



City of Winston-Salem City Council  
**Council Agenda Item Summary**

<b>Title</b>	<b>Resolution Authorizing a Change Order with Johnson, Mirmiran &amp; Thompson (JMT) for Additional Engineering Design Services Related to the Salem Parkway Multi-Use Path Western Section</b>
City Council Committee	Committee of the Whole
Meeting Date	May 11, 2026
Staff Lead (Presenter)	Jeff Fansler, Director of Transportation
Department Head	Jeff Fansler, Director of Transportation
City Manager/ACM	Aaron King, ACM

**Agenda Item Summary**

Recommended Council Action	Resolution Approval
Suggested Motion Options	Resolution to Approve a Change Order with JMT for Additional Engineering Design Services Related to the Salem Parkway Multi-Use Path Western Section
Strategic Focus Area	Livable Community
Strategic Plan Objective	LC4: Providing Regional and Community Programs and Amenities
Anticipated Fiscal Impact	Fiscal Impact Anticipated: See Analysis in Summary

**Summary of Information**

The Salem Parkway Multi-Use Path (Western Section, EB-6008) was originally envisioned as part of the Business 40 reconstruction effort but was removed from that project when funding limitations made it infeasible to advance as a single construction package. Its counterpart, the eastern segment of the Multi-Use Path (EB-5840), was similarly separated yet has since been successfully completed. That eastern section was formally celebrated last summer with a public ribbon cutting, during which the trail was officially renamed the Twin City Trail—a milestone that underscored the community’s enthusiasm for this growing active-transportation network.

The Western Section is now advancing through design; however, substantial modifications to the original scope—combined with complex engineering constraints created by the project’s proximity to Salem Parkway—have made additional funding both necessary and unavoidable.

Key scope changes include major revisions to the pedestrian bridge design, which now requires expanded survey coverage, more detailed drainage analysis, and a

significantly higher level of structural engineering. The project also demands lengthened retaining walls, dramatically increasing the design effort and the resources required to deliver a safe, durable, and constructable facility. Several other project components have been similarly affected by these expanded technical requirements.

This change order, totaling \$352,262.78, provides the critical funding needed to fully support the revised design scope. Approval ensures the project can continue responsibly and without further interruption, upholding the standards of safety, quality, and long-term performance expected of an infrastructure investment of this scale.

The project is currently between the 30% and 60% design milestones, with a public meeting planned for this fall. Under the current schedule, the project is targeted to be let for construction in November 2027.

**Analysis of Fiscal Impact**

This project (EB-6008) is funded through the federal Surface Transportation Block Grant program, which has sufficient capacity to support the additional design expenses associated with the expanded project scope. These costs fully qualify for federal participation, and NCDOT has formally approved the supplemental agreement authorizing the City to proceed with this change order.

The original design budget for this project was \$422,925.07 with \$186,922.64 remaining on the open purchase order.

The proposed change order totals \$352,262.78. Under the program’s 80/20 cost-share structure, the City’s required local match is \$70,452.56. This local share has already been accounted for and is fully funded within the adopted Capital Plan, ensuring no additional local appropriation is needed.

**Attachments**

- RESOLUTION – MUP West Design Contract Change Order
- MAP – MUP West Design Contract Change Order

Committee Action	COTW 5/11/2026
For:	Against:
Remarks: Unanimous Approved	