

Winston-Salem Urban Area Metropolitan Transportation Plan

Amendment Scheduled for Adoption November 19, 2020

The Metropolitan Transportation Plan 2045 was adopted by the WSUAMPO TAC on Thursday, September 17, 2020.

The following items in the MTP have been recommended for an update and will be brought back for a vote as an MTP Amendment at November 19, 2020 TAC meeting:

- Addition to Chapter 3, Vision, Goals and Objectives, describing in further detail how the MTP 2045 addresses federally-required transportation planning factors
- Update to Chapter 6 to update the financial plan section—Powell Bill funding for maintenance was included and additional explanation was provided regarding funding expectations with inflation/Year of Expenditure funding amounts and costs taken into account

3.2 Transportation Planning Factors

An MTP is required to address the transportation planning factors established by Federal transportation legislation. Eight of those factors were initially defined in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), enacted in 2005, and carried forward by MAP-21 in 2012. The FAST Act, signed into law in 2015, included the addition of two planning factors (focused on resiliency and reliability, and on tourism), for a total of ten transportation planning factors. The projects and strategies recommended in the MTP must support these planning factors. The Federal planning factors can be summarized as follows:

- Support the economic vitality of the metropolitan area
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and for freight
- Protect and enhance the environment, promote energy conservation, and improve the quality of life
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operations
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
- Enhance travel and tourism

As can be seen in Table 5 below, the MTP goals align with the Federal planning factors to ensure that the federal guidelines are addressed throughout the 2045 Metropolitan Transportation Plan development.

The Federal planning factors introduced in Chapter 3 align with the planning goals and objectives described in that same chapter. The performance measures used in evaluating alternatives and summarized later in this chapter are derived from those goals and objectives, and support associated Federal planning factors. Progress in achieving the planning factors is described below.

Economic Vitality

In a highly competitive economy, safe, efficient, and dependable access to jobs, goods, and services (including healthcare and education) are fundamental to a vibrant, prosperous, and sustainable economy. The planning and project selection process used in updating the WSUAMPO MTP emphasizes these goals and objectives by reducing congestion and providing an appropriate range of access routes and travel modes. Careful consideration of land use and social-economic forecasts in the regional travel demand model helps establish longer-range travel needs, especially with respect to employment growth. Convenient and dependable movement of freight and goods—whether by truck, train, or plane—is essential to a diversified economy, especially given the economic necessity of just-in-time delivery, and a growing reliance on home deliveries. WSUAMPO's MTP update addresses these needs by recommending appropriate improvements to interstates,

NHS, major arterials, truck routes, and other facilities critical for the efficient movement of commodities, commuters, and consumers. In addition to capacity expansion, the MTP also considers safety enhancements, operational improvements, and maintenance needs. The potential for bridges and rail crossings to be weak links in the system is also recognized.

Economic vitality requires a range of affordable transportation options, not only for goods movement, but for businesses to have access to employees and customers (and vice versa). Transportation costs comprise a major expenditure for households; keeping these costs down reduces the region's overall cost of living (and of doing business), making it a more attractive and competitive location.

Safety

The WSUAMPO relies on annual state and local crash inventories to target hazardous locations for analysis and mitigation. Safety at intersections and corridors is a significant factor in the project selection methodology described in Chapter 6. Recommended roadway improvement projects emphasize roadway safety through a focus on modernization and intersection and interchange improvement projects. In light of the State's multimodal policy, all roadway projects are encouraged for consideration of bicycle and pedestrian facilities. Additionally, the 2035 and 2045 horizon years include allocations for small operations and safety improvements for determination later in the planning process.

While crash reductions for bicyclists and pedestrians are emphasized in a range of project recommendations, other policies and programs should also be implemented, with special consideration for projects that:

- Border or cross block groups with a moderate or high Environmental Justice scores
- Fall within ¼-mile of fixed route transit or within ½-mile of a major transfer hub
- Border or cross designated activity centers, job centers, or medical or educational campuses
- Close a gap, overcome a barrier (e.g. river, interstate or railroad improved crossing), or improve an intersection with a multi-lane arterial
- Serve community points of interest within ½-mile of a bicycle, complete streets, or sidepath project, or within ¼-mile of a pedestrian project
- Overlap locations with significant bicycle and pedestrian crash histories

In terms of programs and policies:

- Consider a Vision Zero plan for the largest municipalities (e.g. Winston-Salem, Kernersville) to identify safety hot spots and prioritize locations for improvement.
- Ensure NCDOT Complete Streets policy is being followed to as part of roadway project implementation and safe pedestrian crossing facilities are included in addition to linear pedestrian and bicycle facilities-especially along corridors with transit service.
- Select several corridors with top safety concerns for roadway safety audits (RSAs) to be performed with a stakeholder group representing various agencies and backgrounds; such an RSA could be done in a relatively short timeframe to identify both relatively quick and easy solutions as well as those requiring additional study and funding for implementation.

- Consider road diets and conversion of 5-lane TWLTL facilities to 4-lane median-divided facilities. This can reduce the number of conflicts and decrease crash frequency and severity along major arterials.
- Within municipalities and activity centers with a mix of uses, consider implementing a lower speed limit and adopting traffic calming measures as appropriate.
- When planning for new or expanded transit routes, consider pedestrian facilities and mid-block pedestrian crossings where needed.
- Consider adding more lighting in dense, mixed-use activity centers and around commercial centers served by transit, making pedestrians more visible to drivers at night.

Security

Transportation security covers a wide range of threats, from crimes against pedestrians and transit riders to natural disasters.

Proper design, location, and lighting of pedestrian, transit, bicycle, and even parking facilities can help reduce potential for criminal activity. Surveillance, enforcement, education, and messaging are critical factors in helping reduce threats and riskier behaviors. These steps help create a positive feedback loop or “virtuous cycle” in which a more secure environment leads to greater use and activity, which further increases both perceived and actual security. Transit agencies, parks and recreation departments, parking operators, and local police should regularly monitor crime statistics, reviewing and updating their security plans and programs. Community walks to “take back the night” and audit undesirable conditions can raise individual awareness and help inform public safety, engineering, and planning decisions, as well as educating residential, commercial, and institutional property owners and managers.

At the other end of the security spectrum are natural disasters and man-made emergencies. While disaster mitigation and emergency response are specialized fields, land use and transportation infrastructure and operations play critical roles. These roles can be negative (causing or contributing to the severity of an incident), or they can be positive (helping reduce severity or providing evacuation and emergency supply routes). At a minimum, transportation facilities should not be located in hazardous locations, or increase the potential or magnitude of a disaster. Examples include roadways in flood prone areas, or which worsen flood conditions; communities with insufficient or vulnerable access/egress routes; unsafe or poorly maintained bridges or tunnels; and inadequate or vulnerable routes for transporting hazardous materials.

Though rarely needed, the potential for safe and orderly evacuations is considered in long-term transportation infrastructure planning in the Winston-Salem Urbanized Area. It is critically important that evacuation and shelter plans accommodate vulnerable populations (including the elderly, mobility-impaired, non-English speaking, low-income, or carless); evacuation plans must include more than route identification, lane reversals, and traffic control. Forsyth County has a Multi-Jurisdictional Hazard Mitigation Plan (2011) and is also part of the Northern Piedmont Hazard Mitigation Plan (2015)⁴ which encompasses seven counties: Davie, Forsyth, Yadkin, Surry, Stokes, Rockingham and Caswell County. The regional Hazard Mitigation Plan builds on the individual County-specific hazard mitigation plans:

“Each of the seven counties and their municipal jurisdictions participating in the development of the Northern Piedmont Hazard Mitigation Plan have an existing hazard mitigation plan that has evolved over the years, as described in Section 2: Planning Process. This regional plan draws from each of the County plans to document the region’s sustained efforts to incorporate hazard mitigation principles and practices into routine government activities and functions. At its core, the Plan recommends specific actions to minimize hazard vulnerability and protect residents from losses to those hazards that pose the greatest risk.”⁵

The Regional Hazard Mitigation Plan includes a Risk Assessment divided into multiple sections: Section 4, **Hazard Identification**; Section 5, **Hazard Profiles**, and Section 6, **Vulnerability Assessment**. In combination, those sections identify, analyze and assess hazards prevalent in the Northern Piedmont Region. Table II-1 in the Plan identifies Forsyth County Multi-Jurisdictional Hazard Mitigation Action Plan.

In reviewing the table for transportation-related measures, the following measure could be improved with respect to evacuating transportation-disadvantaged populations.

Action P-8. Mitigation Actions: *“Policy and procedures related to storm damage and disconnected utility services: 1) inform public via television, radio and newspaper of the necessary steps to have utilities restored; 2) restrict travel as necessary while collecting damage assessment data; conduct inspections on first come, first serve basis; 3) work overtime to expedite utility reconnections.”*

Evacuation strategies should more explicitly include local public transportation providers, targeting communities with high concentrations of vulnerable residents (i.e. low-income neighborhoods, nursing homes, neighborhoods with high concentration of LEP populations, and zero-vehicle households) to ensure that evacuation via public transportation or an alternate means is offered to those residents in a timely and clearly-communicated manner. Public information activities identified in the regional Hazard Mitigation Plan for Forsyth County could be enhanced to ensure that LEP populations are able to access materials in a variety of languages.

From a technical standpoint, a number of elements typically used in transportation planning and traffic management can offer significant value in evacuation planning and management. Historical monitoring of traffic volumes, speeds, and congestion can help identify critical bottlenecks and viable routes with additional capacity. Variable message signs, specialized traffic signal plans, reversible lanes, real-time traffic monitoring (via cameras or other sensors), traffic control centers, and other ITS technologies can provide more flexible, efficient, and cost-effective mechanisms for implementing evacuation plans.

Accessibility and Mobility Options for People and Freight

Given the importance of freight and goods movement to the regional economy, the Piedmont Triad has made a substantial investment in freight surveys and modeling. NCDOT also has a range of statewide freight, rail, aviation, and transportation studies and plans that are incorporated in the MTP process.

MPOs around the state were involved in the development of the North Carolina Statewide Multimodal Freight Plan (November 2017). The Freight Plan was created to identify freight transportation investments that can lead

to economic growth and enhanced quality of life.

The WSUAMPO MTP identifies major freight corridors within the region and recognizes the importance of improvements to interchanges and major arterials connecting to interchanges to facilitate the movement of goods. These corridors are priorities for the region and improving the accessibility and mobility of people and freight continues to be a top priority for the region.

The WSUAMPO MTP identifies opportunities for thruway passenger rail service connecting Asheville to Greensboro, with a station proposed in Winston-Salem. This recommendation provides an alternative to the automobile for Winston-Salem residents and workers traveling to and from Asheville or Greensboro.

The Plan identifies a series of aviation improvements that were adopted in the Smith Reynolds Airport Capital Projects Ordinance. These projects may improve current operations and capacity for private and charter aircrafts and are likely to increase the region's overall accessibility to facilitate the movement of Winston-Salem residents and visitors to and from the region.

WSUAMPO understands the need to incorporate infrastructure to support autonomous vehicles. These vehicles could potentially improve freight mobility around the region. The MTP recommends infrastructure improvements along major interchanges to improve greater efficiency to the freight industry. Autonomous freight vehicles have the ability to move more goods and can more easily travel during off-peak hours, reducing congestion during peak hours.

Protect and Enhance the Environment

The Winston-Salem Urban Area MPO recognizes the role of recommended transportation projects in protecting and enhancing the environment, while also improving the quality of life of community members who live, work, or play in the region. Protection and enhancement of the environment is a core principle underlying the process used in developing this plan; it is an integral step, not an after-the-fact add-on.

The Plan prioritizes improving existing facilities and increasing connectivity over construction on new alignments. It also emphasizes multimodal options, including bicycle, pedestrian, and transit. The result helps reduce environmental impacts by minimizing the transportation infrastructure footprint and the disruption accompanying its expansion. This approach also promotes more compact development, discouraging sprawl and reducing VMT, emissions, energy consumption, and auto dependency.

By emphasizing pedestrian safety and convenience, the Plan supports a range of alternatives to driving, yielding a range of environmental benefits. The recommendation for commuter rail between Rural Hall, Winston-Salem, and Greensboro offers an alternative to the personal automobile for Winston-Salem residents and workers. This can reduce auto-ownership levels as well reduces vehicle emissions.

The region anticipates more electric vehicles and the introduction of autonomous and connected vehicles. The Plan provides recommendations for potential charging stations throughout the MPO, including shopping centers, colleges and universities, parks and community facilities, hospitals and medical centers, and more.

By relying on “cleaner” and more efficient energy sources, electric vehicles can have lower environmental impacts than current personal automobiles. Predicting the net environmental impacts of connected/autonomous vehicles is more complicated, and will vary over time. While there is potential for impact reductions—depending on implementation policies, technology, and market acceptance—more study is needed.

Promote Energy Conservation

Reducing overall vehicle-miles traveled (VMT) and/or vehicle-hours of delay (VHD) or congestion typically lowers transportation-related energy consumption. Shifting trips from personal vehicles (especially single occupancy) to other modes also conserves energy.

The WSUAMPO MTP also recommends locations for electric vehicle charging stations. While EVs are not necessarily more energy efficient than other vehicles, they have the potential to be more energy efficient, depending on the generating source of the electricity used for charging. Over time, improved technology, increases in renewable energy sources, and widespread EV market penetration should result in overall energy savings.

Improve Quality of Life for the Community

In general, quality of life benefits will result from progress in the other transportation planning factors. Improvements in economic vitality; safe, convenient, and reliable access to goods, services, and opportunities; a well-preserved and satisfying natural and cultural environment; and a range of travel options all contribute to enhance a community’s quality of life. The specific challenge of this factor is ensuring that these quality-of-life benefits are equitably distributed throughout the community, including vulnerable or disadvantaged populations. Chapter 7 addresses the MTP’s approach to dealing with these equity issues, from public engagement to the distribution of costs and negative impacts, to the distribution of project benefits.

Another point of emphasis in promoting quality of life issues is distinguishing between access and mobility. Increasing mobility in and of itself—for the sake of greater mobility—does not enhance quality of life; in fact, it probably degrades it. However, increasing access to employment, health care, education, recreation, and other goods and services does offer fundamental benefits. Offering a range of affordable options is critical.

Consistency Between Transportation Improvements and Planned State and Local Growth and Economic Development Patterns

The plan acknowledges and integrates the WSUAMPO’s planned transit, bicycle, pedestrian, rail, freight, aviation, and roadway projects from the local level through the STIP. The Plan also incorporates the region’s existing and anticipated land use patterns and associated population and economic growth areas. These socio-economic forecasts were developed by local jurisdictions in coordination with state demographic forecasts. An iterative, consultative process led to approval of growth distribution assumptions for use in the adopted regional travel demand model (PTRM). This model was used to test alternative transportation improvement scenarios and analyze respective outcomes. Evaluation of these results led to development of a preferred scenario for more detailed analysis and implementation planning.

Integration and Connectivity for All Modes

All connectivity and integration - regardless of mode - ultimately depends on walkability. This fundamental principle is reflected in the goals, objectives, and performance measures employed in developing this Plan, and in the recommendations it yields.

Beyond walkability, however, are other factors critical to successful multimodal networks and intermodal connections. The importance of efficient access to Piedmont Triad International Airport and the surrounding development that supports this unique passenger, maintenance, and cargo center is reflected in the Plan, as is connectivity consistent with the expanding role of Smith Reynolds Airport.

Access to both passenger and freight rail service is also addressed in the Plan. Winston-Salem currently depends on a connector bus service (or personal or shared vehicles) to access passenger rail service, but a direct rail connection is discussed. The Plan recognizes the need for quality intermodal connections for goods movement by rail, as well as improved track conditions. The issue of at-grade rail crossings is highlighted, since these conflict points are sources of infrequent but serious crashes, worsening traffic delays, and ongoing maintenance costs.

Ongoing planning for transit stations and stops (or hubs, or centers) is critical, especially given the decentralized nature of the Piedmont Triad and the presence of multiple service providers.

Efficient System Management and Operations

The City of Winston-Salem operates a Traffic Management Center in downtown that relies on computerized traffic control to coordinate the timing and operation of approximately 400 traffic signals citywide. Vehicle detectors collect real-time data and activate signals to synchronize traffic flow. Both fiber-optic and wireless communications are employed. This signal coordination reduces driver delays, vehicle emissions, and fuel consumption. Timing plans are evaluated every six months and specific locations are evaluated based on citizen concerns and complaints.

NCDOT's Piedmont Triad Traffic Management Center is located in Greensboro. It relies on camera surveillance, dynamic message signs, highway advisory radios, and incident management assistance patrols to monitor conditions, collecting, analyzing, and distributing information to optimize traffic flow in the region. The Center coordinates closely with Integration with local law enforcement and 911 communications centers, as well as other traffic operations centers across the region, sharing information and resources to provide more timely and effective incident response. There are more than 50 remote cameras providing traffic surveillance in the WSUAMPO region.

The MPO and local DOTs also work with NCDOT's Transportation Mobility and Safety Unit:

- The Congestion Management Unit develops and implements strategies for managing congestion on NCDOT roads
- The Intelligent Transportation Systems and Signals Unit oversees the planning, analysis, design and imple-

mentation of traffic signals, computerized signal systems, and intelligent transportation system technologies on the North Carolina highway system.

- The NCDOT Work Zone Control Section to implement carefully designed work zone management plans and detours to minimize delay and crashes during roadway-based construction. This work includes bicycle, pedestrian, and transit modes
- The Traffic Safety Unit provides ongoing crash data, and implements and evaluates strategies to reduce crashes frequency and severity. Responsibilities include investigating fatal crashes, establishing speed limits, parking restrictions and truck restrictions and prohibitions, as well as administering the federally mandated and funded Highway Safety Improvement Program.
- The Traffic Systems Operations Unit uses signal system timing, incident management, intelligent transportation systems, and public information strategies to improve the flow of traffic on the state's roads.

Preservation of Existing Transportation System

At its most fundamental level, this Plan preserves the existing transportation system through The Financial Plan identifying and allocating maintenance funding for transportation infrastructure. This MTP also encourages preservation through its focus on roadway modernization and intersection improvement projects. The public engagement process and project selection methodology promoted roadway safety improvements and congestion relief by emphasizing incremental roadway upgrades and capacity improvements along existing alignments. Intersection enhancements are a major source of improved operational efficiency and congestion mitigation.

NCDOT Division 9, WSUAMPO, and local municipalities should coordinate on an annual basis to review the upcoming roadway maintenance list for the next three years to identify opportunities for implementing bicycle lanes or other quick-and-easy bicycle and pedestrian improvements at the time of resurfacing.

Resilience and Reliability

A resilient and reliable transportation system recovers quickly—or continues to function adequately— even under severe and unexpected conditions, such as natural disasters, severe weather, changing climate, fuel shortages, economic crises, or other disruptions. Such a robust system may be achieved through redundancy, or building excess capacity; however, as a general strategy, this is an expensive option that may not always work, and which can have significant negative impacts on communities and the environment. A more effective and efficient alternative incorporates careful planning and risk analysis to identify and mitigate significant hazards. The goal is to build smarter—or sometimes not to build at all. Careful coordination between land use and transportation infrastructure is critical to minimize risk exposure and the high costs of both lost investments and post-event recovery.

Resiliency planning involves both existing infrastructure and new construction, though in different contexts. As environmental risks increase, it may not be practical to maintain, modify, or rebuild existing facilities. Planning decisions may include abandonment and repurposing as alternatives. Uncertain environmental risks must be carefully considered with respect to the anticipated service life of new construction, and reflected in design decisions and life cycle costs.

A robust transportation system must almost by definition be multimodal, thereby distributing risks and increasing overall reliability and resilience. Over-dependence on a single mode, facility, or even fuel source is a long-term vulnerability. At the same time, intermodal and multimodal nodes, junctions, or corridors can be weak links in the overall transportation system if not carefully planned and designed.

There is significant overlap between security and resilience/reliability goals. Many of the same strategies and agencies are involved, and planning for these two factors should be closely coordinated. Additionally, this planning must be multi-jurisdictional, multimodal, and encompass both public and private sectors. Fortunately, many of the goals, objectives, and performance measures used in developing a transportation plan and projects for “typical” conditions also apply to “exceptional” conditions, as long as parameters are appropriately adjusted to reflect future conditions.

In planning for the future of our communities, increases in extreme weather, flooding events, or wildfires may be a given. The following stormwater and transportation policies and practices are recommended for the WSUAMPO region to incorporate as part of local and regional plans, initiatives and projects.

Transportation Infrastructure Upgrades

- As part of roadway widening and bridge replacement, consider bridge and culvert size and height; resize or raise elevation as warranted
- If implementing curb-and-gutter cross-sections, ensure adequate height differential between roadways and sidewalks and ensure properly designed drainage to avoid sidewalks covered in standing water during rain events as much as possible
- For transit corridors, consider covered shelters to provide protection from the rain and the elements for passengers waiting to board a bus; consider shade implications as part of shelter design due to expected increase in heatwaves occurrence
- For greenways and multi-use paths in low-lying areas that serve as key transportation corridors consider flood warning features and alternate/bypass sections for detours during storm and flooding events

ITS and Advanced Warning Systems

- Implement additional electronic signage and warning systems on highway corridors prone to flooding to alert motorists to watch for standing water or flooding ahead and detour if needed
- Set up alert systems to text area residents when specific roadways are closed, or transit routes altered, re-scheduled, or cancelled due to flooding or other event

Stormwater Management

- Incorporate stormwater infrastructure improvements as part of major roadway projects
- Include pervious pavers, bioswales and rain gardens as part of roadway improvements/complete streets implementation, where the green buffer zone between the travel lanes and the sidewalks can also serve to improve stormwater retention
- Consider incorporating “green street” concepts and features into Complete Street projects. The two approaches are often compatible and even synergistic

Travel and Tourism

A safe, efficient, convenient, user-friendly transportation system can contribute significantly to a community's appeal to travelers and tourists who chose where to visit and spend their hard-earned discretionary dollars. At the same time, very few visitors come to a city solely because of its efficient traffic flow. On the contrary, travelers are discouraged by confusing, congested, hazardous roads with few options for walking or biking or otherwise getting around without a car. In fact, walkable mixed-use districts are increasingly essential ingredients for a vital tourism industry.

Many of this Plan's bicycle and pedestrian recommendations connect to activity centers, historic and cultural sites, recreation areas, event venues, and additional transportation options that would be of interest to visitors. A comprehensive, high-quality network of shared bicycle/pedestrian paths, sidepaths, or greenways accessing interesting sites can itself be a tourist attraction, and a significant economic engine.

Other transportation services that can enhance the visitor experience include bike share and a free circulator bus/trolley. Parking availability, location, cost, and directional signage are also important elements supporting visitor and tourist travel.

Municipalities can work with NCDOT's Signing and Delineation Unit, which oversees the Department's Tourist-Oriented Directional Signing Program, to develop and implement directional signage related to tourist attractions.

The addition of rail service connecting Winston-Salem with Raleigh and Charlotte would facilitate travel and tourism and expand travel options, especially if exiting service is improved and expanded, and high-speed rail is initiated. Reviving rail service to Asheville could also be considered.

Amendment Proposed-Updates to Chapter 6 Financial Plan
Tables to reflect inflation/year of expenditure amounts

Table 22 - WSUAMPO Funding Forecast by Program and Horizon Year, (Adjusted for Inflation)

WSUAMPO FUNDING FORECAST BY PROGRAM AND HORIZON YEAR (MILLIONS USD, ADJUSTED FOR INFLATION IN YOY)				
		Horizon Year		
Programs	WSUAMPO Total	2025	2035	2045
Statewide Mobility	\$1,476.345	\$361.493	\$410.484	\$704.367
Regional & Division Combined	\$2,179.282	\$335.783	\$792.570	\$1,050.929
Highway Safety Improvement Program (HSIP)	\$160.573	\$23.010	\$59.852	\$77.711
Maintenance	\$1,628.301	\$42.091	\$717.919	\$868.292
<i>Roadway Maintenance</i>	\$874.111	\$42.091	\$374.369	\$457.651
<i>Bridge Maintenance and Preservation</i>	\$474.463	-	\$214.138	\$260.325
<i>Federal Interstate Maintenance</i>	\$279.728	-	\$129.411	\$150.316
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	\$105.845	\$1.782	\$43.384	\$60.678
Surface Transportation Block Grant - Direct Allocation (STBG-DA)	\$127.895	\$15.172	\$53.152	\$59.571
Federal Transit Funds (5307, 5303, 5339, 5310)	\$260.666	\$49.388	\$93.090	\$118.188
Bond Revenue	\$69.015	\$-	\$35.211	\$33.804
Other Local Funds	\$156.859	\$32.026	\$53.922	\$70.912
Totals	\$6,164.782	\$860.744	\$2,259.584	\$3,044.453

Financial Plan

The Financial Plan describes the anticipated funding sources, project timelines, and project costs for all MTP projects. The full Financial Plan table is located in Appendix C, and the Financial Plan's assumptions are noted below.

Revenue Estimates

Revenue estimates were developed in consultation with the MPO, NCDOT, WSUAMPO 2045 Steering Committee, public transportation agencies, and participating communities. These parties submitted historical and anticipated funding sources and levels. The Fiscal Forecast was reviewed and approved by the parties noted above and discussed during the public engagement process. The revenue estimates include committed and reasonably anticipated funding from municipal (i.e. bond sales revenue and local match), state, and federal sources to support the implementation of the projects within the Financial Plan. Inflationary effects are described in the section below. Table 23 below includes summarizes the revenue and costs estimates by horizon year and category. WSUAMPO and its member municipalities could pursue additional revenue sources to supplement those sources identified in the Financial Plan. However, innovative and new funding sources were not estimated for the purposes of the 2045 MTP update.

Cost Estimation

Each project in the 2045 MTP has a base cost estimate in 2020 dollars that is then adjusted for inflation. Project cost estimates were created utilizing accepted project development tools from NCDOT and historical sources. Roadway project cost estimates were either derived from published costs from those within the 2020-2029 STIP or developed through the NCDOT Planning Level Per-Mile Cost Estimation Tool. New bicycle and pedestrian project costs were developed with the NCDOT Bicycle & Pedestrian Cost Estimation Tool. Transit project cost estimates were reached through a review of comparable PART and WSTA procurement costs for rolling stock, service expansions, facility expansion and siting, and published WSTA and PART estimates. Costs estimates were reviewed by the MTP Steering Committee, WSUAMPO member communities, and the public during formal outreach events and during the draft report review period.

Inflation Effects

Projects costs and revenues beyond 2020 are both escalated by an annual two (2) percent rate of inflation as shown in the Financial Plan. This rate was reached through a 20-year review of the Consumer Price Index (CPI-U) for urban consumers in the South Area (inclusive of North Carolina) from 1999 through 2019. The current low interest-rate environment and recession spurred by the COVID-19 public health crisis are also anticipated to apply downward inflationary pressure. Project costs and associated revenues are shown with their Year of Expenditure (YOE). Projects within the first 10 years of the MTP display the specific YOE (or mid-point YOE for complex multi-year projects), and projects from 2031 through 2035, and 2036 through 2045, are banded as 2035 and 2045 Horizon Years, respectively. MTP projects that are within the first 10 years and have YOE's between 2026 and 2035 are shown within the 2035 Horizon Year.

Maintenance Estimates

The financial plan also includes estimates for roadway system maintenance to 2045. This includes both maintenance for roadways and interstates; roadway maintenance estimates were reached through a historical review and forecast of NCDOT Division 9 state-funded maintenance, and Powell Bill allocations to the MPO's municipalities, while interstate maintenance estimates were determined through a similar review of historical funding. These past funding levels were forecasted based on population, anticipated state funding, and adjusted for inflation based upon their estimated project or horizon year.

Table 23 WSUAMPO Financial Plan Project Costs and Revenues

WSUAMPO FINANCIAL PLAN PROJECT COSTS AND REVENUES (ADJUSTED FOR INFLATION)				
		Horizon Year		
Cost Category (Millions USD in YOE)	WSUAMPO Total	2025	2035	2045
Roadways - Total	\$5,146.920	\$731.004	\$1,890.557	\$2,525.359
Roadways	\$3,518.619	\$688.913	\$1,172.638	\$1,657.067
Maintenance	\$1,628.301	\$42.091	\$717.919	\$868.292
Transit - Total	\$549.416	\$77.791	\$205.174	\$266.451
Transit (Capital & Operations)	\$427.538	\$57.599	\$160.688	\$209.251
Transit (Maintenance)	\$121.878	\$20.193	\$44.486	\$57.200
Other - Total	\$468.445	\$51.949	\$163.853	\$252.642
Pedestrian/Bicycle	\$184.043	\$19.247	\$80.024	\$84.772
Aviation and Rail	\$26.558	\$8.271	\$7.765	\$10.522
Transportation Demand Management	\$1.218	\$1.218	-	-
Intelligent Transportation Systems	\$5.795	-	\$5.795	-
Small Operations and Safety Improvements	\$250.831	\$23.213	\$70.270	\$157.349
Cost Total	\$6,164.782	\$860.744	\$2,259.584	\$3,044.453
		Horizon Year		
Revenue Category (Millions USD in YOE)	WSUAMPO Total	2025	2035	2045
Roadways, Bike, Ped, Transit, Aviation - Total	\$6,164.782	\$860.744	\$2,259.584	\$3,044.453
State and Federal Funding	\$4,310.606	\$786.628	\$1,452.533	\$2,071.445
Maintenance	\$1,628.301	\$42.091	\$717.919	\$868.292
Local Funding - Safety	\$0.203	\$0.203	\$-	-
Local Funding - Transportation Demand Management	\$0.246	\$0.246	-	-
Local Funding - Transit	\$152.335	\$27.502	\$53.922	\$70.912
Local Funding - Bicycle/Pedestrian	\$73.090	\$4.075	\$35.211	\$33.804
Revenue Total	\$6,164.782	\$860.744	\$2,259.584	\$3,044.453

Note: revenue and costs estimates reflect inflationary effects for the YOE.

6.3 Financial Plan Roadway Project List

The roadway projects selected for the MTP were organized into 2025, 2035, and 2045 horizon year groupings (Table 24). Some projects within the 2025 horizon are already under construction. Within the 2035 horizon year, some projects were considered committed if funded in the 2020-2029 TIP for construction by 2026 or sooner. Other projects were not yet committed, although included in developmental section of the STIP. All the selected roadway projects in the Preferred Financial Plan Scenario are shown by horizon year in Figure 31 and by project type in Figure 32. Figures 33 through 39 display the selected roadway projects by the MPOs municipal areas.

Table 24 - Financial Plan Projects by Horizon Year

WSUAMPO 2025 HORIZON YEAR ROADWAY PROJECTS							
MTP 2045 ID	STIP ID (If Applicable)	Project Type	Municipality	Facility	To	From	Estimated Cost (Millions USD)
WS-Rdwy-015	U-6154	Intersection Improvements	Lewisville	SR 1308 (Lewisville-Vienna Rd)	--	--	1.27
WS-Rdwy-016	U-6155	Intersection Improvements	Winston-Salem	SR 1725 (University Parkway)	--	--	4.50
WS-Rdwy-018	I-5880	Access Management	Winston-Salem	I-40 / US 311	Thomasville Rd	East Clemmons Rd	4.50
WS-Rdwy-021	U-5760	Interchange Improvements	Kernersville	Salem Pkwy	--	--	21.53
WS-Rdwy-026	R-2247CD	Interchange Improvements	Winston-Salem	Salem Parkway	--	--	21.50
WS-Rdwy-061	I-0911A	Roadway Widening	Clemmons	I-40	Harper Rd	NC Hwy 810	29.37
WS-Rdwy-062	I-5766	Pavement Rehabilitation	Winston-Salem	I-40	Thomasville Rd	Silas Creek Pkwy Ramp to I-40	12.14
WS-Rdwy-063	I-5795	Pavement Rehabilitation	Winston-Salem	I-40	1650 ft west of Macy Grove Rd	East Ramp from Hanes Mall Blvd	88.66
WS-Rdwy-064	I-5952	Pavement Rehabilitation	Bermuda Run	I-40	I-40 BR W Ramp	Harper Rd	38.68
WS-Rdwy-068	I-6003	Pavement Rehabilitation	Mocksville	I-40	NC Hwy 801 S	Pinebrook School Rd	30.89
WS-Rdwy-076	R-2577A	Widen to Multilanes	Walkertown	US 158	Belews Creek Rd	Old Greensboro Rd	65.66
WS-Rdwy-078	U-2579AA	New Location	Winston-Salem	Future I-74	Glenn Hi Rd	I-74	12.76
WS-Rdwy-079	U-2579AB	New Location	Winston-Salem	Future I-74	U.S. 421	Glenn Hi Rd	47.95
WS-Rdwy-080	U-2579B	New Location	Winston-Salem	Future I-74	Reidsville Rd	U.S. 421	42.82
WS-Rdwy-081	U-2579C	New Location	Walkertown	Future I-74	New Walkertown Rd NE	Reidsville Rd	20.67
WS-Rdwy-086	U-2729	Roadway Widening	Winston-Salem	SR 1672 (Hanes Mill Rd)	University Pkwy	150 ft north of Museum Dr	5.29
WS-Rdwy-087	U-2827B	Pavement Rehabilitation	Winston-Salem	US 158 / US 421 / NC 150 / Business 40	Water St	Taylor St	7.79
WS-Rdwy-088	U-2925	New Location	Winston-Salem	New Route	E 3rd St	S Martin Luther King Jr Dr	20.74
WS-Rdwy-089	U-4734	New Location	Kernersville	New Route	N Main St	Macy Grove Rd	17.30
WS-Rdwy-090	U-5536	New Location	Lewisville	New Route	Lewisville-Vienna Rd	Shallowford Rd	10.08

WSUAMPO 2025 HORIZON YEAR ROADWAY PROJECTS *CONT...*

MTP 2045 ID	STIP ID (If Applicable)	Project Type	Municipality	Facility	To	From	Estimated Cost (Millions USD)
WS-Rdwy-091	U-5539A	Roadway Modernization	Winston-Salem	N Martin Luther King Jr Dr	U.S. 311/John M Gold Fwy	I-40/U.S. 421	6.56
WS-Rdwy-092	U-5617	Roadway Widening	Lewisville	SR 1173 (Williams Rd)	700 ft south of Heritage Dr	300 ft north of Senoa Dr	3.53
WS-Rdwy-093	U-5760	Roadway Widening	Kernersville	Kernersville Southern Loop (Phase I)	W Mountain St	Harmon Creek Rd	25.84
WS-Rdwy-094	U-5786	Roadway Widening	Winston-Salem	SR 1508 (Hickory Tree Rd)	Peters Creek Pkwy	I-285	36.68
WS-Rdwy-095	U-5824	Roadway Widening	Walkertown	NC 66 (Old Hollow Rd)	Reidsville Rd	Harley Dr	20.29
WS-Rdwy-096	U-5899	New Location	Rural-Hall	New Route	University Pkwy	Forum Pkwy	5.04
WS-Rdwy-097	U-6003	New Location	Kernersville	New Route	N Main St	Piney Grove Rd	10.77
WS-Rdwy-098	U-6004	Access Management	Clemmons	SR 1103 (Lewisville-Clemmons Rd)	Peace Haven Rd	Clemmons Rd	9.22
WS-Rdwy-099	U-6005	Roadway Widening	Rural-Hall	NC 65 (Bethania-Rural Hall Rd)	Northridge Park Dr	John M Gold Fwy	14.75
WS-Rdwy-101	U-6187	New Location	Winston-Salem	New Route	I-40	U.S. Hwy 158	8.14
WS-Rdwy-105	U-6231	New Location	Winston-Salem	New Route	Indiana Ave	Reynolds Blvd	3.90
WS-Rdwy-106	W-5510	Roadway Modernization	Kernersville	S Main St/Old Winston Rd	Pineview Dr	Salem Pkwy	6.04
Transit	--	Various Improvements	--	--	--	--	See Chapter 5 for funding details
Bicycle and Pedestrian	--	Various Improvements	--	--	--	--	
2025 HORIZON YEAR ESTIMATED ROADWAY PROJECT COST					Total	Funded	654.84

WSUAMPO 2035 HORIZON YEAR ROADWAY PROJECTS

MTP 2045 ID	STIP ID (If Applicable)	Project Type	Municipality	Facility	To	From	Estimated Cost (Millions USD)
WS-Rdwy-003	N/A	Intersection Improvements	Lewisville	Yadkinville Road	--	--	4.50
WS-Rdwy-004	N/A	Intersection Improvements	Bermuda Run	US 158	--	--	4.50
WS-Rdwy-009	B-5950	Bridge Improvements	Winston-Salem	NC 67 Westbound - Silas Creek Parkway	--	--	8.26
WS-Rdwy-010	B-5770	Bridge Improvements	Winston-Salem	Salisbury Ridge Road	--	--	4.50
WS-Rdwy-013	U-6059A	Bridge Improvements	Winston-Salem	SR 2377 (Old Greensboro Rd NE)	--	--	2.86
WS-Rdwy-017	B-5006	Bridge Improvements	Winston-Salem	Novack St	--	--	4.50
WS-Rdwy-019	N/A	Intersection Improvements	Winston-Salem	S Peace Haven Rd	--	--	21.53
WS-Rdwy-024	N/A	Interchange Improvements	Winston-Salem	John M Gold Fwy	--	--	21.53
WS-Rdwy-028	N/A	Roadway Modernization	Kernersville	North Main St	Gralin Rd	E Boderhamer ST	3.89
WS-Rdwy-031	N/A	Roadway Modernization	Kernersville	W Mountain St	Cherry St	W Bodenhamer	5.58
WS-Rdwy-037	N/A	Roadway Modernization	Winston-Salem	New Route - Stratford-Ebert Connector Section 1	Griffith Road	Somerset Drive	8.76
WS-Rdwy-040	N/A	Roadway Modernization	Winston-Salem	Brewer Road	Buchanan Street	Old Salisbury Road	3.63
WS-Rdwy-043	N/A	Roadway Modernization	Winston-Salem	Silas Creek Parkway	Bethabara Road	Fairlawn Drive	3.63
WS-Rdwy-048	N/A	Roadway Modernization	Kernersville	E Bodenhamer St	E Mountain St	N Cherry St	3.96
WS-Rdwy-050	N/A	Roadway Modernization	Kernersville	S Main St	E Bodenhamer St	S Cherry St	7.01
WS-Rdwy-051	N/A	Roadway Modernization	Kernersville	NC 66	I-40 Bus	E Mountain St	1.56
WS-Rdwy-057	N/A	Roadway Modernization and New Location	Clemmons	Peace Haven/ Styers Ferry Rd	Lasater Rd	S Peace Haven Rd	22.91
WS-Rdwy-059	N/A	Roadway Modernization	Clemmons	Clemmons Rd	Harper Rd	Middlebrook Dr	8.76
WS-Rdwy-071	R-2247CA	New Location	Winston-Salem	Northern Beltway New Route (Future NC 452)	550 ft west of Ridings Rd	2000 ft south of 421	14.66
WS-Rdwy-072	R-2247CB	New Location	Winston-Salem	Northern Beltway New Route (Future NC 452)	Birchdale Dr	550 ft west of Ridings Rd	47.51

WSUAMPO 2035 HORIZON YEAR ROADWAY PROJECTS *CONT...*

MTP 2045 ID	STIP ID (If Applicable)	Project Type	Municipality	Facility	To	From	Estimated Cost (Millions USD)
WS-Rdwy-073	R-2247D	New Location	Winston-Salem	Northern Beltway New Route (Future NC 452)	1300 ft north of Reynolda Rd	Birchdale Dr	67.45
WS-Rdwy-074	R-2247EA	New Location	Tobaccoville	Northern Beltway New Route (Future NC 452)	John M Gold Fwy	1300 ft north of Reynolda Rd	66.42
WS-Rdwy-075	R-2247EB	New Location	Winston-Salem	Northern Beltway New Route (Future NC 452)	2000 ft east of John M Gold Fwy	900 ft east of Bethania-Rural Hall Rd	12.61
WS-Rdwy-077	R-2577B	Widen to Multilanes	Forsyth County	US 158	Anthony Rd	Belews Creek Rd	94.90
WS-Rdwy-082	U-2579D	New Location	Winston-Salem	Northern Beltway Future I-74	Baux Mountain Rd	New Walkertown Rd	47.07
WS-Rdwy-083	U-2579E	New Location	Winston-Salem	Northern Beltway Future I-74	Germanton Rd	Baux Mountain Rd	32.40
WS-Rdwy-084	U-2579F	New Location	Winston-Salem	Northern Beltway Future I-74	John W Gold Fwy	Germanton Rd	35.78
WS-Rdwy-103	U-6189	Roadway Widening	Lewisville	SR 1156 (Lewisville-Clemmons Rd)	Shallowford Rd	Styers Ferry Rd	29.11
WS-Rdwy-110	N/A	Roadway Modernization	Winston-Salem	University Parkway (SR 4000)	Cherry St Intersection	North Point Blvd	10.84
WS-Rdwy-123	N/A	Roadway Modernization	Stokes County	N Old US 52 Road (SR 1236)	Main St	Chestnut Grove Rd	19.34
WS-Rdwy-140	N/A	Roadway Modernization	Walkertown	Old Walkertown Road (SR 2456)	Old Hollow Rd	Old Rural Hall Rd	25.44
WS-Rdwy-144	N/A	Roadway Modernization	Forsyth County	Gumtree Road (SR 2692)	Wallburg Rd	Old US-52	44.27
WS-Rdwy-149	N/A	Roadway Modernization	Winston-Salem	NC 66 (University Parkway)	Park St	Old Hollow Rd	15.71
WS-Rdwy-151	N/A	Roadway Modernization	Winston-Salem	University Parkway (SR 4000)	Old Hollow Rd	Hanes Mill Rd	5.13
WS-Rdwy-152	N/A	Roadway Modernization	Winston-Salem	Bethania-Rural Hall Road (SR 4002)	US 52	Ziglar Rd	2.86
WS-Rdwy-155	N/A	Roadway Modernization	King	E King Street (SR 1236)	Moore Rd/Mountain View Rd	Kirby Rd	2.01
WS-Rdwy-156	N/A	Roadway Modernization	Winston-Salem	S Martin Luther King Jr. Drive (SR 4394)	New Walkertown Rd/311	Salem Pkwy	3.18
WS-Rdwy-160	N/A	Roadway Modernization	Winston-Salem	Oak Summit Road (SR 1686)	Old Rural Hall Rd	University Pkwy	17.33
WS-Rdwy-187	N/A	Roadway Modernization	Lewisville	Shallowford Road (SR 1001)	Meadowlark Dr	Lewisville-Vienna Rd	17.39

WSUAMPO 2035 HORIZON YEAR ROADWAY PROJECTS CONT...

MTP 2045 ID	STIP ID (If Applicable)	Project Type	Municipality	Facility	To	From	Estimated Cost (Millions USD)	
WS-Rdwy-191	N/A	Roadway Modernization	Clemmons	S Peace Haven Road (SR 1891)	McGregor Rd	Lewisville Clemmons Rd	12.59	
WS-Rdwy-193	N/A	Roadway Modernization	Winston-Salem	Hanes Mall Boulevard (SR 3153)	I-40	Jonestown Rd	3.12	
WS-Rdwy-194	N/A	Roadway Modernization	Winston-Salem	Jonestown Road (SR 1122)	Country Club Rd	Hanes Mall Blvd	4.15	
WS-Rdwy-201	N/A	Roadway Modernization	Midway	Old US Highway 52 (SR 2932)	Hickory Tree Rd	Midway School Rd	6.75	
WS-Rdwy-211	N/A	Roadway Modernization	Bermuda Run	Main Street [Bethania] (SR 1611)	Spainhour Mill Rd	Bethania Rural Hall Rd	36.67	
WS-Rdwy-219	N/A	Roadway Modernization	Winston-Salem	Union Cross Road (SR 2643)	Willard Rd	Thomasville Rd	4.74	
WS-Rdwy-225	N/A	Roadway Modernization	Forsyth County	US 158 (S Stratford Road)	I-40	Idols Rd	24.99	
WS-Rdwy-294	N/A	Roadway Modernization	Winston-Salem	Yadkinville Road (SR 1525)	Valley Rd	Shattaloon Dr	7.85	
WS-ITS-Rdwy-402	N/A	ITS	Winston-Salem	Silas Creek Pkwy	Salem Pkwy	Peters Creek Pkwy	0.12	
WS-ITS-Rdwy-403	N/A	ITS	Winston-Salem	Salem Parkway (US 421)	Winston Salem Northern Beltway	2000' west of John Gold Fwy	0.58	
WS-ITS-Rdwy-404	N/A	ITS	Winston-Salem	US 52	I-40	E 28th St	0.30	
WS-ITS-Rdwy-406	N/A	ITS	Winston-Salem	I-40	US 421	NC 66	0.38	
WS-ITS-Rdwy-407	N/A	ITS	Winston-Salem	I-74	High Point Rd	I-40	3.10	
WS-Rdwy-410	N/A	Modernization	Winston-Salem	W Clemmonsville Rd	I-285	NC 150	9.35	
WS-Rdwy-413	N/A	Modernization	Winston-Salem	W Clemmonsville Rd	Ebert Rd	Salem Creek/ Griffith Rd	8.89	
WS-Rdwy-416	N/A	Modernization	Winston-Salem	Northwest Blvd	N Hawthorne Rd	N Broad St	4.80	
WS-Rdwy-420	N/A	Intersection Improvements	Walkertown	US-158	--	--	4.50	
WS-Rdwy-421	N/A	Intersection Improvements	Winston-Salem	E 6th St / N Chestnut St	--	--	21.53	
WS-Rdwy-422	N/A	Intersection Improvements	Winston-Salem	Lockland Ave / Hawthorne Rd	--	--	21.53	
WS-Rdwy-424	N/A	Intersection Improvements	Winston-Salem	US-158	--	--	21.53	
WS-Rdwy-OPS-35		Operations and Safety Improvements					8.05	
Transit	--	Various Improvements	--	--	--	--	See Chapter 5 for funding details	
Bicycle and Pedestrian	--	Various Improvements	--	--	--	--		
2035 HORIZON YEAR ESTIMATED ROADWAY PROJECT COST						Total	Funded	958.86

WSUAMPO 2045 HORIZON YEAR ROADWAY PROJECTS

MTP 2045 ID	STIP ID (If Applicable)	Project Type	Municipality	Facility	To	From	Estimated Cost (Millions USD)
WS-Rdwy-100	U-6068	Roadway Widening	Kernersville	US 421 (Salem Parkway)	I-40	Winston-Salem Northern Bltwy	84.32
WS-Rdwy-005	N/A	Improve Interchange	Winston-Salem	US 421	--	--	21.53
WS-Rdwy-022	U-2579G	Interchange Improvements	Winston-Salem	Salem Pkwy	--	--	21.53
WS-Rdwy-023	U-2826A	Interchange Improvements	Winston-Salem	John M Gold Fwy	--	--	21.53
WS-Rdwy-025	R-2247CA	Interchange Improvements	Winston-Salem	Salem Pkwy	--	--	55.20
WS-Rdwy-030	N/A	New Location	Kernersville	Future Glenn Hi Road Extension	NC 66	Union Cross Rd	37.59
WS-Rdwy-035	N/A	Roadway Widening	Rural-Hall	I-74, US 52	Moore / RJR Drive Exit 122	NC 65 (WNB) Ext 118	48.65
WS-Rdwy-065	I-5981A	Roadway Widening	Winston-Salem	I-40	Union Cross Rd	I-74 Ramp to I-40 W	73.73
WS-Rdwy-066	I-5981B	Roadway Widening	Kernersville	I-40	NC Hwy 66 S	Union Cross Rd	45.88
WS-Rdwy-067	I-5981C	Roadway Widening	Kernersville	I-40	I-40 BR W	NC Hwy 66 S	46.37
WS-Rdwy-069	R-2247A	New Location	Winston-Salem	Northern Beltway New Route (Future NC 452)	S Stratford Rd	550 ft south of I-40	28.59
WS-Rdwy-070	R-2247B	New Location	Winston-Salem	Northern Beltway New Route (Future NC 452)	2000 ft south of 421	550 ft South of I-40	20.97
WS-Rdwy-102	U-6188	Roadway Widening	Kernersville	SR 1969 (Piney Grove Rd)	Brown Rd	Nelson St	6.55
WS-Rdwy-104	U-6190	Roadway Widening	Rural-Hall	NC 65 (Bethania-Rural Hall Rd)	Broad St	Jackson St	3.15
WS-Rdwy-107	N/A	Roadway Widening	Winston-Salem	I-40	I-40/Intersection with 74	I-40/Salem Pkwy	134.19
WS-Rdwy-119	N/A	Roadway Modernization	Clemmons	NC 801	Yadkin Valley Road	US 158	16.23
WS-Rdwy-124	N/A	Roadway Modernization	Forsyth County	Baux Mountain Road (SR 2211)	Old Rural Hall Rd	Dennis Rd	55.10
WS-Rdwy-137	N/A	Widen to Multilanes	Kernersville	NC 66 (Old Hollow Road)	W Mountain St	Darrow Rd	39.70
WS-Rdwy-166	N/A	Roadway Modernization	Winston-Salem	NC 67 (Reynolda Road)	Seward Cir	Fairlawn Dr	32.58