

Actions in Amendment #1 to the 2050 MTP

I-40 auxiliary lanes – Add this project to the 2050 MTP. This widening is in the FY2024-2033 STIP but not in the 2050 MTP. The estimated cost is from the STIP.

NC 55 Southbound Lane – Add this project to the 2050 MTP. This widening is in the FY2024-2033 STIP but not in the 2050 MTP. The estimated cost is from the STIP.

NC 98 (Holloway Street) – Segment the current 2050 MTP project into three separate projects to match the funding sequencing in the FY2024-2033 STIP. The funded segment, i.e., Junction Road to Lynn Road, will move to the 2040 horizon in the MTP, and the remaining two segments will stay in the 2050 horizon. The estimated cost for the Junction Road to Lynn Road segment is from the STIP. The estimated cost for the other two segments is a proportional distribution based on the project length from the original 2050 MTP cost.

Financial Impact

The 2050 MTP carried a substantial positive funding balance for highway projects that exceeds the additional funding of these amended projects. As a result, the MTP financial plan does not need to be revised.

MTP ID	Highway Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type	Length (miles)	Estimated Cost	STI Tier	Reg. Sig.(a)	Exempt (b)	TIP#
2030												
45.3	I-40 Auxiliary Lane	NC 147	NC 55	3	4	Widening	0.5	9,305,000	St	Yes	No	I-5707
2040												
704	NC 55 Southbound Lane	Meridian Parkway	I-40 interchange	4	5	Widening	0.25	5,299,000	Reg	No	No	U-6118
434.2	NC 98 (Holloway Street)	Junction Road	Lynn Road	4	4	Modernization	0.8	18,199,000	Div	Yes	No	U-6120
2050												
434.1	NC 98 (Holloway Street)	Miami Boulevard	Junction Road	4	4	Modernization	0.6	16,088,000	Div	Yes	No	None
434.3	NC 98 (Holloway Street)	Lynn Road	Nichols Farm Road	4	4	Modernization	1.8	48,263,000	Div	Yes	No	None

These footnotes clarify the table data.

(a) Reg. Sig. means Regionally Significant. Changes to a regionally significant project can possibly require an update to air quality conformity determination.

(b) Projects that are exempt may continue to move forward in the case of a plan lapse whereas non-exempt projects will not receive federal action until there is an approved MTP.