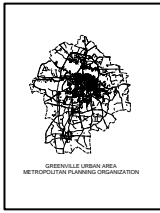


**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
TECHNICAL COORDINATING COMMITTEE (TCC) MEETING**

Wednesday, October 12, 2011, at 10:00 a.m.  
Greenville City Hall, Room # 337,  
*Actions to be taken in bold italics*

- 1) Approval of Agenda; ***approve***
- 2) Approval of Minutes of July 19, 2011, Meeting (Attachment 1); ***approve***
- 3) Public Comment Period
- 4) New Business / Action Items:
  - a) Modification of CTP Highway Map to indicate deletion of Brownlea Drive between E. 5<sup>th</sup> St and E. 14<sup>th</sup> St. (Attachment 4a) -- Resolution No. 2011-16-GUAMPO; ***recommend for TAC adoption*** p. 6
  - b) Amendment to the 2012-2018 Transportation Improvement Program (TIP) for the addition of project EB-5539 (South Tar River Greenway, Phase3) (Attachment 4b) – Resolution No. 2011-17-GUAMPO; ***recommend for TAC adoption*** p. 11
  - c) Ranking of transportation projects. (Attachment 4c) – Resolution No. 2011-18-GUAMPO; ***develop a recommended ranking for TAC adoption*** p 15
- 5) Information / Non-action Items
  - a) NCDOT announces acceleration of Loop Projects
  - b) Presentation #2 regarding NCDOT's 2040 plan—Mark Eatman
- 6) Date, Time, and Place of next TAC Meeting
  - *November 18, 2011-- 1:30 p.m. in the Greenville Public Works Conference Room*
- 7) Tentative schedule for upcoming TCC and TAC meetings.
 

<b><u>TCC</u></b>	<b><u>TAC</u></b>
	November 18, 2011 1:30pm-3:30pm
- 8) Adjourn



**Attachment 1**  
Technical Coordinating Committee

**Action Required**

October 12, 2011

---

TO: Technical Coordinating Committee  
FROM: Daryl Vreeland, AICP, Transportation Planner  
SUBJECT: Minutes from July 19, 2011 TCC meeting

---

Purpose: Review and approve the minutes from the previous TCC meeting.

Discussion: The draft minutes of the July 19, 2011 TCC meeting are included as Attachment 1 in the agenda package for review and approval by the TCC.

Action Needed: Adoption of July 19, 2011 TCC meeting minutes.

Attachments: July 19, 2011 TCC meeting minutes.

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
TECHNICAL COORDINATING COMMITTEE (TCC) MINUTES  
July 19, 2011**

Members of the Technical Coordinate Committee met on the above date at 10:00 a.m. at City Hall in Conference Room 337. Mr. Wesley B. Anderson, TCC Chairperson, called the meeting to order. The following attended the meeting:

Mr. Daryl Vreeland, City of Greenville  
Mr. Adam Mitchell, Town of Ayden  
Mr. James Rhodes, Pitt County  
Mr. Steve Hamilton, NCDOT  
Mr. Bill Marley, FHWA  
Mr. Mark Eatman, NCDOT  
Mr. Bryant Buck, Mid-East Commission  
Mr. Rik DiCesare, City of Greenville  
Mr. David Boyd, Village of Simpson  
Mr. Alan Lilley, Town of Winterville  
Mr. Neil Lassiter, NCDOT  
Mr. Scott Godefroy, City of Greenville  
Mr. Cadell Hall, NCDOT  
Mrs. Nancy Harrington, City of Greenville  
Mr. Haywood Daughtry, NCDOT

**OTHERS PRESENT:**

Ms. Amanda Braddy, Administrative Secretary, City of Greenville  
Mr. Wayne Bowers, City Manager, City of Greenville

**I. AGENDA**

Mr. Anderson asked for any changes to the proposed agenda. There being none, Mr. Rhodes made a motion to approve the agenda as distributed. Mayor Boyd seconded and the motion passed unanimously.

**II. MINUTES**

Mr. Vreeland noted that Mr. Wayne Bowers was not shown as attending the March 4, 2011 meeting. The minutes will be corrected to reflect his attendance. Mr. Godefroy made a motion to approve the minutes of the March 4, 2011 meeting as amended. Mr. Hamilton seconded and the motion passed unanimously.

**III. PUBLIC COMMENT PERIOD**

There was no public comment period.

**IV. NEW BUSINESS / ACTION ITEMS**

**A. 2012-2018 Transportation Improvement Program (TIP)**

Mr. Vreeland explained that NCDOT board adopted the STIP at its July 2011 meeting. The next step in the process was the local Metropolitan Planning Organization's (MPO's) review of the Greenville Urban Area portion of the "draft" STIP. This was reviewed and comments were provided to NCDOT on November 3, 2010. The next step in the process is the adoption of the

2012-2018 TIP by the MPO.

A motion was made by Mayor Boyd to recommend the 2012-2018 Transportation Improvement Program (TIP) to TAC for adoption. Mr. Godefroy seconded the motion. The motion passed unanimously.

#### **B. Amendment to 2012-2018 TIP for Transit Projects TO-4726 and TG-5107B**

Mr. Vreeland explained that the Greenville Area Transit System (GREAT) is applying for a Section 5307 grant for an amount greater than originally indicated in the TIP scheduled for adoption on August 9, 2011.

To ensure the FTA will approve the City's grant application, the amount requested must correspond to those presented in the 2012-2018 TIP and STIP. Therefore, the 2012-2018 TIP must be amended.

Mr. Rhodes made a motion to recommend the 2012-2018 TIP be amended to reflect the addition of Transit Projects TO-4726 and TG-5107B. Mr. Mitchell seconded the motion and the motion passed unanimously.

#### **C. Cost Share Structure of Travel Demand Model Update**

Mr. Vreeland informed the group of the need to update the Travel Demand Model (TDM). The model has not been updated since 2006 and as best practice, MPO's typically update their TDMs to reflect the latest socioeconomic data available which would be information obtained in the 2010 Census. This update would provide the latest available information to benefit transportation planning efforts.

Mr. Vreeland also explained the cost share of the TDM update would be based on an 80% split paid by NCDOT and a 20% cost share to the local municipalities within the MPO. Mr. Vreeland further explained that due to the lack of the second MPO position being hired at this time and the funds associated with this position being in the budget, the offset of the 20% cost to the local municipalities could be funded from this source. Mr. Rhodes expressed concern in the lack of communication concerning the budget planning for this cost share item. Mr. Eatman commented that original development of the TDM was typically funded by NCDOT while updates are expected to be funded by the MPO. There are sufficient funds programmed in the Planning Work Program and thus the funds would be the 80/20 split.

A motion was made by Mr. Mitchell to recommend the authorization of the TDM update and the approval of the cost share structure for the local funding responsibility. A second was made by Mr. Hamilton. The motion passed unanimously.

### **V. Informational Items**

#### **a. Overview of MPO Process and Products**

##### **Bill Marley, FHWA**

Mr. Marley gave a PowerPoint presentation on the MPO Process and Products. This presentation is available with the July 19, 2011 minutes.

#### **b. Presentation on Statewide Long Range Transportation Plan (2040 Plan)**

##### **Mark Eatman, NCDOT**

Mr. Eatman gave a PowerPoint presentation on the Statewide Long Range Transportation Plan (2040 Plan). This presentation is available with the July 19, 2011 minutes.

### **VI. Tentative schedule for upcoming TCC and TAC meetings.**

**TCC**

**TAC**

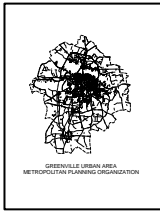
October 12, 2011 – 10:00am - noon

August 9, 2011 – 10:00am – noon

November 18, 2011 – 1:30pm – 3:30pm

**VI. ADJOURN**

With no other business or discussions, Mr. Daughtry made a motion to adjourn the meeting. A second was made by Mr. Godefroy and the meeting adjourned at 10:45am.



## Attachment 4a

### Technical Coordinating Committee

### Action Required

Oct 12, 2011

TO: Technical Coordinating Committee  
 FROM: Daryl Vreeland, AICP, Transportation Planner  
 SUBJECT: Amendments to the Comprehensive Transportation Plan (CTP) Highway Map.

Purpose: Amend the CTP Highway Map to indicate removal of Brownlea Drive from Fifth St to 14<sup>th</sup> St.

#### Discussion:

In 2001, revisions were made to North Carolina General Statute 136-66.2 that were intended to expand current transportation planning in North Carolina to include consideration of non-roadway alternatives. The changes include the development of a Coordinated Transportation Plan (CTP). The CTP is a long-term “wish-list” of recommended transportation improvements intended for an entire MPO planning area. It doesn’t have a specific timeline, cost, or funding source. The plan is expected to be a living document that provides for inter-jurisdictional cooperation and planning. The CTP replaces the previously used thoroughfare plan model. The CTP shall be based on information such as population growth, economic conditions and prospects, and patterns of land development in and around municipalities. In the development of the CTP, consideration shall be given to all transportation modes including: street systems; transit alternatives; and bicycle, pedestrian, and operating strategies. The MPO may include projects in its CTP that are not included in a financially constrained plan (Long-Range Transportation Plan or LRTP) or are anticipated to be needed beyond the horizon year of a LRTP.

The City of Greenville City Council at its August 8, 2011 meeting requested that the MPO review and revisit Brownlea Drive, between 5th St and 14th St to consider its removal from the CTP Highway Map. At that meeting, City Council decided not to pursue construction of the remaining section of Brownlea Drive.

The proposed removal of a section of Brownlea Drive from the CTP Highway Map is considered a minor amendment in accordance with the MPO’s Public Involvement Plan (PIP), as this project is local (non-regionally significant) in nature.

Action Needed: TCC recommends that TAC adopt resolution 2011-16-GUAMPO amending the CTP Highway Map to indicate the removal of Brownlea Drive from Fifth St to Fourteenth St.

#### Attachments:

- Resolution 2011-16-GUAMPO
- Draft CTP Highway Map containing the proposed modification

**RESOLUTION NO. 2011-16-GUAMPO**  
**MODIFICATION OF THE COMPREHENSIVE TRANSPORTATION PLAN HIGHWAY MAP**

WHEREAS, the Greenville Urban Area Metropolitan Planning Organization (GUAMPO) and the North Carolina Department of Transportation (NCDOT) actively worked to develop the Comprehensive Transportation Plan Highway Map.

WHEREAS, it is recognized that the highway map is but one element towards the development of a Comprehensive Transportation Plan (CTP) that will entail other modes of transportation when completed; and

WHEREAS, development of a Comprehensive Transportation Plan is directed by North Carolina General Statutes (NCGS) 136-66.2; and

WHEREAS, the purpose of the CTP is to document present and future transportation needs and the proposed solutions to meet those needs and act as an update to the Thoroughfare Plan; and

WHEREAS, the CTP Highway Map may be used by local officials to plan for transportation facilities that reflect the needs of the public while minimizing disruptions to local residents, businesses, and the environment; and

WHEREAS, a CTP Highway Map mutually adopted by the NCDOT Board of Transportation and GUAMPO will aid the region and State in making transportation decisions affecting the economic climate and quality of life within the Greenville Urbanized Area; and

WHEREAS, the Highway Map of the Comprehensive Transportation Plan was last adopted by the Board of Transportation on July 9, 2009; and

WHEREAS, the City of Greenville's City Council, at their August 8, 2011 meeting requested that the MPO review Brownlea Drive, between 5<sup>th</sup> St and 14<sup>th</sup> St for possible removal from the CTP Highway Map; and

WHEREAS, City of Greenville's City Council, at their August 8, 2011 meeting decided not to pursue construction of the remaining section of Brownlea Drive

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area MPO that it does modify the Highway Map of the Comprehensive Transportation Plan, dated May 28, 2009 and adopted by the NCDOT Board of Transportation on July 9, 2009 by removing the section of Brownlea Drive between 5<sup>th</sup> St and 14<sup>th</sup> St from the CTP Highway Map.

This 18th day of November, 2011.

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Mayor Patricia C. Dunn, Chairperson  
 Transportation Advisory Committee  
 Greenville Urban Area

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Amanda Braddy, Secretary

**Adopted by:**

**Greenville Urban Area MPO**

**Date:**

**NCDOT**

**Date:**

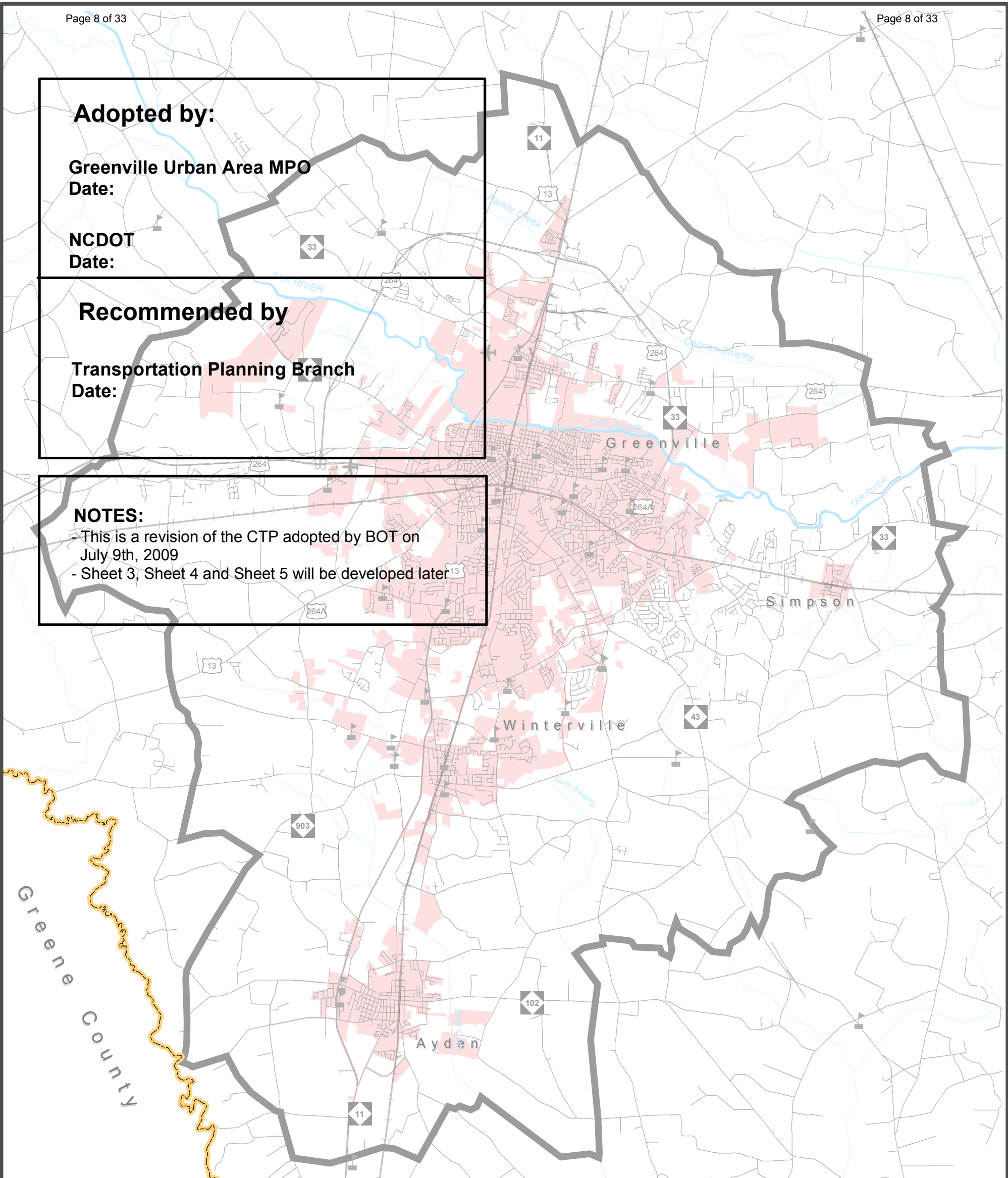
**Recommended by**

**Transportation Planning Branch**

**Date:**

**NOTES:**

- This is a revision of the CTP adopted by BOT on July 9th, 2009
- Sheet 3, Sheet 4 and Sheet 5 will be developed later



Greene County

- Sheet 1 Adoption Sheet
- Sheet 2 Highway Map
- Sheet 3 Public Transportation and Rail Map
- Sheet 4 Bicycle Map
- Sheet 5 Pedestrian Map

**Legend**

- Schools
- Airports
- County Boundary
- MPO Boundary
- Rail Roads
- Roads
- Water
- Municipal Boundary



Sheet 1 of 5

Base map date: 7/29/2008

Refer to CTP document for more details

**Greenville Urban Area MPO**



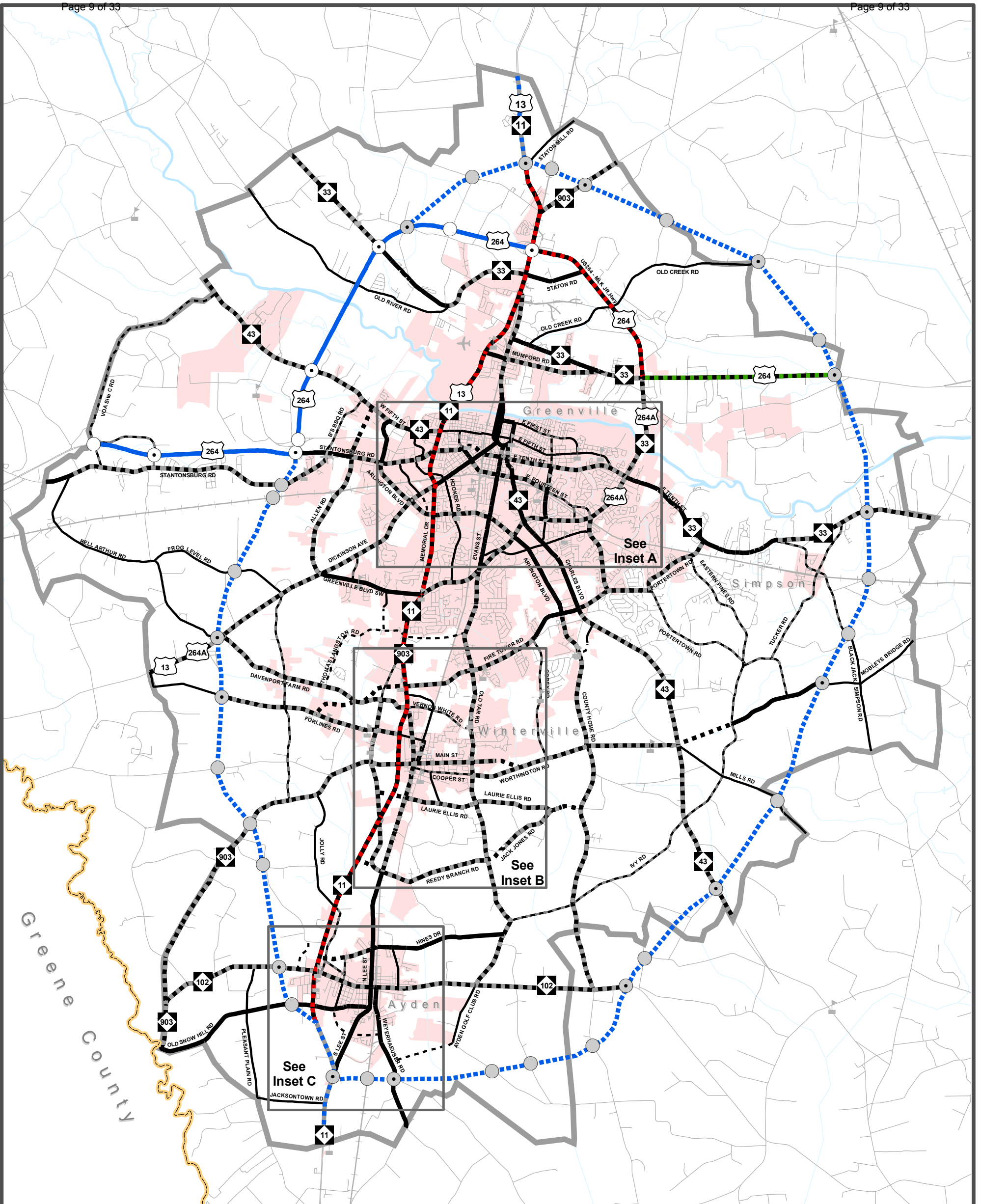
**DRAFT**

North Carolina

**Comprehensive Transportation Plan**

Plan date: October 3, 2011





Freeways

- Existing
- Needs Improvement
- Recommended

Expressways

- Existing
- Needs Improvement
- Recommended

Boulevards

- Existing
- Needs Improvement
- Recommended

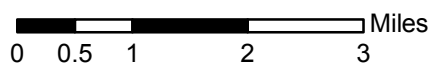
Other Major Thoroughfares

- Existing
- Needs Improvement
- Recommended

Minor Thoroughfares

- Existing
- Needs Improvement
- Recommended

- Existing Interchange
- Proposed Interchange
- Existing Grade Separation
- Proposed Grade Separation



Sheet 2 of 5

Base map date: 7/29/2008

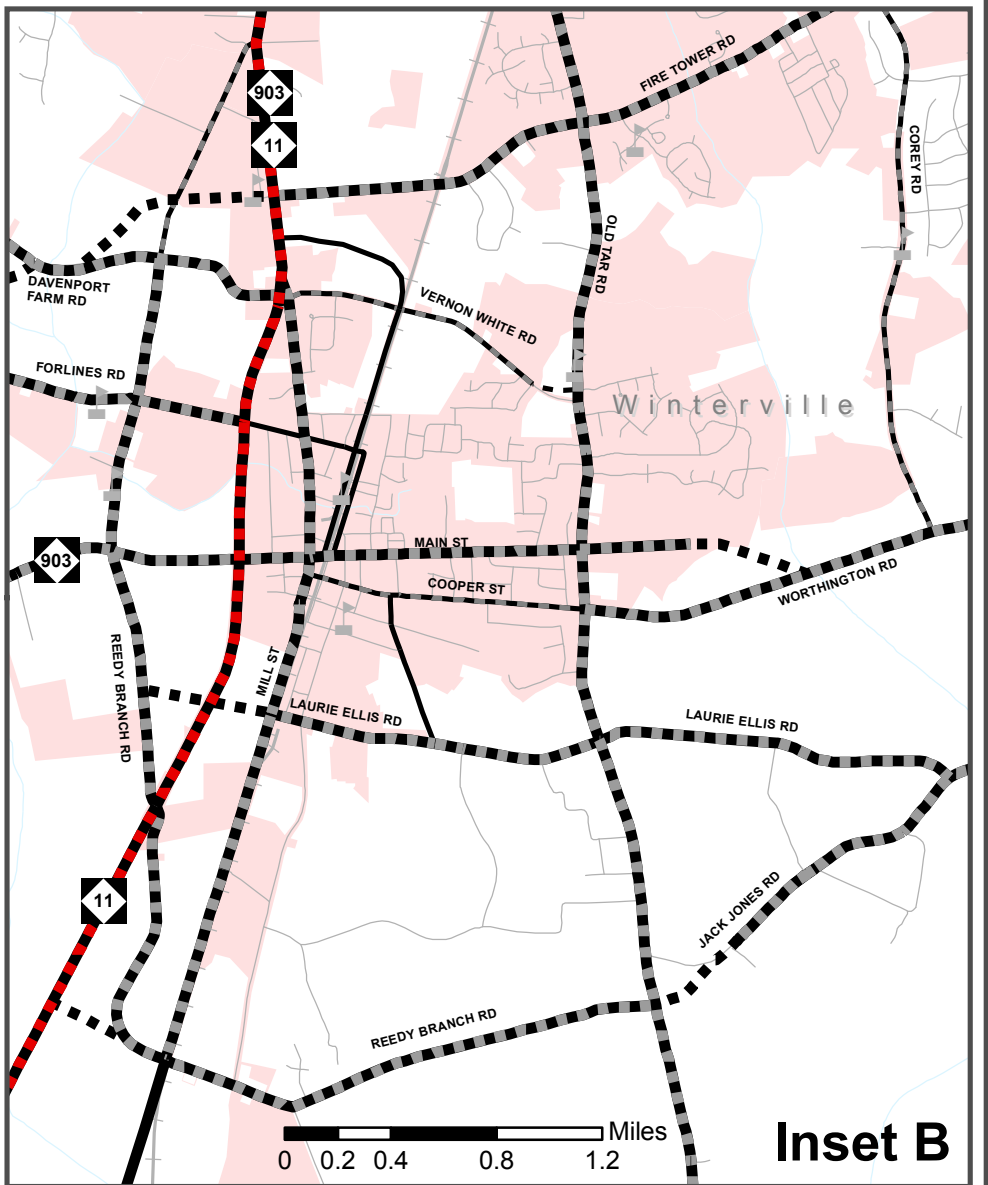
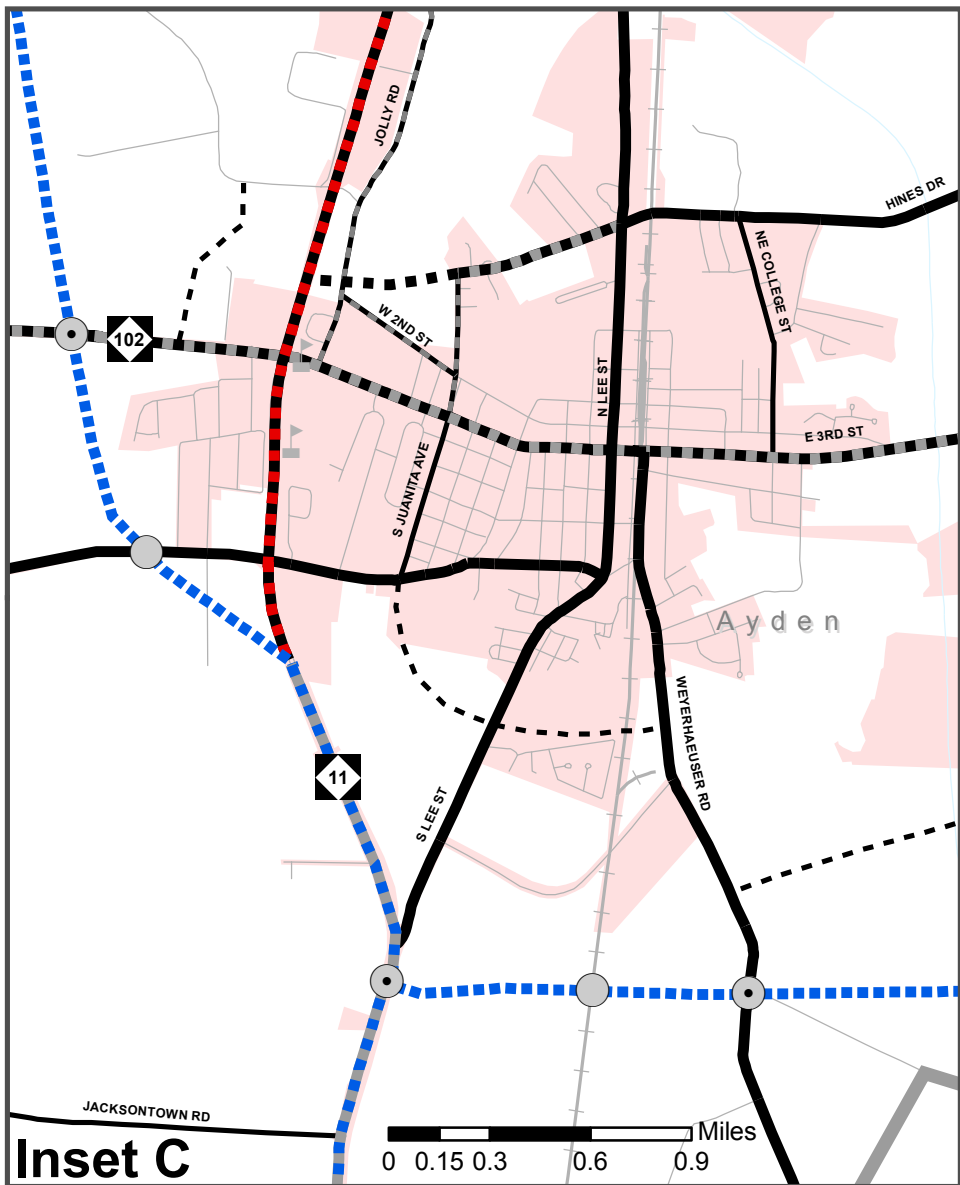
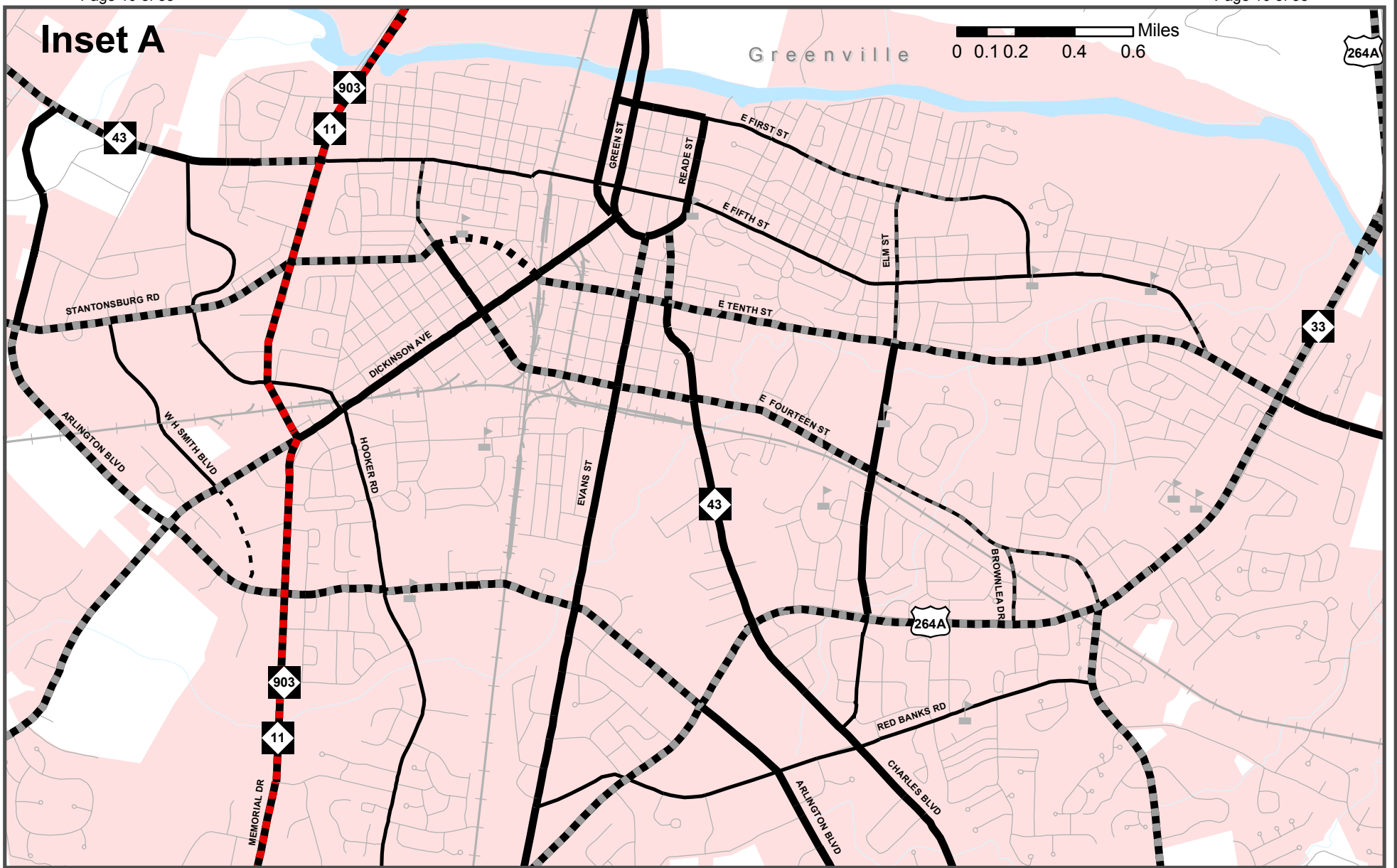
Refer to CTP document for more details

# Greenville Urban Area MPO



## **DRAFT** Highway Map North Carolina Comprehensive Transportation Plan

Plan date: October 3, 2011



<p><b>Freeways</b></p> <ul style="list-style-type: none"> <li>Existing: Solid blue line</li> <li>Needs Improvement: Dashed blue line</li> <li>Recommended: Dotted blue line</li> </ul> <p><b>Expressways</b></p> <ul style="list-style-type: none"> <li>Existing: Solid green line</li> <li>Needs Improvement: Dashed green line</li> <li>Recommended: Dotted green line</li> </ul> <p><b>Boulevards</b></p> <ul style="list-style-type: none"> <li>Existing: Solid red line</li> <li>Needs Improvement: Dashed red line</li> <li>Recommended: Dotted red line</li> </ul>	<p><b>Other Major Thoroughfares</b></p> <ul style="list-style-type: none"> <li>Existing: Solid black line</li> <li>Needs Improvement: Dashed black line</li> <li>Recommended: Dotted black line</li> </ul> <p><b>Minor Thoroughfares</b></p> <ul style="list-style-type: none"> <li>Existing: Solid thin black line</li> <li>Needs Improvement: Dashed thin black line</li> <li>Recommended: Dotted thin black line</li> </ul> <p><b>Interchanges and Grade Separations</b></p> <ul style="list-style-type: none"> <li>Existing Interchange: Circle with a dot</li> <li>Proposed Interchange: Circle with a grey dot</li> <li>Existing Grade Separation: Circle with a white dot</li> <li>Proposed Grade Separation: Circle with a grey dot</li> </ul>
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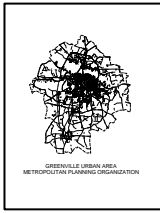
**Insets A, B, and C**

Sheet 2A of 5  
Base map date: 7/29/2008

Refer to CTP document for more details

**Greenville Urban Area MPO**

**DRAFT Highway Map**  
North Carolina  
**Comprehensive Transportation Plan**  
Plan date: October 3, 2011



## Attachment 4b

### Technical Coordinating Committee

### Action Required

October 12, 2011

**TO:** Technical Coordinating Committee  
**FROM:** Daryl Vreeland, AICP, Transportation Planner  
**SUBJECT:** Amendments to the Transportation Improvement Program (TIP) for inclusion of project EB-5539 (add new grant-awarded greenway)

**Purpose:** Amend the TIP to add project EB-5539, which will construct the South Tar River Greenway Phase 3, from the west end of the existing South Tar River Greenway at Pitt Street towards Moye Boulevard in the vicinity of Pitt County Memorial Hospital. The project will construct a greenway using existing sidewalks and roads as well as on new location along the river.

#### Discussion:

On August 17, 2011 the US Department of Transportation's Transportation (DOT) announced that the City of Greenville was awarded a grant in the amount of \$907,609 for a greenway project from DOT's Transportation, Community, and System Preservation (TCSP) grant program. The total construction cost estimate for the awarded project is \$1.2 M, requiring a local match of \$292,391.

The Transportation, Community, and System Preservation (TCSP) Program is a comprehensive initiative of research and grants to investigate the relationships between transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve such relationships. States, metropolitan planning organizations, local governments, and tribal governments are eligible for discretionary grants to carry out eligible projects to integrate transportation, community, and system preservation plans and practices that:

- Improve the efficiency of the transportation system of the United States.
- Reduce environmental impacts of transportation.
- Reduce the need for costly future public infrastructure investments.
- Ensure efficient access to jobs, services, and centers of trade.
- Examine community development patterns and identify strategies to encourage private sector development patterns and investments that support these goals.

In accordance with Federal regulations, the TIP must be amended for inclusion of this project prior to expenditure of these Federal funds. This item is being coordinated with NCDOT. The Board of Transportation is expected to amend the STIP late 2011. A public comment period for this TIP amendment was advertised in the Daily Reflector for 30 calendar days starting September 5, 2011. All public comments received are attached to this agenda item.

**Action Needed:** TCC recommends that TAC adopt resolution 2011-17-GUAMPO amending the TIP to include the addition of the greenway project awarded the TCSP grant (South Tar River, phase 3).

#### Attachments:

- Resolution 2011-17-GUAMPO
- Map of greenway proposed for inclusion in the TIP
- Any public comments received

**RESOLUTION NO. 2011-17-GUAMPO  
AMENDING THE GREENVILLE URBAN AREA  
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR FY 2012-2018**

WHEREAS, the Transportation Advisory Committee has reviewed the FY 2012-2018 Transportation Improvement Program (TIP) and found the need to amend said document on page 5 of 20 for the addition of Project ID EB-5539 in the TIP;

WHEREAS, the following amendment has been proposed for *Federal and local* funds:

Existing TIP:

Existing Amounts

*Project does not currently exist.*

Amended TIP:

Amended Amounts (indicated in bold)

Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
<b>EB -5539</b> South Tar River Greenway, Phase 3 from west end of existing South Tar River Greenway at Pitt Street towards Moye Boulevard in the Vicinity of Pitt County Memorial Hospital. Construct Greenway using existing sidewalks and roads and new site along the river.											
<b>1,200</b>		DP	<b>PE 188</b>								
		C	<b>PE 47</b>								
		DP	<b>RW 100</b>								
		C	<b>RW 25</b>								
		DP		<b>C 620</b>							
		C		<b>C 220</b>							

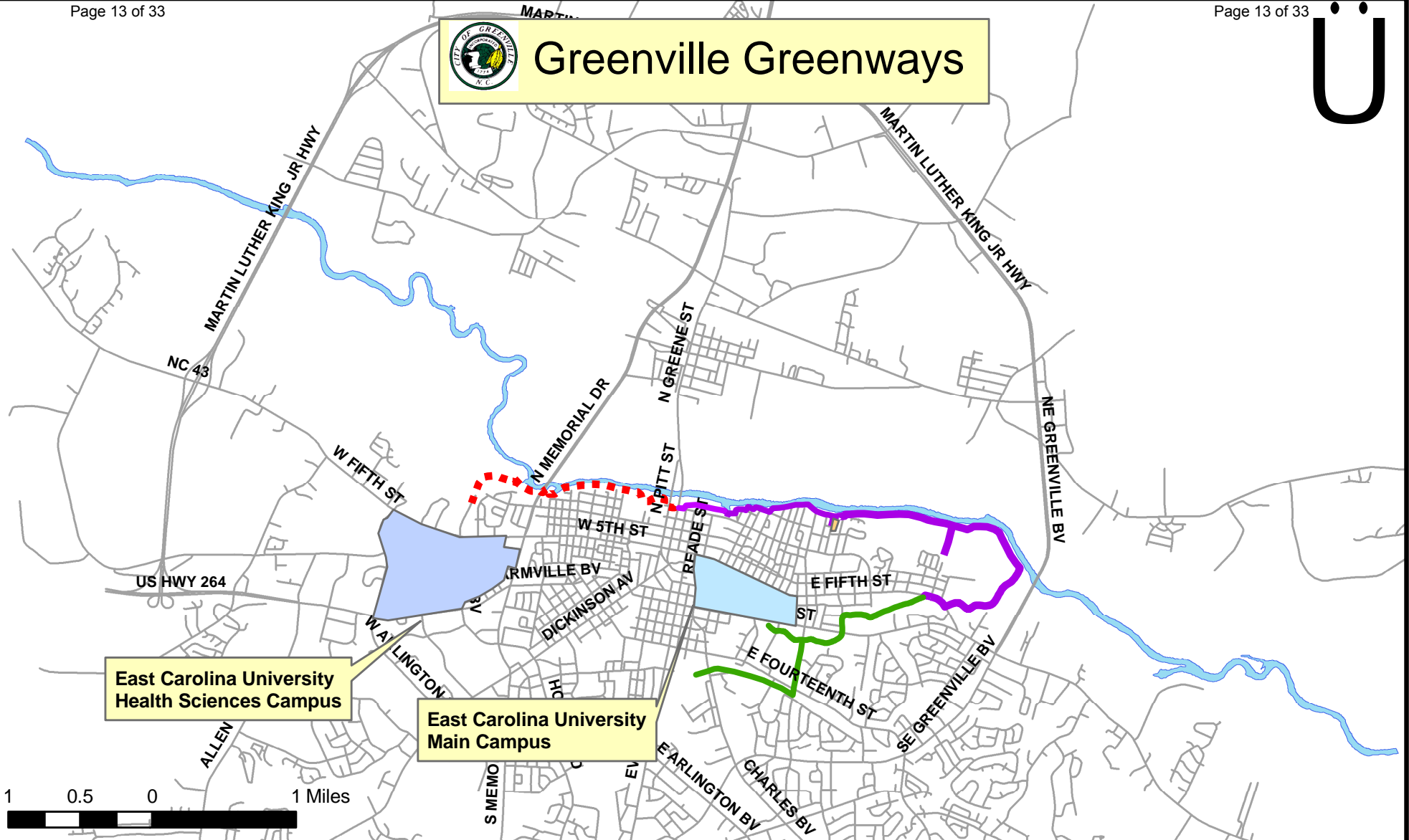
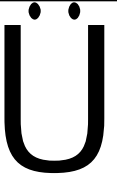
NOW THEREFORE, be it resolved by the Transportation Advisory Committee that the Greenville Urban Area Transportation Improvement Program for FY 2012-2018, adopted August 9, 2011 by the Greenville Urban Area Metropolitan Planning Organization shall be amended as listed above on this the 18<sup>th</sup> day of November, 2011.

\_\_\_\_\_  
Mayor Patricia C. Dunn, Chairperson  
Transportation Advisory Committee,  
Greenville Urban Area MPO

\_\_\_\_\_  
Amanda Braddy, Secretary

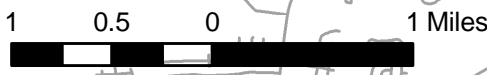


# Greenville Greenways



East Carolina University Health Sciences Campus

East Carolina University Main Campus



## Legend

### Existing

- Green Mill Run Greenway (Existing)
- South Tar River Greenway (Existing)

### TCSP Grant Request

- - - South Tar River Greenway (Grant Request)



12 September 2011

Daryl Vreeland  
Department of Public Works  
The Greenville Urban Area MPO  
1500 Beatty Street  
Greenville, NC 27834

Dear Mr. Vreeland,

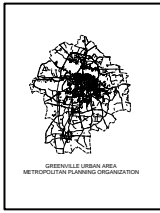
This letter is in response to the Public Comment period pertaining to an Amendment to the 2012-2018 Transportation Improvement Program for the Greenville Urban Area Metropolitan Planning Organization, specifically Project EB-5539, providing for design, right-of-way acquisition, and construction of the South Tar River Greenway, Phase 3. FROGGS writes in strong support of this amendment. We are willing to encourage public awareness of and use of this much needed extension to our current Greenway infrastructure.

Greenways are essential to the overall quality of life in our dynamic and growing city and in Pitt County. Essential amenities for students and citizens, they will help our area to nurture current businesses and industries and attract new ones. Phase 3 will be a visible and valuable addition to the city's transportation and recreation infrastructure.

Please contact FROGGS if we can be of any further assistance.

Sincerely,

Marianne Montgomery,  
Co-chair  
For the board of directors of FROGGS



## **Attachment 4c**

### **Technical Coordinating Committee**

### **Action Required**

October 12, 2011

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**TO:** Technical Coordinating Committee  
**FROM:** Daryl Vreeland, AICP, Transportation Planner  
**SUBJECT:** 2011-2012 Transportation Improvement Priorities—Project ranking.

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Purpose: Prioritize and assign points to the MPO's transportation projects that are candidates for NCDOT's Transportation Improvement Plan (TIP).

Discussion:

NCDOT, in January, 2011, released a new methodology for developing the bi-annual Transportation plan. This process is a significant departure from the previous methodology.

The new methodology (attachment 1) provides each MPO with NCDOT's quantitative score for projects submitted for consideration in the State's Transportation Improvement Plan (TIP). In November, 2011 the MPO must submit to NCDOT a prioritization of its highway projects.

The new process provides an opportunity to maximize the points these projects can earn which increases their potential for funding.

The new system allows each MPO to divide 1300 points among all of its highway transportation projects. Each project can be given no more than 100 points by an MPO. It is through this mechanism that MPOs effectively "rank" candidate projects.

Conceptually, an MPO can improve the funding potential of a project by awarding more points to those projects that received a higher score through NCDOT's quantitative scoring process.

Staff has developed an implementation plan by merging MPO best management practices into NCDOT's new methodology. A tentative timeline of this plan is attached for visual reference.

The following is a synopsis of when critical activities occur.

1. Public involvement process (Jan)
2. TCC/TAC meeting to develop eligible projects for priorities list submission (Jan-March)
3. MPO staff submit the projects to NCDOT (July)
4. NCDOT calculates quantitative score for each project and makes it available to MPO staff. (Aug)
5. TCC/TAC rank projects. (Oct-Nov)

At its October 12, 2011 meeting, TCC members will develop a recommendation for prioritization/point assignment for the projects that were submitted in June, 2011. A draft/proposed point distribution is attached for TCC's consideration. The projects are listed in descending order of NCDOT's quantitative score.

Non-highway projects (bike/ped/transit) are not subject to the 1300 point distribution, and are ranked in priority order. Per NCDOT regulations, the MPO can only submit a total of five bicycle/greenway projects and five pedestrian projects. These projects were presented in priority order during the March, 2011 TCC/TAC meetings.

Highway Spot Safety projects are not subject to ranking via the 1300 point distribution system per NCDOT's new process. However, they have been submitted to NCDOT for their consideration.

Action Needed: TCC recommends a point distribution for highway transportation improvement projects for TAC's consideration.

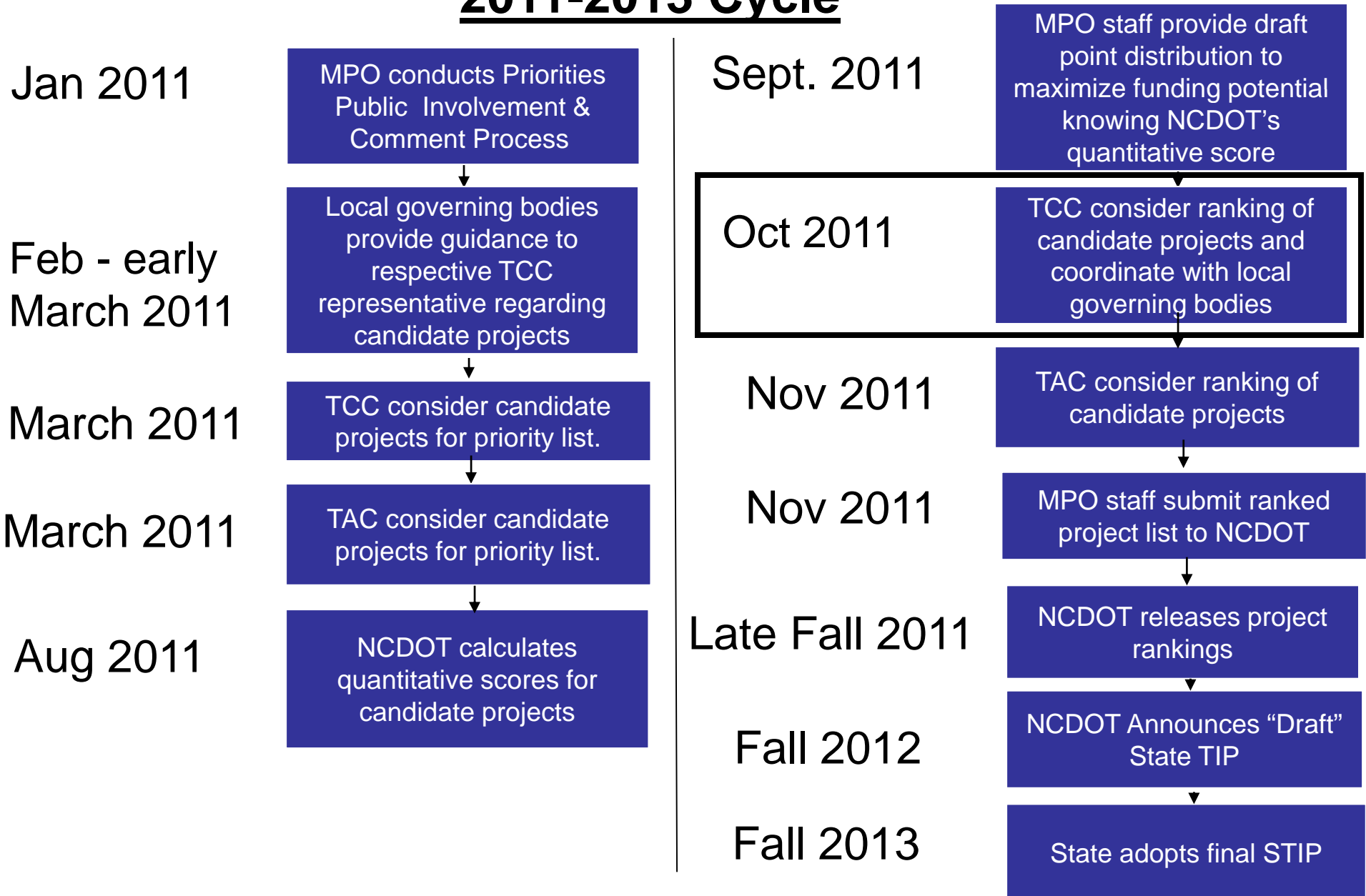
Attachments:

- Timeline of Priority list development process.
- Resolution 2011-18-GUAMPO: Proposed project ranking/point assignment of candidate projects for the 2011-2012 Transportation Improvement Priorities list.
- Approved 2009-2010 Priorities list



# Two-Year Transportation Improvement Program Process Tentative Timeline

## 2011-2013 Cycle



## **PEDESTRIAN PROJECTS**

1. **CITY OF GREENVILLE PEDESTRIAN SIGNALS AND HIGH-VISIBILITY CROSSWALKS**--Purchase, construction, and installation of pedestrian crosswalk signals and/or high-visibility crosswalk roadway markings at the following 15 locations:

<u>Intersection</u>	<u>Location</u>	<u>Upgrade</u>
a) Evans St/Arlington Blvd	N	Ped signal
b) 14 <sup>th</sup> St/Charles Blvd	E,W,N,S	Crosswalk and Ped signals
c) Greenville Blvd/Arlington	N	Ped signal
d) 10 <sup>th</sup> St/Greenville Blvd	N, E	Ped signal
e) Greenville Blvd/Charles Blvd	N,W	Crosswalk and Ped signals
f) Greenville Blvd/Elm St	N	Ped signal
g) 14 <sup>th</sup> St/Evans St	N,W	Ped signal
h) 14 <sup>th</sup> St/Dickinson Ave	E,W,N,S	Ped signal
i) NC43/Arlington Blvd	S,W	Crosswalk and Ped signal
j) NC43/Moye Blvd	N,S,E,W	Crosswalk and Ped signal
k) Greenville Blvd/Evans St	N	Crosswalk and Ped signal
l) Greenville Blvd/Landmark St	N,W	Crosswalk and Ped signal
m) Greenville Blvd/Bismark St	N	Crosswalk and Ped signal
n) Memorial Blvd/Arlington Blvd	N	Crosswalk and Ped signal
o) Dickinson Ave/Arlington Blvd	W	Crosswalk and Ped signal

2. **TOWN OF AYDEN HAWK PEDESTRIAN SIGNAL ON THIRD ST NEAR AYDEN MIDDLE AND ELEMENTARY SCHOOLS + NC102/NC11 SIDEWALK AND CROSSING IMPROVEMENTS + NC102/LEE ST CROSSING IMPROVEMENTS**

Construct new handicapped-accessible curb ramps near Ayden Middle School driveway, replace existing crosswalk across Third St with high-visibility crosswalk, install high-visibility pedestrian warning signs on Third St, install HAWK pedestrian signal to provide a connection between Ayden Middle and Ayden Elementary Schools.

NC102/NC11: Construct sidewalk from end of existing sidewalk near schools on NC102 westward to NC11 intersection. Construct the following intersection enhancements: high-visibility crosswalk, advanced stop lines, median pedestrian refuge island, pedestrian countdown signals, and curb radius reduction.

NC102/Lee St: Construct/provide the following pedestrian enhancements: curb extensions, pedestrian countdown signals, pedestrian crossing signage, driveway access management at SE corner.

3. **COUNTY HOME ROAD MID-BLOCK CROSSING AND SIDEWALK CONSTRUCTION**

Construct sidewalk parallel to County Home Road to connect end of existing trail to proposed mid-block crossing location (both sides of roadway). Installation of high visibility pedestrian warning signs with flashing beacon on County Home Road. Construction of handicapped-accessible ramps. Installation of HAWK pedestrian signal.

4. **TOWN OF WINTERVILLE – SIDEWALK CONSTRUCTION**

Construct sidewalk on both sides of Mill St (Old NC11) from Vernon White Rd to Main Street.

## **5. VILLAGE OF SIMPSON – SIDEWALK CONSTRUCTION**

Construction of sidewalk on Telfaire St, Queen St, Virginia St, and Simpson St to create a walking trail connection to local Community Park and Post Office.

## **PUBLIC TRANSPORTATION PROJECTS**

1. **INTERMODAL TRANSPORTATION CENTER** – Environmental assessment, design, land acquisition, and construction of a multimodal transfer center for intercity buses, GREAT, ECU Student Transit, PATS, taxis, and possibly passenger rail (**ID No. TD-4716**).
  
2. **REPLACEMENT BUSESSES (TA-4965)**
  - FY14 – 4 busses
  - FY16 – 1 bus
  - FY17 – 2 busses
  - FY19 – 2 busses
  
3. **EXPANSION BUSESSES (TA-4773)**
  - FY12 – 2 busses
  - FY13 – 2 busses
  - FY14 – 2 busses
  - FY15 – 2 busses
  - FY16 – 2 busses
  - FY17 – 2 busses
  - FY18 – 2 busses
  - FY19 – 2 busses
  - FY20 – 2 busses
  
4. **TECHNOLOGY - VEH. TRACKING, PASSENGER INFO, DATA COMMUNICATIONS, TRAFFIC SIGNAL PRIORITY, ETC. (TT-5208)**
  - FY14 – \$250,000
  - FY15 – \$50,000
  - FY16 – \$50,000
  - FY17 – \$50,000

## **HIGHWAY IMPROVEMENTS**

(see attached spreadsheet)

**HIGHWAY SPOT SAFETY IMPROVEMENTS**

1. **NC-11/DAVENPORT FARM ROAD (SR-1128) INTERSECTION** - Improve safety and capacity at this intersection in Winterville.
2. **SOUTH CENTRAL HIGH SCHOOL AND CREEKSIDE ELEMENTARY SCHOOL SAFETY IMPROVEMENTS** – Improve safety on Forlines Road (SR-1126) in the vicinity of these schools.
3. **NC-11 SOUTH/OLD SNOW HILL ROAD (SR-1113) INTERSECTION** - Improve safety and capacity at this intersection on the southwest side of Ayden.
4. **NC-11 SOUTH/ELLIOT DIXON ROAD (SR-1154) INTERSECTION** - Improve safety and capacity at this intersection south of Ayden.
5. **FORLINES ROAD/FROG LEVEL ROAD** - Improve safety and capacity at this intersection in Winterville.
6. **NC 43/IVY ROAD** - Improve safety and capacity at this intersection in Winterville.
7. **SR 1708 (Firetower Rd) at SR 1726 (Portertown Rd) in Greenville** – Construct Roundabout
8. **NC903 at SR1131 (Reedy Branch Rd) west of Winterville** – Construct Roundabout
9. **NC11 / NC102** – Improve safety at this intersection by signalization improvements

Adopted the 18th day of November, 2011.

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Mayor Patricia C. Dunn, Chairperson  
Transportation Advisory Committee  
Greenville Urban Area

ATTEST:

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Amanda J. Braddy, TAC Secretary

Row #	Previous (2009-2011) Rank	TIP #	Tier	Goal	Improve ment Type	Route	Route Name	From / Cross Street	To	Description	Scoring Category	NCDOT-Quantitative Score	Total Division Points	MPO Staff Proposed Points	Total Points
1	20		Regional	Infrastructure Health	Modernization	NC903		NC 11 Greene County Line		Widen existing pavement to 32 ft (4ft widening either side to accommodate Bicycle) - Utility relocation, structure improvements, widen typical roadway section, various Intersection improvements	Infrastructure Health-Regional	35.97	0	100	35.97
2	N/A		Subregional	Mobility	Corridor Management		Arlington Boulevard	SR 1708 Firetower Rd	NC43 (W 5Th St)	Upgrade drainage facilities, construct medians/channelized turn lanes, bicycle facilities, and sidewalk.	Mobility-Subregional	31.33	0	100	31.33
3	16		Subregional	Infrastructure Health	Modernization	SR1723, SR1759, SR2241	Ayden Golf Club Road, Tucker Road, Ivy Road	NC 102	NC 33	Widen to meet tolerable lane width requirements, including straightening and realigning Intersections, to serve as a connector between NC-102, NC-43 South, and NC-33 East.	Infrastructure Health-Subregional	23.87	0	100	23.87
4	10		Subregional	Mobility	Capacity	SR1708	Firetower Road	NC 43 (Charles Boulevard)	SR 1704 (Fourteenth Street)	Widen existing 2-lane roadway to a multi-lane urban section facility	Mobility-Subregional	23.45	0	100	23.45
5	N/A		Subregional	Infrastructure Health	Modernization	074 SR1126	Boyd Street	NC 11	Railroad Street	Widen to meet tolerable lane width requirements, provide bicycle and pedestrian facilities, construct curb and gutter and associated drainage structures, and construct turn lanes to allow the facility to serve as a connector between NC 11 and Railroad Street	Infrastructure Health-Subregional	22.15	0	100	22.15
6	8		Subregional	Infrastructure Health	Modernization	SR1127	Frog Level Road	US 13 (Dickinson Avenue)	NC 903	widen to tolerable lane width and add continuous 2 way left turn lane	Infrastructure Health-Subregional	20.26	0	100	20.26
7	5		Regional	Mobility	Capacity	US264A	Greenville Boulevard	NC 11 (Memorial Drive)	NC 33 (East 10th Street)	Widen to 6 travel lanes and improve Intersections from NC-11 to NC 33.	Mobility-Regional	20.22	0	90	20.22
8	3	U-2817	Subregional	Mobility	Capacity	SR1700	Evans Street/Old Tar Road	SR 1711 (Worthington Road) in Winterville	US 264A (Greenville Boulevard)	SR 1711 (Worthington Road) in Winterville to US 264A (Greenville Boulevard). Widen to Multi Lanes.	Mobility-Subregional	19.85	0	90	19.85
9	N/A		Subregional	Infrastructure Health	Modernization	074 SR1598	Dickinson Avenue	NC11	SR 1610 (Reade Circle)	Demolition and replacement of subgrade, asphalt, and curb & gutter, demolition of concrete slab beneath roadway; as necessary provide drainage repairs and upgrades, removal / replacement of existing sidewalk and construction of wheelchair ramps to meet current ADA requirements.	Infrastructure Health-Subregional	19.65	0	90	19.65
10	15		Subregional	Mobility	Capacity	SR1203	Allen Road	SR 1467 (Stantonsburg Road)	US 13 (Dickinson Avenue)	Widen existing 2 and 3 lane roadway to multi-lane urban section facility with sidewalk, bicycle and landscaping improvements	Mobility-Subregional	19.57	0	80	19.57
11	13		Subregional	Mobility	Capacity	SR1708, SR1726	Firetower Road, Portertown Road	SR 1704 (Fourteenth Street)	NC 33	Widen existing 2-lane roadways to multi-lane urban section facilities . includes Intersection improvements at Firetower Road and Portertown Road change the primary movement to East Firetower Road and the northern leg of Portertown Road	Mobility-Subregional	17.31	0	80	17.31

Row #	Previous (2009-2011) Rank	TIP #	Tier	Goal	Improve ment Type	Route	Route Name	From / Cross Street	To	Description	Scoring Category	NCDOT-Quantitative Score	Total Division Points	MPO Staff Proposed Points	Total Points	
12	9	R-3407C	Regional	Mobility	Capacity	NC033		NC 222 at Belvoir Crossroads	US 264 Bypass	US 264 Bypass in Greenville to US 64 Southeast of Tarboro. Widen to A Multi-Lane Facility. Section C: NC 222 at Belvoir Crossroads to US 264 Bypass.	Mobility-Regional	14.59	0	40	14.59	
13	14		Regional	Mobility	Capacity	NC043		North of Signature Drive	SR 1711 (Worthington Road)	Widen existing 2-lane and 3-lane roadway to a multi-lane urban section facility including sidewalk, landscaping, and bicycle improvements	Mobility-Regional	13.86	0	40	13.86	
14	11		Subregional	Mobility	Capacity	SR1704	Fourteenth Street	Red Banks Road	SR 1708 (Firetower Road)	Widen existing 2-lane roadway to a multi-lane urban section facility with Intersection improvements from Red Banks Road to Firetower Road (SR 1708)	Mobility-Subregional	13.63	0	60	13.63	
15	12		Statewide	Mobility	Capacity		New Route - Northeast Bypass	US 264	NC 33	Construct a 4-lane, median divided, limited access facility on new location from US-264 to NC 33 East with a new bridge over the Tar River	Mobility-Statewide	12.67	0	0	12.67	
16	12	U-3430	Subregional	Mobility	Capacity		New Route - US 264-NC 33 Connector	US 264	NC 33	US264-NC33 connector: Construct new bridge over Tar River, East of Greenville	Mobility-Subregional	11.79	0	30	11.79	
17	N/A		Subregional	Mobility	Capacity	074 SR1713		NC 11	SR 1149 (Mill Street)	Laurie Ellis Rd Extension/Connector: Construct on new location 2-lane roadway with bicycle and pedestrian facilities. Construct intersection with NC11 turn lane improvements and traffic light installation	Mobility-Subregional	10.96	0	30	10.96	
18	6	U-5006	Subregional	Mobility	Capacity		New Route - Firetower Road Extension	SR 1127 (Frog Level Road)	NC 11/903	SR 1127 (Frog Level Road) to NC 11/903. Construct Multi-Lane Facility, Part on New Location.	Mobility-Subregional	10.32	0	30	10.32	
19	19		Subregional	Mobility	Capacity	SR1126	Forlines Road	Greenville Southwest Bypass (R-2250)	NC 11	Widen existing 2-lane roadway to multi-lane urban section facility including bicycle and pedestrian facilities	Mobility-Subregional	10.05	0	20	10.05	
20	17		Regional	Mobility	Capacity	NC102		NC 11	Vema Avenue	Widen to a multi-lane facility with sidewalks	Mobility-Regional	9.82	0	20	9.82	
													Total =	1300		

## RESOLUTION NO. 2009-04-GUAMPO

### RESOLUTION ESTABLISHING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION'S 2009-2010 TRANSPORTATION IMPROVEMENT PRIORITIES TO BE PRESENTED TO THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

WHEREAS, the Greenville Urban Area Metropolitan Planning Organization held public informational meetings on January 7<sup>th</sup> and January 9<sup>th</sup> and a 30-day comment period to receive citizens' input on the Transportation Improvement Priorities; and

WHEREAS, the Transportation Advisory Committee of the Greenville Urban Area met on the 17th day of March 2009, to consider needed transportation improvement priorities;

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area that the following transportation improvements, listed by category in order of priority, are recommended to the North Carolina Department of Transportation for inclusion in the Transportation Improvement Program:

### 2009-2010 TRANSPORTATION IMPROVEMENT PRIORITIES

#### HIGHWAY IMPROVEMENTS

- 1.\* **SOUTHWEST BYPASS** - Construct a four-lane, median divided, limited access facility on new location from US-264 west of Greenville to NC-11 near Ayden with a bypass of Winterville (7.8 miles) (**ID No. R-2250**).
2. **TENTH STREET CONNECTOR** - Improve existing multi-lane, curb and gutter facility with sidewalk, bicycle, and landscaping improvements on Farmville Boulevard from Memorial Drive (NC-11/43/903) to Fourteenth Street; and new location multi-lane urban section facility from Fourteenth Street to Dickinson Avenue (SR-1598) at Tenth Street (SR-1598) with a grade separation at CSX Railroad (0.9 miles) (**ID No. U-3315**).
- 3.\* **EVANS STREET AND OLD TAR ROAD (SR-1700)** - Widen existing two/three-lane roadway to multi-lane urban section facility with sidewalk, bicycle, and landscaping improvements from Greenville Boulevard (US-264A) to Worthington Road/Cooper Street (SR-1711) (3.8 miles) (**ID No. U-2817**)
4. **NC 43** - Widen existing two-lane roadway to a four-lane divided facility from Memorial Drive (NC 11/US 13) to US 264 (2.5 miles) (**ID No. U-5018**).
- 5.\* **GREENVILLE BOULEVARD (US 264A/NC-43)** – Widen to six travel lanes and improve intersections from Memorial Drive (NC-11/903) to Tenth St. (4.5 miles).

- 6.\* **FIRE TOWER ROAD PHASE II (SR-1708)** - Construct a multi-lane urban section facility on new location with sidewalk, bicycle, and landscaping improvements from Memorial Drive (NC-11/903) to Forlines Road (1.6 miles) (**ID No. U-3613**).
- 7.\* **MAIN STREET (SR-1133)** - Reconstruct existing curb and gutter portion with sidewalk, landscaping, and bicycle improvements from NC-11 to the end of curb and gutter; widen existing two-lane roadway to a multi-lane urban section facility with sidewalk, landscaping, and bicycle improvements from the end of existing curb and gutter to the end of the existing pavement east of Old Tar Road (SR-1700).
- 8.\* **FROG LEVEL ROAD (SR-1127)** – Widen to meet tolerable lane width requirements and to serve as a connector between US 13/US 264A and NC-903.
- 9.\* **NC-33 WEST** - Widen roadway to a multi-lane rural section facility from US-264 in Greenville to US-64 southeast of Tarboro (17.9 miles) (**ID No. R-3407**).
- 10.\* **FIRE TOWER ROAD PHASE III, EAST FIRE TOWER ROAD (SR-1725) FROM CHARLES BOULEVARD (NC-43) TO FOURTEENTH STREET EXTENSION (SR- 1704)** - Widen existing two-lane roadway to a multi-lane urban section facility from Charles Boulevard (NC-43) to Fourteenth Street Extension (SR-1704) (0.6 miles).
- 11.\* **FOURTEENTH STREET (SR-1704)** - Widen existing two-lane roadway to a multi-lane urban section facility with intersection improvements from Red Banks to East Fire Tower Road (SR-1725) (1.12 miles).
- 12.\* **NORTHEAST BYPASS INCLUDING THE US-264/NC-33 EAST CONNECTOR** - Construct a four-lane, median divided, limited access facility on new location from US-264 Northwest Bypass to NC-33 East with a new bridge over the Tar River east of Greenville (9.2 miles) (**ID No. U-3430**).
- 13.\* **FIRE TOWER ROAD PHASE IV, EAST FIRE TOWER ROAD (SR-1725) FROM FOURTEENTH STREET EXTENSION (SR- 1704) TO PORTERTOWN ROAD (SR 1726) AND PORTERTOWN ROAD** - Widen existing two-lane roadways to multi-lane urban section facilities on East Fire Tower Road from Fourteenth Street Extension (SR-1704) to Portertown Road (SR-1726) (.75 miles), and Portertown Road from East Fire Tower Road (SR-1725) East 10<sup>th</sup> Street/NC 33 (1.43 miles). Includes intersection improvements at East Fire Tower Road and Portertown Road to change the primary movement to East Fire Tower Road and the northern leg of Portertown Road.
- 14.\* **CHARLES BOULEVARD (NC-43 South)** – Widen existing two-lane and three-lane roadway to a multi-lane urban section facility including sidewalk, landscaping, and bicycle improvements from Bell’s Fork to Worthington Road (SR-1711) (3.0 miles).
- 15.\* **ALLEN ROAD (SR-1203)** - Widen existing two and three lane roadway to multi-lane urban section facility with sidewalk, bicycle, and landscaping improvements from Stantonsburg Road (SR-1200) to US-13/264A (2.3 miles).



- 16.\* **IVY ROAD (SR-2241), TUCKER ROAD (SR-1759), AND AYDEN GOLF CLUB ROAD (SR-1723)** - Widen to meet tolerable lane width requirements, including straightening and realigning intersections, to serve as a connector between NC-102, NC-43 South, and NC-33 East.
- 17.\* **NC 102**, from NC 11 to Verna Avenue, widen to a multi-lane facility with sidewalks.
- 18.\* **FOURTEENTH STREET**, Railroad grade separation at CSX Transportation crossing 641, 641E (ID No. U-3839).
- 19.\* **FORLINES ROAD**, from SW Bypass Interchange to NC 11, Widen existing two-lane roadway to multi-lane urban section facility including bicycle and pedestrian facilities.
- 20.\* **NC 903**, from NC 11 to Greene County Line - Distance 7.6 miles - Widen existing pavement to 32 ft (4 ft widening either side to accommodate Bicycle) - Utility relocation, structure improvements, widen typical roadway section, various intersection improvements.

### **LOCAL PROJECTS**

**THOMAS LANGSTON ROAD EXTENSION** – Construct on new location a multi-lane urban section facility including sidewalk, landscaping, and bicycle improvements from Memorial Drive (NC-11/903) at Thomas Langston Road (SR-1134) to Evans Street Extension (SR-1700)(1.14 miles).

**BROWNLEA DRIVE EXTENSION PHASE II** – Construct primarily on new location a multi-lane urban section facility with sidewalk from Tenth Street to Fourteenth Street (0.8 miles).

**MAIN STREET EXTENSION** - Construct new multi-lane urban section facility with sidewalk, landscaping, and bicycle improvements from end of roadway to Worthington Road (SR-1711).

### **BRIDGE REPLACEMENT IMPROVEMENTS**

1. **MEMORIAL DRIVE (US 13/NC-11/903) OVER TAR RIVER BRIDGE NO. 38** - Replacement of existing bridges over the Tar River and overflow (**ID No. B-4786**).
2. **MT. PLEASANT CHURCH ROAD (SR-1418) BRIDGE 171** - Replacement of an existing bridge over Johnson's Mill Run (**ID No. B-4788**).
3. **STANTONSBURG ROAD (SR-1200) BRIDGE NO. 65** - Replacement of an existing bridge over Pinelog Branch (**ID No. B-4233**).
4. **JACK JONES ROAD (SR-1715) BRIDGE NO. 29** - Replacement of an existing bridge over Fork Swamp (**ID No. B-4603**).
5. **OLD RIVER ROAD (SR-1401) BRIDGE NO. 95** – Replacement of an existing bridge over Johnson's Mill Run (**ID No. B-4787**).

6. **AYDEN GOLF CLUB ROAD (SR-1723) BRIDGE NO. 25** - Replacement of an existing bridge over east branch of Swift Creek east of Ayden (**ID No. B-4237**).
- 7.\* **WEYERHAEUSER ROAD (SR-1900) BRIDGE NO. 154** - Replacement of an existing bridge over branch of Swift Creek (**ID No. B-4791**).
8. **PORTERTOWN ROAD (SR-1726) BRIDGE NO. 219** – Replacement of an existing bridge over Hardee Creek, .2 miles east of King George Road (**ID No. B-4238**).
- 9.\* **WORTHINGTON ROAD (SR-1711) BRIDGE NO. 28** – Replacement of an existing bridge over Fork Swamp (**ID No. B-4602**).
10. **FISHPOND ROAD (SR-1214) BRIDGE NO. 64** - Replacement of an existing bridge over Pinelog Creek with culvert (**ID No. B-4601**).
11. **NC-903 BRIDGE NO. 9** - Replacement of an existing bridge over Swift Creek east of Ayden (**ID No. B-4232**)
12. **KING GEORGE ROAD BRIDGE NO. 421** – Replacement of an existing bridge over Meeting House Branch. (**ID No. B-5100**)

**RAILROAD CROSSING IMPROVEMENTS** - In full support of railroad crossing improvements listed in the State TIP.

### **HIGHWAY SPOT SAFETY IMPROVEMENTS**

- 1.\* **NC-11/DAVENPORT FARM ROAD (SR-1128) INTERSECTION** - Improve safety and capacity at this intersection in Winterville.
- 2.\* **NC-11/THOMAS LANGSTON ROAD (SR-1134) INTERSECTION** - Improve safety and capacity at this intersection in Greenville.
- 3.\* **FIRE TOWER ROAD (SR-1708)/ARLINGTON BLVD AND COUNTY HOME ROAD (SR-1725) INTERSECTION** - Improve safety and capacity at this intersection in Greenville.
- 4.\* **OLD TAR ROAD/MAIN STREET INTERSECTION**- Improve safety and capacity at this intersection; design and construct in anticipation of and accommodation of future widening on Old Tar Road (SR-1700) and Main Street (SR-1133) in Winterville.
- 5.\* **COUNTY HOME ROAD (SR-1725) SAFETY IMPROVEMENTS** – Improve safety on County Home Road from Bells Chapel Road to Wintergreen Intermediate School, including adding a continuous turn lane.

- 6.\* **D.H. CONLEY HIGH SCHOOL SAFETY IMPROVEMENTS** – Improve safety on Worthington Road (SR-1711) in front of D. H. Conley High School.
- 7.\* **SOUTH CENTRAL HIGH SCHOOL AND CREEKSIDE ELEMENTARY SCHOOL SAFETY IMPROVEMENTS** – Improve safety on Forlines Road (SR-1126) in the vicinity of these schools.
- 8.\* **NC-11 SOUTH/OLD SNOW HILL ROAD (SR-1113) INTERSECTION** - Improve safety and capacity at this intersection on the southwest side of Ayden.
- 9.\* **NC-11 SOUTH/ELLIOT DIXON ROAD (SR-1154) INTERSECTION** - Improve safety and capacity at this intersection south of Ayden.
- 10.\* **FORLINES ROAD/FROG LEVEL ROAD** - Improve safety and capacity at this intersection in Winterville.
- 11.\* **NC 43/IVY ROAD** - Improve safety and capacity at this intersection in Winterville.


### **BICYCLE/PEDESTRIAN PROJECTS**

1. **SOUTH TAR RIVER GREENWAY** – Construct new bicycle path along south side of Tar River from Greenville Bridge over Town Creek to Green Mill Run Greenway (3.0 miles). **(ID No. EB-4702)**.
- 2.\* **BIKEWAY SYSTEM IMPROVEMENTS** – Signs, pavement markings, maps, and brochures to develop the short-term “Bikeway 2000” system.
3. **GREEN MILL RUN GREENWAY** - Construct new bicycle path from Charles Boulevard to Evans Park. **(ID No. EB-4996)**
- 4.\* **PARKERS CREEK GREENWAY/BICYCLE PATH** - Construct new bicycle path along Parkers Creek from SR-1579 (Staton Road) to River Park North (3.4 miles). **(ID No. EB-4997)**
- 5.\* **GREEN MILL RUN, NATURAL CORRIDOR** – Construct new multi-use path from terminus of existing Green Mill Run greenway to where main stem of Green Mill Run meets a southern fork of the creek system, just East of Evans Road. Corridor would provide connectivity to the Green Mill Run Greenway.
- 6.\* **SCHOOLHOUSE BRANCH GREENWAY & COMPLETION OF 3<sup>RD</sup> STREET CONNECTOR** – Construct multi-use path along Schoolhouse Branch from South Tar River Trail to medical complex area.

**PUBLIC TRANSPORTATION**

1. **RELOCATION OF CSX RAIL SWITCHING STATION** – Relocation of CSX switching station and track improvements on the Norfolk Southern and CSX systems (P-5000)
- 2.\* **INTERMODAL TRANSPORTATION CENTER** – Design, acquire land, and construct a multimodal transfer center for intercity buses, GREAT, ECU Student Transit, PATS, taxis, and possibly passenger rail (**ID No. TD-4716B**).
- 3.\* **PASSENGER RAIL SYSTEM (RALEIGH TO GREENVILLE)** – Feasibility/planning study for passenger rail service from Raleigh to Greenville, as described in NCDOT's 2001 North Carolina Rail Plan.
4. **OPERATING, PLANNING AND CAPITAL ASSISTANCE** - For Transit operations from 07-01-09 through 06-30-17.
- 5.\* **TRANSIT CAPITAL ITEMS** – Projects listed in 2009-2015 MTIP.

Adopted the 17th day of March 2009.



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Mayor Patricia C. Dunn, Chairperson  
Transportation Advisory Committee  
Greenville Urban Area

ATTEST:

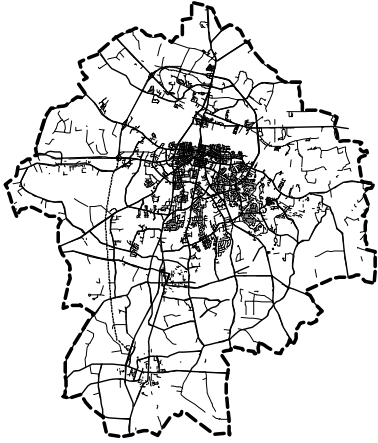


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Amanda J. Braddy, TAC Secretary

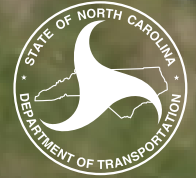
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# INFORMATIONAL ITEMS



GREENVILLE URBAN AREA  
METROPOLITAN PLANNING ORGANIZATION

# URBAN LOOP PROJECTS ACCELERATION PLAN FACT SHEET



The Urban Loop Program totals 353 miles, 140 of which are open to traffic. The estimated cost to build the remaining 213 miles is about \$8 billion. At the current funding rate, it will take more than 50 years to complete the program.

Utilizing GARVEE Bonds, NCDOT can accelerate construction of urban loop projects in Asheville, Fayetteville, Greensboro, Greenville, Wilmington and Winston-Salem. These urban loops will put people to work while connecting businesses to their customers.

Route	Description	Original Schedule	Accelerated Schedule
I-26 (Asheville Connector)	North of I-26/I-40 split to north of Haywood Road (State Road 3548)	Unfunded/Not Programmed	Right of Way in 2018; Construction in 2020
I-295 (Fayetteville Outer Loop)	South of U.S. 401 to south of Cliffdale Road (State Road 1400)	Unfunded/Not Programmed	Right of Way in 2019
I-295 (Fayetteville Outer Loop)	South of Cliffdale Road (State Road 1400) to east of Clearwater Road (State Road 1415)	Right of Way in progress; Unfunded/Not Programmed for construction	Construction in 2019
I-73/Future I-840 (Greensboro Western Loop)	U.S. 220 (Battleground Avenue) to Lawndale Drive (State Road 2303)	Right of Way in progress; Construction in 2019	Construction in 2017
Future I-785/Future 840 (Greensboro Eastern Loop)	U.S. 29 north of Greensboro to Lawndale Drive (State Road 2303)	Unfunded/Not Programmed	Right of Way in 2016; Construction in 2019
N.C. 11/N.C. 903 (Greenville Southwest Bypass)	N.C. 11 to south of N.C. 102	Right of Way in 2020	Right of Way in 2019
N.C. 11/N.C. 903 (Greenville Southwest Bypass)	South of N.C. 102 to south of Forlines Road (State Road 1126)	Unfunded/Not Programmed	Construction in 2020
N.C. 11/N.C. 903 (Greenville Southwest Bypass)	South of Forlines Road (State Road 1126) to U.S. 264 Greenville Bypass	Construction in 2020	Construction in 2018
I-140/U.S. 17 (Wilmington Bypass)	U.S. 74/U.S. 76 east of Malmo in Brunswick County to west of U.S. 421 north of Wilmington	Grade and structure completion in 2016	Project (including paving) will be completed for traffic in 2016
Future I-74 (Winston-Salem Northern Beltway)	I-40 Business/U.S. 421 to U.S. 158	Unfunded/Not Programmed	Right of Way in 2012; Construction in 2015

## Urban Loop Prioritization Process DRAFT Schedule - SUBJECT TO CHANGE

TIP	Priority Ratio	Area	Route	Section	Description	Funding Schedule	SFY 2011	SFY 2012	SFY 2013	SFY 2014	SFY 2015	SFY 2016	SFY 2017	SFY 2018	SFY 2019	SFY 2020
R-4902	90.01	Charlotte	I-485 Widening		I-77 South to US 521	2011-2020 Work Program										
R-4902	90.01	Charlotte	I-485 Widening		I-77 South to US 521	\$400 M Garvee										
U-4434	88.62	Wilmington	Independence Blvd Ext.		Randall Parkway to the Martin Luther King Jr. Parkway	2011-2020 Work Program										
U-4434	88.62	Wilmington	Independence Blvd Ext.		Randall Parkway to the Martin Luther King Jr. Parkway	\$400 M Garvee										
X-0002	32.38	Fayetteville	I-295	BB	West of NC 24/87 (Bragg Blvd) to NC 210 (Murchison Road) - Paving of U-2519E / X-0002B	2011-2020 Work Program										
X-0002	32.38	Fayetteville	I-295	BC / CA	NC 210 (Murchison Road) to East of SR 1600 (McArthur Road)	2011-2020 Work Program										
X-0002	32.38	Fayetteville	I-295	CB	East of SR 1600 (McArthur Road) to US 401	2011-2020 Work Program										
X-0002	32.38	Fayetteville	I-295	CC	NC 210 (Murchison Road to US 401) - Paving of X-0002BC, CA, & CB	2011-2020 Work Program										
X-0002	32.38	Fayetteville	I-295	BB/BC/CA/CB/CC/	West of NC 24/87 (Bragg Blvd) to NC 210 (Murchison Road) - Includes Paving of U-2519E / X-0002B/BC/CA/CB	\$400 M Garvee										
U-0071	32.17	Durham	East End Connector		NC 147 To North Of NC 98	2011-2020 Work Program										
U-0071	32.17	Durham	East End Connector		NC 147 To North Of NC 98	\$400 M Garvee										
R-2633	23.85	Wilmington	I-140/US 17	B	US 74/76 East of Malmo to US 421 North of Wilmington	2011-2020 Work Program										
R-2633	23.85	Wilmington	I-140/US 17	B	US 74/76 East of Malmo to US 421 North of Wilmington	\$400 M Garvee										
U-2524	22.68	Greensboro	I-840 (Western Loop)	C	Bryan Blvd to East of US 220 (Battleground Avenue)	2011-2020 Work Program										
U-2524	22.68	Greensboro	I-840 (Western Loop)	C	Bryan Blvd to East of US 220 (Battleground Avenue)	\$400 M Garvee										
U-2524	37.19	Greensboro	I-840 (Western Loop)	D	East of US 220 (Battleground Aveue) to East of SR 2303 (Lawndale Drive)	2011-2020 Work Program										
U-2524	37.19	Greensboro	I-840 (Western Loop)	D	East of US 220 (Battleground Aveue) to East of SR 2303 (Lawndale Drive)	\$400 M Garvee										
U-2525	18.19	Greensboro	I-840 (Eastern Loop)	B	North of US 70 to US 29	2011-2020 Work Program										
U-2525	18.19	Greensboro	I-840 (Eastern Loop)	B	North of US 70 to US 29	\$400 M Garvee										
U-2525	38.75	Greensboro	I-840 (Eastern Loop)	C	US 29 to SR 2303 (Lawndale Dr.)	2011-2020 Work Program										
U-2525	38.75	Greensboro	I-840 (Eastern Loop)	C	US 29 to SR 2303 (Lawndale Dr.)	\$400 M Garvee										

## Urban Loop Prioritization Process DRAFT Schedule - SUBJECT TO CHANGE

TIP	Priority Ratio	Area	Route	Section	Description	Funding Schedule	SFY 2011	SFY 2012	SFY 2013	SFY 2014	SFY 2015	SFY 2016	SFY 2017	SFY 2018	SFY 2019	SFY 2020	
R-2250	14.37	Greenville	Greenville Southwest Bypass	A	South of Old NC 11 to South of NC 102	2011-2020 Work Program											
R-2250	14.37	Greenville	Greenville Southwest Bypass	A	South of Old NC 11 to South of NC 102	\$400 M Garvee											
R-2250	14.37	Greenville	Greenville Southwest Bypass	B	South of NC 102 to South of SR 1126 (Forlines Road)	2011-2020 Work Program											
R-2250	14.37	Greenville	Greenville Southwest Bypass	B	South of NC 102 to South of SR 1126 (Forlines Road)	\$400 M Garvee											
R-2250	27.71	Greenville	Greenville Southwest Bypass	C	South of SR 1126 (Forlines Road) to US 264	2011-2020 Work Program											
R-2250	27.71	Greenville	Greenville Southwest Bypass	C	South of SR 1126 (Forlines Road) to US 264	\$400 M Garvee											
U-4722	97.41	Durham	US 501 (Roxboro Rd.)		US 501 Bypass (Duke St.) to SR 1640 (Goodwin Road)	2011-2020 Work Program											
U-4722	97.41	Durham	US 501 (Roxboro Rd.)		US 501 Bypass (Duke St.) to SR 1640 (Goodwin Road)	\$400 M Garvee											
U-2519	41.52	Fayetteville	I-295	CA	US 401 (Raeford Road) to SR 1400 (Cliffdale Road)	2011-2020 Work Program											
U-2519	41.52	Fayetteville	I-295	CA	US 401 (Raeford Road) to SR 1400 (Cliffdale Road)	\$400 M Garvee											
U-2519	39.91	Fayetteville	I-295	CB	SR 1400 (Cliffdale Road to East of SR 1415 (Yadkin Road)	2011-2020 Work Program											
U-2519	39.91	Fayetteville	I-295	CB	SR 1400 (Cliffdale Road to East of SR 1415 (Yadkin Road)	\$400 M Garvee											
I-4743	35.77	Durham	I-85		US 70 to SR 1632 (Red Mill Road)	2011-2020 Work Program											
I-4743	35.77	Durham	I-85		US 70 to SR 1632 (Red Mill Road)	\$400 M Garvee											
I-2513A	30.67	Asheville	I-26	A	North of I-40 to North of SR 3548 (Haywood Road)	2011-2020 Work Program											
I-2513A	30.67	Asheville	I-26	A	North of I-40 to North of SR 3548 (Haywood Road)	\$400 M Garvee											
U-2579	18.85	Winston-Salem	I-74 (Northern Beltway Eastern Section)	B	I-40 Business/US 421 to US 158	2011-2020 Work Program											
U-2579	18.85	Winston-Salem	I-74 (Northern Beltway Eastern Section)	B	I-40 Business/US 421 to US 158	\$400 M Garvee											

Note: Only funded projects using loop dollars are shown (i.e., Turnpike Projects are not shown)

= Right-of-Way Acquisition

= Construction



## Frequently Asked Questions about Urban Loop Acceleration

**Q:** How were the loop projects selected for acceleration?

**A:** These are the loop segments that are most ready to begin right-of-way acquisition and construction, either because they already have completed environmental documents or will be ready by the time they are scheduled.

**Q:** Does acceleration of these projects mean that other loop projects not on the list will be delayed or not funded?

**A:** No. All 21 loop projects in the state either remain on their current schedule or will be moved forward. None are delayed by these changes.

**Q:** How is the state able to finance the acceleration given the tight fiscal situation?

**A:** The state will use \$400 million in federal GARVEE bonds, which enables a state to borrow now from future federal highway funding. In this case, we will be borrowing from funding in years 2016 and beyond. This financial strategy also takes advantage of the current construction economic climate, which has resulted in bids coming in well under estimate.

**Q:** The loop program went through an extensive prioritization process that ranked all the loop projects in the state. How is it that loops that previously ranked low were accelerated?

**A:** At the request of loop communities, NCDOT re-prioritized individual segments of loops – instead of the entire loop. This made the projects more affordable and thus moved them up in the cost/benefit analysis used in prioritization. Every community in the state was allowed to put forward two segments for the prioritization process.

**Q:** Does the award of GARVEE bonds to some divisions mean that others will lose out for future funding?

**A:** No community will be disadvantaged in GARVEE funding. Those that are not ready to receive GARVEE funding at this time will be moved to the front of the list for the next round of GARVEE bonds.

**Q:** GARVEE debt required interest payments. How will the affected communities pay that off?

**A:** As has always been the case, interest on debt will come from the Highway Trust Fund equity funds allocated to divisions and funding regions.

**Q:** Is this rescheduling of the projects final?

**A:** The acceleration plan is contingent upon the current level of federal funding being reauthorized by Congress. A decline in funding would reduce the amount of GARVEE bond capacity for the state. Also, the program assumes the current state gas tax rate and the revenues it generates. v