



GREENVILLE 2050 MTP

Amendment #1

Abstract

Following the release of new cost estimate guidance and revenue shortfalls, the Greenville MPO reevaluated the financially constrained project list of the currently adopted 2050 MTP to better reflect the likelihood of projects being programmed in future STIP iterations.

This MTP Amendment replaces the content on Pages 76 – 77 of the document adopted on July 10, 2024.

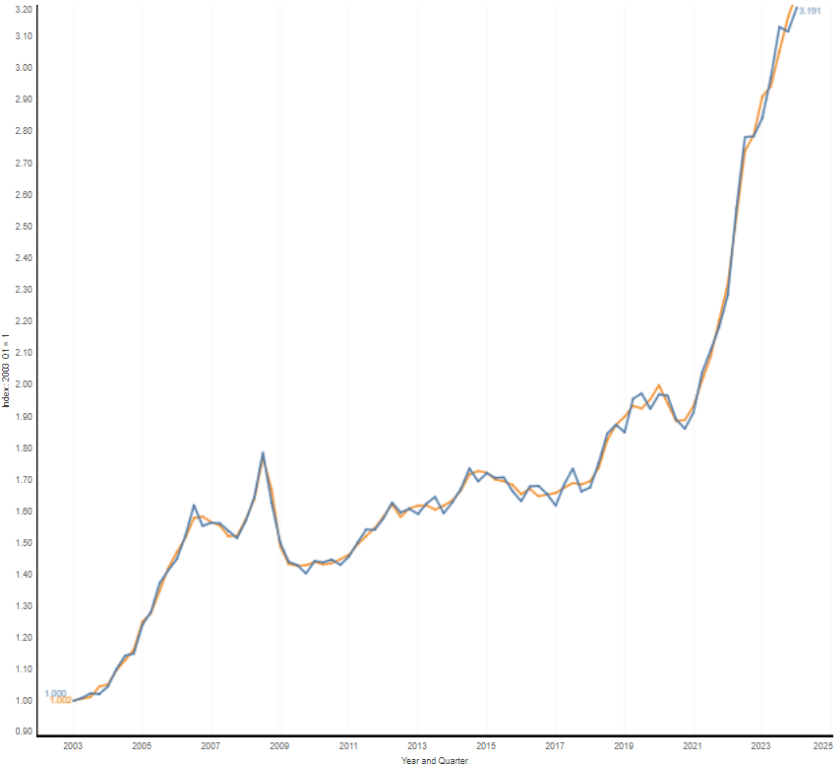
October 2024

Introduction

As the Greenville Urban Area 2050 Metropolitan Transportation Plan was concluding in May of 2024, NCDOT began releasing revenues and project scores as part of the development of the 2026-2035 STIP. This process, referred to as Prioritization 7.0 (P7.0), provided greater insight into the potential revenues available, as well as updated cost estimates that account for unprecedented inflation across the construction industry. The Federal Highway Administration (FHWA) releases an index of highway construction costs quarterly. As of the first quarter of 2024, construction costs have increased by greater than 70%, as shown in Figure 1. Higher construction costs are having impacts on the ability to complete projects on the timelines originally established and causing many previously programmed projects to be pushed further out to account for cost overruns. NCDOT released the revenue anticipated to be available for Regional and Division projects in the 2026-2035 STIP as part of the P7.0 process. Greenville MPO is within Region B and Division 2, each of which are anticipated to have - \$32.0M and -\$228M, respectively (as of September 18, 2024).

As such, the Greenville MPO reevaluated the financially constrained project list to better reflect the likelihood of projects being programmed in future STIP iterations. This MTP Amendment replaces the content on Pages 76 – 77 of the document adopted on July 10, 2024. The cost escalations and P7.0 scores, when used, yielded 6 projects being constrained for funding prior to 2050. This is a decrease from 21 projects included in the financially constrained plan formally adopted.

Figure 1: FHWA National Highway Construction Cost Index (NHCCI)



Project Cost Estimates

Guidance received from the NCDOT SPOT office indicated that unit costs typically used within P7.0 have been escalated by 1.8x. New cost estimates were generated for all corridor projects in the MTP. In the event that P7.0 generated a cost estimate, that cost was used as provided. A table with updated project costs is included within Table 2 of this document.

Financial Constraint

The new project cost estimates were coupled with the Division Needs Quantitative scores to re-constrain the projects against anticipated revenue forecasts. Table 1 presents the projects in 2024-2033, 2034-2040, and 2041-2050 and their cost estimates inflated to the midpoint year of the horizon band. **Error! Reference source not found.** displays the financially constrained projects by horizon year, including STIP and MTP-developed projects.

Table 1: Financially Constrained Project List by Horizon Year

Project ID	Project Name	Project Extents	Project Cost Year of Expenditure ¹
2024-2028 (Delivery STIP) and 2029-2033 (Developmental STIP)²			
U-2817	Evans St / Old Tar Rd	Worthington Road to US 264 ALT (Greenville Blvd)	\$104,300,000
U-5730	US 13 (Memorial Dr) at NC 43 (5th St)		\$1,400,000
U-5785	Fire Tower Rd	Arlington Blvd to Fourteenth St	\$39,120,000
U-5870	Fire Tower Rd	Fourteenth St to NC 33 (E 10th St)	\$42,414,000
U-5875	Allen Rd	Stantonsburg Rd to US 13 (Dickinson Ave Ext)	\$45,810,000
U-5917	Fourteenth St	Redbanks Rd to Fire Tower Rd	\$27,244,000
U-5952	Greenville Signal System		\$12,750,000
U-5991	NC 43	Fire Tower Rd to Worthington Rd	\$50,510,000
U-6197	Worthington Rd at County Home Rd		\$3,000,000
2034-2040			
4-C	Stantonsburg Rd	B's Barbeque Rd to US 13	\$56,545,000
6-C	NC 33 / E 10th St	Evans St to Oxford Rd	\$69,127,000
19-C	County Home Rd	Fire Tower Rd to Worthington Rd	\$109,390,000
17-I	Davenport Farm Rd at Reedy Branch Rd (Roundabout)		\$9,029,000
2041-2050			
55-C	US 264 ALT (Greenville Boulevard)	US 264 to US 13	\$420,552,000
26	Red Banks Rd at Arlington Blvd (Roundabout)		\$9,155,000

¹ Project costs for Horizon Years 2034-2040 and 2041-2050 are inflated to the mid-point of each band. 2024-2033 are reflected as recorded in the STIP dated February 2024. The NCDOT STIP is updated monthly, and project costs shown may have changed since the creation of this plan. Please reference the latest STIP documents on NCDOT's website for the latest information.

² Projects within the Developmental STIP are subject to reprioritization and must be reprogrammed with each STIP update.

Figure 2: Financially Constrained Roadway Projects

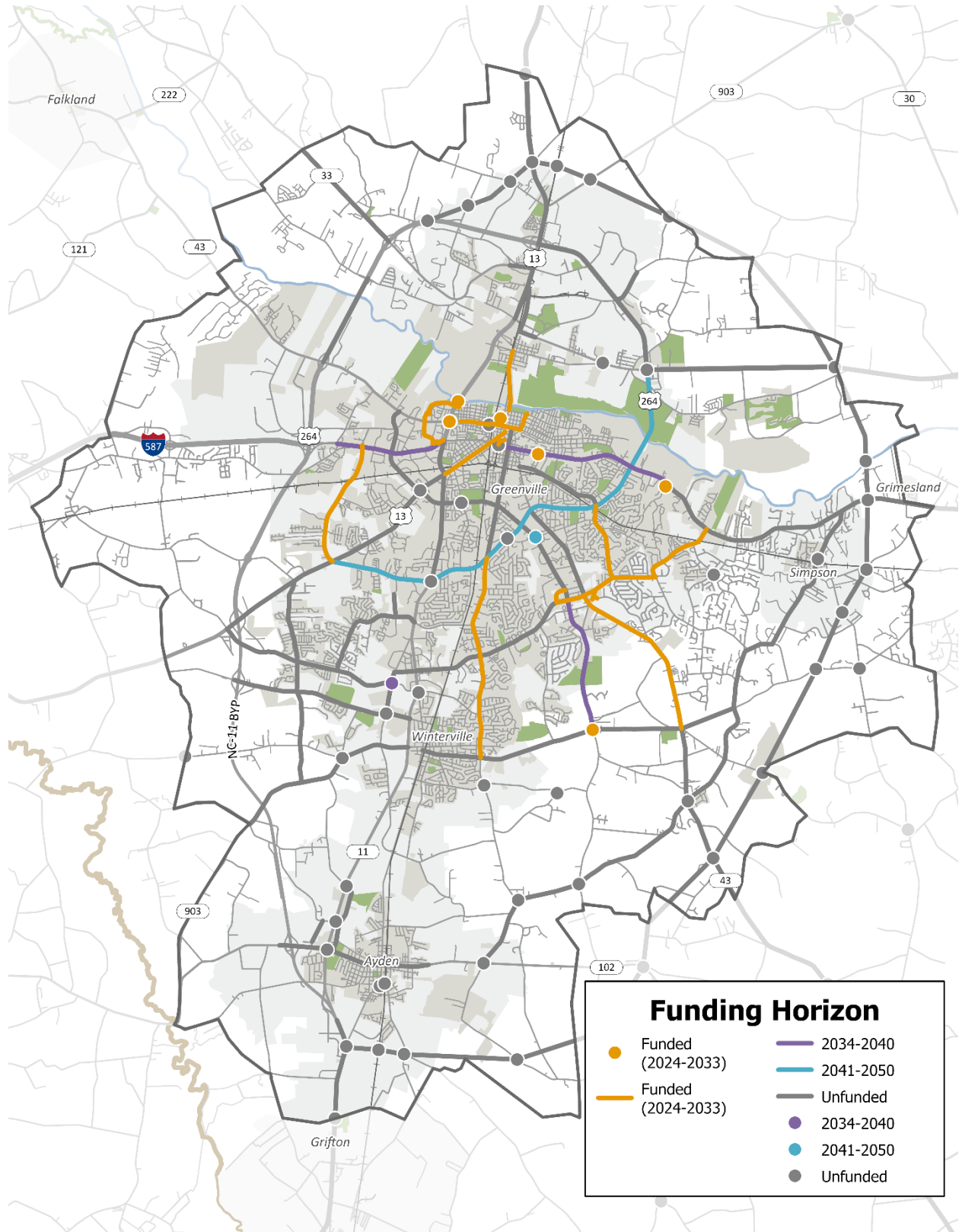


Table 2: Updated Project Cost Estimates

Project ID	Type	Project Route	From	To	Project Cost (Current Year)
1	Modernization	E 5th St; W 5th St	Cadillac St	Reade St	\$9,930,000
2	Congestion & Mobility	NC 33	Blackjack - Simpson Rd (SR 1755)	Mobleys Bridge Rd (SR 1760)	\$122,300,000
3	Access Management & Operation	Evans St (SR 1700)	5th St (SR 1571)	Red Banks Rd	\$33,000,000
4	Access Management & Operation	Stantonsburg Rd (SR 1200)	B's Barbeque Rd (SR 1204)	US 13	\$38,200,000
5	Access Management & Operation	NC 43	US 264 Alt	Bells Fork Road (SR 1729)	\$46,100,000
6	Access Management & Operation	NC 33 / E 10th St	Evans St (SR 1702)	Oxford Rd	\$46,700,000
7	Congestion & Mobility	NC 43	Fire Tower Rd (SR 1708)	Worthington Rd (SR 1711)	\$37,270,000
8	Congestion & Mobility	E 14th St (SR 1704)	East Fire Tower Rd (SR 1708)	US 264 ALT	\$17,660,000
9	Congestion & Mobility	Allen Rd (SR 1203)	Stantonsburg Rd (SR 1200)	US 13	\$29,200,000
10	Congestion & Mobility	E Fire Tower Rd; Potertown Rd (SR 1726)	E 14th St (SR 1704)	NC 33	\$27,430,000
11	Congestion & Mobility	E Fire Tower Rd (SR 1726)	NC 43	E 14th St (SR 1704)	\$7,690,000
12	Other	Dickinson Av (SR 1620)	US 13	Reade Cir	\$10,920,000
13	Congestion & Mobility	Evans St (SR 1700)	US 264 ALT	Worthington Rd (SR 1711)	\$45,590,000
14	Access Management & Operation	NC 11 S	NC 11 BYP	Lenior County Line	\$83,860,000
15	Congestion & Mobility	NC 33 W	Briley Rd (SR 1415)	US 264	\$23,330,000
16	Congestion & Mobility	Frontgate Dr Ext	Frontgate Dr	Thomas Langston Rd (SR 1134)	\$3,200,000
17	Congestion & Mobility	West Fire Tower Rd Ext	NC 11	Reedy Branch Rd (SR 1131)	\$5,800,000
18	Congestion & Mobility	Mobleys Bridge Rd Ext	Ivy Rd (SR 1774)	Worthington Rd (SR 1771)	\$6,770,000
19	Congestion & Mobility	County Home Rd (SR 1725)	Fire Tower Rd (SR 1708)	Worthington Rd (1711)	\$73,900,000

Project ID	Type	Project Route	From	To	Project Cost (Current Year)
20	Congestion & Mobility	Greenville East Byp	NC 11	US 264 ALT	\$375,660,000
21	Access Management & Operation	Arlington Blvd	NC 43	East Fire Tower Rd (SR 1708)	\$23,430,000
22	Access Management & Operation	Frederick Dr Ext	NC 102	Dennis McLawhorn Rd	\$2,790,000
23	Congestion & Mobility	Old Creek Rd (SR 1529)	Sugg Prkwy	US 264	\$12,200,000
24	Congestion & Mobility	Worthington Rd (SR 1711)	Old Tar Rd (SR 1700)	NC 43	\$80,400,000
25	Access Management & Operation	Thomas Langston Rd (SR 1134)	Davenport Farm Rd (SR 1128)	NC 11	\$19,100,000
26	Modernization	Reedy Branch Rd (SR 1131)	Forlines Rd (SR 1126)	West Fire Tower Rd (SR 1708)	\$1,120,000
27	Modernization	Jolly Rd (SR 1120)	NC 102	NC 11	\$2,830,000
28	Congestion & Mobility	Frog Level Rd	US 13	NC 903	\$47,550,000
29	Congestion & Mobility	Forlines Rd (SR 1126)	NC 11 BYP	NC 11	\$41,910,000
30	Access Management & Operation	Fire Tower Rd (SR 1708)	NC 11	NC 43	\$174,400,000
31	Access Management & Operation	Evans St (SR 1700)	Red Banks Rd	US 264 ALT	\$1,180,000
32	Co+B36:BB36ngestion & Mobility	Davenport Farm Rd (SR 1128)	Reedy Branch Rd (SR 1131)	US 13	\$147,700,000
33	Modernization	Cooper St (SR 1711)	Mill St (SR 1149)	Old Tar Rd (SR 1700)	\$1,160,000
34	Modernization	Ivy Rd; Tucker Rd; Ayden Golf Club Rd (SR 1174 / 1759 / 1723)	NC 102	NC 33	\$16,770,000
35	Access Management & Operation	E 14th St (SR 1704)	Charles Blvd (SR 1707)	US 264 ALT	\$50,100,000
36	Other (Resilience)	NC 118	Lenoir Co Line	Queen St (NC 118)	\$4,710,000
37	Other (Resilience)	NC 121; N Main St	US 264	US 258 BUS	\$9,190,000
38	Other	US 13	NC 33	Belvoir Rd (SR 1528)	\$8,630,000
39	Other	NC 33	West of US 13	East of US 13	\$10,550,000

Project ID	Type	Project Route	From	To	Project Cost (Current Year)
40	Other	NC 222	NC 43	NC 33	\$17,240,000
41	Other	NC 33 W	Edgecombe Co Line	NC 222	\$7,410,000
42	Congestion & Mobility	NC 903 S	Abbott Farm Rd (SR 1192)	NC 11	\$43,960,000
43	Access Management & Operation	NC 102 W; Third St	Second St	NC 11	\$70,800,000
44	Congestion & Mobility	NC 43 S	Worthington Rd (SR 1711)	Craven County Line	\$117,150,000
45	Congestion & Mobility	NC 33	Beaufort St (SR 1565)	Beaufort County Line	\$2,470,000
46	Other	NC 33	Mobleys Bridge Rd (SR 1760)	Beaufort St (SR 1565)	\$23,830,000
47	Access Management & Operation	NC 33	Oxford Rd	Blackjack - Simpson Rd (SR 1755)	\$24,100,000
48	Access Management & Operation	US 13 / NC 11	Stantonsburg Rd (SR1200)	US 264 ALT	\$25,410,000
49	Access Management & Operation	US 264	US 13	Beaufort County Line	\$388,080,000
50	Access Management & Operation	US 13	NC 11	Davenport Farm Rd (SR 1128)	\$101,840,000
51	Other	US 264	NC 43	Old River Rd (SR 1401)	\$7,200,000
52	Other	US 258 BUS	US 264	NC 121	\$17,050,000
53	Access Management & Operation	US 13	Edgecombe County Line	US 264	\$26,690,000
54	Access Management & Operation	New Location	US 13/NC 11	US 264	\$47,330,000
55	Congestion & Mobility	US 264 ALT	US 264	US 13	\$215,900,000

RESOLUTION NO. 2024-14-GUAMPO
ADOPTION OF THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION'S 2050 METROPOLITAN TRANSPORTATION PLAN (MTP) AMENDMENT

WHEREAS, the City of Greenville Urban Area Metropolitan Planning Organization has been designated by the Governor of the State of North Carolina as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the MPO's metropolitan planning area; and

WHEREAS, the Transportation Advisory Committee is the governing body of the Greenville Urban Area MPO; and

WHEREAS, the Transportation Advisory Committee has found that the Greenville Urban Area Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607; and

WHEREAS, the Transportation Advisory Committee has found the Transportation Planning Process to be in full compliance with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794; and

WHEREAS, the Technical Coordinating Committee and Transportation Advisory Committee for the Urban Area have prepared a Metropolitan Transportation Plan for the Urbanized area with input from elected & appointed officials, stakeholder & advocacy groups and the general public; and

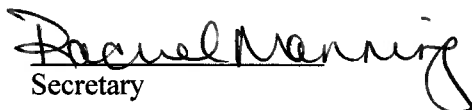
WHEREAS, the Greenville Urban Area MTP has at least a 20 year horizon and is fiscally constrained as required by 23 CFR Part 450.322; and


WHEREAS, a 30-day public comment period for the 2050 Metropolitan Transportation Plan was conducted, in accordance with the MPO's adopted Public Involvement Policy; and

WHEREAS, the Greenville Urban Area Metropolitan Planning Organization Transportation Advisory Committee has reviewed the 2050 Metropolitan Transportation Plan and adopted it as the official long-range transportation plan Greenville Metropolitan Planning Organization's planning area;

NOW THEREFORE, be it resolved that the Transportation Advisory Committee for the Greenville Urban Area hereby adopts the Greenville Urban Area Metropolitan Planning Organization's 2050 Metropolitan Transportation Plan Amendment.

Today, October 30, 2024.


Secretary


Chairman
Transportation Advisory Committee
Greenville Urban Area MPO