

I N D E X
BOARD OF TRANSPORTATION MEETING
August 7, 2014

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Board of Transportation Meeting

August 7, 2014

Call to Order

Chairman Curran called the meeting of the Board of Transportation to order at 8:35 a.m. Thursday, August 7, 2014 in Raleigh, North Carolina with the following members present:

Fearing, Blount, Lee, Lennon, Tulloss, Smith, Crawford, Grannis, McQueary, Burns, Alexander, Perkins, Collett, Palermo, Wetmore, Brown and Kernea.

Board Member Overholt was absent.

Invocation

The invocation was offered by Board Member Blount.

Approval – Minutes of the July 10, 2014 Board Meeting

The minutes of the July 10, 2014 Board of Transportation meeting were unanimously approved upon a motion by Board Member Palermo, seconded by Board Member McQueary.

Ethics Statement

Chairman Curran read the Ethics Statement advising any Board Member that may have a conflict of interest or appearance of conflict to abstain from participation in that particular item and to file the proper paper work with the Secretary to the Board.

Secretary's Remarks

Secretary Tata welcomed everyone to Raleigh. The Secretary noted that NCDOT employees are not only public servants, but members of our community, and they work hard for a better cause. Secretary Tata shared sad news that Ed Tharrington, a former supervisor with the Bridge Maintenance Division, who retired with 44 years of service, passed on Sunday. Mr. Tharrington's years of service should be applauded and looked at as a role model for aspiring employees.

The Secretary introduced Anne Lasley, NCDOT's new Human Resources Director. Ms. Lasley has more than 25 years of leadership experience in human resources management, including her most recent position as Human Resources Director for the Department of Environment and Natural Resources. A graduate of Appalachian State University, Ms. Lasley has served in various Human Resources capacities within several of the state's agencies and will be a valuable asset to the Department.

Secretary Tata recognized Board Secretary Sarah Mitchell on achieving a major milestone in her career. The Secretary presented her with a certificate in honor of 30 years of service to the State of North Carolina.

Secretary Tata updated the Board on the Bonner Bridge. A ruling was received on Wednesday from the U.S. Fourth Circuit Court of Appeals that upheld an earlier ruling by Judge Flanagan that NCDOT complied with the National Environmental Policy Act (NEPA) and completed all the proper and required steps under the Act to move forward with an environmentally and financially sound option to replace the bridge. The Court of Appeals; however, asked Judge Flanagan to review again the Section 4(f) requirements, which refer to federal regulations concerning transportation projects in a wildlife refuge. Judge Flanagan had previously ruled that NCDOT took all the correct steps as they apply to Section 4(f), and we are now working with the Attorney General's Office and the Federal Highway Administration to determine what the next steps will be.

All of this is in response to lawsuits filed by the Southern Environmental Law Center (SELC) on behalf of the Defenders of Wildlife and the National Wildlife Refuge Association in a continued attempt to delay replacement of the Bonner Bridge and deny a critical lifeline for our Outer Banks. With a second court now ruling that the Department has complied with the NEPA, we hope to see some willingness on the part of SELC to negotiate and for them to drop their remaining lawsuits so the state can move forward with this vital project. Until such time, the Department will be forced to continue investing millions of dollars annually to repair the bridge to keep it safe.

Secretary Tata announced the winners of this year's Statewide Equipment Operators Rodeo, which was held July 23rd at the State Fairgrounds in Raleigh. This competition gives the maintenance employees the chance to demonstrate their skill in operating trucks and heavy equipment, but also plays an important role in encouraging safety awareness. Division 12 was declared this year's division winner. The Secretary thanked Richard Thompson, Division 10 Safety Engineer for spearheading this event and also division safety staff, Safety and Risk Management, the central Equipment Depot, and Division 5 Maintenance staff.

Secretary Tata and Rail Director Paul Worley recently travelled to Lexington to meet with the City Council to discuss plans for the redevelopment of the city's Depot District and the reestablishment of passenger rail service, as well as the development of a new multimodal transportation stop. The work completed has been funded through a federal TIGER II planning grant, and the project will help promote new opportunities for growth and development in Lexington.

The Secretary had the opportunity to join Chair Curran in Charlotte, along with Rodger Rochelle, to speak to the Charlotte Chamber and provide them with an update on the I-77 managed lanes project. He shared the good news that the CEO of Cintra, the private partner on this project, estimates that 50 to 100 local firms will be put to work on this project during construction, creating about 15,000 to 20,000 jobs during the four-year life span of the project. Cintra has a track record of hiring more than 90 percent of its construction workforce from the local market.

Secretary Tata also travelled to the Stanly County Airport in Albemarle and was provided a tour from Colonel Marshall Collins, wing commander of the 144th Airlift Wing, of the airfield and

National Guard facilities. Plans for the new drop zone and extended runway were reviewed. He also had the opportunity to meet with Mayor Ronnie Michael to discuss N.C. 24/27, which is an important corridor for the region.

The Secretary provided a federal funding update. As you know, we had an update from Secretary Foxx, via webinar on Wednesday. On July 31st, an \$11 billion bill was passed to keep the highway and transit programs funded through May. MAP-21 is still set to expire at the end of September, and we continue to advocate for a long-term solution.

Secretary Tata shared exciting news concerning seatbelt usage in North Carolina. Our state reached a seat belt usage rate of 90.6 percent, the highest usage rate ever and the first time we have broken the 90 percent mark. The Secretary thanked everyone, most notably the citizens who are complying with this law, the Governor's Highway Safety Program, NCDOT Communications Office, and law enforcement partners, that have contributed to the education and enforcement efforts that helped achieve this milestone. Enforcement campaigns like Click It or Ticket and Booze It and Lose It play an important role in keeping our highways safe. The Department is planning to kick off our 20th anniversary statewide campaign at the NASCAR Hall of Fame Museum in Charlotte on August 15th.

Legislative Update

Keith Weatherly, Deputy Secretary for Legislative Affairs and Policy, provided a legislative update.

Budget Update

Chief Financial Officer David Tyeryar provided a budget update.

Division 3 Update

Board Member Michael Lee provided a PowerPoint presentation to share concerns and challenges in Division Three.

Approval of Projects

A motion was made by Board Member Burns, seconded by Board Member Wetmore, to approve all the projects, excluding items C, D, E, H, and L as they are delegated authority items and require no Board action.

Board Member's Lennon, Smith and Collett abstained from voting on specific items.

Delegated Authority Items

Approval – Award of Highway Construction Contracts in the July 15, 2014 Letting

Project	Contract Awarded To	Amount
C203407 33593.3.FD1 ROBESON B-4251	SMITH-ROWE, LLC MOUNT AIRY, NC	\$758,969.89

C203408 38449.3.FR1 SCOTLAND B-4639	SANFORD CONTRACTORS, INC. SANFORD, NC	\$1,806,750.00
C203577 8CR.10621.24, 8CR.10631.24, 8CR.20621.24, 8CR.20631.24 MONTGOMERY, MOORE	RILEY PAVING, INC. CARTHAGE, NC	\$3,024,940.58
C203578 8CR.10771.24, 8CR.20771.24 RICHMOND	HUDSON PAVING, INC. ROCKINGHAM, NC	\$1,646,088.66
C203574 9CR.10801.150, 9CR.20801.150 ROWAN	J. T. RUSSELL & SONS, INC. ALBEMARLE, NC	\$3,445,371.24
C203576 9CR.10851.150, 9CR.20851.150 STOKES	APAC - ATLANTIC, INC. THOMPSON ARTHUR DIVISION GREENSBORO, NC	\$2,259,559.50
* C203598 43761.3.FD1 WATAUGA R-5525	THE J.W. HAMPTON COMPANY BOONE, NC *RELET FROM JUNE 17, 2014	\$4,221,328.35
C203579 12CR.10551.12, 12CR.20551.19 LINCOLN	BLYTHE CONSTRUCTION, INC. CHARLOTTE, NC	\$2,976,331.00
C203573 17BP.13.R.151 BUNCOMBE, MITCHELL, MADISON	DANE CONSTRUCTION, INC. MOORESVILLE, NC	\$11,373,160.00
C203409 38408.3.FS1 JACKSON B-4554	NHM CONSTRUCTORS, LLC ASHEVILLE, NC	\$6,452,707.13
C203529 17BP.14.R.129 JACKSON, HAYWOOD	SIMPSON CONSTRUCTION CO., INC. CLEVELAND, TN	\$5,472,099.00

Approval - Professional Services Management

The Board concurred with the staff recommendations and delegated authority to the Secretary to award the following contracts.

Preconstruction

Roadway Design

After careful evaluation of the workload and schedules of the work that can be accomplished by our staff, it was determined necessary to employ private firms to prepare planning documents for the project listed below for our Department to obligate available funds. Our staff was authorized to proceed with the actions required to employ private engineering firms in accordance with the policies and procedures adopted by the Board on May 7, 2009. This is for information only.

DIVISION 6

Project:	39049.1.1 (U-4405) Cumberland County Fayetteville – US 401 (Raeford Road) from west of Hampton Oaks Drive to east of Fairway Drive
Scope of Work:	Roadway and Hydraulic Design and Erosion Control Plans
Estimated Construction Cost:	\$36,800,000.00
Firm:	Atkins North America, Inc., Raleigh, NC
Maximum Engineering Fee:	\$522,078.52
DBE/WBE/SPSF Utilization:	Ecological Engineering \$342,637.53 66%

The following are supplemental contracts to previous contracts approved by the Board with the same engineering firms. These supplemental contracts were necessary due to approved additional work that was unknown at the inception and is required of the firms to complete the projects. Our staff has completed the actions in accordance with the policies and procedures adopted by the Board on May 7, 2009. These are for information only.

DIVISION 11

Project:	34518.1.2 (R-2915A) Watauga and Ashe Counties US 221 from US 421 in Watauga County to SR 1003 (Idlewild Road) in Ashe County
Scope of Work:	Roadway and Hydraulic Design and Traffic Management Plan
Estimated Construction Cost:	\$26,300,00.00
Firm:	Vaughn and Melton Consulting Engineers , Asheville, NC
Original Engineering Fee:	\$401,184.45
Supplemental Fee:	\$ 34,196.00
Supplemental Work:	Hydraulic Design to include a culvert survey report for an additional culvert, drainage design for a revised service road, additional permit drawings, and revising the Gap Creek culvert from a MOA to a CLOMR.
SPSF Utilization:	0%

Project:	34518.1.3 (R-2915B) Ashe County US 221 from SR 1003 (Idlewild Road) to north of South Fork New River
Scope of Work:	Roadway and Hydraulic Design and Traffic Management Plan
Estimated Construction Cost:	\$23,100,000.00
Firm:	CDM Smith, Inc., Raleigh, NC
Original Engineering Fee:	\$293,979.50
Supplemental Fee:	\$ 2,525.75
Supplemental Work:	Roadway Design to complete wall envelopes
SPSF Utilization:	0%

Project Development and Environmental Analysis – Human Environment

After careful evaluation of the workload and schedules of the work that can be accomplished by our staff, it was determined necessary to employ private firms for archaeological services on an as needed basis for various federal-aid and state funded projects to support the Project Development and Environmental Analysis Unit. These contracts will expire two years after the date of execution or after the contract amount has been depleted, whichever occurs first. Our staff has completed the actions for employing private firms in accordance with the policies and procedures adopted by the Board on May 7, 2009. These are for information only.

STATEWIDE

Description of Work:	Archaeology Limited Services
Firm:	Archaeological Consultants of the Carolinas, Clayton, NC
Maximum Engineering Fee:	\$500,000.00
DBE/WBE/SPSF Utilization:	100%

Description of Work:	Archaeology Limited Services
Firm:	Commonwealth Cultural Resources Group, Inc., Tarboro, NC
Maximum Engineering Fee:	\$1,000,000.00
SPSF Utilization:	100%

Description of Work:	Archaeology Limited Services
Firm:	Dovetail Cultural Research Group, Fredericksburg, Virginia
Maximum Engineering Fee:	\$1,000,000.00
DBE/WBE/SPSF Utilization:	100%

Description of Work:	Archaeology Limited Services
Firm:	Environmental Corporation of America, Atlanta, Georgia
Maximum Engineering Fee:	\$250,000.00
SPSF Utilization:	0%

Description of Work:	Archaeology Limited Services
Firm:	Environmental Services, Inc., Raleigh, NC
Maximum Engineering Fee:	\$1,000,000.00
SPSF Utilization:	100%

Description of Work: Archaeology Limited Services
Firm: Legacy Research Associates, Durham, NC
Maximum Engineering Fee: \$250,000.00
SPSF Utilization: Seramur and Associates \$12,500.00
5%

Description of Work: Archaeology Limited Services
Firm: The Louis Berger Group, Raleigh, NC
Maximum Engineering Fee: \$500,000.00
SPSF Utilization: Seramur and Associates \$20,000.00
4%

Description of Work: Archaeology Limited Services
Firm: New South Associates, Stone Mountain,
Georgia
Maximum Engineering Fee: \$1,000,000.00
DBE/WBE /SPSF Utilization: 100%

Description of Work: Archaeology Limited Services
Firm: TRC Environmental Corporation, Chapel Hill,
NC
Maximum Engineering Fee: \$1,000,000.00
SPSF Utilization: 0%

Description of Work: Archaeology Limited Services
Firm: URS Corporation – North Carolina, Morrisville,
NC
Maximum Engineering Fee: \$1,000,000.00
SPSF Utilization: Seramur and Associates \$40,000.00
4%

Project Development and Environmental Analysis – Project Development

The following is a supplemental contract to a previous contract approved by the Board with the same engineering firm. This supplemental contract was necessary due to approved additional work that was unknown at the inception and is required of the firm to complete the project. Our staff has completed the actions in accordance with the policies and procedures adopted by the Board on May 7, 2009. This is for information only.

DIVISION 10

Project: 34462.1.1 (R-2555B) Mecklenburg County
SR 5544 (West Catawba Avenue) from NC 73
(Sam Furr Road) to SR 2151 (Jetton Road)
Supplemental Work: Scoping Meeting, Public involvement, Internal
DOT coordination, Revising of project schedule,
reproduction of additional reports
Firm: Parsons Brinckerhoff, Inc., Charlotte, NC
Original Maximum Engineering Fee: \$350,000.00
Supplemental Fee: \$100,000.00
SPSF Utilization: 0%

Turnpike Authority

The following are supplemental contracts to previous contracts approved by the Board with the same engineering firms. These supplemental contracts were necessary due to approved additional work that was unknown at the inception and is required of the firms to complete the project. Our staff has completed the actions in accordance with the policies and procedures adopted by the Board on May 7, 2009. These are for information only.

STATEWIDE

Description of Work:	Toll Operations Services
Firm:	HNTB Corporation of NC, Raleigh, NC
Original Engineering Fee:	\$3,000,000.00
Supplemental Fee:	\$ 600,000.00 plus seven (7) month time extension
SPSF Utilization:	B. W. Zimmerman & Associates \$60,000.00 10%

Description of Work:	Toll Operations Services
Firm:	Atkins North America, Inc., Raleigh, NC
Original Engineering Fee:	\$3,000,000.00
Supplemental Fee:	\$ 700,000.00 plus six (6) month time extension
SPSF Utilization:	B. W. Zimmerman & Associates \$101,500.00 14.5%

Asset Management

Pavement Management

After careful evaluation of the workload and schedules of the work that can be accomplished by our staff, it was determined necessary to employ private firms for High Speed Data Collection of Interstate and Primary Pavements to support the Pavement Management Unit. This contract will expire one year after the date of execution or after the contract amount has been depleted, whichever occurs first. Our staff has completed the actions for employing private firms in accordance with the policies and procedures adopted by the Board on May 7, 2009. This is for information only.

STATEWIDE

Description of Work:	High Speed Data Collection of Interstate and Primary Pavements
Firm:	Pathway Services Inc., Tulsa, Oklahoma
Maximum Engineering Fee:	\$2,100,000.00
SPSF Utilization:	0%

Field Support

Structures Management

The following is a supplemental contract to a previous contract approved by the Board with the same engineering firm. This supplemental contract was necessary due to approved additional work that was unknown at the inception and is required of the firm to complete the project. Our staff has completed the actions in accordance with the policies and procedures adopted by the Board on May 7, 2009. This is for information only.

DIVISION 5

Project: 34745.1.1 (U-0071) Durham County
Durham-East End Connector from north of NC
98 to NC 147 (Buck Dean Freeway)

Scope of Work: Structure Design for the bridge on –DFFLY-
over Durham Freeway and bridge on –LDFEB-
over Durham Freeway westbound

Estimated Construction Cost: \$140,700,000.00

Firm: HDR Engineering Inc. of the Carolinas,
Raleigh, NC

Original Engineering Fee: \$527,139.65

Supplemental Fee: \$ 47,728.16

Supplemental Work: Additional Structural Engineering Effort for
Design Changes

SPSF Utilization: 0%

Approval – Secondary Road Improvement Projects (Highway and Trust Funds)

The Board concurred with the staff recommendations and delegated authority to the Secretary to award the following:

County	SR No.	Description	Amount
Brunswick Div. 3	1570 Jack & Jill Road	GDB&P Increase Funds WBS 3C.010061	\$29,500.00
Harnett Div. 6	Various	Spot Improvements Increase Funds WBS 6C.043024	\$500,000.00
Harnett Div. 6	2170 Peacock/ Mallard Rd	GDB&P Increase Funds WBS 3C.043087	\$140,411.51
Haywood Div. 14	1366 Wesley Creek	GDB&P Increase Funds WBS 14C.044076	\$4,808.71

Div 13 Burke	Paving of the driveway for the newly completed expansion of the Enola Volunteer Fire Department off of SR 1922 (Enola Rd)	Public Access	\$16,824.00
		<u>TOTAL</u>	<u>\$16,284.00</u>
	WBS 44253		

Summary:	Number of Projects	2	
	Number of Divisions	2	
	Small Construction Commitment		\$0.00
	Public Access Commitment		\$16,824.00
	Contingency Commitment		\$14,513.64
	Economic Development		\$0.00
	TOTAL		<u>\$31,337.64</u>

Approval – Funds for Specific Spot Safety Improvement Projects

The Board concurred with the staff recommendations and delegated authority to the Secretary to award the following:

Town/ County Division PROJ. CATEGORY	Project Description	Estimated Cost
Caswell Co. Div. 7 SS-4907AS	WBS 43702.3.1 US 29 northbound at US 29 Business Exit near Yanceyville. \$180,000 in construction funds has previously been approved for lighting installation, truck rollover sign with flashers installation, and overhead signing revisions. Additional funds are needed due to an increase in construction costs. File 07-12-576-1	\$171,000.00
Haywood Co. Div. 14 SS-4914BS	WBS 44203.3.1 US 276 from NC 110/NC 215 to the Waynesville city limits. \$248,000 in construction funds has previously been approved for guardrail installation. Additional funds are needed due to an increase in construction costs. File 14-14-202-1	\$127,000.00
ITEM L SUMMARY	2 PROJECTS	\$298,000.00

Action Items

Approval – Additions, Abandonments, and Road Name Changes to State Secondary Road System

A motion was made by Board Member Burns, seconded by Board Member Wetmore, to approve the following proposed additions and abandonments to the State Secondary Road System:

Road Additions:

County	Pet. No.	Length (Miles)	Description	Date of Report
Division 3				
Brunswick	50548	0.24	Sunset Harbor Subdivision Seventh Street	4/28/14
New Hanover	50549	0.10 0.18 0.07	Deer Crossing Subdivision Soaring Spirit Drive Whispering Doe Drive Fawn Settle Drive	6/9/14
Onslow	50550	1.23 0.19 0.12 0.30 0.21 0.57 0.09	The Bluffs on New River Subdivision River Winding Road Big Fish Run Little Rabbit Way Fawns Creek Chase Cozy Crow Trail Foggy River Way Old Pond Court	6/2/14
Onslow	50551	0.92 0.10 0.12 0.07 0.08	Simpson's Crossing Subdivision Christy Drive Chandler Simpson Court Caleb Court Serena Mariah Court Dylan Court	7/1/14
Division 4				
Nash	50552	0.31 0.20	Baybrook Subdivision Baybrook Road Ashbrook Road	5/12/14
Johnston	50553	0.40 0.05 0.10	Carriage Creek Subdivision Carriage Creek Drive Steep Hill Court Smithsanders Court	6/25/14

Johnston	50554		Heritage Farms Subdivision	5/29/14
		0.26	Adelaide Drive	
		0.24	Lars Lane	
		0.20	Carson Drive	
		0.13	Tia Place	
Johnston	50555		Langdon Pointe Subdivision	6/4/14
		0.35	Langdon Pointe Drive	
Johnston	50556	0.34	Roberts Trail	5/21/14
Division 5				
Franklin	50557		Winston Ridge Subdivision	6/17/14
		0.08	Scarlet Bell Drive	
		0.10	Medowrue Lane	
Division 6				
Harnett	50558		Tingen Pointe Subdivision	5/30/14
		0.64	Juno Drive	
Division 7				
Guilford			High Meadows Subdivision	7/2/14
	50559	0.06	High Meadows Court	
Guilford			Ridgecrest Subdivision	7/16/14
	50560	0.14	Sawtooth Court	
Division 9				
Forsyth	50561		Glenmore Creek Subdivision	6/20/14
		0.36	Glenmore Creek Drive	
		0.25	Arrowcrest Place	
		0.22	Redfern Place	
Forsyth	50562		River Downs Subdivision	7/10/14
		0.12	Ocoee Drive	
Forsyth	50563		Salem Quarter Subdivision	6/30/214
		0.12	Asheby Drive	
Rowan	50564		Ashford Woods Subdivision	7/11/14
		0.15	Pinnacle Drive	
Division 10				
Union	50565		Williamsburg Subdivision	5/28/14
		0.40	Lafayette Park Lane	
		0.06	Botetourt Court	
		0.46	James Madison Drive	
		0.03	Thomas Payne Alley	
		0.27	Gloucester Street	
Division 11				
Caldwell	50566		Twin Oaks Subdivision	5/18/14
		0.76	South Oaks Circle	
		0.18	Twin Oaks Place	
		0.04	Little Oak Court	

Division 12	50567		Georgia Mills Plantation Subdivision	4/11/14
Iredell		0.11	Colonial Congress Way	
		0.65	Mills Plantation Circle	
		0.05	Kings Mountain Court	
Iredell	50568	0.32	Lakeshore School Road	6/23/14
Iredell	50544		The Pointe Subdivision	5/27/14
		0.03	Masthead Court	
Division 13	50569	0.38	Patterson Farms Subdivision	4/30/14
Buncombe		0.24	Willow Bend Drive	
			Cedar Bluff Court	

Approval – Public Transportation

A motion was made by Board Member Burns, seconded by Board Member Wetmore, to approve the following:

Town/County Division	5317 - New Freedom Program	Estimated Cost	
3	15-NF-052A - The Cape Fear Public Transportation Authority will use Section 5317 New Freedom Funds to design, purchase, and install eight (8) ADA accessible bus shelters along the fixed route lines.	\$116,424	Total
		\$93,139	Federal
		\$0	State
		\$23,285	Local
Town/County Division	Demonstration Grant	Estimated Cost	
5 & 7	14-DG-105 - The Research Triangle Regional Public Transportation Authority (Triangle Transit) is requesting funding to complete Phase Two of the Regional Branding Study. The funding will be used to define improvements needed for websites, brochures, etc. and to develop color schemes, designs, and naming options that may range from a regional logo to a common bus paint scheme and logo.	\$30,000	Total
		\$0	Federal
		\$30,000	State
		\$0	Local

AMENDMENTS			
Project #	5311 F (Amendment) - InterCity Bus	Estimated Cost	
15-IC-010	Horizon Service; Charlotte to Wilmington - Amended from April 2014 BOT Approval. Greyhound is providing the Local (in-kind match)	\$839,629 \$419,815 (\$419,815) \$839,629 \$0	Total Federal State Local (in-kind match) Fares
15-IC-001	Greyhound Service: Raleigh to Norfolk, VA via US 64, US 258. Amended from April 2014 BOT Approval.	\$329,382 \$164,691 \$0 \$164,691 \$0	Total Federal State Local (in-kind match) Fares
15-IC-002	Greyhound Service: Raleigh to Wilmington. Amended from April 2014 BOT Approval.	\$327,472 \$163,736 \$0 \$163,736 \$0	Total Federal State Local (in-kind match) Fares
15-IC-003	Greyhound Service: Raleigh to Jacksonville. Amended from April 2014 BOT Approval.	\$389,459 \$194,730 \$0 \$194,729 \$0	Total Federal State Local (in-kind match) Fares
15-IC-004	Greyhound Service: Raleigh to Myrtle Beach SC. Amended from April 2014 BOT Approval.	\$694,727 \$347,364 \$0 \$347,363 \$0	Total Federal State Local (in-kind match) Fares
15-IC-005	Greyhound Service: Raleigh to Norfolk, VA via US 64, US 301, US264, US17. Amended from April 2014 BOT Approval.	\$463,642 \$231,821 \$0 \$231,821 \$0	Total Federal State Local (in-kind match) Fares

Town/County Division	5311 Capital (Amendment) - New Freedom	Estimated Cost	
DIVISION 6	14-CT-040 - Harnett County (operating as Harnett Area Rural Transit System - HARTS) provides community transportation services to human service agencies and to the general public. Three (3) lift vans were budgeted with the lettering option and addition funds are needed.	\$1,050	Total
		\$840	Federal
		\$105	State
		\$105	Local

ITEM I-I SUMMARY – 9 PROJECTS – TOTAL FEDERAL/STATE/LOCAL \$3,191,785

ADDITIONS to the Transit 2012-2018 STIP

STIP #	Transit Partner	DESCRIPTION	match	FUND	FY13 (000)	FY14 (000)	FY15 (000)	FY16 (000)	FY17 (000)	FY18 (000)	FY19 (000)
TA-5149	Tar River Transit	Expansion Bus	FUZ	5307		256					
			Local	L		64					
TM-5310	Durham Area Transit Authority	Expanded Service to Brier Creek	JARC	5316		\$231					
			Local	L		\$231					
TM-5311	Triangle Transit	Sunday Routes (400, 700, & 800)	JARC	5316		\$235					
			Local	L		\$235					
TQ-6783	Greensboro Transit Authority	5310 Capital Projects	FEDP	5310		\$236	\$118	\$118	\$118	\$118	
			Local	L		\$59	\$29	\$29	\$29	\$29	
TM-5312	Greensboro Transit Authority	5316 Operating – GTA supplemental service to GTCC Jamestown Campus	JARC	5316		\$64					
			Local	L		\$64					
TM-5313	Piedmont Area Transportation Authority	5316 Operating – PART: Career Express Deviated Fixed Route Service					\$250	\$250			
							\$250	\$250			
TM-5314	Mountain Projects (Haywood County)	5316 Operating for employment trips to Buncombe County	JARC	5316		\$40					
			Local	L		\$40					
TM-5315	Asheville Transit	Asheville Transit – Limited Sunday Service on Nine Routes – operating funding	JARC	5316		\$80					
			Local	L		\$80					

TN-5135	Cape Fear Transportation Authority	Design, Engineer, and install 8 bus stop shelters	FNF	5317				93			
			Local	L				23			

MODIFICATIONS to the Transit 2012-2018 STIP

STIP #	Transit Partner	DESCRIPTION	match	FUND	FY13 (000)	FY14 (000)	FY15 (000)	FY16 (000)	FY17 (000)	FY18 (000)	FY19 (000)
TO-5127	Tar River Transit	Operating Assistance	FUZ	5307	392	210	392	392	392	392	392
			State	SMAP	270	105	270	270	270	270	270
			Local	L	123	105	123	123	123	123	123
TG-4785A	Tar River Transit	Operating Assistance ADA	FUZ	5307	74	64	74	74	74	74	74
			Local	L	18	16	18	18	19	19	19
TG-4785B	Tar River Transit	Preventive Maintenance	FUZ	5307	279	324	279	279	279	279	279
			Local	L	70	81	70	70	70	70	70
TM-5136	Capital Area Transit	Job Access Reverse Commute operating assistance	JARC	5316	225	311	225	225	225	225	
			Local	L	225	311	225	225	225	225	
TM-5132	Chapel Hill Transit	Operating Assistance for Chapel Hill Pittsboro Express (PX Route)	JARC	5316		\$99					
			Local	L		\$99					
TM-5311	Chapel Hill Transit	Operating Assistance for CHT extension of service hours HS/Rogers Road	JARC	5316		\$72					
			Local	L		\$72					
TM-5307	City of Durham	City of Durham planning and program administration of 5316 JARC Projects	JARC	5316		\$90					
TO-6139	Greensboro Transit Authority	5310 Operating Assistance	FEPD	5310		\$118	\$97	\$97	\$97	\$97	
			Local	L		\$118	\$97	\$97	\$97	\$97	
TQ-7000	Greensboro Transit Authority	Section 5310 Program Administration	FEFPD	5310		\$45	\$21	\$21	\$21	\$21	
TD-5265	Asheville Transit	City of Hendersonville – US 64 Pedestrian Access to Bus Stop Improvements (Sidewalk and Crosswalks) for FY 2013-2016	FNF	5317	197	18					
			Local	L	49	5					
TM-5138	Asheville Transit	Black Mountain Trailblazer Service – JARC Operating Assistance	JARC	5316	\$102	\$115					
			Local	L	\$102	\$115					
TM-5163	Asheville Transit	City of Asheville Administrative Oversight of 5316 JARC projects in Asheville Urbanized Area for FY 2013-2016	JARC	5316	\$23	\$21					

TD-5269	Capital Area Transit	Facility – Transit Center. Union Station Bus Component	STPDA	STPDA		1,215					
			Local	L		304					
			FUZ	5307			1,200	1,200	1,200	1,200	
			Local	L			300	300	300	300	
TA-4767	Greensboro Transit Authority	Hybrid Replacement Paratransit Buses	FBUS	5339			553	553	553		
			State	S			55	55	55		
			Local	L			62	62	62		
			CMAQ	CMAQ		350	140				
			State	S		44	18				
			Local	L		44	18				
TG-4731B	Chapel Hill Transit	Preventive Maintenance, Transit Enhancements	FUZ	5307	1,013	1,945	2,145	2,345	2,545	2,745	2,945
			Local	L	253	486	536	586	636	686	736

Item I-1A, 24 Projects, Total Federal/State/Local funds \$46,820,000

Approval - Aviation Program

A motion was made by Board Member Burns, seconded by Board Member Wetmore, to approve the following:

Town/County Division	Project Description	Estimated Cost
Division 4 Johnston County	Airfield Lighting Replacement – Grant Adjustment 36237.28.10.8	\$77,040 Fed \$8,560 Local \$85,600 Total
Division 11 Surry County	Holly Springs Road Relocation (construction) – Grant Adjustment 36237.59.12.1	\$260,320 Fed \$28,924 Local \$289,244 Total

Approval – Strategic Transportation Investments Funding and Specific North Carolina Trust Funds

A motion was made by Board Member Burns, seconded by Board Member Wetmore, to approve the following:

Town/ County Division PROJ. CATEGORY	Project Description	Estimated Cost
Craven Co. Div. 2 R-4463AA REGIONAL	WBS 35601.2.R3 NC 43 connector from south of US 70 to US 70. Initial funds are requested for full right of way.	\$50,000.00
Jones/ Onslow Cos. Div. 2/03 R-2514D STATEWIDE	WBS 34442.2.SU5 US 17 from North of NC 58 to the New Bern Bypass. \$3,000,000.00 has previously been approved for utilities. Additional funds are requested.	\$3,000,000.00
Gaston Co. Div. 12 I-4928 STATEWIDE	WBS 41188.3.S1 New I-85 NBL Weigh Station from SR 1302 (Crowders Mountain Road) to SR 1307 (Edgewood Road). Division Primary Maintenance funds are now being used in lieu of Strategic Transportation Investment Funds under WBS 41188.3.2. This action is to reverse the previous February 2014 BOT action.	-\$12,824,000.00
Statewide Div. 15 R-9999WM STATEWIDE	WBS 34634.3.S1 Improvements to NCDOT's Wetland Prediction Model. Rainfall Monitoring, Multi-Sensor Precipitation Estimate. Initial funds are needed for project mitigation.	\$40,000.00
STRATEGIC TRANSPORTATION INVESTMENTS	4 PROJECTS	-\$9,734,000.00

**Strategic Transportation Investment Funds
(For projects previously identified as Intrastate Trust Fund projects)**

Town/ County Division PROJ. CATEGORY	Project Description	Estimated Cost
Wilmington/ New Hanover Co. Div. 3 U-4751 STATEWIDE	WBS 40191.2.1 SR 1409 (Military Cutoff Road) to US 17 in Wilmington. \$7,699,655.00 has previously been approved for appraisal and advanced acquisition of specific parcels. Additional funds are requested for appraisal of Specific Parcels 903, 904, 906, 907, 911, 912, 913, 914, 916 and 917 for a total of \$250,000.00.	\$250,000.00
Mitchell/ Yancey Cos. Div. 13 R-2519 STATEWIDE	WBS 35609.1.1 US 19 East from SR 1336 (Jacks Creek Road) in Yancey County to the multi-lane section west of Spruce Pine in Mitchell County. \$11,276,064 has previously been approved for preliminary engineering. Additional funds are needed to cover expenditures that have or will exceed the previously authorized budget.	\$310,000.00
TRUST FUND INTRASTATE SUMMARY	2 PROJECTS	\$560,000.00
STRATEGIC TRANSPORTATION INVESTMENTS	4 PROJECTS	-\$9,734,000.00
TRUST FUND INTRASTATE SUMMARY	2 PROJECTS	\$560,000.00
SUMMARY OF FUNDS	6 PROJECTS	-\$9,174,000.00

Approval – Funds for Specific Federal-Aid Projects

A motion was made by Board Member Burns, seconded by Board Member Wetmore, to approve the following:

Board Member Smith abstained from voting on projects I-5708 and W-5205P in Wake County.
Board Member Collett abstained from voting on project W-5114 in Guilford County.

Division 1

Enhancement

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Divisionwide ER-5600 DIVISION	46305.3.FD1, TAP-CZIP(1) Division 1 - Vegetation Management - Clear Zone Improvement and Management. Funds are needed for construction (Project could be chosen from Statewide, Regional or Division category).	\$225,000.00 Cost \$180,000.00 Fed. \$45,000.00 State

Bridge

Bertie Co. B-5141 STATEWIDE	42302.3.FS1, BRNHS-0013(25) Replace Bridge #53 over White Oak Swamp on US 13, 0.152 mile. \$1,750,000.00 has previously been approved for construction. Funds need to be increased \$561,068.00 to reflect the low bid received on May 20, 2014.	\$561,068.00 Cost \$448,854.00 Fed. \$112,214.00 State
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Division 2

Enhancement

Divisionwide ER-5600 DIVISION	46305.3.FD2, TAP-CZIP(2) Division 2 - Vegetation Management - Clear Zone Improvement and Management. Funds are needed for construction (Project could be chosen from Statewide, Regional or Division category).	\$225,000.00 Cost \$180,000.00 Fed. \$45,000.00 State
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Bridge

Lenoir Co. B-4565 REGIONAL	33773.2.1, BRSTP-70B(5) Bridges #42, #43, #26 & #28 over the Neuse River Overflow on US 70 / 258 Business (South Queens Street). \$893,000.00 has previously been approved for right of way and utilities. Additional funds are needed for utility relocation.	\$500,000.00 Cost \$400,000.00 Fed. \$100,000.00 State
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Division 3

Enhancement

Divisionwide ER-5600 DIVISION	46305.3.FD3, TAP-CZIP(3) Division 3 - Vegetation Management - Clear Zone Improvement and Management. Funds are needed for construction (Project could be chosen from Statewide, Regional or Division category).	\$225,000.00 Cost \$180,000.00 Fed. \$45,000.00 State
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Urban

Brunswick Co. U-5534I DIVISION	44096.1.F10, STPDA-0332(51) Leland - Village Road Multi-Use Path Extension. Funds are needed for preliminary engineering.	\$15,204.00 Cost \$10,643.00 Fed. \$4,561.00 Local
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Brunswick Co. U-5534J DIVISION	44096.1.F11, STPDA-0332(52) Leland - Old Fayetteville Village Road Pedestrian Loop. Funds are needed for preliminary engineering.	\$30,035.00 Cost \$21,025.00 Fed. \$9,010.00 Local
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Brunswick Co. U-5534K DIVISION	44096.1.F12, STPDA-0332(53) Leland - Leland Middle School Sidewalk. Funds are needed for preliminary engineering.	\$24,881.00 Cost \$19,905.00 Fed. \$4,976.00 Local
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Wilmington / New Hanover Co. U-5527B DIVISION	50077.1.F3, TAP-0332(50) 5th Avenue at the Dawson Street and Wooster Street Intersection. Funds are needed for preliminary engineering.	\$17,000.00 Cost \$13,600.00 Fed. \$3,400.00 Local
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Wilmington/ New Hanover Co. U-5527C DIVISION	50077.1.F4, TAP-0332(55) Middle Sound Greenway - Extension to Middle Sound Village. Funds are needed for preliminary engineering.	\$24,000.00 Cost \$19,200.00 Fed. \$4,800.00 Local
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Wilmington / New Hanover Co. U-5534G DIVISION	44096.1.F8, STPDA-0332(48) Hooker Road from Wrightsville Avenue to Mallard Drive / Rose Avenue Intersection. Funds are needed for preliminary engineering.	\$44,000.00 Cost \$35,200.00 Fed. \$8,800.00 Local
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Wilmington / New Hanover Co. U-5534H DIVISION	44096.1.F9, STPDA-0332(49) Hinton Avenue from Park Avenue to Greenville Avenue. Funds are needed for preliminary engineering.	\$55,000.00 Cost \$44,000.00 Fed. \$11,000.00 State
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Bridge

New Hanover Co. B-4591 DIVISION	38421.3.FD1, BRZ-1002(23) Bridge #4 over Island Creek on SR 1002, 0.420 mile. \$1,750,000.00 has previously been approved for construction. Funds need to be increased \$587,088.00 to reflect the low bid received on May 20, 2014.	\$587,088.00 Cost \$469,670.00 Fed. \$117,418.00 State
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Safety

New Hanover Co. W-5203AA STATEWIDE	45333.1.FS27, HSIP-0117(29) US 117 / NC 132 (College Road) at Hoggard Drive / Hurst Drive. Funds are needed for preliminary engineering.	\$65,000.00 Cost \$58,500.00 Fed. \$6,500.00 State
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New Hanover Co. W-5203AB STATEWIDE	45333.1.FS28, HSIP-0017(144) US 17 Business (Market Street) and SR 2219 (Green Meadows Drive). Funds are needed for preliminary engineering.	\$35,000.00 Cost \$31,500.00 Fed. \$3,500.00 State
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Onslow Co. W-5203D REGIONAL	45333.3.FR4, HSIP-0017(118) US 17 Business at NC 24 ramps and driveway to NCDMV and NCDOT Jacksonville District Office. Funds are needed for construction for grading, widening to install offset left turn lanes and guardrail.	\$380,000.00 Cost \$342,000.00 Fed. \$38,000.00 State
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Division 4

Enhancement

Divisionwide ER-5600 DIVISION	46305.3.FD4, TAP-CZIP(4) Division 4 - Vegetation Management - Clear Zone Improvement and Management. Funds are needed for construction (Project could be chosen from Statewide, Regional or Division category).	\$225,000.00 Cost \$180,000.00 Fed. \$45,000.00 State
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Urban

Goldsboro/ Wayne Co. U-3609A REGIONAL	39026.3.FR1, STP-0013(33) US 13 (Berkeley Boulevard) from SR 1560 (Royal Avenue) to South Drive, 1.081 miles. \$2,500,000.00 has previously been approved for construction. Funds need to be increased \$683,775.00 to reflect the low bid received on May 20, 2014.	\$683,775.00 Cost \$547,020.00 Fed. \$136,755.00 State
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Safety

Johnston Co. W-5204I DIVISION	45334.1.FD8, HSIP-1934(2) SR 1934 (Old Beulah Road) south of NC 42 and NC 39. Funds are needed for preliminary engineering.	\$5,000.00 Cost \$4,500.00 Fed. \$500.00 State
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Division 5

National Highway

Wake Co. I-5708 STATEWIDE	50124.1.FS1, NHPP-0440(20) I-440 / US 1 and SR 2000 (Wake Forest Road) Intersection in Raleigh. Funds are needed for preliminary engineering.	\$500,000.00 Cost \$400,000.00 Fed. \$100,000.00 State
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Wake Co. I-5710 STATEWIDE	50125.1.FS1, NHPP-0540(30) I-540 from SR 1829 (Leesville Road) to SR 2000 (Falls of Neuse Road) in Raleigh. Funds are needed for preliminary engineering.	\$500,000.00 Cost \$400,000.00 Fed. \$100,000.00 State
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Congestion Mitigation

Oxford / Granville Co. C-5569 EXEMPT	50106.1.F1, CMS-0519(2) Construct sidewalk and crosswalk enhancements at various locations. Funds are needed for preliminary engineering.	\$45,000.00 Cost \$36,000.00 Fed. \$9,000.00 Local
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Wake C-5504 EXEMPT	45497.1.F1, CMS-040-4(153)295 I-40 Pedestrian Improvements - Conduct Feasibility Study and construct Pedestrian Retrofits at I-40 overpasses with SR 1321 (Avent Ferry Road), SR 1427 (Lake Dam Road), SR 1348 (Trailwood Road), SR 1655 (Trenton Road), and SR 2542 (Rock Quarry Road). Funds are needed for preliminary engineering.	\$5,000.00 Cost \$4,000.00 Fed. \$1,000.00 Local
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Enhancement

Divisionwide ER-5600 DIVISION	46305.3.FD5, TAP-CZIP(5) Division 5 - Vegetation Management - Clear Zone Improvement and Management. Funds are needed for construction (Project could be chosen from Statewide, Regional or Division category).	\$225,000.00 Cost \$180,000.00 Fed. \$45,000.00 State
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Urban

Apex/ Wake Co. U-5118AB DIVISION	42379.2.2, STPDA-0501(19) Lufkin Road realignment at the SR 1010 (Ten-Ten Road)/US 1 Interchange. \$86,341.00 has previously been approved for right of way and utilities. Additional funds are needed to cover expenditures that have or will exceed the previously authorized budget.	\$10,824.00 Cost \$8,659.00 Fed. \$2,165.00 Local
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Safety

Franklin Co. W-5509 DIVISION	49011.1.1, HRRR-1211(3) SR 1211 (West River Road) from the Franklinton Town Limits to the Louisburg Town Limits. \$20,000.00 has previously been approved for preliminary engineering. Additional funds are needed based on the latest estimate.	\$85,000.00 Cost \$76,500.00 Fed. \$8,500.00 State
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Franklin Co. W-5509 DIVISION	49011.3.FD1, HRRR-1211(3) SR 1211 (West River Road) from the Franklinton Town Limits to the Louisburg Town Limits. Funds are needed for construction to construct paved shoulders.	\$2,200,000.00 Cost \$1,980,000.00 Fed. \$220,000.00 State
Wake Co. W-5205E REGIONAL	45335.1.5, HSIP-0050(13) NC 50 from I-540 to SR 1381 (Old Creedmoor Road). \$25,000.00 has previously been approved for preliminary engineering. Additional funds are needed based on the latest estimate.	\$105,000.00 Cost \$94,500.00 Fed. \$10,500.00 State
Wake Co. W-5205J DIVISION	45335.3.FD10, HSIP-0070(164) SR 2558 (Guy Road) at US 70 Business. Funds are needed for construction for turn lanes and signal revision.	\$272,000.00 Cost \$244,800.00 Fed. \$27,200.00 State
Wake Co. W-5205P DIVISION	45335.3.FD16, HSIP-2000(7) SR 2000 (Wake Forest Road) at the I-440 westbound off-ramp. Funds are needed for construction for an additional turn lane.	\$275,000.00 Cost \$247,500.00 Fed. \$27,500.00 State

Bicycle and Pedestrian

Durham Co. EB-4411D DIVISION	36333.3.FD4, STPEB-000S(752) Division 5 - SR 1110 (Farrington Road and Barbee Chapel Road) and SR 1107 (Stagecoach Road) in Durham County. Funds are needed for construction for paved shoulders and overlay.	\$1,600,000.00 Cost \$1,280,000.00 Fed. \$320,000.00 State
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Division 6

Enhancement

Divisionwide ER-5600 DIVISION	46305.3.FD6, TAP-CZIP(6) Division 6 - Vegetation Management - Clear Zone Improvement and Management. Funds are needed for construction (Project could be chosen from Statewide, Regional or Division category).	\$225,000.00 Cost \$180,000.00 Fed. \$45,000.00 State
Lillington / Harnett Co. B-4138(L) REGIONAL	33490.3.FR1, BRSTP-401(195) Bridge #46 over Cape Fear River on US 401. Funds are needed for construction for landscaping.	\$37,240.00 Cost \$29,792.00 Fed. \$7,448.00 State
Lillington / Harnett Co. R-5185(L) REGIONAL	45222.3.FR2, STPHPP-0401(218) US 401 from north of SR 1436 (Matthews Road) to NC 210. Funds are needed for construction for landscaping.	\$34,762.00 Cost \$27,810.00 Fed. \$6,952.00 State

Bridge

Bladen Co. B-5117 REGIONAL	42258.3.FR1, BRSTP-0210(19) Replace Bridge #47 over Lake Creek on NC 210, 0.388 mile. Funds are needed for construction based on the estimate from the 12-Month Tentative Letting List published June 3, 2014.	\$1,500,000.00 Cost \$1,200,000.00 Fed. \$300,000.00 State
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Safety

Cumberland Co. W-5206AH DIVISION	45336.2.FD34, HSIP-1403(16) SR 1403 (Reilly Road) from SR 1400 (Cliffdale Road) to Willowbrook/Kimridge in Fayetteville. Funds are needed for full right of way and utilities.	\$120,000.00 Cost \$108,000.00 Fed. \$12,000.00 State
Cumberland Co. W-5206AK STATEWIDE	45336.3.FS37, HSIP-1007(28) SR 1007 (All American) from the Santa Fe interchange to the Morganton Road interchange. Funds are needed for construction for milling, wedging, resurfacing, reinstall all existing traffic controls to include rumble strips.	\$1,000,000.00 Cost \$900,000.00 Fed. \$100,000.00 State
Harnett Co. W-5206AJ REGIONAL	45336.2.FR36, HSIP-0210(32) NC 210 at SR 2215 (Harnett Central Road) and SR 2215 from NC 210 to Harnett Central Middle School Driveway. Funds are needed for full right of way and utilities.	\$100,000.00 Cost \$90,000.00 Fed. \$10,000.00 State

Division 7

Enhancement

Divisionwide ER-5600 DIVISION	46305.3.FD7, TAP-CZIP(7) Division 7 - Vegetation Management - Clear Zone Improvement and Management. Funds are needed for construction (Project could be chosen from Statewide, Regional or Division category).	\$225,000.00 Cost \$180,000.00 Fed. \$45,000.00 State
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Bridge

Alamance Co. BD-5107O DIVISION	45353.3.FD16, BRZ-1134(5) Replace Bridge #280 over Beaver Creek on SR 1134 (Beaver Creek Road). Funds are needed for construction.	\$555,000.00 Cost \$444,000.00 Fed. \$111,000.00 State
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Safety

Alamance Co. W-5207D REGIONAL	45337.3.FR4, STP-0062(11) NC 62 at SR 1545 (Old Glencoe Road) intersection. \$575,000.00 has previously been approved for construction. Additional funds are needed based on the latest estimate	\$195,000.00 Cost \$175,500.00 Fed. \$19,500.00 State
Guilford Co. W-5114 REGIONAL	41877.3.FR1, STP-0068(10) NC 68 from south of SR 2111 (East Harrell Road) to north of SR 4831 (Bartonshire Drive), 0.521 mile. \$2,100,000.00 has previously been approved for construction. Funds need to be decreased (\$16,609) to reflect the low bid received on May 20, 2014.	-\$16,609.00 Cost -\$13,287.00 Fed. -\$3,322.00 State

Division 8

Enhancement

Divisionwide	46305.3.FD8, TAP-CZIP(8)	\$225,000.00	Cost
ER-5600	Division 8 - Vegetation Management - Clear Zone Improvement	\$180,000.00	Fed.
DIVISION	and Management. Funds are needed for construction (Project could be chosen from Statewide, Regional or Division category).	\$45,000.00	State

Bridge

Moore Co.	42340.3.FD1, BRZ-1484(2)	\$45,742.00	Cost
B-5164	Replace Bridge #178 over Buffalo Creek on SR 1484,	\$36,594.00	Fed.
DIVISION	0.074 mile. \$625,000.00 has previously been approved for construction. Funds need to be increased \$45,742.00 to reflect the low bid received May 20, 2014.	\$9,148.00	State

Richmond Co.	45354.3.FD30, BRZ-1142(10)	\$500,000.00	Cost
BD-5108AC	Replace Bridge #113 over Cartledge Creek on SR 1142. Funds	\$400,000.00	Fed.
DIVISION	are needed for construction.	\$100,000.00	State

Safety

Scotland Co.	45338.1.FR13, HSIP-0015(43)	\$100,000.00	Cost
W-5208M	US 15 / 501 at NC 144. \$300,000.00 has previously been	\$90,000.00	Fed.
REGIONAL	approved for preliminary engineering. Additional funds are needed based on the latest estimate.	\$10,000.00	State

Division 9

Congestion Mitigation

Davidson Co.	44001.3.STR02T4D, CMQRR-000S(777)	\$3,750,000.00	Cost
C-4901B	Piedmont Corridor - SR 2024 (Upper Lake Road) over Hamby	\$3,000,000.00	Fed.
STATEWIDE	Creek Tributary and Norfolk Southern / North Carolina Railroad. Funds are needed for construction for grade separation and the closing of three existing Highway-Railroad crossings.	\$750,000.00	State

Enhancement

Divisionwide	46305.3.FD9, TAP-CZIP(9)	\$225,000.00	Cost
ER-5600	Division 9 - Vegetation Management - Clear Zone Improvement	\$180,000.00	Fed.
DIVISION	and Management. Funds are needed for construction (Project could be chosen from Statewide, Regional or Division category).	\$45,000.00	State

Urban

Forsyth Co.	39746.3.F19, STPDA-0927(5)	\$550,000.00	Cost
U-4742KC	Lewisville-Shallowford Road. Funds are needed for construction	\$440,000.00	Fed.
DIVISION	for a roundabout.	\$110,000.00	Local

Bridge

Davidson Co. B-3159 REGIONAL	38331.2.FRU1, STPNHS-0052(31) Replace Bridge #27 over US 29-64-70 / I-85 Business Loop on US 52 / NC 8. Funds are needed for utilities.	\$2,066,000.00 Cost \$1,652,800.00 Fed. \$413,200.00 State
Davidson Co. B-3159 REGIONAL	38331.2.FR1, STPNHS-0052(31) Replace Bridge #27 over US 29-64-70 / I-85 Business Loop on US 52 / NC 8. Funds are needed for full right of way.	\$6,525,000.00 Cost \$5,220,000.00 Fed. \$1,305,000.00 State

Safety

Rowan Co. W-5313 DIVISION	46136.2.FDU1, STP-1221(15) SR 1221 (Old Beatty Ford Road) from SR 2335 (Lower Stone Church Road) to SR 1337 (Lentz Road). Funds are needed for utilities.	\$2,235,000.00 Cost \$2,011,500.00 Fed. \$223,500.00 State
Rowan Co. W-5313 DIVISION	46136.2.FD1, STP-1221(15) SR 1221 (Old Beatty Ford Road) from SR 2335 (Lower Stone Church Road) to SR 1337 (Lentz Road). Funds are needed for full right of way.	\$5,400,000.00 Cost \$4,860,000.00 Fed. \$540,000.00 State

Division 10

Enhancement

Divisionwide ER-5600 DIVISION	46305.3.FD10, TAP-CZIP(10) Division 10 - Vegetation Management - Clear Zone Improvement and Management. Funds are needed for construction (Project could be chosen from Statewide, Regional or Division category).	\$225,000.00 Cost \$180,000.00 Fed. \$45,000.00 State
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Safety

Union Co. W-5520 STATEWIDE	50092.1.FS1, HSIP-0074(156) US 74 (Fairview Road) to Wesley Chapel Stouts Road in Indian Trail. \$585,000.00 has previously been approved for preliminary engineering. Additional funds are needed based on the latest estimate.	\$340,000.00 Cost \$306,000.00 Fed. \$34,000.00 State
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Municipal Bridge

Charlotte/ Mecklenburg Co. B-5378 DIVISION	46093.1.1, BRSTP-1003(97) Bridge #210 over Briar Creek on Michael Baker Road. \$160,000.00 has previously been approved for preliminary engineering. Additional funds are needed based on the latest estimate.	\$109,085.00 Cost \$87,268.00 Fed. \$21,817.00 Local
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Division 11

Enhancement

Divisionwide	46305.3.FD11, TAP-CZIP(11)	\$225,000.00	Cost
ER-5600	Division 11 - Vegetation Management - Clear Zone	\$180,000.00	Fed.
DIVISION	Improvement and Management. Funds are needed for construction (Project could be chosen from Statewide, Regional or Division category).	\$45,000.00	State

Bridge

Surry Co.	45357.3.FD22, BRZ-1809(5)	-\$1,715,000.00	Cost
BD-5111V	Replace Bridge #244 over SR 1856 on SR 1809. \$1,715,000.00	-\$1,372,000.00	Fed.
DIVISION	has previously been approved for construction. Funds need to be decreased (\$1,715,000.00), project delayed due to 2 other projects in the same area that use this route as detours.	-\$343,000.00	State

Wilkes Co.	33831.2.FDU1, BRZ-1001(29)	\$40,000.00	Cost
B-4676	Replace Bridge #29 over Cub Creek on SR 1001. Funds are	\$32,000.00	Fed.
DIVISION	needed for utilities.	\$8,000.00	State

Wilkes Co.	33831.2.FD1, BRZ-1001(29)	\$10,000.00	Cost
B-4676	Replace Bridge #29 over Cub Creek on SR 1001. Funds are	\$8,000.00	Fed.
DIVISION	needed for full right of way.	\$2,000.00	State

Bicycle and Pedestrian

Yadkinville/ Yadkin Co.	50044.1.FD1, STPEB-1130(14)	\$50,000.00	Cost
EB-5529	North Lee Avenue from Main Street to US 601. Funds are	\$40,000.00	Fed.
DIVISION	needed for preliminary engineering.	\$10,000.00	State

Division 12

National Highway

Cleveland Co.	34497.3.FS4, NHF-0074(142)	-\$4,023,330.00	Cost
R-2707AB	US 74 (Shelby Bypass) from east of SR 1318 (Kimbrell Road) to	-\$3,218,664.00	Fed.
STATEWIDE	east of SR 1315 (Plato Lee Road), 1.920 miles. \$14,100,000.00 has previously been approved for construction. Funds need to be decreased (\$4,023,330.00) to reflect the low bid received on May 20, 2014.	-\$804,666.00	State

Cleveland Co.	34497.3.FS5, NHF-0074(107)	\$6,981,028.00	Cost
R-2707B	US 74 (Shelby Bypass) from east of SR 1315 (Plato Lee Road)	\$5,584,822.00	Fed.
STATEWIDE	to east of NC 226, 3.323 miles. \$32,600,000.00 has previously been approved for construction. Funds need to be increased \$6,981,028.00 to reflect the low bid received on May 20, 2014.	\$1,396,206.00	State

Congestion Mitigation

Mooresville / Iredell Co. C-5529 EXEMPT	51043.1.F1, CMS-1226(18) Intersection of NC 115 and Faith Road (Campus Lane). Funds are needed for preliminary engineering.	\$152,000.00 Cost \$114,000.00 Fed. \$38,000.00 Local
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Enhancement

Divisionwide ER-5600 DIVISION	46305.3.FD12, TAP-CZIP(12) Division 12 - Vegetation Management - Clear Zone Improvement and Management. Funds are needed for construction (Project could be chosen from Statewide, Regional or Division category).	\$225,000.00 Cost \$180,000.00 Fed. \$45,000.00 State
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Safety

Alexander Co. W-5212L DIVISION	45342.2.FD12, HRRR-1135(10) SR 1135 (Wayside Church Road) at NC 16. Funds are needed for full right of way and utilities.	\$110,000.00 Cost \$99,000.00 Fed. \$11,000.00 State
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Bicycle and Pedestrian

Cleveland Co. EB-4411K DIVISION	36333.3.FD11, STPEB-000S(764) Gardner Webb University - SR 2515 (Stadium Drive). Funds are needed for construction for bicycle shoulder improvements.	\$400,000.00 Cost \$320,000.00 Fed. \$80,000.00 State
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Division 13

Enhancement

Divisionwide ER-5600 DIVISION	46305.3.FD13, TAP-CZIP(13) Division 13 - Vegetation Management - Clear Zone Improvement and Management. Funds are needed for construction (Project could be chosen from Statewide, Regional or Division category).	\$225,000.00 Cost \$180,000.00 Fed. \$45,000.00 State
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Division 14

Enhancement

Divisionwide ER-5600 DIVISION	46305.3.FD14, TAP-CZIP(14) Division 14 - Vegetation Management - Clear Zone Improvement and Management. Funds are needed for construction (Project could be chosen from Statewide, Regional or Division category).	\$225,000.00 Cost \$180,000.00 Fed. \$45,000.00 State
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Safety

Cherokee Co. W-5214O DIVISION	45344.3.FD15, HSIP-1388(4) SR 1388 (Bristol Avenue) from SR 1405 (Wooten Holw) to High School Drive near Andrews. Funds are needed for construction for widening, pavement resurface, install sidewalk and curb and gutter.	\$780,000.00 Cost \$702,000.00 Fed. \$78,000.00 State
Cherokee Co. W-5214O DIVISION	45344.2.FD15, HSIP-1388(4) SR 1388 (Bristol Avenue) from SR 1405 (Wooten Holw) to High School Drive near Andrews. Funds are needed for utilities.	\$40,000.00 Cost \$36,000.00 Fed. \$4,000.00 State
Haywood / Jackson Cos. W-5214L REGIONAL	45344.3.FR12, HSIP-0019(46) US 19 near the Blue Ridge Parkway near Maggie Valley. Funds are needed for construction to install paved shoulders.	\$900,000.00 Cost \$810,000.00 Fed. \$90,000.00 State

Statewide

Congestion Mitigation

Statewide C-4903 EXEMPT	44003.3.1, CMS-000S(450) North Carolina Division of Air Quality. \$1,000,000.00 has previously been approved for construction. Additional funds are needed for construction by contract for the implementation of the North Carolina Air Awareness Outreach Program to provide education and produce daily air quality forecasts.	\$625,000.00 Cost \$500,000.00 Fed. \$125,000.00 Local
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Enhancement

Divisionwide ER-5600 STATEWIDE	46305.3.FS15, TAP-CZIP(15) Statewide - Vegetation Management - Clear Zone Improvement and Management. Funds are needed for construction (Project could be chosen from Statewide, Regional or Division category).	\$625,000.00 Cost \$500,000.00 Fed. \$125,000.00 State
Divisionwide ER-5600 STATEWIDE	46305.1.FS15, TAP-CZIP(15) Statewide - Vegetation Management - Clear Zone Improvement and Management. Funds are needed for preliminary engineering (Project could be chosen from Statewide, Regional or Division category).	\$200,000.00 Cost \$160,000.00 Fed. \$40,000.00 State

Planning and Research

Statewide M-0474 STATEWIDE	55068.1.F1, IBRD-000S(778) NCDOT Inventory and Management System. Funds are needed for preliminary engineering.	\$80,000.00 Cost \$80,000.00 Fed.
Statewide No ID STATEWIDE	44100.1, SPR-0RES(52) FY 2015 SPR-II Federal Aid Research Program. \$2,040,000.00 has previously been approved for preliminary engineering. Additional funds are needed for FY 2015 allocation.	\$2,040,000.00 Cost \$1,632,000.00 Fed. \$408,000.00 State

Statewide	44100.2, SPR-0RES(53)	\$4,814,000.00	Cost
No ID	Contract Research. \$4,500,000.00 has previously been	\$3,851,200.00	Fed.
STATEWIDE	approved for preliminary engineering. Additional funds are	\$962,800.00	State
	needed for FY 2015.		

ITEM M SUMMARY - 78 PROJECTS - (TOTAL FEDERAL AND STATE) \$48,687,264.00

Approval – Revisions to the 2012 – 2020 STIP

A motion was made by Board Member Burns, seconded by Board Member Wetmore, to approve the following additions, modifications and deletions to the 2012-2020 State Transportation Improvement Plan.

**HIGHWAY PROGRAM
STIP ADDITIONS**

DIVISION 3

W-5602	NC 172, Camp Lejeune gate	Right-of-Way FY16	\$10,000 (HSIP)
ON SLOW	to NC 210. Convert two lane	Construction FY17	<u>\$3,200,000 (HSIP)</u>
Proj. Category	roadway to three lane roadway		\$3,210,000
REGIONAL	with a two way left turn lane.		
	<u>Add right of way in FY 16</u>		
	<u>and Construction in FY 17</u>		
	<u>not previously programmed.</u>		

DIVISION 6

EB-4539BC	Fayetteville, Cape Fear River	Construction FY15	\$600,000 (TA)
CUMBERLAND	Greenway, north of CSX Rail	FY15	<u>\$150,000 (C)</u>
Proj. Category	line to south of CSX Rail line.		\$750,000
DIVISION	Construct third phase of an		
	off-road multi-use trail.		
	<u>Add Construction in FY 15</u>		
	<u>not previously programmed.</u>		

DIVISION 7

B-5553	Ballenger Road, Replace	Right-of-Way FY16	\$60,000 (STPOFF)
GUILFORD	Bridge 400098 over a tributary	FY16	\$15,000 (C)
Proj. Category	of Horsepen Creek in	Construction FY17	\$600,000 (STPOFF)
DIVISION	Greensboro.	FY17	<u>\$150,000 (C)</u>
	<u>Project added at request of</u>		\$825,000
	<u>city, based on prioritization.</u>		

DIVISION 12

EB-5546	Cleveland County, Construct	Construction	FY15	\$496,000 (FLAP)
CLEVELAND	segment of Gateway Trail from		FY15	<u>\$124,000 (L)</u>
Proj. Category	Galilee Church Road to			\$620,000
EXEMPT	Bethlehem Road.			
	<u>Project added as part of the federal lands access program.</u>			

DIVISION 14

B-5554	NC 215, Replace Bridge No.	Engineering	FY14	\$80,000 (FLAP)
TRANSYLVANIA	73 over North Fork French Broad		FY14	\$20,000 (S)
Proj. Category	River. Federal aid number:	Right-of-Way	FY14	\$20,000 (FLAP)
EXEMPT	NC Flap DOT 215(1).		FY14	\$5,000 (S)
	<u>Project added as part of the Federal Lands Access Program.</u>			
		Construction	FY15	\$497,000 (FLAP)
			FY15	<u>\$124,000 (S)</u>
				\$746,000

B-5555	NC 215, Replace Bridge No.	Engineering	FY14	\$80,000 (FLAP)
TRANSYLVANIA	46 over North Fork French Broad		FY14	\$20,000 (S)
Proj. Category	River. Federal aid number:	Right-of-Way	FY14	\$20,000 (FLAP)
EXEMPT	NC flap DOT 215(2).		FY14	\$5,000 (S)
	<u>Project added as part of the Federal Lands Access Program.</u>			
		Construction	FY15	\$616,000 (FLAP)
			FY15	<u>\$154,000 (S)</u>
				\$895,000

STIP MODIFICATIONS**DIVISION 1**

F-5501	SR 1242 (Courthouse Road),	Construction	FY15	\$1,400,000 (DP)
CURRITUCK	Currituck Welcome Center.		FY15	<u>\$350,000 (S)</u>
Proj. Category	Replacement.			\$1,750,000
DIVISION	<u>Delay Construction from FY 14 to FY 15 to allow time to resolve issues related to impacts to historic cultural resources.</u>			

R-5014	SR 1217 (Collington Road),	Right-of-Way	FY17	\$500,000 (STP)
DARE	Kill Devil Hills, US 158	Construction	FY18	<u>\$4,350,000 (STP)</u>
Proj. Category	(Croaton Highway) to dead end.			\$4,850,000
DIVISION	Operational-safety Improvements.			
	<u>Delay Right-of-Way from FY 15 to FY 17 and Construction from FY 17 to FY 18 to allow additional time for Planning and Design.</u>			

DIVISION 2

R-2250	NC 11 - 903 (Greenville	Right-of-Way	FY15	\$27,000,000 (T)
PITT	Southwest Bypass), NC 11 to		FY16	\$27,000,000 (T)
Proj. Category	US 264 (Greenville Bypass).	Utilities	FY15	\$1,785,000 (T)
REGIONAL	four lane divided facility on		FY16	\$1,785,000 (T)
	new location with bypass of	Construction	FY15	\$43,625,000 (T)
	winterville.		FY16	\$43,625,000 (T)
	<u>Combine segments A, B, and C</u>		FY17	\$43,625,000 (T)
	<u>into one design build contract.</u>		FY18	\$43,625,000 (T)
				\$232,070,000

DIVISION 3

U-5525	Various, Wilmington Urban	Engineering	FY15	\$200,000 (STPDA)
BRUNSWICK	Area Metropolitan Planning		FY15	<u>\$50,000 (L)</u>
PENDER	allocation and Unified Work			\$250,000
NEW HANOVER	Organization Planning Program.			
Proj. Category	<u>Add Engineering in FY 15</u>			
DIVISION	<u>not previously programmed.</u>			

DIVISION 5

C-4928	SR 1317 (Morreene Road),	Engineering	FY14	\$425,000 (STPDA)
DURHAM	Neal Road to SR 1320		FY14	\$106,000 (C)
Proj. Category	(Erwin Road) in Durham.	Construction	FY16	\$444,000 (CMAQ)
EXEMPT	Construct bike lanes and sidewalks.		FY16	<u>\$111,000 (C)</u>
	<u>Delay Construction from FY14</u>			\$1,086,000
	<u>to FY 16 to reflect local</u>			
	<u>TIP amendment.</u>			

W-5323	SR 1152 (Holly Springs Road),	Construction	FY16	\$500,000 (HSIP)
WAKE	SR 1385 (Lilly Atkins Road) to			
Proj. Category	SR 1383 (Campbell Road).			
DIVISION	Widen to 3-lane section.			
	<u>Delay Construction from FY 15</u>			
	<u>to FY 16 to allow additional time</u>			
	<u>for Planning and Design.</u>			

DIVISION 7

AV-5708	Piedmont Triad International,	Construction	FY15	\$500,000 (T)
GUILFORD	Construct taxiway over future		FY15	<u>\$15,000,000 (O)</u>
Proj. Category	I-73 east of SR 2085 (Bryan Boulevard).			\$15,500,000
STATEWIDE	<u>Add Construction in FY 15</u>			
	<u>not previously programmed.</u>			

DIVISION 9

B-5004	Reynolds Park Road, Replace	Construction	FY15	\$3,560,000 (STPON)
FORSYTH	Bridge No. 86 over Salem		FY15	<u>\$890,000 (C)</u>
Proj. Category	Creek and Bridge No. 87 over			\$4,450,000
DIVISION	Brushy Fork Creek in Winston-Salem.			
	<u>Delay Construction from FY 14</u>			
	<u>to FY 15 to reflect city's</u>			
	<u>delivery timeline.</u>			

C-5208 DAVIDSON Proj. Category EXEMPT	Citywide, City of Lexington heavy duty hybrid refuse truck. Replace existing truck with hybrid truck.	Acquisition	FY14 FY14	\$284,000 (CMAQ) <u>\$71,000 (C)</u> \$355,000
	<u>Delay acquisition from FY 13 to FY 14 at the request of town and transportation planning branch.</u>			
C-5217 DAVIDSON Proj. Category EXEMPT	Various, bike and pedestrian improvements in vicinity of school. Bisecker and Mize Roads, Provide wide paved shoulders and construct side-walks on Cornelia Street and Hillside Drive in Lexington.	Engineering	FY15 FY15 Construction FY16 FY16	\$42,000 (CMAQ) \$11,000 (C) \$152,000 (CMAQ) <u>\$38,000 (C)</u> \$243,000
	<u>Delay Engineering from FY 14 to FY 15 and Construction from FY 15 to FY 16 at the request of Transportation Planning Branch to reflect city delivery schedule.</u>			
R-2247CD FORSYTH Proj. Category STATEWIDE	Winston-Salem northern beltway, US 421 interchange with SR 1891 / non-system (Peace Haven Road) and approaches.	Right-of-Way Mitigation Construction	FY16 FY16 FY16 FY17 FY18	\$3,200,000 (T) \$954,000 (T) \$3,209,000 (T) \$3,208,000 (T) <u>\$3,208,000 (T)</u> \$13,779,000
	<u>Add Right-of-Way in FY 16 and Construction in FY 16 not previously programmed to reflect STI prioritization and Design-Build delivery.</u>			
R-2247EC FORSYTH Proj. Category STATEWIDE	Winston-Salem northern beltway, US 52 / future I-74 interchange with NC 65. Reconstruct interchange.	Right-of-Way Construction	FY16 FY16 FY17 FY18	\$2,160,000 (T) \$4,500,000 (T) \$4,500,000 (T) <u>\$4,500,000 (T)</u> \$15,660,000
	<u>Add Right-of-Way in FY 16 and Construction in FY 16 not previously programmed to reflect STI prioritization and design-build delivery.</u>			
DIVISION 10				
B-5009 ANSON Proj. Category DIVISION	Wadesboro (East Wade Street), Replace Bridge No. 90 over Moss Creek.	Right-of-Way Construction	FY14 FY14 FY15 FY15	\$8,000 (STPOFF) \$2,000 (C) \$380,000 (STPOFF) <u>\$95,000 (C)</u> \$485,000
	<u>Add Right-of-Way in FY 14 and Construction in FY 15 not previously programmed.</u>			

C-5543	Sunset Road, I-77 to	Engineering	FY14	\$234,000 (CMAQ)
MECKLENBURG	Statesville Road in Charlotte.		FY14	\$78,000 (C)
Proj. Category	Construct sidewalks on	Right-of-Way	FY14	\$79,000 (CMAQ)
EXEMPT	south side and install sidewalk		FY14	\$26,000 (C)
	on the I-77 overpass.		FY14	\$26,000 (C)
	<u>Accelerate Right-of-Way</u>	Construction	FY15	\$1,073,000 (CMAQ)
	<u>from FY 15 to FY 14 and</u>		FY15	<u>\$358,000 (C)</u>
	<u>Construction from FY 16 to</u>			\$1,848,000
	<u>15 at request of city of Charlotte.</u>			

R-2123CG	I-485, Separate ITS contract	Construction	FY15	\$600,000 (CMAQ)
MECKLENBURG	for R-2123 CE			
Proj. Category	<u>Revise funding source to reflect</u>			
STATEWIDE	<u>use of congestion mitigation</u>			
	<u>air quality (CMAQ) funding.</u>			

R-2248EA	I-485, ITS for R-2248 E	Construction	FY15	\$1,500,000 (CMAQ)
MECKLENBURG	<u>Revise funding source to reflect</u>			
Proj. Category	<u>use of congestion mitigation</u>			
STATEWIDE	<u>air quality (CMAQ) funding.</u>			

U-0209BA	US 74 (Independence	Construction	FY16	\$1,400,000 (CMAQ)
MECKLENBURG	Boulevard), Separate ITS			
Proj. Category	contract for U-209 B			
STATEWIDE	<u>Delay Construction from FY 14</u>			
	<u>to FY 16 to better align the</u>			
	<u>schedule with the main</u>			
	<u>contract completion.</u>			

DIVISION 12

I-5000	I-85, I-85/US 321. Geometric	Right-of-Way	FY15	\$4,700,000 (NHP)
GASTON	safety improvements to	Utilities	FY15	\$2,600,000 (NHP)
Proj. Category	interchange.	Construction	FY17	\$6,900,000 (NHP)
STATEWIDE	<u>Delay Right-of-Way from FY 14</u>		FY18	<u>\$6,900,000 (NHP)</u>
	<u>to FY 15 and Construction from</u>			\$21,100,000
	<u>FY 16 to FY 17 to allow additional</u>			
	<u>time for planning.</u>			

DIVISION 13

I-4759	I-40, I-40/SR 1228 (Liberty	Right-of-Way	FY19	\$16,100,000 (STP)
BUNCOMBE	Road). Convert grade	Utilities	FY19	\$2,300,000 (STP)
Proj. Category	separation to an interchange	Construction	FY21	\$7,067,000 (STP)
STATEWIDE	and construct two lane roadway,		FY22	\$7,066,000 (STP)
	US 19/US 23/NC 151 to SR 1224		FY23	<u>\$7,067,000 (STP)</u>
	with part on new location.			\$39,600,000
	<u>Delay Right-of-Way from FY 15 to FY 19</u>			
	<u>and Construction from FY 17 to FY 21</u>			
	<u>to allow additional time for Planning.</u>			

DIVISION 14

R-4416 US 64, Chunky Gal Gap Construction FY15 \$5,000,000 (STP)
 CLAY westward for two miles.
Proj. Category Construct truck climbing lane.
 STATEWIDE **Delay Construction from FY 14 to FY 15 to allow additional time for Design.**

W-5506 NC 191, SR 1381 (Mountain Right-of-Way FY15 \$155,000 (HSIP)
 HENDERSON Road) to north of SR 1365 Construction FY16 \$1,975,000 (HSIP)
Proj. Category (North Rugby Road). FY16 \$2,500,000 (STP)
 REGIONAL Construct a continuous three-lane \$4,630,000
 section, extend right turn lane
 into school, revise and install
 guardrail and construct paved shoulders.
Delay Right-of-Way from FY 14 to FY 15 and Construction from FY 15 to FY 16 to allow additional time for Planning.

STIP DELETIONS

DIVISION 9

C-5212 Citywide, city of Lexington Acquisition FY14 \$94,000 (CMAQ)
 DAVIDSON hybrid yard waste truck. FY14 \$24,000 (C)
Proj. Category Replace existing diesel truck \$118,000
 EXEMPT with a medium-duty diesel-
 electric truck.
Delete at the request of Transportation Planning branch; project declined by city.

C-5214 Citywide, city of Lexington Acquisition FY13 \$95,000 (CMAQ)
 DAVIDSON compact natural gas (CNG) FY13 \$24,000 (C)
Proj. Category utility trucks. Replace two \$119,000
 EXEMPT 2- ton diesel with CNG trucks.
Delete at the request of transportation planning branch; project declined by city.

DIVISION 10

C-5109 Countywide, Charlotte- Construction FY10 \$336,000 (CMAQ)
 UNION Mecklenburg schools, clean
 MECKLENBURG school bus initiative.
Proj. Category **Delete segment A at the request of MPO.**
 EXEMPT

ADDITIONS	6	PROJECTS	\$7,046,000
MODIFICATIONS	21	PROJECTS	
DELETIONS	3	PROJECTS	\$573,000
	30	PROJECTS	\$6,473,000

Approval – Municipal and Special Agreements

A motion was made by Board Member Burns, seconded by Board Member Wetmore, to approve the following agreements:

SUMMARY: There are a total of 35 Agreements for approval by the Board of Transportation.

Division 2

Town of Hookerton
Greene County
M-0472
55066.1.F10

This Project consists of the development of a Comprehensive Bicycle and Pedestrian Plan for the Town of Hookerton. The Department will be responsible for the Project and the Municipality shall provide a local match of \$2,500.

Carolina Coastal Railway, Inc.
(CLNA)
Norfolk Southern Railway
Company (NS)
Pitt County
80000.3.3.11

This Rail Agreement is to approve payment of grant funds for CLNA to add a customer to its railroad in order to divert traffic from highways. The specific project funded by the grant includes the addition of a 2,000 foot siding at Milepost NS 151.1. The Department shall participate in the project to the extent of 50% of the total project cost or up to \$100,000, whichever is less. The Department's participation in the project costs will be funded from the State's Freight Rail & Rail Crossing Safety Improvement Fund (FRRCSI). As a condition of the award of funds, NS and the Department shall enter into a Contingent Interest Agreement and Instrument of Indebtedness to secure a lien on the project assets for five (5) years.

City of Greenville
Pitt County
SR-5001 CA
40924.3.F77

This Project consists of federal Safe Routes to School funding for pedestrian access, crossing improvements and sidewalk improvements along Memorial Drive, Norris Street and Skinner Street serving three (3) schools in Greenville. The Municipality shall be responsible for all phases of the project. The Department shall reimburse the Municipality 100% of the approved eligible costs covered under this Agreement up to the maximum federal award amount of \$503,000. The Municipality will be responsible for all costs that exceed the federal award amount. The total estimated cost is \$503,000.

Divisions 2 & 4

Carolina Coastal Railway, Inc.
(CLNA)
Norfolk Southern Railway
Company (NS)
Nash, Wilson, Pitt, & Beaufort
Counties
80000.1.4.5

This Rail Agreement is to approve payment of grant funds for CLNA to improve rail infrastructure, health, safety, and operating efficiency. The specific projects funded by the grant include upgrading crosstie condition and replacement of rail. The Department shall participate in the project to the extent of 50% of the total project cost or up to \$574,026, whichever is less. The Department's

participation in the project costs will be funded from the State's Freight Rail & Rail Crossing Safety Improvement Fund (FRRCSI). As a condition of the award of funds, NS and the Department shall enter into a Contingent Interest Agreement and Instrument of Indebtedness to secure a lien on the project assets for five (5) years.

Division 3

Town of Leland
Brunswick County
M-0472
55066.1.F4

This Project consists of the development of a Comprehensive Pedestrian Plan for the Town of Leland. The Municipality is responsible for all phases of the Project. The Department shall allocate \$35,000 in SPR and State funds and the Municipality shall provide a local match of \$15,000.

Town of Surf City
Pender County
M-0472
55066.1.F7

This Project consists of the development of a Comprehensive Bicycle/Pedestrian Plan for the Town of Surf City. The Municipality is responsible for all phases of the Project. The Department shall allocate \$28,800 in SPR and State funds and the Municipality shall provide a local match of \$3,200.

North Carolina State Port
Authority (NCSPA)
New Hanover County
80000.3.3.9

This Rail Agreement is to approve payment of grant funds for NCSPA to improve rail infrastructure, health, safety, and operating efficiency. The specific projects funded by the grant include rebuilding of track east of T2 to include demolishing and replacing track (including new welded rail, ballast, and ties) and installation of two new rubber flangeway crossings. The Department shall participate in the project to the extent of 50% of the total project cost or up to \$200,000, whichever is less. The Department's participation in the project costs will be funded from the State's Freight Rail & Rail Crossing Safety Improvement Fund (FRRCSI).

Division 4

City of Wilson
Wilson County
ER-2971 D
3500.3.04.098

This Supplemental Agreement is to revise the scope to construction of a 5-foot sidewalk along SR 1323 (Tilghman Road) from approximately 670 feet south of Harrison Avenue to 880 feet south of Kincaid Avenue in Wilson. The Department shall be responsible for all phases of the project and participate in the costs of the Project not to exceed \$50,000. The Municipality will be responsible for all costs that exceed this amount.

Division 5

CSX Transportation Inc.
Durham County
U-0071
34745.1.1

This Rail Agreement is to widen and rehabilitate Bridge No. 189 on NC 147 and rehabilitate Bridge No. 188 on NC 147 beginning at Station 22+28.13 to Station 25+66.37 in Durham County and in connection therewith proposes to

widen and rehabilitate existing grade separations, referred to as the “overheads” and appurtenant works across Railroad's right of way, tracks and other facilities near Railroad Milepost SDS-2.85.

CSX Transportation Inc.
Durham County
U-0071
34745.1.1

This Rail Agreement is to reconstruct and widen of the U.S. 70 bypass from west of NC 98 to proposed interchange with the Durham Freeway Connector from Station 11+00.00 –L- running along Project Line –L- in a southeasterly direction beneath the tracks of CSX Transportation, Inc. to Station 129+00.00 –L- in Durham County that includes grading, drainage and surfacing and in connection therewith to construct a crossing at separated grades, referred to as the “underpass”, to carry railroad tracks over U.S. 70 bypass, to remove the existing railroad structure and track work, and to construct and afterwards remove a temporary railroad detour underpass bridge to carry Railroad's traffic during construction of the underpass under and along Railroad’s right of way, tracks and other facilities near Railroad Milepost SB-152.71.

Norfolk Southern Railway
Durham County
U-0071
34745.1.1

This Rail Agreement is to reconstruct and widen of the U.S. 70 bypass from west of NC 98 to proposed interchange with the Durham Freeway Connector from Station 11+00.00 –L- running along Project Line –L- in a southeasterly direction beneath the tracks of Norfolk Southern Railway, Inc. to Station 129+00.00 –L- in Durham County that includes grading, drainage and surfacing and in connection therewith to construct a crossing at separated grades, referred to as the “underpass”, to carry railroad tracks over U.S. 70 bypass, to remove the existing railroad structure and track work, and to construct and afterwards remove a temporary railroad detour underpass bridge to carry Railroad's traffic during construction of the underpass under and along Railroad’s right of way, tracks and other facilities near Railroad Milepost D-85.0.

Norfolk Southern Railway
Durham County
U-0071
34745.1.1

This Rail Agreement is to construct new dual grade separations on the proposed Durham Freeway Connector beginning at Station 137+67.19 -LDFEB- & 17+22.55 -DFLW- running in a southwesterly direction over the tracks owned by Company and operated by Railroad to Station 141+61.19 –LDFEB- & 21+16.55 -DFLW- in Durham County, and in connection therewith proposes to construct crossings at separated grade, referred to as the “overheads” and appurtenant works across Company's corridor, property and right of way (“corridor”), tracks and other facilities near Railroad Milepost H-58.0.

Town of Youngsville
Franklin County
M-0472
55066.1.F9

This Project consists of the development of a Comprehensive Bicycle/Pedestrian Plan for the Town of Youngsville. The Municipality is responsible for all phases of the Project. The Department shall allocate \$27,000 in

SPR and State funds and the Municipality shall provide a local match of \$3,000.

Division 6

Town of Elizabethtown
Bladen County
M-0472
55066.1.F3

This Project consists of the development of a Comprehensive Bicycle Plan for the Town of Elizabethtown. The Municipality is responsible for all phases of the Project. The Department shall allocate \$27,000 in SPR and State funds and the Municipality shall provide a local match of \$3,000.

Division 7

Town of Chapel Hill
Orange County
U-4726 IH
36268.1.F28

This Project consist of the pre-construction activities for an approximate 0.65 miles of bicycle and pedestrian facilities, which consists of sidewalk, bicycle lanes and multi-use path along North Estes Drive in Chapel Hill. The Municipality is responsible for all phases of the Project. The Department shall allocate an amount not to exceed 80% (\$176,000) from the STP-DA funds allocation. The Municipality will be responsible for providing the 20% (\$44,000) matching funds for the STP-DA funds authorized and all costs that exceed the total estimated cost.

Town of Chapel Hill
Orange County
U-4726 II
36268.3.F28

This Project consists of the reconstruction of Friday Center Drive from NC 54 (Raleigh Road) to the southern entrance to the Friday Center, adding 6' bike lanes in both north and south directions in Chapel Hill. The Municipality is responsible for all phases of the Project. The Department shall allocate an amount not to exceed 80% (\$452,000) from the STP-DA funds allocation. The Municipality will be responsible for providing the 20% (\$113,000) matching funds for the STP-DA funds authorized and all costs that exceed the total estimated cost.

City of High Point
Guilford County
SR-5001 CE
40924.3.F81

This Project consists of federal Safe Routes to School funding for pedestrian access, crossing improvements and sidewalk improvements to serve Oak Hill Elementary, Fairview Elementary, Johnson Street Global Studies, Triangle Lake Montessori and Shadybrook Elementary schools in Greenville. The Municipality shall be responsible for all phases of the project. The Department shall reimburse the Municipality 100% of the approved eligible costs covered under this Agreement up to the maximum federal award amount of \$500,000. The Municipality will be responsible for all costs that exceed the federal award amount. The total estimated cost is \$500,000.

Town of Chapel Hill
Orange County
U-4726 IJ
36268.1.F29

This Project consists of the design of an extension of the existing Tanyard Branch Trail from Jay Street to Umstead Park/Umstead Drive in Chapel Hill. The Municipality is responsible for all phases of the Project. The Department

shall allocate an amount not to exceed 80% (\$100,000) from the STP-DA funds allocation. The Municipality will be responsible for providing the 20% (\$25,000) matching funds for the STP-DA funds authorized and all costs that exceed the total estimated cost.

Town of Sedalia
Guilford County
M-0472
55066.1.F10

This Project consists of the development of a Comprehensive Bicycle and Pedestrian Plan for the Town of Sedalia. The Department will be responsible for the Project and the Municipality shall provide a local cost share of \$2,500.

Division 8

The Aberdeen and Rockfish
Railroad Company (AR)
Hoke County
80000.1.4.2

This Rail Agreement is to approve payment of grant funds for AR to improve rail infrastructure, health, safety, and operating efficiency. The specific projects funded by the grant include upgrading crosstie condition and the roadbed with the installation of additional ballast and surfacing. The Department shall participate in the project to the extent of 50% of the total project costs or up to \$133,485, whichever is less. The Department's participation in the project costs will be funded from the State's Freight Rail & Rail Crossing Safety Improvement Fund (FRRCSI). As a condition of the award of funds, AR and the Department shall enter into a Contingent Interest Agreement and Instrument of Indebtedness to secure a lien on the project assets for five (5) years.

Atlantic and Western Railway
Company, Limited Partnership
(ATW)
Lee County
80000.1.4.3

This Rail Agreement is to approve payment of grant funds for ATW to improve rail infrastructure, health, safety, and operating efficiency. The specific projects funded by the grant include upgrade crosstie condition and the roadbed with the installation of additional ballast and surfacing. The Department shall participate in the project to the extent of 50% of the total project cost or up to \$126,140, whichever is less. The Department's participation in the project costs will be funded from the State's Freight Rail & Rail Crossing Safety Improvement Fund (FRRCSI). As a condition of the award of funds, ATW and the Department shall enter into a Contingent Interest Agreement and Instrument of Indebtedness to secure a lien on the project assets for five (5) years.

Laurinburg & Southern
Railroad Co., Inc. (LRS)
Scotland County
80000.1.4.9

This Rail Agreement is to approve payment of grant funds for LRS to improve rail infrastructure, health, safety, and operating efficiency. The specific projects funded by the grant include upgrade of 2500 track feet of 67# and 100# rail and the replacement of 1,000 crossties at Milepost 3.3-3.8 and 0.1-4.0. The Department shall participate in the project to the extent of 50% of the total project cost or up to \$105,203, whichever is less. The Department's participation in the project costs will be funded from the

State's Freight Rail & Rail Crossing Safety Improvement Fund (FRRCSI). As a condition of the award of funds, LRS and the Department shall enter into a Contingent Interest Agreement and Instrument of Indebtedness to secure a lien on the project assets for five (5) years.

Division 9

Village of Clemmons
Forsyth County
U-4741 PC
39745.1.15
39745.3.15

This Project consists of approximately 4,650 linear feet of greenway trail along Reynolds Pond and the new Frank Morgan Elementary School in Clemmons. This Supplemental Agreement is to increase the funding and extend the completion date of the Project. The Department's original participation was \$680,000. The Department shall allocate an additional amount not to exceed 80% in an amount of \$228,000 from the STP-DA funds allocation. The Municipality will be responsible for providing 20% in the amount of \$57,000 and all costs that exceed the total estimated cost. The completion date for the Project is extended to June 1, 2015 in lieu of May 31, 2014.

Winston Salem/Forsyth County
Utility Commission
Forsyth County
U-2579B
34839.3.GVS4

This Project consists of improvements to Winston Salem Northern Beltway (Eastern Section) (Future I-74) from US 158 to I-40 Business/US21 in Winston Salem. At the request of the Agency, the Department shall include provisions in the construction contract for the contractor to adjust and relocate water and sewer lines. The Agency shall reimburse the Department the entire cost of said utility work. The estimated cost to the Agency is \$1,508,138.75.

Town of Kernersville
Forsyth County
ER-2973 I
3709.3.30

This Project consists of the preparation of landscaping beds at the Dobson Street roundabout in Forsyth County. The Municipality shall acquire any needed right of way, relocate and adjust all utilities in conflict with the Project and assume maintenance of the roundabout. The Department shall prepare the environmental and/or planning document, plans and specifications and administer and award the construction contract. The Municipality shall be responsible for all maintenance upon completion of the Project.

Town of Spencer
Rowan County
M-0472
55066.1.F6

This Project consists of the development of a comprehensive bicycle and pedestrian plan for the Towns of Spencer and East Spencer. The Town of Spencer is responsible for all phases of the Project. The Department shall allocate \$36,000 in SPR and State funds and the Municipality shall provide a match of \$4,000.

Divisions 9 & 11

Piedmont & Atlantic Railroad
Co., Inc., d/b/a Yadkin Valley
Railroad Company (YVRR)
Norfolk Southern Railway
Company (NS)
Forsyth, Surry & Wilkes
Counties
80000.1.4.13

This Rail Agreement is to approve payment of grant funds for YVRR to improve rail infrastructure, health, safety, and operating efficiency. The specific project funded by the grant includes upgrade crosstie condition. The Department shall participate in the project to the extent of 50% of the total project costs or up to \$373,100, whichever is less. The Department's participation in the project costs will be funded from the State's Freight Rail & Rail Crossing Safety Improvement Fund (FRRCSI). As a condition of the award of funds, NS and the Department shall enter into a Contingent Interest Agreement and Instrument of Indebtedness to secure a lien on the project assets for five (5) years.

Division 10

Town of Cornelius
Mecklenburg County
M-0472
55066.1.F2

This Project consists of the development of a comprehensive pedestrian plan for the Town of Cornelius. The Municipality is responsible for all phases of the Project. The Department shall allocate \$31,500 in SPR and State funds and the municipality shall provide a match of \$13,500.

Town of Indian Trail
Union County
C-4957A
44057.3.1

This Project consists of the construction of sidewalks to approximately 12,000 linear feet of sidewalk located on the north side of Rogers Road to complete the Wesley Chapel-Stouts sidewalk Project. This Supplemental Agreement is to increase the amount of CMAQ funding and to extend the completion date of the Project. The Department agrees to reimburse the Municipality an additional \$229,333 of CMAQ funds and the Municipality will provide \$57,333 as the non-federal match for a total of \$781,309 in CMAQ funds and \$195,327 in local match. The completion date shall be extended to September 30, 2015 in lieu of September 9, 2011.

Town of Indian Trail
Union County
C-4957B
44057.3.2

This Project consists of the construction of sidewalks to include approximately 8,750 linear feet of sidewalk located on the south side of Unionville-Indian Trail Road and approximately 2250 linear feet of sidewalk located on the north side of Sardis Road. This Supplemental Agreement is to increase the amount of CMAQ funding and to extend the completion date of the Project. The Department agrees to reimburse the Municipality an additional \$57,333 of CMAQ funds and the Municipality will provide \$14,333 as the non-federal match for a total of \$567,333 in CMAQ funds and \$209,660 in local match. The completion date shall be extended to May 31, 2015 in lieu of September 9, 2011.

Division 13

City of Marion
McDowell County
M-0472
55066.1.F5

This Project consists of the development of a Comprehensive Bicycle Plan for the City of Marion. The Municipality is responsible for all phases of the Project. The Department shall allocate \$32,000 in SPR and State funds and the Municipality shall provide a match of \$8,000.

Town of Black Mountain
Buncombe County
M-0472
55066.1.F1

This Project consists of the development of a Comprehensive Bicycle Plan for the Town of Black Mountain. The Municipality is responsible for all phases of the Project. The Department shall allocate \$32,000 in SPR and State funds and the Municipality shall provide a match of \$8,000.

Town of Valdese
Burke County
M-0472
55066.1.F8

This Project consists of the development of a Comprehensive Pedestrian Plan for the Towns of Valdese and Rutherford College. The Municipality is responsible for all phases of the Project. The Department shall allocate \$28,400 in SPR and State funds and the Municipality shall provide a match of \$7,100.

Division 14

City of Hendersonville
Henderson County
R-4430
34623.2.2

The Project consists of the installation of two (2) sections of sidewalk along Upward Road and Case Road in Henderson County. The Department shall prepare the environmental and/or planning documents, Project plans and specifications, construct the Project, and acquire any needed right of way. At the request of the Municipality, the Department shall include in its contract the construction of sidewalk on/or along Upward Road and Case Road. The Municipality shall reimburse the Department 30% percent of the actual cost of the sidewalk estimated at \$5,400. The total estimated cost for the sidewalk is \$18,000.

Town of Saluda
Polk County
M-0472
55066.1.F10

This Project consists of the development of a Comprehensive Bicycle and Pedestrian Plan for the Town of Saluda. The Department will be responsible for the Project and the Municipality shall provide a local cost share of \$2,500.

SUMMARY: There are a total of 12 Agreements for informational purposes only.

Division 5

Pinellas Corporation
Durham County
5C.032067

This Project consists of additional widening and paving of the existing unpaved road to provide a 30-foot cross section. The Department shall be responsible for all phases

of the project. The Developer shall reimburse the Department 100% of the actual cost of the work, estimated to be \$100,000.

Division 6

City of Fayetteville
Cumberland County
EB-5541
45550.1.1

This Project consists of the Big Cross Creek multi-use trail from Smith Lake Recreation Complex on Ft. Bragg Military Reservation to the confluence of Big and Little Cross Creeks near downtown Fayetteville. This Supplemental Agreement is to extend the completion date for pre-construction activities to October 20, 2016, in lieu of January 31, 2015.

Division 7

City of Greensboro
Guilford County
EL-5101 DD
41823.3.7

This Project consists of sidewalk improvements on both sides of Wendover Ave from Tucker Street to Penry Road, and on south side of Wendover Avenue from Arnold St to Rollins Street, and to replace any non-compliant ADA wheel chair ramps where none exist or are planned in Greensboro. This Supplemental Agreement is to extend the completion date to May 1, 2015 in lieu of August 29, 2014.

Division 9

City of Winston Salem
Forsyth County
U-4147 OF
39745.1.22

This project consists of the construction of new sidewalks and other pedestrian enhancements at various locations in Winston-Salem. This Supplemental Agreement extends the completion date for the project to April 29, 2018 in lieu of November 30, 2014.

Division 10

Novant Health, Inc.
Mecklenburg County
36249.3375

This Project consists of the installation of a traffic signal at the intersection of Matthews Township Parkway (NC 51) and Novant Health Driveway/Paces Avenue in Mecklenburg County. The Developer shall reimburse the Department one hundred percent (100%) of the actual cost of said work. The estimated reimbursement to the Department for review and inspection is \$5,000.

Aston Properties
Cabarrus County
36249.3376

This Project consists of modifications to the traffic signal at the intersection of NC 49 and Caldwell Road in Cabarrus County. The Developer shall reimburse the Department one hundred percent (100%) of the actual cost of said work. The estimated reimbursement to the Department for review and inspection is \$5,000.

Stanly County
36249.3378

The Project consists of widening improvements at the intersection of South Stanly School Road (SR 1922) and South Stanly School/Michelin driveway near Norwood in

Stanly County. The Department is responsible for all phases of the Project. The County shall reimburse the Department 100% of the actual cost of all work performed by the Department. The estimated cost is \$227,157.44.

City of Charlotte
Mecklenburg County
44244

This Project consists of intersection improvements inside the municipal limits of Charlotte at the following locations: 1) University City Boulevard (NC 49) and Cameron Boulevard and 2) W.T. Harris Boulevard (NC24) and Alumni Way in Mecklenburg County. The Department shall prepare the plans, relocate and adjust any utilities in conflict with the Project, acquire any right of way and construct and administer the Project. The Municipality shall prepare the traffic signal design, install and furnish the traffic signal equipment and participate in the Project in the amount of \$500,000. The estimated total cost of the work is \$1,500,000.

UNC Charlotte
Mecklenburg County
44244

This Project consists of intersection improvements inside the municipal limits of Charlotte at the following locations: 1) University City Boulevard (NC 49) and Cameron Boulevard and 2) W.T. Harris Boulevard (NC24) and Alumni Way in Mecklenburg County. The Department shall prepare the plans, relocate and adjust any utilities in conflict with the Project, acquire any right of way and construct and administer the Project. UNCC shall participate in the Project in the amount of \$500,000. The estimated total cost of the work is \$1,500,000.

Division 11

Lees-McRae College
Avery County
44222

This Project consists of widening and upgrades to Maple Street (NS) to provide improved access to the new May School of Nursing and Health Sciences Facility on the campus of Lees-McRae College in Banner Elk. The Facility shall be responsible for all phases of the Project. The Department shall participate in actual construction costs in an amount not to exceed \$15,000. Costs which exceed this amount shall be borne by the Facility.

Town of Weaverville
Buncombe County
13.201111

This Project consists of the extension of guardrail along SR 1003 (Reems Creek Road) near the Cormark Hardwood Manufacturing facility in Weaverville. The Department shall be responsible for all phases of the Project. The Municipality shall participate in the costs of the Project up to a maximum amount of \$1,500. The estimated total cost of the Project is \$3,000.

Division 14

Haywood County
E-4975

This Supplemental Agreement provides additional time to complete the Project and also clarifies the scope of work. The County, working with the Blue Ridge National Heritage Area, will complete the Project by September 30, 2015, in lieu of June 30, 2014.

Approval - Preliminary Right of Way Plans

A motion was made by Board Member Burns, seconded by Board Member Wetmore, to approve the following:

The Preliminary Right of Way Plans for the below projects, including Secondary Roads and Industrial Access Roads, provide for the construction, design, drainage and control of access as shown on the respective plans.

Based upon the recommendations of the Manager of the Right of Way Unit, the Board finds that such rights of way as shown on these preliminary plans and drawings, including existing public dedicated right of way, are for a public use and are necessary for the construction of said projects.

The rights of way for the location, construction, relocation, and control of access of highways embraced in the below projects shall be as shown in detail on the preliminary right of ways plans and drawings for said projects on file in the Right of Way Branch in the Department of Transportation in Raleigh.

The Board finds such right of way acquisition to be necessary and hereby authorizes the Right of Way Branch to acquire right of way on the below projects either by negotiation or by condemnation through the Attorney General's Office.

(Division 6)

Cumberland County; I.D. No. W-5206AD; Project No. 45336.2.FD30:

SR 1104 (Strickland Bridge Road) from SR 1105 (Graham Road) to South of Brookmere Place in Fayetteville

Cumberland County; I.D. No. W-5206AH; Project No. 45336.2.FD34:
SR 1403 (Reilly Road) from SR 1400 (Cliffdale Road) to Willowbrook / Kimbridge in Fayetteville

(Division 12)

Alexander County; I.D. No. W-5212L; Project No. 45342.2.FD12:
SR 1135 (Wayside Church Road) at NC 16

PRELIMINARY RIGHT OF WAY PLANS 3 PROJECT(S) \$0.00

Approval - Final Right of Way Plans

A motion was made by Board Member Burns, seconded by Board Member Wetmore, to approve the following:

Right of way acquisition in accordance with the preliminary right of way plans on file in the Right of Way Unit has been determined to be necessary for public use and was authorized by the Board. Certain changes in the right of way have necessitated alteration of the preliminary right of way plans. Final plans have been prepared and provide for the construction, design, drainage and control of access for these projects. The Board finds that such rights of way and control of access as shown on the final plans are for a public use and are necessary for construction. The sections of roads which were shown on the preliminary plans as sections of roads to be abandoned are hereby abandoned and removed from the State Highway System for Maintenance upon the completion and acceptance of the project.

The rights of way for the location, design and construction of highways embraced in the following projects shall be as shown in detail on the final plans for said projects as follows:

(Division 6)

Project No. 33593.2.1; Robeson County; I.D. No. B-4251:
Grading, drainage, paving and structure on Bridge No. 94 over Old Field Swamp on SR 2237 with the right of way indicated upon the final plans for said project.

(Division 8)

Project No. 38449.2.1; Scotland County; I.D. No. B-4639:

Grading, drainage, paving and structure on Bridge No. 17 over Gum Swamp on US 15/401 with the right of way indicated upon the final plans for said project.

(Division 14)

Project No. 38408.2.1; Jackson County; I.D. No. B-4554:

Grading, drainage, paving and structure on Bridge No. 145 over SR 1705, Southern Railroad, and Scott Creek on US 23/74 with the right of way indicated upon the final plans for said project.

FINAL RIGHT OF WAY PLANS

3 PROJECT(S)

\$0.00

Approval - Revisions of the Final Right of Way Plans

A motion was made by Board Member Burns, seconded by Board Member Wetmore, to approve the following:

Right of way acquisition in accordance with the final right of way plans for the following projects has been determined to be necessary and authorized by the Board. Plans are on file at the Office of the Secretary to the Board of Transportation as an addendum to the minutes of the meetings hereinafter indicated.

Certain changes in right of way, construction and drainage easements, and control of access have been necessitated by alterations in the construction plans of these projects. Amended plan sheets for these projects have been prepared which provide for changes of certain right of way areas, construction and drainage easements and control of access.

The Board finds that the revised areas of right of way, construction and drainage easements and control of access, as shown on the amended plan sheets hereinafter set out, are for a public purpose and are necessary for the construction of projects.

The right of way, construction and drainage easements and control of access are hereby revised as shown on the plan sheets incorporated herein as an addendum, said projects, date of original final approval, and revised right of way, easements and access being as follows:

(Division 7)

Project No. 34802.2.5; I.D. No. U-2412B; Guilford County:

Final Right of Way plans approved on the minutes of the September 6, 2012 Board of Transportation Meeting. Revised additional right of way, easements or control of access shown on plan sheet(s) 6, 7 and 8 as presented at the August 7, 2014 Board of Transportation Meeting.

(Division 11)

Project No. 34044.2.1; I.D. No. R-3101; Alleghany County:

Final Right of Way plans approved on the minutes of the March 6, 2014 Board of Transportation Meeting. Revised additional right of way, easements or control of access shown on plan sheet(s) 34 and 35 as presented at the August 7, 2014 Board of Transportation Meeting.

Project No. 34402.2.6; I.D. No. R-2237C; Caldwell & Watauga Counties:

Final Right of Way plans approved on the minutes of the December 1, 2011 Board of Transportation Meeting. Revised additional right of way, easements or control of access shown on plan sheet(s) 16 as presented at the August 7, 2014 Board of Transportation Meeting.

REVISION FINAL ROW PLANS

3 PROJECT(S)

\$0.00

Approval - Conveyance of Highway Right of Way Residues

It is hereby resolved, based upon the recommendation of the Manager of the Right of Way Unit, and on a motion by Board Member Burns, seconded by Board Member Wetmore, that the following highway right of way conveyances are approved:

(Division 5)

Project 34506.2.5, Parcels R-2814A 046, US 401 from SR 2044 (Ligon Mill Road) to SR 2225 (Louisburg Road)

Wake County

Conveyance of an approximate 0.560-acre residue area and 1.5 story frame dwelling to Chalk Properties, LLC for the high bid amount of \$97,000.00.

development prior to regular project approval. The Board finds such acquisitions to be necessary, and hereby authorizes the Right of Way Branch to acquire said properties either by negotiation or by condemnation through the Office of the Attorney General.

Board Member Lennon abstained from voting on all projects in New Hanover County.

Division 3

**Property of 6943 Market, LLC
I.D. No. U-4751, Parcel #903,
WBS 40191.2.1, F. A. Project HPNHS-1409(7),
County of New Hanover**

**Property of Nixon Associates, LLC
I.D. No. U-4751, Parcel #904, (7001 Market Street)
WBS 40191.2.1, F. A. Project HPNHS-1409(7),
County of New Hanover**

**Property of Mid State Petroleum Realty LLC
I.D. No. U-4751, Parcel #906,
WBS 40191.2.1, F. A. Project HPNHS-1409(7),
County of New Hanover**

**Property of BPA
I.D. No. U-4751, Parcel #907,
WBS 40191.2.1, F. A. Project HPNHS-1409(7),
County of New Hanover**

**Property of Nixon Associates LLC
I.D. No. U-4751, Parcel #911,
WBS 40191.2.1, F. A. Project HPNHS-1409(7),
County of New Hanover**

**Property of Wayne Watkins, Jr.
I.D. No. U-4751, Parcel #912,
WBS 40191.2.1, F. A. Project HPNHS-1409(7),
County of New Hanover**

**Property of Carl Shepard
I.D. No. U-4751, Parcel #913,
WBS 40191.2.1, F. A. Project HPNHS-1409(7),
County of New Hanover**

**Property of Gould Investments LLC
I.D. No. U-4751, Parcel #914,
WBS 40191.2.1, F. A. Project HPNHS-1409(7),
County of New Hanover**

Property of Richard Eason Et Al
I.D. No. U-4751, Parcel #916,
WBS 40191.2.1, F. A. Project HPNHS-1409(7),
County of New Hanover

Property of Coastal Storage, Inc.
I.D. No. U-4751, Parcel #917,
WBS 40191.2.1, F. A. Project HPNHS-1409(7),
County of New Hanover

Property of Nicholas G. Kefalides
I.D. No. U-4751, Parcel #918,
WBS 40191.2.1, F. A. Project HPNHS-1409(7),
County of New Hanover

ADVANCE ACQUISITION OF RIGHT OF WAY 11 PROJECT(S) \$0.00

R-ITEM SUMMARY 23 PROJECT(S) TOTAL: \$98,801.00

Action Items

Policies and Procedures for Accommodating Utilities on Highway Right of Way

Upon the recommendation of the Highways Committee, and on a motion by Board Member Kernea, seconded by Board Member Fearing, the Board approved the Policies and Procedures for Accommodating Utilities on Highway Right of Way.

Policies and Procedures for Naming Roads/Bridges/Ferries

Upon the recommendation of the Road Naming Committee, and on a motion by Board Member McQueary, seconded by Board Member Perkins, the Board approved the Policies and Procedures for Naming Roads/Bridges/Ferries.

Policy Manual

I. General

A. Overview

The North Carolina Department of Transportation (NCDOT), in the public interest, is responsible for maintaining the right-of-way of highways under its jurisdiction, as necessary, to preserve the integrity, visual quality, operational safety, and function of the highway facility.

The NCDOT has various degrees of authority to manage the accommodation of utilities on highway right-of-ways, and the utility owners also have various degrees of authority to install and maintain their lines and facilities on the right-of-way of public roads and streets. Since the location and installation of these utility facilities may impact the highway right-of-way, it is necessary that these installations conform to sound engineering principles and related requirements and be authorized by NCDOT.

The demand for usage of NCDOT highway right-of-ways has continued to increase over time. The presence of a utility within the right-of-way may significantly impact proposed highway construction if its facilities have to be relocated. The following policies were established in an effort to regulate highway right-of-way usage. These policies specify the conditions under which existing, proposed, adjusted, or relocated utilities may be accommodated. Although the NCDOT strives to accommodate utility facilities whenever possible, the authorized use and occupancy of highway right-of-way for non-highway purposes is subordinate to the primary interests and safety of the traveling public. In addition, NCDOT encourages the collaboration, cooperation and joint use between various utilities to be placed within the highway right-of-way.

The NCDOT uses the regulations of the Federal Highway Administration (FHWA) under 23 CFR 645B for the accommodation of utilities within all NCDOT rights of way except as otherwise noted in these policies.

B. Utility Accommodation Policy Purpose

1. This policy prescribes regulation and accommodation requirements for utility facilities along, across, or on highway right-of-way under the jurisdiction of the NCDOT.
2. This policy applies to all public and private utilities, as well as to all existing utility facilities relocated, replaced, retained, or adjusted, and to new utility facilities installed on NCDOT right-of-way, including those needed for highway purposes (such as for lighting, rest areas, or weigh stations).

NCDOT Utilities Accommodation Manuals

3. Private utilities serve a select and limited group and do not directly or indirectly serve the general public. As such, when a private utility requests a lateral or longitudinal installation within the public right-of-way these encroachment requests will be handled on a case-by-case basis.

C. Delegation of Authority

1. The State Utilities Manager, under the direction of the State Chief Engineer, will oversee the management, interpretation, execution, agreements, processes, and procedures for accomplishing this policy. The State Utilities Manager will be responsible for obtaining concurrence on utility issues, where required by FHWA policy, from the Federal Highway Administration.

2. The NCDOT Utilities Unit reserves the right to develop, publish and maintain a set of manuals for use in accomplishing policy. The manuals will provide guidance:

- a) *On engineering of utility accommodations with respect to the preservation of the highway,*
- b) *On the processes for obtaining permission to encroach on the NCDOT right-of-way,*
- c) *On the processes for coordinating highway improvements and maintenance with utility facilities.*

D. Source Documents

The requirements in this policy and manual regarding the accommodation of utilities were developed in accordance with the following:

- 1. 23 U.S.C. (United States Code, Title 23)
 - a) *Section 103 – National Highway System*
 - b) *Section 111 – Agreements relating to use of and access to rights-of-way – Interstate System*
 - c) *Section 123 – Relocation of utility facilities*
 - d) *Section 109 (l) (1) - Pertaining to accommodation of utilities*
- 2. 23 CFR (Code of Federal Regulations, Title 23)
 - a) *Part 645, Subpart A – Utilities Relocations, Adjustments, and Reimbursement*
 - b) *Part 645, Subpart B – Accommodation of Utilities*

NCDOT Utilities Accommodation Manuals

3. North Carolina General Statutes (G.S.)
 - a) *Chapter 62 – 180 – Use of Railroads and Public Highways*
 - b) *Chapter 62 – 182.1 – Access to Dedicated Public Right-of-Way*
 - c) *Chapter 95 – Article 19A – Overhead High Voltage Line Safety Act*
 - d) *Chapter 136 – 18 – Powers of Department of Transportation*
 - e) *Chapter 136 – 19.5 – Utility Right-of-Way Agreements (G.S. referring to Permanent Utility Easements)*
 - f) *Chapter 136 – 27 – Connection of Highways with Improved Streets; Pipelines and Conduits; Cost*
 - g) *Chapter 136 – 27.1 – Relocation of Water and Sewer Lines of Municipalities and Nonprofit Water and Sewer Corporations or Associations*
 - h) *Chapter 136 – 27.2 – Relocation of County-Owned Natural Gas Lines Located on Department of Transportation Right-of-Way*
 - i) *Chapter 136 – 27.3 – Relocation of Municipalities’ Utilities by Department; Repayment by Municipalities*
 - j) *Chapter 136 – 93 – Openings, Structures, Pipes, Trees, and Issuance of Permits*
 - k) *Chapter 136 – 93.1 – Express Permit Review Program*
 - l) *Chapter 136 – 102.6 – Compliance of Subdivision Streets with Minimum Standards of the Board of Transportation Required of Developers*
 - m) *Chapter 153A – 241 – Closing Public Roads or Easements*
 - n) *Chapter 189 – 201 – Supersurface Uses*
4. American Association of State Highway and Transportation Officials (AASHTO)
 - a) *A Guide for Accommodating Utilities Within Highway Right of Way*
 - b) *A Policy on the Accommodation of Utilities Within Freeway Right of Way*
 - c) *Roadside Design Guide*
 - d) *A Policy on Geometric Design of Highways and Streets*
5. NCDOT Standard Specifications for Roads and Structures
6. North Carolina Administrative Code (NCAC)

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- a) *Sub-Chapter 2B – Highway Planning*
- b) *Sub-Chapter 2C – Secondary Roads*
- c) *Sub-Chapter 2E – Miscellaneous Operations*

E. Application

1. This policy shall apply to utility facility owners and operators, as well as to contractors working for these entities, including but not limited to electric power, water, sanitary sewers, gas, communications, chemical, oil, petroleum products, steam, irrigation, and similar facilities.
2. This policy shall apply to utility facilities located below ground, at the surface or above ground, either singularly or in combination.
3. A utility must have a fully executed encroachment agreement before beginning work within the right-of-way under the NCDOT's jurisdiction. At the discretion of the Division Engineer and the State Utilities Manager, performance and indemnity bonds may be required from the encroachment agreement applicant. Refer to the Utility Encroachment Manual for submission requirements and process.

F. Support Documents

Separate living documents will be developed, published, and maintained by the NCDOT Utilities Unit as a means for accomplishing this policy. The State Utilities Manager shall oversee these documents. Currently, there will be three documents published as manuals for:

1. **Utilities Engineering:** Since utility encroachments on the NCDOT right-of-way directly and indirectly affect the public safety on public highways, the engineering manual will detail processes and criteria for the justification, design, installation, maintenance and decommissioning of utility facilities. The engineering manual will differentiate when a utility action can be accomplished under standardized engineering drawings and specifications or when a site specific design by a North Carolina licensed Professional Engineer is required.
2. **Utilities Coordination:** This manual will detail the processes, procedures, documentation requirements, and roles for coordinating highway improvements or maintenance with utility facilities.
3. **Utilities Encroachments:** This manual will detail the processes, procedures, document requirements, and roles for a utility to obtain permission to occupy the NCDOT right-of-way and easements.

G. Utility Maintenance Activities

Utilities within the NCDOT right-of-way have a right and obligation to maintain their facilities. The NCDOT must be notified by the utility owner prior to beginning any maintenance work activity on NCDOT right-of-way. The utility owner shall be responsible for safe and efficient traffic control, refer to Section V – Traffic Control for requirements.

Additional requirements are placed on access to utility facilities within controlled access right-of-way. Refer to Section VIII – Freeways for additional information.

H. Emergency Work

Situations that could affect public safety disrupt utility service, or damage the NCDOT right-of-way may develop suddenly and unexpectedly, and demand immediate action. In those situations, the utility shall proceed immediately with all necessary actions. When emergency repairs become necessary, written permission will not be necessary before beginning the needed repairs. The utility shall be responsible for safe and efficient traffic control and shall notify the NCDOT of all actions as soon as practical.

I. Erosion / Sediment Control

Before beginning any utility work, the utility is responsible for following and complying with all local, state, and federal requirements regarding control of soil, erosion, and sedimentation. Refer to Section VI - Restoration / Remediation regarding erosion / sediment control.

J. Median Installations

1. New utility installations shall not be allowed longitudinally within the median area, except for irrigation or other utilities serving the highway or highways that are not full or limited control of access facilities when impractical to locate elsewhere.
2. Existing utilities may be allowed to remain longitudinal within the median area of a highway right-of-way when impractical to relocate.

K. Work near Adjacent Transportation Facilities

When a utility owner is working in the vicinity of adjacent transportation facilities, which include but are not limited to airports, railroads, and ports, the utility shall be aware that the encroachment agreement requirements in these areas may be more restrictive, and the NCDOT is not obligated to represent or include the requirements.

L. Utility Acquisitions

One of the key objectives of the utility accommodation process is to maintain accurate records of the type, capacity, location, and ownership of each utility located within the NCDOT right-of-way. Ownership changes have an effect on sureties, agreements, and data management / administration. When a utility undergoes a transfer of ownership or changes the name in which it will operate, the NCDOT must be notified as soon as practical.

M. North Carolina 811

The utility owner, or contractor as appropriate, shall notify the North Carolina 811 before any excavation or demolition activities in accordance with G.S. 87- Article 8 – Underground Damage Prevention (87-115 Underground Utility Safety and Damage Prevention Act or the most current applicable legislation). This shall not relieve the utility owner from its obligation to notify the NCDOT as required by the encroachment agreement or by this policy manual.

N. Utility Facilities Not Permitted within the NCDOT Right-of-Way

Certain utility appurtenances and facilities will not permitted within NCDOT highway right-of-way. For a complete list of prohibited appurtenances and facilities refer to the Utility Encroachment Manual.

O. Disputes

Utility owners may appeal a denied accommodation request or document a disagreement with the accommodation policy only by submitting in writing the reasons why the accommodation should be granted.

Appeals shall be submitted in writing at the District level. If the dispute cannot be resolved at the District level, it can be elevated to the Division level by the utility.

If the utility is not satisfied with the appeal decision, it may submit a written request through the original appeal channels for a review by the State Utility Manager or review panel. The State Utility Manager's decision is final.

P. Exceptions

1. General – Exceptions to this policy may be allowed if the utility owner can demonstrate that extreme hardships or unusual conditions provide justification and where alternative measures can be provided to fulfill the intent of this policy.

2. Exceptions process - Requests for exceptions must include an evaluation of the direct and indirect design, environmental mitigation, safety, and economic effects that would result from the exception, plus any other pertinent information. Exceptions shall be:

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- a) *Requested by an authorized utility representative to the District*
- b) *Recommended for approval by the NCDOT district*
- c) *Recommended for approval by the NCDOT division*
- d) *Reviewed and receive FHWA concurrence (if required)*
- e) *Approved by the State Utility Manager*

Q. Corrective Measures

When the NCDOT determines that an existing utility facility is a potential hazard or poses an unacceptable risk to the highway user, the department shall initiate, in consultation with the affected utility, corrective measures to provide for a safer highway environment.

The corrective measures may include changes to the utility or highway facilities and will be prioritized to achieve the maximum safety benefit in the most cost effective manner. Corrective measures must be a joint effort between the utility and the NCDOT in identifying the problem areas and helping establish schedules for corrective measures. The schedule should take into consideration, wherever possible, both utility and NCDOT planned activities, upgrades, and replacements to create an orderly and effective process for safety improvements.

R. Enforcement

1. General – The NCDOT shall enforce this policy as provided by all cited federal rules / regulations and state statutes. Establishing good working relationships with utility owners based on coordination, cooperation, and communication helps facilitate this effort.
2. Enforcement may include, but is not limited to, the following:
 - a) *Suspension of utility field work*
 - b) *Requesting law enforcement to have utility workers vacate the right-of-way*
 - c) *Requiring the utility to pay the NCDOT restoration costs when the utility has begun work without an encroachment agreement*
 - d) *Future encroachment agreements potentially suspended until past non-compliance is resolved*

II. Above-Ground Facilities

A. General

The type of construction, vertical clearance above pavement, and location of above-ground utility facilities along the roadside are factors of major importance to preserve a safe traffic environment, the appearance of the highways, and the efficiency and economy of highway maintenance. As a result, it is important to keep the clear zone as free as practical from fixed objects such as poles, cabinets, and related facilities. Such facilities should be placed as far as practical from the traveled way and beyond the clear zone.

The nature and extent of roadside development and the nature of the terrain being traversed are recognized as controlling factors for locating poles, guys, and other facilities close to the right-of-way lines.

The NCDOT has adopted the general location recommendations from AASHTO and FHWA regarding the placement of above-ground utility facilities within state controlled right-of-way.

B. Above-Ground Objects

1. The NCDOT defines an above-ground utility as any part of the facility that extends above the existing ground level by ≥ 4 inches.
2. In accordance with AASHTO recommendations, any above-ground utility object protruding > 4 inches above the ground line that resides in the clear zone should meet breakaway criteria or be shielded by a traffic barrier approved by the NCDOT.

C. Clear Zone

1. AASHTO uses the term “clear zone” to designate the unobstructed, traversable area provided beyond the edge of the traveled way for the recovery of errant vehicles. Simply stated, it is an unobstructed, relatively flat area beyond the edge of the traveled way that allows a driver to stop safely or regain control of a vehicle that leaves the traveled way.
2. The NCDOT Roadway Design Manual defines the NCDOT clear zone requirements (Section 1-4L – Vehicle Recovery Areas).

D. Longitudinal Placement / Horizontal Offset

1. On and along roadways with shoulder sections, poles and other above-ground facilities shall be located as near as practical to the right-of-way line and outside the clear zone for the highway section involved.

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2. In keeping with the nature and extent of roadside development alongside highways in urban areas, above-ground facilities should be located outside of the clear zone and as near as practical to the right-of-way. Where there are curbed sections, the utilities shall be located as far as practical behind the face of outer curbs, at the right-of-way line, and, where feasible, behind the sidewalks and in compliance with the ADA.
3. Above-ground utilities on urban streets with closely abutting improvements are special cases that must be resolved in a manner consistent with the prevailing limitations and conditions. Refer to the Utility Engineering Manual for details.
4. Exceptions to these offsets may be made where poles and guys can be placed at locations behind guardrails, beyond deep drainage ditches, or beyond the top of steep slopes and retaining walls, and other similar protected locations.
5. Supports for longitudinal installations shall be limited to a single pole line construction on each side of the right-of-way.
6. Where irregular shaped portions of the right-of-way extend beyond or do not reach the normal right-of-way limits, variances in the location of poles should be allowed to maintain a reasonably uniform alignment for longitudinal installations. Such installations will reduce the need for guys and anchors between poles and the roadway.
7. Utility guy wires to ground anchors and push braces should be located outside the clear zone.
8. Above-ground utilities shall not interfere with highway drainage facilities and their maintenance.
9. The positioning of any new or replacement above-ground installation that would obstruct a portion of the line of sight of a highway or commercial driveway, with a width of more than eighteen (18) inches, shall not be permitted.
10. Locating poles in potential target locations, such as beyond lane drops, sections where the pavement narrows and tee intersections, should be avoided.
11. The NCDOT will not grant encroachment agreements covering the installation of poles erected solely for the purpose of cable television lines. Attachment to existing utility poles is encouraged; once permission is secured from the utility pole owner, an encroachment agreement can be submitted.
12. The angle of crossing for above-ground utility crossings should be as close to perpendicular to the highway alignment as practical.

E. Vertical Clearances

1. The NCDOT minimum vertical clearances for above-ground utility facilities will be as follows:

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- a) *Crossing a Roadway – 18 feet*
- b) *Wires Longitudinal/ Parallel to Roadway – 16 feet*
- c) *Crossing Freeway – 24 feet*
- d) *Crossing an over-height and / or over-weight route – 24 feet*

2. OSHA – Published clearances are required to maintain safe distance from electric facilities when operating a crane or derrick. Refer to OSHA (29 CFR, Part 1926, Subpart CC – Cranes and Derricks in Construction) or the Utility Engineering Manual for clearance values.

3. National Electrical Safety Code (NESC) – Current NCDOT vertical roadway clearances meet or exceed published values for electric distribution and communication facilities. Electric transmission facilities must adhere to current NESC clearance requirements.

F. Maintenance

1. General Conditions – All utilities installed within the highway right-of-way shall be maintained in good condition both operationally and visually. Utility facilities requiring routine maintenance or inspection shall be placed to minimize impacts to the right-of-way and the traveling public.

2. Maintenance Requirements – All maintenance work elements will require NCDOT notification; refer to the Utility Encroachment Manual for clarification of maintenance work items and notification requirements.

3. Traffic Control – Refer to Section V – Traffic Control of this manual for traffic control requirements when utility maintenance work is performed within the right-of-way.

G. Lighting

1. General – The NCDOT may approve lighting systems for illuminating the right-of-way and / or security/decorative lighting under an encroachment agreement.

2. Single lamp illumination over the right-of-way placed on existing poles is the preferred method.

3. Placement – Separate support poles for roadway illumination may be allowed where the need is properly documented and where traffic safety and roadway clearance requirements are met.

4. Refer to the Utility Engineering Manual for lighting design standards and criteria.

H. Other

1. Any above-ground facility proposed within the NCDOT right-of-way must be approved through an encroachment agreement before installation. The following list, which is not all inclusive, offers some examples of above-ground non-utility facilities that require prior approval for installation:

- a) *Private Bridges*
 - (1) Pedestrian Structure Crossing
 - (2) Golf Cart / Motor Vehicle Structure Crossing
- b) *Transit Stop Structures*
- c) *Roadside Art (Refer to NCDOT Art Policy)*
- d) *Canopies*

III. Underground Facilities

A. General

Placement of underground facilities varies from site to site due to the different types of geographical features, either natural or manmade. The location and placement of these facilities are of major importance to preserve a safe traffic environment, the appearance of the highway, and the efficiency and economy of highway maintenance and reconstruction.

1. Underground utility construction shall conform to all applicable federal, state and local codes, standards, and specifications.
2. Excavated material shall not be stored on the pavement. Excavated material may be temporarily placed outside of the clear zone. Such temporary placement should not impede drainage of the roadway or access to and from the roadway. Refer to the Utility Encroachment Manual for further guidance.
3. Any concrete foundations or slabs required for a cabinet, pedestal, or other appurtenance shall not protrude more than 4 inches above the surrounding ground surface.
4. On either cased or uncased installations, particularly on crossings of the highway, consideration shall be given for placing spare conduit or duct to accommodate known or planned expansion of the underground system.

5. The utility shall place service connection points at or beyond the right-of-way line to prevent the utility's customers from entering the NCDOT right-of-way to make a connection.
6. All underground facilities shall be designed and installed to support existing and future traffic loads.
7. All facilities shall be of durable materials and designed to be free from routine maintenance. Inspection points or maintenance locations should be located in areas that will not cause disruption to traffic.
8. Open cutting of pavement on any state-maintained roadway is highly discouraged.
9. Longitudinal locations of utilities under pavement should be avoided. Where impracticable the utility owner shall provide justification for accommodation under pavement.

B. Location and Alignment

1. General – The utility shall minimize the adverse effects on pavement, base, other transportation facilities, or other utility facilities.
2. On longitudinal installations, locations should be located on a uniform alignment at or adjacent to the right-of-way line to minimize interference with highway drainage, the structural integrity of the traveled way, shoulders and embankment, the safe operation of the highway, and maintenance of the right-of-way.
3. Utility crossings of the highway are preferred to be as near perpendicular (90 degrees) to the highway alignment as practical.
4. Conditions that are generally unsuitable or undesirable for underground crossings shall be avoided. These include deep cuts, situations that require construction within existing highway fill slopes and/or underneath cut slope protection, and locations such as:
 - a) *Near footings of bridges and retaining walls;*
 - b) *Across at grade intersections or ramp terminals;*
 - c) *At cross drains where flow of water, drift, or stream bed load may be obstructed;*
 - d) *Within basins of an underpass drained by a pump; and*
 - e) *In wet or rocky terrain where it will be difficult to attain a minimum depth of cover.*

C. Minimum Depth

Refer to the Utility Engineering Manual for depth criteria and all other design and clearance requirements.

D. Casing Requirements

1. General – Casings for utilities are not required except when the carrier is of an insufficient external load rating or when required for support during installation.
2. A utility may install a casing for convenience of future access to its facilities; however, the NCDOT does not warrant that future access will be available and has no obligation to extend or replace such casings.
3. Where there is a risk of groundwater movement through a casing, a suitable seal shall be provided.
4. Sealed casings may be vented. Vents may be located at both ends of the casing. Vents should be located outside of the clear zone, in a location to avoid damage to the highway facilities due to discharge, and in areas that will not inhibit the maintenance of the highway right-of-way.
5. Casings shall be designed to support the load of the highway and superimposed loads and, at a minimum, should equal the structural requirements for highway drainage pipe. Casings shall be composed of materials of satisfactory durability for the conditions under which they may be exposed. Refer to the Utility Engineering Manual for design criteria.

E. Appurtenances

1. As part of the underground system, an above-ground appurtenance that extends more than 4 inches above the ground should be located outside of the clear zone or be of the breakaway type.
2. Cabinets, pedestals, vents, fire hydrants, and any other above-ground utility appurtenances installed as part of the underground system shall be located at or near the right-of-way line, outside of the clear zone, and not interfere with ADA requirements.
3. Metering stations, regulator station, pressure reducers, lift stations, pad-mounted transformers, pad-mounted switchgear, sprinkler pits, etc., shall not be located within the highway right-of-way. Meters shall be located on the same side of the highway as the customer being served.
4. Manholes, hand holes, or other access structures should be located in such a manner that will cause the least interference to traffic operations when considering the initial construction as well as future access needs.
5. All vaults, manholes, or other structures within the clear zone of the highway shall be designed to carry traffic loads.

F. Out-of-Service or Deactivated Lines

1. Placing facility out-of-service – The utility owner shall not leave an out-of-service or deactivated underground facility in place that does any of the following:
 - a) *Compromise the safety of any transportation facility user during construction or maintenance operations.*
 - b) *Prevent other utilities from being placed in the area when alternatives are unavailable.*
 - c) *Create a maintenance condition that would be disruptive to the transportation facility.*
2. Leaving out-of-service line in place – The NCDOT expects all out-of-service utilities to remain out-of-service and may require the utility to be removed at any time in the future. When leaving an out-of-service or deactivated utility in place, the utility shall do the following:
 - a) *Maintain records of the utility's location, size, and type of material.*
 - b) *Furnish such records to the NCDOT upon request.*
 - c) *Show such utilities on all utility work / relocation plans when required by the NCDOT.*
3. Returning facility to service – The utility shall obtain a new encroachment agreement to return an out-of-service utility to active service. This requirement does not apply if the service is temporarily restored for an emergency or for an NCDOT construction need. With the exception of a construction need, the NCDOT does not accept financial responsibility to adjust or relocate an inactive, out-of-service, or abandoned facility.

G. Underground Plant Protection

1. General – The utility shall make all new or replaced underground utilities within the right-of-way detectable without excavation using techniques available to the industry.
2. Markers / witness posts – When used, markers / witness posts shall be constructed of a durable weatherproof material, located outside of the clear zone, and include the following:
 - a) *Name of owner*
 - b) *Contents of facility*
 - c) *Emergency contact number*

IV. Pipelines

A. General

1. This policy applies to those pipelines covered by 49 CFR, Parts 190 – 199; Transportation of natural and other gas by pipeline, hazardous liquids, or carbon dioxide.
2. Natural gas lines that are classified as distribution facilities are permitted longitudinally within the highway right-of-way. Transmission pipeline facilities are strongly discouraged longitudinally within the right-of-way.

B. Location and Alignment

1. The NCDOT must review locations of all pipelines to ensure that the proposed utility installation will not interfere with existing or planned highway facilities or with highway maintenance and operation processes.
2. Crossings should be located as near perpendicular (90 degrees) to the highway alignment.
3. Markers that are readily identifiable and suitable (by industry standards) shall be placed by the utility at the right-of-way line where the pipeline crosses it. Facility owner, type of material transported, and emergency contact number should be easily read on the marker.

C. Encasement

1. Any proposed pipeline crossing a highway right-of-way must be approved before starting construction. Refer to the Utility Encroachment Manual and Utility Engineering Manual for all submittal and design criteria.
2. Each casing used on a transmission line or main under a highway must comply with the following:
 - a) *The casing must be designed to withstand superimposed loads.*
 - b) *If there is a possibility of water entering the casing, the ends must be sealed.*
 - c) *If vents are installed on a casing, the vents must be protected from weather to prevent water from entering the casing.*

D. Corrosion Control

1. General: Because of the inherent danger a failure to pipeline facilities may cause, extra steps are taken to ensure that these facilities are maintained and protected against potential failures.
2. External corrosion control examples:

- a) *Protective coating*
- b) *Cathodic protection*
- c) *Monitoring*
- d) *Electrical isolation*

3. An entity operating within the highway right-of-way that causes any damage to or exposure of the systems that are mentioned above must report the damage or exposure immediately to the facility owner.

V. Traffic Control

A. General

The party or parties requesting approval to conduct work within the NCDOT maintained right-of-way shall take, provide, and maintain all necessary precautions to prevent injury or damage to persons and property potentially affected by operations.

They shall employ traffic control measures that are in accordance with the prevailing federal, state, local, and NCDOT policies, standards, and procedures. These policies, standards, and procedures include, but are not limited to the following:

1. Manual on Uniform Traffic Control Devices (MUTCD) – North Carolina has adopted the MUTCD to provide basic principles and guidelines for traffic control device design, application, installation, and maintenance. North Carolina uses the MUTCD as a minimum requirement where higher supplemental standards specific to North Carolina are not established. Use fundamental principles and best practices of MUTCD (Part 6, Temporary Traffic Control).
2. NCDOT Maintenance / Utility Traffic Control Guidelines – This document enhances the fundamental principles and best practices established in MUTCD Part 6, Temporary Traffic Control, incorporating NCDOT-specific standards and details. It also covers important safety knowledge for a wide range of work zone job responsibilities.

B. Approval

1. Receipt of an approved encroachment agreement constitutes permission to install traffic control for the work relative to that encroachment agreement, unless otherwise stipulated by the NCDOT.
2. Review and approval of a traffic control plan may be required as a condition of encroachment approval. Refer to the Utility Encroachment Manual for additional information.

C. Maintenance of Traffic

1. All lane and road closures shall comply with the NCDOT Maintenance / Utility Traffic Control Guidelines and MUTCD where applicable.
2. Detours:
 - a) *NCDOT must review and approve the corresponding detour route before granting permission to close a road.*
 - b) *The utility shall reimburse the NCDOT for any costs incurred in developing, improving, signing, marking, and maintaining a detour route.*

D. Deficiencies

1. General - Once the traffic control has been installed and before work begins, the contractor should observe traffic flow and movements. If problems occur or are anticipated, the contractor shall make appropriate changes to the traffic control measures before work begins.
2. Enforcement - If at any time NCDOT personnel find a traffic control operation to be unsafe, insufficient, and/or incorrect, the NCDOT has the right to stop work until traffic control issues have been properly addressed. In this event, the NCDOT is not liable for any penalties, financial or otherwise, incurred by the contractor as a result of this delay in work.

VI. Restoration / Remediation

A. General

The utility must restore or remediate all areas that are disturbed by construction of utilities to meet minimum requirements in accordance with the prevailing guidelines, policies, standards, and procedures adopted by the NCDOT, including, but not limited, to the NCDOT Roadway Design Manual and the AASHTO Roadside Design Guide. The party or parties requesting approval to conduct work within the NCDOT maintained right of way shall take, provide, and maintain all necessary precautions to prevent injury or damage to persons and property affected by operations.

B. Roadway

All pavement cuts, including asphalt, concrete, and decorative pavers, shall be repaired or patched in accordance to the NCDOT Roadway Design Manual (Part One, Chapter 1-3, Pavement).

C. Landscaping

1. General - To protect the public investment in highways, the NCDOT uses grass and legume cover to prevent roadside erosion and shrubs, trees, and wildflower plantings to reduce mowing areas and improve roadside aesthetics. In the event that plants require relocation or removal for utility construction, reconstruction, maintenance, or safety, encroachment agreement applicants will immediately after notification by the NCDOT, complete such removal or relocation, entirely at their expense.
2. Trees and Shrubs - The encroachment agreement applicant shall follow the NCDOT Guidelines for Planting within Highway Right-of-Way.

D. Turf

1. General – After completing construction or land-disturbing activities, all disturbed areas must be stabilized to prevent future erosion. Establishing good vegetative cover helps protect soil from the impact of rain and reduces the erosive forces of runoff.
2. Seeding and Mulching – Encroachment agreement applicants shall follow the NCDOT Best Practices for Construction and Maintenance Activities (Chapter 5.6 Ground Stabilization).

E. Sidewalks / Multi-Use Paths / Pedestrian Ways

Partial or full excavation sections must be temporarily backfilled with compacted suitable backfill. The permanent repair shall be a full section replacement with like material (asphalt, concrete, etc.) and be a joint-to-joint replacement (for concrete) in accordance with ADA requirements.

VII. Vegetation Control

A. General:

Good vegetation control provides maintenance practices for vegetation that will encourage economically the protection, environmental compatibility, operation, stability, continuance, aesthetics, and safety of the right-of-way.

The NCDOT embraces this goal and practices vegetation control to provide a clear safety zone; to improve sight distance at curves and intersections; to increase overall safety; to ensure adequate drainage; to reduce and control erosion; to maintain or improve the appearance of the roadside; to protect desirable native vegetation, signs, markers, guardrails, and other appurtenances; to eliminate or control noxious weeds and brush; to reduce maintenance costs where possible; and otherwise to enhance the roadside.

To achieve these same objectives, utilities will be required to use vegetation control that does not detract from the natural beauty of the roadside or cause an abrupt change in the roadside vegetation conditions.

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1. The NCDOT cooperates with the U.S. Fish and Wildlife Service to minimize vegetation control impacts for endangered or threatened wildlife and plants. Utilities on NCDOT right-of-way will be required to operate in the same manner.
2. Many native wild flower species in North Carolina are beautiful and enhance the aesthetic quality of the roadside. The NCDOT delays mowing in the spring and fall and limits areas treated with chemicals to encourage the development of many of these native wild flower species. Utilities are expected to comply with NCDOT policies in the treatment and preservation of wild flowers.

B. Trees / Brush / Shrubs

1. General - The limited pruning of trees or other large vegetation on highway right-of-way for utility lines is an acceptable practice when it is used to ensure and maintain safe operation of facilities.
2. Except in the process of an authorized construction, maintenance, or safety project, the utility shall not cut down trees unless:
 - a) *The trees pose a potential danger to persons or property; or*
 - b) *The NCDOT approves the cutting down of the tree.*
3. No ornamental trees may be cut or removed without prior approval, and in certain situations, the NCDOT may require that ornamental trees or shrubs be carefully dug and replanted or replaced by new plants.
4. When the NCDOT gives permission for cutting, trimming, digging, bulldozing or discing, or other removal or alteration of trees, shrubs, or other vegetation on highway right-of-way for the purposes of construction and maintenance by an encroaching party, it shall be subject to the following standard requirements:
 - a) *The permission applies only to the interest of the NCDOT in the vegetation and is not to be construed as freeing the encroaching party from liability to the adjacent property owner(s).*
 - b) *All cutting shall be done as close to flush with the ground as is practical. Under exceptional conditions, such as very large diameter trees, or swamp growth such as cypress, flush cuts may not be practical. The burden of proof for leaving high stumps will rest with the encroaching party.*
 - c) *Trimming of specimen trees on highway right-of-way shall be done in accordance with generally accepted tree surgery practice, and any trimming necessary to leave the tree with a good balanced appearance must be done in addition to the minimum trimming needed for line clearance. Climbing irons or spurs must not be used on any specimen tree.*

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d) *If wood chipping machines are used for brush disposal, the mulch may be left on the right-of-way provided it is scattered uniformly and not piled or windrowed. No mulch shall be placed in an area that is susceptible to be washed into streams, drainage structures, or onto adjacent properties. Mulched material shall not be spread on grassed areas.*

e) *If bulldozers, discs, or similar equipment are used for clearing, all debris shall be removed from the highway right-of-way and out of view unless otherwise stated in the encroachment agreement. There shall be no blocking of highway drainage due to the operation, and the ground surface shall be left in a smooth and uniform condition.*

f) *Removal or alteration of vegetation for above-ground utility facilities is limited to a normal width of clearance for the size and type of utility line involved. Proposed encroachments requiring a wide clearing area will be considered only on the basis of:*

- (1) Removing only danger trees,
- (2) Retaining large, sound, strong-trunked trees,
- (3) Trimming such large sound trees only for wire clearance instead of complete side trimming, or
- (4) Additional justification from the utility.

5. Under some circumstances, the granting of permission as it relates to overhead utility facilities will be conditioned on the preservation of such shrubs and low-growing trees within the clearing area. The NCDOT will determine the need and extent of such preservation for specific locations.

6. When excavating for underground utility installation or maintenance is done near trees, the minimum, but necessary cutting of tree roots shall be done in accordance with generally accepted tree surgery practice. The tunneling under and retention of principal support roots may be required when considered necessary according to the location, size, and quality of the tree involved.

7. Waste / debris removal – The work site must be left in an acceptable condition on a daily basis with the proper removal of all waste and debris. When completed, the work site must be clean of all litter and debris created by the utility and, if a mowable area, acceptable for mowing by conventional mowing equipment. All trees and/or vegetation that is cut must be removed from the site or mulched.

8. Replacement of a damaged tree – Refer to Section VI - Restoration / Remediation.

C. Chemical Control of Vegetation

1. General – When the use of herbicides is permitted for control of vegetation beneath utility lines, liability for damage to adjacent property shall rest entirely with the utility.
2. The use of herbicides is permissible only if they are applied as a part of a scheduled program to eliminate undesirable brushy growth, so that the initial overall browning of vegetation on any given area will not recur, but will be followed only by periodic but consistent selective or spot treatment until undesirable brushy growth has been replaced by low-growing ground cover that will not cause a maintenance problem.
3. Herbicide applications that kill grass or other herbaceous vegetation indiscriminately will not be permitted.
4. Stump treatment following original clearing for utility construction and basal sprays following the initial overall herbicide treatment for utility maintenance shall have preferential use to the extent that they are feasible according to the latest technical requirements.
5. Vegetation shall be sprayed or otherwise treated with herbicides while in its first growing season after cutting, or before it has reached the average height of six (6) feet unless there are exceptional conditions existing in a particular and limited area of rapid plant growth. In that case, dead plant material above the height limit shall be removed after the completion of chemical treatment.
6. No application of herbicides that are harmful to existing grass, legumes, vines, or other low-growing ground cover plants shall be used:
 - a) *On highway cut slopes or fill slopes where such vegetation has been planted or has become established naturally;*
 - b) *On highway shoulders between the highway surfacing and the ditch line; or*
 - c) *On other areas where it is obvious that mowing is done as a part of the regular highway maintenance.*
7. Where specific plants have been selected and preserved, they shall be protected against damage by the herbicide treatment of other vegetation.
8. Careless or excess herbicide application will not be tolerated, and special precaution must be taken to avoid pollution of streams and ponds.

VIII. Freeways

A. General

Freeways are highways with full control of access; including the highways on the Interstate system. They are intended to provide for high levels of safety and efficiency in the movement of large volumes of traffic at high speeds. Utilities will not be allowed accommodation within Freeway right-of-way except as specified below.

The following policy applies to all utility installations on, over, or under a freeway right-of-way.

This policy does not apply to utilities that service highway facilities required solely for operating the freeway.

B. Locations

1. The NCDOT maintains a list of all existing freeway locations NCDOT Strategic Highway Corridors.
2. The NCDOT reserves the right to add locations as existing highways are changed to freeway / interstate standards. Long-range planning is conducted to review and approve Strategic Highway Corridor (SHC) feasibility studies.

C. Longitudinal Installations

1. New utilities shall not be permitted longitudinally within the control of access right-of-way of a freeway, except when all of the special circumstances are met and under strictly controlled conditions. When permitted by NCDOT, such installations must be located as close to the right-of-way as possible.
2. Existing utilities may remain in place within a new control of access when an existing highway is changed to a freeway and all of the special circumstances (except 3d) are met.
3. A utility owner must demonstrate the following special circumstances for longitudinal installations to the NCDOT's satisfaction:
 - a) *The accommodation will not adversely affect the safety, design, construction, traffic operations, maintenance, or stability of the freeway.*
 - b) *Alternative locations are not available or are cost prohibitive, from the standpoint of providing efficient utility services.*
 - c) *The utility will not interfere with or impair the present use or future expansion of the freeway.*

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d) *The location of the utility outside of the right-of-way would result in the loss of productive agriculture land, or loss of productivity of agricultural land, if any. In this case, the utility must provide information on the direct and indirect environmental and economic effects, which will be evaluated and considered by the NCDOT pursuant to Title 23, U.S.C. Section 109 (l)(1).*

e) *The utility facilities will not be constructed or maintained by direct access from any freeway roadway or connecting ramp of the freeway facility, except for attachments to structures over major valley crossings.*

4. When a longitudinal installation is allowed under the above special circumstances, the following criteria are required.

a) *The utility shall be located as close to the right-of-way line as possible.*

b) *Access for construction shall not require closure of a travel lane.*

c) *Service taps or other connections will only be allowed at freeway interchanges.*

d) *In no case will utilities that transport a hazardous material be allowed in vehicular tunnels.*

D. Vertical clearances

The utility owner shall provide at least twenty-four (24) feet of vertical clearance for above-ground facilities crossing any controlled access roadway. For additional requirements, refer to Section II – Above-Ground Facilities; Item E.

E. Crossings

1. New utility installations and adjustments or relocations of existing utilities may be permitted to cross a freeway.

2. Crossing shall be generally perpendicular to the freeway alignment and preferably be located under the freeway.

3. Installation and maintenance shall be made without access from the freeway roadway or ramps.

4. Installation and maintenance may be accessed from a crossroad or street that crosses over or under a freeway.

5. Above-ground facility

a) *Above-ground utility lines crossing a freeway shall be adjusted to locate supporting poles / structures outside the control of access line.*

b) *In no case shall the supporting poles / structures be placed within the clear zone.*

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6. Under special circumstances and in accordance with 3, 4, and 5 above, intermediate supporting poles, manholes, and service access points may be placed in medians that have sufficient width (refer to the Utility Engineering Manual for applicable values) to provide the clear zone from the edges of both existing and future traveled ways.
7. Under special circumstances, a restricted access locked gate along the freeway control of access fence may be used to meet periodic service access needs.
8. Underground facility
 - a) *Utilities crossing a freeway underground shall be of durable materials and installed to virtually preclude any necessity for disturbing the roadway for maintenance or expansion operations. Refer to the Utility Engineering Manual for design and material criteria.*
 - b) *The underground installation shall be constructed using a trenchless technology. Open trench installation is not permitted, except in those projects where the NCDOT will have the freeway roughly graded at the utility crossing site, and the installation occurs before pavement placement.*
 - c) *Casing, if provided, should extend to the controlled access line of the roadway, but in all cases shall extend to a point outside the clear zone of the freeway. Refer to Utility Engineering Manual for design criteria.*
9. Manholes and other points of access for emergency (non-routine service to utility facilities) may be located within the controlled access limits but not within pavement. The top is to be buried a minimum of one foot below ground.

F. Utility Access for Constructing / Servicing Facilities

1. General – Utility facilities shall be located and designed in such a manner that they can be constructed and/or serviced without direct access from the controlled access through traffic or connecting ramp roadways.
2. Access to a utility along or across a freeway should be limited to access via:
 - a) *Frontage roads where provided,*
 - b) *Nearby or adjacent public roads and streets, or*
 - c) *Trails along or near the highway right-of-way line, connecting only to an intersecting road.*
3. Direct access to a utility facility is highly discouraged but may be permitted when alternate locations and means of access are not available or are impractical, as long as this access does not adversely affect safety or traffic operations or damage any facility.

4. The NCDOT has the authority to control access to all highways under its jurisdiction. Any utility that plans to access its facilities for non-emergency maintenance from the controlled access through lanes or ramp roadways must have written permission from the NCDOT before beginning any work. Refer to the Utility Encroachment Manual for the request process and requirements.

G. Major Valley Crossing

1. General – Where a freeway crosses a major valley or river on an existing structure, any utility carried by the structure at the time the highway route is improved may continue to be carried only under the following conditions: when relocation of the utility would be cost prohibitive, when the utility can be serviced without significant interference with road users, and when approved by the NCDOT.

2. Expansion of a utility carried by an existing structure across a major valley or river may be permitted. Refer to Section X – Utilities on or near Highway Structures, the Utility Engineering Manual, and the Utility Encroachment Manual for design criteria and request process.

3. New utility installations will not be permitted on a structure across a major valley or river at or after the time the highway route is approved, except for special cases that the NCDOT will handle on an individual case-by-case basis.

4. For security purposes, gas, oil, sewer, or other hazardous utility facilities should not be allowed on structures identified as most critical by the NCDOT.

H. Vehicular Tunnels

1. Utilities shall not be permitted to occupy vehicular tunnels on freeways at new locations except in extreme cases. Under no circumstances shall a utility facility that transports a hazardous material be allowed to occupy a vehicular tunnel.

2. When a utility facility occupies space in an existing vehicular tunnel that is converted to a freeway, relocation of the utility facility may not be required. Utilities that have not previously occupied an existing vehicular tunnel that is incorporated into a freeway will not be permitted except in extreme cases.

I. Irrigation Ditches and Water Canals

1. Except for necessary crossings and extreme cases, irrigation ditches and water canals should be excluded from the controlled access right-of-way of freeways.

2. Existing parallel canals should be avoided in the initial location of the freeway.

3. Servicing or patrolling these facilities should be from outside of the controlled access lines. Ditch-walkers or ditch-riders shall not be permitted to indiscriminately cross the freeway / interstate at grade. Under appropriate traffic control arrangements, special ditch cleaning equipment may be permitted to cross the freeway at grade in extreme cases.

J. Alteration of Controlled Access Right-of-Way

1. General – This policy shall apply to the alteration of controlled access right-of-way by any person, or persons, other than NCDOT personnel. It covers any clearing, grading, drainage change, extension of drainage structures, or other physical alteration of the controlled access right-of-way.

a) *0 – 1,000 cubic yards of cut or fill may be approved by the Division*

b) *> 1,000 cubic yards shall be approved by the Central Office*

2. Requests will be made to the Division and forwarded for necessary reviews and approvals. Please refer to the Utility Engineering Manual and Utility Encroachment Manual for the required engineering criteria and encroachment agreement process; fees may apply.

3. Trees and shrubs removed by these types of alterations shall be replaced as specified by the NCDOT. Section VII – Vegetation Control; Item B includes requirements for other plantings and selective pruning on highway right-of-way.

IX. Adjustment / Relocation of Facilities

A. General

The NCDOT reserves the right to require the utility to remove, repair, adjust, or relocate any utility facility installed within the right-of-way of a road that the NCDOT has undertaken to improve, or intends to improve. This requirement will begin when, in the opinion of the NCDOT, the facility constitutes an obstruction or interferes with the use or safe operation of the roadway by the traveling public or will interfere with roadway construction or maintenance.

All utilities utilizing the right of way shall follow the NCDOT relocation procedures, as outlined in the Utility Coordination Manual, so as not to adversely affect the NCDOT construction work program or the contractor's construction schedule for the project.

B. Compensation for Relocation

The utility is financially responsible for the adjustment or relocation of facilities in conflict with a highway improvement when such utility facilities are located within the existing right-of-way of a state system highway, except as provided for in G.S 136 - 27.1 and G.S. 136 - 27.2.

The NCDOT shall assume the financial responsibility for the non-betterment costs of adjusting or relocating utilities when the conflicting utility facilities are occupying a valid utility right-of-way or easement. A valid utility right-of-way or easement for the purposes of this policy is one in which the utility owner has a compensable interest. Under these conditions, the NCDOT has the authority to require the utility owner to relocate when the NCDOT and/or utility owner determine that the existing utility will interfere with the construction of the roadway project or jeopardize safety to the contractor or traveling public.

C. Non-NCDOT Highway Improvement Projects

For non-NCDOT highway improvement projects, the developer necessitating these improvements will be financially responsible for the adjustment and/or relocation of conflicting utilities. In the event that NCDOT is participating or has a vested interest in the project, NCDOT reserves the right to invoke the requirements of the encroachment agreement, making the utility owner financially responsible for their own adjustment or relocation. When the highway improvements are performed by another government agency, NCDOT may invoke the requirements of the encroachment agreement as well.

D. Work to Optimize Location of Relocated Facilities

In the event it becomes necessary to require the utility to relocate its facilities, and these facilities must remain in service during these relocation efforts, and provided other suitable space is available, the NCDOT may specify a new location in the right-of-way to which the facilities may be moved.

An existing utility facility within the right-of-way that does not need to be relocated due to the highway construction will not be required to relocate for another utility's facility relocation. If there is not sufficient right-of-way to accommodate the relocated facilities, the utility may be required to place its facilities outside of the right-of-way.

E. Minimize Impacts to Utility Facilities and Encourage Retention

There are various kinds of utility facilities that share or affect the highway project right-of-way; each one exists because it serves the same public as the highway project serves. It is that service to the public that justifies the presence of those facilities within the highway right-of-way and the close coordination efforts needed between the NCDOT and utility owner during the project development phases.

It is the policy of the NCDOT to accommodate existing utility facilities and attempt to minimize the impacts to these facilities, whenever practical. Experience has shown, the earlier in the design process that the utility facility and its potential impacts are considered, the smaller the costs are for their resolution. In addition, eliminating or minimizing conflicts helps shorten utility relocation schedules. AASHTO has deemed this a best practice, and the FHWA recommends it as part of its Program Guide for Utility Adjustments and Accommodation on Federal-Aid Highway Projects.

F. Requirement of Utility Agreements

No utility facility shall cross or otherwise occupy rights-of-way of any road on the state system without written permission of the NCDOT per G.S. 136 – 93.

An agreement between the NCDOT and the utility owner will be required for any utility occupying highway right-of-way. Generally, this requirement will be met through a reimbursement agreement or an encroachment agreement.

G. Non-Responsive Utility

The Utility Coordination Manual details the design and construction coordination process for the NCDOT. A utility will be deemed as non-responsive if notifications have been made by the NCDOT and reasonable time given for the utility to respond and relocate as needed and either no information is given or data / schedule commitments have not been met. After determining non-responsiveness, the NCDOT will send written notification to the utility owner.

H. Failure to Comply

In those cases where no agreement can be reached, the utility has been identified as non-responsive, or in cases where the utility refuses to relocate or refuses to claim ownership, the NCDOT Board of Transportation shall issue an order on the authority of G.S. 136 - 18(10) requiring the necessary adjustments.

If the utility does not comply with the order, the NCDOT shall consider the utility facilities placed out of service and subject to removal in whole or part for the construction of the highway improvement. The NCDOT may remove the utility facilities by inclusion in the highway improvement contract. After completing the work, the owner of the utility shall be invoiced for the work performed. If the invoice is not paid, the NCDOT shall refer the matter to the Office of the Attorney General for further action.

I. Requirement of Service Connections

All service lines and connections within the control of access will only provide services to NCDOT facilities. A utility will not be allowed to provide service to public or private entities from any service tap located within the control of access.

X. Utilities on or near Highway Structures

A. General

1. Highway structures are bridges (both vehicular and pedestrian), culverts, drainage piping, walls (both noise and earth retaining), and wing walls.

2. Utility facilities attached to or in proximity of a highway structure can materially affect the structure, the safe operation of traffic, the efficiency of maintenance and reconstruction, and the appearance. Feasible and reasonable actions are to be taken to locate utility facilities elsewhere. The NCDOT highly discourages attachments to structures. However, it is recognized that the installation of utility facilities on or near a structure sometimes is the most practical solution and may be permitted when justified and where found to be in the public interest.

B. Justification (applies to all structures)

1. A detailed engineering report shall be provided that clearly demonstrates all of the following:

- a) *Significant economic and environmental savings will occur by locating the utility on or near the structure.*
- b) *Installation and maintenance will not significantly impact traffic operations of the highway.*
- c) *The aesthetics of the utility will not detract from the current conditions of the area.*
- d) *The utility facilities are safe for public exposure.*
- e) *The highway structure is adequately rated to support the additional load and to accommodate the utility facility without compromise of highway features, including ease of bridge inspection and maintenance.*

2. The proposed utility facility:

- a) *Shall not hamper structure maintenance*
- b) *Shall not degrade the integrity of the structure*
- c) *Shall be removable without requiring a replacement facility*
- d) *Shall be removable without causing damage to the structure*

C. Attachment to Bridges

1. Over railroads and waterways – The utility facility should be attached between beams or girders. If attachment between beams or girders is unreasonable, attachment to the overhang may be permitted.

2. Grade separation – On structures that carry one highway route over another, the utility facility shall be attached in the exterior or interior bays and not in the overhang.

3. Placement

- a) *Vertical – Utility facilities attached to the bridge shall maintain a vertical clearance such that the lowest part does not extend below the bottom of any beam or girder at any point.*
- b) *Longitudinal – Only longitudinal utility attachments to bridges will be allowed; transverse attachments to the superstructure will not be permitted.*

4. Attachment to beams is not allowed.

- a) *Generally, the utility should be on a straight alignment. Curved alignments and bends require detailed designs demonstrating that live loads are not transmitted to the structure.*

D. Attachment to Culverts and Piping

1. Box Culverts - Utilities will only be allowed inside reinforced concrete box culverts with a minimum vertical and horizontal opening of 60 inches:

- a) *When the hydraulic capacity will not be lowered below the 100-year flood capacity.*
- b) *Where no detrimental effects to the natural environment will occur.*
- c) *When there is adequate room for maintenance and inspection of the culvert.*
- d) *Where crossing transversely above the 25-year flood water surface elevation.*

2. Piping - Utilities will only be allowed within drainage pipe:

- a) *Where crossing transversely above the 10-year flood water surface.*
- b) *Inside of a reinforced concrete interference box that allows access for inspection and maintenance.*

E. Walls

1. Attachment to the face of a wall will only be allowed when included in the original construction of the wall. Retrofit attachments are not allowed.

2. Attachment to the top will be allowed on culvert wing walls only.

3. Passing through walls:

- a) *No forces can be applied perpendicular to the face of the wall.*
- b) *Openings shall be sealed to prevent water movement.*

F. Utilities in Proximity of Highway Structures

1. Underground Utility

- a) *Vertical and horizontal clearances between the utility facility and structure must be sufficient to permit safe operation and maintenance of both the utility facility and highway structure and future reconstruction of the highway structure.*
- b) *Underground installations may be placed longitudinal or transversely to footings, piles, or piers.*
- c) *Installation must take into account that the movement of the earth/soil surrounding the foundation (or substructure) may have negative impacts to the stability of the structure as a whole.*
- d) *Blasting may be permitted in the proximity of an existing structure under the supervision of qualified personnel. The utility owner must provide adequate protection of the structure.*
- e) *The utility shall not adversely affect the drainage character of the area in the proximity of the structure.*

2. Above-Ground Utility

- a) *Adequate space should be given for the safe operation and maintenance of both the highway structure and utility facility.*
- b) *Designs should facilitate future reconstruction and/or emergency work that may occur on the highway structure.*
- c) *Installations may be longitudinally adjacent to or transversely over or under the structure. Angled (oblique) crossings are strongly discouraged.*
- d) *All vertical clearance requirements must be met for facilities both over and under structures. NESC and OSHA clearances must be met for both final disposition and construction, respectively. Refer to the Utility Engineering Manual for these reference values.*

XI. Acronyms and Terms

A. Acronyms

AASHTO – American Association of State Highway and Transportation Officials

ADA – Americans with Disabilities Act

BOT – Board of Transportation

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CFR – Code of Federal Regulations

FHWA – The Federal Highway Administration

G.S. – General Statute

MUTCD – Manual on Uniform Traffic Control Devices

NCAC – North Carolina Administrative Code

NCDOT – North Carolina Department of Transportation

NESC – National Electrical Safety Code

OSHA – Occupational Safety & Health Administration

U.S.C. – United States Code

B. Terms

Abandoned Facility – An underground facility that is no longer in service and is physically disconnected from a portion of the operating facility that is in use or still carries service. The utility retains ownership and responsibility for the facilities unless otherwise negotiated with the NCDOT.

Betterment – Any upgrading of the utility facility being relocated made solely for the benefit of, and at the election of, the utility and not attributable to the highway construction.

Carrier – A pipe directly enclosing a transmitted fluid (liquid, gas, or slurry). Also includes an electric or communication cable, wire, or line.

Casing – A larger pipe, conduit, or duct enclosing a carrier.

Clear Zone – The total roadside border area, starting at the edge of the traveled way, available for safe use by errant vehicles. This area may consist of a shoulder, a recoverable slope, a non-recoverable slope, and/or a clear run-out area. The width of the clear zone depends on the traffic volumes, speeds, and roadside geometry. For additional information see AASHTO Roadside Design Guide.

Coating – Material applied to or wrapped around a pipe.

Communication – The aggregate of equipment, such as telephones, facsimile equipment, conduits, cables, fiber optic cables, and other electronic equipment, used for various modes of transmission, such as light, digital data, audio signals, and image and video signals.

Controlled Access Highway – A highway with access controlled by the public authority having jurisdiction over the highway, street, or roadway.

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Full Control of Access: Connections to a facility provided only via ramps and interchanges. All cross-streets are grade separated. No private driveway connections allowed. A control of access fence is placed along the entire length of the facility.

Limited Control of Access: Connections to a facility provided only via ramps at interchanges (major crossings) and at-grade intersections (minor crossings and service roads). No private driveway connections allowed. A control of access fence is placed along the entire length of the facility, except at intersections.

District – A management region defined by the NCDOT.

Division – A management region defined by the NCDOT.

Duct – An enclosed tubular casing for protecting wires, lines, or cables, often flexible or semi-rigid.

Easement – A right, other than the acquisition of title, acquired to use or control property for a designated purpose.

Emergency – A sudden or unforeseen occurrence involving a clear or imminent danger to life, health, property; interruption of utility services; or repairs to transportation facilities that require immediate attention.

Encasement – Structural element surrounding a carrier.

Encroachment – Use of highway right-of-way for non-highway purposes.

Erosion Control – Practices used to minimize soil loss and the discharge of turbid runoff.

Exception – Utility installations, adjustments, and relocations that are not in accordance with this manual.

Freeway – A highway with full control of access. An Interstate highway is a Freeway.

Highway – A right-of-way corridor that contains or is to contain a roadway. Generally the highway is right-of-way line to right-of-way line inclusive of easements.

Horizontal Clearance – The lateral distance from the edge of traveled way to the roadside object or feature.

Median – The portion of a divided highway separating the traveled ways for traffic in opposite directions.

Out-of-Service Facility – An underground facility that is no longer in use. An out-of-service facility may still be connected to a portion of the operating facility that is in use or still carries service. The utility owner retains ownership along with maintenance, records, and designation responsibilities of such a facility.

Private Utilities – Facilities that are privately owned and convey or transmit commodities that are devoted exclusively for private use and do not directly or indirectly serve the general public.

Public Utilities – Utility facilities that directly or indirectly serve the general public by conveying a product, power, or communication from the utility to a customer and include utility-type facilities that are owned by or dedicated to a governmental agency for its own use.

Right-of-Way – A general term denoting land, property, or interest therein, usually in a strip acquired for or devoted to transportation purposes.

Roadside – General term denoting the area adjoining the outer edge of the roadway. Extensive areas between the roadways of a divided highway may also be considered roadside.

Roadway – Portion of a highway, including shoulders, for vehicular use. A divided highway has two or more roadways.

Shrub – A woody plant smaller than a tree usually having multiple permanent stems branching from or near the ground.

Specimen Trees – A notable and valued tree in consideration of species, size, condition, age, longevity, durability, crown development, function, visual quality, and public or private prominence.

Traffic Control Plan – Documentation of how a safe flow of traffic will be conducted through an area in which utility work is being performed.

Utility – Any privately, publicly, or cooperatively owned line, facility, or system for producing, transmitting, or distributing communications, cable television, power, electricity, light, heat, gas, oil products, water, steam, waste, storm water not connected with highway drainage, and other similar services and commodities, including river gages, fire and police signals, and street lighting systems, which directly or indirectly serve the public.

Vegetation – All woody and herbaceous plants either naturally occurring or planted.

Vent – An appurtenance to discharge gaseous or liquid contaminants from casings.

POLICY AND PROCEDURES FOR NAMING ROADS/BRIDGES/FERRIES

Pursuant to NCGS 136.18(8), the NC Board of Transportation may name roads, bridges, or ferries. This is the policy and procedures approved by the Board of Transportation for carrying out said bridge, road, or ferry naming.

- I. **Road and Bridge Naming Committee of the Board of Transportation.**
 - a. Committee makes recommendations to Full Board regarding approval of requested road/bridge/ferry namings.
 - b. Committee acts in response to local resolutions.
 - c. NCDOT Secretary and Board Chairman are Co-Chairs of the Committee and call meetings and approve the agenda
 - d. A quorum is necessary for approval of resolutions; a quorum is a simple majority of committee members.

- II. **Criteria for honoree.** In order to have a road, bridge, or ferry named in honor of an individual, that individual:
 - a. Must be living, or be deceased for a year or longer
 - b. Must not be currently serving or pursuing a term as an elected official (local, state, or Federal)
 - c. Must be or have been a North Carolina resident. Residence verification is a person who filed NC taxes and/or is registered to vote as a NC resident. Proof of residency is to be provided by the requesting party at the time the formal resolution is submitted.
 - d. Must have made notable local, state, and/or national contributions and/or have significant accomplishments;
 - e. Must not already have another state-owned road, bridge, or ferry named for him/her. The Board does not name more than one facility for the same individual. Requests for duplicate family members reviewed on case by case basis.
 - f. May be a state law enforcement officer (e.g., Highway Patrol) killed in the line of duty.
 - g. Municipal officials, employees, and law enforcement officers (including those killed in the line of duty) should be recognized with a municipally owned bridge in lieu of a state owned bridge except in extraordinary circumstances, such as when a local law enforcement officer is killed directly in the line of duty on the state owned bridge to be named.
 - h. Must have strong local support with regards to the road, bridge, or ferry naming; resolutions passed by Municipal Councils and County Commissions must be unanimous. The Board does not mediate local disagreements.
 - i. Must have the support of the family with regards to the road, bridge, or ferry naming.
 - j. Additional Criteria for Individual Military Designations:
 - i. Recipient of Valor Medals as designated by Defense Department (listed below) are eligible for individual road or bridge designations.
 1. U.S. Army
 - a. Medal of Honor
 - b. Distinguished Service Cross
 - c. Silver Star
 2. U.S. Navy
 - a. Medal of Honor
 - b. Navy Cross
 - c. Silver Star
 3. U.S. Marine Corps
 - a. Medal of Honor
 - b. Navy Cross
 - c. Silver Star

4. U.S. Air Force
 - a. Medal of Honor
 - b. Air Force Cross
 - c. Silver Star
- ii. Verification of the award would be provided by the requesting party at the time the formal resolution is submitted.
- iii. Medal of Honor recipients are eligible for interstate designations; other levels would be US or NC routes.

III. Criteria for named road/bridge/ferry. In order for a road or bridge to be named in honor of an individual, that road or bridge must be already constructed, or within 3 months of its expected construction completion date.

IV. Process

- a. It is the responsibility of the individual seeking the road or bridge naming request to work directly with the local government to obtain the necessary resolution for submittal to the Board.
- b. Local government should contact District Engineer or Division Engineer to let him/her know of the intent. The District Engineer/Division Engineer/Chief Engineer's Office can help guide local governments through the process.
- c. Local government drafts resolution. Resolution should specify what facility is to be named, and who is to be honored, but not what name should appear on the sign. This will be worked out between NCDOT and the local governing body apart from the resolution.
- d. Local government passes resolution in a public forum
- e. If the facility to be named is in more than one jurisdiction, resolutions from both jurisdictions are required.
- f. Resolution(s), along with all required supporting documentation (see subsequent section "Locally Provided Documentation/Materials") are forwarded to NCDOT.
- g. NCDOT staff reviews the resolution and accompanying documentation for completeness and consistency with the criteria. NCDOT will communicate with the local government about any deficiencies or issues with the submitted information.
- h. If staff approves the submitted request, it is placed on an upcoming Board of Transportation Road and Bridge Naming Committee agenda for consideration. Road and Bridge Naming Committee agendas are posted publicly on the web.
- i. The Board member representing the area making the request must endorse request and present to Committee.
- j. If Committee approves the requested naming:
 - i. A naming request reviewed and recommended by the Committee will be "held" for at least one month before being considered by the full Board
 - ii. NCDOT Board drafts a resolution for Full Board action. The Board resolution will specify what facility is to be named and who is to be honored, but not what name should appear on the sign. This will be worked out between NCDOT and the local governing body apart from the resolution.
 - iii. This item is placed on a Full Board agenda for the month after the committee approved it, if timing criteria are met (such as construction completion date or death date in the case of a deceased honoree), or is held until such time as the timing criteria are met. The Board member representing the area making the request must endorse request and present to Board
 - iv. NCDOT reviews the requested name for the sign and the requested designation limits. NCDOT communicates with the local government regarding any problems with the requested name (e.g., too long) or with the requested limits (e.g., overlaps with an already designated facility or exceeds allowable length) and suggests satisfactory modifications. (See Sections IV.a and IV.b below for length

specifications for name and designated facility, respectively.) NCDOT and local governments will concur in writing with mutually agreed upon name to be put on the sign and the limits of the designation.

- k. If/when the Full Board approves the requested naming:
 - i. The local government and the Division are notified in writing of the approval and the required payment. Payment is due to the Department upon notification that the honorary designation has been approved by the Board. Signs will not be manufactured until payment is received.
 - ii. The NCDOT Communications Office plans a naming ceremony if one is desired by the local government.
 - iii. Signs are installed. Honorary signs will be ground mounted; overhead signs will not be installed. Signs will be installed at the beginning and ending termini of the approved roadway segment, and will not be installed on exits, Y-lines, or intersecting roadways.

V. Locally Provided Documentation/Materials. The following documentation and information is required before any naming request will be considered by the Board of Transportation.

- a. **Requested name to be placed on sign.** Signs may include up to one title, one first name, one initial, one last name, and one suffix, to be designated by the local governing body, as long as length limits are met. The Department will communicate to the local governing body applicable text length limits. (The entire name is limited to one line of text; the font size of the text depends on the design speed of the road where the sign is to be installed.)
- b. **Background information on nominee.** Sufficient information must be provided to explain why the naming is warranted; for example, local, state, and/or national contributions and accomplishments. If the designee is recently deceased, the request will be reviewed after a one year waiting period except for extenuating circumstances. Being a crash victim alone is not sufficient qualification.
- c. **Description of what is requested to be named.** The Board will consider naming Ferries, Interstate, US, and NC roads/bridges only (not buildings), more significant bridges on the state's secondary road system. The distance of road dedication should be 5 miles or less. Law enforcement officers will be honored with bridge dedications in lieu of highways.
- d. **Resolutions from all local governing bodies associated with or affected by the request.** City or town councils and/or county commissions must adopt resolutions in a public forum and in sufficient detail to adequately justify the request. The road or bridge must be entirely within the boundaries of the requesting governing body or bodies.
- e. **Character Certification Form.** Local government must attest, using a form provided by NCDOT, to the character of the honoree.
- f. **Strong public input and support.** Explain the degree to which the public supports the request and had notice of action with an opportunity for input. To help illustrate this support, the local governing bodies shall provide a minimum of three recommendation letters from civic, service, or business organizations.
- g. **Family support.** The requesting party should have the family's support for the road or bridge naming request including agreement with the requested location of the dedication.
- h. **A willingness of the local government to contribute \$1,000 toward the costs of the signs.** This represents approximately 50% of the sign cost, and is not due unless and until the Full Board approves the requested naming.
- i. **Minutes from the Municipal Council/County Commission meetings where the resolution was passed.** This is to substantiate that the resolution was passed in a public forum, and that the body was unanimous in its support.

VI. Alternatives. In the event the requested naming does not meet the criteria, or is not approved by the Board for any reason, the local government has options to honor the individual, including, but not limited to:

- a. **Adopt a Highway.** Local governments could consider the “Adopt a Highway” program as an alternative method of honoring an individual or group.
- b. **Municipal road or bridge.** Municipalities may name municipally owned streets or bridges in honor of individuals or groups. This does not require DOT review or approval.
- c. **Blue Star Memorial Highway.** The Department has over 1,000 miles designated as the Blue Star Highway Network including all interstates, US routes, and most NC routes. This extensive network honors all veterans and military groups in the state.

VII. Blue Star Memorial Highway Network

- a. Requests for honorary designations for specific groups such as Bladen County Veterans or 100th Infantry, or a particular branch of the military are considered honored with the Blue Star Highway network.
- b. New interstate designations and segments are typically automatically added to the BSH as completed.
- c. See attached information on Blue Star Memorial Highways.

BLUE STAR MEMORIAL HIGHWAY INFORMATION

The Blue Star Memorial Highways date back to 1949 as tributes to the men and women of the nation's armed forces. There have been numerous other requests to name additional highways in the state for specific veterans or military groups. However, because of the extensive network of Blue Star Memorial Highways that already commemorate our armed forces, the Department and Board Road Naming Committee has considered these requests duplications. The Blue Star covers all military personnel and conflicts and the committee has for many years been consistent with all groups with this response.

DOT receives requests from small groups specific to a certain area (such as Bladen County Veterans Memorial Highway) to large groups like the Purple Heart or Vietnam Veterans. The Committee has consistently felt it would be difficult to pick and choose which requests were approved; likewise, it would be extremely difficult to approve all requests because of the number we receive. We encourage local officials to dedicate a municipally owned street or bridge within their boundaries, which needs no action by the department. Some counties have memorials at their courthouses or office facilities recognizing local military personnel.

Since 1997, the department has had eleven requests for Veterans Memorial Highway designations (with slight modifications for the requesting party). These have not been approved due to the Blue Star Highway network.

Due to legislative action, the Blue Star signage on US 70 reads "Blue Star and POW Memorial Highway" and I-95 through NC has a "Purple Heart Highway" designation.

The Blue Star designation is considered an "overlay" designation for the lengthy segments of roadways. Certain segments of these roadways may be dedicated for individuals.

The Blue Star Highway designations in North Carolina:

- I-26 throughout the state
- I-40 throughout the state
- I-85 throughout the state
- I-95 throughout the state
- US 70 throughout the state
- US 301 throughout the state
- US 64 from TNN state line to Williamston
- US 158 from Elizabeth City to Nags Head
- US 158 from Elizabeth City to Roanoke Rapids
- US 158 from Mocksville to Roanoke Rapids
- US 17 from Williamston to Elizabeth City
- NC 24 from US 17 in Jacksonville to NC 172
- US 74 from NC 38 in Hamlet to US 220 in Rockingham

The Board has typically added each new interstate segment to the BSH network as it was completed.

The original Blue Star Historical Markers are associated with the Garden Club of NC. These are the shield shaped, grey markers more associated with historical sites and under the direction of the Department of Cultural Resources. DOT has a link on its website with mapping and information on these markers (<http://ncdot.gov/programs/environmental/bluestar/>).

In May 2005, the Board of Transportation approved the installation of new color signage across the state to improve and expand the recognition along the BSH designation (see attached map and sign sample). The increase in signs and new format has been well received across the state. The department has installed additional signs as requested by local officials.

We believe North Carolina has the largest Blue Star Highway system in the country with over 1,300 miles of highways across the state.

During times of active military conflicts, the department sees an increase in the honorary sign requests for individuals either killed in the line of duty, recipients of medals and for outstanding service, or for more specific local units and groups. Requests are not limited to recent conflicts, but also for WWI, WWII, Korean, Vietnam, and Desert Storm veterans. The department continues to support the BSH for recognition of the extensive number of military personnel, branches, military bases located in our state.

At this time, staff is working with the Office of Veterans Affairs to gather some statistical information on military personnel (active, deceased, or veterans) in our state to provide to the Board of Transportation's Road & Bridge Naming Committee and senior management.

2015 Board of Transportation Meeting Dates

The 2015 Board of Transportation meeting dates were accepted as presented. The dates are as follows:

January 7 – 8

February 4 – 5

March 4 – 5

April 1 – 2

May 6 – 7

June 3 – 4

July 8 – 9

August 5 – 6

September 2 – 3

October 7 – 8

November 4 – 5

December 2 - 3

Committee Reports

John Collett, Chair of the Multi-Modal Committee, provided a report. Board Member Collett announced the formation of a sub-committee to look at increasing funding resources for the Bicycle and Pedestrian Program. The sub-committee members are Board Members Collett, Perkins, and Smith.

The Board approved a motion made by Board Member Lennon, seconded by Board Member Fearing, that the Board of Transportation shall provide letters of endorsement to any publicly owned airport applying for Federal Small Community Air Service Development grants that has been fully vetted by the Division of Aviation.

Cheryl McQueary, Chair of the Funding & Appropriation Strategies Committee, provided a report.

Mike Smith, Chair of the Economic Development and Intergovernmental Relations Committee, provided and update.

Chair Curran – Chair of the Road Naming Committee, provided an update. Resolutions for Marvin Raper and Gene E. Braswell will come before the Board in September for approval.

Ferrell Blount, Vice-Chair of the Highways Committee, provided an update. Upon the recommendation of the Highways Committee, and on a motion by Board Member Palermo, seconded by Board Member Brown, the Life Cycle Cost Analysis was approved.

Life Cycle Cost Analysis Procedure Summary

LCCA will be done for pavement projects greater than 1 mile in length for which initial traffic is greater than 10000 vehicles per day (vpd) and which are either reconstruction or are located on new location. Expansion of use of LCCA to rehabilitation projects will require additional outreach to industry to determine future treatments and their timing.

- A Present Worth Analysis with a 45 year analysis period is used. The discount rate shall be the 30-year Real Treasury Interest Rate as provided in the Office of Management and Budget (OMB) Circular A-94 Appendix C. The average rate will be updated after the beginning of year OMB adjustment and that rate will be used until the next year's "beginning of year adjustment". The value for 2014 is 1.9% (up from 1.1% at the end of 2013).
- A 30-year design life will be used for the initial design for both flexible and rigid pavements. Subsequent treatments are identified in the tables below.
- Flexible pavement alternates will include full depth asphalt, asphalt over dense graded aggregate (ABC) and asphalt over cement treated aggregate base course (CTABC).
- For Average Daily Truck Traffic (ADTT) > 2000 vehicles per day, concrete pavement alternatives will include jointed concrete pavement with tied concrete shoulders and jointed concrete pavement with widened (13') outside lane with flexible shoulders. High truck volume concrete pavements will include a 3 inch drainage layer and a 1.25" asphalt separator layer.
- For pavements with less than 2000 trucks per day, the concrete pavement will be placed on 6" of dense graded ABC. These will use either a 12 foot lane width and asphalt shoulders or a 13 foot lane with a reduced width asphalt shoulder, depending on cost.
- Subgrade Stabilization will be required when recommended by the Geotechnical Engineering Unit.
- Where the life of a treatment extends beyond the end of the analysis period, a salvage (remaining life) value equal to the unused fraction of the expected life is subtracted at the end of the analysis period. For example, for flexible pavement, additional thickness is added at year 34 to provide an additional 20 years of life. At the end of the analysis period, this treatment will have 45% (9/20) of the value of the year 34 treatment as a salvage value.
- User costs will be calculated using FHWA software, Real Cost, to include user delay costs and the increase in vehicle operating costs associated with work zone delays. User costs will be discounted and a Present Worth Analysis will be conducted. User costs will be separate from the agency costs and user costs for alternate pavement designs that are within 20% of each other will be considered equal. Calculation of user cost is new for NCDOT, will require additional training and will be implemented by June 30, 2015.
- Agency cost LCCA will be considered equal between alternatives if the LCCA's are within 10 percent.

- Selection criteria:
Regardless of the difference in LCCs, urban constructability will also be considered and will include the impacts of utilities, curb and gutter, sidewalks, maintenance of traffic, etc.
 1. If the calculated LCCs are within 10%, alternate bids may be considered. We will consider adjacent pavement types with a goal of maintenance consistency for 3-mile segments. Impacts to the public and to businesses will also be considered. Issues still remain with regard to FHWA Technical Guidance on Alternate Bidding and NCDOT will not resume alternate bids until FHWA concurs with our process.
 2. If the difference in the LCCs is between 10% and 15%, we will consider division preference in concurrence with the Chief Engineer. User costs will be considered if the user costs are different by more than 20%. Note that the implementation date for user costs is June 30, 2015.
 3. If the difference in the LCCs is greater than 15%, we will use the lowest LCC alternative unless construction issues preclude its use. Issues will be documented in the project design file.

Costs included in Life Cycle Cost Analysis

Time to Treatment	Flexible Pavements	Rigid Pavement
0	Initial construction with 30 year design	Initial construction with 30 year design.
12 years	Cost to mill and replace 1.5" of surface course and to fog seal shoulders.	
17 years		Cost to saw and reseal joints and patch 1% of travel lanes. Fog seal asphalt shoulders with 1% patching if asphalt shoulders are present.
23 years	Cost to mill and replace 1.5" of surface course, including shoulders.	
30 years		1% patching. Overlay with ultrathin bonded wearing course (10 year life); 1% patching with diamond grinding will be considered on concrete with dowels and 15 ft. joint spacing.
34 years	<p>Cost to mill 3" and add structure to achieve 20 more years of life. For high volume, replace milling with intermediate course and overlay with 2 lifts of surface. For lower volume, replace milling with intermediate course and overlay with 1 lift of surface course.</p> <p>For curb and gutter, 5% full depth patching, mill 3" and replace with surface course.</p>	
40 years		Cost for 5.5" Asphalt Overlay with life of 20 years.
45 years	Salvage value of 45% of year 34 treatment.	Salvage value of 75% of year 40 treatment.

RESOLUTION FOR DOCK T. "DOCKIE" BRENDLE

Upon the recommendation of the Road Naming Committee, a motion was made by Board Member Kernea, seconded by Board Member Blount, to approve the following resolution:

WHEREAS, Dock T. Brendle is a native of Swain County and a Vietnam Veteran that served with the US Army and was assigned to the 11th Armored Cavalry as a Mortar Man on an Armored Personnel Carrier but was later promoted to Track Commander; and

WHEREAS, Dock T. Brendle fought many battles during the 1968 Tet Offensive and was wounded on three separate occasions. His last and most severe wounds left him blind in the right eye and paralyzed on his entire left side. He was awarded three Purple Hearts along with numerous other awards and decorations for Valor during Combat; and

WHEREAS, Dock T. Brendle returned to his home in Swain County where he has resided since he left Walter Reed Hospital in 1968. The spirit in which he has coped with his disabilities is very uplifting and inspirational to other veterans and citizens; and

WHEREAS, Dock T. Brendle has always made himself available to promote veterans and other Humanitarian efforts, and is representative of the struggles of Vietnam Era Veterans. He is a life member of VFW Post 9281 in Bryson City, North Carolina and Vietnam Veterans of America, Chapter 994 in Franklin, North Carolina; and

WHEREAS, Dock T. Brendle is a past Commander of VFW Post 9281, leading the State of North Carolina in membership and Poppy sales. He also served as a member of Post 9281 Honor Guard. He continues to help raise funds for veterans widows, and the most needy of families; and

WHEREAS, Dock T. Brendle was presented with a Proclamation from the Swain County Board of Commissioners proclaiming April 26, 2014 as "Dockie Brendle Day"; and

WHEREAS, Dock T. Brendle walked the bridge to be named multiple times a day as he walked to and from his job at a produce stand; and

WHEREAS, the Swain County Board of Commissioners in conjunction with the Bryson City Town Board of Alderman would like to honor Dock T. "Dockie" Brendle for his bravery, fortitude and service to the United States of America and Swain County.

NOW, THEREFORE, BE IT RESOLVED:

That the North Carolina Board of Transportation names the bridge located at the intersection of US Highway 74 and Alarka Road in Swain County as the ***Dockie Brendle Bridge***.

That appropriate signs be erected at a suitable time.

Adopted, this the seventh day of August 2014 by the North Carolina Board of Transportation.


Chairman


Secretary of Transportation

RESOLUTION FOR JOSEPH (JOE) EL-KHOURI

Upon the recommendation of the Road Naming Committee, a motion was made by Board

Member Kernea, seconded by Board Member Alexander, to approve the following resolution:

WHEREAS, Joseph (Joe) El-Khoury was born in Kour, Batroun, Lebanon in 1924 and during World War II, from 1942-1946, he served in the British Army in the Middle East as an interpreter and intelligence agent; and

WHEREAS, in 1949 Joe was asked to come to America as an attorney-in-fact for the estate of an uncle who lived in Minnesota, to represent family members who were still in Lebanon; and

WHEREAS, after becoming a United States citizen in 1954, he and his family moved to Andrews to be closer to his wife's family. He became a partner in a clothing business with his in-laws, and in 1965 he bought out his partner and changed the name to Khoury's Family Department Store; and

WHEREAS, being an exemplary Catholic and growing up in a poor environment in Lebanon, Joe was kind to all, especially in the department store where many mountain people who had very little were treated with compassion and generosity; and

WHEREAS, with there being no Catholic churches close by, the family traveled over twenty miles to St. Williams Catholic Church in Murphy. In 1959 Joe and his wife purchased a piece of land next to their home with the intention of building a new home, but instead donated the land to build the Holy Redeemer Catholic Church, which held its first service in 1962. Joe served the church in many ways, on both the local and diocesan levels. He served on numerous committees, both locally and nationally; and

WHEREAS, Joe was always active in community affairs, being quickly elected to top positions, such as president and chairman to several committees of the Andrews Lions Club, United Way of Cherokee County and the Andrews Emergency Food Bank. He also contributed countless hours to many other charities and associations; and

WHEREAS, on July 22, 2012 Joe passed away, leaving behind a unique legacy; and

WHEREAS, the Cherokee County Board of Commissioners request to honor Joseph (Joe) El-Khoury by naming a bridge in his memory.

NOW, THEREFORE, BE IT RESOLVED:

That the North Carolina Board of Transportation names Bridge #92 on Robbinsville Road (SR 1390) in Andrews as the **Joseph El-Khoury Bridge**.

That appropriate signs be erected at a suitable time.

Adopted, this the seventh day of August 2014 by the North Carolina Board of Transportation.


Chairman


Secretary of Transportation

RESOLUTION FOR CHARLES S. FELTS

Upon the recommendation of the Road Naming Committee, a motion was made by Board Member Palermo, seconded by Board Member Collett, to approve the following resolution:

WHEREAS, Charles Sylvester Felts was born in Hays, North Carolina and throughout his lifetime served as an educator, veteran, farmer, revenue, magistrate, church member, clerk and Sunday School teacher; and

WHEREAS, Charles taught school mostly in a two-room schoolhouse for eighteen years in Wilkes County and also served as a principal in most of the school districts in Wilkes County; and

WHEREAS, Charles joined the United States Army in 1919 during World War I; and

WHEREAS, in 1931, Charles became an agent of the Alcohol Tobacco and Firearms Division of the U.S. Treasury Department and served until 1961, participating in 2,500 arrests and assisted in destroying over five million gallons of mash and 70,000 gallons of illicit whisky; and

WHEREAS, after being retired from Federal Service for ten years at age eighty, Charles was called back into service when he was chosen to serve as Magistrate of the District Court in Wilkesboro when it was first established and he was re-appointed for a second term, but died of a heart attack the next day; and

WHEREAS, the Town of North Wilkesboro would like to honor and acknowledge Charles Sylvester Felts for his many services to the county, state and country by dedicating a portion of Highway 18, within the North Wilkesboro town limits, in his honor.

NOW, THEREFORE, BE IT RESOLVED:

That the North Carolina Board of Transportation names the portion of NC Highway 18 in North Wilkesboro from Felts Street to the North Wilkesboro Town limits at SR 1002 as the ***Charles S. Felts Highway***.

That appropriate signs be erected at a suitable time.

Adopted, this the seventh day of August 2014 by the North Carolina Board of Transportation.


Chairman


Secretary of Transportation

Adjournment

There being no further business to come before the Board, the meeting was adjourned at 10:14 a.m.



Chairman,
North Carolina Board of Transportation

Attest: Sarah Mitchell
Secretary to the Board of Transportation

Dated this 4th day of September, 2014