoulder: 0  Outside Shoulder: 3
Road ROW: 60
Speed Limit: 35-45  Lane Width: 12
Number of Lanes: 2 lanes
Divided/Undivided: Undivided
Multimodal: No  Type: NA
Driveways: Full Mov.
CTP Class & #: Minor [WSMP-0143-H]
STIP ID:

Reference #: 92017
System Connectivity:  Minor Arterial (US 158)
Submitting Locality: Clemmons
Route Name: Idols Road Extension/Dock Davis Loop
Segment Start: Frye Bridge
Segment End: Stratford Road (US 158)
Length: 6.53 miles
Modification Requested: Adding (1) & Upgrading (2)
Requesting Modified Class: Minor Arterial
Staff Recommendation: Minor Arterial
Functional Purpose: Mobility & Access
System Connectivity: Major Collector (Hampton Rd, Idols Road), Minor Arterial (Stratford Rd)

CTP Class & #: Minor [U-2707]
STIP ID: U-2707
Submitting Locality: Winston-Salem
Route Name: Chickasha Drive
Segment Start: Yadkinville Road
Segment End: Robinhood Road
Length: 1.5 miles
Modification Requested: Downgrade (3)
Requesting Modified Class: Remove
Staff Recommendation: Local
Functional Purpose: Mobility
System Connectivity: Major Collector (Robinhood Road & Yadkinville Road)

Inside Shoulder: 0 Outside Shoulder: 2 to 6
Road ROW: 60 Lane Width: 10
Speed Limit: 45 Number of Lanes: 2 lanes
Divided/Undivided: Undivided Multimodal: No
Type: NA Driveways: Full Mov.
CTP Class & #: NA [WSMP-0069-H]
STIP ID:
Submitting Locality: Winston-Salem
Route Name: Red Bank Road
Segment Start: Baux Mountain Road
Segment End: NC6/NC 65
Length: 4.8 miles
Modification Requested: Downgrade (3)
Requesting Modified Class: Minor Collector
System Connectivity: Major Collector (Baux Mountain Road) Minor Arterial (NC 65)

Driveways: Full Mov.
Multimodal: No

Speed Limit: 55
Lane Width: 10
Number of Lanes: 2 lanes

Legend
Subject Route
Federal Functional Class
Interstate
Freeway
Principal Arterial Other
Minor Arterial
Major Collector
Minor Collector
Local
Federal Functional Class
Interstate
Freeway
Principal Arterial Other
Minor Arterial
Major Collector
Minor Collector
Local
Existing Land Use
AG Tax Deferred
Voluntary Ag District
Farm Preservation Program
High-Density Residential (over 18 Du/Ac)
Intermediate-Density Residential (8.1-18 DU/Ac)
Low-Density Attached Residential (0-8 DU/Ac)
Single-Family Residential
Urban Residential/Infill
Manufactured Housing Park
Mixed-Use Development
Industrial
Commercial Recreation
Commercial
Office/Office-Low-Intensity Commercial
Office
Institutional
Open Space
Park
Utility
Closed Road Right-of-Way
Private Road
Railroad Right-of-Way
Road Right-of-Way
Undeveloped
Unknown

CTP Class & #: Min [WSMP-0212-H]
STIP ID:
Submitting Locality: Winston-Salem
Route Name: Hoffman Road
Segment Start: NC 65
Segment End: Red Bank Road
Length: 0.38 miles
Modification Requested: Downgrade (3)
Requesting Modified Class: Remove
Staff Recommendation: Local
Functional Purpose: Mobility
System Connectivity: Major Collector (Red Bank) & Minor Arterial (NC 65)

Inside Shoulder: 0
Outside Shoulder: NA
Road ROW: NA
Speed Limit: 45
Lane Width: 9
Number of Lanes: 2 lanes
ADT (YEAR): 0 (2015)
Divided/Undivided: Undivided
Multimodal: No
Type: NA
Driveways: Full Mov.
CTP Class & #: NA [NA]
STIP ID:

Federal Functional Class
- Interstate
- Freeway
- Principal Arterial Other
- Minor Arterial
- Major Collector
- Minor Collector
- Local

Existing Land Use
- AG Tax Deferred
- Voluntary Ag District
- Farm Preservation Program
- High-Density Residential (over 18 DUs/AC)
- Intermediate-Density Residential (8.1-15 DUs/AC)
- Large-Lot Residential (over 5 AC)
- Low-Density Attached Residential (0-6 DUs/AC)
- Single-Family Residential
- Urban Residential / Infill
- Manufactured Housing Park
- Mixed-Use Development
- Industrial
- Commercial Recreation
- Commercial
- Office/Low-Intensity Commercial
- Office
- Institutional
- Open Space
- Park
- Utility
- Closed Road Right-of-Way
- Private Road
- Railroad Right-of-Way
- Road Right-of-Way
- Undeveloped
- Unknown

Legend
- Subject Route
- Highways
- Streets
- Points of Interest
- Federal Functional Class
- Interstates
- Freeways
- Principal Arterial Other
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- Existing Land Use
- AG Tax Deferred
- Voluntary Ag District
- Farm Preservation Program
- High-Density Residential (over 18 DUs/AC)
- Intermediate-Density Residential (8.1-15 DUs/AC)
- Large-Lot Residential (over 5 AC)
- Low-Density Attached Residential (0-6 DUs/AC)
- Single-Family Residential
- Urban Residential / Infill
- Manufactured Housing Park
- Mixed-Use Development
- Industrial
- Commercial Recreation
- Commercial
- Office/Low-Intensity Commercial
- Office
- Institutional
- Open Space
- Park
- Utility
- Closed Road Right-of-Way
- Private Road
- Railroad Right-of-Way
- Road Right-of-Way
- Undeveloped
- Unknown
Submitting Locality: Winston-Salem

Route Name: Spicewood Drive
Segment Start: Olivet Church Road
Segment End: 0.1 mile east of intersection
Length: 0.1 miles

Modification Requested: Remove (4)
Requesting Modified Class: Minor Collector
Staff Recommendation: Remove

Functional Purpose: NA
System Connectivity: NA

Inside Shoulder: NA
Outside Shoulder: NA
Road ROW: 60
Speed Limit: NA
Lane Width: 10
Number of Lanes: 2 lanes
ADT (YEAR): NA (NA)
Divided/Undivided: Undivided
Multimodal: No
Type: NA
Driveways: NA
CTP Class & #: NA [NA]
STIP ID:

FFC Network

Land Use

Aerial

Extended FFC Network View

Legend
Subject Route
Highways
Streets
Points of Interest
Federal Functional Class
Interstate
Freeway
Principal Arterial Other
Minor Arterial
Major Collector
Minor Collector
Local
Existing Land Use
AG Tax Deferred
Voluntary Ag District
Farmland Protection Program
High-Density Residential (over 18 DU/Ac)
Intermediate-Density Residential (10-18 DU/Ac)
Large Lot Residential (over 5 acres)
Low-Density Attached Residential (0-5 DU/Ac)
Single-Family Residential
Urban Residential / Infill
Manufactured Housing Park
Mixed-Use Development
Industrial
Commercial Recreation
Commercial
Office/Low-Intensity Commercial
Office
Institutional
Open Space
Park
Utility
Closed Road Right-of-Way
Private Road
Railroad Right-of-Way
Road Right-of-Way
Undeveloped
Unknown

Reference #: 232017
Submitting Locality: Winston-Salem
Route Name: Diggs Blvd
Segment Start: Martin Luther King Jr. Dr
Segment End: Bruce Street
Length: 0.61 miles
Modification Requested: Remove (4)
Requesting Modified Class: Remove
Staff Recommendation: Remove

Inside Shoulder: NA
Outside Shoulder: NA
Road ROW: NA
Speed Limit: NA
Lane Width: NA
Number of Lanes: 2 lanes
ADT (YEAR): NA (NA)
Divided/Undivided: Undivided
Multimodal: No
Type: NA
Driveways: NA
CTP Class & #: NA [NA]
STIP ID:

Federal Functional Class
- Interstate
- Freeway
- Principal Arterial Other
- Minor Arterial
- Major Collector
- Minor Collector
- Local

Existing Land Use
- AG Tax Deferred
- Voluntary Ag District
- Farm Preservation Program
- High-Density Residential (over 18 Du/Ac)
- Intermediate-Density Residential (8-18 Du/Ac)
- Low-Density Attached Residential (0-6 Du/Ac)
- Single-Family Residential
- Urban Residential / Infill
- Manufactured Housing Park
- Mixed-Use Development
- Industrial
- Commercial Recreation
- Commercial
- Office/Low-Intensity Commercial
- Office
- Institutional
- Open Space
- Park
- Utility
- Closed Road Right-of-Way
- Private Road
- Railroad Right-of-Way
- Road Right-of-Way
- Undeveloped
- Unknown

Land Use
- Aerial

FFC Network

Extended FFC Network View

Legend
- Subject Route
- Highways
- Streets
- Points of Interest
- FFC Network

Reference #: 242017
System Connectivity: NA
Functional Purpose: NA

Bowman Gray Stadium
Submitting Locality: Winston-Salem
Route Name: Main Street
Segment Start: Clemmons Road
Segment End: Fayetteville Street
Length: 2.2 miles
Modification Requested: Adding (1) & Downgrade (3)
Requesting Modified Class: Minor Collector
Staff Recommendation: Minor Collector

Functional Purpose: Mobility
System Connectivity:

Inside Shoulder: 0  Outside Shoulder: 0
Road ROW: 60  Lane Width: 10
Speed Limit: 35
Number of Lanes: 2 lanes
ADT (YEAR): 11,000 - 5,500 (2015)
Divided/Undivided: Undivided
Multimodal: Yes  Type: Sidewalk & bike lanes
Driveways: Full Mov.
CTP Class & #: Minor [NA]
STIP ID:

Federal Functional Class
Type: Sidewalk & bike lanes
Subject Route: 52
Streets: 40
Points of Interest:
- Forsyth Tech Com. College
- Southpark Foodlion
- Central Park
- Bowman Gray Stadium
- Salem College
- Old Salem Historic District
- Washington Park
- I-40
- Food Lion
- Unknown

Legend
- Subject Route
- Highways
- Streets
- Points of Interest
Federal Functional Class
- Interstate
- Freeway
- Principal Arterial Other
- Minor Arterial
- Major Collector
- Minor Collector
- Local

Existing Land Use
- Ag & Forestry
- Voluntary Ag District
- Farm Preservation Program
- High-Density Residential (over 18 DU/ac)
- Intermediate-Density Residential (8-18 DU/ac)
- Low-Density Residential (over 5 ac)
- Single-Family Residential
- Urban Residential / Intl
- Manufactured Housing Park
- Mixed-Use Development
- Industrial
- Commercial Recreation
- Commercial
- Office/Low-Intensity Commercial
- Office
- Institutional
- Open Space
- Park
- Utility
- Railroad Right-of-Way
- Private Road
- Railroad Right-of-Way
- Road Right-of-Way
- Undeveloped
- Unknown
Submitting Locality: Winston-Salem
Route Name: Rams Drive
Segment Start: Martin Luther King Jr. Dr
Segment End: Rams Drive terminus
Length: 0.1 miles
Modification Requested: Remove (4)
Requesting Modified Class: Remove
Staff Recommendation: Local

Functional Purpose: Acess
System Connectivity: Other Freeway (US 52)

Inside Shoulder: NA
Outside Shoulder: 0
Road ROW: 80
Speed Limit: 35
Lane Width: 12
Number of Lanes: 2 lanes
ADT (YEAR): 16,000 (2015)
Divided/Undivided: Divided
Multimodal: NA
Type: NA
Driveways: NA
CTP Class & #: Minor []
STIP ID:
Submitting Locality: Winston-Salem
Route Name: Memorial Industrial School Road
Segment Start: Germanton Road
Segment End: Red Bank Road
Length: 1.65 miles
Modification Requested: Remove (4)
Requesting Modified Class: Remove
Staff Recommendation: Local

Functional Purpose: NA
System Connectivity: Major Collector (Red Bank Road) Minor Arterial (Germanton Road/NC 8)

Inside Shoulder: 0  Outside Shoulder: 3
Road ROW: 60  Lane Width: 9
Speed Limit: 55
Number of Lanes: 2 lanes
Multimodal: No  Type: NA
Divided/Undivided: Undivided
Driveways: Full Mov.
ADT (YEAR): 270-600 (2015)
CTP Class & #: Minor [WSMP-0170-H]
STIP ID:

Legend
- Subject Route
- Highways
- Streets
- Points of Interest

Federal Functional Class
- Interstate
- Freeway
- Principal Arterial Other
- Minor Arterial
- Major Collector
- Minor Collector
- Local

Existing Land Use
- AG Tax Deferred
- Voluntary Ag District
- Farm Preservation Program
- High-Density Residential (over 18 Du/Ac)
- Intermediate-Density Residential (8-18 Du/Ac)
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- Institutional
- Open Space
- Park
- Utility
- Closed Road Right-of-Way
- Private Road
- Railroad Right-of-Way
- Road Right-of-Way
- Undeveloped
- Unknown

Reference #: 282017
Submit Locality: Winston-Salem
Route Name: Research Parkway
Segment Start: Martin Luther King Jr. Dr
Segment End: Fourth Street
Length: 1.88 miles
Modification Requested: Adding (1)
Requesting Modified Class: Major Collector
Staff Recommendation: Major Collector

Functional Purpose: Access
System Connectivity: Other Freeway (US 52) Major Collector (MLK Jr. Dr & Fourth Street)

Legend
Outside Shoulder: NA

Federal Functional Class
Freeway
Other Freeway
Principal Arterial
Minor Arterial
Major Collector
Minor Collector
Local

Existing Land Use
Existing Land Use

Type: Sidewalk

Density: NA

水分: NA

Land ROW:
Road ROW:
Speed Limit: 35
Lane Width: NA
Number of Lanes: 4 lanes

Divided/Undivided: Undivided/Divided
Multimodal: Yes
Type: Sidewalk
Driveways: Limited

CTP Class & #: NA [NA]
STIP ID:

Reference #: 292017
Winston-Salem Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Action Request

Meeting Date: September 21, 2017  Agenda Item Number: 11

Action Requested: Review of a planning study funding request for the Salem Creek Greenway Feasibility Study.

SUMMARY OF INFORMATION:  Attachments: Yes X No

The Unified Planning Work Program (UPWP) identifies transportation planning projects and work tasks to be completed during the fiscal year and the estimated amount of federal and State highway and transit planning funds to be used to complete the work, plus the required local matches. These studies utilize STP-DA and PL, Section 104 (f), funds. In the past, staff has requested proposals for studies and included them in the work program, but has not requested additional approval once projects are programmed for funding. Staff is requesting the approval of funding for a 2016-2017 UPWP replacement project.

Original Project: Broad Street Connector Feasibility Study, Winston-Salem
Amount requested: $200,000

On January 19, 2017 the TAC approved $200,000 in STP-DA funds for the Broad Street Connector Feasibility Study. The Broad Street Connector is included in the 2018-2027 STIP (STIP# U-6063). NCDOT will manage all aspects of the project without a financial contribution from the City of Winston-Salem, thus eliminating the need of the feasibility study. U-6063 will connect Broad Street and Peters Creek Parkway, beginning at the Broad and 4th Street intersection and ending at the Peters Creek Parkway and Brookstown Avenue intersection.

Replacement Project: Salem Creek Greenway Feasibility Study, Winston-Salem
Amount requested: $200,000

The Salem Creek Greenway (STIP# EB-5812) will begin at Forsyth Technical Community College and connect to the existing greenway at Marketplace Mall in Winston-Salem. The City of Winston-Salem is responsible managing and funding all phases of the project: Preliminary Engineering, Design, Right-of-Way, and Construction. An analysis and evaluation of the proposed project is needed to determine if it (1) is technically feasible, (2) is feasible within a reasonable estimated cost.
Silas Creek Pkwy
Peters Creek Pkwy
Lockland Ave
Link Rd
Silas Creek Pkwy
Buchanan Rd
Salisbury Ridge Rd
Hutton St
Miller St
£¤
§¨
Legend
Proposed Salem Creek Greenway
Final realignment to be determined.
Data shown is for display purposes only.
INFORMATION ITEM #12
Staff Reports
### Winston-Salem MPO

**Transportation Update**

Thursday, September 21, 2017

<table>
<thead>
<tr>
<th>TIP / WBS No.</th>
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</thead>
<tbody>
<tr>
<td>I-0911A 34147.3.4</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. (2.614 miles)</td>
<td>July 18, 2017</td>
<td>No later than Nov. 15, 2021</td>
<td>Availability date Aug. 28, 2017; Currently in Design and Permitting Phase</td>
<td>$71,962,779</td>
<td>Flatiron Constructors, Inc/Blythe Development Co - JV</td>
<td>Jordan Scott, PE (336)747-7950</td>
<td>DESIGN BUILD- Project awarded to Flatiron Constructors, Inc / Blythe Development Co. Joint Venture. Project will widen approximately 3.3 miles of I-40 to a six-lane divided facility from west of NC 801 in Davie County to east of SR 1101 (Harper Road/Tanglewood Park Business Road) in Forsyth County. The project will replace dual bridges on I-40 over the Yadkin River and accommodate a future greenway by replacing the Bert's Way roadway bridge over I-40 with a pedestrian bridge.</td>
</tr>
<tr>
<td>I-5766 53009.3.1 (C203967)</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>22% Complete</td>
<td>$12,384,965</td>
<td>Lane Construction Corp.</td>
<td>Jordan Scott, PE (336)747-7950</td>
<td>Express Design Build- Contractor is currently replacing slabs in the WB direction on I-40, including ramps and loops. Lanes and ramp closures are scheduled during the night hours during the week and continuous on the weekends. Multiple ICT restrictions prevent contractor from working during expected high traffic volume periods. Slab replacements will be ongoing in both directions of I-40, ramps, loops for the remainder of the year. Diamond grinding will not begin till Spring 2018.</td>
</tr>
<tr>
<td>U-2579B 34839.3.GVS4 (C203484)</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>38% Complete</td>
<td>$153,999,950</td>
<td>Dragados USA, Inc.</td>
<td>Marcus Kiser, 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 the new section of US 158 possibly by the end of this year. The contractor is working alongside I-40 Business to construct the new lanes and shoulders, however they are working behind barrier wall without the need for lane closures. Some paving and concrete paving operations have begun on the project.</td>
</tr>
<tr>
<td>U-2707 34816.3.3 (C203725)</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>51% Complete</td>
<td>$11,693,639</td>
<td>Smith-Rowe, LLC</td>
<td>Jordan Scott, 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 is continuing. Detour Hampton Rd Fall 2017.</td>
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<tr>
<td>U-2827B</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, 336; Construct I-40 Bus. Multi-use Path</td>
<td>Aug. 30, 2016</td>
<td>Nov. 1, 2020</td>
<td>19% Complete (Mobility, Utilities, and Design Work)</td>
<td>$99,109,380</td>
<td>Flatiron Constructors Inc. / Blythe Development Co Joint Venture</td>
<td>Mezak Tucker, PE (336)249-6255</td>
<td>Design Build Project - Anticipate field construction on Segment A (construction of Bus. 40/Peters Creek Parkway interchange) to begin in October, 2017. Notifications of work to be sent out - Permitting and Design work continues; Utility relocation work continues; Pipe inspections for design work to continue; Construction on water relocations have been delayed. Further construction work is expected to begin in October 2017. The contractor is planning to complete the design work and initiate construction on the remaining US 421/I-40 Business in its entirety by July 31, 2020 (21 month closure); Final Completion date is November 1, 2020.</td>
</tr>
<tr>
<td>U-2925</td>
<td>DESIGN BUILD - Salem Creek Connector from SR 2516 (MLK Jr Dr) to SR 4326 (Rams Dr) in Forsyth County</td>
<td>Dec. 18, 2012</td>
<td>ESTIMATED Dec. 30, 2017</td>
<td>97% Complete</td>
<td>$68,925,000</td>
<td>Blythe Construction</td>
<td>Jeremy Guy, PE (336)747-7950</td>
<td>Design Build Project - The new section of Research Parkway from MLK to the existing Research Parkway has opened. The interchange with US 52 and Research Parkway has opened as well. The existing Rams Drive Bridge has been closed temporarily to be removed and replaced. It is scheduled to be reopened in November. The interchange with US 52 and Research Parkway has been permanently closed. The contractor is mainly focusing on finishing the Rams Drive Bridge and the remaining US 52 widening.</td>
</tr>
<tr>
<td></td>
<td>2017CPT.09.31. 20341 2017CPT.09.34. 10851 2017CPT.35. 20851 (DI00162) Milling, Resurfacing, Shoulder Reconstruction, and Pavement Markings on 1 Secondary Route in Forsyth and Various Primary and Secondary Routes in Stokes Co (total of 17.34 miles)</td>
<td>April 12, 2017</td>
<td>Oct. 20, 2017</td>
<td>70% Complete</td>
<td>$2,586,583</td>
<td>Sharpe Brothers</td>
<td>Jeremy Guy, PE (336)747-7900</td>
<td>Work has begun and the contractor is progressing to complete by the original 10-20-2017 completion date.</td>
</tr>
<tr>
<td></td>
<td>2017CPT.09.39. 20342 (DI00157) Asphalt Surface Treatment (AST) on 38.2 miles of 117 Sections of Secondary Routes in Forsyth Co</td>
<td>March 8, 2017</td>
<td>Oct. 6, 2017</td>
<td>50% Complete</td>
<td>$1,040,120</td>
<td>Waugh Asphalt, Inc.</td>
<td>Jeremy Guy, PE (336)747-7900</td>
<td>The contractor has begun work and over half of the maps are complete. Work is estimated to be complete by the project completion date.</td>
</tr>
<tr>
<td></td>
<td>W-5510 50080.3.FD1 (C203899) 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, perm. veg. established Oct. 28, 2018</td>
<td>52% Complete</td>
<td>$4,040,543</td>
<td>Yates Construction Co., Inc</td>
<td>Marcus Kiser, PE (336)747-7950</td>
<td>DDRL project - Preconstruction meeting was held August 23, 2016. Project has completed phase I (opening of roundabout) -- project is on schedule</td>
</tr>
<tr>
<td></td>
<td>U-4909L 40228.3.3 ER 5650 46305.3.20 (DI00145) 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>99% Complete</td>
<td>$309,738</td>
<td>Mots Landscaping &amp; Lawns LLC</td>
<td>Daniel Home (336)896-2380</td>
<td>Work began on November 7, 2016. Contractor will finish the last area of planting in the median at the I-40 overpass by July 5, 2017.</td>
</tr>
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<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>25% 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).</td>
</tr>
<tr>
<td>U-47104H</td>
<td>Muddy Creek Trailhead and Greenway Connector</td>
<td>Summer, 2017</td>
<td>Nov., 2017</td>
<td>5% Complete</td>
<td>$557,333</td>
<td>Carolina Environmental Contracting Inc.</td>
<td>Jeff Turner (336)747-7800</td>
<td>Non-DOT let - City of Winston-Salem - Clearing has begun</td>
</tr>
<tr>
<td>U-47104I</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>October, 2017</td>
<td>50% 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 continues. Several plan changes have been made and have extended completion date of contract.</td>
</tr>
<tr>
<td>U-49188B</td>
<td>Construct Multi-use trail from 3rd St to Rams 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 Rails to Trails South in Wake Forest Innovation Quarter in Winston-Salem</td>
<td>Feb. 8, 2017</td>
<td>October, 2017</td>
<td>97% 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 - Weather conditions this winter have extended completion date. Contractor completing planting/starting punch lists items</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>October, 2017</td>
<td>80% 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. Lacks final asphalt lift and sidewalk installation</td>
</tr>
</tbody>
</table>

**Locally Administered Projects Under Development**

<table>
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<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>ROW</td>
<td>$462,000</td>
<td>TBD</td>
<td>Matt Jones, PE (336)747-7800</td>
<td>Schedule subject to Approved 2018-2027 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>ROW</td>
<td>$770,000</td>
<td>TBD</td>
<td>Matt Jones, PE (336)747-7800</td>
<td>Schedule subject to Approved 2018-2027 STIP - Municipal Bridge Project (Non-DOT let) City of Winston-Salem</td>
</tr>
<tr>
<td>EB-4020C</td>
<td>Brushy Fork Greenway from Lowery Street to Reynolds Park Rd in Winston-Salem</td>
<td>June 1, 2018</td>
<td>TBD</td>
<td>ROW Acquisition</td>
<td>$1,175,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>(City of Winston-Salem).</td>
</tr>
<tr>
<td>EB-5722</td>
<td>Construct sidewalk on north side of NC 67 (Silas Creek Parkway) to connect existing sections from Bolton Street to Lockland Avenue in Winston-Salem</td>
<td>March 1, 2019</td>
<td>TBD</td>
<td>ROW</td>
<td>$225,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>(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>April 10, 2018</td>
<td>TBD</td>
<td>Engineering</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>
</tbody>
</table>

W-S MPO Transportation Update
### Locally 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>Project Administrator</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>EB-5811</td>
<td>New multilane path, construct pedestrian bridge over the Salem Creek Connector in Winston-Salem</td>
<td>May 1, 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>June 1, 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>U-2729</td>
<td>Widen SR 1672 (Hanes Mill Rd) to multi-lanes, from Museum Dr. to SR 4000 (University Pkwy) in Winston-Salem</td>
<td>FY 2021</td>
<td>TBD</td>
<td>ROW Acquisition FY 2019</td>
<td>$8,950,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>*Schedule subject to Approved 2018-2027 STIP - Division Design Raleigh Let (DDR)</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>FY 2022</td>
<td>TBD</td>
<td>ROW Acquisition FY 2020</td>
<td>$8,080,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>*Schedule subject to Approved 2018-2027 STIP - Non-DOT let - Town of Lewisville - Public meeting held Tuesday, Nov. 1, 2016. Planning / Design by Town of Lewisville in progress</td>
</tr>
<tr>
<td>U-5539A</td>
<td>Streetscape improvement project on Martin Luther King Jr., Drive in Winston-Salem</td>
<td>FY 2020</td>
<td>TBD</td>
<td>ROW Acquisition FY 2019</td>
<td>$1,160,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>*Schedule subject to Approved 2018-2027 STIP - 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>$2,740,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>*Schedule subject to Approved 2018-2027 STIP - Non-DOT let - Planning / Design / ROW / Construction by Town of Lewisville</td>
</tr>
</tbody>
</table>

### Centrally Administered Projects Under Development

<p>| B-4746        | Replace Bridge #229 on SR 2264 (Akon Dr) over Norfolk Southern Railroad in Winston-Salem | April 18, 2018 | TBD | ROW Oct. 21, 2016 | $6,478,000 | TBD | Matt Jones, PE (336)747-7800 | Schedule subject to Approved 2018-2027 STIP |
| B-5148        | Replace Bridge #276 on SR 1001 (Country Club Rd) over NC 67 in Winston-Salem | Jan. 21, 2020 | TBD | ROW Jan. 18, 2019 | $4,910,000 | TBD | Matt Jones, PE (336)747-7800 | Schedule subject to Approved 2016-2025 STIP - Project delayed to avoid impacts during Business 40 project (I-28/278) |
| B-5770        | Replace Bridge #243 on Salisbury Ridge Rd over NC 150 in Winston-Salem | Jan. 16, 2020 | TBD | ROW Jan. 18, 2019 | $4,883,000 | TBD | Matt Jones, PE (336)747-7800 | Schedule subject to Approved 2018-2027 STIP - Project delayed to avoid impacts during Business 40 project (U 2827B) |
| B-5775        | Replace Bridge #275 on Robinhood Rd over NC 67 (Silas Creek Pkwy) in Winston-Salem | Dec. 21, 2021 | TBD | ROW Dec. 18, 2020 | $4,950,000 | TBD | Matt Jones, PE (336)747-7800 | Schedule subject to Approved 2016-2025 STIP - project accelerated due to additional revenue (HB 97) |
| B-5948        | Replace Bridge #211 over Southern Railway on SR 2377 (W. Mountain St) in Kermersville | FY 2027 | TBD | ROW Acquisition FY 2025 | $2,723,000 | TBD | Matt Jones, PE (336)747-7800 | *Schedule subject to Approved 2018-2027 STIP |
| B-5950        | Replace Bridge #7 on NC 67 (Silas Creek Parkway, WB lane) over Salem Creek in Winston-Salem | FY 2027 | TBD | ROW FY 2026 | $4,323,000 | TBD | Matt Jones, PE (336)747-7800 | *Schedule subject to Approved 2018-2027 STIP |
| I-5795        | 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) | July 21, 2020 | TBD | Planning/Design in progress | $22,500,000 | TBD | Brett Abernathy, PE (336)747-7800 | *Schedule subject to Revised 2018-2027 STIP - Division Design Raleigh Let (DDR) |
| I-5814        | Pavement Rehabilitation of I-40 from 0.4 mile E. of SR 2832 (Old Salem Rd) in Forsyth Co to 0.3 mile W of SR 1860 (Macy Grove Rd) in Guilford Co. | July 21, 2020 | TBD | | $3,226,000 | TBD | Brett Abernathy, PE (336)747-7800 | Schedule subject to Approved 2016-2025 STIP - Division Design Raleigh Let (DDR) |
| I-5857        | 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) | July 21, 2020 | TBD | Planning/Design in Progress | $10,288,000 | TBD | Brett Abernathy, PE (336)747-7800 | Schedule subject to Approved 2016-2025 STIP - Coordinate with I-5766 - Division Design Raleigh Let (DDR) |
| I-5880        | I-40US 311 at NC 109 (Thomasville Rd) | Nov. 24, 2021 | TBD | ROW Nov. 20, 2019 | $12,300,000 | TBD | Brett Abernathy, PE (336)747-7800 | *Schedule subject to Approved 2018-2027 STIP - Division Purchase Order Contract (DPOC) |</p>
<table>
<thead>
<tr>
<th>TIP / WBS No.</th>
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<th>Contractor</th>
<th>Project Administrator</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-5981A</td>
<td>Widen I-40 to 6 lanes from I-74/US 311 to SR 2643 (Union Cross Rd)</td>
<td>FY 2026</td>
<td>TBD</td>
<td>ROW FY 2024</td>
<td>$35,324,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>TBD</td>
</tr>
<tr>
<td>I-5981B</td>
<td>Widen I-40 to 6 lanes from SR 2643 (Union Cross Rd) to NC 56</td>
<td>FY 2026</td>
<td>TBD</td>
<td>ROW FY 2024</td>
<td>$52,056,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>TBD</td>
</tr>
<tr>
<td>I-5981C</td>
<td>Widen I-40 to 6 lanes from NC 67 in Forsyth Co to US 421/40 Business in Guilford Co</td>
<td>PY</td>
<td>TBD</td>
<td>ROW PY</td>
<td>$52,056,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>TBD</td>
</tr>
<tr>
<td>I-5988</td>
<td>DESIGN BUILD - Upgrade interchange - I-40 at US 52/311/NC 8 in Winston-Salem (Coordinate with U-2626)</td>
<td>FY 2026</td>
<td>TBD</td>
<td>ROW FY2024</td>
<td>$80,088,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>TBD</td>
</tr>
<tr>
<td>R-2247A</td>
<td>W-S Northern Beltway - Western Section - from US 158 (S. Stratford Rd) to South of I-40</td>
<td>PY</td>
<td>TBD</td>
<td>ROW PY</td>
<td>$58,123,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>TBD</td>
</tr>
<tr>
<td>R-2247B</td>
<td>DESIGN BUILD - W-S Northern Beltway - Western Section - from South of I-40 to South of US 421 Interchange</td>
<td>FY 2027</td>
<td>TBD</td>
<td>ROW FY 2027</td>
<td>$51,607,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>TBD</td>
</tr>
<tr>
<td>R-2247CA</td>
<td>DESIGN BUILD - W-S Northern Beltway, Western Section - Interchange with US 1140 (Peace Haven Rd)</td>
<td>FY 2027</td>
<td>TBD</td>
<td>ROW FY 2027</td>
<td>$45,450,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>TBD</td>
</tr>
<tr>
<td>R-2247CB</td>
<td>DESIGN BUILD - W-S Northern Beltway, N. of US 421 to SR 1348 (Robinhood Rd)</td>
<td>FY 2025</td>
<td>TBD</td>
<td>ROW FY 2025</td>
<td>$86,962,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>TBD</td>
</tr>
<tr>
<td>R-2247D</td>
<td>DESIGN BUILD - W-S Northern Beltway - SR 1314 Robinhood Rd/Meadowlark Dr. to NC 67</td>
<td>FY 2023</td>
<td>TBD</td>
<td>ROW FY 2023</td>
<td>$37,700,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>TBD</td>
</tr>
<tr>
<td>R-2247EB</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>Brett Abernathy, PE (336)747-7800</td>
<td>TBD</td>
</tr>
<tr>
<td>R-2247F</td>
<td>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>Brett Abernathy, PE (336)747-7800</td>
<td>TBD</td>
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<tr>
<td>R-2247G</td>
<td>W-S Northern Beltway - Western Section - Interchange with sections BA, BB, CA, DA, 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>Brett Abernathy, PE (336)747-7800</td>
<td>TBD</td>
</tr>
<tr>
<td>R-2577A</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>Brett Abernathy, PE (336)747-7800</td>
<td>Schedule subject to Approved 2016-2025 STIP</td>
</tr>
<tr>
<td>R-2577B</td>
<td>US 158, Widen to Multi-lanes from SR 1965 (Belews Creek Rd) in Forsyth Co. to 2034 (Anthony Rd) in Guilford Co</td>
<td>FY 2026</td>
<td>TBD</td>
<td>ROW FY 2024</td>
<td>$49,400,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>TBD</td>
</tr>
<tr>
<td>U-2579C</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>Brett Abernathy, PE (336)747-7800</td>
<td>TBD</td>
</tr>
<tr>
<td>U-2579D</td>
<td>W-S Northern Beltway, Eastern Section - US 311 to SR 2211 (Baux Mountain Rd)</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>$78,400,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>TBD</td>
</tr>
<tr>
<td>U-2579E</td>
<td>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>Brett Abernathy, PE (336)747-7800</td>
<td>TBD</td>
</tr>
<tr>
<td>U-2579F</td>
<td>W-S Northern Beltway, Eastern Section - NC 8 (Germanton Rd) to East of US 52</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>$39,200,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>TBD</td>
</tr>
</tbody>
</table>

*Schedule subject to Approved 2018-2027 STIP - Project accelerated due to additional revenue (HB 97). Construction to be funded using GARVEE Funds.
<table>
<thead>
<tr>
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<th>Project Administrator</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>U-2826</td>
<td>Add lanes of travel to US 52 from South of SR 2747 (Clemmonsville Rd) to Future I-74 (W-S Northern Beltway) (Coordinate with I-5988)</td>
<td>PY</td>
<td>TBD</td>
<td>ROW</td>
<td>FY 2025</td>
<td>$415,034,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
</tr>
<tr>
<td>U-4734</td>
<td>SR 2807 (Max 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</td>
<td>Acquisition in progress</td>
<td>$14,900,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
</tr>
<tr>
<td>U-5760</td>
<td>Kernersville Southern Loop (Phase 1): 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 421/40 Bus.</td>
<td>FY 2022</td>
<td>TBD</td>
<td>ROW</td>
<td>FY 2020</td>
<td>$19,810,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
</tr>
<tr>
<td>U-5824</td>
<td>Widen NC 66 (Old Hollow Rd) to Multi-lanes, from Harley Dr to Bellaire Cir/Whitehall Village Ln in Walkertown</td>
<td>Feb. 15, 2022</td>
<td>TBD</td>
<td>ROW</td>
<td>Feb. 21, 2020</td>
<td>$15,300,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
</tr>
<tr>
<td>U-5899</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>FY 2021</td>
<td>TBD</td>
<td>ROW</td>
<td>Acquisition FY 2019</td>
<td>$3,192,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
</tr>
<tr>
<td>U-6004</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>ROW</td>
<td>FY 2023</td>
<td>$4,290,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
</tr>
<tr>
<td>U-6005</td>
<td>Widen existing roadway to multi-lanes, from NC 65 (Bethania-Rural Hall Rd) to SR 3983 (Northridge Dr) in Rural Hall</td>
<td>FY 2023</td>
<td>TBD</td>
<td>ROW</td>
<td>FY 2021</td>
<td>$16,128,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
</tr>
<tr>
<td>U-6059</td>
<td>Upgrade interchange at US 421/NC 150 (Salem Parkway) and SR 2962 (Linville Rd) in Winston-Salem</td>
<td>FY 2025</td>
<td>TBD</td>
<td>ROW</td>
<td>FY 2023</td>
<td>$28,860,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
</tr>
<tr>
<td>U-6068</td>
<td>Widen US 421/NC 150 (Salem Parkway) to 6 lanes from Future I-74 in Kernersville to I-40 in Guilford Co</td>
<td>FY 2027</td>
<td>TBD</td>
<td>ROW</td>
<td>FY 2025</td>
<td>$94,971,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
</tr>
<tr>
<td>U-6074</td>
<td>DESIGN BUILD - Upgrade interchange at US 421 and SR 1122 (Jonestown Rd) in Winston-Salem</td>
<td>FY 2026</td>
<td>TBD</td>
<td>ROW</td>
<td>FY 2024</td>
<td>$74,100,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
</tr>
<tr>
<td>U-6076</td>
<td>Widen US 158 to 3-lane section from SR 1630 (Baltimore Rd in Davie Co to SR 1103 (Lewisville-Clemmons Rd) in Forsyth Co)</td>
<td>PY</td>
<td>TBD</td>
<td>ROW</td>
<td>FY 2026</td>
<td>$30,102,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
</tr>
<tr>
<td>Y-4809K</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></td>
<td></td>
<td>$70,750</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
</tr>
</tbody>
</table>
### Division Managed Projects Under Development

<table>
<thead>
<tr>
<th>TIP / WBS No.</th>
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<th>Project Administrator</th>
<th>Comments</th>
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</thead>
<tbody>
<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>
<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 Acquisition in progress</td>
<td>$1,350,000</td>
<td>TBD</td>
<td>Matt Jones, PE (336)747-7800</td>
<td>Schedule subject to Approved 2016-2025 STIP - Right-of-way plans are complete - acquisition beginning in August, 2017.</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 (Pinney Grove Rd) to NC 150 (N. Main St) in Kernersville.</td>
<td>FY 2022</td>
<td>TBD</td>
<td>ROW FY 2021</td>
<td>$12,524,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>*Schedule subject to Approved 2018-2027 STIP</td>
</tr>
<tr>
<td>U-6063</td>
<td>Construct new route in new location from Peters Creek Parkway to 4th St in Winston-Salem</td>
<td>FY 2026</td>
<td>TBD</td>
<td>ROW FY 2024</td>
<td>$2,125,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>*Schedule subject to Approved 2018-2027 STIP</td>
</tr>
<tr>
<td>U-6077</td>
<td>Widen SR 4317 (Kernersville Rd) to multi-lanes from SR 2632 (Sedge Garden Rd) in Winston-Salem to Harmon Creek Rd in Kernersville.</td>
<td>FY 2026</td>
<td>TBD</td>
<td>ROW FY 2024</td>
<td>$18,380,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>*Schedule subject to Approved 2018-2027 STIP</td>
</tr>
<tr>
<td>U-6079</td>
<td>Extension of SR 2678 (MLK Jr Blvd.), from Northwest Blvd to SR 1770 (N. Marshall St) in W-S - consists of construction of 2-lane median divided facility on new location.</td>
<td>FY 2026</td>
<td>TBD</td>
<td>ROW FY 2024</td>
<td>$6,169,000</td>
<td>TBD</td>
<td>Brett Abernathy, PE (336)747-7800</td>
<td>*Schedule subject to Approved 2018-2027 STIP</td>
</tr>
</tbody>
</table>

### Bridge Replacement 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>Project 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 in progress</td>
<td>$675,000</td>
<td>TBD</td>
<td>Matt Jones, PE (336)747-7800</td>
<td>Working to complete acquisition on two parcels and project will be ready for construction.</td>
</tr>
<tr>
<td>17BP.9.R.43</td>
<td>Replace Bridge #261 over Mill Creek on SR 1525 (Yadkinville Rd) in Forsyth Co.</td>
<td>Oct. 28, 2020</td>
<td>TBD</td>
<td>$1,800,000</td>
<td>TBD</td>
<td>Matt Jones, PE (336)747-7800</td>
<td>Working to complete acquisition on two parcels and project will be ready for construction.</td>
<td></td>
</tr>
<tr>
<td>17BP.9.R.95</td>
<td>Replace Bridge #241 over South Fork of Muddy Creek on SR 3011 (Old Salisbury Rd) in Forsyth Co.</td>
<td>Aug. 25, 2021</td>
<td>TBD</td>
<td>$2,000,000</td>
<td>TBD</td>
<td>Matt Jones, PE (336)747-7800</td>
<td>Working to complete acquisition on two parcels and project will be ready for construction.</td>
<td></td>
</tr>
<tr>
<td>17BP.9.R.99</td>
<td>Replace Bridge #95 over Blanket Creek on SR 1100 (Lasater Rd) in Forsyth Co. (Old B-5152)</td>
<td>Jan. 10, 2019</td>
<td>TBD</td>
<td>ROW Acquisition in progress</td>
<td>$3,000,000</td>
<td>TBD</td>
<td>Matt Jones, PE (336)747-7800</td>
<td>Working to complete acquisition on two parcels and project will be ready for construction.</td>
</tr>
<tr>
<td>17BP.9.R.102</td>
<td>Replace Bridge #210 over Salem Creek on SR 2377 (W. Mountain St) in Kernersville (Old B-4509)</td>
<td>July 27, 2022</td>
<td>TBD</td>
<td>$1,400,000</td>
<td>TBD</td>
<td>Matt Jones, PE (336)747-7800</td>
<td>Working to complete acquisition on two parcels and project will be ready for construction.</td>
<td></td>
</tr>
<tr>
<td>17BP.9.R.103</td>
<td>Replace Bridge #110 over US 421 on SR 1301 (Scott Rd) in Forsyth Co.</td>
<td>Sept. 8, 2021</td>
<td>TBD</td>
<td>$2,500,000</td>
<td>TBD</td>
<td>Matt Jones, PE (336)747-7800</td>
<td>Working to complete acquisition on two parcels and project will be ready for construction.</td>
<td></td>
</tr>
<tr>
<td>TIP / WBS No.</td>
<td>Description</td>
<td>Let Date</td>
<td>Completion Date</td>
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<td>Contractor</td>
<td>Project Administrator</td>
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</tr>
<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</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>Jordan Scott, PE (336)747-7950</td>
<td>Project is complete and awaiting vegetation establishment for final acceptance.</td>
</tr>
<tr>
<td>41665.5B</td>
<td>Installation of Decorative Medallions 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. 19, 2017</td>
<td>100% Complete</td>
<td>$135,287</td>
<td>Smith-Rowe, LLC</td>
<td>Matt Jones, PE (336)747-7800</td>
<td>Work completed August 19, 2017</td>
</tr>
<tr>
<td>ER-2973</td>
<td>Landscaping on US 311 (7 miles) from I-40 to Skeet Club Rd in Forsyth County</td>
<td>Oct. 28, 2015</td>
<td>April 30, 2016 (observation period for vegetation until April 30, 2017)</td>
<td>100% Complete</td>
<td>$648,401</td>
<td>Central Carolina Seeding</td>
<td>Thomas Gammons (336) 896-2380</td>
<td>Work is complete</td>
</tr>
<tr>
<td>R-5789A</td>
<td>Install ADA Ramps at various locations in Davidson, Forsyth and Rowan Counties.</td>
<td>Nov. 9, 2016</td>
<td>June 27, 2017</td>
<td>100% Complete</td>
<td>$306,390</td>
<td>Cooper Construction Co.</td>
<td>Chris Corriher, PE (704)630-3200</td>
<td>All work on project complete. Final inspection on June 26, 2017. Project was accepted June 27, 2017.</td>
</tr>
<tr>
<td>W-5601AM</td>
<td>Intersection Improvements including left turn lane and realignment at SR 2024 (Old Valley School Rd) and the intersection of SR 2022 (Kemer Rd) / SR 2021 (Dobson St) in Kernersville</td>
<td>Feb. 22, 2017</td>
<td>Aug. 11, 2017</td>
<td>99% Complete</td>
<td>$544,529</td>
<td>Sharpe Brothers</td>
<td>Jeremy Guy, PE (336)747-7900</td>
<td>The contractor has completed all work. Project is scheduled for a final inspection the last week of August.</td>
</tr>
</tbody>
</table>
PART Service Area

Piedmont Travel Model Schedule
- Traffic Count Review - Dec 2017
- Network Checks (BY) - Spring 2018
- Model Complete - Summer 2019
- MTP/CTPs – Fall 2020

Piedmont Triad Regional Model Area

PTRM Model Network Checks
- 15348 PTRM Links
- 4388 WSMPO Area Links

Provided by TPB: 9/6/2017
Air Quality Notes:

- **NC I&M Program Revisions**
  - The “Regulatory Reform Act of 2016-17,” was approved in both chambers of the legislature and signed by Gov. Roy Cooper.
  - Senate Bill 131 exempts 26 of 48 counties from emissions testing. Most Triad counties are NOT exempt but the following regional counties are; Chatham, Orange, Stokes, Surry, and Wilkes.
  - NC DEQ has to prepare and submit a proposed SIP amendment no later than Sept. 30 to the U.S. EPS for approval.

- **VW Settlement**
  - North Carolina is slated to receive approximately $87 million from the VW settlement from the 2.0 Liter Engine Consent Decree if the state chooses to accept the money.
  - The state is slated to receive an additional $4.8 million dollars from the 3.0 Liter Engine Consent Decree to make the total $92 million the state could receive from the settlement.
  - States are waiting for Wilmington Trust to finalize their review of the consent decree and to submit their recommendations to the Court.
  - Governor Cooper intends for NC to request our share of the funds once the consent decree is finalized by the Court

Air Quality Report:

![2017 Ozone and PM2.5 AQI Graph](image-url)
Greenway Projects
A ribbon cutting for the Waughtown Connector Greenway and Quarry Park was held on August 15. The Waughtown Greenway now connects the Salem Creek Greenway at Peachtree Street, through Quarry Park, to Marble Street in the Waughtown neighborhood. Approximately 1.35 miles of greenway was completed as part of the Quarry Park project, bringing the Waughtown Greenway total to 2 miles.

NCDOT Bicycle/Pedestrian Planning Grant
To encourage the development of comprehensive local bicycle plans and pedestrian plans, the NCDOT Division of Bicycle and Pedestrian Transportation (DBPT) and the Transportation Planning Branch (TPB) created a matching grant program to fund bicycle and pedestrian plan development. Since the program’s inception in 2004, 183 municipal plans have been selected and funded from 429 applicants. A total of approximately $5 million has been allocated. Funding for 2018 is around $400,000. In addition to funding traditional bike and pedestrian plans, DBPT recently opened up the application process to consider corridor plans. Any municipality eligible for a planning grant has the option to apply for a more targeted planning grant in a specific location or corridor within their municipality. Examples include downtown business districts, targeted higher education corridors, potential shared use path connections, etc. All awards will be based on a competitive review process, though an effort will be made to award grants to achieve a statewide geographic distribution. A resolution of support from the MPO is required to be considered for the grant and the application deadline is November 9, 2017. See the table in Figure 2 below for the local match requirement formula.

NC Bike/Walk Summit
The 6th annual North Carolina Bike/Walk Summit will take place in downtown Wilmington, NC on November 3-4, providing a forum for advocates, staff, elected officials, and business interests to share their knowledge and experience to improve active transportation options in all North Carolina communities. Conference sessions will focus on complete streets efforts, safety issues, community advocacy, with options for mobile sessions and a bicycling traffic skills class for transportation professionals.

Bike Share Program Update
Approximately 3 months after the launch, the bike share program has seen over 1,800 rides from nearly 1,100 users. Hourly and annual memberships are available with an hourly rate of $3 or an annual rate of $30, which includes unlimited rides of 60 minutes. Rentals are handled via the Zagster mobile app or text messaging. Two additional stations will be installed at points adjacent to the Long Branch Trail when that greenway opens this fall.

Figure 1: Waughtown Greenway through Quarry Park.

<table>
<thead>
<tr>
<th>Municipal Population</th>
<th>DOT Participation</th>
<th>Local Participation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 5,000</td>
<td>90%</td>
<td>10%</td>
</tr>
<tr>
<td>5,000 to 10,000</td>
<td>80%</td>
<td>20%</td>
</tr>
<tr>
<td>10,000 to 50,000</td>
<td>70%</td>
<td>30%</td>
</tr>
<tr>
<td>50,000 to 100,000</td>
<td>60%</td>
<td>40%</td>
</tr>
<tr>
<td>Over 100,000</td>
<td>50%</td>
<td>50%</td>
</tr>
</tbody>
</table>

Figure 2: NCDOT Bike/Ped Planning Grant Local Match Formula.
Winston-Salem Urban Area MPO
Winston Salem Transit Authority Staff Report

SYSTEM UPDATES

TransAid Services
On October 1, 2017, the rescinding of the Medicaid exemption and the increased TransAid fare from $0.50 to $1.00 will go into effect. WSTA staff has completed numerous outreach events and at various locations throughout the community to educate and inform riders of this change. In addition, information has been posted on the WSTA main webpage. Fare tickets with the new rate structure will be available by mid-September 2017.

Fixed Route Services
The Fixed Route modification, voted by City Council in June 2017, will go into effect January 2018. This modifications include adding 9 more night services, 8 more Saturday services and 9 more Sunday Services.

Suspension of Route 100
The public hearings for the suspension of Route 100 (Crosstown Services from Union Station/WSSU to Forsyth Tech Main Campus) will be held October 3rd at the Clark Campbell Multimodal Transportation Center, located at the corner of Fifth, Trade, and Liberty Streets. Two hearings will be held at 9:00am and 5:00pm on the 2nd Floor of the Transportation Center. Advertisements for the hearing have been placed in the Winston Salem Journal, the Chronicle, Que Pasa (the Hispanic publication), and various social media outlets.

As per public participation policy requirements, the hearing will provide the public opportunity to voice comments, concerns and ask questions regarding the suspension of the subject route.

COMMUNITY OUTREACH

Accessible Festival
WSTA hosted its 13th Annual Accessible Festival on Friday July 14th from 9:00am to 3:00pm, with the theme ‘80’s Block Party’. This fun event for individuals with disabilities, had over 500 people in attendance within the first hour of the event.

United Way Campaign
WSTA’s planning efforts are underway for its United Way campaign, which is scheduled for October 2017. This campaign gives staff an opportunity to donate, volunteer and advocate for causes that matter to them. Workplace campaigns support local United Way solutions throughout the country, improving education, financial stability and health.

Fiesta 2017
WSTA, alongside other City departments, will participate in the Fiesta 2017 event held Saturday, September 23rd from 11:00am to 7:00pm. This event is organized by the Hispanic League and proceeds support community programs for the Hispanic/Latino community.

Questions and/or Comments
Phone: (336) 727-2000
Email: custserv@wstransit.com
Important Announcements

- **CALL CENTER HOURS**: The Piedmont Transit Resources Call Center is refreshing their hours. You can now reach a Call Center representative between 6:30 AM and 8:00 PM. Call 336-883-7278 for more information.

- **SERVICE ENDS AT 9:30PM**: Extended Hours on Routes 1, 2, 3, and airport area shuttles service ends at 9:30pm. Please make sure to catch your bus at the scheduled time prior to 9:30pm to arrive to final location at that time.

- **HOLDING BUSES**: To ensure that buses will make connections to other systems on time, PART will no longer be able to hold buses at the Coble Transportation Center past regular time of departure. Make sure to plan your trip to account for delays so you don't miss your connections!

- **ALL DAY PASS**: Ride PART Express all day for only $6! Introducing the brand new Day Pass. Ask your driver when you board, pay, ride ALL day!

- **TRANSLOC**: Get important service alerts, delays, and detours on by downloading the TransLoc Rider App or visiting www.partnc.org/live. Track your bus in real time and create alerts for when your bus is close by.
PART is currently hiring for a few positions including Commuter Resources Business Analyst, Commuter Resources Information Specialist, Transportation Modeler Analyst and Bus Operators.

RFP for Providing Public Transportation Services

Notice is hereby given that PART is requesting proposals from qualified firms having sufficient experience in providing Public Transportation Services with the specifications outlined in the Request for Proposals. View contract opportunities on the PART Website www.partnc.org

PART Express ridership for June 2017 was 30,329

Estimated PART Express FY17 ridership is 438,859

Faces of PART

Aldine Ingram
Operator of the Month

Congrats to Aldine Ingram, Operator of the Month for June. An exceptional Operator since 2015 with excellent customer service skills and enjoys his job. Always willing to assist and keep our customers happy on the Amtrak Route 5.

Stay Connected with PART on Social Media!

facebook.com/partnc

@PARTNC

youtube.com/partnc

Text “PART” to 55469 for alerts

contactus@partnc.org

www.PARTnc.org
2017 PART Annual Report Complete

It was a momentous year for the Piedmont Authority for Regional Transportation (PART), which saw major milestones of capital investments and regional program advancements. PART continues to provide regional mobility service and resources for our customers and member agencies.

View on the website www.PARTnc.org or request a copy from PART staff.

Community Outreach

PART Attended the WSTA Accessible Festival on July 14th to provide information about Routes and Schedules. We enjoyed interacting with the over 800 attendees. What a great event!

New Call Center Hours

The Piedmont Transit Resources Call Center is refreshing their hours. You can now reach a Call Center representative between 6:30 AM and 8:00 PM. Call 336-883-7278 for more information.
PART Launches Technology Pilot for Vanpool Fleet

In many ways, technology has made our lives more productive. At PART we’re looking at ways technology can make the vanpool program easier for our vanpool groups as well as our agency. This month, PART launched a new pilot vehicle reporting system.

Through the use of telematics and a smartphone app we are collecting monthly ridership data. By making the most of this mobile technology, we will be able to reduce paper consumption and become more eco-friendly. But more importantly, vanpool groups will not have to track and submit monthly reports. Reporting will be provided with the click of button in the app. We will keep you posted on the success of this new initiative.

PART Express ridership for July 2017 was 26,961

Faces of PART

Crystal Farrior
Operator of the Month

Congrats to Crystal Farrior, Operator of the Month for July. Working as a PART Operator since 11/03/2009, she is always willing to assist and keep our customers happy on the Winston Route. Thank you Crystal!
November 2017
WSMPO Federal Funding Workshop

November 3-4, 2017
The 6th annual North Carolina Bike/Walk Summit, Wilmington, NC

November 16, 2017
Regular meeting of the TAC and TCC

January 2018
WSMPO STP-DA Call for Projects

End of March 2018
P5.0 Quantitative Scores Released
P5.0 Draft list of Programmed Statewide Mobility Projects Released

April 1, 2018
P5.0 Deadline for Approval of Local Input Point Assignment Methodologies

April 1, 2018 - June 30, 2018
P5.0 Regional Impact Local Input Point Window

End of August 2018
P5.0 Draft list of Programmed Regional Impact Projects Released
INFORMATION ITEM #12i
Legislative Update
<table>
<thead>
<tr>
<th>Bill</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>H81 STI/REGIONAL &amp; DIVISION WEIGHTING.</td>
</tr>
<tr>
<td>2</td>
<td>H92 BLUE RIBBON COMMITTEE/TRANSPORTATION FUNDING.</td>
</tr>
<tr>
<td>3</td>
<td>H110 DOT/DMV CHANGES - MEGAPROJECT FUNDING.</td>
</tr>
<tr>
<td>4</td>
<td>H141, S92 MAINTENANCE BOND FOR SUBDIVISION ROADS.</td>
</tr>
<tr>
<td>5</td>
<td>H219 TRANSPORTATION MEGAPROJECT FUNDING.</td>
</tr>
<tr>
<td>6</td>
<td>H220 STATE INFRASTRUCTURE BANK REVISIONS.</td>
</tr>
<tr>
<td>7</td>
<td>H246 FORSYTH TECH MULTICAMPUS FUNDS.</td>
</tr>
<tr>
<td>8</td>
<td>H349, S281 CURRITUCK-DEVELOPER FUNDS FOR ROAD CONSTR.</td>
</tr>
<tr>
<td>9</td>
<td>H468 DOT/FUNDING FOR PRELIMINARY ENGINEERING.</td>
</tr>
<tr>
<td>10</td>
<td>H501 DOT/SURVEYING INFORMATION IN PLANS.</td>
</tr>
<tr>
<td>11</td>
<td>H507, S575 LAND-USE REGULATORY CHANGES.</td>
</tr>
<tr>
<td>12</td>
<td>H528 TRAFFIC IMPACT ANALYSIS TIME FRAME.</td>
</tr>
<tr>
<td>13</td>
<td>H558 STUDY/TEXTING WHILE DRIVING ENFORCEMENT.</td>
</tr>
<tr>
<td>14</td>
<td>H596 STUDY/MPO VOTING POWER DISTRIBUTION.</td>
</tr>
<tr>
<td>15</td>
<td>H606, S640 STUDY 64 BYPASS EFFECT &amp; TRANSFER FUNDS.</td>
</tr>
<tr>
<td>16</td>
<td>H792 2017 APPROPRIATIONS ACT.</td>
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<tr>
<td>17</td>
<td>H844 DOT/TRAFFIC SIGNAL OVERSIGHT.</td>
</tr>
<tr>
<td>18</td>
<td>S172 REMOVE LIMITS ON LIGHT RAIL FUNDING.</td>
</tr>
<tr>
<td>19</td>
<td>S240 APPROPRIATIONS ACT OF 2017.</td>
</tr>
<tr>
<td>20</td>
<td>S296 ROAD IMPROVEMENTS ADJACENT TO SCHOOLS.</td>
</tr>
<tr>
<td>21</td>
<td>S419 PLANNING/DEVELOPMENT CHANGES.</td>
</tr>
<tr>
<td>22</td>
<td>S558 SCHOOL ROAD IMPROVEMENT GRANT PROGRAM.</td>
</tr>
<tr>
<td>23</td>
<td>H469 REGULATION OF FULLY AUTONOMOUS VEHICLES.</td>
</tr>
</tbody>
</table>

Note: a bill listed on this website is not law until passed by the House and the Senate, ratified, and, if required, signed by the Governor.

New

http://ncleg.net/

Use this website 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.
OVERVIEW: S.L. 2017-166 regulates fully autonomous vehicles and makes various changes to various existing motor vehicle laws to account for the operation of fully autonomous vehicles on the roadways of this State without a human driver.

This act becomes effective December 1, 2017, and applies to offenses committed on or after that date.

CURRENT LAW:
Current State law does not specifically regulate the operation of fully autonomous vehicles or vehicles with automated driving systems.

BILL ANALYSIS:
This act creates a regulatory framework for fully autonomous vehicles and vehicles with automated driving systems by creating definitions and clarifying the applicability of, and modifying, existing motor vehicles laws to account for the operation of those vehicles and:

- Defines key terms applicable to fully autonomous vehicles, such as "automatic driving system" and "dynamic driving task."
- Clarifies the applicability of, and modifies, current motor vehicle laws as they relate to the operation of fully autonomous vehicles, by providing the following:
  - The operator of a fully autonomous vehicle with the automated driving system engaged is not required to be licensed to operate a motor vehicle.
  - Vehicle registration card requirements are satisfied if the vehicle registration card is in the vehicle, and readily available to be inspected by an officer or inspector.
  - The parent or legal guardian of a minor is responsible for violations of the prohibition on children in an open bed of a pickup or the child restraint law, if the violation occurs in a fully autonomous vehicle.
  - It is unlawful for a parent or legal guardian to knowingly permit a person less than 12 years old to ride in a fully autonomous without supervision by someone 18 or older.
  - The registered owner of a fully autonomous vehicle is responsible for moving violations, if the violation involves a fully autonomous vehicle.
  - A vehicle is not considered unattended merely because it is a fully autonomous vehicle with the automated driving system engaged for the purposes of violations located within Chapter 20, the State's motor vehicle laws.
In the event of a motor vehicle crash, various provisions in G.S. 20-166 and G.S. 20-166.1, are satisfied, and no violation of those provisions shall be charged, if the following conditions are met:

- The vehicle or the operator of the vehicle promptly contacts the appropriate law enforcement agency to report the crash.
- The vehicle or operator of the vehicle promptly calls for medical assistance, if appropriate.
- For a reportable crash, the vehicle remains at the scene of the crash until vehicle registration and insurance information is provided to the parties affected by the crash, and a law enforcement officer authorizes the vehicle to be removed.
- For a non-reportable crash, the vehicle remains at the scene or in the immediate vicinity of the crash until vehicle registration and insurance information is provided to the parties affected by the crash.

- Authorizes operation of a fully autonomous vehicle if the vehicle meets all of the following:
  - Unless and exception of exemption applies, the fully autonomous vehicle is all of the following:
    - Complies with applicable federal law and regulations.
    - Has been certified as complying with applicable federal motor vehicles safety standards and bears the applicable certification labels.
  - The vehicle has the capability to meet the statutory duty requirements when a fully autonomous vehicle is involved in a crash.
  - The vehicle can achieve a minimal risk condition, which requires the fully autonomous vehicle to initiate a safe stop in case of a system failure.
  - The vehicle is covered by a motor vehicle liability policy.
  - The vehicle is registered in accordance with Part 3 of Article 3 of this Chapter, and, if registered in this State, the vehicle shall be identified on the registration and registration card as a fully autonomous vehicle.

- This act prohibits local governments from enacting local laws or ordinances related to the regulation of motor vehicles with an automated driving system, other than regulation specifically authorized in Chapter 153A and Chapter 160A of the General Statutes that is not specifically related to those types of vehicles.

- Clarifies that the operation of a motor vehicle equipped with an automated driving system with the expectation that a human operator would respond appropriately to the vehicle's request to intervene is lawful.

- Establishes the Fully Autonomous Vehicle Committee within the Department of Transportation, to meet at least four times a year, to consider matters relevant to fully autonomous vehicle
technology, such as issues related to the application of motor vehicle laws to the testing and deployment of that technology in North Carolina, and make recommendations to DOT and the General Assembly.

- Membership includes: representatives of the Departments of Transportation, Commerce, Insurance, and Justice; representatives of law enforcement; various industry representatives; county and local municipal representatives; and members of the General Assembly.

**EFFECTIVE DATE:** This act becomes effective December 1, 2017, and applies to offenses committed on or after that date. Prosecutions for offenses committed before the effective date of this act are not abated or affected by this act, and the statutes that would be applicable but for this act remain applicable to those prosecutions.
<table>
<thead>
<tr>
<th>Acronym</th>
<th>Corresponding Term</th>
</tr>
</thead>
<tbody>
<tr>
<td>AA</td>
<td>Alternatives Analysis</td>
</tr>
<tr>
<td>AADT</td>
<td>Annual Average Daily Traffic</td>
</tr>
<tr>
<td>AASHTO</td>
<td>American Association of State and Highway Transportation Officials</td>
</tr>
<tr>
<td>ACTT</td>
<td>Accelerated Construction Technology Transfer</td>
</tr>
<tr>
<td>ADA</td>
<td>Americans with Disabilities Act</td>
</tr>
<tr>
<td>ADT</td>
<td>Average Daily Traffic</td>
</tr>
<tr>
<td>AFV</td>
<td>Alternative Fuel Vehicle</td>
</tr>
<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>
</tr>
<tr>
<td>APTA</td>
<td>American Public Transportation Association</td>
</tr>
<tr>
<td>AQCDR</td>
<td>Air Quality Conformity Determination Report</td>
</tr>
<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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<td>Benefit/Cost Ratio</td>
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<td>BMP</td>
<td>Best Management Practices</td>
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<td>Moving Ahead for Progress in the 21st Century</td>
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<td>Acronym</td>
<td>Description</td>
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<td>Origin/Destination</td>
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<td>Strategic Mobility Formula</td>
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TIP     Transportation Improvement Program
TIS     Transportation Impact Study
TMA     Transportation Management Area
TPB     Transportation Planning Branch (of NCDOT)
TRANSCAD Transportation Computer Assisted Design
TRB     Transportation Research Board
UAB     Urbanized Area Boundary
UA      Urbanized Area or Urban Area
UC      Urban Cluster
UDO     Unified Development Ordinances
UPWP    Unified Planning Work Program
USC     United States Code
USDOT   United States Department of Transportation
USEPA/EPA (United States) Environmental Protection Agency
UZA     Urbanized Area
V/C Ratio Volume/Capacity Ratio
VHP     Vehicles Per Hour
VHT     Vehicle Hour Traveled
VMS     Variable Message Sign
VMT     Vehicle Miles Traveled
VOC     Volatile Organic Compound
VOR     Vehicle Occupancy Rate
WFIQ    Wake Forest Innovation Quarter
WSDOT   Winston-Salem Department of Transportation
WSMAB   Winston-Salem Metropolitan Area Boundary
WSTA    Winston-Salem Transit Authority
WSUAMPO Winston-Salem Urban Area Metropolitan Planning Organization
WSUA    Winston-Salem Urban Area