

# P 5.0 METHODOLOGY

A Strategy for Public Engagement



NORTHWEST PIEDMONT  
RURAL PLANNING ORGANIZATION



DRAFT 2018



# **P 5.0 Methodology**

*Approved by the Transportation Advisory Committee*

*on xxxxxxxx*

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## Introduction

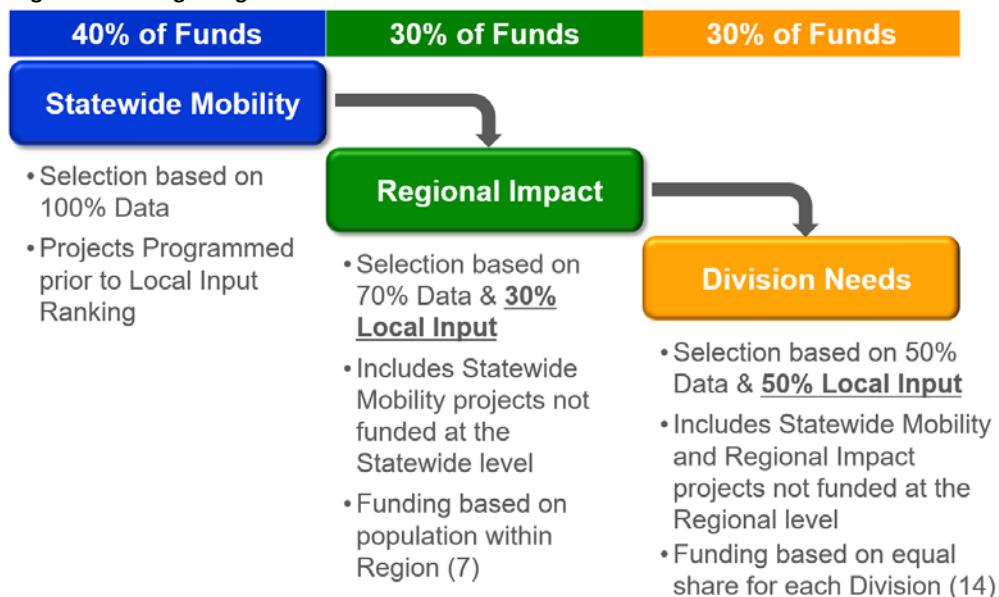
The North Carolina legislature and NC Department of Transportation require all rural and metropolitan planning organizations (RPOs and MPOs) to develop a local ranking process for projects across all modes of transportation (highway, bicycle/pedestrian, public transit, aviation, rail, and ferry). The following process will be submitted for approved to the NCDOT’s Strategic Prioritization Office of Transportation (SPOT), be made available to the public for their comment and finally, adopted by Northwest Piedmont Rural Planning Organization’s Transportation Advisory Committee (TAC), to ensure compliance with the legislative mandate.

The Northwest Piedmont Rural Planning Organization (NWRPPO) 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 NWRPPO’s policy incorporates local needs and data-driven scoring methods to create informed and effective decisions.

As stipulated by the [STI legislation](#), local input points may be assigned to projects in the Regional Impact and Division Needs categories, but not the Statewide Mobility category. The Northwest Piedmont RPO may allocate the following number of local points for projects in eligible categories:

- **0 points-Statewide Projects:** Entirely determined by quantitative score. The NWRPPO did not submit any Statewide projects.
- **1300 points-Regional Level Projects:** All highway projects on US and NC Routes.
- **1300 points-Division Level Projects:** All projects on routes considered but not funded at the regional level **and** projects involving SR routes, bicycle and pedestrian, and aviation projects. Any projects that are funded at the regional level will be removed from the process before the Northwest Piedmont RPO assigns final local input points.

Figure 1: Funding Categories



## Schedule

Table 1: 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 2: 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

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. The RPO solicited candidate projects from county TIP committees in Spring/Summer 2017, published a [call for public projects](#) in local newspapers, and promoted the call for projects on NWRPO website, through newsletters and email, social media and other public outreach methods. The results of the project solicitation were reviewed by the TCC and adopted on June 21<sup>st</sup> by the TAC. 21 highway, 7 aviation, and 16 bicycle and pedestrian projects were approved.

## Local Point Assignment Methodology

This process and the point assignment methodology described herein will be presented to the TAC for their approval at their February 2018 meeting. Before that meeting, the methodology will have been sent to the SPOT office for their comment. The draft methodology will also be made available for public comment. The comment period will be for a minimum of 14 days. The conditionally approved methodology will be sent to the SPOT office no later than April 1, 2018.

## Public Input Process

### Local Methodology

By February 7th, 2018, the RPO will release the draft methodology for a 14-day public comment period. Northwest Piedmont RPO will accept comments by mail and email. This 14-day period will be advertised on the RPO website and via local media. The methodology will be available on the RPO website, [www.ptrc.org/nwprpo](http://www.ptrc.org/nwprpo). The results of the public comment period will be presented to the TCC and TAC at their February 2018 meeting, during which the public will also be permitted to submit verbal or written comments. All public comment will be documented and reasonable edits to the methodology may be made prior to final approval by the TAC and submission to the Strategic Prioritization Office of Transportation in March 2018. The process, summarized here, will be conducted in accordance with the RPO's [Public Involvement Plan](#).

### Project Ranking

The RPO will release the Regional and Division Ranked projects' draft points assignments for a 14-day public comment period by April 18, 2018. Northwest Piedmont RPO will accept comments by mail or email. This 14-day period will be advertised on the NWPRPO website, through email, social media and other public outreach methods, and all relevant documents will be available on the RPO website. The results of the public comment period will be presented to the TCC and TAC at their June 2018 meeting, during which the public will also be permitted to submit verbal or written comments. All public comment will be documented. The process, summarized here, will be conducted in accordance with the [RPO's Public Involvement Plan](#).

The TAC will approve points at the Regional level during their June 2018 meeting and at the Division level during their October, 2018 meeting. All public comments received and all final point assignments and any justification/rationale for local input points assignments which deviates from this methodology will be placed on the RPO website, [www.ptrc.org/nwprpo](http://www.ptrc.org/nwprpo).

### Materials Sharing

All information related to this process will be made available at [www.ptrc.org/nwprpo](http://www.ptrc.org/nwprpo) and remain available at a minimum until the adoption of the Final STIP by the BOT.

## Description of Criteria & Weights

### Local Priority Score

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. In the event that two project scores are tied, the P5.0 quantitative score will be used to break the tie. Within each County, up to 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. A County may choose to give a project allocation to another member jurisdiction if desired.

Table 3: Highway - Regional Level Projects

Highway - Regional Level Projects				
Criteria	0 points	10 points	20 points	30 points
<b>Safety</b> <b>(30 pt. max)</b>	P5.0 quantitative score less than 30	P5.0 quantitative score 31-50	P5.0 quantitative score 51-65	P5.0 quantitative 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> <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> <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> <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 4: Highway - Division Level Projects

Highway - Division Level Projects					
Criteria	0 points	5 points	10 points	15 points	20 points
<b>Safety</b> <b>(20 pt. max)</b>	P5.0 quantitative score less than 30	P5.0 quantitative score 31-50	P5.0 quantitative score 51-65	P5.0 quantitative score 66-80	P5.0 quantitative 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> <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> <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> <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> <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 5: 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 (20 pt. max)</b>	P5.0 quantitative score 4 <sup>th</sup> Quartile	P5.0 quantitative score 3 <sup>rd</sup> Quartile	P5.0 quantitative score 2 <sup>nd</sup> Quartile	P5.0 quantitative score 1st 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 (20 pt. max)</b>	Cost over \$500,000			Cost between \$100,000 - \$500,000
	The project will receive points based upon its total cost range.			
<b>Plan Consistency (20 pt. max)</b>	Project is <u>not</u> listed in STIP, CTP, feasibility study, or other eligible locally adopted plan			Project is listed in STIP, CTP, feasibility study, or other eligible locally adopted plan
	The project will receive points based upon its status in a locally adopted plan.			
<b>Local Priority Score (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 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 6: Bicycle & Pedestrian Projects – Division Level

Aviation Projects – Division Level				
Criteria	0 points	10 points	15 points	20 points
<b>Economic Development</b> <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> <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> <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> <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.			

## Total Score and Project Ranking Approach

The TCC and TAC will evaluate the full list of new and previously-evaluated projects for the RPO region from April to June 30, 2018, using the methodology. 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.

## Point Assignment Process

### Overview

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. Unfunded projects receiving points at the Regional level will be considered at the Division level.

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

Final point assignments will be approved by the TAC based upon the TCC recommendations and public input. Final approval, point assignment, and local input point submission to the SPOT office for Regional projects will be completed by June 30, 2018 and for Division projects, no later than October 31, 2018.

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



## 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 (Billy Reynolds Road)	SR 1150 (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 (Falcon Road)		Construct roundabout.	F	11	Northwest Piedmont RPO	\$800,000	
H150534	Highway	SR 1144 (Johnson Ridge Road)	NC 67 (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 (Junction)	SR 1170 (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, Twin Oaks Rd, Joe Ln Mill Rd, Friendship Church Rd.					
H170530	Highway	US 601	Cody Trail	Yadkin River	Modernize Roadway	F	11	Northwest Piedmont RPO	\$8,521,000	
H170538	Highway	SR 1363 (Woodruff Rd)	NC 67	NC 67	Modernize roadway	F	11	Northwest Piedmont RPO	\$4,466,000	
H170539	Highway	US 601	NC 67	(SR 1502/1503) Country Club Road	Modernize roadway and improve intersection at Mackie Rd (SR 1134)	F	11	Northwest Piedmont RPO	\$6,997,000	
H170544	Highway	SR 1349 (Rock House Mtn Rd)	SR 1338		Construct Roundabout	F	11	Northwest Piedmont RPO	\$800,000	
H170551	Highway	US 421	US 601 (S State St)		Install roundabout and lengthen ramp to Walnut St	F	11	Northwest Piedmont RPO	\$800,000	
H170553	Highway	SR 1314 (E Main St)	US 601	SR 1765 (Unifi Industrial Rd)	Modernize with pedestrian improvements at 601 & main and mini- roundabout at Van Buren and Main	F	11	Northwest Piedmont RPO	\$2,004,000	
H171321	Highway	NC 67	US 601	W Main St.	Modernize NC 67 from Boonville to East Bend with intersection improvements	F	11	Northwest 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)	177	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	



