

SALEM PARKWAY MULTI-USE PATH UPDATE

City of Winston-Salem Public Works Committee

December 15, 2020



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MULTI-USE PATH TIMELINE

- 2014-2018
 - City:
 - Multi-Use Path feasibility study and submission to MPO for funding
 - 2018 bond referendum
 - MPO: Evaluation of candidate P_{4.0} projects
 - MPO and NCDOT support as a priority project
 - NCDOT: P_{4.0} evaluation
 - Top bicycle/pedestrian project in Division 9
 - Included in STIP



PROJECT STATUS

NCDOT Funding Status

Dropped below statutorily mandated cash floor of \$293,000,000



Freeze on federal transportation funds
and ability to enter into supplemental agreements



City will manage remainder of project



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MULTI-USE PATH – CHERRY STREET BRIDGE



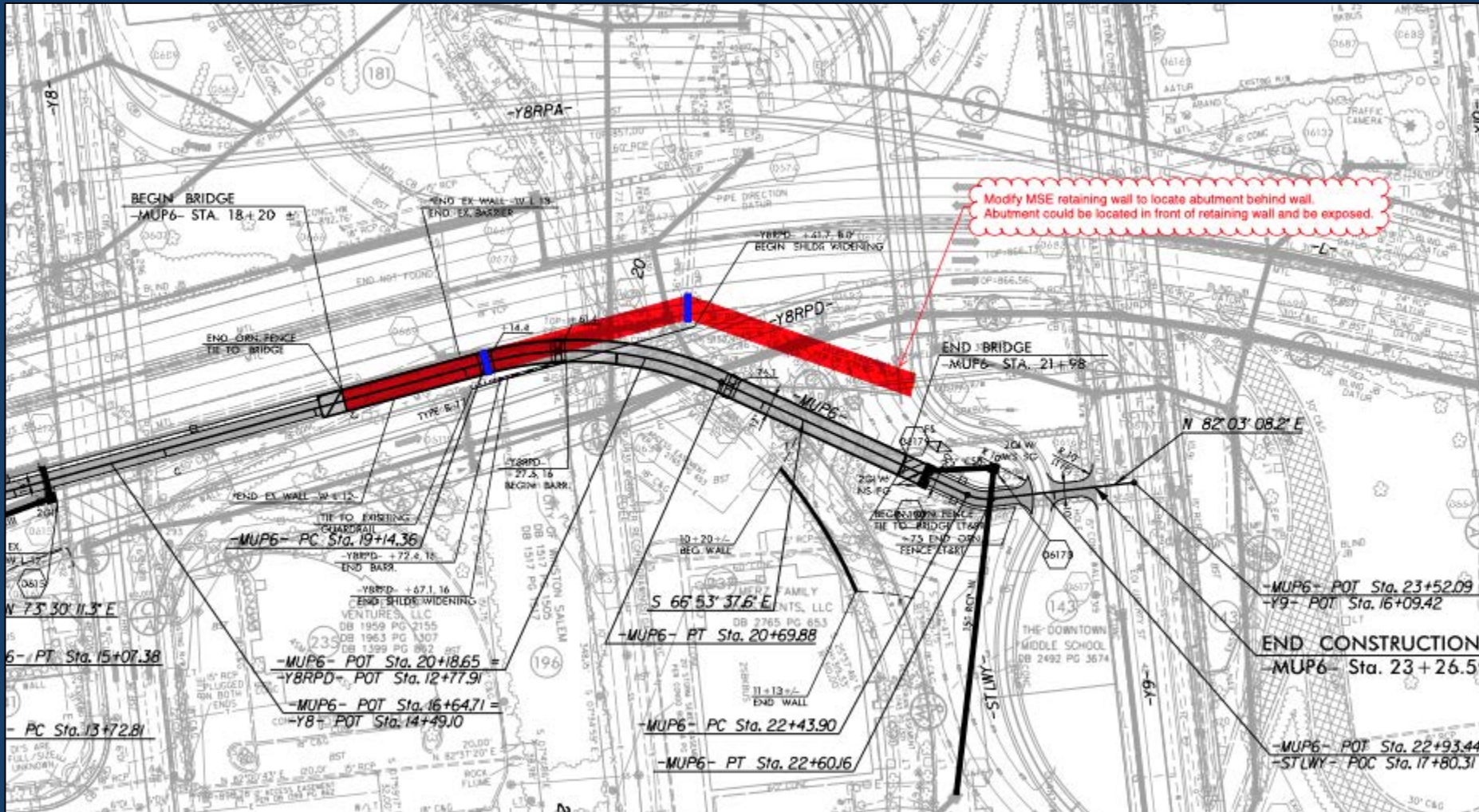
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PETER OLIVER PAVILION WITH MULTI-USE PATH

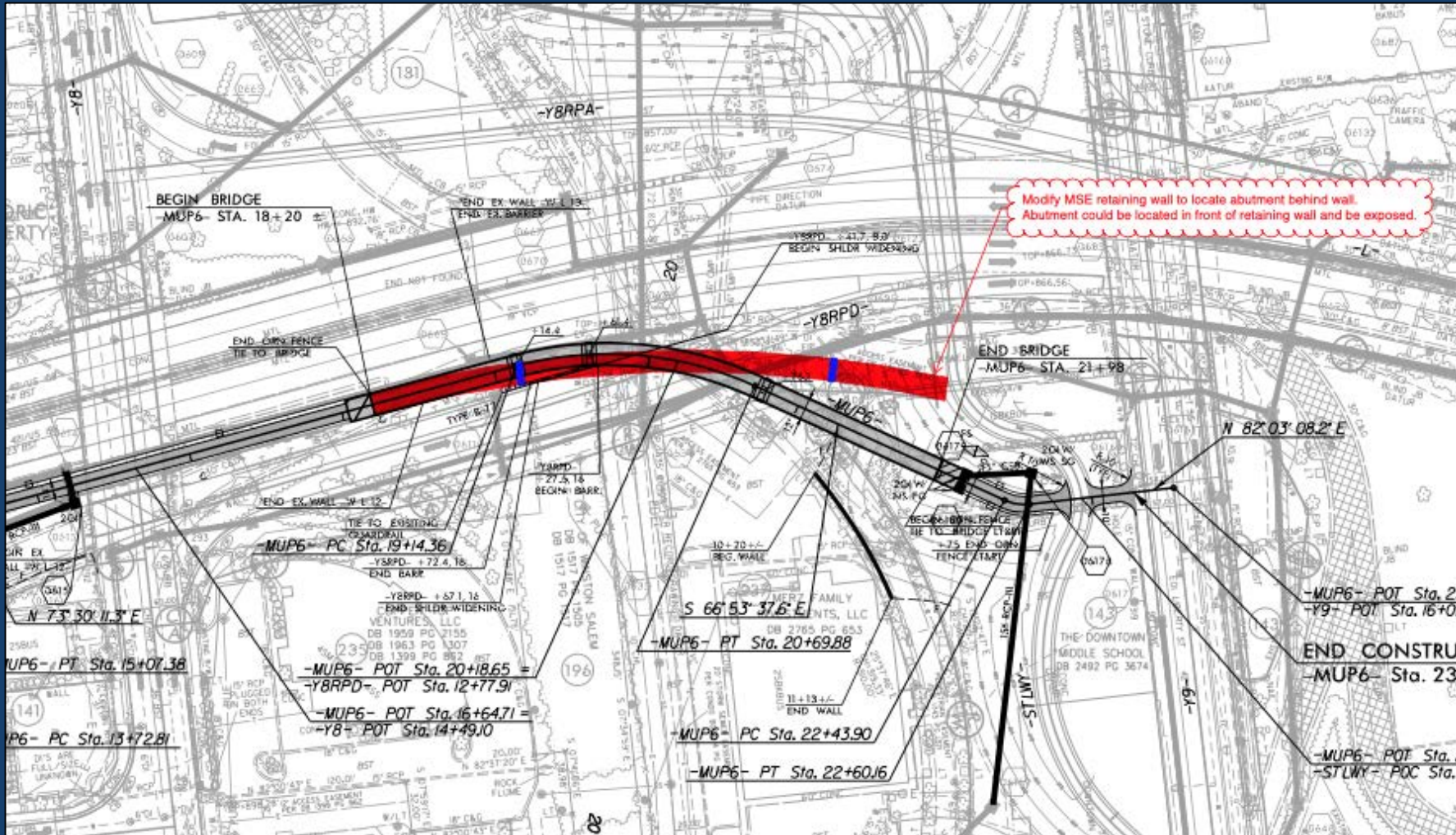


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BRIDGE ALTERNATIVE CONCEPT #1



BRIDGE ALTERNATIVE CONCEPT #2



MULTI-USE PATH CHERRY STREET BRIDGE



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MULTI-USE PATH BUDGET

\$3,380,350 (EB-5840)

- \$1,621,000 (Federal)
- \$1,759,350 (Local)
- Funds spent: \$357,855 (Design)
- Fund balance: \$3,022,495



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BRIDGE REDESIGN PROJECT IMPACT

Consultant Contract #1

- Evaluate the feasibility of redesigning bridge and associated structures
- Provide construction estimate to deconstruct existing retaining wall at Strollway bridge and construct MUP from Truist Stadium to Strollway
- Funding Source: Local (<\$20,000)

Consultant Contract #2

- Redesign bridge and associated structures
- Estimated Design Cost: \$170,000 - \$190,000
- Funding Source: Adjusted STIP project (EB-5840) with federal funds and local match



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NCDOT EVALUATION OF PROPOSED CHANGES

- Multi-Use Path from Green Street to Strollway funded through P4.0 and included in current STIP (EB-5840)
- Changes to scope or budget require re-evaluation by SPOT office
 - Project budget is one criteria used in project evaluation
- If the proposed budget increase lowers the project score below the lowest funded project in the division then EB-5840 would not be eligible for the additional funds

NOTE: Funding must be obligated by end of fiscal year or we risk losing our priority position to projects in other communities



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ADDITIONAL NCDOT DESIGN REVIEWS

- NCDOT Encroachment Agreement Review for Bridge Redesign
 - Bridge support structure redesign and relocation
 - Bridge redesign impact to Strollway bridge retaining wall – partial deconstruction needed
 - Vertical clearance for Cherry Street on-ramp
 - Trail horizontal curve design



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PROJECT STEPS AND SCHEDULE

1. On-Call Consultant Contract Execution and Determination of MUP Redesign and Construction Cost: 3 months
2. NCDOT STI (P4.0) Re-Evaluation: 1 Week
3. STIP Amendment: 4 months
4. NCDOT Agreement Execution: 3 months
5. On-Call Consultant to Redesign the MUP Bridge with NCDOT Review: 6-9 months
6. Right-of-Way Certification: 3 months
7. Construction Authorization: 3 months
8. Bidding and City Council Award: 3 months
9. Construction: 18 months

