



Technical Coordinating Committee (TCC) Meeting  
Tuesday, December 19, 2017 • 12:00 p.m.  
298 East Depot Street  
Mocksville, NC 27028

## AGENDA

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### Welcome and Ethics Statement

Andrew Meadwell

### Action Items

- |      |   |                 |
|------|---|-----------------|
| I.   | TCC Minutes – October 17 <sup>th</sup> , 2017       | Andrew Meadwell |
| II.  | Piedmont Legacy Trails Resolution of Support (PTRC) | Andrew Meadwell |
| III. | High Impact/Low Cost Resolution of Support (Div 9)  | Andrew Meadwell |
| IV.  | 2018 Meeting Dates & Locations                      | Andrew Meadwell |
| V.   | 2018 Election of Officers                           | Andrew Meadwell |

### Discussion Items

- |     |                  |                    |
|-----|------------------|--------------------|
| VI. | P5.0 Methodology | Elizabeth Jernigan |
|-----|------------------|--------------------|

### Informational Items

- |       |                     |                    |
|-------|---------------------|--------------------|
| VII.  | Division 9 Updates  | Division Staff     |
| VIII. | Division 11 Updates | Division Staff     |
| IX.   | TPB Update          | TPB Staff          |
| X.    | RPO Updates         | Elizabeth Jernigan |

### New Business

TCC Members

### Adjournment

Andrew Meadwell

**Next Meeting:** Tuesday, February 20<sup>th</sup>, 2017, TBD

## **Agenda Item I.**

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TCC Minutes – October 17, 2017

### **Background**

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See attached minutes from October 17, 2017

### **Action Requested**

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Approval of minutes.



## Technical Coordinating Committee (TCC) Meeting

Tuesday, October 17th, 2017 • 12:00 p.m.

Mount Airy City Hall, 1<sup>st</sup> Floor Conference Room

300 S. Main Street, Mount Airy, NC 27030

## MINUTES

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### Attendance

Andrew Meadwell, Davie County  
Lisa Hughes, Yadkin County  
Perry Williams, Yadkinville  
George Crater, Elkin  
Andy Goodall, Benchmark Planning  
Marcus Abernathy, Mocksville  
Sarah Harris, Boonville  
James Upchurch, NCDOT TPB (phone)

Elizabeth Jernigan, PTRC  
Ramie Shaw, NCDOT Div 11  
Diane Hampton, NCDOT Div 9  
Dawn Vallieres, Yadkin County  
Ben Barcroft, Benchmark Planning  
Catrina Alexander, City of Mount Airy  
David Rowe, City of Mount Airy

### Welcome and Ethics Statement

Andrew Meadwell welcomed members and thanked the City of Mount Airy for hosting. Mr. Meadwell read the ethics statement. There were no conflicts of interest.

### Action Items

I. *TCC Minutes – August 15<sup>th</sup>, 2017*

Mr. Meadwell asked if committee members had a chance to review minutes from the last meeting and asked for a motion to approve the minutes. Sarah Harris made a motion to approve the minutes. George Crater seconded the motion. All were in favor.

II. *Bike/Ped Planning Grant Resolution of Support (Davie)*

Ms. Jernigan summarized the NCDOT Bicycle and Pedestrian Planning Grant Program and stated a Resolution of Support was required to submit an application. Mr. Meadwell asked for a motion to approve recommendation of a Resolution of Support for Davie County. Lisa Hughes made a motion to approve recommendation. Andy Goodall seconded the motion. All were in favor.

III. *Bike/Ped Planning Grant Resolution of Support (Elkin)*

Mr. Meadwell asked for a motion to approve recommendation of a Resolution of Support for the Town of Elkin. Marcus Abernathy made a motion to approve recommendation. Lisa Hughes seconded the motion. All were in favor.

**Discussion Items**

IV. *High Impact/Low Cost Program*

Ms. Hampton provided a brief overview of the High Impact/Low Cost program and stated each Division will receive 3.4 million over two years and at least half has to be spent over the first year. Division are required to use at least seven criteria and suggested using criteria that will benefit counties that do not receive much STI funding including county tier designation. Turnaround is fast and Division Engineers must submit a list of projects they can have under construction in 12 months by October 31<sup>st</sup>. Potential projects in Division 9 include:

- Roundabout at Sheppards Mill and NC 8 (Stokes County)
- Intersection improvements at NC 66 and Mountain View (Stokes County)
- Intersection improvements at Dog Town and NC 68 (Stokes County)
- Completing roundabouts on East and West I-40 ramps on Farmington Road (Davie County)
- Roundabout at Junction and Marginal St. (Davie County)

Mr. Shaw discussed criteria identified by Division 11 including AADT, safety data, and lane width to identify projects. He stated the biggest priority was identifying projects in which NCDOT already had right of way and they could get in there and do the work quickly. Lisa Hughes requested consideration of the Falcon Road project and widening the shoulder width on Hwy 21.

TCC members identified the following criteria as the most important to the NWPRPO:

1. County Designation
2. Safety
3. Pavement Conditions Score
4. Lane Width
5. Shoulder Width
6. Stopping Site Distance
7. Intersection turning radius

Mayor Rowe expressed concern regarding the tight turnaround for submitting projects.

V. *Prioritization 5.0 Update*

Ms. Jernigan provided a brief update of the prioritization process, stating the projects identified in the agenda packet had been entered and the SPOT office was in the process of reviewing. Next steps include data review by the RPO and updating the methodology to meet NCDOT requirements.

VI. *Powell Bill Program Allocations*

Ms. Jernigan stated Powell Bill Allocations were included in the agenda packet.

**Informational Items**

VII. *Division 9 Updates*

Diane Hampton provided an update for Division 9.

VIII. *Division 11 Updates*

Ramie Shaw provided an update for Division 11.

IX. *TPB Update*

Mr. Upchurch provided an update on CTP 2.0.

X. *RPO Updates*

Ms. Jernigan promoted the Piedmont Triad Tomorrow Summit at Bridger Field on Wednesday, November 8<sup>th</sup> hosted by the Piedmont Triad Regional Council and recommended members attend. She also requested members complete the economic development survey developed by the Piedmont Triad Regional Council to identify regional priorities in the Comprehensive Economic Development Strategy (CEDS) update.

**New Business**

TCC Members

There was no new business.

**Adjournment**

Andrew Meadwell

Mr. Meadwell adjourned the meeting.

**Next Meeting:** Tuesday, December 19, 2017, Davie County

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Andrew Meadwell, Chair  
*Transportation Coordinating Committee*

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Elizabeth Jernigan, Secretary  
*Northwest Piedmont Rural Planning Organization*

## **Agenda Item II.**

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Piedmont Legacy Trails Resolution of Support (PTRC)

### **Background**

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The mission of the Piedmont Legacy Trails initiative is to promote regional connections through technical assistance, education, and resource supports for trail projects. Piedmont Legacy Trails will represent a regional trail network for the Piedmont. There are countless benefits of having trails in a community, and this would be a great way for Piedmont communities to have a stronger connection, and put their name on the map. Trails are not only beneficial to people, but they can also be beneficial to the local economies, as well as the environment. When people get outside and experience nature they are healthier, happier, and more likely to protect the places that they love.

The Piedmont Land Conservancy (PLC) and the Piedmont Triad Regional Council (PTRC) along with representatives from surrounding counties have collaborated to establish Piedmont Legacy Trails to help brand the Piedmont Triad as a trails destination. The Piedmont Trails Council will support greenways, trails, and blueways throughout 12 Piedmont Triad counties including Surry, Stokes, Rockingham, Caswell, Yadkin, Forsyth, Guilford, Alamance, Davie, Davidson, Randolph, and Montgomery.

PTRC, PLC and local representatives are seeking resolutions of support from all local governments in the region. Regional support for this initiative will help build awareness, leverage funding and provide additional benefits to communities in the Piedmont Triad.

### **Action Requested**

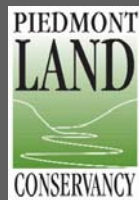
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Recommend TAC Adoption of Resolution



PIEDMONT  
LEGACY  
TRAILS

## Connecting Communities Across Our Region

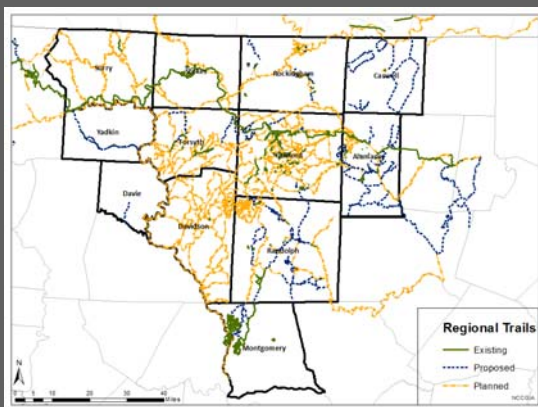


## IMAGINE...

*A regional network of connected trails  
across the Piedmont*



PIEDMONT  
LEGACY  
TRAILS



# EXISTING TRAILS IN OUR AREA



▪ Our region already has hundreds of great existing trails.

- ✓ State Parks
  - ✓ Pilot Mountain
  - ✓ Hanging Rock
  - ✓ Haw River
- ✓ Haw River Trail
- ✓ Deep River Trail
- ✓ Yadkin River Blueway Trail
- ✓ Urban Greenways
- ✓ Uwharrie National Forest



# PIEDMONT LEGACY TRAILS



## Mission:

*Piedmont Legacy Trails advances regional connections and branding of trails through technical assistance, education, and resource support for trail projects throughout our region.*





# WHAT PIEDMONT LEGACY TRAILS DOES

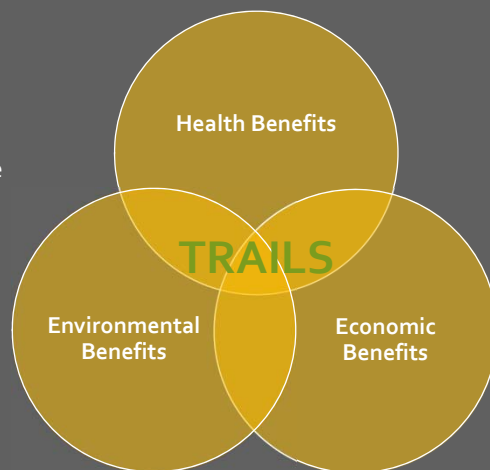
- Local and regional advocacy
- Regional branding of trails
- Web-based sharing of trail information
- Working towards an interactive regional trail map
- Annual trail summits



# WHY TRAILS?



- Investments in trail infrastructure produce remarkable returns and have transformative effects for communities.



# HEALTH BENEFITS



- **Accessible trails encourage an active lifestyle**
- **Provide free and accessible recreation**
  - In NC, walking for pleasure is #1 reported recreation activity, 61% of people participate in walking and 59% participate in hiking trails (SCORP, 2015-2020)
- **East Coast Greenway Example**
  - Changed the ability of residents to get out and live active lifestyles.
  - A boost in wellness has saved over \$14 million in healthcare costs per year.





# of increased bike trips, walk trips per year. Health care cost savings.  
Source: The Impact of Greenways in the Triangle

# ENVIRONMENTAL BENEFITS



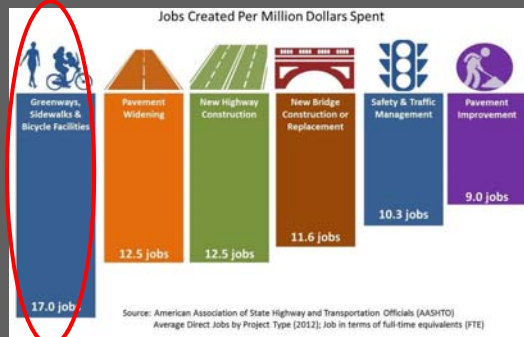
- **Habitat protection**
  - ✓ Trails protect important habitats, protect clean freshwater, and provide corridors for people and wildlife.
- **Greenways serve as natural floodplains**
  - ✓ Potential to remove up to 50% more nutrients and pesticides.
- **Education**
  - ✓ Opportunity for education experiences for both young and old.
- **Pollution prevention**
  - ✓ By reducing vehicle trips AND promoting growth of trees.



# ECONOMIC BENEFITS



- Trails provide an opportunity for new businesses to develop and allow current businesses to grow and thrive.
- Studies confirm that every dollar spent building multi-use trails returns a multiple of that yearly.



# TOURISM BENEFITS



- Enhanced tourism**
  - Opportunity for events to create revenue streams (paddles, outdoor festivals, 5k's, triathlons, bicycle rides, nature hikes)
- Stimulate economic development**
  - Trail users need equipment related to recreational activity (equestrian, bicycling, running)
  - A trail system can brand an area as a "trail town" or trails destination.



## COMMUNITY BENEFITS



- Trails are a community asset.
- Trail communities attract younger, professional, motivated citizens.
- **Trails are the new “town square”**
  - ✓ People naturally congregate here, meeting family and friends away from the TV.
  - ✓ Trails help make connections between neighbors, foster pride in the town, and build a better community.



## COMMUNITY BENEFITS



- **Enhance quality of life**
  - ✓ Trails are #1 desired neighborhood amenities.
  - ✓ Communities that have trails and greenways often experience increases in property values and revenue (NCDOT, 2016)
  - ✓ A study in Colorado found that \$1 invested in open space provided \$6 of public benefits (The Trust for Public Land)

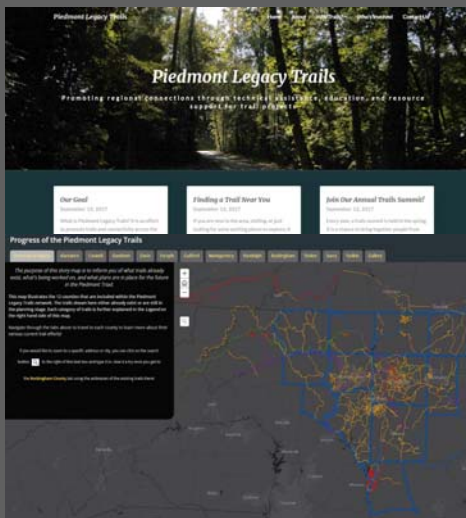


## CASE STUDY: ELKIN AREA ECONOMIC IMPACTS



- Building a network of trails in Wilkes, Surry and Yadkin Counties.
  - ✓ (1) E & A Rail Trail, (2) Stone Mountain Trail, (3) Overmountain Victory Trail and (4) Yadkin River Trail
- Visitation on the E & A Trail
  - ✓ October 2013 = 50      October 2014 = 2,200
- Other Impacts
  - ✓ 16 new business in the last 3 years in Elkin (examples include bike shops, restaurants, etc.)
  - ✓ Increase in paddling outfitter businesses
  - ✓ Start of birding program and hatchery supported trout stream in the area

## WHY PIEDMONT LEGACY TRAILS?



- Branding
- Education
- Regional Trails Summits
- Interactive trail finding maps
- Help with leveraging resources
- Guided by 12 county steering committee

# CONNECTING PEOPLE THROUGH TRAILS & MOVING FORWARD



Connecting your family and friends through trails.

“Of all the paths you take in life, make sure a few of them are dirt.” – John Muir

Source: exploreboone.com

# ADOPT OUR RESOLUTION OF SUPPORT



**PIEDMONT  
LEGACY  
TRAILS**

### RESOLUTION OF SUPPORT

Whereas \_\_\_\_\_ is committed to enhancing the quality of life for its citizens and recognizes that supporting Piedmont Legacy Trails will help create a regional network of trails, including greenways and blueways; and

Whereas, trails provide key amenities to neighborhoods and safe areas for our citizens and children to travel, exercise, play and connect with nature and communities; and

Whereas, trails have significant impact on the economic viability of the region through increased tourism, enhanced property values, as well as the ability to attract and retain businesses to the region due to improved quality of life; and

Whereas, committing to this Resolution may help leverage funding from federal, state, local and private sources for trails; and

Whereas, Piedmont Legacy Trails is coordinated by Piedmont Land Conservancy which is dedicated to preserving important natural areas, and Piedmont Trail Regional Council, which is a regional planning organization.

Now, Therefore, Be It Resolved that \_\_\_\_\_ supports Piedmont Legacy Trails in partnership with neighboring communities to implement a system of regional trails that connects our communities, people and regional points of interest for years to come.

Name \_\_\_\_\_ Date \_\_\_\_\_

Title \_\_\_\_\_

Piedmont Legacy Trails  
A project of Piedmont Land Conservancy and Piedmont Trail Regional Council  
www.piedmonttrails.org





# ACKNOWLEDGEMENTS

## Any Questions?



*Credit: D Burden  
BikePedImages.org*

- Dr. Bill Blackley, EVTA
- Dabney Sanders, Action Greensboro
- Alta Planning and Design
- Greenville County Rec
- East Coast Greenway Alliance
  - ✓ "Impact of East Coast Greenway in the Triangle"



**NORTHWEST PIEDMONT RURAL PLANNING ORGANIZATION  
RESOLUTION SUPPORTING PIEDMONT LEGACY TRAILS**

A motion was made by \_\_\_\_\_ and seconded by \_\_\_\_\_ for the adoption of the following resolution and upon being put to a vote was duly adopted.

**WHEREAS**, the NWPRPO is committed to enhancing the quality of life for its citizens and recognizes that supporting Piedmont Legacy Trails will help this goal by supporting development of a regional network of trails and greenways; and

**WHEREAS**, trails, greenways, and blueways provide key amenities to neighborhoods and safe areas for our citizens and children to travel, exercise, play and connect with nature; and

**WHEREAS**, trails have significant impact on the economic viability of the region through increased levels of tourism, enhanced property values, as well as the ability to attract and retain businesses to the region due to improved quality of life; and

**WHEREAS**, committing to this Resolution of Support will help leverage funding from federal, state, local and private sources to support the development of local trails.

**WHEREAS**, Piedmont Legacy Trails is coordinated by Piedmont Land Conservancy which is dedicated to preserving important natural areas, and Piedmont Triad Regional Council, which is a regional planning organization.

**NOW THEREFORE, BE IT RESOLVED** that the Northwest Piedmont Rural Planning Organization Transportation Advisory Committee does hereby support Piedmont Legacy Trails and is committed in concept to working with neighboring communities and with Piedmont Legacy Trails to plan, design and build a system of trails that will connect our communities, people and special regional points of interest for years to come.

Adopted on this, the 20<sup>th</sup> day of December, 2017.

\_\_\_\_\_  
Steve Yokeley  
NWPRPO Transportation Advisory Committee, Chair

\_\_\_\_\_  
Elizabeth Jernigan  
NWPRPO Transportation Advisory Committee, Secretary



## Agenda Item III.

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High Impact/Low Cost Resolution of Support (NCDOT Division 9)

### Background

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As part of Senate Bill 257, “Current Operations Appropriations Act of 2017”, Section 34.7.(c) High-Impact and Low-Cost Projects, NCDOT has been tasked to develop a quantitative, evidence-based formula to use in selecting projects to receive funding under this program. As part of this formula, please see the attached 12 criteria that can be used in the formula to identify candidate projects under this program.

Division 9 has identified potential projects and is seeking a resolution of support to pursue the following projects:

| Project  | County | Proposed Improvements           | Total       |
|--|--------|---------------------------------|-------------|
| Flat Shoals Rd (SR 2019) & NC 8                      | Stokes | Roundabout (or left turn lanes) | \$715,000   |
| Sheppard Mill Rd (SR 1674) & NC 8                    | Stokes | Roundabout<br>\$1,017,500       | \$1,017,500 |
| NC 66 & Mountain View Rd                             | Stokes | Left Turn Lanes                 | \$605,000   |
| NC 8/NC 89/ Dodgetown Rd (SR 1695)                   | Stokes | Roundabout                      | \$1,072,500 |
| Farmington Rd (SR 1410)@ 1-40 Eastbound Ramp         | Davie  | Roundabout                      | \$1,001,000 |
| Junction Rd (SR 1139)/Marginal St (SR 1139)/Main St. | Davie  | Roundabout                      | \$1,085,000 |

### Action Requested

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Recommend TAC Adoption of Resolution

**NORTHWEST PIEDMONT RURAL PLANNING ORGANIZATION  
RESOLUTION SUPPORTING HIGH IMPACT/LOW COST PROJECTS**

A motion was made by \_\_\_\_\_ and seconded by \_\_\_\_\_ for the adoption of the following resolution and upon being put to a vote was duly adopted.

**WHEREAS,** Senate Bill 257 has appropriated funds to be used for construction projects that are high impact and low cost.

**WHEREAS,** Projects funded under this subsection include intersection improvement projects, minor widening projects, and operational improvement projects.

**WHEREAS,** NCDOT Division 9 has formulated a list of candidate projects in its Division suitable for meeting the requirements of this program.

**NOW THEREFORE, BE IT RESOLVED** that the Northwest Piedmont Rural Planning Organization Transportation Advisory Committee does hereby support the list of projects.

Adopted on this, the 20<sup>th</sup> day of December, 2017.

\_\_\_\_\_  
Steve Yokeley  
NWPRPO Transportation Advisory Committee, Chair

\_\_\_\_\_  
Elizabeth Jernigan  
NWPRPO Transportation Advisory Committee, Secretary

NCDOT Division 9 High Impact/Low Cost Project List

| Project  | County | Proposed Improvements           | Total       |
|--|--------|---------------------------------|-------------|
| Flat Shoals Rd (SR 2019) & NC 8                      | Stokes | Roundabout (or left turn lanes) | \$715,000   |
| Sheppard Mill Rd (SR 1674) & NC 8                    | Stokes | Roundabout \$1,017,500          | \$1,017,500 |
| NC 66 & Mountain View Rd                             | Stokes | Left Turn Lanes                 | \$605,000   |
| NC 8/NC 89/ Dodgetown Rd (SR 1695)                   | Stokes | Roundabout                      | \$1,072,500 |
| Farmington Rd (SR 1410)@ 1-40 Eastbound Ramp         | Davie  | Roundabout                      | \$1,001,000 |
| Junction Rd (SR 1139)/Marginal St (SR 1139)/Main St. | Davie  | Roundabout                      | \$1,085,000 |

## Agenda Item IV.

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2018 Meeting Schedule

### Background

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| <b>2018 NWPRPO TCC Schedule</b>  |
|--|
| <b>February 20, 2018</b>   |
| <b>April 17, 2018</b>  |
| <b>June 19, 2018</b>   |
| <b>August 14, 2018</b>   |
| <b>October 16, 2018</b>  |
| <b>December 18, 2018</b>   |
| Time: 12:00 p.m.   |
| Location: TBD  |
| <i>* Meeting dates are scheduled on the Tuesday prior to the NWPRPO TAC and PTRC Board of Delegates Meetings</i> |

### Action Requested

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Identify meetings locations and adopt schedule

## **Agenda Item V.**

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2018 Election of Officers

### **Background**

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The officers of the NWPTCC will consist of a Chairman and a Vice-Chairman serving annual terms. A NWPTCC member can serve an unlimited number of terms as an officer, but is limited to serving only two consecutive terms at any one level.

Andrew Meadwell has served two consecutive terms as Chairman.

### **Action Requested**

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Elect 2018 Chairperson and Vice-Chairperson.

## **Agenda Item VI.**

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### NWPRPO Local Point Assignment Methodology for Prioritization 5.0

#### **Background**

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Each MPO and RPO is required to have an adopted methodology for the assignment of local input points in the STI Prioritization process. These methodologies are reviewed and updated as appropriate each time we go through a prioritization cycle (approximately every two years). The methodology must be approved by both the NWPRPO and the NCDOT Methodology Review Committee before the window for local points opens in April 2018.

NWPRPO staff recommends the majority of our methodology remain the same as it was in Prioritization 4.0 but should consider the following modifications:

- Consider changing “Transportation Plan Consistency” under Bicycle and Pedestrian Criteria. This is required for submittal.

#### **Action Requested**

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For review and discussion

# P 5.0 METHODOLOGY

A Strategy for Public Engagement



NORTHWEST PIEDMONT  
RURAL PLANNING ORGANIZATION



DRAFT 2017

# **P 5.0 Methodology**

*Approved by the Transportation Advisory Committee*

*on xxxxxxxx*



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# Introduction

## Prioritization 5.0

### Overview

The State Transportation Improvement Program (STIP) is the North Carolina Department of Transportation's (NCDOT) 10-year construction schedule for projects. The schedule is updated every two years based on a data-driven process called Prioritization, as well as the latest state and federal financial situation, and the status of preconstruction activities. Schedule development must adhere to the State Transportation Investments (STI) law, which mandates ongoing evaluation and improvement to ensure the process continues to be responsive to North Carolina's diverse needs. Developing a STIP is accomplished through ongoing collaboration between NCDOT, metropolitan and rural planning organizations, and public input. This is a multi-modal process in which highway, transit, bicycle and pedestrian, aviation, rail, and ferry project needs are evaluated. The current round of Prioritization is referred to as P5.0, because it is the fifth iteration of this process.

Prioritization is a transparent, data-driven method for prioritizing transportation investment decisions. Through this process, potential transportation improvement projects are submitted to NCDOT to be scored and ranked through the Strategic Mobility Formula at the statewide, regional and division levels, based on approved criteria such as safety, congestion, benefit-cost and local priorities. These scores and other factors are used to determine whether a project receives funding. Local input is considered only at the regional and division level. Statewide funding is distributed through data-driven scoring. Additional information is available on the North Carolina Department of Transportation's [Strategic Transportation Investments](#) webpage.

### NWPRPO Prioritization Policy

The Northwest Piedmont Rural Planning Organization (NWPRPO) which serves the non-MPO areas of Davie, Stokes, Surry, Yadkin counties developed the following policy for the purpose of determining regional transportation priorities, according to the State of North Carolina's Strategic Transportation Investments (STI) law and the associated Strategic Prioritization Process (SPOT). The NWPRPO's policy incorporates local needs and data-driven scoring methods to create informed and effective decisions. These criteria and their corresponding weights are identified in Tables 1 and 2.

Figure 1: Revenue Distribution

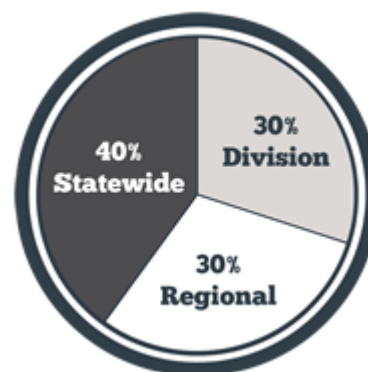


Table 1: Ranking Criteria Summary Table - Regional Impact

**Ranking Criteria Summary Table - Regional Impact  
Highway**

| Criteria                        | Total Score (weight) |
|---------------------------------|----------------------|
| Safety                          | 20                   |
| Congestion                      | 15                   |
| Total Cost                      | 15                   |
| Transportation Plan Consistency | 10                   |
| Local Priority Score            | 40                   |
| <b>Total Potential Score</b>    | <b>100</b>           |

Table 2: Ranking Criteria Summary Table - Division Needs

**Ranking Criteria Summary Table - Division Needs  
Highway**

| Criteria                        | Total Score (weight) |
|---------------------------------|----------------------|
| Safety                          | 20                   |
| Congestion                      | 15                   |
| Total Cost                      | 15                   |
| Transportation Plan Consistency | 10                   |
| Local Priority Score            | 40                   |
| <b>Total Potential Score</b>    | <b>100</b>           |

**Bicycle & Pedestrian**

| Criteria                     | Total Score (weight) |
|------------------------------|----------------------|
| Safety                       | 20                   |
| Total Cost                   | 20                   |
| Plan Consistency             | 20                   |
| Local Priority Score         | 40                   |
| <b>Total Potential Score</b> | <b>100</b>           |

**Aviation**

| Criteria                     | Total Score (weight) |
|------------------------------|----------------------|
| Economic Development         | 20                   |
| Safety                       | 20                   |
| Total Cost                   | 20                   |
| Local Priority Score         | 40                   |
| <b>Total Potential Score</b> | <b>100</b>           |

## Phase I: Identification of Projects

Identifying projects of critical need is the key to competitiveness in Prioritization 5.0. Within each NWRPO county, all jurisdictions must work together to develop a single list of projects in all modes to submit to the NWRPO for use in the SPOT process. Utilizing the Northwest Piedmont RPO's *Public Participation Plan*, TCC and TAC, the following methodology for soliciting and identifying projects was developed.

Table 3: Phase I - Identification of Projects

| <b>Phase I: Identification of Projects</b>           |                       |
|--|-----------------------|
| <b>County &amp; Municipal Pre-submittal Meetings</b> | Spring 2017           |
| <b>Public Call for Projects</b>                      | July – August, 2017   |
| <b>TAC approval of project submittal list</b>        | June 2017             |
| <b>Projects entered into SPOT Online</b>             | July – September 2017 |

Table 4: Phase II - Scoring and Ranking of Projects

| <b>Phase II: Scoring and Ranking of Projects</b>   |                          |
|--|--------------------------|
| <b>TAC considers draft ranking and scoring process</b>                                       | December 2017            |
| <b>Quantitative scores and draft list of programmed statewide mobility projects released</b> | March 2018               |
| <b>Deadline for approval of local input point assignment methodologies</b>                   | March 21, 2018           |
| <b>County TIP Meetings and Public Outreach Meeting</b>                                       | March - April, 2018      |
| <b>NWRPO submits Regional Impact project list to NCDOT</b>                                   | April – June 2018        |
| <b>Draft list of programmed regional impact projects released</b>                            | July – August 2018       |
| <b>NWRPO submits Division Needs project list to NCDOT</b>                                    | October 2018             |
| <b>Final P5.0 scores released</b>  | November – December 2018 |
| <b>2020-2029 Draft STIP released</b>   | January 2019             |

### Project Solicitation Process

- RPO staff meets with county and municipal staff, elected officials and other interested participants to identify local project needs.
- A [public call for projects](#) is held in accordance with the guidelines presented in the Public Participation Plan. Paid advertisements are distributed through local newspapers in the NWRPO planning area and via email, newsletters, social media and other public outreach methods.
- Comments identified during the public input period are compiled into a single draft project submittal list and presented to the TCC, TAC, and other stakeholders for review and posted on the NWRPO website.
- The TAC reviews and takes action on the draft project submittal list.

- Projects are submitted to the SPOT On!ine website during the submission window.

For more information about the NWPRPO Public Participation Plan, please visit the NWPRPO webpage at [www.ptrc.org/nwprpo](http://www.ptrc.org/nwprpo).

## Project Solicitation Guidelines

Each MPO/RPO is eligible to submit 12 base projects plus one additional submittal for every 50,000 in population and one additional submittal for every 500 centerline miles. Based on this formula, the Northwest Piedmont RPO may submit up to 21 new projects in each mode.

### Highway

- The following project types are considered “carryover projects” and do not count again the number of project submittals:
  - Projects programmed in the Final 2018-2027 STIP, but not considered a Committed project.
  - Sibling of a programmed project
  - Project with a NEPA document completed within the last 10 years or a NEPA document currently being worked on.
- If desired, the RPO may utilize “one out ,one in” in which a new project may be substituted for an existing project.

### Other Modes

Non-highway projects are subject to different eligibility requirements and submittal processes. Public transportation, aviation, bicycle, and pedestrian projects that were not funded previously must be resubmitted.

- Bicycle and Pedestrian: NWPRPO is eligible to submit a total of 21 new projects which meet eligibility requirements and provide local match.
- Rail: NWPRPO is eligible to submit a total of 21 new rail projects which meet eligibility requirements.
- Public Transportation: NWPRPO is eligible to submit a total of 21 new transit projects which meet eligibility requirements.
- Aviation: NWPRPO is eligible to submit a total of 21 new aviation projects which meet eligibility requirements and local match. Eligibility and Submission Requirements

## Highway Projects

### Project Types

#### Roadway Mobility:

Roadway mobility projects increase roadway capacity to meet traffic demand and move traffic more efficiently. Projects identified in a Comprehensive Transportation Plan (CTP) and prepared for implementation in Fiscal Years 2020-2029 are encouraged. Examples include:

- Widen roadway;
- Construction of a new roadway (including relocation of existing roadway sections);
- Intersection improvements;
- Interchange construction or reconstruction; and
- Access management improvements

#### Modernization Projects:

Roadway modernization project types are focused on upgrading roadways without adding substantial capacity. Examples of modernization projects include:

- Widen roadway lane and/or shoulder width;
- Adding turn lanes; and
- Upgrading to current design standards (including interstate standards)

#### **Project Eligibility Requirements**

For highest scoring potential, the project should meet as many of the following criteria as possible:

- Part of a locally adopted Comprehensive Transportation Plan or other adopted plan;
- Exhibit high crash rates;
- Support access to existing employment centers;
- Address road capacity issues or congestion;
- Include facilities for bicycles, pedestrian, and/or transit (except Interstate facilities); and
- Involve collaboration between jurisdictions (where applicable)

#### **Submission and Scoring**

For the NWPRPO 21 new highway projects may be submitted to NCDOT. The County TIP Committee will rank highway projects for consideration by the NWPRPO TAC/TCC for scoring, or as soon as data driven scores are available for all the highway projects in the SPOT database.

### **Bicycle and Pedestrian Projects**

#### **Project Types**

Bicycle Projects: *(Stand alone projects for design and/or construction)*

Bicycle projects include on-road bike facilities (shoulders, bike lanes, wide outside lanes, sidepaths) and shared-use paths (greenways). NCDOT requires submitting bicycle projects with a minimum cost of \$100,000 and recommends not exceeding \$500,000.

Pedestrian Projects: *(Stand alone projects for design and/or construction)*

These projects may include sidewalks and intersection improvements. Examples may include curb ramps and pedestrian bridges. NCDOT requires submitting pedestrian projects with a minimum cost of \$100,000 and recommends not exceeding \$500,000.

## Project Eligibility Requirements

Only projects listed in an adopted CTP, Bicycle, Pedestrian or Greenway Plan or another locally adopted plan are eligible. Projects should address as many of the following criteria to be considered for submittals:

- Evidence of bicycle/pedestrian crashes on adjacent road facilities or nearby intersections
- On or directly adjacent to High AADT roads (>3000 AADT)
- Connect to existing bicycle and pedestrian facilities
- Within ½ mile of schools or parks
- Connects to shopping center or high employment center
- In an adopted bicycle, pedestrian, greenway or CTP
- Right of way in process, owned publicly or demonstrated support by private landowners
- Involves collaboration between two or more jurisdictions

## Submission and Scoring

For the NWPRPO, 21 new bicycle and pedestrian projects may be submitted to NCDOT. The County TIP Committee will rank projects for consideration by the NWPRPO TAC/TCC for scoring, or as soon as data driven scores are available for all bicycle and pedestrian projects in the SPOT database. If funded, counties or municipalities will be required to provide a letter of support documenting local match and other contributions.

## Rail Projects

### Project Types

**Track, structures, intermodal facility and stations improvements** can be funded to support freight or passenger service. **Passenger rail service** spanning two or more counties is eligible for project selection in the Regional Impact category and other passenger rail service inside a County can be funded through the Division Needs category.

### Project Eligibility Requirements

- Identified projects will be shared with the NCDOT Rail Division and approved based on inclusion into Statewide or Regional rail plans or other adopted transportation plans.

### Submission and Scoring

For the NWPRPO 21 new rail projects may be submitted to NCDOT. The County TIP Committee will rank projects for consideration by the NWPRPO TAC/TCC for scoring, or as soon as data driven scores are available for all the rail projects in the SPOT database.

## Public Transportation Projects

### Project Types

#### Mobility

- Route-specific vehicles (expansion only)
- Corridors
  - Fixed guideway
  - Bundle of vehicle + other (ex. stops / shelters, park and rides, bus pullouts)
  - BRT (specific service + potential service by others)
  - BOSS / Busway (*all users regardless of provider*)

#### Demand Response

- Vehicles (expansion only)

#### Facility

- Passenger stations
- Individual or bundled stops/shelters
- Individual or bundled park and rides
- Admin/Maint buildings (data converted into trips)

### Project Eligibility Requirements

#### Public Transportation Projects

- Project entry requirements (per NCDOT Public Transportation Division)
  - New facility – rural transit systems must request 90% funding from STI unless the facility is for a regional system
  - Replacement facility – if federally funded, existing facility must be at least 40 years old (per FTA)
  - Expansion vehicles – refer to supplementary list of systems for spare ratio data, to assist with assessing if the system’s vehicle utilization or service warrants an expansion vehicle (typically 20% or less warrants a need, but this is not a steadfast rule)
- Minimum total project cost = \$40,000 (same as P4.0)
- Project submitter can choose amount of state funds to request – anywhere between 10% and 90% of total project cost (up to legislative cap).
  - 10% = Better Cost Effectiveness, but not guaranteed availability of 80% federal funds
  - 90% = Lower Cost Effectiveness score, but more attractive for Loca Input Points, and guaranteed funding availability through STI if programmed.

### Submission and Scoring



For the NWPRPO 21 new transit projects may be submitted to NCDOT. The County TIP Committee will rank projects for consideration by the NWPRPO TAC/TCC for scoring, or as soon as data driven scores are available for all the transit projects in the SPOT database.

## **Aviation Projects**

### **Project Types**

As in P4.0, the definition of capital projects eligible for STI includes infrastructure projects that exceed the NC Airport System Plan system objectives or regulatory requirements for each airport. These are typically larger projects involving expansion of facilities (runways, terminals, etc.).

All other projects that help meet system objectives (as listed and defined in the NC Airport System Plan) are not eligible for STI. These take into account safety, maintenance, and current operational needs, and are typically not conducted to increase mobility or reduce congestion.

### **Project Eligibility Requirements and Submission**

- The Northwest Piedmont RPO currently has only General Aviation Airports with projects eligible in the Division Needs category.
- Projects should already be entered into the NCDOT Division of Aviation's Partner Connect System by the local Airport Manager or the City/County Manager.

### **Submission and Scoring**

For the NWPRPO 21 new aviation projects may be submitted to NCDOT. The County TIP Committee will rank projects for consideration by the NWPRPO TAC/TCC for scoring, or as soon as data driven scores are available for all the aviation projects in the SPOT database.

## Phase II: Local Points Assignment

The NWPRPO has a pool of points to award to 1) Regional and 2) Division level projects; 1300 points are available in each category of projects. The maximum number of points that can be applied to a project at each level is 100. Some projects will be eligible for Local Input Points in both levels, while some will only be eligible at the Division level. The RPO intends to assign the maximum allowed points (100) in Regional and Division levels based on rankings described below.

### **RPO Project Scoring, Ranking, and Point Assignment**

#### **County Transportation Improvement Program (TIP) Committees**

The County TIP Committees shall oversee the prioritization of all county projects. County TIP Committees consist of TAC and TCC members from each County and other local representatives as needed. County TIP Committees are supported by NCDOT division engineers in an effort to improve project scoring potential.

#### **Scoring**

The RPO local methodology includes quantitative and qualitative criteria in the scoring process. The following tables contain the criteria and weights developed by the members of the TAC and TCC. RPO staff will calculate the scores of each project based upon the information contained within these tables. In the event that two project scores are tied, the SPOT score will be used to break the tie.

#### Local Priority Score:

It is difficult to capture project needs completely using quantitative criteria, therefore jurisdictions need a way to provide local knowledge about their highest priorities. The Local Priority Score is designed to allow jurisdictions to base a portion of the overall score for select projects on factors such as perceived safety, congestion, connectivity, project feasibility, economic development, and community impact. Within each County, five highway projects, five bicycle & pedestrian projects, and five aviation projects can be selected to receive 40 points each using the Local Priority Score. The points are assigned as a lump sum of 40 points to each project. Projects are selected by the County TIP Committee. A County may choose to give a project allocation to another member jurisdiction if desired. Any rationale associated with use of the Local Priority Score will be placed on the RPO website.

#### **Ranking**

When all project scores are calculated, RPO staff will develop a ranked list of projects based upon the outcome of the scoring process. This ranked list of projects in all modes will be used to develop recommended point assignments.

#### **Local Input Point Assignment**

Regional Impact and Division Needs projects have a pool of 1,300 points. The maximum number of points that can be applied to a project at each level is 100. Some projects are eligible for points in both levels, while others are eligible at the division level only.

The RPO intends to assign local input points in the following manner:

**Regional Level:** (1300 points)

- Highway: Top 13 scoring highway projects will receive 100 points each

**Division Level:** (1300 points)

- Highway: Top 9 scoring highway projects will receive 100 points each
- Bicycle & Pedestrian: Top scoring project will receive 100 points
- Aviation: Top scoring project will receive 100 points
- Flex Points: The remaining 200 points are designated as Flex Points to recognize projects that demonstrate significant need, yet did not receive local input points in other categories. Flex Points assignment varies according to need and circumstances, however the maximum distribution remains 100 points for any project. Any rationale associated with point adjustments using Flex Points will be placed on the RPO website. The following list describes some of the circumstances in which Flex Points may be utilized:
  - Inter-jurisdictional projects that require coordination and negotiation with adjacent MPOs, RPOs, and NCDOT Divisions;
  - Projects which rank outside of the limits described for Highway, Bicycle & Pedestrian, and Aviation projects, yet demonstrate significant need and remain high priorities for local jurisdictions;
  - Projects which are determined feasible through discussions with local jurisdictions and NCDOT Division, yet their project feasibility is not easily quantified in the scoring process.
  - Transit projects

The final point assignments will be approved by the TAC based upon the TCC recommendations and public input. The *Public Participation Plan* outlines the following opportunities for public involvement in the prioritization process: 1) regular meetings of the TCC & TAC, 2) Public Hearings, 3) Posting draft and final documents on the NWPRPO website, and 4) public comment of draft TIP at Public Forums.

*Any rationale for point assignments made by the TAC which deviate from this local methodology will be placed on the RPO website.*

Table 5: Highway - Regional Level Projects

| Highway - Regional Level Projects                             |  |  |  |                          |
|---|--|--|--|--------------------------|
| Criteria  | 0 points   | 10 points  | 20 points  | 30 points                |
| <b>Safety</b><br><b>(30 pt. max)</b>                          | SPOT safety score less than 30   | SPOT safety score 31-50  | SPOT safety score 51-65  | SPOT safety score 66-80+ |
|   | The project will receive points based upon the safety score calculated by SPOT, which includes data about crash density, crash severity, critical crash rate, crash frequency, and severity index. Proposed new roads will receive a score based upon the accident history and proposed improvement to existing roads in the vicinity. Higher safety scores indicate poorer performance. |  |  |                          |
| <b>Congestion</b><br><b>(20 pt. max)</b>                      | Volume to capacity less than 0.5   | Volume to capacity 0.51 – 0.75   | Volume to capacity 0.751 - 1.0 or greater  |                          |
|   | The volume to capacity ratio indicates the actual amount of traffic in comparison to the maximum amount of traffic allowed while providing an acceptable level of service.   |  |  |                          |
| <b>Transportation Plan Consistency</b><br><b>(10 pt. max)</b> | Project is <u>not</u> listed in STIP, CTP, feasibility study, or other locally adopted plan  | Project is listed in STIP, CTP, feasibility study, or other locally adopted plan |  |                          |
|   | The project will receive points based upon its status in a locally adopted plan.   |  |  |                          |
| <b>Local Priority Score</b><br><b>(40 pt. max)</b>            | <input type="checkbox"/> Project <u>not selected</u> for Local Priority Score  |  | <input type="checkbox"/> Project <u>selected</u> to receive 40 points for Local Priority Score |                          |
|   | Five highway projects from each County are eligible to receive 40 points each based upon their overall priority to local jurisdictions. The factors for project selection include perceived safety, congestion, connectivity, project feasibility, economic development, and community impact. The points are assigned as a lump sum of 40 points to each project.                       |  |  |                          |

Table 6: Highway - Division Level Projects

| Highway - Division Level Projects                             |  |                                |  |   |                           |
|---|--|--------------------------------|--|---|---------------------------|
| Criteria  | 0 points   | 5 points                       | 10 points  | 15 points                                 | 20 points                 |
| <b>Safety</b><br><b>(20 pt. max)</b>                          | SPOT Safety score less than 30   | SPOT Safety score 31-50        | SPOT Safety score 51-65  | SPOT Safety score 66-80                   | SPOT Safety score over 80 |
|   | The project will receive points based upon the safety score calculated by SPOT, which includes data about crash density, crash severity, critical crash rate, crash frequency, and severity index. Proposed new roads will receive a score based upon the accident history and proposed improvement to existing roads in the vicinity. Higher safety scores indicate poorer performance. |                                |  |   |                           |
| <b>Congestion</b><br><b>(15 pt. max)</b>                      | Volume to capacity less than 0.25  | Volume to capacity 0.251 - 0.5 | Volume to capacity 0.51- 0.75  | Volume to capacity 0.751 - 1.0 or greater |                           |
|   | The volume to capacity ratio indicates the actual amount of traffic in comparison to the maximum amount of traffic allowed while providing an acceptable level of service.   |                                |  |   |                           |
| <b>Total Cost</b><br><b>(15 pt. max)</b>                      | Cost over \$10 million   |                                | Cost \$5-10 million  | Cost less than \$5 million                |                           |
|   | The project will receive points based upon its total cost range.   |                                |  |   |                           |
| <b>Transportation Plan Consistency</b><br><b>(10 pt. max)</b> | Project is <u>not</u> listed in STIP, CTP, feasibility study, or other locally adopted plan  |                                | Project is listed in STIP, CTP, feasibility study, or other locally adopted plan               |   |                           |
|   | The project will receive points based upon its status in a locally adopted plan.   |                                |  |   |                           |
| <b>Local Priority Score</b><br><b>(40 pt. max)</b>            | <input type="checkbox"/> Project <u>not selected</u> for Local Priority Score  |                                | <input type="checkbox"/> Project <u>selected</u> to receive 40 points for Local Priority Score |   |                           |
|   | Five highway projects from each County are eligible to receive 40 points each based upon their overall priority to local jurisdictions. The factors for project selection include perceived safety, congestion, connectivity, economic development, and community impact. The points are assigned as a lump sum of 40 points to each project.  |                                |  |   |                           |

Table 7: Bicycle & Pedestrian Projects – Division Level

| <b>Bicycle &amp; Pedestrian Projects – Division Level</b> |  |   |   |  |
|---|--|---|---|--|
| <b>Criteria</b>   | <b>0 points</b>  | <b>10 points</b>                              | <b>15 points</b>  | <b>20 points</b>   |
| <b>Safety<br/>(20 pt. max)</b>                            | SPOT Safety Score<br>4 <sup>th</sup> Quartile  | SPOT Safety Score<br>3 <sup>rd</sup> Quartile | SPOT Safety Score<br>2 <sup>nd</sup> Quartile   | SPOT Safety Score<br>1 <sup>st</sup> Quartile  |
|   | The project will receive points based upon the SPOT safety score, which was developed using bicycle and pedestrian crash data and speed limit information along project corridors to award points to projects with the highest safety need.  |   |   |  |
| <b>Total Cost<br/>(20 pt. max)</b>                        | Cost over<br>\$500,000   |   |   | Cost between<br>\$100,000 -<br>\$500,000   |
|   | The project will receive points based upon its total cost range.   |   |   |  |
| <b>Plan<br/>Consistency<br/>(20 pt. max)</b>              | Project is <u>not</u><br>listed in STIP, CTP,<br>feasibility study,<br>or other eligible<br>locally adopted<br>plan  |   |   | Project is listed in<br>STIP, CTP,<br>feasibility study,<br>or other eligible<br>locally adopted<br>plan |
|   | The project will receive points based upon its status in a locally adopted plan.   |   |   |  |
| <b>Local Priority<br/>Score<br/>(40 pt. max)</b>          | <input type="checkbox"/> Project <u>not selected</u> for Local<br>Priority Score   |   | <input type="checkbox"/> Project <u>selected</u> to receive 40<br>points for Local Priority Score |  |
|   | Five bicycle & pedestrian projects from each County are eligible to receive 40 points each based upon their overall priority to local jurisdictions. The factors for project selection include perceived safety, connectivity, and community impact. The points are assigned as a lump sum of 40 points to each project. |   |   |  |

Table 8: Bicycle & Pedestrian Projects – Division Level

| Aviation Projects – Division Level                 |  |  |   |   |
|--|--|--|---|---|
| Criteria   | 0 points   | 10 points  | 15 points   | 20 points   |
| <b>Economic Development</b><br><b>(20 pt. max)</b> | Project <u>does not</u> improve aircraft size capacity or space availability for based aircraft  |  | Increases capacity for heavier aircraft and/or increases space available for new based aircraft | Creates capacity for larger aircraft and/or creates employment                      |
|  | The project will receive points based upon its ability to increase aircraft capacity and create employment. Examples of aircraft capacity projects are runway extensions, strengthening or increased hangar space.   |  |   |   |
| <b>Safety</b><br><b>(20 pt. max)</b>               | Project <u>does not</u> provide safety improvements  | Improves safety requirements outside of the runway and taxiway areas | Improves taxiway/taxilane safety area grades and obstacle free zones                            | Improve required runway safety area grades and runway approach obstruction clearing |
|  | The project will receive points based upon safety improvements to runway and taxiway areas.  |  |   |   |
| <b>Total Cost</b><br><b>(20 pt. max)</b>           | Cost over \$7 million  |  | Cost \$3-7 million  | Cost less than \$3 million  |
|  | The project will receive points based upon its total cost range.   |  |   |   |
| <b>Local Priority Score</b><br><b>(40 pt. max)</b> | <input type="checkbox"/> Project <u>not selected</u> for Local Priority Score  |  | <input type="checkbox"/> Project <u>selected</u> to receive 40 points for Local Priority Score  |   |
|  | Five aviation projects from each County are eligible to receive 40 points each based upon their overall priority to local jurisdictions. The factors for project selection include perceived safety, connectivity, economic development, and community impact. The points are assigned as a lump sum of 40 points to each project. |  |   |   |

## Northwest Piedmont RPO Prioritization Policy: Public Input and Approval

The RPO will release the draft prioritization policy for public comment when conditional authorization is granted by NCDOT. The public comment period will be announced in accordance with public input processes described in the *Public Participation Plan*. All public comments will be documented and reasonable edits to the methodology may be made prior to final approval by the TAC. The adopted NWPRPO methodology will then be sent to the Strategic Prioritization Office of Transportation for final approval.



# Appendix A: Northwest Piedmont RPO P5.0 Submitted Projects

Approved by Northwest Piedmont RPO TAC on August 16<sup>th</sup> 2017

Figure 2: Submitted Highway Projects

## Highway Projects

| SpotID    | Mode    | Route/Project Name | From                                  | To                   | Project Description  | Funding Region(s) | Division(s) | MPO(s)/RPO(s)  | Total Project Cost | Total Quantitative Score (NCDOT) |
|-----------|---------|--------------------|---------------------------------------|----------------------|--|-------------------|-------------|--|--------------------|----------------------------------|
| H090022   | Highway | I-74               | NC 65 in Winston-Salem                | I-74 in Surry County | NC 65 in Winston-Salem to I-74 in Surry County. Upgrade to interstate Standards  | D                 | 9, 11       | Winston-Salem Urban Area MPO, Northwest Piedmont RPO | \$60,148,000       |                                  |
| H090241-A | Highway | US 64              | US 64 from US 601 South of Mocksville | Davidson County Line | US 601 South of Mocksville to US 52 in Lexington. Widen to Multi-Lanes and Upgrade interchange at US 52. Section A: US 64 from US 601 South of Mocksville to Davidson County Line. | D                 | 9           | Northwest Piedmont RPO                               | \$136,195,000      |                                  |

|         |         |                              |                                  |                              |  |   |    |                        |              |  |
|---------|---------|------------------------------|----------------------------------|------------------------------|--|---|----|------------------------|--------------|--|
| H111145 | Highway |                              | SR 1134<br>(Billy Reynolds Road) | SR 1150<br>(Hoots Road)      | Construct two lane roadway on new location from SR 1134 (Billy Reynolds Road) at SR 1415 (South Beamer Road) to SR 1150 (Hoots Road) with new interchange at US 421  | F | 11 | Northwest Piedmont RPO | \$18,300,000 |  |
| H150253 | Highway | NC 8                         | NC 89                            | VA Line                      | Widen NC 8 from NC 89 to VA Line   | D | 9  | Northwest Piedmont RPO | \$0          |  |
| H150268 | Highway | SR 1605 (Old US 421)         | SR 1600<br>(Falcon Road)         |                              | Construct roundabout.  | F | 11 | Northwest Piedmont RPO | \$800,000    |  |
| H150534 | Highway | SR 1144 (Johnson Ridge Road) | NC 67<br>(Winston Road)          | NC 268 Bypass (CC Camp Road) | Construct new interchange at NC 268 BUS, construct new roadway from NC 268 BUS to NC 67 and widen existing roadway to 3-lane road with roundabouts at Parkwood Drive and Claremont with Bike/Ped facilities. | F | 11 | Northwest Piedmont RPO | \$55,048,000 |  |
| H150668 | Highway | SR 1116<br>(Junction)        | SR 1170<br>(Main Street)         |                              | Construct roundabout   | D | 9  | Northwest Piedmont RPO | \$800,000    |  |

|         |         | Road/Marginal Street)     |                                |                         |  |   |    |                        |              |  |
|---------|---------|---------------------------|--------------------------------|-------------------------|--|---|----|------------------------|--------------|--|
| H150804 | Highway | SR 1410 (Farmington Road) | I-40 Eastbound Ramp            | US-158                  | Construct roundabouts at both I-40 E Ramp and US-158   | D | 9  | Northwest Piedmont RPO | \$800,000    |  |
| H170325 | Highway | SR 1410 (Farmington Road) | I-40 W Ramp                    |                         | Construct roundabout.  | D | 9  | Northwest Piedmont RPO | \$800,000    |  |
| H170327 | Highway | SR 1410 (Farmington Road) | US-158                         | Rocky Dale Lane         | Widen existing roadway and improve intersections at 158 and I-40 ramps with roundabouts.                                   | D | 9  | Northwest Piedmont RPO | \$12,574,000 |  |
| H170333 | Highway | NC 8                      | SR 1652 (Sheppard Mill Rd)     |                         | Construct roundabout.  | D | 9  | Northwest Piedmont RPO | \$800,000    |  |
| H170507 | Highway | NC 89 (W Pine St)         | SR 1387 (Toast Rd)             | SR 1396 (Pine Ridge Rd) | Modernize and Improve intersection at Pine Ridge Rd.   | F | 11 | Northwest Piedmont RPO | \$5,123,000  |  |
| H170509 | Highway | NC 89 (W Pine St)         | SR 1397 (Round Peak Church Rd) |                         | Improve Intersection   | F | 11 | Northwest Piedmont RPO | \$480,000    |  |
| H170522 | Highway | NC 268 (South Key Street) | SR 2099 (Barney Venable Road)  | US 21                   | Modernize with intersection improvements at Blue Grass Ln, Toms Creek Rd, Quaker Church Rd, Siloam Rd, Copeland School Rd, | F | 11 | Northwest Piedmont RPO | \$31,586,000 |  |

|         |         |                                |                        |   |  |   |    |                           |              |  |
|---------|---------|--------------------------------|------------------------|---|--|---|----|---------------------------|--------------|--|
|         |         |                                |                        |   | Rockford Rd,<br>Twin Oaks Rd,<br>Joe Ln Mill Rd,<br>Friendship<br>Church Rd.   |   |    |                           |              |  |
| H170530 | Highway | US 601                         | Cody Trail             | Yadkin<br>River                           | Modernize<br>Roadway   | F | 11 | Northwest<br>Piedmont RPO | \$8,521,000  |  |
| H170538 | Highway | SR 1363<br>(Woodruff Rd)       | NC 67                  | NC 67                                     | Modernize<br>roadway   | F | 11 | Northwest<br>Piedmont RPO | \$4,466,000  |  |
| H170539 | Highway | US 601                         | NC 67                  | (SR<br>1502/1503)<br>Country<br>Club Road | Modernize<br>roadway and<br>improve<br>intersection at<br>Mackie Rd (SR<br>1134)                                     | F | 11 | Northwest<br>Piedmont RPO | \$6,997,000  |  |
| H170544 | Highway | SR 1349 (Rock<br>House Mtn Rd) | SR 1338                |   | Construct<br>Roundabout  | F | 11 | Northwest<br>Piedmont RPO | \$800,000    |  |
| H170551 | Highway | US 421                         | US 601 (S<br>State St) |   | Install<br>roundabout and<br>lengthen ramp<br>to Walnut St   | F | 11 | Northwest<br>Piedmont RPO | \$800,000    |  |
| H170553 | Highway | SR 1314 (E Main<br>St)         | US 601                 | SR 1765<br>(Unifi<br>Industrial<br>Rd)    | Modernize with<br>pedestrian<br>improvements<br>at 601 & main<br>and mini-<br>roundabout at<br>Van Buren and<br>Main | F | 11 | Northwest<br>Piedmont RPO | \$2,004,000  |  |
| H171321 | Highway | NC 67                          | US 601                 | W Main St.                                | Modernize NC<br>67 from<br>Boonville to<br>East Bend with<br>intersection<br>improvements                            | F | 11 | Northwest<br>Piedmont RPO | \$15,294,000 |  |

|         |         |                             |                      |                              |  |   |    |                        |              |  |
|---------|---------|-----------------------------|----------------------|------------------------------|--|---|----|------------------------|--------------|--|
|         |         |                             |                      |                              | at Nebo Rd, Fairground and Main St.  |   |    |                        |              |  |
| H171323 | Highway | SR 1144 (Johnson Ridge Rd)  | NC 286 (E Main St)   | NC 268 Bypass (CC Camp Road) | Widen to 3-lane with roundabouts at Parkwood Drive and Claremont Rd. and bike/ped facilities | F | 11 | Northwest Piedmont RPO | \$22,795,000 |  |
| H171325 | Highway | NC 103 (E. Pine St)         | SR 1742 (Quaker Rd)  |                              | Improve Intersection   | F | 11 | Northwest Piedmont RPO | \$1,116,000  |  |
| H171327 | Highway | NC 67 (Elm St)              | NC 67 (Bridge St)    | US 21 Bus (W Main St)        | Widen and construct roundabouts at N Bridge St. and W Main St.                               | F | 11 | Northwest Piedmont RPO | \$3,855,000  |  |
| H171474 | Highway | SR 1001 (Zephyr Road)       | I77                  | SR 1100 (W Atkins St.)       | Modernize roadway and construct part on new locations to tie Zephyr into Atkins              | F | 11 | Northwest Piedmont RPO | \$3,614,000  |  |
| H172182 | Highway | US 21 BUS (N Bridge Street) | NC 268 (CC Camp Rd.) |                              | Improve Intersection by providing additional right turn storage onto East bound NC 268       | F | 11 | Northwest Piedmont RPO | \$558,000    |  |

Figure 3: Submitted Aviation Projects

### Aviation Projects

| SpotID  | Mode     | Route/Project Name  | Facility                              | Project Description   | Division(s) | MPO(s)/RPO(s)          | Total Project Cost | Total Quantitative Score (NCDOT) |
|---------|----------|---------------------|---------------------------------------|---|-------------|------------------------|--------------------|----------------------------------|
| A172308 | Aviation | Box Hangar          | ZEF - Elkin Municipal Airport         | This project will include site preparation and construction of one box hangar. Site preparation will also be completed for additional box hangars (leaving site ready platforms). Large Box Hangars are needed to enable additional aircraft to be based in multi aircraft and corporate aircraft hangars at the airport. | 11          |                        | \$1,365,000        |                                  |
| A170373 | Aviation | Taxiway Extension   | ZEF - Elkin Municipal Airport         | Construct 500 foot runway extension. Project also includes an Environmental Assessment and preliminary engineering in order to properly asses all impacts.  | 11          | Northwest Piedmont RPO | \$2,575,000        |                                  |
| A172306 | Aviation | Hangar Construction | MWK - Mount Airy-Surry County Airport | Project consists of the construction of 12 t-hangars. Combined into Project No. 3365.   | 11          | Northwest Piedmont RPO | \$1,112,000        |                                  |

|         |          |  |                                       |   |    |                        |             |  |
|---------|----------|--|---------------------------------------|---|----|------------------------|-------------|--|
| A172300 | Aviation | Hangar Site Preparation and T-Hangar Taxilane - East | ZEF - Elkin Municipal Airport         | This project will prepare multiple individual hangar location for build out by the airport or individuals. This project will construct an 10 Unit T-hangar and prepare site ready locations for box hangars on the eastside of the terminal area.   | 11 | Northwest Piedmont RPO | \$2,070,000 |  |
| A172303 | Aviation | General Aviation Area Expansion                      | MWK - Mount Airy-Surry County Airport | Project consists of approximately 6,500 square yards of pavement in the future terminal area that could accommodate multiple large aircraft storage hangars or a new terminal building. Combined into Project No. 3365. (Partner Connect #2602)   | 11 | Northwest Piedmont RPO | \$1,216,000 |  |
| A172305 | Aviation | General Aviation Area Expansion - Phase II           | MWK - Mount Airy-Surry County Airport | Project consists of the complete interior airport access road, water and sewer extensions to serve all airport facilities, approximately 10,100 square yards of pavement to the south of Insteel hangar that can accommodate 12 t-hangars. Combined into Project No. 3365. (Partner Connect \$2609) | 11 | Northwest Piedmont RPO | \$3,110,000 |  |
| A172304 | Aviation | Apron Expansion                                      | MWK - Mount Airy-Surry County Airport | Project consists of approximately 6,500 square yards of pavement in the future terminal area that could accommodate multiple large aircraft storage hangars or a new terminal building. Combined into Project No. 3365. (Partner Connect # 2594)  | 11 | Northwest Piedmont RPO | \$532,000   |  |

Figure 4: Submitted Bicycle & Pedestrian Projects

### Bicycle & Pedestrian Projects

| SpotID  | Mode                 | Route/Project Name                          | From                | To                           | Project Description   | Funding Region(s) | Division(s) | MPO(s)/RPO(s)          | Total Project Cost | Total Quantitative Score (NCDOT) |
|---------|----------------------|---|---------------------|------------------------------|---|-------------------|-------------|------------------------|--------------------|----------------------------------|
| B142081 | Bicycle & Pedestrian | Hospital Sidewalk Network - S. South Street | Worth Street        | Rockford Street              | Construct a sidewalk along 1). S. South Street from Worth Street to Rockford Street (Total Length: 1,520 feet); 2). Rockford Street from Penn Street to US 52 (Total Length: 1,500 feet); and 3). Worth Street from South Street to US 52 (Total Length: 1,200 feet). | F                 | 11          | Northwest Piedmont RPO | \$784,230          |                                  |
| B170641 | Bicycle & Pedestrian | SR 1809 (Old Westfield Rd)                  | W Main St           | Pilot Mountain Middle School | Construct sidewalk on both sides of the road with four crossings of Old Westfield Rd, including an enhanced crossing employing a RRFB signal at the school location.  | F                 | 11          | Northwest Piedmont RPO | \$824,826          |                                  |
| B170642 | Bicycle & Pedestrian | US Bus 21 (N. Bridge St)                    | NC 268 (CC Camp Rd) | Highland Ave                 | Construct Sidewalk on west  | F                 | 11          | Northwest Piedmont RPO | \$289,695          |                                  |



|         |                      |   |                      |                        |  |   |    |                        |           |  |
|---------|----------------------|---|----------------------|------------------------|--|---|----|------------------------|-----------|--|
|         |                      |   |                      |                        | side of N. Bridge St.  |   |    |                        |           |  |
| B170648 | Bicycle & Pedestrian | New Route                                 | NC 1388 (Adams Rd)   | US 601 (State St)      | Construct multi-use trail on new location.   | F | 11 | Northwest Piedmont RPO | \$375,410 |  |
| B142114 | Bicycle & Pedestrian | Mt. Airy Middle School Greenway Connector | S. Main Street       | Mt. Airy Middle School | Construct a new sidewalk from S. Main Street to Mt. Airy Middle School (Total Length: 2,500 feet) and a greenway connector from Hamburg Street to the school (Total Length: 250 feet). | F | 11 | Northwest Piedmont RPO | \$385,175 |  |
| B170645 | Bicycle & Pedestrian | NC 67                                     | Jonesville Town Hall | N. Park Drive          | Construct sidewalk on NC 67 from Mayberry Road turning left on Valley Road and ending at N. Park Dr with intersection improvements at NC 67 and Valley Rd.                             | F | 11 | Northwest Piedmont RPO | \$423,719 |  |
| B170643 | Bicycle & Pedestrian | US 21 Bus (W Main St)                     | Mineral Springs Rd   | SR 1300 (Swain St)     | Improve sidewalk conditions on both sides of the street and improve intersection at Swain and Main St. with crosswalks, curb   | F | 11 | Northwest Piedmont RPO | \$266,941 |  |

|         |                      |                    |                       |                           |  |   |    |                        |           |  |
|---------|----------------------|--------------------|-----------------------|---------------------------|--|---|----|------------------------|-----------|--|
|         |                      |                    |                       |                           | ramps and other sidewalk improvements as needed.   |   |    |                        |           |  |
| B172203 | Bicycle & Pedestrian | NC 268 (N. Key St) | SR 1857 (W Main St)   | W. 52 Bypass              | Construct sidewalk on both sides of N. Key St  | F | 11 | Northwest Piedmont RPO | \$320,751 |  |
| B170649 | Bicycle & Pedestrian | New Route          | NC 1134 (N. Lee Ave)  | N. State St. & Oak Street | New multi-use path extending off Northwood Church Rd, splitting in forested area and connecting to N. State Street on one side and Oak St. on the other. | F | 11 | Northwest Piedmont RPO | \$798,667 |  |
| B172133 | Bicycle & Pedestrian | Main Street        | Sheppards Mill Bridge | Government Center         | Construct sidewalk on the south side of Main Street.   | D | 9  | Northwest Piedmont RPO | \$538,038 |  |
| B170638 | Bicycle & Pedestrian | Nature Center Dr   | S. Main St            | SR 1201 (Hampton Cir)     | Construct sidewalk along Nature Center Drive from Main St to SR 1201 to adjoining sidewalk.  | F | 11 | Northwest Piedmont RPO | \$146,321 |  |

|         |                      |                      |                     |                          |  |   |    |                        |             |  |
|---------|----------------------|----------------------|---------------------|--------------------------|--|---|----|------------------------|-------------|--|
| B172213 | Bicycle & Pedestrian | NC 268 (S. Key St)   | W. Main St.         | SR 1886 (Hope Valley Rd) | Enhance existing sidewalk and construct sidewalk on both sides with pedestrian bridge and mid-block crossing with RRFB.                    | F | 11 | Northwest Piedmont RPO | \$1,290,997 |  |
| B172041 | Bicycle & Pedestrian | Yadkinville Road     | Valley Road         | Senior Center            | Construct a sidewalk on the north side of Yadkinville Rd/Wilkesboro St/Meroney St (total length 3,500 feet)                                | D | 9  | Northwest Piedmont RPO | \$1,033,940 |  |
| B172230 | Bicycle & Pedestrian | NC 268               | Hope Valley Rd      | NC 2048 (Shoals Rd)      | Construct sidewalk along both sides of S. Key St   | F | 11 | Northwest Piedmont RPO | \$1,093,557 |  |
| B170637 | Bicycle & Pedestrian | Cooper Street        | Dobson Elementary   | Assisted Living Center   | Construct Sidewalk   | F | 11 | Northwest Piedmont RPO | \$144,725   |  |
| B172250 | Bicycle & Pedestrian | SR 2050 (Academy St) | SR 1857 (E Main St) | SR 2050 (Golf Course Rd) | Construct sidewalk on both sides of the road with crosswalks at W Main St, E Marion St, E Pine St and crossing the Yadkin Valley Railroad. | F | 11 | Northwest Piedmont RPO | \$932,974   |  |

## Appendix B: Northwest Piedmont RPO Public Participation Plan

To access to the Public Participation Plan, visit: <http://www.ptrc.org/index.aspx?page=232>.

## **Agenda Item VII.**

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Division 9 Updates

### **Background**

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See attached documentation from Division 9

### **Action Requested**

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For your information only.

Northwest Piedmont RPO  
Transportation Update  
Tuesday, December 19, 2017

| TIP / WBS No.   | Description  | Let Date      | Completion Date   | Status  | Construction Cost | Contractor  | Project Administrator             | Comments  |
|---|--|---------------|---|---|-------------------|---|-----------------------------------|---|
| <b>Centrally Managed Projects Under Construction</b>                |  |               |   |   |                   |   |                                   |   |
| 17BP.9.R.61<br>(C203681)  | Replace (2) Bridges in Davidson, (1) in Davie, (3) Bridges in Rowan, and (4) Bridges in Stokes County.   | May 19, 2015  | June 30, 2019   | 15% Complete<br>Design and construction in progress                                 | \$10,642,621      | Smith-Rowe, LLC                                       | Mezak Tucker, PE<br>(336)249-6255 | <b>EXPRESS DESIGN BUILD</b> - Br. #73 on Ollie Harkey Rd in Davie Co. closed Oct. 3, 2017 for 120 days for the construction of new bridge. Bridge work is almost complete with roadway tie-in remaining. Br. #86 on Stacy Rothrock Rd in Stokes Co is scheduled to begin Jan. 8, 2018 - closing the road with a detour for 180 days. Br. #104 on Dodgetown Rd in Stokes Co. is scheduled to be replaced mid-February 2018. There will be no road closure for this bridge as new bridge will be constructed outside existing alignment. Bridge #129 on Dan George Rd. and Bridge #224 on Tom Shelton Rd. in Stokes Co. are scheduled to be replaced late 2018.<br>The contract consists of the replacement of (1) bridge in Davie Co. and (4) bridges in Stokes Co., including Br. #73 over Dutchman's Creek on SR 1324 (Ollie Harkey Rd) in Davie Co.; Br. #86 over Snow Creek on SR 1691 (Stacy Rothrock Rd.), Br. #104 over the Dan River on SR 1695 (Dodgetown Rd.), Br. #129 over South Double Creek on SR 1484 (Dan George Rd.), and Br. #224 over Snow Creek on SR 1647 (Tom Shelton Rd.) in Stokes Co. |
| 17BP.9.R.73<br>(C204004)  | <b>EXPRESS DESIGN BUILD</b> - Replace (3) Bridges in Davidson Co and (2) Bridges in Davie Co   | June 20, 2017 | June 1, 2019  | 7% Complete<br>Design is underway<br>Construction expected to begin in Spring, 2018 | \$6,817,750       | RE Burns & Sons, Inc                                  | Kelly Seitz, PE<br>(704)630-3220  | <b>EXPRESS DESIGN BUILD</b> - Includes replacement of Bridge #31 on NC 8 over Lick Creek; Bridge #55 on NC 47 over Flat Swamp Creek; and Bridge #82 on NC 47 over Lick Creek in Davidson Co., and Bridge #50 on SR 1411 (Cana Rd) over Dutchman's Creek and Bridge #78 on SR 1338 (County Line Rd) over Hunting Creek in Davie Co.  |
| I-0911A<br>34147.3.4<br>(C203965)                                   | <b>DESIGN BUILD</b> - 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)      | July 18, 2017 | Dec. 31, 2020   | 6% Complete permitting and Design work in progress                                  | \$71,962,779      | Flatiron Constructors, Inc/Blythe Development Co - JV | Jordan Scott, PE<br>(336)293-9610 | <b>DESIGN BUILD</b> - 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. Design Noise Report draft anticipated mid December with Final report March 2018. Public meeting with Town of Bermuda Run tentatively scheduled in March after final DNR. Construction start March 2018.  |
| <b>Division Managed Projects Under Construction</b>                 |  |               |   |   |                   |   |                                   |   |
| 17BP.9.C.9<br>(DI00177)   | Replace Culvert #107 on Lynn Branch at SR 1696 (Duggins Rd.) in Stokes County.   | Dec. 13, 2017 | April 27, 2018<br>(perm. veg. establishment Oct. 27, 2018)            | Availability date<br>Jan. 22, 2018 **   | \$625,000         | TBD   | Matt Jones, PE<br>(336)747-7800   | ** Availability date for ICT No. 1 - March 5, 2018  |
| 17BP.9.R.41<br>(DI00178)  | Replace Bridge #176 over Lick Creek on SR 1926 (Fagg Rd) in Stokes County.   | Dec. 13, 2017 | ICT No. 1<br>completion + 180 days                                    | Availability date<br>Jan 22 - Feb 26, 2018  | \$623,000         | TBD   | Matt Jones, PE<br>(336)747-7800   | Availability date is work start date after Jan. 22 but before Feb. 26, 2018. ICT No. 1 completion is 100 days from work start date  |
| 2017CPT.09.28.<br>10301.1<br>2017CPT.09.29.<br>20301.1<br>(DI00167) | Milling, Resurfacing, Shoulder Reconstruction and Pavement Markings for 17.35 miles of 4 Sections of Primary routes and 10 sections of Secondary Routes in Davie Co. | May 24, 2017  | June 29, 2018   | 37% Complete  | \$3,127,002       | APAC-Atlantic, Inc<br>Thompson Arthur Div.            | Jeremy Guy, PE<br>(336)747-7900   | Contract awarded May 25, 2017. Work began August 5, 2017. The contractor has completed the paving on Farmington Road and does not plan on working on any other map until next year.   |
| I-5765<br>53008.3.1<br>(C203929)                                    | Pavement Rehabilitation on 5 miles of I-40 from 1.5 mi. E. of US 64 to 1.2 mi. E. of SR 1410 (Farmington Rd), in Davie County.                                       | Feb. 21, 2017 | Oct. 01, 2018<br>(permanent vegetation established by March 30, 2019) | 79% Complete  | \$29,690,680      | APAC-Atlantic, Inc<br>Thompson Arthur Div.            | Jeremy Guy, PE<br>(336)747-7900   | The Contractor has completed the work in Segments 2 and 3. All traffic is in its normal pattern with all lanes open as of Thanksgiving, 2017. The Contractor will have periodic lane closures throughout the winter for patching and the removal of crossovers, but no long term lane closures are expected until March, 2018 when they begin work on Segment 1.  |
| R-5789B/C<br>44919.3.3/4<br>(DI00175)                               | Install ADA Ramps, curb & gutter and sidewalks at various locations in Davie and Forsyth Counties  | Oct. 25, 2017 | May 18, 2018  | Availability date<br>Jan. 8, 2018   | \$90,631          | Eastern Earthscapes & Construction, LLC               | Jeremy Guy, PE<br>(336)747-7900   | Precon scheduled for December 14, 2017.   |
| <b>Centrally Managed Projects Under Development</b>                 |  |               |   |   |                   |   |                                   |   |

Northwest Piedmont RPO  
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| TIP / WBS No.                                      | Description  | Let Date        | Completion Date | Status  | Construction Cost | Contractor   | Project Administrator                | Comments   |
|--|--|-----------------|-----------------|---|-------------------|--------------|--------------------------------------|--|
| <b>B-5766</b><br>45722.3.1                         | Replace Bridge #82 over the Dan River on SR 1674 (Sheppard Mill Rd.) in Stokes County  | March 15, 2022  | TBD             | ROW Acquisition<br>March 19, 2021                             | \$4,350,000       | TBD          | Kevin Fischer, PE<br>(919)707-6514   | <b>*Schedule subject to Approved 2018-2027 STIP -</b><br>Planning and Design in progress                             |
| <b>B-5768</b><br>45724.3.1                         | Replace Bridge #38 over Cedar Creek on NC 801 in Davie County  | Oct. 17, 2023   | TBD             | ROW Acquisition<br>Oct. 21, 2021                              | \$865,000         | TBD          | Kevin Fischer, PE<br>(919)707-6514   | <b>Schedule subject to APPROVED 2016-2025 STIP -</b><br>Design work will begin in Fall, 2017. Planning work complete |
| <b>R-5862A</b><br>47549.3.2                        | Widen US 64 to multilanes from US 601 South of Mocksville to Davidson Co Line  | Jan. 1, 2030    | TBD             | PY  | \$76,000,000      | TBD          | Laura Sutton, PE<br>(919)707-6030    | <b>*Schedule subject to Approved 2018-2027 STIP</b>  |
| <b>Division Managed Projects Under Development</b> |  |                 |                 |   |                   |              |                                      |  |
| <b>I-5823</b><br>50466.3.1                         | Pavement Rehabilitation on I-40 from W. of US 601 to the Iredell County line.  | Jan. 15, 2019   | TBD             | Planning and Design in progress                               | \$30,000,000      | TBD          | Brett Abernathy, PE<br>(336)747-7800 | <b>DDRL - Schedule subject to Approved 2018-2027 STIP</b><br>Coordinate with I-5765                                  |
| <b>I-5887</b><br>46372.3.1                         | US 52 / Future I-74 at SR 1102 (Trinity Church Rd) near King in Stokes County - Convert existing grade separation to a full movement interchange | Feb. 18, 2025   | TBD             | ROW Acquisition<br>Feb. 17, 2023                              | \$5,980,000       | TBD          | Brett Abernathy, PE<br>(336)747-7800 | <b>DDRL - *Schedule subject to Approved 2018-2027 STIP</b>   |
| <b>R-5728</b><br>50220.3.1                         | Intersection Improvements on US 601 at S. Salisbury St. in Mocksville in Davie County.   | March 20, 2018  | TBD             | ROW Acquisition<br>in progress                                | \$825,000         | State Forces | Brett Abernathy, PE<br>(336)747-7800 | <b>Schedule subject to Approved 2018-2027 STIP</b>   |
| <b>R-5736</b><br>50194.3.1                         | Widen to Multi-lanes - US 601 from SR 1345 (Blaise Church Rd) to SR 1408 (Cana Rd) in Davie County.  | June 15, 2021   | TBD             | ROW Acquisition<br>June 19, 2020                              | \$12,320,000      | TBD          | Brett Abernathy, PE<br>(336)747-7800 | <b>DDRL - Schedule subject to Approved 2018-2027 STIP</b><br>Planning and Design in progress                         |
| <b>R-5768</b><br>44670.3.1                         | Upgrade intersection and improve railroad crossing at US 311 and NC 65 in Walnut Cove in Stokes Co   | Jan. 21, 2020   | TBD             | ROW Acquisition<br>Sept. 21, 2018                             | \$3,300,000       | TBD          | Brett Abernathy, PE<br>(336)747-7800 | <b>DPOC - Schedule subject to Approved 2018-2027 STIP</b><br>Planning and Design in progress                         |
| <b>R-5828</b><br>47100.3.1                         | Construct Roundabout at the intersection of US 311 (S. Main Street) and First Street in Walnut Cove in Stokes Co                                 | July 10, 2019   | TBD             | ROW Acquisition<br>July 27, 2018                              | \$650,000         | TBD          | Brett Abernathy, PE<br>(336)747-7800 | <b>*Schedule subject to Approved 2018-2027 STIP</b>  |
| <b>R-5854</b><br>47542.3.1                         | Construct Roundabouts on SR 1410 (Farmington Rd) at I-40 Eastbound Ramp and US 158 intersection  | June 26, 2024   | TBD             | ROW Acquisition<br>June 30, 2023                              | \$1,788,000       | TBD          | Brett Abernathy, PE<br>(336)747-7800 | <b>*Schedule subject to Approved 2018-2027 STIP</b>  |
| <b>U-6002</b><br>47137.3.1                         | Construct Roundabout at intersection of Yadkinville Road (NS) and Wilkesboro Street (NS) in Davie County.  | June 24, 2020   | TBD             | ROW Acquisition<br>June 29, 2018                              | \$650,000         | TBD          | Brett Abernathy, PE<br>(336)747-7800 | <b>*Schedule subject to Approved 2018-2027 STIP -</b><br>Planning and Design in progress                             |
| <b>U-6076</b><br>47519.3.1                         | Widen US 158 to three-lane section from SR 1630 (Baltimore Rd) in Davie Co. to SR 1103 (Lewisville Clemmons Rd) in Clemmons                      | January 1, 2030 | TBD             | ROW Acquisition<br>Jan. 23, 2026                              | \$30,102,000      | TBD          | Brett Abernathy, PE<br>(336)747-7800 | <b>*Schedule subject to Approved 2018-2027 STIP</b><br>Planning and Design in progress                               |
| <b>17BP.9.C.3</b>                                  | Replace pipe #2061 on Unnamed Creek at SR 1316 (Dyson Rd.) in Davie County.  | TBD             | TBD             | Planning and Design in progress                               | \$200,000         | TBD          | Matt Jones, PE<br>(336)747-7800      | <b>Division Let -</b> Due to funding and TIP Program changes, the let date is currently being reviewed.              |
| <b>17BP.9.C.4</b>                                  | Replace pipe #2085 on Branch of Cedar Creek at SR 1436 (Pinebrook School Rd.) in Davie County.   | TBD             | TBD             | Planning and Design in progress                               | \$200,000         | TBD          | Matt Jones, PE<br>(336)747-7800      | <b>Division Let -</b> Due to funding and TIP Program changes, the let date is currently being reviewed.              |
| <b>17BP.9.C.6</b>                                  | Replace pipe #128 on Elk Creek at SR 1433 (Puckett Rd.) in Stokes County.  | Feb. 28, 2018   | TBD             | Right of Way Acquisition Complete/Utility Relocation underway | \$500,000         | TBD          | Matt Jones, PE<br>(336)747-7800      | <b>Division Let</b> Planning and design is underway.   |
| <b>17BP.9.C.12</b>                                 | Replace pipe #290 on Danbury Creek at SR 1128 (Brown Rd) in Stokes County  | Feb. 26, 2020   | TBD             | Planning and Design in progress                               | \$450,000         | TBD          | Matt Jones, PE<br>(336)747-7801      | <b>Division Let</b>  |
| <b>17BP.9.R.41</b>                                 | Replace Bridge #176 over Lick Creek on SR 1926 (Fagg Rd) in Stokes County.   | Dec. 13, 2017   | TBD             | Advertised for let  | \$875,000         | TBD          | Matt Jones, PE<br>(336)747-7800      | <b>Currently advertised for let</b>  |
| <b>17BP.9.R.72</b>                                 | Replace Bridge #8 over Dan River on NC 704 in Stokes County.   | Feb. 27, 2019   | TBD             | Planning and Design in progress                               | \$1,750,000       | TBD          | Matt Jones, PE<br>(336)747-7800      | <b>Division Let</b> Planning and design is underway.   |

Northwest Piedmont RPO  
 Transportation Update  
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| TIP / WBS No.  | Description   | Let Date       | Completion Date | Status                             | Construction Cost | Contractor                  | Project Administrator        | Comments  |
|--|---|----------------|-----------------|------------------------------------|-------------------|-----------------------------|------------------------------|---|
| <b>Division Managed Projects Under Development</b>   |   |                |                 |                                    |                   |                             |                              |   |
| <b>17BP.9.R.88</b>   | Replace Bridge #76 over Dan River on SR 1432 (Collinstown Rd.) in Stokes County   | 2023           | TBD             | Planning and Design in progress    | \$2,500,000       | TBD                         | Matt Jones, PE (336)747-7800 | <b>Division Let</b> Planning and design is underway.  |
| <b>17BP.9.R.90</b><br>(Old B-5509)   | Replace Bridge #62 over Neatman Creek on SR 1961 (Bolejack Rd) in Stokes County   | Jan. 24, 2018  | TBD             | ROW Acquisition in progress        | \$1,200,000       | TBD                         | Matt Jones, PE (336)747-7800 | Right of way acquisition in progress. One parcel has potential septic issues. Septic evaluation in progress; potential to delay let to address septic issues.   |
| <b>17BP.9.R.93</b>   | Replace Bridge #25 over Bailey Creek on SR 1621 (Beauchamp Rd) in Davie County  | Dec. 9, 2020   | TBD             |                                    | \$700,000         | TBD                         | Matt Jones, PE (336)747-7800 | <b>Division Let</b>   |
| <b>17BP.9.R.94</b>   | Replace Bridge #65 over Bear Creek on SR 1313 (Duke Whitaker Rd) in Davie County  | Feb. 9, 2022   | TBD             |                                    | \$725,000         | TBD                         | Matt Jones, PE (336)747-7800 | <b>Division Let</b>   |
| <b>17BP.9.R.98</b>   | Replace Bridge #15 over Vade Mecum Creek on NC 66 in Stokes County  | Sept. 22, 2021 | TBD             |                                    | \$825,000         | TBD                         | Matt Jones, PE (336)747-7800 | <b>Division Let</b>   |
| <b>17BP.9.R.100</b><br>(Old B-4819)  | Replace Bridge #105 over Snow Creek on SR 1697 (Pitzer Rd.) in Stokes County  | Sept. 25, 2019 | TBD             | ROW<br>TBD                         | \$1,700,000       | TBD                         | Matt Jones, PE (336)747-7800 | <b>*Schedule subject to Approved 2018-2017 STIP</b> -With changes to the TIP this project will now be Division Managed and funded by the Division Managed Bridge Program. This project is slated to be accelerated. |
| <b>17BP.9.R.104</b><br>(Old B-5784)  | Replace Bridge #125 over North Double Creek on SR 1484 (Dan George Rd) in Stokes County.  | Feb. 28, 2019  | TBD             | ROW Acquisition nearing completion | \$1,085,000       | TBD                         | Matt Jones, PE (336)747-7800 | Construction will likely be accelerated to 2018. Looking at combining construction of this bridge with bridge in project 17BP.9.R.61  |
| <b>Completed Projects</b>  |   |                |                 |                                    |                   |                             |                              |   |
| <b>2017CPT.09.41.20852</b><br>(D100159)  | Asphalt Surface Treatment (AST) on 33.2 miles of 47 Sections of Secondary Routes in Stokes Co.  | March 8, 2017  | October 6, 2017 | 100% Complete                      | \$949,812         | Whitehurst Paving Co., Inc. | Jeremy Guy, PE (336)747-7900 | All work is complete and accepted for this contract.  |
| <b>2017CPT.09.31.20341</b><br><b>2017CPT.09.34.10851</b><br><b>2017CPT.35.20851</b><br>(D100162) | 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) | April 12, 2017 | Oct. 20, 2017   | 100% Complete                      | \$2,586,583       | Sharpe Brothers             | Jeremy Guy, PE (336)747-7900 | Contractor began work on June 3, 2017. All work is complete.  |



## Agenda Item X.

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RPO Updates

### Background

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#### **Title VI**

All RPOs must develop and adopt a Title VI plan, which includes signed standard USDOT Title VI Assurances, a signed Title VI Policy Statement, and other Title VI elements that are required for sub-recipients of federal funds in accordance with federal law. In the near future please use the template provided by NCDOT's Office of Civil Rights to aid in the development of your RPO's Title VI plan.

#### **Planning Work Program**

As a result of the FHWA review of the RPO Program, NCDOT is requiring all RPOs to include indirect cost in their FY18-19 Planning Work Program (PWP) and onward. The new updated PWP template will be released in the coming weeks.

#### **TAC Appointments**

Our TAC bylaws require members be appointed annually. You should have received a notice requesting reappointment.

#### **TAC Ethics Requirements**

TAC members are required annually to complete ethics requirements. They can fill out a "no change" form if they have no changes from last year. The window to complete ethics requirements starts in January.

### Action Requested

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For your information only.