### 9:00AM – 11:00AM

<table>
<thead>
<tr>
<th>Committee</th>
<th>Room</th>
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<tbody>
<tr>
<td>Multi-Modal Committee</td>
<td>EIC</td>
</tr>
<tr>
<td>Highways Committee</td>
<td>Room 150</td>
</tr>
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</table>

### 11:00AM – 11:30AM

<table>
<thead>
<tr>
<th>Committee</th>
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<tbody>
<tr>
<td>Road Naming Committee</td>
<td>Room 160</td>
</tr>
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</table>

### 11:30AM – 12:00PM

<table>
<thead>
<tr>
<th>Committee</th>
<th>Room</th>
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</thead>
<tbody>
<tr>
<td>Audit Committee</td>
<td>Room 160</td>
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</table>

### 11:30AM

Lunch Available

### 12:00PM – 1:00PM

<table>
<thead>
<tr>
<th>Topic</th>
<th>Speaker</th>
<th>Room</th>
</tr>
</thead>
<tbody>
<tr>
<td>Working Lunch – Full Board Attendance</td>
<td></td>
<td>Room 150</td>
</tr>
<tr>
<td>Economic Development in Aviation</td>
<td>Representatives from HondaJet</td>
<td></td>
</tr>
<tr>
<td>Local Input</td>
<td>Patrick Flanagan, Eastern Carolina Council</td>
<td></td>
</tr>
<tr>
<td>Office of Inspector General Update</td>
<td>Mary Morton</td>
<td></td>
</tr>
<tr>
<td>Sponsorship Policy</td>
<td>Rodger Rochelle</td>
<td></td>
</tr>
<tr>
<td>Truck Route Approval</td>
<td>Kevin Lacy</td>
<td></td>
</tr>
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</table>

### 1:00PM – 3:00PM

<table>
<thead>
<tr>
<th>Committee</th>
<th>Room</th>
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<tbody>
<tr>
<td>Economic Development &amp; Intergovernmental Relations Committee</td>
<td>Room 150</td>
</tr>
<tr>
<td>Funding &amp; Appropriation Strategies Committee</td>
<td>EIC</td>
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</table>

### 3:00PM – 4:00PM

<table>
<thead>
<tr>
<th>Meeting</th>
<th>Room</th>
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</thead>
<tbody>
<tr>
<td>Board and Committee Chairs Meeting</td>
<td>Room 152</td>
</tr>
<tr>
<td>General Meeting Time</td>
<td>Various Locations</td>
</tr>
</tbody>
</table>

### 4:00 PM

Adjourn
THURSDAY, SEPTEMBER 4, 2014 8:30AM Location: Room 150

NORTH CAROLINA BOARD OF TRANSPORTATION MEETING

- Call to Order
- Invocation
- Swearing-in of Jeffrey Sheehan
- Ethics Declaration
- Approval of August Board Meeting Minutes

INFORMATION AND DELEGATED AUTHORITY

Secretary’s Remarks Secretary Tata

(Item C) Award of Highway Construction Contracts
(Item D) Award of Contracts to Private Firms for Engineering Services
(Item E) Approval of Funds for Secondary Road Improvement Projects – Highway Fund and Highway Trust Fund
(Item H) Approval of Funds for Division-wide Small Construction, Statewide Contingency, Economic Development, Public Access and Senate Bill 1005 Discretionary
(Item L) Approval of Funds for Specific Spot Safety Improvement Projects

Summary of Local Input Susan Pullium
DMV Update Randy Dishong
Division 10 Update John Collett

ACTION Chairman Curran

Sponsorship Policy
Truck Route Approval

Approval of Projects

(Item G) Additions and Abandonments to State Secondary Road System
(Item I) Public Transportation Program
- (Item I-1) Public Transportation
- (Item I-4) Aviation
(Item J) Specific State Funds for Construction Projects
(Item K) Strategic Transportation Investments Funding and Specific North Carolina Trust Funds
(Item M) Funds for Specific Federal-Aid Projects
(Item N) TIP Amendments
(Item O) Municipal and Special Agreements
(Item R) Right of Way Resolutions and Ordinances
(Item S) Maintenance Allocations

Committee Reports Chairman Curran
Other Business
Adjourn
Delegated Authority ................................................................. Secretary Tata

(Item C)  Award of Highway Construction Contracts from August 19 and August 26, 2014 Lettings

(Item D)  Award of Contracts to Private Firms for Engineering Services

(Item E)  Funds for Secondary Road Improvement Projects – Highway Fund and Highway Trust Fund

(Item H)  Funds for Division-wide Small Construction, Statewide Contingency, Economic Development, Public Access and Senate Bill 1005 Discretionary

(Item L)  Funds for Specific Spot Safety Improvement Projects

Action .......................................................................................... Chairman Curran

(Item G)  Additions and Abandonments to State Secondary Road System

(Item I)  Public Transportation Program
  (Item I-1)  Public Transportation
  (Item I-2)  Rail Program
  (Item I-3)  Bicycle and Pedestrian
  (Item I-4)  Aviation

(Item J)  Specific State Funds for Construction Projects

(Item K)  Strategic Transportation Investments Funding and Specific North Carolina Trust Funds

(Item M)  Funds for Specific Federal-Aid Projects

(Item N)  Revisions to the 2012-2020 STIP

(Item O)  Municipal and Special Agreements

(Item P)  Municipal Street System Changes

(Item R)  Right of Way Resolutions and Ordinances

(Item S)  Maintenance Allocations

(Item T)  Submission of Comprehensive Transportation Plans for Mutual Adoption by the Board of Transportation
According to Executive Order No. 2 and G.S. 143B-350(g), the Board is requested to concur with staff recommendations and delegate authority to the Secretary to award the following highway construction projects.
C203602
5CR.10351.15, 5CR.10921.53
STATE FUNDED
FRANKLIN, WAKE
08/26/2014

PROPOSAL LENGTH 15.160 MILES
TYPE OF WORK MILLING, RESURFACING & SHOULDER GRADING.
LOCATION US-401 FROM N OF SR-2225 (LOUISBURY RD) IN WAKE COUNTY TO FOX PARK ROAD IN FRANKLIN COUNTY.

EST CONST PROGRESS:.. FY-2015.88% OF BID
FY-2016.12% OF BID

RPN 001 4 BIDDER(S) MBE GOAL 4.00% WBE GOAL 4.00% ESTIMATE 2,530,378.51

DATE AVAILABLE MAR 16 2015
FINAL COMPLETION JUL 31 2015

<table>
<thead>
<tr>
<th>$ TOTALS</th>
<th>% DIFF</th>
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</thead>
<tbody>
<tr>
<td>CAROLINA SUNROCK LLC  RALEIGH, NC</td>
<td>2,262,271.79</td>
</tr>
<tr>
<td>FSC II LLC DBA FRED SMITH COMPANY  RALEIGH, NC</td>
<td>2,422,195.53</td>
</tr>
<tr>
<td>S. T. WOOTEN CORPORATION  WILSON, NC</td>
<td>2,438,088.63</td>
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<tr>
<td>THE LANE CONSTRUCTION CORP  CHESHIRE, CT</td>
<td>2,500,052.15</td>
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</table>
C203603
5CR.10731.14, 5CR.20731.14
STATE FUNDED
PERSON
08/26/2014

PROPOSAL LENGTH 30.030 MILES
TYPE OF WORK MILLING, RESURFACING & SHOULDER RECONSTRUCTION.

EST CONST PROGRESS.... FY-2015..95% OF BID
                    FY-2016..05% OF BID

RPN 002 5 BIDDER(S) MBE GOAL 3.00% WBE GOAL 3.00%

DATE AVAILABLE OCT 27 2014
FINAL COMPLETION JUL 31 2015

$ TOTALS % DIFF

ADAMS CONSTRUCTION COMPANY ROANOKE, VA 5,241,333.05 -7.2
CAROLINA SUNROCK LLC RALEIGH, NC 5,313,839.25 -5.9
S. T. WOOTEN CORPORATION WILSON, NC 6,142,836.31 +8.7
FSC II LLC DBA FRED SMITH COMPANY RALEIGH, NC 6,401,456.26 +13.3
APAC - ATLANTIC, INC. THOMPSON ARTHUR DIVISION GREENSBORO, NC 7,029,550.96 +24.4
PROPOSAL LENGTH 6.725 MILES
TYPE OF WORK GRADING, DRAINAGE, PAVING, AND STRUCTURES.
LOCATION FAYETTEVILLE OUTER LOOP FROM SOUTH OF SR-1400 (CLIFFDALE RD) TO EAST OF SR-1007 (ALL AMERICAN FREEWAY).

EST CONST PROGRESS.... FY-2015..27% OF BID
FY-2016..31% OF BID
FY-2017..23% OF BID
FY-2018..16% OF BID
FY-2019..03% OF BID

RPN 001
9 BIDDER(S) MBE GOAL 5.00 % WBE GOAL 5.00%
ESTIMATE 128,222,146.94

DATE AVAILABLE SEP 29 2014
INTER COMPLETION OCT 01 2018 COMPLETE ALL WORK EXCEPT PLANTING/REFORESTATION OR PERMANENT VEGETATION ESTABLISHMENT
FINAL COMPLETION MAR 29 2019

$ TOTALS % DIFF
CONTI ENTERPRISES, INC EDISON, NJ 125,477,521.00 -2.1
DRAGADOS USA INC NEW YORK, NY 125,988,770.32 -1.7
BALFOUR BEATTY INFRASTRUCTURE INC ATLANTA, GA 135,890,404.33 +6.0
VECELLIO & GROGAN INC BECKLEY, WV 136,279,345.88 +6.3
S. T. WOOTEN CORPORATION WILSON, NC 137,485,325.28 +7.2
W. C. ENGLISH, INC. LYNCHBURG, VA 142,470,995.52 +11.1
BARNHILL CONTRACTING COMPANY TARBORO, NC 143,867,868.52 +12.2
FLATIRON CONSTRUCTORS INC FIRESTONE, CO 143,923,141.88 +12.2
EUTAW CONSTRUCTION COMPANY, INC. ABERDEEN, MS 158,232,106.28 +23.4
PROPOSAL LENGTH: 0.388 MILES
TYPE OF WORK: GRADING, DRAINAGE, PAVING, AND STRUCTURE.
LOCATION: BRIDGE #47 OVER LAKE CREEK ON NC-210.

EST CONSTRUCTION PROGRESS....FY-2015..100% OF BID
RPN 002

<table>
<thead>
<tr>
<th>BIDDER(S)</th>
<th>DBE GOAL</th>
<th>ESTIMATE</th>
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</thead>
<tbody>
<tr>
<td>S &amp; C CONSTRUCTION LLC, GARLAND, NC</td>
<td>10.00%</td>
<td>1,737,271.67</td>
</tr>
<tr>
<td>DELLINGER, INC. MONROE, NC</td>
<td>10.00%</td>
<td>1,793,438.25</td>
</tr>
<tr>
<td>S. T. WOOTEN CORPORATION, WILSON, NC</td>
<td>10.00%</td>
<td>1,818,192.90</td>
</tr>
<tr>
<td>DANE CONSTRUCTION, INC. MOORESVILLE, NC</td>
<td>10.00%</td>
<td>1,848,582.76</td>
</tr>
<tr>
<td>T. A. LOVING COMPANY, GOLDSBORO, NC</td>
<td>10.00%</td>
<td>1,855,880.88</td>
</tr>
<tr>
<td>PALMETTO INFRASTRUCTURE INC, GREENVILLE, SC</td>
<td>10.00%</td>
<td>1,957,843.89</td>
</tr>
</tbody>
</table>

DATE AVAILABLE: SEP 29 2014
INTER COMPLETION: JUN 15 2015 COMPLETE ALL WORK REQUIRED EXCEPT REFORESTATION/PLANTING & PERMANENT VEGETATION ESTABLISHMENT
FINAL COMPLETION: DEC 11 2015

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<thead>
<tr>
<th>$ TOTALS</th>
<th>% DIFF</th>
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<tbody>
<tr>
<td>S &amp; C CONSTRUCTION LLC, GARLAND, NC</td>
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<td>1,855,880.88</td>
</tr>
<tr>
<td>PALMETTO INFRASTRUCTURE INC, GREENVILLE, SC</td>
<td>1,957,843.89</td>
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</table>
C203608
8CR.10761.24, 8CR.20761.24
STATE FUNDED
RANDOLPH
08/26/2014

PROPOSAL LENGTH  27.481 MILES
TYPE OF WORK  MILLING, RESURFACING, AND SHOULDER CONST & RECONST.
LOCATION  US-64 FROM END OF ALBEMARLE RD RAMP TO NORTHERN MOST NISSAN DRIVEWAY & 22 SECTIONS OF SECONDARY ROADS.

EST CONST PROGRESS....FY-2015..100% OF BID
RPN  003
6 BIDDER(S)  MBE GOAL 2.00%  WBE GOAL 2.00%
ESTIMATE  5,228,469.65
DATE AVAILABLE  OCT 27 2014
FINAL COMPLETION  JUN 24 2015

<table>
<thead>
<tr>
<th>Contractor</th>
<th>Bid Amount</th>
<th>% Diff</th>
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<tbody>
<tr>
<td>APAC - ATLANTIC, INC. THOMPSON ARTHUR DIVISION GREENSBORO, NC</td>
<td>4,717,441.25</td>
<td>-9.8</td>
</tr>
<tr>
<td>LARCO CONSTRUCTION A DIVISION OF BRANSCOME INC WINSTON SALEM,</td>
<td>5,224,745.37</td>
<td>-0.1</td>
</tr>
<tr>
<td>J. T. RUSSELL &amp; SONS, INC. ALBEMARLE, NC</td>
<td>5,406,272.30</td>
<td>+3.4</td>
</tr>
<tr>
<td>SHARPE BROTHERS A DIV OF VECCELIO &amp; GROGAN, INC. GREENSBORO, NC</td>
<td>5,430,319.86</td>
<td>+3.9</td>
</tr>
<tr>
<td>BLYTHE CONSTRUCTION, INC. CHARLOTTE, NC</td>
<td>5,556,391.45</td>
<td>+6.3</td>
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<tr>
<td>RILEY PAVING INC CARTHAGE, NC</td>
<td>6,036,672.68</td>
<td>+15.5</td>
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C203596
12CR.10021.12, 12CR.20021.18
STATE FUNDED
ALEXANDER
08/19/2014

PROPOSAL LENGTH 9.310 MILES
TYPE OF WORK WIDENING, MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.
LOCATION NC-16 FROM NC-90 TO SR-1400 AND 5 SECTIONS OF SECONDARY ROADS.

EST CONST PROGRESS.... FY-2015,.91% OF BID
FY-2016,.09% OF BID
RPN 003 3 BIDDER(S) MBE GOAL 4.00% WBE GOAL 4.00%
DATE AVAILABLE SEP 29 2014
FINAL COMPLETION SEP 01 2015

ESTIMATE 1,550,638.22

$ TOTALS % DIFF
MAYMEAD, INC. MOUNTAIN CITY, TN 1,410,251.40 -9.1
J. T. RUSSELL & SONS, INC. ALBEMARLE, NC 1,436,984.19 -7.3
MIDSTATE CONTRACTORS, INC. HICKORY, NC 1,481,974.75 -4.4
C203597
12CR.10181.15, 12CR.20181.21
STATE FUNDED
CATAWBA
08/19/2014

PROPOSAL LENGTH  29.840  MILES
TYPE OF WORK  MILLING, WIDENING, RESURFACING & SHOULDER RECONSTRUCTION.
LOCATION  US-321 FROM SR-1005 TO BRIDGE #324 & 325 AND 11 SECTIONS OF SECONDARY ROADS.

EST CONST PROGRESS....FY-2015..100% OF BID
RPN 004  3 BIDDER(S)  MBE GOAL  5.00%  WBE GOAL 5.00%
ESTIMATE  5,500,871.75

DATE AVAILABLE  SEP 29 2014
INTER COMPLETION  NOV 01 2014 COMPLETE ALL WORK REQUIRED FOR MAP 7
FINAL COMPLETION  JUN 15 2015

<table>
<thead>
<tr>
<th>Contractor</th>
<th>$ TOTALS</th>
<th>% DIFF</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAYMEAD, INC. MOUNTAIN CITY, TN</td>
<td>5,283,386.71</td>
<td>-4.0</td>
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<tr>
<td>J. T. RUSSELL &amp; SONS, INC. ALBEMARLE, NC</td>
<td>5,393,034.07</td>
<td>-2.0</td>
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<tr>
<td>MIDSTATE CONTRACTORS, INC. HICKORY, NC</td>
<td>5,414,267.70</td>
<td>-1.6</td>
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C203586
12CR.10491.17, 12CR.20491.18
STATE FUNDED
IREDELL
08/19/2014

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<th>PROPOSAL LENGTH</th>
<th>46.086 MILES</th>
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<tr>
<td>TYPE OF WORK</td>
<td>WIDENING, MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.</td>
</tr>
<tr>
<td>LOCATION</td>
<td>NC-901 FROM NC-115 TO DAVIE COUNTY, US-21 FROM S OF SR-1312 TO END OF WIDENING, AND 31 SECTIONS OF SECONDARY ROADS.</td>
</tr>
</tbody>
</table>

EST CONST PROGRESS:... FY-2015..81% OF BID
FY-2016..19% OF BID

RPN 005
2 BIDDER(S)
MBE GOAL 5.00 %
WBE GOAL 5.00%

ESTIMATE 6,083,067.20

DATE AVAILABLE SEP 29 2014
FINAL COMPLETION OCT 30 2015

$ TOTALS % DIFF
MAYMEAD, INC. MOUNTAIN CITY, TN 6,081,722.69 +0.0
J. T. RUSSELL & SONS, INC. ALBEMARLE, NC 6,547,021.00 +7.6
C203605
13CR.10121.13, 13CR.20121.13
STATE FUNDED
BURKE
08/26/2014

PROPOSAL LENGTH 14.360 MILES
TYPE OF WORK MILLING, SHOULDER RECONSTR, & RESURFACING.
LOCATION US-64 BUS FROM US-64 BUS TO US-64, NC-181 FROM NC-181 TO SR-1414 AND 13 SECTIONS OF SECONDARY ROADS.

EST CONSTR PROGRESS: FY-2015 .64% OF BID
FY-2016 .36% OF BID

RPN 004 2 BIDDER(S) MBE GOAL 1.00% WBE GOAL 2.00%
ESTIMATE 2,479,256.38

DATE AVAILABLE MAR 15 2015
FINAL COMPLETION OCT 15 2015

$ TOTALS % DIFF
MAYMEAD, INC. MOUNTAIN CITY, TN 2,373,364.23 -4.3
J. T. RUSSELL & SONS, INC. ALBEMARLE, NC 2,457,317.14 -0.9
C203607
13CR.10591.15, 13CR.20591.14
STATE FUNDED
MCDOWELL
08/26/2014

PROPOSAL LENGTH 11.730 MILES
TYPE OF WORK MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.
LOCATION US-221 FROM END OF 4-LANE TO SR-1586, NC-80 FROM US-70 TO 1.4 MILES N OF SR-1434 & 8 SECTIONS OF SECONDARY ROADS.

EST CONST PROGRESS.... FY-2015..64% OF BID
                      FY-2016..36% OF BID

RPN 005 1 BIDDER(S) MBE GOAL 1.00% WBE GOAL 2.00%
ESTIMATE 2,104,273.81

DATE AVAILABLE MAR 15 2015
FINAL COMPLETION OCT 15 2015

$ TOTALS % DIFF
MAYMEAD, INC. MOUNTAIN CITY, TN 2,019,689.99 -4.0
C203606
13CR.10611.15, 13CR.20611.13
STATE FUNDED
MITCHELL
08/26/2014

PROPOSAL LENGTH 6.130 MILES
TYPE OF WORK RESURFACING & SHOULDER RECONSTRUCTION.
LOCATION US-19 EAST FROM SR-1271 TO EAST OF SR-1143 AND 2 SECTIONS OF SECONDARY ROADS.

EST CONST PROGRESS.... FY-2015..64% OF BID
FY-2016..36% OF BID

RPN 006 2 BIDDER(S) MBE GOAL 1.00 % WBE GOAL 2.00%

DATE AVAILABLE MAR 15 2015
FINAL COMPLETION OCT 15 2015

MAYMEAD, INC. MOUNTAIN CITY, TN
ROGERS GROUP, INC. NASHVILLE, TN

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<tr>
<th></th>
<th>$ TOTALS</th>
<th>% DIFF</th>
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<tbody>
<tr>
<td>MAYMEAD, INC.</td>
<td>1,626,290.95</td>
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<tr>
<td>ROGERS GROUP, INC.</td>
<td>1,642,937.55</td>
<td>-10.5</td>
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</table>
C203604
13CR.10811.13, 13CR.20811.15
STATE FUNDED
RUTHERFORD
08/26/2014

PROPOSAL LENGTH 19.590 MILES
TYPE OF WORK RESURFACING & SHOULDER RECONSTRUCTION.
LOCATION US-64 FROM SR-1521 TO MCDOWELL CO LINE & 9 SECTIONS OF SECONDARY ROADS.

EST CONST PROGRESS.... FY-2015..64% OF BID
FY-2016..36% OF BID

RPN 007 2 BIDDER(S) MBE GOAL 1.00% WBE GOAL 2.00%
ESTIMATE 3,046,850.68

DATE AVAILABLE MAR 15 2015
FINAL COMPLETION OCT 15 2015

HARRISON CONSTRUCTION COMPANY DIVISION OF APAC-ATLANTIC INC KNOXVILLE, TN
ROGERS GROUP, INC. NASHVILLE, TN

$ TOTALS % DIFF
2,697,108.16 -11.5
2,771,544.97 -9.0

ESTIMATE TOTAL 165,951,000.37
LETTING TOTAL 160,927,652.89 -3.0
According to Executive Order No. 2 and G. S. 143B-350 (g) the Board is requested to concur with staff recommendations and delegate authority to the Secretary to award contracts to private firms for engineering services.

Professional Services Management

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 design plans for the projects 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. These are for information only.

DIVISION 2
Project: 38426.1.2 (B-4598) Pamlico County
Replace Bridge 16 over a Fork of the Bay River on SR 1324
Scope of Work: Roadway and Hydraulic Design, Utility Coordination, and Utility Design
Estimated Construction Cost: $550,000.00
Firm: TGS Engineers, Inc., Raleigh, NC
Maximum Engineering Fee: $ 82,757.10
SPSF Utilization: 100%

DIVISION 5
Project: 42263.1.1 (B-5121) and 46031.1.1 (B-5317)
Wake County
Bridge No. 227 over Peace Street on US 70/US 401/NC 50 and Bridge No. 213 over US 401 on US 70/NC 50
Estimated Construction Cost: $5,100,000.00 (B-5121)
$6,300,000.00 (B-5317)
Firm: Kimley Horn and Associates, Raleigh, NC
Maximum Engineering Fee: $513,030.07
DBE/WBE/SPSF Utilization: Wetherill Engineering $81,138.89
16%

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 10
Project: 34749.1.1  (U-0209B) Mecklenburg County
US 74 (Independence Boulevard) from NC 24/27 (Albemarle Road) to east of Wallace Lane in Charlotte
Scope of Work: Roadway and Hydraulic Design, Traffic Control Plans, Utility Coordination, and Pavement Marking Plans Coordination and Design
Estimated Construction Cost: $55,100,000.00
Firm: URS Corporation – North Carolina, Morrisville, NC
Original Engineering Fee: $580,244.04
Previous Supplemental Fee: $443,699.14
Supplemental Fee: $24,816.17
Supplemental Work: Revise Roadway and Hydraulic Design, Utility Coordination, and Pavement Marking Plans to include revisions to the plans for new development
SPSF Utilization: Utility Coordination Consultants, Inc. $9,298.48 37%
DBE/WBE/SPSF Utilization: Wetherill Engineering $1,841.82 7%

DIVISION 11
Project: 34518.1.4 (R-2915C) Ashe County
US 221 from north of South Fork New River to south of NC 194
Estimated Construction Cost: $46,200,000.0
Firm: H. W. Lochner, Inc., Raleigh, NC
Original Engineering Fee: $353,647.55
Previous Supplemental Fee: $55,190.49
Supplemental Fee: $33,020.82
Supplemental Work: Roadway design to include a new retaining wall and to add expressway gutter; hydraulic design for supplemental field surveys and additional culvert analysis; and traffic control for additional studies for RCBC replacement, - Y-line access studies, rock embankment undercut study, revising phase five, and additional overviews and details.
SPSF Utilization: 0%

DIVISION 12
Project: 34497.1.2  (R-2707B) Cleveland County
US 74 (Shelby Bypass) from east of SR 1315 (Plato Lee Road) to east of NC 226
Scope of Work: Roadway and Hydraulic Design
Estimated Construction Cost: $35,400,000.00
Firm: HNTB North Carolina, PC, Raleigh, NC
Original Engineering Fee: $183,424.54
Previous Supplemental Fee: $92,358.92

September 4, 2014
Supplemental Fee: $3,610.73
Supplemental Work: Revise roadway design for the addition of an access road for the Duke Power Transmission Lines
SPSF Utilization: 0%

**Project Development and Environmental Analysis – Human Environment**

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.

**STATEWIDE**

**Description of Work:** Limited English Proficiency Limited Services

**Firm:** MM/I and Associates, LLC, Raleigh, NC

**Original Engineering Fee:** $100,000.00

**Supplemental Fee:** $40,000.00

**DBE/MBE/SPSF Utilization:** 100%

**Description of Work:** Limited English Proficiency Limited Services

**Firm:** Neighborhood Solutions, Winston Salem, NC

**Original Engineering Fee:** $150,000.00

**Supplemental Fee:** $100,000.00

**DBE/MBE/SPSF Utilization:** 100%

**Description of Work:** Limited English Proficiency Limited Services

**Firm:** Spanish Speaking, Winston Salem, NC

**Original Engineering Fee:** $150,000.00

**Supplemental Fee:** $150,000.00

**SPSF Utilization:** 0%

**DIVISION 9**

**Project:** 34872.1.1 (U-2827B) Forsyth County
US 158/US 421/NC 150/Business 40 from west of Fourth Street to east of Church Street in Winston Salem

**Supplemental Work:** Public involvement, public relations and public information services associated with the proposed pavement rehabilitation and safety improvements

**Estimated Construction Cost:** $59,300,000.00

**Firm:** Atkins North America, Inc., Charlotte, NC

**Original Maximum Engineering Fee:** $4,300,000.00

**Previous Supplemental Fee:** $1,950,000.00

**Supplemental Fee:** $1,500,000.00

**DBE/MBE/SPSF Utilization:** Neighborhood Solutions $600,000.00 40%
Project Development and Environmental Analysis – Project Planning

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 projects 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. These are for information only.

DIVISION 5
Project: 47027.1.1 (U-5307) Wake County US 1 from I-540 to south of NC 98 Bypass (Wake Forest Bypass)
Scope of Work: Preparation of Environmental Documents, Natural Systems Surveys, Public Involvement, Community Impact Assessments and Preliminary Roadway Design
Estimated Construction Cost: $205,500,000.00
Firm: RS&H Architects-Engineers-Planners, Inc., Raleigh, NC
Maximum Engineering Fee: $1,000,000.00
SPSF Utilization: The Catena Group $50,000.00 5%
DBE/WBE/SPSF Utilization: Anne Morris and Associates $20,000.00 2%

DIVISION 10
Project: 46298.1.S1 and 46299.1.S1 (U-5712/U-5714) Mecklenburg County NC 160 (West Boulevard), SR 5901 (Billy Graham Parkway Intersection and SR 5901 (Billy Graham Parkway), Morris Field Drive Intersection in Charlotte
Scope of Work: Preparation of Environmental Documents, Natural Systems Surveys, Public Involvement, Community Impact Assessments and Preliminary Roadway Design
Estimated Construction Cost: $15,850,000.00
Firm: Parsons Brinckerhoff, Inc. Raleigh, NC
Maximum Engineering Fee: $1,100,000.00
SPSF Utilization: Axiom Environmental, Inc. $110,000.00 10%
SPSF Utilization: The Catena Group $55,000.00 5%
DBE/WBE/SPSF Utilization: Chipley Consulting $22,000.00 2%

DIVISION 12
Project: 38974.1.FS2 (U-2567) Cleveland County Intersection of US 74 and NC 150 (Dekalb Street) in Shelby
Scope of Work: Preparation of Environmental Documents, Natural Systems Surveys, Public Involvement, Community Impact Assessments and Preliminary Roadway Design
Estimated Construction Cost: $11,300,000.00

September 4, 2014
Firm: CDM Smith, Inc., Raleigh, NC
Maximum Engineering Fee: $700,000.00
SPSF Utilization:
The Catena Group $70,000.00 10%
Sungate Design Group $70,000.00 10%
Three Oaks Engineering $105,000.00 15%

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: 34915.1.1 (U-3308) Durham County NC 55 (Alston Ave.) from NC 147 (I.L. “Buck” Dean Freeway) to north of US 70 Business – NC 98 (Holloway St.) in Durham
Scope of Work: Bridge Design, Railroad Trackwork, Temporary Detour and Railroad Special Provisions for Railroad Underpass Bridges on CSX Transportation and NSRR over NC 55
Estimated Construction Cost: $30,900,000.00
Original Engineering Fee: $380,618.84
Previous Supplemental Fee: $120,670.92
Supplemental Fee: $25,565.25
Supplemental Work: Additional Structural Engineering
SPSF Utilization: 0%

Construction
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 Construction Engineering and Inspection on an as needed basis for various federal-aid and state funded projects to support the Construction 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.
<table>
<thead>
<tr>
<th>Description of Work</th>
<th>Firm</th>
<th>Maximum Engineering Fee</th>
<th>SPSF Utilization</th>
</tr>
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<tbody>
<tr>
<td>Construction Engineering and Inspection Limited Services</td>
<td>Campo &amp; Associates, Kannapolis, NC</td>
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<tr>
<td>Construction Engineering and Inspection Limited Services</td>
<td>DRMP, Inc., Charlotte, NC</td>
<td>$10,000,000.00</td>
<td>Bree &amp; Associates $2,000,000.00 20%</td>
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<tr>
<td>Construction Engineering and Inspection Limited Services</td>
<td>ICA Engineering, Inc., Raleigh, NC</td>
<td>$10,000,000.00</td>
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<tr>
<td>Construction Engineering and Inspection Limited Services</td>
<td>KCI Associates of North Carolina, Raleigh, NC</td>
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<td>0%</td>
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<tr>
<td>Construction Engineering and Inspection Limited Services</td>
<td>The Louis Berger Group, Inc., Raleigh, NC</td>
<td>$10,000,000.00</td>
<td>A1 Consulting Group $500,000.00 5%</td>
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<tr>
<td>Construction Engineering and Inspection Limited Services</td>
<td>Michael Baker Engineering, Inc., Greensboro, NC</td>
<td>$10,000,000.00</td>
<td>Infrastructure Consulting &amp; Engineering of Carolinas, PLLC $1,500,000.00 15%</td>
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<tr>
<td>Construction Engineering and Inspection Limited Services</td>
<td>Mulkey Engineers and Consultants, Charlotte, NC</td>
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<td>0%</td>
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</table>
Description of Work: Construction Engineering and Inspection Limited Services
Firm: Rummel, Klepper, and Kahl, Raleigh, NC
Maximum Engineering Fee: $10,000,000.00
SPSF Utilization: 0%

Description of Work: Construction Engineering and Inspection Limited Services
Firm: RS&H Architects-Engineers-Planners, Raleigh, NC
Maximum Engineering Fee: $10,000,000.00
SPSF Utilization: Stewart Engineering $1,000,000.00 10%

Description of Work: Construction Engineering and Inspection Limited Services
Firm: S&ME, Inc., Raleigh, NC
Maximum Engineering Fee: $10,000,000.00
DBE/WBE/SPSF Utilization: Wetherill Engineering $1,000,000.00 10%

Description of Work: Construction Engineering and Inspection Limited Services
Firm: Sepi Engineering and Construction, Raleigh, NC
Maximum Engineering Fee: $10,000,000.00
DBE/WBE/SPSF Utilization: 100%

Description of Work: Construction Engineering and Inspection Limited Services
Firm: Summit Design and Engineering Services, Hillsborough, NC
Maximum Engineering Fee: $10,000,000.00
SPSF Utilization: 100%

Description of Work: Construction Engineering and Inspection Limited Services
Firm: Vaughn and Melton Consulting Engineers, Asheville, NC
Maximum Engineering Fee: $10,000,000.00
SPSF Utilization: 0%

Description of Work: Construction Engineering and Inspection Limited Services
Firm: Volkert, Inc., Raleigh, NC
Maximum Engineering Fee: $10,000,000.00
SPSF Utilization: 0%
Chief Engineer

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 6
Project: 34817.3.12 (U-2519DA) Cumberland County Fayetteville Outer Loop from east of SR 1415 (Clearwater Road) to west of NC 24 (Bragg Boulevard)
Scope of Work: Construction Engineering and Inspection Services
Estimated Construction Cost: $22,633,00.00
Firm: RS&H Architects-Engineers-Planners, Inc., Charlotte, NC
Original Engineering Fee: $5,000,000.00
Supplemental Fee: $1,500,000.00
Supplemental Work: Additional construction engineering and inspection to complete the project
DBE/WBE/SPSF Utilization: Sepi Engineering and Construction $300,00.00 20%

After careful evaluation of the workload and schedules of the work that can be accomplished by our staff, it was determined necessary to employ a private firm to provide Construction Engineering and Inspection 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 7
Project: 34821.3.S6 (U-2525B) Guilford County Greensboro Eastern Loop from north of US 70 to US 29 north of Greensboro
Scope of Work: Construction Engineering and Inspection Services
Estimated Construction Cost: $115,100,000.00
Firm: Rummel, Klepper, and Kahl, Raleigh, NC
Maximum Engineering Fee: $7,500,000.00
SPSF Utilization: 0%
According to G.S. 143B-350(g) the Board is requested to concur with staff recommendations and delegate authority to the Secretary to approve funds for secondary road improvement projects.

### Secondary Road Improvement Projects (Highway and Trust Funds)

<table>
<thead>
<tr>
<th>County</th>
<th>SR No.</th>
<th>Description</th>
<th>Amount</th>
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<tr>
<td>Brunswick</td>
<td>SR 1918</td>
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<tr>
<td>Div. 3</td>
<td>SR 1948</td>
<td>Sea Holiday Street Increase Funds</td>
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<td>Brunswick</td>
<td>SR 1954</td>
<td>Sykes Street Increase Funds</td>
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<td>Div. 3</td>
<td>SR 1946</td>
<td>Sea Ranch Way Increase Funds</td>
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<td>Brunswick</td>
<td>SR 1947</td>
<td>Debra Street Increase Funds</td>
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<tr>
<td>Div. 3</td>
<td>SR 1241</td>
<td>Jeffery Street Increase Funds</td>
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<tr>
<td>Brunswick</td>
<td>SR 1894</td>
<td>Seaway Street Increase Funds</td>
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<tr>
<td>Johnston</td>
<td>Roberts Trail</td>
<td>Upgrade to Minimum Standards Increase and Close.</td>
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<tr>
<td>Division 4</td>
<td>White Cross VFD</td>
<td>Pave New Driveway Increase Funds</td>
<td>$25,000.00</td>
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<td>Orange</td>
<td>Various</td>
<td>System Preservation Increase Funds</td>
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<td>Div. 7</td>
<td>Various</td>
<td>System Preservation Increase Funds</td>
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<td>Cabarrus</td>
<td>SR 1366</td>
<td>Wesley Creek Increase Funds</td>
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### Closings

<table>
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<tr>
<th>Division</th>
<th>County</th>
<th>WBS Element</th>
<th>Road Number / Name</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Div. 5</td>
<td>Wake</td>
<td>5C.092147</td>
<td>Strengthen and Pave Mallard Crossing SD Increase and Close.</td>
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September 4, 2014
NCDOT September 2014 Board of Transportation Agenda

According to G.S. 143B-350(g) the Board is requested to concur with staff recommendations and delegate authority to the Secretary to approve funds for secondary road improvement projects.

Secondary Road Improvement Projects (Highway and Trust Funds)

<table>
<thead>
<tr>
<th>Closings</th>
<th>County</th>
<th>SR No.</th>
<th>Reason</th>
<th>Amount</th>
</tr>
</thead>
</table>
| Div. 5   | Wake   | 5C.092116 | SR 1946, Jack Jones Rd.
Increase and Close. | $185,081.05 |

<table>
<thead>
<tr>
<th>Deletions</th>
<th>County</th>
<th>SR No.</th>
<th>Reason</th>
<th>Amount</th>
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</thead>
</table>
| Caswell   | Div. 7 | SR 1724 Henry Warren Road | GDB&P.
Unavailable Right of Way.
WBS 7C.017089 | -$374,821.23 |

Corrections:
Div. 2 – Pitt County, WBS 2C.074017 should not have been listed on the July 2014 Agenda.

Div. 6 – Harnett County, WBS 3C.043087 was should not have been on the August 2014 Agenda.

Div. 10 – Stanly County, WBS 10SP.20844.4 was listed on July 2014 Agenda to increase $16,000.00. The correct amount should be $18,000.00

Div. 11 – Surry County, WBS 11C.086131 should not have been listed on the July 2014 Agenda.
## NCDOT September 2014 Board of Transportation Agenda

### Road Additions:

<table>
<thead>
<tr>
<th>County</th>
<th>Pet. No.</th>
<th>Length (Miles)</th>
<th>Description</th>
<th>Date of Report</th>
</tr>
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<td>Willow Bridge Drive</td>
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<td>Murphy Drive</td>
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</table>
### Road Additions:

<table>
<thead>
<tr>
<th>County</th>
<th>Pet. No.</th>
<th>Length (Miles)</th>
<th>Description</th>
<th>Date of Report</th>
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<td>Setliff Road, SR 2006 Ext.</td>
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### Road Additions:

<table>
<thead>
<tr>
<th>County</th>
<th>Pet. No.</th>
<th>Length (Miles)</th>
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<tbody>
<tr>
<td>Division 10</td>
<td>Union</td>
<td>50587</td>
<td>Sanctuary at Weddington Subdivision</td>
<td>5/28/14</td>
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<td>0.18 Elijah Drive, SR 3127 Ext.</td>
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<td>0.15 Paul Rose Lane</td>
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<td>Division 12</td>
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<td>Wheatfield Subdivision</td>
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<td>0.17 Emma Mae Drive</td>
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<td>0.18 Logan Ridge Drive</td>
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</table>

### Road Abandonments:

| Division 5 | Wake | 50589 | 0.62 | Portion of SR 1394 Earp Street | 7/30/14 |
| | Wake | 50590 | 0.09 | Portion of SR 1625 Green Level Church Road | 7/14/14 |
| Division 6 | Bladen | 50591 | 0.17 | Portion of SR 1532 Bivens Bridge Road | 7/14/14 |
| Division 9 | Stokes | 50592 | 0.09 | Portion of SR 1427 Jefferson Road | 7/29/14 |
| Division 13 | Burke | 50593 | 0.06 | Portion of SR 1745 Old Lowman Street | 6/18/14 |

### Corrections:

Division 9 – Petition 50564 was listed as Rowan County. It should be Davidson County.

Division 11 – Petition 50566, Twin Oaks Place was added for 0.18 miles. The correct mileage should be 0.08 miles.

---

September 4, 2014
According to Executive Order No. 2 and G.S. 143B-350(g), the Board is requested to concur with staff recommendation and delegate authority to the Secretary to approve funds for specific Division-wide Small Construction / Statewide Contingency projects.

<table>
<thead>
<tr>
<th>County</th>
<th>Description</th>
<th>Type</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>Div 6</td>
<td>Bring Chipper St up to minimum state standards; project length is approximately 0.40 miles WBS 44216</td>
<td>Contingency</td>
<td>$60,000.00</td>
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<tr>
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<tr>
<td>Div 6</td>
<td>Town of Spring Lake – Bring Williams St up to minimum state standards; project length is approximately 0.15 miles WBS 44217</td>
<td>Contingency</td>
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<td>Div 6</td>
<td>Bring Mc Calls Dr, approximately 0.33 miles, up to minimum state standards WBS 44249</td>
<td>Contingency</td>
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<td>Div 6</td>
<td>City of Fayetteville – Construct an overhead sign structure for directional signing on US-401 southbound (Ramsey St) near the intersection of Ramsey St and Martin Luther King Blvd WBS 44254</td>
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<tr>
<td>Div 10</td>
<td>Town of Huntersville – WBS 40919 was established (11/06) for realignment and improvement of SR 2695 (Verhoeff Drive ) from US-21 to NC-115 Increase &amp; close</td>
<td>Contingency</td>
<td>$24,038.33</td>
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<td>Div 10</td>
<td>Town of Cornelius – Reclamation and paving of SR 2151 (Jetton Rd) from West Catawba Ave to John Connor Rd Other funding: $300,000 (Resurfacing) WBS 44228</td>
<td>Contingency</td>
<td>$612,000.00</td>
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<tr>
<td>Div 12</td>
<td>Town of Grover – Construction and repair work consisting of pipe replacement and repair and resurfacing on Dogwood Drive Other funding: $33,907.50 (Powell Bill) WBS 44285</td>
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<td><strong>TOTAL</strong></td>
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## ADDITIONS to the Transit 2012-2018 STIP

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<tr>
<th>STIP #</th>
<th>Transit Partner</th>
<th>DESCRIPTION</th>
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<tbody>
<tr>
<td>TM-5320</td>
<td>Asheville Transit</td>
<td>FY 2011 FTA Section 5316 JARC (Statewide Allocation) Operating Assistance for JARC Projects in Asheville Urbanized Area including Mountain Mobility (Buncombe), Mountain Projects (Haywood and Asheville Transit)</td>
<td>JARC</td>
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<td>TM-5321</td>
<td>Asheville Transit</td>
<td>City of Asheville Section 5316 Program Administration of statewide allocation of 5316 funds</td>
<td>JARC</td>
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<tr>
<td>TG-4767</td>
<td>Greenville Area Transit</td>
<td>Routine Capital-bus stop shelters, benches, shop equipment, spare parts, engines, farebox, service vehicles, etc.</td>
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<td>Replacement of five 30 foot Low Floor Buses</td>
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<td>TA-5151</td>
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## MODIFICATIONS to the Transit 2012-2018 STIP

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<td>TG-5107C</td>
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September 4, 2014
### ADMINISTRATIVE MODIFICATIONS to the Transit 2012-2018 STIP

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<th>FY15 (000)</th>
<th>FY16 (000)</th>
<th>FY17 (000)</th>
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<tbody>
<tr>
<td>TD-5265</td>
<td>Asheville Transit</td>
<td>City of Hendersonville – US 64 Pedestrian Access to Bus Stop Improvements (Sidewalk and Crosswalks) for FY 2013-2016</td>
<td>FNF</td>
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Item I-1A, 11 Projects, Total Federal/State/Local funds $26,388,000
NCDOT September 2014 Board of Transportation Agenda

Rail Program

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<tr>
<th>Town/County Division</th>
<th>Project Description</th>
<th>Estimated Cost</th>
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<tbody>
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<td>There will be no items presented for approval at the September 4, 2014 Board of Transportation meeting.</td>
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ITEM I-2 SUMMARY – 0 PROJECTS – (TOTAL FEDERAL AND STATE) $0.00
### Bike & Pedestrian Program

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<th>Town/County Division</th>
<th>Project Description</th>
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<tbody>
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**ITEM I-3 SUMMARY – 0 PROJECTS – (TOTAL FEDERAL AND STATE) $0.00**
# NCDOT September 2014 Board of Transportation Agenda

## Aviation Program

<table>
<thead>
<tr>
<th>Town/County Division</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Division of Aviation</td>
<td>Statewide - Airport Survey Initiative for Multiple Airports</td>
<td>$600,000 Total</td>
</tr>
<tr>
<td>Greenville, NC</td>
<td>Pitt-Greenville - Small Community Air Service Development Program</td>
<td>$1,100,000 Total</td>
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<tr>
<td>Halifax, NC</td>
<td>Halifax Northampton Regional Airport – Medium Intensity Approach Lighting System</td>
<td>$1,297,103 Total</td>
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<tr>
<td>Albemarle, NC</td>
<td>Stanly County Airport - Perimeter Fence Access Updates</td>
<td>$37,105 Total</td>
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<tr>
<td>Asheville, NC</td>
<td>Asheville Regional Airport - Runway 16/34 Relocation Design Grant Adjustment - 36244</td>
<td>$1,333,333 Total</td>
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ITEM I-4 SUMMARY – 5 PROJECTS - (TOTAL FEDERAL AND STATE FUNDS) $4,367,541
## Approval of Specific State Funds for Construction Projects

**Town/County Division**

<table>
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<tr>
<th>Town/County Division</th>
<th>PROJ.</th>
<th>CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
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</thead>
<tbody>
<tr>
<td>Dare Co. Div. 1 B-2500</td>
<td>REGIONAL</td>
<td>WBS 32635.2.3</td>
<td>Replace Bridge 11 over the Oregon Inlet on NC 12.</td>
<td>$200,000.00</td>
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<tr>
<td>Union Co. Div. 10 U-5325A</td>
<td>REGIONAL</td>
<td>WBS 47081.3.2</td>
<td>Intersection of SR 1317 (Weddington Church Road) and NC 16.</td>
<td>-$152,546.47</td>
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<tr>
<td>Jackson/Transylvania Div. 14 R-2409</td>
<td>REGIONAL</td>
<td>WBS 34428.1.1</td>
<td>US 64 from NC 107 at Cashiers to US 178 at Rosman.</td>
<td>$280,440.00</td>
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**ITEM J SUMMARY**

- PROJECTS: 4
- Cost: $319,406.65

*September 4, 2014*
<table>
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<tr>
<th>Town/County Division</th>
<th>Category</th>
<th>Project Description</th>
<th>Estimated Cost</th>
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</thead>
<tbody>
<tr>
<td>New Hanover/Pender Cos. Div. 3 R-3300 STATEWIDE</td>
<td>WBS 40237.1.S1ATTY</td>
<td>US 17 Hampstead Bypass from US 17 to US 17 north of Hampstead. Initial funds are requested for legal fees.</td>
<td>$150,000.00</td>
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<tr>
<td>Cumberland/Duplin/Sampson Cos. Div. 3/6 R-2303WM STATEWIDE</td>
<td>WBS 34416.4.S3</td>
<td>NC 24 from west of SR 1006 (Clinton Rd.) in Cumberland County to I-40 near Warsaw in Duplin County. Initial funds are requested for wetland mitigation.</td>
<td>$926,204.51</td>
</tr>
<tr>
<td>Durham/Durham Co. Div. 5 U-0071 STATEWIDE</td>
<td>WBS 34745.3.S2</td>
<td>Durham East End Connector from north of NC 98 to NC 147 (Buck Dean Freeway). Initial funds are requested for construction based on the estimate from the 12-month Tentative Letting List published July 29, 2014. This is a cash flow project with $35,175,000.00 in each of SFY15, SFY16, SFY17 and SFY18. $296,987.00 in Federal/Local funding is also included on Item M-7.</td>
<td>$140,700,000.00</td>
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<tr>
<td>Durham/Durham Co. Div. 5 U-0071WM STATEWIDE</td>
<td>WBS 34745.4.S1</td>
<td>East End Connector from north of NC 98 to NC 147 (Buck Dean Freeway). Initial funds are requested for wetland mitigation.</td>
<td>$407,821.04</td>
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<tr>
<td>Fayetteville/Cumberland Co. Div. 6 EB-4539B DIVISION</td>
<td>WBS 41955.3.D2</td>
<td>Cape Fear River Greenway in Fayetteville Phase A from Clark Park south to the Cape Fear Botanical Gardens. Initial funds are requested for construction to supplement contingency and local funds allocated to the project.</td>
<td>$200,000.00</td>
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## Approval of Specific North Carolina Trust Funds - Strategic Transportation Investments

<table>
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<tr>
<th>Town/County Division</th>
<th>PROJ. CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
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<tr>
<td>Guilford/Rockingham Cos. Div. 7 R-2413WM STATEWIDE</td>
<td>STATEWIDE</td>
<td>US 220/NC 68 Connector from US 220 at Haw River to existing NC 68. Initial funds are requested for wetland mitigation.</td>
<td>$1,427,063.76</td>
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<tr>
<td>Greensboro/Guilford Co. Div. 7 U-2525WM STATEWIDE</td>
<td>STATEWIDE</td>
<td>Wetland mitigation for Greensboro Eastern Loop. Initial funds are requested for wetland mitigation.</td>
<td>$3,008,531.02</td>
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<tr>
<td>Davie Co. Div. 9 U-5540 DIVISION</td>
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<td>Access road off SR 1345 (Interstate Drive). Initial funds are requested for construction. <strong>This is an economic development project.</strong></td>
<td>$1,650,000.00</td>
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<tr>
<td>Rowan Co. Div. 9 U-5541 DIVISION</td>
<td>DIVISION</td>
<td>Access road off SR 2528 (Heilig Road), construct roadway to serve new manufacturing site near Salisbury. Initial funds are requested for preliminary engineering. <strong>This is an economic development project.</strong></td>
<td>$75,000.00</td>
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<tr>
<td>Union Co. Div. 10 U-5325B REGIONAL</td>
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<td>Construct roundabout at the intersection of NC 84 and SR 1344 (Matthews-Weddington Road). $759,000.00 has previously been approved for construction. Funds need to be decreased ($48,085.76) as project is complete. WBS will be closed.</td>
<td>-$48,085.76</td>
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<tr>
<td>Town/County Division PROJ. CATEGORY</td>
<td>Project Description</td>
<td>Estimated Cost</td>
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<tr>
<td>Caldwell/Watauga Cos. Div. 11 R-2237C STATEWIDE</td>
<td>WBS 34402.3.7 US 321 from south of SR 1500 (Blackberry Road) to US 221 at Blowing Rock. $70,385,033.00 has previously been approved for construction. Project R-2237C was originally set up as a cash flow project in 2012 using anticipated Highway Trust Fund - Intrastate Funds. The STI legislation has replaced that funding stream, so the remaining funding needed for this project will now be Strategic Transportation Investments - Statewide.</td>
<td>$17,440,014.00</td>
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| STRATEGIC TRANSPORTATION INVESTMENTS | 11 PROJECTS | $165,936,548.57 |
NCDOT September 2014 Board of Transportation Agenda
Approval of Specific North Carolina Trust Funds - Intrastate System
(For projects previously identified as Intrastate Trust Fund projects)

<table>
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<tr>
<th>Town/County Division</th>
<th>PROJ.</th>
<th>CATEGORY</th>
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</thead>
<tbody>
<tr>
<td>Wilmington/New Hanover Co. Div. 3</td>
<td>U-4751</td>
<td>STATEWIDE</td>
</tr>
<tr>
<td>Mitchell/Yancey Cos. Div. 13</td>
<td>R-2519B</td>
<td>STATEWIDE</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>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 Parcel 918.</td>
<td>$25,000.00</td>
</tr>
<tr>
<td>WBS 35609.2.2 US 19 east from NC 80 in Yancey County to multi-lane section west of Spruce Pine in Mitchell County. $22,697,000.00 has previously been approved for right of way and utilities. Additional funds are requested.</td>
<td>$4,000,000.00</td>
</tr>
</tbody>
</table>

TRUST FUND INTRASTATE SUMMARY 2 PROJECTS $4,025,000.00
### Approval of Specific North Carolina Trust Funds - Urban Loops

**Town/County Division PROJ. CATEGORY**

<table>
<thead>
<tr>
<th>Town/County Division</th>
<th>PROJ. CATEGOR</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brunswick/ New Hanover Cos. Div. 3 R-2633WM STATEWIDE</td>
<td>WBS 34491.4.1</td>
<td>US 17 (Wilmington Bypass) from US 17 south of Bishop to I-40 south of Castle Hayne. $10,890,000.00 has previously been approved for wetland mitigation. Additional funds are needed for wetland mitigation.</td>
<td>$925,029.94</td>
</tr>
<tr>
<td>Greensboro/ Guilford Co. Div. 7 U-2525B STATEWIDE</td>
<td>WBS 34821.2.3</td>
<td>Greensboro Eastern Loop from north of US 70 to US 29 north of Greensboro. $30,400,000.00 has previously been approved for right of way. Additional funds are needed to cover expenditures that have or will exceed the previously authorized budget.</td>
<td>$805,000.00</td>
</tr>
</tbody>
</table>

**TRUST FUND URBAN LOOP**

2 PROJECTS $1,730,029.94

**STRATEGIC TRANSPORTATION INVESTMENTS**

11 PROJECTS $165,936,548.57

**TRUST FUND INTRASTATE SUMMARY**

2 PROJECTS $4,025,000.00

**TRUST FUND URBAN LOOP**

2 PROJECTS $1,730,029.94

**SUMMARY OF FUNDS**

15 PROJECTS $171,691,578.51
According to Executive Order No. 2 and G.S. 143B-350(g) the Board is requested to concur with staff recommendations and delegate authority to the Secretary to approve Funds for Specific Spot Safety Improvement Projects.

<table>
<thead>
<tr>
<th>Town/County</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wake Co. Div. 5 SS-4905BV</td>
<td>NC 98 at Wake County Convenience Center #8. $40,000 in construction funds has previously been approved for turn lane construction. Additional funds are needed due to an increase in construction costs. File 05-12-2530-1</td>
<td>$25,000.00</td>
</tr>
</tbody>
</table>

ITEM L SUMMARY
1 PROJECT
$25,000.00
## Division 1

### Surface Transportation

<table>
<thead>
<tr>
<th>Town/County/PROJ</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional</td>
<td>34548.3.FR1, STP-000S(252) New Route from US 64 to NC 32, 3.333 miles. $12,000,000.00 has previously been approved for construction. Funds need to be decreased ($2,197,248.00) to reflect the low bid received on June 17, 2014.</td>
<td>-$2,197,248.00 Cost</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-$1,757,798.00 Fed.</td>
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<tr>
<td></td>
<td></td>
<td>-$439,450.00 State</td>
</tr>
</tbody>
</table>

### Safety

<table>
<thead>
<tr>
<th>Town/County/PROJ</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bertie Co.</td>
<td>44256.1.FD1, HSIP-1315(14) SR 1315 (Sally Freeman Road) between Bridge #29 and NC 42. Funds are needed for preliminary engineering.</td>
<td>$7,500.00 Cost</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$6,750.00 Fed.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$750.00 State</td>
</tr>
</tbody>
</table>
## Division 2

### Bridge

<table>
<thead>
<tr>
<th>Town/County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lenoir Co. B-4565 REGIONAL</td>
<td>Bridges #42, #43, #26 &amp; #28 over the Neuse River Overflow on US 70 / US 258 Business. Funds are needed for construction.</td>
<td>$2,132,971.00 Cost, $1,706,377.00 Fed., $426,594.00 State</td>
</tr>
<tr>
<td>Pitt Co. SS-4902BN REGIONAL</td>
<td>US 13 (Dickinson Avenue) at US 264A (Greenville Boulevard) and SR 1203 (Allen Road); US 13 (Dickinson Avenue) at Arlington Boulevard; NC 11/43/903 (Memorial Drive) at Arlington Boulevard; SR 1467 (Stantonsburg Road) at SR 1200 and SR 1204 (B's BBQ Road). Funds are needed for preliminary engineering.</td>
<td>$20,000.00 Cost, $18,000.00 Fed., $2,000.00 State</td>
</tr>
</tbody>
</table>

### Safety

<table>
<thead>
<tr>
<th>Town/County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jones Co. W-5601D REGIONAL</td>
<td>NC 41 between Trent River Bridge north of Trenton in Jones County and US 70 in Craven County. Funds are needed for preliminary engineering.</td>
<td>$150,000.00 Cost, $135,000.00 Fed., $15,000.00 State</td>
</tr>
<tr>
<td>Pitt Co. SS-4902BO REGIONAL</td>
<td>NC 43 (Charles Boulevard) at Signature Drive. Funds are needed for preliminary engineering.</td>
<td>$10,000.00 Cost, $9,000.00 Fed., $1,000.00 State</td>
</tr>
</tbody>
</table>
## Division 2 (Continued)

### Safety

<table>
<thead>
<tr>
<th>Town/County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pitt Co.</td>
<td>44258.1.FR1, HSIP-0222(6)</td>
<td>$20,000.00 Cost</td>
</tr>
<tr>
<td>SS-4902BP</td>
<td>NC 222 at SR 1401 (Old River Road). Funds are needed for preliminary engineering.</td>
<td>$18,000.00 Fed.</td>
</tr>
<tr>
<td>REGIONAL</td>
<td></td>
<td>$2,000.00 State</td>
</tr>
</tbody>
</table>
### NCDOT September 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects

#### Division 3

**Urban**

<table>
<thead>
<tr>
<th>Town/ County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wilmington/ New Hanover Co.</td>
<td>34932.1.1, STP-1175(8)</td>
<td>$200,000.00 Cost</td>
</tr>
<tr>
<td></td>
<td>SR 1175 (Kerr Avenue) from US 17 / 74 (Market Street) to SR 1148 (Wrightsville Avenue). $2,666,299.00 has previously been approved for preliminary engineering. Additional funds are needed based on the latest estimate.</td>
<td>$160,000.00 Fed. $40,000.00 State</td>
</tr>
</tbody>
</table>

**Bridge**

<table>
<thead>
<tr>
<th>Town/ County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Hanover Co. BP-5500F</td>
<td>50070.3.FS6, NHPP-0117(30)</td>
<td>$550,000.00 Cost</td>
</tr>
<tr>
<td></td>
<td>Bridge Preservation Program - Bridge #8 over US 17 on US 117/NC 132. Funds are needed for construction for deck preservation.</td>
<td>$440,000.00 Fed. $110,000.00 State</td>
</tr>
</tbody>
</table>

**Safety**

<table>
<thead>
<tr>
<th>Town/ County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Onslow Co. W-5601A DIVISION</td>
<td>50138.1.FD2, HSIP-1316(20)</td>
<td>$62,500.00 Cost</td>
</tr>
<tr>
<td></td>
<td>SR 1316 (Rhodestown Road) from SR 2054 (Cross Creek Drive) to Holly Grove Court. Funds are needed for preliminary engineering.</td>
<td>$56,250.00 Fed. $6,250.00 State</td>
</tr>
</tbody>
</table>
## Division 4

### Congestion Mitigation

<table>
<thead>
<tr>
<th>Town/County/PROJ</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rocky Mount/Nash Co. C-5546</td>
<td>Benvenue Road at Jeffreys Road. Funds are needed for preliminary engineering.</td>
<td>Cost: $20,000.00, Fed. $16,000.00, Local $4,000.00</td>
</tr>
</tbody>
</table>

### Enhancement

<table>
<thead>
<tr>
<th>Town/County/PROJ</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Johnston Co. E-5503</td>
<td>Bentonville Battlefield - Installation of three visitor tour stops with wayside exhibits. Funds are needed for preliminary engineering.</td>
<td>Cost: $25,000.00, Fed. $20,000.00, Other $5,000.00</td>
</tr>
</tbody>
</table>

### Safety

<table>
<thead>
<tr>
<th>Town/County/PROJ</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Edgecombe Edge Co. SS-4904DB</td>
<td>SR 1243 (Leggett Road) at SR 1250 (Springfield Road). Funds are needed for preliminary engineering.</td>
<td>Cost: $2,500.00, Fed. $2,250.00, State $250.00</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Town/County/PROJ</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Halifax Co. SS-4904DA</td>
<td>NC 43 / 561 south of SR 1333 (Lynch Road); SR 1001(Church Street) north of NC 481 Business within the Enfield Town Limits. Funds are needed for preliminary engineering.</td>
<td>Cost: $1,000.00, Fed. $900.00, State $100.00</td>
</tr>
</tbody>
</table>


**Division 4 (Continued)**

**Safety**

<table>
<thead>
<tr>
<th>Town/County/PROJ</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Johnston Co.</td>
<td>50138.1.FS3, HSIP-0070(183) US 70 at SR 2522 (Martin Livestock Road) and US 70 at SR 2314 (Pondfield Road). Funds are needed for preliminary engineering.</td>
<td>$100,000.00</td>
</tr>
<tr>
<td>W-5601B</td>
<td>$90,000.00  Fed.</td>
<td></td>
</tr>
<tr>
<td>STATEWIDE</td>
<td>$10,000.00  State</td>
<td></td>
</tr>
<tr>
<td>Nash / Wake Cos.</td>
<td>44261.1.FS1, HSIP-0264(58) US 264 between NC 39 in Wake County and 300 feet west of SR 1128 (Buck Deans Road) in Nash County. Funds are needed for preliminary engineering.</td>
<td>$25,000.00</td>
</tr>
<tr>
<td>SS-4904DC</td>
<td>$22,500.00  Fed.</td>
<td></td>
</tr>
<tr>
<td>STATEWIDE</td>
<td>$2,500.00  State</td>
<td></td>
</tr>
<tr>
<td>Wilson Co.</td>
<td>44262.1.FR1, HSIP-0264(59) US 264A / NC 42 (Ward Boulevard) at Westwood Avenue and Elizabeth Road. Funds are needed for preliminary engineering.</td>
<td>$7,500.00</td>
</tr>
<tr>
<td>SS-4904DD</td>
<td>$6,750.00  Fed.</td>
<td></td>
</tr>
<tr>
<td>REGIONAL</td>
<td>$750.00  State</td>
<td></td>
</tr>
</tbody>
</table>
## Division 5

### Congestion Mitigation

<table>
<thead>
<tr>
<th>Town/County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wake Co.</td>
<td>42801.3.F2, CMS-000S(781) Carolinian / Piedmont between Charlotte and Raleigh. Funds are needed for construction for the FY 2014 allocation and continued operation of the 3rd daily frequency run.</td>
<td>$3,750,000.00 Cost, $3,000,000.00 Fed., $750,000.00 State</td>
</tr>
<tr>
<td>P-2918</td>
<td>EXEMPT</td>
<td></td>
</tr>
<tr>
<td>EXEMPT</td>
<td></td>
<td></td>
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### Urban

<table>
<thead>
<tr>
<th>Town/County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Durham/</td>
<td>34745.3.F5, STPDA-076-1(5) East End Connector from north of NC 98 to NC 147 (Buck Dean Freeway), 3.789 miles. Funds are needed for construction based on the estimate from the 12-Month Tentative Letting List published July 8, 2014, with $140,700,000.00 in State funds, see Item K-1, and $296,987.00 in Federal funds.</td>
<td>$296,987.00 Cost, $237,590.00 Fed., $59,397.00 Local</td>
</tr>
<tr>
<td>Durham Co.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>U-0071</td>
<td>STATEWIDE</td>
<td></td>
</tr>
<tr>
<td>Raleigh /</td>
<td>42379.1.F29, STPDA-000S(779) Jones Dairy at Chalk, NC 55 at Old Powell, Rogers at Marshall Farm, and Millbrook at Davis Circle. Funds are needed for preliminary engineering.</td>
<td>$40,000.00 Cost, $32,000.00 Fed., $8,000.00 State</td>
</tr>
<tr>
<td>Wake Co.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>U-5118EN</td>
<td>DIVISION</td>
<td></td>
</tr>
<tr>
<td>Apex/ Wake Co.</td>
<td>44111.3.F3, STPDA-0501(31) West side of Tingen Road from the Apex Elementary School. Funds are needed for construction for a sidewalk.</td>
<td>$75,000.00 Cost, $60,000.00 Fed., $15,000.00 Local</td>
</tr>
<tr>
<td>U-5530AB</td>
<td>DIVISION</td>
<td></td>
</tr>
</tbody>
</table>
### Division 5 (Continued)

#### Safety

<table>
<thead>
<tr>
<th>Town/County/PROJ</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Durham Co.</td>
<td>44266.1.FS1, HSIP-0070(184) US 70 at SR 1957 (Peyton Avenue). Funds are needed for preliminary engineering.</td>
<td>$5,000.00 Cost</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Fed. $4,500.00 State $500.00</td>
</tr>
<tr>
<td>Durham Co.</td>
<td>44265.1.FR1, HSIP-501B(1) US 501 Business (Roxboro Street) from Club Boulevard to Pacific Avenue. Funds are needed for preliminary engineering.</td>
<td>$25,000.00 Cost</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Fed. $22,500.00 State $2,500.00</td>
</tr>
<tr>
<td>Wake Co.</td>
<td>44264.1.FR1, HSIP-0098(32) NC 98 at South Franklin Street. Funds are needed for preliminary engineering.</td>
<td>$5,000.00 Cost</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Fed. $4,500.00 State $500.00</td>
</tr>
</tbody>
</table>
### Division 6

#### National Highway

<table>
<thead>
<tr>
<th>Town/County/PROJ</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cumberland Co.</td>
<td>35196.3.FS22, NHF-0100(23)</td>
<td>$12,938,886.00 Cost</td>
</tr>
<tr>
<td></td>
<td>Fayetteville Outer Loop from east of SR 1007 (All American Freeway) to east of US 401 (Ramsey Street), 10.985 miles.</td>
<td>$10,351,109.00 Fed.</td>
</tr>
<tr>
<td>X-0002CC</td>
<td>$24,100,000.00 has previously been approved for construction. Funds need to be increased $12,938,886.00 to reflect the low bid received on June 17, 2014.</td>
<td>$2,587,777.00 State</td>
</tr>
</tbody>
</table>

#### Bridge

<table>
<thead>
<tr>
<th>Town/County/PROJ</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bladen Co.</td>
<td>45427.3.FD1, BRZ-1318(13)</td>
<td>$1,060,000.00 Cost</td>
</tr>
<tr>
<td>B-5411</td>
<td>Replace Bridge #124 over Johnson Pond Spillway on SR 1318.</td>
<td>$848,000.00 Fed.</td>
</tr>
<tr>
<td>DIVISION</td>
<td>Funds are needed for construction.</td>
<td>$212,000.00 State</td>
</tr>
</tbody>
</table>

#### Safety

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<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Bladen Co.</td>
<td>44267.1.FR1, HSIP-0041(34)</td>
<td>$1,500.00 Cost</td>
</tr>
<tr>
<td>SS-4906CA</td>
<td>NC 41 at Northbound NC 131. Funds are needed for preliminary engineering.</td>
<td>$1,350.00 Fed.</td>
</tr>
<tr>
<td>REGIONAL</td>
<td>$150.00 State</td>
<td></td>
</tr>
</tbody>
</table>

<table>
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<tr>
<th>Town/County/PROJ</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fayetteville / Cumberland Co.</td>
<td>40924.1.F41, SRS-0620(29)</td>
<td>$75,000.00 Cost</td>
</tr>
<tr>
<td>SR-5001CD</td>
<td>Safe Routes To School - Various locations to serve the students of Morganton Elementary School and J.W. Coon Elementary School. Funds are needed for preliminary engineering.</td>
<td>$75,000.00 Fed.</td>
</tr>
</tbody>
</table>
### Division 6 (Continued)

#### Safety

<table>
<thead>
<tr>
<th>Town/County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cumberland Co. W-5206AE</td>
<td>DIVISION 45336.2.FD31, HSIP-1104(18) SR 1104 (Strickland Bridge Road) from south of SR 3365 (Hackney Loop) to north of SR 1109 (Dundle Road) in Fayetteville. Funds are needed for full right of way and utilities.</td>
<td>$50,000.00 Cost, $45,000.00 Fed, $5,000.00 State</td>
</tr>
<tr>
<td>Cumberland Co. W-5206Z</td>
<td>DIVISION 45336.2.FD26, HSIP-1103(28) SR 1103 (Galatia Church Road) at SR 1002 (Gillis Hill Road); SR 1103 (Galatia Church Road) at SR 1112 (Stoney Point Road); and SR 1112 (Stoney Point Road) at SR 1102 (Gillis Hill Road). Funds are needed for full right of way and utilities.</td>
<td>$150,000.00 Cost, $135,000.00 Fed, $15,000.00 State</td>
</tr>
<tr>
<td>Cumberland Co. W-5514</td>
<td>STATEWIDE 44102.2.FS1, HSIP-1007(27) SR 1007 (Owen Drive) from Walter Reed Road to US 301/Business I-95. Funds are needed for full right of way and utilities.</td>
<td>$325,000.00 Cost, $292,500.00 Fed, $32,500.00 State</td>
</tr>
<tr>
<td>Harnett Co. SS-4906BZ</td>
<td>DIVISION 44269.1.FD1, HSIP-1500(9) SR 1500 (Benson Road) at SR 1546 (Young Road). Funds are needed for preliminary engineering.</td>
<td>$20,000.00 Cost, $18,000.00 Fed, $2,000.00 State</td>
</tr>
</tbody>
</table>
## Division 6 (Continued)

### Safety

<table>
<thead>
<tr>
<th>Town/County/PROJ CATEGORY</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Harnett Co. SS-4906CB</td>
<td>44268.1.FD1, HSIP-1209(7)</td>
<td>$25,000.00 Cost</td>
</tr>
<tr>
<td>DIVISION</td>
<td>SR 1209 (Barbeque Church Road) curve and Bridge #48 located approximately 0.3 mile north of NC 27. Funds are needed for preliminary engineering.</td>
<td>$22,500.00 Fed.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$2,500.00 State</td>
</tr>
</tbody>
</table>
### Division 7

#### Congestion Mitigation

<table>
<thead>
<tr>
<th>Town/ County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Greensboro/ Guilford Co.</td>
<td>45540.3.F1, CMS-0708(55) McConneoll Road, JJ Drive, Vandalia Road, West Friendly Avenue, and West Wendover Avenue. Funds are needed for construction for sidewalks and pavement markings for new crosswalks.</td>
<td>$1,406,648.00 Cost $1,125,318.00 Fed. $281,330.00 Local</td>
</tr>
<tr>
<td>Guilford Co. R-2612B</td>
<td>US 421 at SR 3418 (Neelley Road) south of Greensboro, 0.713 mile. $18,200,000.00 has previously been approved for construction. Funds need to be decreased ($2,739,489) to reflect the low bid received on June 17, 2014.</td>
<td>-$2,739,489.00 Cost -$2,191,591.00 Fed. -$547,898.00 State</td>
</tr>
<tr>
<td>Greensboro/ EL-5101DJ</td>
<td>41823.1.2, STPDA-0708(31) Downtown Greenway (Phase 2) along Murrow Boulevard from Lee Street to Fisher Avenue and along Fisher Avenue from Murrow Boulevard to Eugene Street. $486,917.00 has previously been approved for preliminary engineering. Additional funds are needed based on the latest estimate.</td>
<td>$257,500.00 Cost $206,000.00 Fed. $51,500.00 Local</td>
</tr>
<tr>
<td>Guilford Co. U-5532A</td>
<td>46297.1.F2, TAP-0708(69) Aycock Street and Walker Avenue Pedestrian Improvement Project. Funds are needed for preliminary engineering.</td>
<td>$35,000.00 Cost $28,000.00 Fed. $7,000.00 Local</td>
</tr>
</tbody>
</table>

### Enhancement

<table>
<thead>
<tr>
<th>Town/ County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
</table>

### Urban

<table>
<thead>
<tr>
<th>Town/ County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
</table>

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September 4, 2014
### Division 7 (Continued)

#### Safety

<table>
<thead>
<tr>
<th>Town/County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Orange Co. SS-4907BF</td>
<td>SR 1567 (Pleasant Green Road) at SR 1569 (Cole Mill Road). Funds are needed for preliminary engineering.</td>
<td>$15,000.00 Cost $13,500.00 Fed. $1,500.00 State</td>
</tr>
<tr>
<td>Orange Co. SS-4907BG</td>
<td>SR 1710 (Old NC 10) at SR 1713 (Mount Hermon Church Road). Funds are needed for preliminary engineering.</td>
<td>$3,000.00 Cost $2,700.00 Fed. $300.00 State</td>
</tr>
</tbody>
</table>
## Division 8

### Congestion Mitigation

<table>
<thead>
<tr>
<th>Town/ County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pittsboro / Chatham Co.</td>
<td>51021.3.F1, CMS-0830(4) US 64 Business (East Street) from Chatham Business Park Drive to White's Mobile Home Park Drive. Funds are needed for construction for a sidewalk.</td>
<td>$128,050.00 Cost $102,440.00 Fed. $25,610.00 Local</td>
</tr>
<tr>
<td>Pittsboro / Chatham Co.</td>
<td>51021.1.1, CMS-0830(4) US 64 Business (East Street) from Chatham Business Park Drive to White's Mobile Home Park Drive. $14,000.00 has previously been approved for preliminary engineering. Additional funds are needed based on the latest estimate.</td>
<td>$5,500.00 Cost $4,400.00 Fed. $1,100.00 Local</td>
</tr>
<tr>
<td>Randolph Co. B-4608</td>
<td>38433.3.FD1, BRZ-1003(118) Replace Bridge #208 over Fork Creek on SR 1003, 0.218 mile. $1,200,000.00 has previously been approved for construction. Funds need to be increased $26,683.00 to reflect the low bid received on June 17, 2014.</td>
<td>$26,683.00 Cost $21,346.00 Fed. $5,337.00 State</td>
</tr>
<tr>
<td>Randolph Co. BD-5108A</td>
<td>45354.3.2, BRZ-1002(32) Replace Bridge #206 over Fork Creek on SR 1002. $610,000.00 has previously been approved for construction. Additional funds are needed based on the latest estimate.</td>
<td>$383,500.00 Cost $306,800.00 Fed. $76,700.00 State</td>
</tr>
</tbody>
</table>
### Division 8 (Continued)

#### Safety

<table>
<thead>
<tr>
<th>Town/County/PROJ</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Randolph Co.</td>
<td>44273.1.FS1, HSIP-0421(82) US 421 at SR 2434 (Troy Estate Road) and NC 49 at SR 2434.</td>
<td>$17,500.00 Cost</td>
</tr>
<tr>
<td>SS-4908AN</td>
<td>Funds are needed for preliminary engineering.</td>
<td>$1,750.00 State</td>
</tr>
<tr>
<td>Randolph Co.</td>
<td>44272.1.FR1, HSIP-0311(33) US 311 at SR 1954 (Bowman Avenue) / SR 1511 (Heath Dairy Road). Funds are needed for preliminary engineering.</td>
<td>$25,000.00 Cost</td>
</tr>
<tr>
<td>REGIONAL</td>
<td></td>
<td>$2,500.00 State</td>
</tr>
<tr>
<td>Randolph Co.</td>
<td>50138.1.FS4, HSIP-0064(178) US 64 at SR 2469 (Brown's Crossroads) / SR 2468 (Zion Church Road). Funds are needed for preliminary engineering.</td>
<td>$30,000.00 Cost</td>
</tr>
<tr>
<td>W-5601C</td>
<td></td>
<td>$3,000.00 State</td>
</tr>
</tbody>
</table>
NCDOT September 2014 Board of Transportation Agenda  
Approval of Funds for Specific Federal - Aid Projects

Division 9

National Highway

<table>
<thead>
<tr>
<th>Town/County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>WINSTON-SALEM/ Forsyth Co. U-2579B STATEWIDE</td>
<td>The Winston-Salem Northern Beltway (Eastern Section) from I-40 Business/US 421 to US 158. Funds are needed for construction based on the estimate from the 12-Month Tentative Letting List published August 5, 2014. This is a <strong>GARVEE BOND</strong> project with $13,138,000.00 of Federal funds in FFY15 through FFY26, and $40,316,355 of State match funds in FFY15 through FFY18.</td>
<td><strong>$169,538,027.00</strong> Cost $129,221,672.00 Fed. $40,316,355.00 State</td>
</tr>
<tr>
<td>BERMUDA RUN/ Davie Co. U-4742MA DIVISION</td>
<td>West side of the Kathryn Crosby Bridge on US 158 and the westbound intersection with Twins Way and the eastbound intersection with Bermuda Run Drive. $356,000.00 has previously been approved for construction. Additional funds are needed based on the latest estimate.</td>
<td><strong>$492,000.00</strong> Cost $393,600.00 Fed. <strong>$98,400.00</strong> Local</td>
</tr>
<tr>
<td>DAVIDSON CO. SS-4909BG REGIONAL</td>
<td>NC 109 at SR 1711 (Gumtree Road) in Wallburg. Funds are needed for preliminary engineering.</td>
<td><strong>$3,000.00</strong> Cost <strong>$2,700.00</strong> Fed. <strong>$300.00</strong> State</td>
</tr>
<tr>
<td>DAVIDIE CO. SS-4909BF REGIONAL</td>
<td>NC 801 at SR 1410 (Farmington Road). Funds are needed for preliminary engineering.</td>
<td><strong>$4,000.00</strong> Cost <strong>$3,600.00</strong> Fed. <strong>$400.00</strong> State</td>
</tr>
</tbody>
</table>

September 4, 2014
### Division 9 (Continued)

**Planning and Research**

<table>
<thead>
<tr>
<th>Town/County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Winston-Salem/ Forsyth Co. M-0471</td>
<td>50110.1.F1, SPR-000S(775) Strategic Highway Research Program (SHRP2) Local Freight Data Study. Funds are needed for preliminary engineering.</td>
<td>$150,000.00 Cost $150,000.00 Fed.</td>
</tr>
</tbody>
</table>
### Division 10

#### National Highway

<table>
<thead>
<tr>
<th>Town/County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mecklenburg Co. I-5405</td>
<td>I-77 from I-277 (Brookshire Freeway) to I-485; Combined with I-4750AA; I-77 from SR 5544 (West Catawba Avenue; exit 28) to NC 150; (exit 26); and combined with I-3311C; I-277 (Brookshire Freeway) to north of I-85. Funds are needed for preliminary engineering.</td>
<td>$2,400,000.00 State $9,600,000.00 Fed. $12,000,000.00 Cost</td>
</tr>
<tr>
<td>Mecklenburg Co. R-2123CG</td>
<td>I-485 (Charlotte Eastern Outer Loop) / I-85. Funds are needed for preliminary engineering.</td>
<td>$12,000.00 State $48,000.00 Fed. $60,000.00 Cost</td>
</tr>
<tr>
<td>Mecklenburg Co. R-4902A</td>
<td>ITS - I-77 to SR 3624 (Rea Road) south of Charlotte. Funds are needed for preliminary engineering.</td>
<td>$15,000.00 State $60,000.00 Fed. $75,000.00 Cost</td>
</tr>
</tbody>
</table>

**Congestion Mitigation**

<table>
<thead>
<tr>
<th>Town/CAB</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kannapolis/ Cabarrus Co. C-4916C EXEMPT</td>
<td>Sidewalk along Oakwood Avenue around Shady Brook School. Funds are needed for preliminary engineering.</td>
<td>$23,625.00 Local $94,500.00 Fed. $118,125.00 Cost</td>
</tr>
</tbody>
</table>
### Division 10 (Continued)

#### Congestion Mitigation

<table>
<thead>
<tr>
<th>Town/ County/PROJ</th>
<th>PROJECT</th>
<th>CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
<th>Cost Fed.</th>
<th>Cost Local</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marshville/ Union Co.</td>
<td>45146.3.F1, CMS-1012(4)</td>
<td>EXEMPT</td>
<td>US 74 from Flake Street to Morgan Street. Funds are needed for construction for a sidewalk.</td>
<td>$200,467.00</td>
<td>$160,374.00</td>
<td>$40,093.00</td>
</tr>
<tr>
<td>C-5128</td>
<td></td>
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#### Safety

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<thead>
<tr>
<th>County</th>
<th>PROJECT</th>
<th>CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
<th>Cost Fed.</th>
<th>Cost State</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mecklenburg / Cabarrus Cos.</td>
<td>45340.3.FR8, HSIP-0029(60)</td>
<td>REGIONAL</td>
<td>US 29 from SR 5083 (Pavilion Boulevard) in Mecklenburg County to SR 2894 (Bruton Smith Boulevard) in Cabarrus County. Funds are needed for construction for asphalt, concrete monolithic island and thermoplastic markings.</td>
<td>$1,140,000.00</td>
<td>$1,026,000.00</td>
<td>$114,000.00</td>
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</table>

#### Municipal Bridge

<table>
<thead>
<tr>
<th>County</th>
<th>PROJECT</th>
<th>CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
<th>Cost Fed.</th>
<th>Cost Local</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wadesboro/ Anson Co.</td>
<td>41538.2.F1, BRZ-1027(2)</td>
<td></td>
<td>Bridge #90 on East Wade Street over Moss Creek. Funds are needed for full right of way and utilities.</td>
<td>$10,000.00</td>
<td>$8,000.00</td>
<td>$2,000.00</td>
</tr>
</tbody>
</table>

#### High Priority

<table>
<thead>
<tr>
<th>County</th>
<th>PROJECT</th>
<th>CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
<th>Cost Fed.</th>
<th>Cost Local</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cabarrus Co.</td>
<td>40373.2.F2, HPP-1445(7)</td>
<td></td>
<td>SR 1445 (Derita Road) from Aviation Boulevard to SR 1394 (Poplar Tent Road). Funds are needed for full right of way and utilities.</td>
<td>$2,450,000.00</td>
<td>$1,960,000.00</td>
<td>$490,000.00</td>
</tr>
</tbody>
</table>
### Division 12

#### National Highway

<table>
<thead>
<tr>
<th>Town/County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shelby / Cleveland Co. R-2707 STATEWIDE</td>
<td>US 74 Bypass from existing US 74 west of Shelby to existing US 74 east of Shelby. Funds are needed for preliminary engineering for Attorney Staff legal charges.</td>
<td>Cost $150,000.00, Fed. $120,000.00, State $30,000.00</td>
</tr>
<tr>
<td>Claremont/ Catawba Co. C-5195 EXEMPT</td>
<td>Construct sidewalks at various locations. $24,000.00 has previously been approved for preliminary engineering. Additional funds are needed based on the latest estimate.</td>
<td>Cost $14,000.00, Fed. $11,200.00, Local $2,800.00</td>
</tr>
<tr>
<td>Catawba Co. SS-4912BE DIVISION</td>
<td>SR 1124 (George Hildebran Road) between SR 1206 (Hildebran-Shelby Road) and SR 1255 (Sunrise Drive). Funds are needed for preliminary engineering.</td>
<td>Cost $20,000.00, Fed. $18,000.00, State $2,000.00</td>
</tr>
<tr>
<td>Gaston Co. SS-4912BF DIVISION</td>
<td>SR 1002 (Bud Black Road) at Bridge #108. Funds are needed for preliminary engineering.</td>
<td>Cost $5,000.00, Fed. $4,500.00, State $500.00</td>
</tr>
</tbody>
</table>
### Division 12 (Continued)

#### Safety

<table>
<thead>
<tr>
<th>Town/County/PROJ</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gaston Co. SS-4912BG REGIONAL</td>
<td>US 321 (York Street) at SR 2466 (Garrison Boulevard) and US 321 Southbound Couplet (Chester Street) at SR 2466 (Garrison Boulevard). Funds are needed for preliminary engineering.</td>
<td>$15,000.00 Cost, $13,500.00 Fed, $1,500.00 State</td>
</tr>
<tr>
<td>Gaston Co. W-5311 REGIONAL</td>
<td>US 321 at SR 2416 (Robinson Road). Funds are needed for full right of way and utilities.</td>
<td>$35,000.00 Cost, $31,500.00 Fed, $3,500.00 State</td>
</tr>
<tr>
<td>Iredell Co. SS-4912BH DIVISION</td>
<td>SR 2321 (Broad Street) at Elm Street. Funds are needed for preliminary engineering.</td>
<td>$5,000.00 Cost, $4,500.00 Fed, $500.00 State</td>
</tr>
</tbody>
</table>
## Division 13

### National Highway

<table>
<thead>
<tr>
<th>Town/County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Buncombe Co. I-5608 STATEWIDE</td>
<td>Interstate Maintenance Preservation Program - I-240 from I-40 / I-26 to US 19 / US 23, 5.300 miles. Funds are needed for construction based on the estimate from the 12-Month Tentative Letting List published August 5, 2014.</td>
<td>$5,800,000.00 Cost, $4,640,000.00 Fed., $1,160,000.00 State</td>
</tr>
<tr>
<td>Burke Co. SS-4913BU REGIONAL</td>
<td>US 64 Business / NC 18 (Avery Avenue) at Bouchelle Street in Morganton. Funds are needed for preliminary engineering.</td>
<td>$10,000.00 Cost, $9,000.00 Fed., $1,000.00 State</td>
</tr>
<tr>
<td>Mitchell Co. SR-5001CJ DIVISION</td>
<td>Safe Routes To School - Town of Spruce Pine. Funds are needed for construction for sidewalk improvements and crossing improvements to serve Deyton Elementary School.</td>
<td>$430,000.00 Cost, $430,000.00 Fed.</td>
</tr>
</tbody>
</table>

### Safety

<table>
<thead>
<tr>
<th>Town/County/PROJ CATEGORY</th>
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</thead>
</table>

*September 4, 2014*
## NCDOT September 2014 Board of Transportation Agenda
### Approval of Funds for Specific Federal - Aid Projects

#### Division 14

**Surface Transportation**

<table>
<thead>
<tr>
<th>Town/County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Haywood Co. R-4047 REGIONAL</td>
<td>NC 209 from US 23 Business to north of SR 1523 (Old Clyde Road), 0.777 mile. $18,000,000.00 has previously been approved for construction. Funds need to be increased $3,578,410.00 to reflect the low bid received on June 17, 2014.</td>
<td>$3,578,410.00 Cost, $2,862,728.00 Fed., $715,682.00 State</td>
</tr>
</tbody>
</table>

**Bridge**

<table>
<thead>
<tr>
<th>Town/County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Henderson Co. BP-5500BB STATEWIDE</td>
<td>Bridge #30 on I-26 over SR 1834 (Macedonia Road).</td>
<td>$608,000.00 Cost, $486,400.00 Fed., $121,600.00 State</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Town/County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Swain Co. BP-5500DD STATEWIDE</td>
<td>Bridges #13 and #16 on US 19/74 over Alarka Creek.</td>
<td>$627,000.00 Cost, $501,600.00 Fed., $125,400.00 State</td>
</tr>
</tbody>
</table>

**Safety**

<table>
<thead>
<tr>
<th>Town/County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cherokee Co. SS-4914BV REGIONAL</td>
<td>US 64A / SR 1687 from US 64 to SR 1531 (Hendrix Road) near Otto. Funds are needed for preliminary engineering.</td>
<td>$3,000.00 Cost, $2,700.00 Fed., $300.00 State</td>
</tr>
</tbody>
</table>

September 4, 2014
## Division 14 (Continued)

### Safety

<table>
<thead>
<tr>
<th>Town/County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Robbinsville / Graham Co. SR-5001BV DIVISION</td>
<td>Safe Routes To School - NC 143 and adjacent neighborhoods to Robbinsville Middle School. Funds are needed for construction for a sidewalk connection to the school from an existing sidewalk.</td>
<td>$140,000.00 Cost $140,000.00 Fed.</td>
</tr>
<tr>
<td>Jackson Co. SS-4914BU STATEWIDE</td>
<td>US 441 at the Catamount Travel Center near Cherokee. Funds are needed for preliminary engineering.</td>
<td>$15,000.00 Cost $13,500.00 Fed. $1,500.00 State</td>
</tr>
<tr>
<td>Macon Co. SS-4914BW DIVISION</td>
<td>SR 1636 (Tessentee Road) near SR 1640 (Buckeye Branch) near Otto. Funds are needed for preliminary engineering.</td>
<td>$5,000.00 Cost $4,500.00 Fed. $500.00 State</td>
</tr>
</tbody>
</table>
## Statewide

### Safety

<table>
<thead>
<tr>
<th>Town/County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Statewide</td>
<td>40922.1.1, SRS-000S(489) Safe Routes To School - Educational, Training and other</td>
<td>$750,000.00 Cost</td>
</tr>
<tr>
<td>SR-5000</td>
<td>Safe Routes To School - Educational, Training and other</td>
<td>$750,000.00 Fed.</td>
</tr>
<tr>
<td>STATEWIDE</td>
<td>Non-Infrastructure needs. $350,000.00 has previously been approved for preliminary engineering. Additional funds are needed based on the latest estimate.</td>
<td></td>
</tr>
</tbody>
</table>

ITEM M SUMMARY - 77 PROJECT(S) - (TOTAL FEDERAL AND STATE) $216,917,162.00
## DIVISION 5

**ITEM** N  

### STIP ADDITIONS

**DIVISION 5**

<table>
<thead>
<tr>
<th>ITEM</th>
<th>PROJ. CATEGORY</th>
<th>PROJECT</th>
<th>DIVISION</th>
<th>PROJ. CATEGORY</th>
<th>PROJECT</th>
<th>YEAR</th>
<th>AMOUNT</th>
<th>FUND</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>W-5522</em></td>
<td>CONSTRUCTION</td>
<td>SR 1656 (TRINITY ROAD), SR 1658 (YOUTH CENTER DRIVE) INTERSECTION IN RALEIGH</td>
<td>CONSTRUCTION</td>
<td>PEDESTRIAN TUNNEL UNDER SR 1656 (TRINITY ROAD)</td>
<td>PROJECT ADDED AT REQUEST OF TRANSPORTATION MOBILITY AND SAFETY DIVISION</td>
<td>FY 2020</td>
<td>$3,200,000</td>
<td>(HSIP)</td>
</tr>
</tbody>
</table>

### STIP MODIFICATIONS

<table>
<thead>
<tr>
<th>DIVISION 1</th>
<th>PROJ. CATEGORY</th>
<th>PROJECT</th>
<th>AMPD</th>
<th>YEAR</th>
<th>AMOUNT</th>
<th>FUND</th>
</tr>
</thead>
<tbody>
<tr>
<td>B-2500B</td>
<td>DELAY RIGHT-OF-WAY FROM FY 14 TO FY 15 AND CONSTRUCTION FROM FY 14 TO FY 15 FOR PLANNING AND DESIGN</td>
<td>NC 12, PHASE II, LONG-TERM IMPROVEMENTS AT RODANTHE</td>
<td>FY 2015</td>
<td>$1,530,000</td>
<td>(ER)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>FY 2015</td>
<td>$3,570,000</td>
<td>(NHP)</td>
<td></td>
</tr>
<tr>
<td>DARE</td>
<td>CONSTRUCT</td>
<td>DELAY CONSTRUCTION FROM FY 14 TO FY 15 TO ALLOW CITY OF ELIZABETH CITY TIME TO OBTAIN CONSTRUCTION EASEMENTS</td>
<td>ELIZABETH CITY, US 17 BYPASS TO PRITCHARD STREET</td>
<td>FY 2015</td>
<td>$550,000</td>
<td>(HP)</td>
</tr>
<tr>
<td></td>
<td>ALLOW CITY OF ELIZABETH CITY TIME TO OBTAIN CONSTRUCTION EASEMENTS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R-2545AA</td>
<td>DELAY RIGHT-OF-WAY FROM FY 16 TO FY 17 AND CONSTRUCTION FROM FY 16 TO FY 19 TO ALLOW ADDITIONAL TIME TO RESOLVE WILDLIFE CROSSING ISSUES</td>
<td>US 64, EAST OF COLUMBIA TO WEST OF SR 1229 (OLD US 64) AT ALLIGATOR RIVER</td>
<td>FY 2017</td>
<td>$1,730,000</td>
<td>(T)</td>
<td></td>
</tr>
<tr>
<td></td>
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<td></td>
<td>FY 2017</td>
<td>$1,250,000</td>
<td>(T)</td>
<td></td>
</tr>
<tr>
<td>TYRRELL</td>
<td>CONSTRUCT</td>
<td>DELAY CONSTRUCTION FROM FY 16 TO FY 15 TO ALLOW ADDITIONAL TIME TO RESOLVE WILDLIFE CROSSING ISSUES</td>
<td>US 64, EAST OF COLUMBIA TO WEST OF SR 1229 (OLD US 64) AT ALLIGATOR RIVER</td>
<td>FY 2017</td>
<td>$1,250,000</td>
<td>(T)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>FY 2017</td>
<td>$1,250,000</td>
<td>(T)</td>
<td></td>
</tr>
<tr>
<td>R-2545AB</td>
<td>CONSTRUCT</td>
<td>DELAY RIGHT-OF-WAY FROM FY 16 TO FY 18 AND CONSTRUCTION FROM FY 16 TO FY 20 TO ALLOW ADDITIONAL TIME TO RESOLVE WILDLIFE CROSSING ISSUES</td>
<td>US 64, EAST OF COLUMBIA TO WEST OF SR 1229 (OLD US 64) AT ALLIGATOR RIVER</td>
<td>FY 2018</td>
<td>$8,730,000</td>
<td>(T)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>FY 2018</td>
<td>$2,050,000</td>
<td>(T)</td>
<td></td>
</tr>
<tr>
<td>TYRRELL</td>
<td>CONSTRUCT</td>
<td>DELAY CONSTRUCTION FROM FY 16 TO FY 15 TO ALLOW ADDITIONAL TIME TO RESOLVE WILDLIFE CROSSING ISSUES</td>
<td>US 64, EAST OF COLUMBIA TO WEST OF SR 1229 (OLD US 64) AT ALLIGATOR RIVER</td>
<td>FY 2018</td>
<td>$2,050,000</td>
<td>(T)</td>
</tr>
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<td></td>
<td></td>
<td></td>
<td>FY 2018</td>
<td>$2,050,000</td>
<td>(T)</td>
<td></td>
</tr>
</tbody>
</table>

* INDICATES FEDERAL AMENDMENT

Thursday, September 04, 2014
DIVISION 1

R-4467
US 17 BUSINESS/ NC 37, EAST OF PERQUIMANS RIVER TO BRIDGE TO NC 37 IN HERTFORD.
PROJ. CATEGORY: ROADWAY ON PILINGS AND REPLACE BRIDGE NO. 8.
REGIONAL

RIGHT-OF-WAY FY 2017 - $975,000 (T)
UTILITIES FY 2017 - $130,000 (T)
CONSTRUCTION FY 2019 - $9,400,000 (T)
CONSTRUCTION FY 2020 - $9,400,000 (T)
CONSTRUCTION FY 2021 - $9,400,000 (T)

DELAY RIGHT-OF-WAY FROM FY 16 TO FY 17 AND CONSTRUCTION FROM FY 18 TO FY 19 TO ALLOW ADDITIONAL TIME TO COORDINATE WITH TOWN OF HERTFORD.

PERQUIMANS BRIDGE TO NC 37 IN HERTFORD. CONSTRUCT A NEW UTILITIES FY 2017 - $130,000 (T)
CONSTRUCTION FY 2019 - $9,400,000 (T)
CONSTRUCTION FY 2020 - $9,400,000 (T)
CONSTRUCTION FY 2021 - $9,400,000 (T)

DIVISION 2

W-5008
SR 1306 (15TH STREET), US 17 BUSINESS (CAROLINA AVENUE) TO PEARCE STREET IN WASHINGTON.
PROJ. CATEGORY: WIDEN TO FOUR LANE DIVIDED FACILITY WITH MEDIAN.
DIVISION

CONSTRUCTION FY 2015 - $2,250,000 (HSIP)

DELAY CONSTRUCTION FROM FY 14 TO FY 15 TO ALLOW ADDITIONAL DESIGN TIME TO COORDINATE WITH MUNICIPALITY.

DIVISION 3

R-5023B
NC 53 (BURGAW HIGHWAY), SR 1116 (ONSLOW PINES ROAD) TO SR 1105 (HAWS RUN ROAD)
PROJ. CATEGORY: DELAY CONSTRUCTION FROM FY 14 TO FY 15 TO ALLOW ADDITIONAL TIME FOR DESIGN BY DIVISION.
REGIONAL

CONSTRUCTION FY 2015 - $1,140,000 (STP)

R-5023C
NC 53 (BURGAW HIGHWAY), SR 1105 (HAWS RUN ROAD) TO WEST OF SR 1109 (HOLLY SHELTER ROAD)
PROJ. CATEGORY: DELAY CONSTRUCTION FROM FY 14 TO FY 15 TO ALLOW ADDITIONAL TIME FOR DESIGN BY DIVISION.
REGIONAL

CONSTRUCTION FY 2015 - $760,000 (STP)

U-4751
SR 1409 (MILITARY CUTTOFF ROAD EXTENSION), SR 1409 (MILITARY CUTTOFF ROAD) TO US 17 IN.
PROJ. CATEGORY: WILMINGTON. MULT-LANES ON NEW LOCATION
STATEWIDE

RIGHT-OF-WAY FY 2015 - $22,500,000 (T)
UTILITIES FY 2015 - $650,000 (T)
MITIGATION FY 2016 - $3,271,000 (T)
CONSTRUCTION FY 2018 - $14,750,000 (T)
CONSTRUCTION FY 2019 - $14,750,000 (T)
CONSTRUCTION FY 2020 - $14,750,000 (T)
CONSTRUCTION FY 2021 - $14,750,000 (T)

DELAY CONSTRUCTION FROM FY 17 TO FY 18 FOR PLANNING AND DESIGN.

* INDICATES FEDERAL AMENDMENT
Thursday, September 04, 2014
**DIVISION 5**

* **B-5161**
  - **SR 1162 (APEX BARBECUE ROAD), REPLACE BRIDGE**
  - **WAKE**
  - **No. 362 OVER BEAVER CREEK IN APEX**
  - **PROJECT CATEGORY**
    - **DELAY RIGHT-OF-WAY FROM FY 15 TO FY 16 AND CONSTRUCTION FROM FY 16 TO FY 17 TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN.**
  - **DIVISION**
  - **FY 2016 - $70,000 (S(E))**
  - **FY 2016 - $5,000 (S(E))**
  - **FY 2017 - $700,000 (S(E))**
  - **$775,000**

* **U-5500**
  - **SR 1605 / SR 1615 (GREEN LEVEL WEST ROAD), SR 1600**
  - **WAKE**
  - **GREEN LEVEL CHURCH ROAD TO NC 55 IN CARY.**
  - **PROJECT CATEGORY**
    - **REVISE PROJECT DESCRIPTION TO REFLECT PROPOSED CROSS SECTION AND ADD BREAKS AS INDICATED BELOW.**
  - **DIVISION**
  - **FY 2016 - $7,123,000**
  - **FY 2018 - $4,650,000**
  - **$1,558,000 (C)**
  - **$5,565,000 (C)**
  - **$4,100,000**

* **U-5500A**
  - **SR 1605 / SR 1615 (GREEN LEVEL WEST ROAD), SR 1600**
  - **WAKE**
  - **GREEN LEVEL CHURCH ROAD TO NC 540 IN CARY.**
  - **PROJECT CATEGORY**
    - **REVISE PROJECT DESCRIPTION TO REFLECT PROPOSED CROSS SECTION AND ADD BREAKS AS INDICATED BELOW.**
  - **DIVISION**
  - **FY 2016 - $4,650,000**
  - **FY 2018 - $4,100,000**
  - **$1,558,000 (C)**
  - **$5,565,000 (C)**
  - **$4,100,000**

**U-5500B**

Thursday, September 04, 2014
### REVISIONS TO THE 2012-2020 STIP HIGHWAY PROGRAM

#### STIP MODIFICATIONS

**DIVISION 7**

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Category</th>
<th>Year</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>* C-5181</td>
<td>Jones Creek Greenway, Construct a 100 foot bridge and 650 foot paved trail in Carrboro to support non-vehicle trips to Morris Grove Elementary School.</td>
<td>Construction</td>
<td>FY 2016</td>
<td>$247,000 (CMAQ)</td>
</tr>
<tr>
<td>ORANGE</td>
<td>Fill gap between the upper Bolin trail and Twin Creeks Greenway and implement program to support non-vehicle trips to Morris Grove Elementary School.</td>
<td>Implementation</td>
<td>FY 2017</td>
<td>$10,000 (CMAQ)</td>
</tr>
<tr>
<td>* C-5182</td>
<td>Delay construction from FY 14 to FY 16 and implementation from FY 15 to FY 17 to reflect town delivery schedule.</td>
<td>EXEMPT</td>
<td></td>
<td>$320,000</td>
</tr>
</tbody>
</table>

| W-5142 | US 220, SR 1110 (Ellisboro Road) South of Madison. First median opening south of intersection with SR 1332 (Highland Farm Road). Provide a minimum of 60 MPH design speed. | Construction | FY 2015 | $20,000 (HSIP) |
| ROCKINGHAM | Construct roundabouts at ramp crossover, construct a bulb-out and upgrade two left-turn lanes. | PROJ.CATEGORY | | $545,000 |
| | Delay right-of-way from FY 12 to FY 15 and construction from FY 14 to FY 15 to allow additional time for planning and design. | | | |

| W-5143 | SR 1004 (Efland-Cedar Grove Road), North of intersection with NC 801 (Cool Springs Road). Improve horizontal alignment of curve to provide a minimum of 60 MPH design speed. | Construction | FY 2015 | $325,000 (HSIP) |
| ORANGE | Allow construction from FY 14 to FY 15 to allow additional time for planning and design. | PROJ.CATEGORY | | $325,000 |

**DIVISION 8**

| LEE | Construction | FY 2015 | $1,850,000 (HSIP) |
| STATEWIDE | US 1 Business / SR 1420 (Amos Bridges Road) intersection. Construct leftover. | PROJ.CATEGORY | | $1,960,000 |
| | US 15-501 / SR 1444 (Beechtree Road) intersection. Construct left turn lane. | DIVISION | | |
| | Delay construction from FY 14 to FY 15 pending execution of utility agreement. | | | |

**DIVISION 9**

| W-5314 | NC 801, SR 1951 (Parks Road), NC 801 at SR 2048 (Cool Springs Road / Woodleaf Road), SR 1951 (Parks Road) at SR 2048 (Woodleaf Barber Road / Quarry Road). Widening, intersection realignment, turn lanes and geometric improvements. | Right-of-way | FY 2015 | $119,000 (HSIP) |
| ROWAN | Construction | FY 2016 | $800,000 (HSIP) |
| REGIONAL | | FY 2016 | $919,000 |
| | Delay right-of-way from FY 13 to FY 15 and construction from FY 15 to FY 16 to allow additional time for planning and design. | PROJ.CATEGORY | | |

* INDICATES FEDERAL AMENDMENT

Thursday, September 04, 2014
## DIVISION 10

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Category</th>
<th>Start Year</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-5538</td>
<td>Charlotte, intersection of Tuckaseegee-Engineering</td>
<td>FY 2014</td>
<td>$240,000 (C)</td>
<td></td>
</tr>
<tr>
<td>Mecklenburg</td>
<td>Berryhill-Thrift Roads in Charlotte</td>
<td>FY 2014</td>
<td>$150,000 (C)</td>
<td></td>
</tr>
<tr>
<td><strong>Proj. Category</strong></td>
<td>Construct a traffic circle</td>
<td><strong>Construction</strong></td>
<td>FY 2015</td>
<td>$1,847,000 (CMAQ)</td>
</tr>
<tr>
<td><strong>Exempt</strong></td>
<td>Increase federal funding</td>
<td></td>
<td>FY 2015</td>
<td>$563,000 (C)</td>
</tr>
<tr>
<td><strong>FY 2014</strong></td>
<td></td>
<td></td>
<td></td>
<td>$580,000 (C)</td>
</tr>
</tbody>
</table>

* U-5108 | Northcross Drive Extension, end of Northcross | Right-of-Way | FY 2016 | $955,000 |
| Mecklenburg | Drive to Westmoreland Road in Cornelius | | FY 2016 | $421,000 (C) |
| **Proj. Category** | Add right-of-way in FY 16 not previously programmed | **Construction** | FY 2017 | $2,091,000 (C) |
| **Division** | | | | $8,232,000 |

**DIVISION 12**

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Category</th>
<th>Start Year</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>W-5311</td>
<td>US 321, US 321 at SR 2416 (Robinson Road), and US 321 just north of SR 2416</td>
<td><strong>Construction</strong></td>
<td>FY 2015</td>
<td>$1,900,000 (HSIP)</td>
</tr>
<tr>
<td>Gaston</td>
<td>Replace overhead railroad bridge to allow for construction of two-lane, two-way road for SR 2416, construct right-turn lane for US 321 northbound approach and construct two limited movement crossovers, and revise existing flasher</td>
<td></td>
<td></td>
<td>$1,900,000</td>
</tr>
<tr>
<td><strong>Proj. Category</strong></td>
<td>Delay right-of-way from FY 14 to FY 15 to allow additional time for coordination with railroad</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**DIVISION 13**

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Category</th>
<th>Start Year</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Catawba</td>
<td>Delay construction from FY 20 to FY 21 to allow additional time for planning</td>
<td><strong>Construction</strong></td>
<td>FY 2019</td>
<td>$50,750,000 (NHP)</td>
</tr>
<tr>
<td>Caldwell</td>
<td>Allow additional time for planning</td>
<td></td>
<td>FY 2020</td>
<td>$586,000 (NHP)</td>
</tr>
<tr>
<td>Burke</td>
<td>Due to the time horizon of the current STIP</td>
<td><strong>Construction</strong></td>
<td>Post Yr-</td>
<td>$8,350,000 (HP)</td>
</tr>
<tr>
<td><strong>Proj. Category</strong></td>
<td>Project is shown in post years</td>
<td></td>
<td></td>
<td>$61,750,000 (NHP)</td>
</tr>
<tr>
<td><strong>Statewide</strong></td>
<td></td>
<td></td>
<td></td>
<td>$172,186,000</td>
</tr>
</tbody>
</table>

* Indicates Federal Amendment
## REVISIONS TO THE 2012-2020 STIP
### HIGHWAY PROGRAM
#### STIP DELETIONS

### DIVISION 6

<table>
<thead>
<tr>
<th>B-5690</th>
<th>NC 410, REPLACE BRIDGE NO. 13 OVER BEAVERDAM</th>
<th>RIGHT-OF-WAY</th>
<th>FY 2020 -</th>
<th>$24,000 (STPON)</th>
</tr>
</thead>
<tbody>
<tr>
<td>COLUMBUS</td>
<td>SWAMP.</td>
<td>CONSTRUCTION</td>
<td>FY 2021 -</td>
<td>$486,000 (STPON)</td>
</tr>
<tr>
<td>PROJ.CATEGORY</td>
<td><strong>DELETE, WORK TO BE ACCOMPLISHED UNDER DIVISION PROJECT.</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>REGIONAL</td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>B-5697</th>
<th>SR 1005 (PEACOCK ROAD), REPLACE BRIDGE NO. 126</th>
<th>RIGHT-OF-WAY</th>
<th>FY 2021 -</th>
<th>$24,000 (STPOFF)</th>
</tr>
</thead>
<tbody>
<tr>
<td>COLUMBUS</td>
<td>OVER GUM SWAMP.</td>
<td>CONSTRUCTION</td>
<td>FY 2022 -</td>
<td>$475,000 (STPOFF)</td>
</tr>
<tr>
<td>PROJ.CATEGORY</td>
<td><strong>DELETE, WORK TO BE ACCOMPLISHED UNDER DIVISION PROJECT.</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DIVISION</td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

### DIVISION 9

<table>
<thead>
<tr>
<th>* SF-4908G</th>
<th>NC 150, SR 1453 (WEST CENTER STREET EXTENSION)</th>
<th>RIGHT-OF-WAY</th>
<th>FY 2014 -</th>
<th>$1,000 (HRRR)</th>
</tr>
</thead>
<tbody>
<tr>
<td>DAVIDSON</td>
<td>CONSTRUCT TURN LANES.</td>
<td>CONSTRUCTION</td>
<td>FY 2015 -</td>
<td>$359,000 (HRRR)</td>
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<tr>
<td>PROJ.CATEGORY</td>
<td><strong>PROJECT DELETED AT REQUEST OF DIVISION.</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>REGIONAL</td>
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<td></td>
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</tbody>
</table>

### DIVISION 13

<table>
<thead>
<tr>
<th>* B-4713</th>
<th>SR 1381 (RABBIT HOME ROAD), REPLACE BRIDGE NO. 30</th>
<th>RIGHT-OF-WAY</th>
<th>FY 2018 -</th>
<th>$45,000 (STPOFF)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BUNCOMBE</td>
<td>OVER NEWFOUND CREEK.</td>
<td>CONSTRUCTION</td>
<td>FY 2019 -</td>
<td>$450,000 (STPOFF)</td>
</tr>
<tr>
<td>PROJ.CATEGORY</td>
<td><strong>DELETE, WORK WAS ACCOMPLISHED BY STATE FORCES.</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DIVISION</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### ADDITIONS

- 1 PROJECTS: $3,200,000

### MODIFICATIONS

- 25 PROJECTS

### DELETIONS

- 4 PROJECTS: $1,864,000
- 30 PROJECTS: $1,336,000

* INDICATES FEDERAL AMENDMENT

Thursday, September 04, 2014
SUMMARY: There are a total of 54 Agreements for approval by the Board of Transportation.

Statewide

National Railroad Passenger Corporation (Amtrak)

This two-year Rail Agreement provides for the annual operations to be defined in an agreement between the Department and Amtrak for rail passenger service under the name Carolinian (Trains 79 & 80) between Charlotte and Washington, D.C. This will cover all costs associated with the operation of the Carolinian including locomotive fuel, host railroad payments, and the estimated capital cost for Amtrak-owned passenger train equipment. Amtrak and Department passenger operations for Fiscal Year 2015 will total $25,397,020 with Carolinian expenses coming to $18,698,585 and revenues totaling $17,088,000. This leaves an estimated cost to the Department for the period of October 1, 2014 through September 30, 2015 of $1,610,585 for the Carolinian operation.

National Railroad Passenger Corporation (Amtrak)

This one-year Rail Agreement provides for the annual operations to be defined in an agreement between the Department and Amtrak for rail passenger service under the name Piedmont (Trains 73, 74, 75, and 76) between Raleigh and Charlotte. This will cover all costs associated with Amtrak’s operation of the Piedmont. Amtrak and Department passenger operations for Fiscal Year 2015 will total $25,397,020 with Piedmont expenses totaling $6,698,435 and revenues totaling $3,555,000. This leaves an estimated cost to the Department for the period of October 1, 2014 through September 30, 2015 of $3,143,435 for the Piedmont operation.

Division 1

FHWA – Eastern Federal Lands Highway Division
Dare County
B-2500 A
32635.3.FR6

This Project consists of the construction of a bridge and approach roadway in the existing NC 12 easement to replace the existing surface road and temporary bridge over the New Inlet in Dare County. Based on an Agreement with FHWA – Eastern Federal Lands Highway Division (EFLHD), the Department is responsible for all phases of the Project. EFLHD shall reimburse the Department a maximum of $730,000 in Federal Lands Access Program (FLAP) funds and the Department will provide up to $182,500 in state matching funds.
Division 2

Carolina Coastal Railway
(CLNA)
Pitt County
U-3315
35781.2.1

This Rail Agreement provides for CLNA expense for the Department’s project within the operating railroad right-of-way on 9th Street and 10th Street in Greenville. The improvement at 9th Street includes the removal of the existing crossing surface and installation of a rubber rail-seal surface at milepost NS 146.96. The 10th Street improvement includes the removal of the existing crossing surface and installation of a new concrete panel crossing surface at milepost NS 146.90. The Agreement provides for encroachment by the Department on the operating railroad right-of-way. The Department will be responsible for all costs incurred by CLNA. The estimated cost is $400,000.

City of Kinston
Lenoir County
EB-3314 D
3602.3.15

This Project consists of construction of a multiuse path at Heritage Street northwesterly to Richard Caswell Grave Road and the Governor Caswell Memorial in Kinston. This Supplemental Agreement is to expand the scope to include a multiuse path beginning at Heritage Street northwesterly to Atlantic Avenue and Nelson Street, increase the funding and add a completion date for the Project. The Department’s original participation was $601,088. The Department agrees to participate with an additional $74,770 of enhancement funds and $250,000 of contingency funds for a total of $925,858. The completion date for all work is five (5) years after the initial authorization of Federal funding.

Division 3

City of Jacksonville
Onslow County
36247.3.4

This Municipal Operations Agreement (Schedule C) consists of the operation of the traffic signals at certain intersections on the State Highway System within or near the City of Jacksonville. The Department shall reimburse the Municipality based on an annual approved amount of applicable traffic control devices utilized for the operation and maintenance of the system.
Division 3 - cont.

City of Jacksonville
Onslow County
36247.3.4

This Municipal Operations Agreement (Schedule D) provides for the operation of the computerized traffic signal system as indicated in the Agreement. The Municipality shall install, repair and maintain highway signs and markings, electric traffic signals and other traffic control devices on the State Highway System Streets located within the Municipality. The Department shall be invoiced for the approved cost of the installation, repair and/or maintenance as per the Agreement.

Division 4

City of Rocky Mount
Nash County
C-5548
51018.1.F1
51018.3.F1

This Project consists of construction of sidewalk along certain streets in Rocky Mount. This Supplemental Agreement is to revise the scope to construct sidewalk along Benvenue Street, Tarboro Street, Falls Road, Franklin Street, Leggett Road and Church Street in Rocky Mount. The Supplemental Agreement also extends the completion date of the Project to be completed within five (5) years of authorization of Federal funding.

Division 5

Town of Apex
Wake County
U-5118 AF
42379.1.FD31
42379.2.F31
42379.3.FD31

This Project consists of additional turn lanes at the intersection of Kelly Road at Olive Chapel Road and the extension of sidewalk along the west side of Kelly Road from Evening Star Drive to Olive Chapel Road. The Project also includes construction of southbound right turn and left turn lanes as well as a northbound right turn lane on Kelly Road and a westbound right turn lane on Olive Chapel Road in Apex. The Municipality is responsible for all phases of the Project. The Department shall reimburse eighty percent (80%) of eligible expenses up to $400,000 from STP-DA funds. The Municipality will be responsible for providing the twenty percent (20%) matching funds, or $100,000 for the STP-DA funds authorized and all costs that exceed the total estimated cost.
Division 5 – cont.

City of Durham
Durham County
U-3308
34915.3.FR1

This Project consists of improvements on NC 55 (Alston Avenue) from NC 147 (Buck Dean Freeway) to north of US 70 Bus/NC 98 (Holloway Street), including sidewalk from the NC 147 EB Ramp to US 70 Bus/NC 98 in Durham. The Department shall prepare the environmental and/or planning document, Project plans and specifications, construct the Project, and acquire any needed right of way. The Municipality shall relocate and adjust any municipally-owned utilities.

Town of Knightdale
Wake County
EL-5100 CD
41821.3.42

This Project consists of the installation of approximately 2,100 linear feet of 5-foot sidewalk on the east side of Smithfield Road between Carrington Drive and Edunghorns Keep Drive in Knightdale. This Supplemental Agreement is to include a pedestrian crossing at Knightdale Boulevard. The Department’s original participation was $235,900. The Department agrees to reimburse the Municipality 50% of additional charges up to an additional $74,931 of Transportation Enhancement funds. The Municipality will provide 50% matching funds and all costs over the estimated amount.

Town of Holly Springs
Wake County
B-4659
38456.3.FD1

This Project consists of replacing Bridge No. 373 over Basal Creek on SR 1393 (Bass Lake Road), including a sidewalk in Holly Springs. The Department is responsible for all phases of the work. The Municipality will pay 30% of the cost associated with new sidewalk. The estimated cost of the sidewalk is $15,384. The estimated cost to the Municipality is $4,615.

CSX Transportation, Inc.
(CSXT)
Wake County
P-5500
44092

On October 2, 2009, the Department and CSXT entered into a Railroad Master Construction Agreement which detailed the terms and conditions by which CSXT would construct various rail improvements within the State of North Carolina. This Addendum #5 to the Master Construction Agreement covers the grading and crash wall construction for the relocated CSXT “S-Line” associated with the improvements to the new Raleigh Union Station. The Department shall perform the design work, obtain the permits, and acquire any needed right-of-way. At the request of the Department, CSXT shall perform all of the construction work. The Department shall reimburse CSXT 100% of the actual eligible cost. The estimated cost of the project is $1,700,000.
NCDOT September 4, 2014 Board of Transportation Agenda

Division 6

CSX Transportation, Inc. (CSXT)
Robeson County
P-4900
41099

On September 12, 2012, the Department and CSXT entered into a Memorandum of Understanding (MOU) for a joint initiative to construct a new track from CSXT’s “A-Line” beginning at milepost A 240.15 and tying into the “SE-Line” at milepost SE 287.66, to construct a crossing of Union Chapel Road, and to relocate the Jones Road at-grade crossing. Due to a change in CSXT’s responsibilities, the MOU executed on September 12, 2012, will be superseded by this MOU. This MOU details revisions that allow CSXT to construct, or to have constructed, the track component of the project work and to obtain a permanent and exclusive easement over the new track.

County of Harnett
U-3465
39017.3.FD1

This Project consists of roadway improvements and widening to SR 1121 (Ray Road) from NC 210 to SR 1120 (Overhills Road) in Harnett County. At the request of the County, additional work will be included for a sidewalk on Ray Road within the Project limits. The Department is responsible for all phases of the Project. The Fayetteville Area Metropolitan Planning Organization (FAMPO) will provide funding for sidewalk construction using State Transportation Program Direct Attributable (STP-DA) funds. The total estimated cost of the sidewalk construction is $360,288. FAMPO will provide 80% STP-DA funds ($288,230) and the Department will provide the remaining 20% ($72,058) matching state funds.

Division 7

Norfolk Southern Railway Company (NS)
North Carolina Railroad Company (NCRR)
Guilford County
P-5204
52400.3.STR01T4

This Rail Agreement provides for grade separation of the at-grade crossing of McLeansville Road (SR 2819) (Crossing No. 722 976R, MP H 8.02). The Department will perform all work associated with the grade separation and the maintenance of the structure will be the responsibility of the Department. The estimated cost to the Department is $1,608,832.

Norfolk Southern Railway Company (NS)
North Carolina Railroad Company (NCRR)
Guilford County
P-5204
52400.3.STR01T4

This Rail Agreement provides for the permanent closures of the at-grade crossings on McLeansville Road (SR 2819) (Crossing No. 722 976R, MP H 8.02), and Carmon Road (SR 2755) (Crossing No. 722 978E, MP H 9.09). The Department will perform all work not on railroad right-of-way. NS will perform all work within railroad right-of-way. NS will contribute $76,000 to the cost of these closures. The estimated cost to the Department is $4,217,000.
City of Greensboro  
Guilford County  
C-5555 A  
45540.3.1  
This Project consists of the installation of sidewalk along various sections of roadway in Greensboro. This Supplemental Agreement is to reduce the scope of the Project to sidewalk on JJ Drive, McConnell Road, Vandalia Road, West Friendly Avenue and West Wendover Avenue in Greensboro and to extend the completion date for pre-construction activities to September 15, 2014 in lieu of February 28, 2014.

City of High Point  
Guilford County  
U-3615B  
34962.3.FD1  
This Project consists of improvements on SR 1820 (Skeet Club Road) from east of SR 1818 (Johnson Street) to west of NC 58 (Eastchester Drive) in High Point. The Municipality shall reimburse the Department fifty percent (50%) of the actual cost of the work associated with the construction of sidewalks within the corporate limits. The total estimated cost of the sidewalks is $523,090. The estimated cost to the Municipality is $261,545.

Division 8

City of High Point  
Randolph County  
B-5114  
42252.3.FR1  
This Project consists of the replacement of Bridge No. 136 over US 29-70/I-85 Business on SR 1619 (Prospect Street) in Randolph County. The Department shall prepare the environmental and/or planning document, project plans and specifications, construct the project and acquire any needed right of way. The Municipality shall relocate and adjust any municipally-owned utilities.

Town of Pittsboro  
Chatham County  
ER-2971H  
3608.3.07  
This Project consists of construction of sidewalk along SR 1967 (Pittsboro Elementary School Road) in Pittsboro. The Municipality shall be responsible for all phases of the Project. The Department shall participate in the actual construction costs of the Project in an amount not to exceed $26,400. Costs which exceed this amount shall be borne by the Municipality.

City of Asheboro  
Randolph County  
ER-2971H  
3608.3.08  
This Project consists of construction of sidewalk along SR 1451 (South Park Street) in Asheboro. The Municipality shall be responsible for all phases of the Project. The Department shall participate in the actual construction costs of the Project in an amount not to exceed $15,440. Costs which exceed this amount shall be borne by the Municipality.
Aberdeen, Carolina & Western Railway Company (ACWR)
Moore County
15-RF-001
80000.1.4.1

This Rail Agreement provides for approval of payment of state grant funds for ACWR to improve infrastructure, health, safety, and operating efficiency of the rail corridor. The specific projects funded by the grant include material and labor to lay welded rail between mileposts 35.5-37.0 and 45.8-49.4. The Department shall participate in the project to the extent of 50% of the total project costs or up to $800,725, whichever is less. The Department’s participation in the project costs will be funded from the (FRRCSI) fund. As a condition of the award of funds, ACWR and the Department shall enter into a contingent interest agreement and instrument of indebtedness to secure a lien on the project assets for (5) years.

City of Archdale
Randolph County
ER-2971H
3608.3.09

This Project consists of construction of sidewalk along US 311 (North Main Street) in Archdale. The Municipality shall be responsible for all phases of the Project. The Department shall participate in the actual construction costs of the Project in an amount not to exceed $16,800. Costs which exceed this amount shall be borne by the Municipality.

Town of Mount Gilead
Montgomery County
ER-2971H
3608.3.10

This Project consists of construction of sidewalk along NC 73 (North Main Street) in Mount Gilead. The Municipality shall be responsible for all phases of the Project. The Department shall participate in the actual construction costs of the Project in an amount not to exceed $119,040. Costs which exceed this amount shall be borne by the Municipality.

City of Sanford
Lee County
ER-2971H
3608.3.11

This Project consists of construction of sidewalk along US 421/NC 42 (Horner Boulevard) in Sanford. The Municipality shall be responsible for all phases of the Project. The Department shall participate in the actual construction costs of the Project in an amount not to exceed $112,040. Costs which exceed this amount shall be borne by the Municipality.

City of Sanford
Lee County
ER-2971H
3608.3.12

This Project consists of construction of sidewalk along SR 1514 (Bragg Street) and SR 1519 (Nash Street) in Sanford. The Municipality shall be responsible for all phases of the Project. The Department shall participate in the actual construction costs of the Project in an amount not to exceed $168,632. Costs which exceed this amount shall be borne by the Municipality.

September 4, 2014
Division 9

City of Lexington
Davidson County
C-5208
48019.3.1
This Project consists of the acquisition of (2) hybrid refuse vehicles to replace (2) conventional refuse vehicles. The Municipality is responsible for all phases of the Project. The Department shall reimburse eighty percent (80%) of eligible expenses up to $284,000 from Congestion Mitigation and Air Quality (CMAQ) funds. The Municipality will be responsible for providing the twenty percent (20%) matching funds or $71,000 for the CMAQ funds authorized and all costs that exceed the total estimated cost.

Town of Mocksville
Davie County
EB-5005
41118.3.FD1
This Project consists of the construction of the Rich Park Greenway in Mocksville. The Municipality is responsible for all phases of the Project. The Department shall reimburse one hundred percent (100%) of eligible expenses up to $1,200,000 from Transportation Enhancement (TE) funds and state matching funds. The Municipality will be responsible for all costs that exceed the total funding amount.

Winston-Salem Forsyth County
City/County Utilities
Forsyth County
U-2925
34892.2.2
This Project consists of improvements on Salem Creek Connector from SR 4326 (Rams Drive) to SR 4325 (Martin Luther King Jr. Drive) in Forsyth County. At the request of the Municipality, the Department shall include provisions in the construction contract for the contractor to adjust and/or relocate municipally owned water and sewer lines. The Municipality shall reimburse the Department the entire cost of the utility work. The estimated cost to the Municipality is $212,420.

Division 10

City of Locust
Stanly County
ER-2967 J
3610.3.03
This Project consists of construction of a sidewalk along the northbound side of NC 200 from 24/27 to Lions Club Drive in Stanly County. This Supplemental Agreement is to increase the funding for the Project. The Department’s original participation was $100,000. The Department agrees to reimburse the Municipality an additional $75,000 of Transportation Enhancement funds.
Division 10 – cont.

Gladys H. Doster, Michael J. Caudle, Janelle Nicole Gingrich-Caudle
Town of Harrisburg
Cabarrus County
P-4405 EA
42412.3.8

This Driveway Access Agreement is for the construction of an alternate access roadway to the Doster/Caudle property in order to mitigate the closing of the private at-grade crossing, Crossing No. 715 329N MP363.28. The Department shall construct the project contingent on the permanent closure of the private crossing. This Agreement will supersede an agreement executed between Gladys Doster and the Department on May 10, 2011, and approved by the Board of Transportation in November 2010. Estimated cost of the project is $350,000.

City of Charlotte
Mecklenburg County
17BP.10.R.50

This Project consists of construction of a 2-lane bridge replacement with (2) 11’ travel lanes and (2) 4’ paved shoulders on Bridge No. 81 on Hucks Road in Mecklenburg County. The Municipality has requested the bridge be widened to a total width of 51’ to accommodate future bike lanes, curb and gutter and 8’ sidewalks. The Department shall prepare the environmental and/or planning document, 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 additional bridge width, sidewalk and curb and gutter. The Municipality shall reimburse the Department 100% of the actual cost of the work. The estimated cost of the additional work is $208,100.

Norfolk Carolina Railroad Company
Norfolk Southern Railway Company
Cabarrus County
B-5136
42295.1.1
39929.3.1

This Project consists of replacing Bridge No. 66 and 69 on US 29/601 (Concord Parkway) beginning at Station 20+46.56-L- and ending at Station 23+02.31-L- in Cabarrus County. The Company and Railroad shall provide right of way for proposed work, furnish all labor, material, tools and equipment and to perform all work required to make changes in its alignment, location or elevation of telephone, pipe and signal lines over and/or under its right of way and construct the overheads. The Department shall prepare plans and specifications for the proposed overhead work, acquire all rights of way necessary for the construction of the proposed work and furnish all labor, materials, tools and equipment to construct the proposed work, except work performed by the Company and Railroad. The Department shall reimburse the Company and Railroad for work performed in accordance with the plans and the force account estimate.
Division 10 – cont.

City of Charlotte
Mecklenburg County
U-5507 A
45477.2.1
This Project consists of construction of the northwest part of the Prosperity Village Thoroughfare from the I-485 westbound on-ramp and eastbound off-ramp in the Prosperity Village area to Ridge Road extension in Mecklenburg County. This Supplemental Agreement will reallocate unused funds from U-5507A to U-5507B and decrease funding for U-5507A. The Department agrees to reimburse the Municipality a total of $1,133,260 in lieu of $2,100,000 of STP-DA funds.

City of Charlotte
Mecklenburg County
U-5507 B
45477.2.2
45477.3.2
This Project consists of construction of the northwest part of the thoroughfare from the termini of U-5507 A to existing Prosperity Church Road in Mecklenburg County. This Supplemental Agreement will reallocate unused funds from U-5507A to U-5507B and increase funding for U-5507B. The Department agrees to reimburse the Municipality a total of $3,666,740 in lieu of $2,700,000 of STP-DA funds. The Municipality will provide $241,685 as their local match.

Siemens Energy, Inc. (Siemens)
Mecklenburg County
11-IN-003
80000.3.3.15
This Supplemental Rail Agreement provides for approval of an increase in the Department’s participation in the project costs of Siemens’ construction of rail improvements at its new gas turbine plant in Charlotte. The Department and Siemens executed a Rail Industrial Access Agreement on March 5, 2012, in which the Department agreed to contribute 45% or up to a total of $150,000, whichever is less, toward project costs. To date, Siemens has received $150,000. This Supplemental Agreement authorizes the Department to contribute 45% or up to a total expenditure of $400,000 (an additional contribution of up to $250,000), whichever is less, toward project costs. The Department’s additional participation in the project costs will be funded from the State’s Freight Rail and Rail Crossing Safety Improvement (FRRCSI) fund.

Town of Harrisburg
Cabarrus County
P-5208F
50000.3.STR06T4D
This Rail Agreement provides for the design cost for adding a sidewalk on the proposed bridge of relocated SR 1173 (Caldwell Road) located on the new overpass of Norfolk Southern / North Carolina Railroad tracks in Harrisburg. The Municipality will reimburse the Department $22,083 for the estimated cost of the sidewalk.
Division 11

Town of North Wilkesboro
County of Wilkes
R-2603
36001.3.FR1

This Project consists of improvements on NC 268 from multi-lanes east of NC 18 to SR 1966 in Wilkes County. The Department shall be responsible for all phases of the Project. At the request of the Municipality and the County, the Department shall include in its contract the construction of sidewalks. The Municipality and the County shall each reimburse the Department (20%) of the actual cost of the sidewalks. The total estimated cost for the sidewalk within the Municipality is $244,253. The Municipality shall reimburse the Department $48,851. The total estimated cost for the sidewalk within the County is $30,767. The County shall reimburse the Department $6,153.

County of Alleghany
ER-2973 K
3711.3.19

This Project consists of the landscape design and plantings on US 21 near the Alleghany County Fairgrounds and on SR 1206 at the Sparta Veterans Park in Alleghany County. The Department shall develop the landscape design, prepare plans and site and install the plantings. The County shall assume maintenance of the plantings at the end of a one-year establishment period.

Division 11 & 12

Caldwell County Railroad Company (CWCY)
Caldwell Railroad Commission (CRC)
Caldwell & Catawba Counties
15-RF-006
80000.1.4.6

This Rail Agreement provides for approval of payment of state grant funds for CWCY to improve infrastructure, health, safety, and operating efficiency of the rail corridor. The specific projects funded by the grant include replacement of 917 cross ties and switch ties and removal of rail turnouts along 16 miles of the line between Hickory and Lenoir. The Department shall participate in the project to the extent of 50% of the total project costs or up to $50,000, whichever is less. The Department’s participation in the project costs will be funded from the State’s Freight Rail & Rail Crossing Safety Improvement (FRRCSI) fund. As a condition of the award of funds, the CRC 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 12

City of Lincolnton
Lincoln County
C-5532
45507.1.F1
45507.2.F1
45507.3.F1
This Project consists of pedestrian improvements at the intersection of Generals Boulevard and East Main Street in Lincolnton. The Municipality is responsible for all phases of the Project. The Department shall reimburse eighty percent (80%) of eligible expenses up to $465,000 from Congestion Mitigation and Air Quality (CMAQ) funds. The Municipality will be responsible for providing the twenty percent (20%) matching funds or $116,250 for the CMAQ funds authorized and all costs that exceed the total estimated cost.

Town of Troutman
Iredell County
EB-5532
50047.3.1
This Project consists of construction of the North Main Street Greenway/Sidewalk from Old Murdock Road to SR 1005 (Old Mountain Road) in Troutman. The Municipality is responsible for all phases of the Project. The Department shall reimburse one hundred percent (100%) of eligible expenses up to $430,000 from Transportation Enhancement (TE) funds and state matching funds. The Municipality will be responsible for all costs that exceed the total estimated cost.

City of Gastonia
Gaston County
C-5566
50110.3.F1
This Project consists of implementing a GPS/Automatic Vehicle Locator Program for the City of Gastonia’s fleet in Gaston County. The Municipality is responsible for all phases of the Project. The Department shall reimburse eighty percent (80%) of eligible expenses up to $192,000 from Congestion Mitigation and Air Quality (CMAQ) funds. The Municipality will be responsible for providing the twenty percent (20%) matching funds, or $48,000 for the CMAQ funds authorized and all costs that exceed the total estimated cost.

City of Gastonia/Two Rivers Utilities
Gaston County
17BP.12.R.10
This project consists of bridge replacement on SR 2416 (Robinson Road) in Gaston County. At the request of the Agency, the Department shall include provisions in the construction contract for the contractor to adjust and/or relocate water lines. The Agency shall reimburse the Department the entire cost of said utility work. The estimated cost to the Agency is $68,240.
Division 12 – cont.

City of Gastonia/Two Rivers Utilities
Gaston County
17BP.12.R.9

This project consists of bridge replacement on SR 1136 (Davis Park Road) in Gaston County. At the request of the Agency, the Department shall include provisions in the construction contract for the contractor to adjust and/or relocate water lines. The Agency shall reimburse the Department the entire cost of said utility work. The estimated cost to the Agency is $53,701.

FHWA – Eastern Federal Lands Highway Division and Cleveland County
EB-5546
50140.1.F1
50140.3.F1

This Project consists of the construction of the remaining three (3) miles of Gateway Trail from Galilee Church Road to Crowder’s Mountain State Park in Cleveland County. Based on an Agreement with FHWA – Eastern Federal Lands Highway Division (EFLHD) and Cleveland County, the County will construct, maintain, and operate the facility. EFLHD shall reimburse the Department and the County a maximum of $506,000 in Federal Lands Access Program (FLAP) funds and the County will provide up to $124,000 in matching funds.

Division 13

Southeast Shortlines, Inc., d/b/a Thermal Belt Railway (TBRY)
Rutherford Railroad Development Corporation (RRDC)
Rutherford County
15-RF-010
80000.1.4.11

This Rail Agreement provides for approval of payment of state grant funds for TBRY to improve infrastructure, health, safety, and operating efficiency of rail corridor. The specific project funded by the grant is the installation of a new 475-foot siding at milepost 404 and related improvements to serve an expanding transload customer. The Department shall participate in the project to the extent of 50% of the total project costs or up to $58,688, whichever is less. The Department’s participation in the project costs will be funded from the State’s Freight Rail & Rail Crossing Safety Improvement (FRRCSI) fund. As a condition of the award of funds, the RRDC 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.

September 4, 2014
Division 13 – cont.

City of Asheville
Buncombe County
I-5501
46292.3.FS1

This project consists of improvements on I-26/NC 280 Interchange in Asheville. This Supplemental Agreement is to modify the original funding. The Municipality’s original participation was $164,000. The Municipality agrees to reimburse the Department an additional $32,900. The costs are for relocation and adjustment of water lines. The adjusted total estimated cost to the Municipality is $196,900.

Division 14

Great Smoky Mountains Railroad (GSMR)
Swain & Jackson Counties
15-RF-014
44246

This Rail Agreement provides for approval of payment of state grant funds for GSMR to improve infrastructure, health, safety, and operating efficiency of rail corridor. The specific projects funded by the grant include installation of new crossties, rail, turnouts, and participation in the cost of the railroad’s annual bridge inspection program. Project work will be completed in the following areas: mileposts 55-56 (rail), 58 (rail), 59 (rail), 47.5-86.6 (ties), and 47-99 (bridge inspection). The Department shall participate in the project to the extent of 50% of the total project costs or up to $249,232, whichever is less. The Department’s participation in the project costs will be funded from the State’s Short Line Infrastructure Assistance Program. As a condition of the award of funds, the GSMR 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.

FHWA – Eastern Federal Lands Highway Division
Jackson County
B-4472
38378.3.1

This Project consists of removal and replacement of Bridge # 80 on NC SR 1737 and reconstruction of roadway on NC SR 1743 to provide access to Nantahala National Forest in Jackson County. Based on an Agreement with FHWA – Eastern Federal Lands Highway Division (EFLHD), EFLHD is responsible for all phases of the Project. A maximum of $1,665,000 in Federal Lands Access Program (FLAP) funds will be expended on the Project and the Department will provide up to $405,000 in state matching funds.
Division 14 – cont.

FHWA – Eastern Federal Lands Highway Division
Transylvania County
B-5554
46312.1.F1
46312.2.F1
46312.3.F1

This Project consists of removal and replacement of Bridge # 73 on NC 215 to provide access to Pisgah National Forest in Transylvania County. Based on an Agreement with FHWA – Eastern Federal Lands Highway Division (EFLHD), the Department is responsible for all phases of the Project. EFLHD shall reimburse the Department a maximum of $609,200 in Federal Lands Access Program (FLAP) funds and the Department will provide up to $149,300 in state matching funds.

FHWA – Eastern Federal Lands Highway Division
Transylvania County
B-5555
46313.1.F1
46313.2.F1
46313.3.F1

This Project consists of removal and replacement of Bridge # 46 on NC 215 to provide access to Pisgah National Forest and reconstruction of a new wider bridge in Transylvania County. Based on an Agreement with FHWA – Eastern Federal Lands Highway Division (EFLHD), the Department is responsible for all phases of the Project. EFLHD shall reimburse the Department a maximum of $731,000 in Federal Lands Access Program (FLAP) funds and the Department will provide up to $179,000 in state matching funds.

FHWA – Eastern Federal Lands Highway Division
Swain County
R-5529
55067.1.F1
55067.3.F1

This Project consists of construction of a helipad and approach, lighting and landscaping for the helipad in Nantahala National Forest in Swain County. Based on an Agreement with FHWA – Eastern Federal Lands Highway Division (EFLHD) and Swain County, the Department is responsible for all phases of the Project. EFLHD shall reimburse the Department a maximum of $45,600 in Federal Lands Access Program (FLAP) funds and the County will provide $11,400 in local matching funds.
SUMMARY: There are a total of 32 Agreements for informational purposes only.

<table>
<thead>
<tr>
<th>Division 1</th>
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| **Dare County Board of Commissioners**  
Dare County  
44226  
This Project consists of construction of a gravel trail and an elevated wooden trail extending from the NC Department of Transportation Roanoke Island Rest Area to SR 1188 (Toler Road) in Dare County. The Department is responsible for all phases of the Project and shall participate in the actual engineering and construction costs of the Project. The estimated cost is $63,000. |

| **UNC Coastal Studies Institute**  
Dare County  
44226  
This Project consists of construction of a gravel trail and an elevated wooden trail extending from SR 1134 (Skyco Road) to the campus of the UNC Coastal Studies Institute in Dare County. The Department is responsible for all phases of the Project and shall participate in the actual engineering and construction costs of the Project. The estimated cost is $40,000. |

| **US Army Corps of Engineers**  
Camden County  
This Special Lease Agreement is to lease land for the construction, operation and maintenance of a Welcome Center to include bulkhead, walkways, pier and docks at the Atlantic Intracoastal Waterway Dismal Swamp Canal in Camden County. |

<table>
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<tr>
<th>Division 2</th>
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</thead>
</table>
| **Town of Emerald Isle**  
Carteret County  
This Special Lease Agreement is to lease 0.73 acres of Department right of way to the Municipality for public uses in Carteret County. The property is located on the south side of NC 58 in Emerald Isle. The Municipality will be responsible for maintenance, utilities and installation of improvements. |

<table>
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<th>Division 3</th>
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| **City of Clinton**  
Sampson County  
44208  
This Project consists of the installation of 5-ft concrete sidewalks, curb ramps and drainage modifications to connect existing sections of sidewalk located between Butler Avenue School and Sunset Avenue School in Clinton. The Department is responsible for all phases of the Project. The Department shall participate in the actual Project cost up to a maximum amount of $128,000. The Municipality will be responsible for maintenance of the sidewalks on completion of the Project |
<table>
<thead>
<tr>
<th>Division 3 – cont.</th>
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<tbody>
<tr>
<td>Bailey and Associates, Inc.</td>
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<tr>
<td>Onslow County 35801.3.1</td>
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<tr>
<td>City of Wilmington</td>
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<tr>
<td>New Hanover County EB-5544 45844.3.1</td>
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<tr>
<td>Town of Atkinson</td>
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<td>Pender County 3603.3.28</td>
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<tr>
<td>Market Street Ventures LLC</td>
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<tr>
<td>New Hanover County 36249.3.FD2</td>
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<tr>
<td>Division 4</td>
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<tr>
<td>Town of Smithfield</td>
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<tr>
<td>Johnston County 4.105115</td>
</tr>
</tbody>
</table>
Division 4 – cont.

Town of Princeton
Johnston County
4.205115

This Maintenance Agreement is for the “routine” and/or “clean up” mowing of the State maintained roadways within the corporate limits of Princeton. The Municipality shall provide the equipment, labor, materials and traffic controls to perform said mowing service. The Department shall reimburse the Municipality up to $367.69 for completion of the yearly mowing cycle.

Joseph S. Sheetz
Johnston County
36249.3384

This Project consists of modifying the existing signal at the intersection of US 70 Business and NC 42/SR 1589 (Rose Street) and modifying the Eastbound US 70 Business approach to provide a separate right turn lane and associated right turn overlap phase. The Developer shall reimburse the Department 100% of the actual cost of said work. The estimated reimbursement to the Department for review and inspection is $5,000.

County of Pender
Pender Volunteer Fire and Rescue, Inc.
Pender County
44241

This Project consists of driveway access for the new Pender Fire & Rescue station located on US-17, 2.5 miles from I-140 toward NC 210 in Pender County. The Department shall participate in the actual construction costs up to a maximum amount of $25,000. Costs which exceed this amount shall be borne by the County and/or Fire Department.

Town of Holly Ridge
Onslow County
3.106715
3.206715

This Project covers the “routine” and/or “clean up” mowing of the State maintained roadways within the corporate limits of Holly Ridge. The Municipality shall provide the equipment, labor, materials and traffic controls to perform said mowing service. The Department shall reimburse the Municipality up to $2,047.64 upon completion of the mowing cycle.

City of Rocky Mount
Nash County
C-5546
51016.1.F1
51016.3.F1

This Project consists of widening the westbound approach of Jeffrey’s Road in order to add a thru-right lane at the signalized intersection with Benvenue Road in Rocky Mount. This Supplemental Agreement is to extend the completion date of the Project to be completed within three (3) years of authorization of Federal funding.
Division 5

Town of Wake Forest
Wake County
42379.3.FD29
This Project consists of the installation of a traffic signal at the intersection of SR 2052 (Rogers Road) and Marshall Farm Road in Wake Forest. The Department shall be responsible for all phases of the Project. The Municipality shall reimburse the Department $55,000 upon execution of the Agreement by the Municipality.

BH-Marquee Station, LLC
Wake County
36249.3370
This Project consists of the installation of a new traffic signal at the intersection of US 401 at SR 1404 (Mill Creek Drive/Ideal Lane) in Wake County. The Developer shall reimburse the Department (100%) of the actual cost of said work. The estimated reimbursement to the Department for review and inspection is $5,000.

David Weekly Homes
Durham County
36333.3.FD4
This Project consists of additional widening for a turn lane at the proposed Montclair subdivision and the replacement of two crossline pipes in Durham County. The Department shall be responsible for all phases of the Project. The Developer shall reimburse the Department $108,000 upon execution of the Agreement by the Developer.

Division 6

Fayetteville Retail Investments, LLC
Cumberland County
36249.3379
This Project consists of the installation of a traffic signal on US 301/I-95 Business at Ivan Drive/Retail Center Driveway and providing roadway improvements including turn lanes, thermoplastic pavement markings and roadway signs in Cumberland County. The Developer shall reimburse the Department (100%) of the actual cost of said work. The estimated reimbursement to the Department for review and inspection is $10,000.

Bladen County
40226.1.1
This Project consists of placing fly ash and non-contaminated waste soil on the closed Bladen County Landfill. The fly ash and waste soil is currently located within the proposed right of way of TIP R-4903 and will be relocated to construct an interchange on NC 87 at US 701. This will be a cost savings to the Department due to the short haul distance for the waste soil and eliminates the disposal cost of the fly ash is estimated at $150,000.
Division 7
City of Greensboro
Guilford County
EL-5101 DJ
41823.1.2
This Project consists of developing the environmental
document and construction design of the Phase 2 portion of
the Downtown Greenway in Greensboro. This
Supplemental Agreement is to extend the completion date
to April 30, 2015 in lieu of September 30, 2014.

Paliouras Enterprises, LLC
Orange County
36249.3383
This Project consists of signal upgrades at the intersection
of NC 86 at Hampton Pointe and the NC 86 at I-85
Southbound Ramp in Orange County. The Developer shall
reimburse the Department 100% of the actual cost of said
work. The estimated reimbursement to the Department for
review and inspection is $5,000.

Division 8
County of Moore
8C.063085
This Project consists of paving with asphalt the access
bays of the Glendon Carthage Fire/Rescue Facilities in
Moore County. The County shall be responsible for all
phases of the Project. The Department shall participate in
the actual construction costs in an amount not to exceed
$25,000. Costs which exceed this amount shall be borne
by the County and/or the District.

Division 9
Village of Clemmons
Forsyth County
36249.2534
This Project consists of the installation of an optically
actuated emergency vehicle traffic signal pre-emptive
device at the intersections of Lewisville Road at Peace
Haven and Lewisville Road at US 158 in Clemmons. This
Supplemental Agreement modifies the original scope to
expand the coverage of the existing pre-emption devices to
include additional coverage. The Village shall reimburse
the Department 100% of the actual cost of the additional
work. The estimated cost to the Village is $3,500.

Division 10
Line Nation Worldwide, Inc.
Mecklenburg County
36249.3385
This Project consists of the installation of ground mounted
directional signs from I-85 northbound to PNC Music
Pavilion in Mecklenburg County. The Developer shall
reimburse the Department (100%) of the actual cost of the
work performed by the Department. The estimated cost of
the work is $28,340.40.

September 4, 2014
Division 10 – cont.

M/I Homes, Inc.  
Union County  
17BP.10.R.50

This Project consists of the addition of sidewalk to Bridge No. 890262 replacement Project on Stevens Mill Road (SR 1524) 0.3 miles south of its intersection with Idlewild Road (SR 1501) in Union County. The Department is responsible for all phases of the Project. The Developer shall reimburse the Department 100% of the actual cost of the work. The estimated cost to the Developer is $10,593.

City of Charlotte  
Mecklenburg County  
45340.3.FS13

This Project consists of the installation of an additional right- turn lane and traffic signalization at the intersection of I-77 NB Ramp and Sunset Road (Exit 16A) in Charlotte. 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 roadway construction contract. The Municipality shall prepare the traffic signal design, install and furnish the traffic signal equipment and the Department will reimburse the Municipality in an amount not to exceed $59,500.

Division 11

Sam Walton Development Complex  
Caldwell County  
36249.3380

This Project consists of extending a left turn lane on SR 1160 (Mount Herman Road) at US 321 requiring the installation of new signal loops, stop bar and possible adjustment of traffic signal heads in Caldwell County. The Developer shall reimburse the Department (100%) of the actual cost of said work. The estimated reimbursement to the Department for review and inspection is $5,000.

Watauga County  
EB-5612  
56026.1.1  
56026.3.1

This Project consists of a 0.1 mile multi-use greenway underpass beneath Highway 421 in Watauga County. This Supplemental Agreement is to extend the completion date for pre-construction activities to March 31, 2015 in lieu of December 31, 2014 and to extend the completion date of the Project to December 31, 2015 in lieu of July 31, 2015.
Division 12

Town of Mooresville
Iredell County
44234

This Project consists of construction of the Cornelius/Mazeppa connector between the existing intersections of Mazeppa Road (SR 2395) and NC 115 and the intersection of Cornelius Road (SR 1302) and NC 21 in Iredell County. The Municipality is responsible for all phases of the Project. The Department shall participate in actual construction costs in an amount not to exceed $750,000. Costs which exceed this amount shall be borne by the Municipality.

Division 13

Quality Oil
Burke County
36249.3382

This Project consists of design review and inspection of the addition of a 4th leg at the intersection of NC 18 and the I-40 exit 105 eastbound ramp in Burke County. The Developer shall reimburse the Department (100%) of the actual cost of said work. The estimated reimbursement to the Department for review and inspection is $15,000.

Division 14

Swain County Public Schools
Swain County
36249.3381

This Project consists of the installation of flashers on the existing school speed limit signs along Fontana Road near Swain County High School in Swain County. The Department shall prepare the project plans, obtain any needed permits and construct the Project. The Agency shall relocate and adjust all utilities, acquire any right of way and/or construction easements and reimburse the Department 100% of the Project cost. The estimated Project cost is $15,000.
There will be no municipal street system changes presented for approval at the September 2014 Board meeting.
<table>
<thead>
<tr>
<th>No.</th>
<th>Agenda Item</th>
<th>Enacted Page No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Preliminary Right of Way Plans</td>
<td>R-1 &amp; R-2</td>
</tr>
<tr>
<td>2</td>
<td>Final Right of Way Plans</td>
<td>R-3</td>
</tr>
<tr>
<td>3</td>
<td>Revisions of Final Right of Way Plans</td>
<td>R-4 &amp; R-5</td>
</tr>
<tr>
<td>4</td>
<td>Approval of Conveyance of Highway Right of Way Residue</td>
<td>R-6</td>
</tr>
<tr>
<td>5</td>
<td>Approval of Conveyance of Surplus Highway Right of Way</td>
<td>R-7</td>
</tr>
<tr>
<td>6</td>
<td>Advance Acquisition of Highway Right of Way</td>
<td>R-8</td>
</tr>
</tbody>
</table>
Preliminary Right of Way Plans

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-5514; Project No. 44102.2.FS1:
SR 1007 (Owen Drive) from Walter Reed Road to US 301/Business 95

Cumberland County; I.D. No. W-5206AE; Project No. 45336.2.FD31:
SR 1104 (Strickland Bridge Road) from South of SR 3365 (Hackney Loop) to just South of SR 1109 (Dundle Road) in Fayetteville

Robeson County; I.D. No. P-4900; Project No. 41099.2.S1:
Railroad Bypass of Pembroke to allow North to South shipments to turn East

Harnett County; I.D. No. W-5206AJ; Project No. 45336.2.FD36:
NC 210 at SR 2215 (Harnett Central Road) and SR 2215 from NC 210 to Harnett Central Middle School driveway

(Division 9)

Davidson County; I.D. No. B-3159; Project No. 38331.2.FR1:
Bridge No. 27 over US 29-64-70/I-85 Business Loop on US 52/NC 8
Preliminary Right of Way Plans (cont'd)

(Division 9 continued)
Rowan County; I.D. No. W-5313; Project No. 46136.2.FD:
SR 1221 (Old Beatty Ford Road) from SR 1337 (Lentz Road) to SR 2335 (Lower Stone Church Road)

(Division 11)
Alleghany County; I.D. No. R-4060; Project No. 34605.2.R1:
US 21 (Sparta Western Loop) from SR 1172 (Grandview Drive) to US 21

Wilkes County; I.D. No. B-4676; Project No. 33831.2.FD1:
Bridge No. 29 over Cub Creek on SR 1001

(Division 12)
Gaston County; I.D. No. W-5311; Project No. 46135.2.FR1:
US 321 at SR 2416 (Robinson Road) and US 321 just North of SR 2416

Gaston County; I.D. No. U-3633; Project No. 37649.2.R2:
NC 273 (South Main Street) from Tuckaseege Road (at Beatty Drive) to Highland Street

(Division 14)
Cherokee County; I.D. No. W-52140; Project No. 45344.2.FD15:
SR 1388 (Bristol Avenue) from SR 1405 to High School Drive near Andrews
Final Right of Way Plans

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. 34817.2.8; Cumberland County; I.D. No. U-2519CB:
Grading, drainage, paving and structure on Fayetteville Outer Loop from South of SR 1400 (Cliffdale Rd) to East of SR 1007 (All American Freeway) with the right of way indicated upon the final plans for said project.

Project No. 42258.2.1; Bladen County; I.D. No. B-5117:
Grading, drainage, paving and structure on Bridge No. 47 over Lake Creek on NC 210 with the right of way indicated upon the final plans for said project.
Revisions of the Final Right of Way Plans

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 4)
Project No. 34927.2.2; I.D. No. U-3331; Nash County:
Final Right of Way plans approved on the minutes of the July 10, 2014 Board of Transportation Meeting. Revised additional right of way, easements or control of access shown on plan sheet(s) 4 and 6 as presented at the September 4, 2014 Board of Transportation Meeting.

(Division 5)
Project No. 34406.2.3; I.D. No. R-2241A; Person County:
Final Right of Way plans approved on the minutes of the May 2, 2013 Board of Transportation Meeting. Revised additional right of way, easements or control of access shown on plan sheet(s) 4 and 5 as presented at the September 4, 2014 Board of Transportation Meeting.

(Division 6)
Project No. 36492.2.1; I.D. No. U-4444AB; Cumberland County:
Final Right of Way plans approved on the minutes of the November 8, 2012 Board of Transportation Meeting. Revised additional right of way, easements or control of access shown on plan sheet(s) 7 as presented at the September 4, 2014 Board of Transportation Meeting.
Revisions of the Final Right of Way Plans (cont’d)

(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) 21 as presented at the September 4, 2014 Board of Transportation Meeting.

(Division 10)
Project No. 40097.2.1; I.D. No. B-4973; Cabarrus County:
Final Right of Way plans approved on the minutes of the January 9, 2014 Board of Transportation Meeting. Revised additional right of way, easements or control of access shown on plan sheet(s) 4 as presented at the September 4, 2014 Board of Transportation Meeting.

Project No. 34811.2.3; I.D. No. U-2507A; Mecklenburg County:
Final Right of Way plans approved on the minutes of the January 9, 2014 Board of Transportation Meeting. Revised additional right of way, easements or control of access shown on plan sheet(s) 1-B, 13 and 14 as presented at the September 4, 2014 Board of Transportation Meeting.

(Division 13)
Project No. 40095.2.1; I.D. No. B-4983; Burke County:
Final Right of Way plans approved on the minutes of the July 10, 2014 Board of Transportation Meeting. Revised additional right of way, easements or control of access shown on plan sheet(s) 4 as presented at the September 4, 2014 Board of Transportation Meeting.
Approval of conveyance of Highway Right of Way Residues

It is hereby resolved, based upon the recommendation of the Manager of the Right of Way Unit, that the following highway right of way conveyances are approved:

(Division 7)
Project 43219.2.STR01P5204, Parcel P-5204 014, Piedmont Corridor – SR 2819 to North of SR 2476
 Guilford County
Conveyance of an approximate 0.231-acre residue area to North Carolina Railroad Company as part settlement, for no consideration.

| CONVEYANCE ROW RESIDUE | 1 PROJECT(S) | $0.00 |
Approval of conveyance of Surplus Highway Right of Way

It is hereby resolved, based upon the recommendation of the Manager of the Right of Way Unit, that the following highway right of way conveyances are approved:

(Division 8)
Project 34431.2.1, Parcel 044, US 421-NC 87 (Sanford Bypass) from West of SR 1400 (Cumnock Road) NC 87 Near SR 1138 (Harvey Faulk Extension)
Lee County
Conveyance of an approximate 0.516-acre surplus right of way area to Wesara Associates, LLC for no consideration.

(Division 13)
Project 8.19030, Parcel 052, I-240 near North Ann Street in Asheville
Buncombe County
Conveyance of an approximate 0.064-acre surplus right of way area to HP Asheville LLC for no consideration.
Advance Acquisition of Highway Right of Way

Upon recommendation of the Manager of the Right of Way Unit, the Board has been requested to authorize the acquisition of the following properties through negotiation or condemnation for purposes of highway construction in order to prevent undue hardship on property owners or to protect the right of way corridor from 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.

Division 3

Property of IBIS Land Management, LLC
I.D. No. R-3300, Parcel #926,
WBS 40237.2.1, F. A. Project N/A
County of New Hanover

ADVANCE ACQUISITION OF RIGHT OF WAY   1 PROJECT(S)   $0.00

R-ITEM SUMMARY   24 PROJECT(S)   TOTAL:   $0.00
At the time of preparation of this agenda item the General Assembly had ratified Senate Bill 744. Accordingly, it is recommended that Maintenance, General Maintenance Reserve, Bridge Program, Pavement Preservation, and Contract Resurfacing allocations be made in accordance with the Session Law 2014-100 base budget as shown below:

<table>
<thead>
<tr>
<th>SCHEDULE I – PRIMARY SYSTEM</th>
<th>TOTAL ALLOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road and Bridge Maintenance</td>
<td>84,713,560</td>
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<tr>
<td>State and Federal Obligation</td>
<td>13,097,500</td>
</tr>
<tr>
<td>Asset Maintenance and Operation</td>
<td>11,859,000</td>
</tr>
<tr>
<td>Research and Development</td>
<td>675,000</td>
</tr>
<tr>
<td>Emergency</td>
<td>30,500,000</td>
</tr>
<tr>
<td><strong>SUBTOTAL</strong></td>
<td><strong>$140,845,060</strong></td>
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<tr>
<td>SCHEDULE II – SECONDARY SYSTEM</td>
<td></td>
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<tr>
<td>Road and Bridge Maintenance</td>
<td>233,222,435</td>
</tr>
<tr>
<td>State and Federal Obligation</td>
<td>2,282,500</td>
</tr>
<tr>
<td>Asset Maintenance and Operation</td>
<td>5,918,000</td>
</tr>
<tr>
<td>Research and Development</td>
<td>450,000</td>
</tr>
<tr>
<td>Emergency</td>
<td>21,000,000</td>
</tr>
<tr>
<td><strong>SUBTOTAL</strong></td>
<td><strong>$262,872,935</strong></td>
</tr>
<tr>
<td>SCHEDULE III – GENERAL MAINTENANCE RESERVE</td>
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<tr>
<td>Road and Bridge Maintenance</td>
<td>40,560,850</td>
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<tr>
<td>Emergency</td>
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<td><strong>SUBTOTAL</strong></td>
<td><strong>$45,560,850</strong></td>
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<tr>
<td>SCHEDULE IV – BRIDGE PROGRAM</td>
<td><strong>$153,008,350</strong></td>
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<tr>
<td>SCHEDULE V – PAVEMENT PRESERVATION</td>
<td><strong>$65,045,024</strong></td>
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<tr>
<td>SCHEDULE VI – CONTRACT RESURFACING</td>
<td><strong>$408,173,088</strong></td>
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<tr>
<td><strong>GRAND TOTAL</strong></td>
<td><strong>$1,075,505,307</strong></td>
</tr>
</tbody>
</table>
Allocation Formulas are needs-based and take into account items which are assessed by condition, as well as items that are addressed on a cyclical basis.

SCHEDULES I and II – PRIMARY AND SECONDARY SYSTEMS

ROAD MAINTENANCE

Primary and Secondary Road and Bridge Maintenance Formulas reconcile Division assessed and non-assessed needs with the Statewide assessed and non-assessed needs and include funding for Division Administration and Statewide Administration and Emergencies. These funds, listed under the Primary and Secondary Systems, are used for the purposes of continuing routine maintenance activities, including pavement patching, pavement markings, markers, signs, symbols, roadside vegetation management, drainage, unpaved shoulders, litter pickup, and other similar maintenance activities. Bridge-related activities include, but are not limited to, repairing concrete bridge decks, girder painting, emergency bridge repair or replacement, replacing electrical components, foundation repair, installation of support bents, and flooring and rail repair. Replacing small critical bridges and pipes, and maintaining navigational lighting systems on high level bridges located over navigational waterways are also eligible activities. These expenditures will include both contract and force account maintenance.

Division Administration is a direct allocation to the Divisions for the estimated cost of the following:

- Traffic System Operations (Signal Maintenance)
- Incident Management
- Electricity for Traffic Control Devices
- Maintenance of Roadway and Interchange Lighting
- Rest Areas and Welcome Centers
- Specialized Landscaping
- Maintenance and Repair of Guardrail
- River Ferries

Statewide Administration and Emergencies is comprised of State and Federal Obligations, Asset Maintenance and Operations, Research and Development, and Emergencies.

State and Federal Obligations are funds required either by state or federal laws, regulations or rules. An example of such obligation is Inmate Labor which is a reimbursement to the Division of Prisons for the daily furnishing of inmates to the Department of Transportation for highway purposes.

Asset Maintenance and Operations are funds used to assess and address statewide program needs. Examples include funding the condition assessment program, inspection of Non-NBIS bridges, sign structures, and high mast lighting, and maintenance repairs to assets such as traffic signals and renovating rest areas.

Research and Development are funds used to research, develop, and implement state of the art maintenance technologies, practices and procedures. Objectives of these programs include improving maintenance efficiencies and improving cost effectiveness.
**Emergencies** are funds used to cover unanticipated expenditures for emergency operations as well as addressing winter weather snow and ice removal.

**SCHEDULE III – GENERAL MAINTENANCE RESERVE**

**General Maintenance Reserve Formula** reconciles Division assessed needs and non-assessed needs with the Statewide assessed and non-assessed needs. Beginning in 1999, the General Assembly has provided additional maintenance dollars to help address maintenance needs identified by the Department’s Maintenance Condition Assessment Program. The staff recommends, of the total $45,560,850 available, that $4,000,000 be allocated to the Primary system and $1,000,000 to the Secondary system to assist with non-declared Emergency funding requests.

Further detail regarding recommended allocations of these funds is addressed in Table 1 below.

**Table 1 – SCHEDULES I, II, and III**

<table>
<thead>
<tr>
<th>Division</th>
<th>Schedule I Primary Road and Bridge Maintenance</th>
<th>Schedule II Secondary Road and Bridge Maintenance</th>
<th>Schedule III General Maintenance Reserve</th>
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<td>7,152,400</td>
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<td>5,938,063</td>
<td>14,627,203</td>
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<td><strong>Subtotal</strong></td>
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<td><strong>$233,222,435</strong></td>
<td><strong>$40,560,850</strong></td>
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<tr>
<td>State and Federal Obligation</td>
<td>13,097,500</td>
<td>2,282,500</td>
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<tr>
<td>Asset Maintenance &amp; Operations</td>
<td>11,859,000</td>
<td>5,918,000</td>
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<tr>
<td>Research and Development</td>
<td>675,000</td>
<td>450,000</td>
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<td>Emergencies</td>
<td>30,500,000</td>
<td>21,000,000</td>
<td>5,000,000</td>
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<td><strong>Subtotal</strong></td>
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<td><strong>$29,650,500</strong></td>
<td><strong>$5,000,000</strong></td>
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<td><strong>Grand Total</strong></td>
<td><strong>$140,845,060</strong></td>
<td><strong>$262,872,935</strong></td>
<td><strong>$45,560,850</strong></td>
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</tbody>
</table>

*Allocations are capped at maximum 45% delta from previous Distribution Formulas
SCHEDULE IV – BRIDGE PROGRAM

Bridge Program Formula reconciles Division bridge preservation assessed needs with State bridge preservation assessed needs. The purpose of this fund for Fiscal Years 2014 and 2015, based on Senate Bill 744, is to provide bridge improvements on structurally deficient and functionally obsolete bridges. Of the total 153,008,350 available, it is recommended that $5,000,000 be allocated to fund ongoing Preliminary Engineering activities on over 100 bridge projects that are changing from Federal Funds to State Funds and $7,000,000 be allocated for Preliminary Engineering activities on over 120 bridge projects. Preliminary Engineering activities will include such things as Photogrammetry, Data Collection, and Preliminary Design for all projects.

SCHEDULE V – PAVEMENT PRESERVATION

Pavement Preservation Formula reconciles Division pavement preservation assessed needs with State pavement preservation assessed needs. Beginning in FY 2015, the General Assembly has provided funds to address preservation activities or treatments for asphalt pavement structures. Eligible activities include the following: chip seals, slurry seals, fog seals, sand seals, scrub seals, and cape seals. Microsurfacing, profile milling not covered by resurfacing, asphalt rejuvenators, and open graded asphalt friction course is also eligible. Additional preservation activities include overlays less than 1,000 feet in length, diamond grinding, joint sealing, dowel bar retrofit, and partial or full depth repairs and reclamations. Ultra-thin whitetopping and thin lift overlays, and sand asphalt overlays are also eligible pavement preservation activities.

SCHEDULE VI – CONTRACT RESURFACING

Contract Resurfacing Formula reconciles Division assessed needs with the Statewide assessed needs. Based on Senate Bill 744, a total of $408,173,088 is provided for Contract Resurfacing to the Divisions and Counties. The staff recommends continuing to cash flow $78,000,000 equally in each of the 14 Highway Divisions and is included in the allocation numbers. These activities will include placement of plant mixed asphalt, surface treatment seals, and recycling existing pavement. They will also include surface preparation, shoulder reconstruction, and traffic lane markings, performed by State Forces and by Contract. In accordance with current legislation, up to 15% of the funds may be used for widening existing narrow pavements. It is also recommended that $2,100,000 of the total funds available be allocated for the purpose of Pavement Condition Assessments on the Secondary system and $525,000 of the total funds available be allocated for the purpose of Automated Assessments on the Primary system.

Further detail regarding recommended allocations of these funds is addressed in Table 2 on Page 5.
Table 2 – SCHEDULES III, IV, AND V

<table>
<thead>
<tr>
<th>Division</th>
<th>Schedule IV</th>
<th>Schedule V</th>
<th>Schedule VI</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Bridge Program</td>
<td>Pavement Preservation</td>
<td>Contract Resurfacing</td>
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<td>11,960,264</td>
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<td>34,854,960</td>
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<td>9,121,078</td>
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<td>27,676,246</td>
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<td>9</td>
<td>12,067,876</td>
<td>6,012,394</td>
<td>21,490,042</td>
</tr>
<tr>
<td>10</td>
<td>9,030,440</td>
<td>4,647,125</td>
<td>29,908,750</td>
</tr>
<tr>
<td>11</td>
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* Allocations are capped at maximum 45% delta from previous Distribution Formulas
There are no Comprehensive Transportation Plans to be presented for approval at the September 4, 2014 Board of Transportation Meeting.
NCDOT September, 2014 Board of Transportation Agenda

Road Additions:

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<th>Description</th>
<th>Date of Report</th>
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<td>Lee County Industrial Park</td>
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<td></td>
<td>1.52</td>
<td>Clyde Rhyne Drive</td>
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RESOLUTION FOR GENE E. BRASWELL

WHEREAS, Gene E. Braswell is a native and lifelong resident of Nash County, having lived and served in the Pleasant Grove community for many years; and

WHEREAS, in 1944, his father and uncle purchased Boddie Mill located at Boddie Mill Pond a few miles outside of Nashville, North Carolina; and

WHEREAS, upon returning from military service in 1956, Gene and his brother Ronald joined that family business and co-founded Braswell Milling Company in Nashville; and

WHEREAS, Braswell Milling Company has for almost 60 years been responsible for a substantial amount of employment in Nash County and continues to be a major success story for agribusiness in North Carolina; and

WHEREAS, Gene E. Braswell has been an innovative and influential leader in the poultry and egg production industries in Nash County and North Carolina; and

WHEREAS, Gene E. Braswell is a man of the highest ethics and generosity who has gladly served Nash County for many years and continues to do so to this day; and

WHEREAS, the Nash County Board of Commissioners request to name a bridge in honor of Gene E. Braswell.

NOW, THEREFORE, BE IT RESOLVED:

That the North Carolina Board of Transportation names the bridge located on Boddie Mill Pond Road in Nash County as the Gene E. Braswell Bridge.

That appropriate signs be erected at a suitable time.

Adopted, this the fourth day of September 2014 by the North Carolina Board of Transportation.

[Signatures]

Chairman

Secretary of Transportation
RESOLUTION FOR MARVIN RAPER

WHEREAS, Marvin Raper graduated from Murphy High School in Murphy, NC in 1963 and attended Clarkesville Trade School studying masonry contracting; and

WHEREAS, in 1971 Marvin and his wife, Terri, opened Stout Realty in Andrews, NC and later sold it to open Raper’s Market; and

WHEREAS, Marvin, along with his brothers, opened Raper Realty, Inc. in Murphy; and

WHEREAS, Marvin used his masonry skills to help build foundations for several churches in the community and also worked with Habitat for Humanity; and

WHEREAS, Marvin was appointed by Governor Jim Hunt as a board member to the North Carolina Department of Transportation, and served in that position for four years; and

WHEREAS, while a board member, Marvin was instrumental in numerous landscaping projects in and around Cherokee County; and

WHEREAS, Marvin was instrumental in expediting the construction of US 64 East from Murphy to Peachtree. He also worked hard for and obtained the upgrading of NC 60 from a narrow two-lane highway to the current four-lane highway, with a center turn lane; and

WHEREAS, the Cherokee County Board of Commissioners request naming a bridge in honor and memory of Marvin Raper.

NOW, THEREFORE, BE IT RESOLVED:

That the North Carolina Board of Transportation names the bridge on NC 60 over Nottley River in Cherokee County as the Marvin Raper Bridge.

That appropriate signs be erected at a suitable time.

Adopted, this the fourth day of September 2014 by the North Carolina Board of Transportation.

[Signatures]

Chairman

Secretary of Transportation
North Carolina Department of Transportation

Sponsorship Policy & Procedures

September 4, 2014
SPONSORSHIP POLICY AND PROCEDURES

PURPOSE
This document establishes a policy concerning the North Carolina Department of Transportation (Department) sponsorship program that allows for private sponsorship of the Department’s operational activities or other highway-related services or programs, in return for acknowledgment of that sponsorship. This document establishes the Department’s general policy for sponsorship programs. It is intended to be open-ended enough to encompass current and potential sponsorship opportunities, while ensuring conformity with appropriate Federal and State guidelines.

Sponsorship is an innovative way to offset the cost of operations while providing enhanced services to the citizens of North Carolina. The Department will be receptive to program, project and site sponsorship opportunities. An April 23, 2008 memo from the Federal Highway Administration (FHWA) available at [http://www.ops.fhwa.dot.gov/regulationpolicy/fmpmemo/](http://www.ops.fhwa.dot.gov/regulationpolicy/fmpmemo/) urged state DOTs to seek sponsorship opportunities for programs facing funding challenges, such as congestion management and traveler information systems. FHWA’s support for and guidance on these programs is included in FHWA Order 5160.1A dated April 7, 2014, available at [http://www.fhwa.dot.gov/legsregs/directives/orders/51601a.cfm](http://www.fhwa.dot.gov/legsregs/directives/orders/51601a.cfm).

This document serves as a guideline governing acknowledgment of sponsorship and revenue generation agreements, or contracts, related to transportation infrastructure and programs under the Department’s jurisdiction. The provisions of this document apply to new and modified installations placed under a Sponsorship Agreement executed on or after the effective date of this policy. Existing acknowledgment signs already installed do not have to be modified to accommodate this policy.

This document does not govern the procurement of Sponsorship Agreements. Procurement of such agreements will generally be in accordance with the North Carolina Department of Transportation Public Private Partnerships Policy & Procedures, or as otherwise required by applicable law.

AUTHORITY

FHWA Order 5160.1A
General Statue 136-28.1(l)
General Statue 136-28.1(m)
General Statue 136-82(f)
Session Law 2014-58
**DEFINITIONS**

**Acknowledgment Sign:** Signs that are intended only to inform the traveling public that a highway-related service, product, or monetary contribution has been sponsored by a person, firm, or entity. Acknowledgment signs are installed only as independent sign assemblies.

**Acknowledgment Plaque:** Plaques that are intended only to inform the traveling public that a highway-related service, product or monetary contribution has been sponsored by a person, firm or entity. Acknowledgment plaques are installed only in the same assembly below the primary sign that provides the road user specific information on accessing the service being sponsored.

**Advertise:** To provide information on a sign which includes, but is not limited to, any of the following: promotional offers, location directions, a listing of amenities, descriptive words or phrases, telephone numbers, Internet addresses including domain names, slogans or any message that is extraneous to the identification of a sponsoring person, firm, or entity.

**Advertisement or Advertising Sign:** A sign that is intended to promote commercial products or services through the use of slogans and information and informs the public on where to obtain the products or services.

**Department:** North Carolina Department of Transportation.

**MUTCD:** Manual on Uniform Traffic Control Devices. Published by the FHWA to define the standards used by road managers nationwide to install and maintain traffic control devices.

**Rest area:** An area or site established and maintained within or adjacent to the right-of-way of an interstate or primary highway under supervision and control of the Department for the safety, recreation, and convenience of the traveling public.

**Sponsor:** A person, firm or entity which has been approved by the Department for the sponsorship program.

**Sponsorship Agreement:** An agreement or contract between the Department and a sponsoring organization to be acknowledged for a highway-related service, product or monetary contribution provided.
Sponsorship Oversight Committee: Committee including representatives from the Office of the Secretary of Transportation, Chief Engineer’s Office, Financial Management Division, Technical Services Division, Preconstruction, Transportation Program Management Unit, Transportation Mobility and Safety Division that will serve to oversee the Sponsorship Program.

Sponsorship Program: The program administered by the Department that allows a person, a firm, or an entity to sponsor an element of the Department’s highway operation through the provision of highway-related services, products and any voluntary or monetary contributions.

**SPONSORSHIP CONCEPT**

The general concept is to support or supplement Department operations and maintenance program activities through voluntary activities and/or funds generated by sponsorship. The sponsoring entity may either provide or support the maintenance, operation or enhancement of Department programs, services or facilities. In return, sponsors will receive acknowledgment signs/plaques or other forms of acknowledgment that will publicly recognize their partnership with the Department.

The Sponsorship Program will allow for private sponsorship of Department operational activities or other highway-related services or programs. Under this Sponsorship Program, the Department may enter into a sponsorship agreement with a person, firm or entity through which the Department would receive a highway-related service, product or monetary contribution in exchange for acknowledging the person, firm or entity. Sponsorship agreements may be of any duration that is economically sustainable and that provides a net benefit to the public. A sponsorship agreement concerning any portion of the interstate highway system shall be subject to approval by the Federal Highway Administration.

Sponsorship Agreements may be of varying duration, and may include, but not be limited to:

- Adopt-A-Highway litter removal program
- Sponsor-A-Highway litter removal programs
- Traveler information services, such as 511
- Incident Management Assistance Patrols
- Weigh stations
- Rest Areas and Welcome Centers
- Ferries and Ferry support facilities
- Print and electronic publications
- Highway beautification
- Smartphone applications
- Other highway facilities
Pursuant to the FHWA Policy on Sponsorship Acknowledgment and Agreements Within the Public Right-of-Way dated April 7, 2014:

- For facilities on which federal aid funds have been used, the sponsorship money must be used only for highway purposes.
- For facilities on which federal aid funds have not been used, the sponsorship money must be used in accordance with applicable State Law.
- To be an eligible sponsoring organization, an entity must comply with Federal and State laws prohibiting discrimination based on race, color, age, sex, disability, national origin, and other applicable laws.
- Agreements will include provisions for the operations or maintenance of physical elements during the contractual term and removal after the agreement expires or the sponsor withdraws.
- Agreements will include termination clauses for sponsorship agreements based on:
  - Safety concerns,
  - Interference with the free and safe flow of traffic, or
  - A determination that the sponsorship agreement or acknowledgment is not in the State or public interest.

**ACKNOWLEDGMENT POLICY**

Federal and State law prohibits advertising on public right-of-way. This position is founded on safety and operational concerns, particularly as related to driver distraction. The Department makes a distinction between advertising and acknowledgement, as consistent with an FHWA Order 5160.1A. Advertising generally has little, if any, relationship to a highway service provided. A sign that goes beyond recognizing the company's contribution to a particular highway service at a specific highway site, or that includes telephone numbers, internet addresses, or directional information, is considered advertising, not acknowledgement.

While advertising on the public right-of-way is not allowed, acknowledging a sponsor for providing a highway related service is allowed. Acknowledgment is a way of recognizing an individual, company, business, volunteer group or other entity that contributes to the support of a highway-related service. Acknowledgement signs/plaques must comply with the FHWA's Manual on Uniform Traffic Control Devices, the Standard Highway Signs and Markings Book, and FHWA Order 5160.1A. Placement and design of acknowledgement signs/plaques should follow sound and basic engineering practices such as simplifying sign message content, reasonable sign sizes, and minimizing driver distraction.

**SPONSORSHIP OVERSIGHT COMMITTEE**

Various subcommittees will be established on an as-needed basis to oversee the development of specific Sponsorship Agreements and study and recommend sponsorship opportunities. However, the Department will maintain a leadership level Sponsorship Oversight Committee to oversee the Sponsorship Program. The Sponsorship Oversight Committee shall:

- Implement and administer the Sponsorship Program in a manner that ensures it is compliant with pertinent federal and state laws, rules, regulations, and orders, and allows the person, firm or entity to sponsor operational activities or other highway-related services or programs through the provision of a highway-related service, product, or
monetary contribution.
- Be responsible for timely review and decisions regarding new sponsorship agreements, issues, and other new opportunities;
- Be responsible for rendering decisions related to questions regarding federal or state regulatory agency directives pertaining to sponsorship;
- Be responsible for continuous oversight and review of the Sponsorship Program;
- Ensure that sponsorship money for Federal-aid facilities is only used for highway purposes. Ensure that sponsorships that are revenue-neutral provide benefits to the Department that could not be otherwise be realized without implementation of the sponsorship;
- Recommend to the Board of Transportation the termination of any agreement or contract when any aspect thereof creates safety concerns, interferes with the free and safe flow of traffic or is determined not to be in the State or public interest;
- Seek and receive approval from the FHWA Division Administrator for all sponsorship agreements involving the Interstate system.

The Sponsorship Oversight Committee will primarily be responsible for maintaining this policy and for providing advice, direction and coordination regarding the Department's Sponsorship Program. The Sponsorship Oversight Committee will determine whether the opportunity is appropriate and acceptable to the Department, and consistent with the policies and directives of the Department and the FHWA. Specific subject matter experts may be called upon for assistance as required.

Once an opportunity has been selected, the Sponsorship Oversight Committee will identify the program(s) eligible for sponsorship and request that the Transportation Program Management Unit (TPMU), in concert with other applicable business units, prepare the Request for Information (RFI), Request for Qualifications (RFQ), and/or Request for Proposal (RFP) and associated Sponsorship Agreement.
Designation of Twin Trailer Trucks on NC 147 between NC 540 in Wake County and SR 2028 (T.W. Alexander Drive) in Durham County

It is our recommendation to designate NC 147 between NC 540 in Wake County and SR 2028 (T.W. Alexander Drive) in Durham County as a twin trailer route. These additions to the North Carolina Truck Network were initiated internally by NCDOT’s Transportation Mobility and Safety Division. In accordance with designation procedures outlined in General Statute §20-115.1, we have completed the following requirements:

- A determination of public convenience and need (§20-115.1, g, 1)
- A traffic engineering study indicating the subject route can safely accommodate and has sufficient capacity to handle these vehicle combinations (§20-115.1, g, 2)
- The opportunity for a public hearing has been provided in each county through which the subject route passes (§20-115.1, g, 3)

We have not received any public opposition. The Joint Legislative Commission on Governmental Operations was informed about this designation on July 3, 2013 in accordance with General Statute 20-115.1(g), and the consultation requirement was satisfied on October 1, 2013 in accordance with commission rules.

The Mobility and Safety Division recommends to the Board of Transportation that NC 147 between NC 540 in Wake County and SR 2028 (T.W. Alexander Drive) in Durham County be designated for use by truck tractors with twin trailers and added to the North Carolina Truck Network.
PROPOSED DESIGNATION

The following is information on the proposed designation of certain routes on the State Highway System for use by one or more types of Surface Transportation Assistance Act (STAA) dimensioned vehicles. The process for designating portions of the State Highway System is outlined in G.S. §20-115.1(g).

Request Number: D-12-1
Route(s): NC 147
County/Counties: Durham, Wake
Division(s): 5
Description: NC 147 between NC 540 and SR 2028 (T.W. Alexander Drive)
STAA Vehicle(s): Truck Tractors with Twin Trailers
Contact Person: Lisa Avery, STAA Program Coordinator
                 919-773-2893
                 lavery@ncdot.gov
Origination: March 2, 2012
Requested By: North Carolina Department of Transportation – 3/2/2012
Investigation(s): July 31, 2012
Support: No official support received
Opposition: No official opposition received
Public Notice: None – A public hearing has been requested by a citizen
Administrator: January 23, 2013
Hearing Notice: NCDOT News Release (1/29/13)
                News & Observer (1/22/13 and 1/29/13)
                Que Pasa Media (1/17/13 and 1/24/13)
Public Hearing: February 4, 2013 (7:00 p.m.)
                Morrisville Town Hall – Council Chambers
                100 Town Hall Drive, Morrisville
Date to Joint Legislative Commission on Governmental Operations:

    July 3, 2013 (sent)
    July 3, 2013 (receipt confirmation)

Date Legislative Consultation Complete:

    October 1, 2013

Date to Board of Transportation:
Designation of Twin Trailer Trucks on NC 147 between NC 540 in Wake County, and SR 2028 (T.W. Alexander Drive) in Durham, Durham County

Map 1:
Location of proposed designated route in relationship to major roads, counties, and municipalities.
D-12-1

Designation of Twin Trailer Trucks on NC 147 between NC 540 in Wake County, and SR 2028 (T.W. Alexander Drive) in Durham, Durham County

Map 2:
Location of proposed addition to the North Carolina Truck Network (NCTN).

[Map showing routes with different colors and distances marked as 5.2 miles.]

January 31, 2013

Legend:
- Red: Routes available to 53-foot trailers and twin trailers
- Dark Gray: Routes available to 53-foot trailers
- Gray: Routes with a truck restriction
- Blue: Routes with reasonable access (53’ and/or twins)
- Proposed Designation: Dotted red line

Chatham
STAA Designation Process Overview
March 1, 2011

The following is an overview of the steps required to designate a portion of the State Highway System for use by STAA-dimensioned vehicles (truck tractors with 53-foot trailers and/or twin trailers), and is based on §20-115.1 (g). This process is a result of the Surface Transportation Assistance Act (STAA) of 1982, as amended, in accordance with 23 CFR 658. Currently, truck tractors with 53-foot trailers are allowed on all primary highways, except where prohibited, in accordance with §20-115.1 (b), so this designation process primarily affects secondary roads, and any route not currently approved for truck tractors with twin trailers.

Steps:

1. A determination is made for the public convenience and need

2. A traffic engineering study is conducted to determine if the road can safely accommodate, and has sufficient capacity, to handle these vehicle combinations (this step also provides for input from the State Highway Patrol and county governments, and any affected municipalities, Municipal Planning Organizations (MPOs), and Rural Planning Organizations (RPOs))

3. Public notice is provided in each affected county for two weeks at the courthouse and published in a newspaper of general circulation in each county to see if a public hearing is requested

4. The State Highway Administrator is notified of the proposal, results of the traffic engineering study, and any requests for a public hearing

5. A public hearing is provided in each affected county (if requested in the previous step) and is posted for two weeks at the courthouse and published in a newspaper of general circulation in each county

6. Consideration is given to all comments received

7. The Joint Legislative Commission on Governmental Operations is notified of the proposal and consultation with the Commission is conducted according to their guidelines

8. The proposal goes before the Board of Transportation for final approval

Notes:

a. The Department may not designate any portion of the State highway system that has been deleted or exempted by the United States Secretary of Transportation based on safety considerations

b. Any highway designated by the Department shall be deemed to be the same as a federal-aid primary highway designated by the United States Secretary of Transportation pursuant to 49 USC 2311 and 49 USC 2316, and the vehicle combinations authorized in this section shall be permitted to operate on such highway

c. The Department may designate routes for one particular type of STAA (Surface Transportation Assistance Act) dimensioned vehicle when significant, substantial differences in their operating characteristics exist.
Designation of Twin Trailer Trucks on US 17 Bypass between US 17 Southwest of Elizabeth City and US 17/158 in Pasquotank County

It is our recommendation to designate US 17 Bypass between US 17 southwest of Elizabeth City and US 17-158 in Pasquotank County as a twin trailer route. These additions to the North Carolina Truck Network were initiated internally by NCDOT’s Transportation Mobility and Safety Division. In accordance with designation procedures outlined in General Statute §20-115.1, we have completed the following requirements:

- A determination of public convenience and need (§20-115.1, g, 1)
- A traffic engineering study indicating the subject route can safely accommodate and has sufficient capacity to handle these vehicle combinations (§20-115.1, g, 2)
- The opportunity for a public hearing has been provided in each county through which the subject route passes (§20-115.1, g, 3)

We have not received any public opposition. The Joint Legislative Commission on Governmental Operations was informed about this designation on July 3, 2013 in accordance with General Statute 20-115.1(g), and the consultation requirement was satisfied on October 1, 2013 in accordance with commission rules.

The Mobility and Safety Division recommends to the Board of Transportation that US 17 Bypass between US 17 southwest of Elizabeth City and US 17-158 in Pasquotank County be designated for use by truck tractors with twin trailers and added to the North Carolina Truck Network.
PROPOSED DESIGNATION

The following is information on the proposed designation of certain routes on the State Highway System for use by one or more types of Surface Transportation Assistance Act (STAA) dimensioned vehicles. The process for designating portions of the State Highway System is outlined in G.S. §20-115.1(g).

Request Number: D-12-4

Route(s): US 17

County/Counties: Pasquotank

Division(s): 1

Description: US 17 Bypass between US 17 southwest of Elizabeth City and US 17-158

STAA Vehicle(s): Truck Tractors with Twin Trailers

Contact Person: Lisa Avery, STAA Program Coordinator
                919-773-2893
                lavery@ncdot.gov

Origination: May 10, 2012

Requested By: North Carolina Department of Transportation – 5/10/12

Investigation(s): August 29, 2012

Support: No official support received

Opposition: No official opposition received

Public Notice: NCDOT News Release (2/20/2013)
                 The Daily Advance (2/19/13 and 2/26/13)
                 Que Pasa Media (2/21/13 and 2/28/13)

Administrator: July 1, 2013

Hearing Notice: No Hearing Requested

Public Hearing: N/A
Date to Joint Legislative Commission on Governmental Operations:

July 3, 2013 (sent)
July 3, 2013 (confirmation received)

Date Legislative Consultation Complete:

October 1, 2013

Date to Board of Transportation:
Designation of Twin Trailer Trucks on US 17 Bypass between US 17 Southwest of Elizabeth City and US 17/158 in Pasquotank County

Map 1:
Location of proposed designated route in relationship to major roads, counties, and municipalities.

9.5 miles

Proposed Designation

July 28, 2014
Designation of Twin Trailer Trucks on US 17 Bypass between US 17 Southwest of Elizabeth City and US 17/158 in Pasquotank County

Map 2:
Location of proposed addition to the North Carolina Truck Network (NCTN).

Routes available to 53-foot trailers and twin trailers
Routes available to 53-foot trailers
Routes with a truck restriction
Routes with reasonable access (53' and/or twins)
Proposed Designation

July 28, 2014
STAA Designation Process Overview
March 1, 2011

The following is an overview of the steps required to designate a portion of the State Highway System for use by STAA-dimensioned vehicles (truck tractors with 53-foot trailers and/or twin trailers), and is based on §20-115.1 (g). This process is a result of the Surface Transportation Assistance Act (STAA) of 1982, as amended, in accordance with 23 CFR 658. Currently, truck tractors with 53-foot trailers are allowed on all primary highways, except where prohibited, in accordance with §20-115.1 (b), so this designation process primarily affects secondary roads, and any route not currently approved for truck tractors with twin trailers.

Steps:

1. A determination is made for the public convenience and need

2. A traffic engineering study is conducted to determine if the road can safely accommodate, and has sufficient capacity, to handle these vehicle combinations (this step also provides for input from the State Highway Patrol and county governments, and any affected municipalities, Municipal Planning Organizations (MPOs), and Rural Planning Organizations (RPOs))

3. Public notice is provided in each affected county for two weeks at the courthouse and published in a newspaper of general circulation in each county to see if a public hearing is requested

4. The State Highway Administrator is notified of the proposal, results of the traffic engineering study, and any requests for a public hearing

5. A public hearing is provided in each affected county (if requested in the previous step) and is posted for two weeks at the courthouse and published in a newspaper of general circulation in each county

6. Consideration is given to all comments received

7. The Joint Legislative Commission on Governmental Operations is notified of the proposal and consultation with the Commission is conducted according to their guidelines

8. The proposal goes before the Board of Transportation for final approval

Notes:

a. The Department may not designate any portion of the State highway system that has been deleted or exempted by the United States Secretary of Transportation based on safety considerations

b. Any highway designated by the Department shall be deemed to be the same as a federal-aid primary highway designated by the United States Secretary of Transportation pursuant to 49 USC 2311 and 49 USC 2316, and the vehicle combinations authorized in this section shall be permitted to operate on such highway

c. The Department may designate routes for one particular type of STAA (Surface Transportation Assistance Act) dimensioned vehicle when significant, substantial differences in their operating characteristics exist.
Designation of Twin Trailer Trucks on US 70 between US 70 Alternate/SR 2375 in Selma and US 70 Alternate/SR 2532 west of Princeton in Johnston County

It is our recommendation to designate US 70 between US 70 Alternate/SR 2375 (JR Road) in Selma and US 70 Alternate/SR 2532 (West Edward Street) west of Princeton in Johnston County as a twin trailer route. These additions to the North Carolina Truck Network were initiated internally by NCDOT's Transportation Mobility and Safety Division. In accordance with designation procedures outlined in General Statute §20-115.1, we have completed the following requirements:

- A determination of public convenience and need (§20-115.1, g, 1)
- A traffic engineering study indicating the subject route can safely accommodate and has sufficient capacity to handle these vehicle combinations (§20-115.1, g, 2)
- The opportunity for a public hearing has been provided in each county through which the subject route passes (§20-115.1, g, 3)

We have not received any public opposition. The Joint Legislative Commission on Governmental Operations was informed about this designation on August 19, 2013 in accordance with General Statute 20-115.1(g), and the consultation requirement was satisfied on November 18, 2013 in accordance with commission rules.

The Mobility and Safety Division recommends to the Board of Transportation that US 70 between US 70 Alternate/SR 2375 (JR Road) in Selma and US 70 Alternate/SR 2532 (West Edward Street) west of Princeton in Johnston County be designated for use by truck tractors with twin trailers and added to the North Carolina Truck Network.
PROPOSED DESIGNATION

The following is information on the proposed designation of certain routes on the State Highway System for use by one or more types of Surface Transportation Assistance Act (STAA) dimensioned vehicles. The process for designating portions of the State Highway System is outlined in G.S. §20-115.1(g).

Request Number: D-12-6

Route(s): US 70

County/Counties: Johnston

Division(s): 4

Description: US 70 between US 70 Alternate/SR 2375 (JR Road) in Selma and US 70 Alternate/SR 2532 (West Edward Street) west of Princeton

STAA Vehicle(s): Truck Tractors with Twin Trailers

Contact Person: Lisa Avery, STAA Program Coordinator
919-773-2893
lavery@ncdot.gov

Origination: June 11, 2012

Requested By: North Carolina Department of Transportation – 6/11/2012

Investigation(s): November 20, 2012

Support: Executive Board of the Greater Smithfield-Selma Area Chamber of Commerce

Opposition: No official opposition received

News & Observer (5/15/13 and 5/22/13)
Que Pasa Media (5/16/13 and 5/23/13)

Administrator: August 13, 2013

Hearing Notice: No Hearing Requested

Public Hearing: N/A
Date to Joint Legislative Commission on Governmental Operations:

August 19, 2013 (sent)
August 19, 2013 (receipt confirmation)

Date Legislative Consultation Complete:

November 18, 2013

Date to Board of Transportation:
Designation of Twin Trailer Trucks on US 70 between US 70 Alternate/SR 2375 in Selma and US 70 Alternate/SR 2532 west of Princeton in Johnston County

Map 1:
Location of proposed designated route in relationship to major roads, counties, and municipalities.

July 28, 2014
Designation of Twin Trailer Trucks on US 70 between US 70 Alternate/SR 2375 in Selma and US 70 Alternate/SR 2532 west of Princeton in Johnston County

Map 2:
Location of proposed addition to the North Carolina Truck Network (NCTN).

- 7.8 miles

Routes available to 53-foot trailers and twin trailers
- Routes available to 53-foot trailers
- Routes with a truck restriction
- Routes with reasonable access (53' and/or twins)
- Proposed Designation

July 28, 2014
The following is an overview of the steps required to designate a portion of the State Highway System for use by STAA-dimensioned vehicles (truck tractors with 53-foot trailers and/or twin trailers), and is based on §20-115.1 (g). This process is a result of the Surface Transportation Assistance Act (STAA) of 1982, as amended, in accordance with 23 CFR 658. Currently, truck tractors with 53-foot trailers are allowed on all primary highways, except where prohibited, in accordance with §20-115.1 (b), so this designation process primarily affects secondary roads, and any route not currently approved for truck tractors with twin trailers.

Steps:

1. A determination is made for the public convenience and need

2. A traffic engineering study is conducted to determine if the road can safely accommodate, and has sufficient capacity, to handle these vehicle combinations (this step also provides for input from the State Highway Patrol and county governments, and any affected municipalities, Municipal Planning Organizations (MPOs), and Rural Planning Organizations (RPOs))

3. Public notice is provided in each affected county for two weeks at the courthouse and published in a newspaper of general circulation in each county to see if a public hearing is requested

4. The State Highway Administrator is notified of the proposal, results of the traffic engineering study, and any requests for a public hearing

5. A public hearing is provided in each affected county (if requested in the previous step) and is posted for two weeks at the courthouse and published in a newspaper of general circulation in each county

6. Consideration is given to all comments received

7. The Joint Legislative Commission on Governmental Operations is notified of the proposal and consultation with the Commission is conducted according to their guidelines

8. The proposal goes before the Board of Transportation for final approval

Notes:

a. The Department may not designate any portion of the State highway system that has been deleted or exempted by the United States Secretary of Transportation based on safety considerations

b. Any highway designated by the Department shall be deemed to be the same as a federal-aid primary highway designated by the United States Secretary of Transportation pursuant to 49 USC 2311 and 49 USC 2316, and the vehicle combinations authorized in this section shall be permitted to operate on such highway

c. The Department may designate routes for one particular type of STAA (Surface Transportation Assistance Act) dimensioned vehicle when significant, substantial differences in their operating characteristics exist.
Designation of Twin Trailer Trucks on US 70 Bypass between US 70 west of Selma and US 70 east of Selma in Johnston County

It is our recommendation to designate US 70 Bypass between US 70 west of Selma and US 70 east of Selma in Johnston County as a twin trailer route. These additions to the North Carolina Truck Network were initiated internally by NCDOT’s Transportation Mobility and Safety Division. In accordance with designation procedures outlined in General Statute §20-115.1, we have completed the following requirements:

- A determination of public convenience and need (§20-115.1, g, 1)
- A traffic engineering study indicating the subject route can safely accommodate and has sufficient capacity to handle these vehicle combinations (§20-115.1, g, 2)
- The opportunity for a public hearing has been provided in each county through which the subject route passes (§20-115.1, g, 3)

We have not received any public opposition. The Joint Legislative Commission on Governmental Operations was informed about this designation on August 12, 2013 in accordance with General Statute 20-115.1(g), and the consultation requirement was satisfied on November 12, 2013 in accordance with commission rules.

The Mobility and Safety Division recommends to the Board of Transportation that US 70 Bypass between US 70 west of Selma and US 70 east of Selma in Johnston County be designated for use by truck tractors with twin trailers and added to the North Carolina Truck Network.
Transportation Mobility and Safety Division
North Carolina Department of Transportation

PROPOSED DESIGNATION

The following is information on the proposed designation of certain routes on the State Highway System for use by one or more types of Surface Transportation Assistance Act (STAA) dimensioned vehicles. The process for designating portions of the State Highway System is outlined in G.S. §20-115.1(g).

Request Number: D-12-7
Route(s): US 70 Bypass
County/Counties: Johnston
Division(s): 4
Description: US 70 Bypass between US 70 west of Selma and US 70 east of Selma
STAA Vehicle(s): Truck Tractors with Twin Trailers
Contact Person: Lisa Avery, STAA Program Coordinator
                  919-773-2893
                  lavery@ncdot.gov
Origination: June 11, 2012
Requested By: North Carolina Department of Transportation – 6/11/12
Investigation(s): November 20, 2012
Support: No official support received
Opposition: No official opposition received
Public Notice: NCDOT News Release (5/22/13)
             News & Observer (5/15/13 and 5/22/13)
             Que Pasa Media (5/16/13 and 5/23/13)
Administrator: August 9, 2013
Hearing Notice: No Hearing Requested
Public Hearing: N/A

July 28, 2014
Date to Joint Legislative Commission on Governmental Operations:

   August 12, 2013 (sent)
   August 12, 2013 (receipt confirmation)

Date Legislative Consultation Complete:

   November 12, 2013

Date to Board of Transportation:
Designation of Twin Trailer Trucks on US 70 Bypass between US 70 west of Selma and US 70 east of Selma in Johnston County

Map 1:
Location of proposed designated route in relationship to major roads, counties, and municipalities.

2.9 miles

Proposed Designation

July 28, 2014
Designation of Twin Trailer Trucks on US 70 Bypass between US 70 west of Selma and US 70 east of Selma in Johnston County

Map 2:
Location of proposed addition to the North Carolina Truck Network (NCTN).
The following is an overview of the steps required to designate a portion of the State Highway System for use by STAA-dimensioned vehicles (truck tractors with 53-foot trailers and/or twin trailers), and is based on §20-115.1 (g). This process is a result of the Surface Transportation Assistance Act (STAA) of 1982, as amended, in accordance with 23 CFR 658. Currently, truck tractors with 53-foot trailers are allowed on all primary highways, except where prohibited, in accordance with §20-115.1 (b), so this designation process primarily affects secondary roads, and any route not currently approved for truck tractors with twin trailers.

Steps:

1. A determination is made for the public convenience and need

2. A traffic engineering study is conducted to determine if the road can safely accommodate, and has sufficient capacity, to handle these vehicle combinations (this step also provides for input from the State Highway Patrol and county governments, and any affected municipalities, Municipal Planning Organizations (MPOs), and Rural Planning Organizations (RPOs))

3. Public notice is provided in each affected county for two weeks at the courthouse and published in a newspaper of general circulation in each county to see if a public hearing is requested

4. The State Highway Administrator is notified of the proposal, results of the traffic engineering study, and any requests for a public hearing

5. A public hearing is provided in each affected county (if requested in the previous step) and is posted for two weeks at the courthouse and published in a newspaper of general circulation in each county

6. Consideration is given to all comments received

7. The Joint Legislative Commission on Governmental Operations is notified of the proposal and consultation with the Commission is conducted according to their guidelines

8. The proposal goes before the Board of Transportation for final approval

Notes:

a. The Department may not designate any portion of the State highway system that has been deleted or exempted by the United States Secretary of Transportation based on safety considerations

b. Any highway designated by the Department shall be deemed to be the same as a federal-aid primary highway designated by the United States Secretary of Transportation pursuant to 49 USC 2311 and 49 USC 2316, and the vehicle combinations authorized in this section shall be permitted to operate on such highway

c. The Department may designate routes for one particular type of STAA (Surface Transportation Assistance Act) dimensioned vehicle when significant, substantial differences in their operating characteristics exist.
### DBE/ MB/ WB LETTING SUMMARY

#### Federal Contract Awards Summary

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<tr>
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#### State Contract Awards Summary

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Letting Date(s): August 19, 26, 2014
Award Date: September 4, 2014
Award Subject to Secretary's Approval
### August 19, 2014

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Division 10
Mecklenburg, Cabarrus, Union, Stanly, Anson counties

- **2013 Census Data**
  - North Carolina’s population ~ 9,848,060
  - Division 10 population ~ 1,477,775 (15% of state population)
  - Division 10 land area ~ 5% of state total

- **Nearby Attractions**
  - Carolina Panthers
  - Charlotte Hornets
  - U.S. Whitewater Center
  - Concord Mills Mall
  - Charlotte Motor Speedway

---

NCDOT Divisions
I-485 Outer Loop ~ Mecklenburg County
When complete, the 67-mile loop will connect to I-85 and I-77 from the north or south
$139.5 million project to construct the final 5.7-mile segment of the Outer Loop in northeast Mecklenburg County

New segment will feature four lanes in each direction and new interchanges at Prosperity Church Road and Mallard Creek Road

Construction is scheduled for completion in December 2014
I-485 Widening, South Mecklenburg County

- $83.3 million project
- 9.2 miles
- One additional lane between I-77 and Rea Road
- One of North Carolina’s most congested roadways (>135,000 vehicles daily)

- Direct flyover bridge from Johnston Road to I-485 Inner Loop
- Completion scheduled for December 2014, 23 months ahead of proposed NCDOT schedule
I-85 Widening, Cabarrus County - $125.2 million
South of Exit 49 to North of Exit 55

- Expands 6.8 miles of I-85 from two lanes to four lanes in each direction
- Diverging diamond interchanges at Poplar Tent Road and N.C. 73
- All lanes are currently open on the main line of I-85
- Construction at DDI locations should wrap up in October 2014
I-85/I-485 Interchange Modification – Mecklenburg County
Conversion of existing interchange to a ‘turbine’ interchange, the first in North Carolina and one of several in the U.S.

Initial proposal was a ‘stack interchange’ costing more than $140 million

The turbine design remains in the same footprint, features smaller bridges closer to the ground, and is a cost-saver ($50 million less to build)

Lower single-span bridges are also easier to maintain, a plus during winter weather

Construction of new bridges also featured less interruption to traffic

Completion scheduled for December 2014
This project will expand the interstate with two additional lanes in each direction from north of N.C. 73 (Exit 55) to north of Lane Street (Exit 63), completing expansion through Cabarrus County.

Interchange improvements are proposed at U.S. 29/601, Dale Earnhardt Boulevard and Lane Street.

The existing at-grade rail crossing on Winecoff School Road in Kannapolis will also be removed.

$187 million project will get underway in Spring 2015 with completion scheduled for December 2017.
I-77 Managed Lanes

- North Carolina’s first Public Private Partnership (P3)
- NCDOT signed a contract June 26, 2014 with Cintra to design, build, operate and maintain managed lanes in exchange for generated toll revenues
- The P3 mechanism brings private equity to public infrastructure development, accelerating construction of this critical project
- Estimated project cost is $655 million ~ NCDOT contributes $88 million toward the project, significantly less than the projected $170 million
- 26-mile expansion divided into three sections:
  - **Southern** – Two managed lanes in each direction from Exit 11 to Exit 13, and a direct flyover bridge between I-77 and I-277
  - **Central** – Two managed lanes in each direction from Exit 13 to Exit 28. Existing HOV lanes in the corridor will be converted to managed lanes
  - **Northern** – One managed lane in each direction from Exit 28 to Exit 36 in Iredell County
- Construction gets underway in spring 2015, complete in 2018
Existing section at I-77/I-277 – Uptown Charlotte
Proposed I-77/I-277 Flyover Connection
Existing travel lanes on I-77 north of Exit 13
Proposed section including two managed lanes in each direction, including conversion of existing HOV lanes

Proposed

Central Section
North of Sunset Road
Existing section over Lake Norman at Iredell County line
Proposed north section with one managed lane in each direction
Independence Boulevard Widening and Improvements ~ Mecklenburg County

$51 million project will convert approximately 2 miles to an expressway
U.S. 74 Widening and Improvements ~ Mecklenburg County

- This project will convert Independence Boulevard to an expressway from east of Albemarle Road to Wallace Lane, featuring four general purpose lanes and one bus lane in each direction (see diagram below)
- Grade separations will be constructed at interchanges with Sharon Amity Road, Idlewild Road and Conference Drive
- Completion scheduled for Fall 2016
Future Conference Drive Bridge
Opening September 2014
Future Sharon Amity Road Interchange
Anticipated Completion ~ Summer 2015
Future Idlewild Road Interchange
Anticipated Completion ~ Summer 2016
Monroe Bypass ~ Mecklenburg/Union Counties
The Monroe Bypass is a proposed 19.7-mile toll road extending from U.S. 74 near I-485 in Mecklenburg County to U.S. 74 between Wingate and Marshville in Union County.

The need for this project is great, as drivers currently must pass through 27 signalized intersections along 23 miles of U.S. 74.

The Monroe Bypass will significantly improve mobility by giving motorists a high-speed alternative to U.S. 74, offering a more reliable way to reach their destination safely and efficiently.

Legal issues stopped the project most recently in May 2012. Public workshops were held in December 2013 in conjunction with the release of the Draft Supplemental Final Environmental Impact Statement (DSFEIS).

In May 2014, the Federal Highway Administration approved the DSFEIS, allowing work to resume on the project.

With that approval, temporary work suspension was lifted, allowing design work to resume, along with efforts to secure necessary environmental permits.

Currently, one of the project’s six segments has final right-of-way plans approved, located at the eastern terminus.
Lynx Blue Line Extension ~ Charlotte
Nine mile expansion to the city’s successful light rail system
CATS (Charlotte Area Transit System) formed in 1999 and operates the largest transit system between Washington, D.C. and Atlanta.

The LYNX Blue Line is North Carolina’s first rapid transit line.

First segment is 9.6 miles long, extending from I-485 to 7th Street in uptown Charlotte with 15 stations.

Project cost ~ $462.7 million.

Groundbreaking on Blue Line Extension ~ July 18, 2013
Additional 9 miles from Center City to UNC-Charlotte, 11 stations

$1.1 billion project
NCDOT contribution~ $299 million
Completion scheduled for 2017, spanning 18 miles
51,000 riders per day predicted by 2035
Charlotte Douglas International Airport

- 17,980 direct jobs supported by CLT* (2012)
- 700+ daily departures
- $12.5 billion total economic impact* (2012) ~ almost half the total impact of the 72 publicly-owned airports in N.C. ($25.9 billion)
- Proposed fourth parallel runway is in the works

Norfolk-Southern Intermodal Facility
Charlotte-Douglas International Airport
Intermodal Facility Details

- Home base for Norfolk Southern’s intermodal transport
- Relocation of current facility from Uptown Charlotte ~ Davidson/Brevard Streets
- Easier access from the facility to/from I-85, I-485
- NCDOT contributed $13.4 million to the project’s $92 million price tag
- Over the next 20 years, the facility could create up to 5,000 jobs and generate $9 billion in economic impact
Concord Regional Airport
Aerial View ~ Concord Regional Airport
900 direct jobs ~ $175.8 million total economic impact in 2012
172 flights per day in 2011
Future Projects

I-77 South Expansion

I-77/N.C. 16/Brookshire Blvd. Interchange Improvements - $101,600,000

I-77/John Belk Freeway Interchange Improvements - $129,600,000

I-77 between Brookshire/Belk Interchanges – $336,110,000
(includes some interim improvements to these interchanges)

I-77 from John Belk Freeway to Woodlawn Road - $162,530,000

I-77 from Woodlawn Road to I-485 - $336,500,000
(necessary tapers and lane improvements would extend the project to the South Carolina line)

*Costs are STI project estimates
Future Projects

**I-485 Managed Lanes**
I-77 to U.S. 74 ~ $184,100,00

**U.S. 74 Managed Lanes**
I-277 to Albemarle Road ~ $6,930,000
(This project will connect into the current widening project on Independence Boulevard, converting the existing bus lanes to managed lanes)

*Costs are STI project estimates*
DMV Long Session Preview Partnerships

Deputy Commissioner Randy Dishong

September 4, 2014
DMV Five Point Reform

- Customer Service
  - Become a Customer Centric Organization
    - Increase Service Availability

- Business Improvement
  - Modernize Business Practices
    - Partnerships
      - Create Additional Channels for Service

- Modernization
- Capital Improvement
- Workforce Development
Top Three Partnership Opportunities

• The following partnership opportunities increase availability of state services to North Carolina (NC) citizens through the creation of additional service channels.

  ✓ Wildlife Resource Commission (WRC)

  ✓ Department of Health & Human Services (DHHS) - Vital Records

  ✓ Department of Public Safety & Federal Bureau of Prisons (DPS/BOP)
Wildlife Resource Commission (WRC)

- Provide watercraft owners the ability to register vessel(s) and trailers at one location

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<td>Customers</td>
<td>Consolidate services into a single location and transaction</td>
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<tr>
<td>License Plate Agencies (LPA)</td>
<td>Additional transactions = Additional revenue</td>
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<tr>
<td>WRC</td>
<td>Additional outlet for offering services = Increased efficiency</td>
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<tr>
<td>Department of Motor Vehicles (DMV)</td>
<td>Additional revenue opportunity</td>
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## Department of Health & Human Services (DHHS) Vital Records

- Provide NC citizens the ability to obtain vital records at DMV offices (i.e. birth certificates)

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<tr>
<td>Customers</td>
<td>Consolidate services into a single location and transaction</td>
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<td>DHHS</td>
<td>Additional outlet for offering services = Increased efficiency</td>
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<td>DMV</td>
<td>Increased customer service = prevents return visits</td>
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Department of Public Safety (DPS)
NC Federal Bureau of Prisons (BOP)

• Provide reintegration assistance for soon-to-be released inmates

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<td>Customers</td>
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<td>DMV</td>
<td>Reduction in service/wait times</td>
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Financial Update

David Tyeryar, Chief Financial Officer
September 3, 2014
## Financial Update
### SFYTD 2015 as compared SFYTD 2014

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*Excludes bond proceeds held by Trustee
# Revenue Summary July 2014

($ in Millions)

## State & Federal Receipts:

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<td><strong>$324.5</strong></td>
<td><strong>$385.1</strong></td>
<td><strong>$324.5</strong></td>
<td><strong>$60.6</strong></td>
<td><strong>19%</strong></td>
</tr>
</tbody>
</table>

## GARVEE/NCTA/ARRA:

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>GARVEE Reimbursement-Trustee</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>GARVEE Reimbursement-FHWA</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>NCTA Bond Proceeds/TIFIA</td>
<td>0.1</td>
<td>1.2</td>
<td>0.1</td>
<td>1.2</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>NCTA Toll Revenues</td>
<td>2.0</td>
<td>1.4</td>
<td>2.0</td>
<td>1.4</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Federal Funds - ARRA</td>
<td>19.5</td>
<td>4.9</td>
<td>19.5</td>
<td>4.9</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$21.6</strong></td>
<td><strong>$7.5</strong></td>
<td><strong>$21.6</strong></td>
<td><strong>$7.5</strong></td>
<td>-</td>
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</tr>
</tbody>
</table>

## Total Receipts

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total</strong></td>
<td><strong>$405.6</strong></td>
<td><strong>$332.0</strong></td>
<td><strong>$405.6</strong></td>
<td><strong>$332.0</strong></td>
<td><strong>$74.6</strong></td>
<td><strong>22%</strong></td>
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</tbody>
</table>

## Highway Fund & Trust Fund Details

<table>
<thead>
<tr>
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<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Motor Fuel Taxes</td>
<td>160.6</td>
<td>159.6</td>
<td>160.6</td>
<td>159.6</td>
<td>1.0</td>
<td>1%</td>
</tr>
<tr>
<td>Highway Use Tax</td>
<td>53.2</td>
<td>51.0</td>
<td>53.2</td>
<td>51.0</td>
<td>2.2</td>
<td>4%</td>
</tr>
<tr>
<td>DMV/Other Revenue</td>
<td>59.4</td>
<td>71.7</td>
<td>59.4</td>
<td>71.7</td>
<td>(12.3)</td>
<td>-17%</td>
</tr>
<tr>
<td>Investment Income</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>NA</td>
<td>NA</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$273.2</strong></td>
<td><strong>$282.3</strong></td>
<td><strong>$273.2</strong></td>
<td><strong>$282.3</strong></td>
<td><strong>(9.1)</strong></td>
<td><strong>-3%</strong></td>
</tr>
</tbody>
</table>

## Budget to Date

<table>
<thead>
<tr>
<th></th>
<th>Budget to Date</th>
<th>$</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total</strong></td>
<td><strong>$363.6</strong></td>
<td><strong>$21.4</strong></td>
<td><strong>6%</strong></td>
</tr>
<tr>
<td>Highway Fund &amp; Trust Fund Details</td>
<td>156.5</td>
<td>4.1</td>
<td>3%</td>
</tr>
<tr>
<td>Highway Use Tax</td>
<td>50.9</td>
<td>2.3</td>
<td>4%</td>
</tr>
<tr>
<td>DMV/Other Revenue</td>
<td>58.8</td>
<td>0.6</td>
<td>1%</td>
</tr>
<tr>
<td>Investment Income</td>
<td>NA</td>
<td>NA</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$266.2</strong></td>
<td><strong>$7.0</strong></td>
<td><strong>3%</strong></td>
</tr>
</tbody>
</table>
## Expenditure Summary July 2014

($ in millions)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction *</td>
<td>$ 169.5</td>
<td>$ 158.6</td>
<td>$ 169.5</td>
<td>$ 158.6</td>
<td>$ 10.9</td>
<td>7%</td>
<td>$ 150.7</td>
<td>$ 18.8</td>
<td>12%</td>
</tr>
<tr>
<td>Maintenance</td>
<td>105.7</td>
<td>115.9</td>
<td>105.7</td>
<td>115.9</td>
<td>(10.2)</td>
<td>-9%</td>
<td>104.8</td>
<td>0.9</td>
<td>1%</td>
</tr>
<tr>
<td>Public Transportation</td>
<td>4.1</td>
<td>3.1</td>
<td>4.1</td>
<td>3.1</td>
<td>1.0</td>
<td>33%</td>
<td>2.6</td>
<td>1.6</td>
<td>62%</td>
</tr>
<tr>
<td>Other Modal/Other Programs</td>
<td>11.0</td>
<td>10.5</td>
<td>11.0</td>
<td>10.5</td>
<td>0.5</td>
<td>5%</td>
<td>8.0</td>
<td>3.0</td>
<td>38%</td>
</tr>
<tr>
<td>Administration</td>
<td>(13.6)</td>
<td>9.0</td>
<td>(13.6)</td>
<td>9.0</td>
<td>(22.6)</td>
<td>-251%</td>
<td>10.2</td>
<td>(23.8)</td>
<td>-233%</td>
</tr>
<tr>
<td>Municipal Aid</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>NA</td>
<td>-</td>
<td>-</td>
<td>NA</td>
<td>-</td>
</tr>
<tr>
<td>Transfers to Other Agencies</td>
<td>0.0</td>
<td>-</td>
<td>0.0</td>
<td>-</td>
<td>0.0</td>
<td>NA</td>
<td>-</td>
<td>0.0</td>
<td>NA</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$ 278.8</strong></td>
<td><strong>$ 297.1</strong></td>
<td><strong>$ 275.8</strong></td>
<td><strong>$ 297.1</strong></td>
<td><strong>$ (20.3)</strong></td>
<td><strong>-7%</strong></td>
<td><strong>$ 276.3</strong></td>
<td><strong>$ 0.4</strong></td>
<td><strong>0%</strong></td>
</tr>
</tbody>
</table>

### GARVEE/NCTA/Special Initiatives:

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>NCTA Construction</td>
<td>2.6</td>
<td>5.4</td>
<td>2.6</td>
<td>5.4</td>
</tr>
<tr>
<td>NCTA Financing Costs</td>
<td>48.0</td>
<td>47.7</td>
<td>48.0</td>
<td>47.7</td>
</tr>
<tr>
<td>GARVEE Bond Expenditures</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Debt Service (GO &amp; GARVEE)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Ecosystem Enhancement Project</td>
<td>0.0</td>
<td>-</td>
<td>0.0</td>
<td>-</td>
</tr>
<tr>
<td>FEMA</td>
<td>1.3</td>
<td>0.1</td>
<td>1.3</td>
<td>0.1</td>
</tr>
<tr>
<td>ARRA - Rail</td>
<td>5.4</td>
<td>4.5</td>
<td>5.4</td>
<td>4.5</td>
</tr>
<tr>
<td>ARRA - Highway Infrastructure/Public Transit</td>
<td>0.0</td>
<td>0.5</td>
<td>0.0</td>
<td>0.5</td>
</tr>
<tr>
<td>SB 1005</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Moving Ahead</td>
<td>0.0</td>
<td>-</td>
<td>0.0</td>
<td>-</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>$ 57.3</td>
<td>$ 58.2</td>
<td>$ 57.3</td>
<td>$ 58.2</td>
</tr>
</tbody>
</table>

### Total Expenditures:

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total</strong></td>
<td>$ 334.0</td>
<td>$ 355.3</td>
<td>$ 334.0</td>
<td>$ 355.3</td>
</tr>
<tr>
<td><strong>$ (21.3)</strong></td>
<td><strong>-6%</strong></td>
<td><strong>-6%</strong></td>
<td><strong>-6%</strong></td>
<td><strong>-6%</strong></td>
</tr>
</tbody>
</table>

* See GARVEE bond expenditures below.
### Year to Date Operations

#### Change in Cash YTD as of July 31, 2014

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Cash Inflows</td>
<td>$407</td>
</tr>
<tr>
<td>State &amp; Federal Funded Programs</td>
<td>$277</td>
</tr>
<tr>
<td>GARVEE/NCTA/Special Initiatives</td>
<td>$57</td>
</tr>
<tr>
<td>Operating Cash Outflows</td>
<td>$334</td>
</tr>
<tr>
<td>Net Change on Operating Cash</td>
<td>$73</td>
</tr>
</tbody>
</table>

($ in Millions)
60 Month Cash Model
Projections as of July 2014

Unaudited Financial Report
NCDOT Sources of Funds
2014-15 by Major Funding Source
Total Funding = $4.3 Billion

27.1% Federal Funds
$1,169.3M

26.9%
Highway Trust Fund
$1,162.4M

46%
Highway Fund
$1,984.1M

(Excludes Receipt Supported Funding of $0.1B)
Uses of 2014-15 NCDOT Appropriations
Total Funding = $4.3 Billion
(Excludes Receipt Supported Funding of $0.1B)

- *Strategic Mobility Formula (SMF) $1,919.3
- *SMF TIP Construction - $1,902.5
- Debt Service – $146.3
  - GO Bonds 60.0
  - GARVEE Bonds 86.3
- NCTA 1.5% - $65.0
  - Debt Service 49.0 & *SMF 16.0
- DMV Admin 2.7% - $118.2
- Administration – $180.9
  - DOT 111.1
  - DOH 35.2
  - Trust Fund 32.5
  - NCTA 2.1
- State Agency Transfers - $254.3
  - General Fund 19.3
  - Highway Patrol 196.6
  - Public Instruction 26.4
  - Other Agencies 12.0
- Other Construction 1.1% - $46.8
  - Secondary Roads 12.0
  - Contingency Funds 12.0
  - Spot Safety 12.1
  - Public Service/Small Urban 6.7
  - Economic Development 4.0
- Other Modes - $340.2
  - Aviation 39.4
  - Rail 145.7
  - Public Transit 116.2
  - Ferries 38.2
  - *Bike 0.7
- Municipal Aid - $146.3
- GHSP & Other .9% - $39.9

($ in millions)

Unaudited Financial Report
2014-15 NCDOT Sources and Uses
Total Funding = $4.4 Billion

Highway Fund
$1,984
- Motor Fuels Tax
  $1,351
- DMV Registrations
  $408
- Licenses
  $99
- Other
  $86

Highway Trust Fund
$1,162
- Motor Fuels Tax
  $465
- Highway Use Tax
  $596
- Title Fees & Other
  $101

Federal Aid
$1,169
- FHWA
  $998
- Grants/ARRA
  $171

Other
$66
- Civil Penalties
  $27
- DMV - Tag & Tax, & Other
  $22
- IRS Interest Rebate/Other
  $12
- Ferry Toll Revenue
  $5

DOT Spending $1730
- Maintenance
  $922
- Bridge Preservation
  $153
- Construction
  $47
- Powell Bill
  $146
- Modal
  $169
- DMV
  $119
- Admin
  $132
- Other
  $42

Transfers $254
- Highway Patrol
  $197
- DPI Drivers Ed
  $26
- Other GF Agencies
  $12
- GF Treasurer
  $19

Total STI = $1,918
- Strategic Transportation Investment Construction
  $1,018
  - Debt Service:
    - GO Bond
      $60
    - NCTA
      $49
  - Administration
    $35
- Strategic Transportation Investment Construction
  $884
  - STI - NCTA
    $16
  - STI - Bike
    $50
  - Rail
    $122
  - Airports
    $18
  - Transit
    $31
  - GARVEE Debt Service
    $86
  - GHSP
    $12

(Includes Receipt Supported Funding of $0.1B)

($ in Millions)

Unaudited Financial Report
## Right of Way & Preliminary Engineering Expenditures
### SFY 2015 Period Ending July 2014

<table>
<thead>
<tr>
<th></th>
<th>1st Quarter</th>
<th>2nd Quarter</th>
<th>3rd Quarter</th>
<th>4th Quarter</th>
<th>SFY Totals</th>
<th>SFY Target</th>
<th>% of Target</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Right of Way:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TIP Projects (excluding GV)</td>
<td>$20.9</td>
<td></td>
<td></td>
<td></td>
<td>$20.9</td>
<td>$290.0</td>
<td>7%</td>
</tr>
<tr>
<td>Garvee Projects (GV)</td>
<td>0.0</td>
<td></td>
<td></td>
<td></td>
<td>0.0</td>
<td>101.9</td>
<td>0%</td>
</tr>
<tr>
<td><strong>Total TIP Projects</strong></td>
<td>$21.0</td>
<td></td>
<td></td>
<td></td>
<td>$21.0</td>
<td>$391.9</td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th></th>
<th>1st Quarter</th>
<th>2nd Quarter</th>
<th>3rd Quarter</th>
<th>4th Quarter</th>
<th>SFY Totals</th>
<th>SFY Target</th>
<th>% of Target</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Preliminary Engineering:</strong></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TIP Projects (excluding TA)</td>
<td>$12.3</td>
<td></td>
<td></td>
<td></td>
<td>$12.3</td>
<td>$165.0</td>
<td>7%</td>
</tr>
<tr>
<td>Toll Authority (TA) Projects</td>
<td>0.3</td>
<td></td>
<td></td>
<td></td>
<td>0.3</td>
<td>4.4</td>
<td>6%</td>
</tr>
<tr>
<td><strong>Total TIP Projects</strong></td>
<td>$12.5</td>
<td></td>
<td></td>
<td></td>
<td>$12.5</td>
<td>$169.4</td>
<td></td>
</tr>
</tbody>
</table>

**MEMO:** State Fiscal YTD Totals Exclude Specific Allocations

($ in Millions)
FFY 2014 Federal Rail Scorecard
As of July 31, 2014

ARRA Rail Grant Awards (Inception to Date)

<table>
<thead>
<tr>
<th>GRANT DESCRIPTION</th>
<th>GRANT AWARD - BUDGET</th>
<th>PROJECT ALLOTMENTS</th>
<th>EXPENDITURES</th>
<th>FEDERAL REIMBURSEMENTS</th>
<th>PENDING BILL AMOUNTS</th>
<th>AVAILABLE TO BILL</th>
<th>EXCEPTIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>NCDOT Piedmont Third &amp; Fourth Frequency Equipment Procurement &amp; Rehabilitation</td>
<td>$520,000,000</td>
<td>$512,831,042</td>
<td>$158,000,979</td>
<td>$152,719,156</td>
<td>-</td>
<td>$5,281,823</td>
<td></td>
</tr>
<tr>
<td>SE High Speed Rail Corridor PE/NEPA - Richmond, Va to Raleigh, NC</td>
<td>$4,000,000</td>
<td>$4,000,000</td>
<td>$3,585,474</td>
<td>$3,544,883</td>
<td>-</td>
<td>$40,591</td>
<td></td>
</tr>
<tr>
<td>NCDOT Intercity Passenger Rail Congestion Mitigation</td>
<td>$26,560,839</td>
<td>$26,560,839</td>
<td>$607,772</td>
<td>$551,919</td>
<td>-</td>
<td>$55,853</td>
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</tr>
<tr>
<td>TOTAL ARRA</td>
<td>$550,560,839</td>
<td>$543,391,881</td>
<td>$162,194,225</td>
<td>$156,815,958</td>
<td>-</td>
<td>$5,378,267</td>
<td></td>
</tr>
</tbody>
</table>

FEDERAL Rail Grant Awards (NON-ARRA)

<table>
<thead>
<tr>
<th>GRANT DESCRIPTION</th>
<th>GRANT AWARD - BUDGET</th>
<th>PROJECT ALLOTMENTS</th>
<th>EXPENDITURES</th>
<th>FEDERAL REIMBURSEMENTS</th>
<th>PENDING BILL AMOUNTS</th>
<th>AVAILABLE TO BILL</th>
<th>EXCEPTIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traditional Rail Projects - Various</td>
<td>$23,433,450</td>
<td>$4,326,338</td>
<td>$1,125,508</td>
<td>$1,055,783</td>
<td>$51,546</td>
<td>$18,179</td>
<td>($1,486,268)</td>
</tr>
</tbody>
</table>

*The large credit in exceptions is due to a refund check applied to a WBS
NCDOT Expenditures
SFYTD as of July 31, 2014

- External Payments: 66%
-dot Labor (Internal Costs): 15%
- Transfers to Other Agencies: 1%
- Debt Service: 8%
- Right of Way Purchases: 6%
- Grants to Other Entities: 4%

- Construction Contracts: 53%
- Professional Engineering & Consultant Contracts: 4%
- Vendor Payments: 2%
- Miscellaneous Service Contracts: 2%
- Equipment Purchases: 3%
- Material Purchases: 2%
<table>
<thead>
<tr>
<th>County</th>
<th>Description</th>
<th>Type</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Div 3</td>
<td>WBS 44291 Strengthening and 1.5&quot;overlay SR 1472 (Fletcher Road) 0.51 mile.</td>
<td>Access</td>
<td>$25,000.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Contingency</td>
<td>$150,000.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>TOTAL</td>
<td>$175,000.00</td>
</tr>
</tbody>
</table>
These items are for informational purposes only and subject to future NC Board of Transportation approval. It is anticipated that these items will be considered for NC Board of Transportation approval in 30 days.

### ADDITIONS to the Transit 2012-2018 STIP

<table>
<thead>
<tr>
<th>STIP #</th>
<th>Transit Partner</th>
<th>DESCRIPTION</th>
<th>match</th>
<th>FUND</th>
<th>FY13 (000)</th>
<th>FY14 (000)</th>
<th>FY15 (000)</th>
<th>FY16 (000)</th>
<th>FY17 (000)</th>
<th>FY18 (000)</th>
<th>FY19 (000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>TA-5151</td>
<td>Tar River Transit</td>
<td>Expansion (2) 25 Foot Light Transit Vehicles</td>
<td>ARRA</td>
<td>ARRA</td>
<td>150</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### MODIFICATIONS to the Transit 2012-2018 STIP

<table>
<thead>
<tr>
<th>STIP #</th>
<th>Transit Partner</th>
<th>DESCRIPTION</th>
<th>match</th>
<th>FUND</th>
<th>FY13 (000)</th>
<th>FY14 (000)</th>
<th>FY15 (000)</th>
<th>FY16 (000)</th>
<th>FY17 (000)</th>
<th>FY18 (000)</th>
<th>FY19 (000)</th>
</tr>
</thead>
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September 4, 2014
These items are for informational purposes only and subject to future NC Board of Transportation approval. It is anticipated that these items will be considered for NC Board of Transportation approval in 30 days.

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September 4, 2014
These items are for informational purposes only and subject to future NC Board of Transportation approval. It is anticipated that these items will be considered for NC Board of Transportation approval in 30 days.

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Item I-1B, 28 Projects, Total Federal/State/Local funds $96,830,000
### DIVISION 10

**Mecklenburg**  
**Proj. Category**  
**Division**  

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<th>Item</th>
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<th>Right-of-Way</th>
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<td>B-5242</td>
<td>Barringer Drive, Replace Bridge No. 376 Over Irwin Creek in Charlotte.</td>
<td>FY 2015 - $12,000 (STPOFF)</td>
<td>FY 2015 - $3,000 (C)</td>
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<td>Add Right-of-Way in FY 15 and Construction in FY 16 Not Previously Programmed</td>
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| B-5378 | Michael Baker Road, Replace Bridge No. 210 Over Briar Creek in Charlotte. | FY 2015 - $26,000 (STPOFF) | FY 2015 - $6,000 (C) |
| | Add Right-of-Way in FY 15 and Construction in FY 16 Not Previously Programmed | | |
| | $1,732,000 | |

| C-5621 | US 21 and Catawba Avenue. Relocate Intersection of US 21 and Catawba Avenue to the East and Construct Roundabout. | FY 2015 - $200,000 (CMAQ) | |
| | Add Preliminary Engineering and Right-of-Way in FY 15 and Construction in FY 16 Not Previously Programmed | | |
| | $2,507,500 | |

| U-5115 | Matthews Mint Hill, Intersection of NC 51 and Idlewild Road. Construct Intersection Improvements. | FY 2015 - $100,000 (STPDA) | FY 2015 - $25,000 (C) |
| | Add Right-of-Way in FY 15 Not Previously Programmed | | |
| | $1,750,000 | |

### Statewide

**Proj. Category**  
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*Indicates Federal Amendment*  

Wednesday, September 03, 2014
REVISIONS TO THE 2012-2020 STIP

HIGHWAY PROGRAM

STIP MODIFICATIONS

DIVISION 2

B-5100
GREENVILLE (KING GEORGE ROAD), REPLACE BRIDGE NO. 421 OVER MEETING HOUSE BRANCH.
CONSTRUCTION FY 2015 - $550,000 (STPOFF)
FY 2015 - $137,000 (L)

PROJ.CATEGORY DELAY CONSTRUCTION FROM FY 14 TO FY 15 TO ALLOW ADDITIONAL TIME TO ACQUIRE THE NECESSARY RIGHT OF WAY.

DIVISION 3

EB-5543
SR 1403 (MIDDLE SOUND LOOP ROAD), OGDEN ELEMENTARY SCHOOL TO SR 1986 (OYSTER DRIVE).
RIGHT-OF-WAY FY 2015 - $16,000 (DP)
FY 2015 - $4,000 (C)

NEW HANOVER
CONSTRUCT MULTI-USE PATH.
CONSTRUCTION FY 2015 - $165,000 (DP)
FY 2015 - $41,000 (C)

PROJ.CATEGORY DELAY RIGHT-OF-WAY FROM FY 14 TO FY 15 AND CONSTRUCTION FROM FY 14 TO FY 15 TO ALLOW ADDITIONAL TIME FOR DESIGN.

DIVISION

W-5106
SR 1501 (SANDRIDGE ROAD), MILE POST 3.13 TO SR 1661 (STARLING ROAD), WIDEN TO THREE LANES.
RIGHT-OF-WAY FY 2015 - $2,000,000 (HSIP)
FY 2015 - $23,000 (HSIP)

ONSLOW
CONSTRUCTION FY 2016 - $2,500,000 (HSIP)

PROJ.CATEGORY DELAY CONSTRUCTION FROM FY 15 TO FY 16 TO ALLOW DIVISION ADDITIONAL DESIGN TIME.

W-5322
SR 1501 (SANDRIDGE ROAD), SOUTH OF SR 1661 (FOXTACE LANE) TO NORTH OF SR 1668 (SAVANNA COURT). WIDEN TO A THREE LANE SECTION.
RIGHT-OF-WAY FY 2015 - $500,000 (HSIP)
FY 2016 - $2,000,000 (HSIP)

ONSLOW
CONSTRUCTION FY 2016 - $2,500,000

PROJ.CATEGORY DELAY CONSTRUCTION FROM FY 15 TO FY 16 TO ALLOW DIVISION ADDITIONAL DESIGN TIME.

W-5328
SR 1501 (SANDRIDGE ROAD), BUCKHEAD ROAD TO MILE POST 3.13. WIDEN TO A THREE LANE SECTION.
RIGHT-OF-WAY FY 2015 - $500,000 (HSIP)
FY 2016 - $2,050,000 (HSIP)

ONSLOW
CONSTRUCTION FY 2016 - $2,550,000

PROJ.CATEGORY DELAY CONSTRUCTION FROM FY 15 TO FY 16 TO ALLOW DIVISION ADDITIONAL DESIGN TIME.
## REVISIONS TO THE 2012-2020 STIP

### HIGHWAY PROGRAM

#### STIP MODIFICATIONS

### DIVISION 4

**C-5546**  
**NASH**  
**PROJ.CATEGORY EXEMPT**  
ROCKY MOUNT, BENVENTUE ROAD (NC43/48) AT JEFFERY'S ROAD. INTERSECTION IMPROVEMENTS.  
**CONSTRUCTION FY 2015 - $104,000 (CMAQ)**  
**FY 2015 - $26,000 (C)**  
**DELAY CONSTRUCTION FROM FY 14 TO FY 15 TO ALLOW CITY OF ROCKY MOUNT ADDITIONAL TIME TO COMPLETE DESIGN.**  
**FY 2015 - $130,000**

### DIVISION 5

**I-5506**  
**WAKE**  
**PROJ.CATEGORY STATEWIDE**  
I-40, SR 1002 (AVIATION PARKWAY) INTERCHANGE. CONSTRUCT LOOP RAMP IN NORTHWEST QUADRANT.  
**RIGHT-OF-WAY FY 2017 - $500,000 (NHP)**  
**CONSTRUCTION FY 2018 - $3,100,000 (NHP)**  
**$3,600,000**  
**CORRECT DESCRIPTION AT REQUEST OF PDEA AND DIVISION, AND DELAY RIGHT-OF-WAY FROM FY 16 TO FY 17 AND CONSTRUCTION FROM FY 17 TO FY 18 TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN.**

### DIVISION 6

**U-5315**  
**WAKE**  
**PROJ.CATEGORY STATEWIDE**  
MORRISVILLE PARKWAY EXTENSION, SR 1600 / SR 1625 (GREEN LEVEL CHURCH ROAD) TO EAST OF NC 55 IN CARY. WIDEN FROM 2 TO 4 LANES AND CONSTRUCT INTERCHANGE AT NC 540 (TRIANGLE EXPRESSWAY / WESTERN WAKE FREEWAY).  
**RIGHT-OF-WAY FY 2015 - $80,000**  
**FY 2015 - $20,000 (C)**  
**$100,000**  
**CONSTRUCTION FY 2016 -$500,000 (C)**  
**FY 2016 - $125,000 (C)**  
**$810,000**  
**ADD RIGHT-OF-WAY IN FY 15 AND CONSTRUCTION IN FY 16 NOT PREVIOUSLY PROGRAMMED, TO REFLECT LATEST DELIVERY SCHEDULE.**

### DIVISION 7

**B-5358**  
**GUILFORD**  
**PROJ.CATEGORY EXEMPT**  
MODEL FARM ROAD, REPLACE BRIDGE NO. 428 OVER BRANCH OF RICHLAND CREEK IN HIGH POINT.  
**RIGHT-OF-WAY FY 2015 - $111,000 (STPOFF)**  
**FY 2015 - $28,000 (C)**  
**MITIGATION FY 2015 - $37,000 (STPOFF)**  
**FY 2015 - $9,000 (C)**  
**CONSTRUCTION FY 2016 - $500,000 (STPOFF)**  
**FY 2016 - $125,000 (C)**  
**$810,000**  
**ADD RIGHT-OF-WAY IN FY 15 AND CONSTRUCTION IN FY 16 NOT PREVIOUSLY PROGRAMMED.**

---

* INDICATES FEDERAL AMENDMENT

Wednesday, September 03, 2014

3
### DIVISION 7

**C-5184**  
**DIVISION:** 7  
**ORANGE**  
**PROJ.CATEGORY:** EXEMPT  
**ITEM N**  
**HIGHWAY PROGRAM**  
**STIP MODIFICATIONS**

<table>
<thead>
<tr>
<th>Item</th>
<th>Project Description</th>
<th>Category</th>
<th>FY 2014</th>
<th>FY 2015</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>RIVERWALK TRAIL, RIVERWALK TRAIL PHASE III IN HILLSBOROUGH. CONSTRUCT A PAVED OFF-ROAD TRAIL ALONG ENO RIVER CONNECTING RIVER PARK, GOLD PARK AND THE OCONEE EEE MOUNTAIN STATE NATURAL AREA, AND CONSTRUCT SIDEWALK TO PROVIDE PEDESTRIAN AND BICYCLE CONNECTIONS TO THE GREENWAY.</td>
<td>EXEMPT</td>
<td>$80,000 (CMAQ)</td>
<td>$360,000 (CMAQ)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$550,000</td>
</tr>
</tbody>
</table>

*DELAY CONSTRUCTION FROM FY 14 TO FY 15 TO ALLOW TOWN ADDITIONAL TIME FOR PLANNING AND DESIGN.*

### DIVISION 8

**B-5003**  
**SCOTLAND**  
**PROJ.CATEGORY:** DIVISION  
**DIVISION:** 8  
**ORANGE**  
**PROJ.CATEGORY:** EXEMPT  
**DIVISION:** 8  
**ORANGE**  
**CONSTRUCTION:** FY 2015 - $240,000 (STPOFF)  
**FY 2015 - $60,000 (C)  
**FY 2015 - $300,000**

### DIVISION 10

**C-5225**  
**MECKLENBURG**  
**PROJ.CATEGORY:** EXEMPT  
**DIVISION:** 10  
**ORANGE**  
**PROJ.CATEGORY:** EXEMPT  
**DIVISION:** 10  
**ORANGE**  
**CONSTRUCTION:** FY 2015 - $1,274,000 (CMAQ)  
**FY 2015 - $700,000 (STP)  
**FY 2015 - $319,000 (L)  
**FY 2015 - $2,293,000**

### Additional Notes

- * INDICATES FEDERAL AMENDMENT
REVISIONS TO THE 2012-2020 STIP
HIGHWAY PROGRAM
STIP MODIFICATIONS

DIVISION 10

EB-5010  CORNELIUS, CALDWELL STATION CREEK GREENWAY, CALDWELL COMMONS ON US 21 TO BAILEY ROAD PARK  construction FY 2015 - $2,150,000 (STPEB)

MECKLENBURG  CORNELIUS, CALDWELL STATION CREEK GREENWAY, CALDWELL COMMONS ON US 21 TO BAILEY ROAD PARK  construction FY 2015 - $2,150,000 (STPEB)

DIVISION 10 MODIFICATIONS

CORNELIUS, CALDWELL STATION CREEK GREENWAY, CALDWELL COMMONS ON US 21 TO BAILEY ROAD PARK  DELAY CONSTRUCTION FROM FY 14 TO FY 15 PER MPO REQUEST.

I-5405  I-77, I-277 (BROOKSHIRE FREEWAY) TO WEST  delay right-of-way and construction from FY 14 to FY 15.

MECKLENBURG  I-77, I-277 (BROOKSHIRE FREEWAY) TO WEST  delay right-of-way and construction from FY 14 to FY 15.

CATAWBA AVENUE (EXIT 28). CONSTRUCT HIGH OCCUPANCY TOLL (HOT) LANES AND CONVERT EXISTING HIGH OCCUPANCY VEHICLE (HOV) LANES TO HIGH OCCUPANCY TOLL (HOT) LANES.  construction FY 2015 - $2,000,000 (NHP)  construction FY 2015 - $13,000,000 (CMAQ)  construction FY 2015 - $73,200,000 (NHP)  construction FY 2015 - $550,000,000 (PPP)  construction FY 2015 - $638,200,000 (PPP)

STATEWIDE  DELAY RIGHT-OF-WAY AND CONSTRUCTION FROM FY 14 TO FY 15.

U-4713B  CAMPUS RIDGE ROAD REALIGNMENT, SR 1009 (JOHN STREET) TO SR 3457 (CAMPUS RIDGE ROAD)  delay right-of-way and construction from FY 14 to FY 15.

MECKLENBURG  CAMPUS RIDGE ROAD REALIGNMENT, SR 1009 (JOHN STREET) TO SR 3457 (CAMPUS RIDGE ROAD)  delay right-of-way and construction from FY 14 to FY 15.

construcion FY 2015 - $1,600,000 (STPDA)  construction FY 2015 - $400,000 (C)  construction FY 2015 - $2,000,000 (C)

DIVISION 10 MODIFICATIONS

NORTHCROSS DRIVE REALIGNMENT, SR 1009 (JOHN STREET) TO SR 3457 (CAMPUS RIDGE ROAD)  DELAY CONSTRUCTION FROM FY 14 TO FY 15 PER MPO REQUEST.

NORTHCROSS DRIVE REALIGNMENT, SR 1009 (JOHN STREET) TO SR 3457 (CAMPUS RIDGE ROAD)  DELAY CONSTRUCTION FROM FY 14 TO FY 15 PER MPO REQUEST.

DIVISION 12

C-5201  NC 115, NC 115 IN MOORESVILLE, MECKLENBURG COUNTY LINE TO NORMAN AVENUE. CONSTRUCT FOUR FOOT BIKE LANES ALONG BOTH SIDES.  delay construction from FY 14 to FY 16 PER MPO REQUEST.

MECKLENBURG  NC 115, NC 115 IN MOORESVILLE, MECKLENBURG COUNTY LINE TO NORMAN AVENUE. CONSTRUCT FOUR FOOT BIKE LANES ALONG BOTH SIDES.  delay construction from FY 14 to FY 16 PER MPO REQUEST.

NC 115, NC 115 IN MOORESVILLE, MECKLENBURG COUNTY LINE TO NORMAN AVENUE. CONSTRUCT FOUR FOOT BIKE LANES ALONG BOTH SIDES.  delay construction from FY 14 to FY 16 PER MPO REQUEST.

construction FY 2016 - $1,800,000 (CMAQ)  construction FY 2016 - $450,000 (C)  construction FY 2016 - $2,250,000 (C)

DIVISION 12 MODIFICATIONS

* INDICATES FEDERAL AMENDMENT

Wednesday, September 03, 2014
**DIVISION 12**

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>DESCRIPTION</th>
<th>PROJ. CATEGORY</th>
<th>EXEMPT</th>
<th>FUNDING</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-5528</td>
<td>Mooresville, Intersection of NC 150 and Talbert Road in Mooresville. Construct Right Turn Lane on Southbound Approach.</td>
<td>DIVISION 12</td>
<td>EXEMPT</td>
<td><strong>CONSTRUCTION FY 2016 - $280,000 (CMAQ)</strong>&lt;br&gt;<strong>FY 2016 - $70,000 (C)</strong>&lt;br&gt;<strong>$350,000</strong></td>
</tr>
</tbody>
</table>

* C-5529 | Mooresville, Intersection of NC 115 and Faith Road-Campus Lane in Mooresville. Realign Lane Intersection and Construct Dedicated Turn Lanes on Faith Road and Campus Lane Approaches to the Intersection. | DIVISION 12 | EXEMPT | **ENGINEERING FY 2014 - $56,000 (CMAQ)**<br>**FY 2014 - $19,000 (C)**<br>**FY 2016 - $32,000 (CMAQ)**<br>**FY 2016 - $11,000 (C)**<br>**$892,000 (CMAQ)**<br>**FY 2016 - $237,000 (C)**<br>**$1,307,000** |

* C-5531 | Mooresville, Kistler Farm-Briarcliff-Bellingham-White Oak Sidewalk Network in Mooresville. Construct Sidewalks in Various Locations. | DIVISION 12 | EXEMPT | **CONSTRUCTION FY 2016 - $343,000 (CMAQ)**<br>**FY 2016 - $86,000 (C)**<br>**$429,000** |

**DIVISION 13**

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>DESCRIPTION</th>
<th>PROJ. CATEGORY</th>
<th>DIVISION</th>
<th>FUNDING</th>
</tr>
</thead>
<tbody>
<tr>
<td>B-5196</td>
<td>Montreat (Texas Road), Replace Bridge No. 528 Over Flat Creek.</td>
<td>DIVISION 13</td>
<td>BUNCOMBE</td>
<td><strong>RIGHT-OF-WAY FY 2015 - $50,000 (STPOFF)</strong>&lt;br&gt;<strong>CONSTRUCTION FY 2015 - $575,000 (STPOFF)</strong>&lt;br&gt;<strong>$625,000</strong></td>
</tr>
</tbody>
</table>

**DIVISION 14**

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>DESCRIPTION</th>
<th>PROJ. CATEGORY</th>
<th>REGIONAL</th>
<th>FUNDING</th>
</tr>
</thead>
<tbody>
<tr>
<td>R-2490D</td>
<td>US 64, Indian Creek to Flat Creek Valley Road. Widening and Realignment</td>
<td>DIVISION 14</td>
<td>TRANSYLVANIA</td>
<td><strong>RIGHT-OF-WAY FY 2015 - $1,000,000 (STP)</strong>&lt;br&gt;<strong>CONSTRUCTION FY 2015 - $5,000,000 (STP)</strong>&lt;br&gt;<strong>$6,000,000</strong></td>
</tr>
</tbody>
</table>

* INDICATES FEDERAL AMENDMENT

Wednesday, September 03, 2014
Approval of Special Easement Consideration

It is hereby resolved, based upon the recommendation of the Manager of the Right of Way Unit, that the following highway easement be approved:

(Division 1)  
Project No. 32635.2.3, I.D. No. B-2500; Parcel No. N/A: 
Bridge No. 11 over the Oregon Inlet on US 12. 
Dare County: 
In support of the adjusted easement anticipated for the construction of the replacement of the Herbert. C. Bonner Bridge, staff recommends approval of the Deed of Easement solidified between the United States Department of Interior – Fish and Wildlife Service and the North Carolina Department of Transportation, which reflects a new easement for the Pea Island National Wildlife Refuge of 1.133 acres and a reversion of existing NCDOT easement to the Pea Island National Wildlife Refuge of 0.708 acres.

| APPROVAL OF EASEMENT | 1 PROJECTS | $0.00 |
Team OIG-Primary Areas of Focus

- **Internal Audit (6)**
  - Any area of DOT’s business operations

- **Single Audit Compliance (5)**
  - Pass through federal & state funding

- **Consultant, Utility, Rail & Turnpike (6)**
  - Overhead rates of consultants (professional services)

- **Investigations (2)**
  - Fraud, waste & abuse
  - PC Forensics
Team OIG-Updates

- **Internal Audit (6)**
  - Risk-based audit plan
  - Dual approach - compliance/operational
  - Alignment of OIG resources - dedicated auditor for DMV operations /building audit base
  - Collaborative audit approach

- **Single Audit Compliance (5)**
  - Risk-based audit plan - programmatic/dollar assurance
  - Lean Six-Sigma project - efficiency gains
  - Increased fieldwork presence
  - Collaborative audit approach

- **Consultant, Utility, Rail & Turnpike (6)**
  - Internal management change - evaluation of our workflow
  - Internal processes changes– review of consultant rates for aviation, utilities & rail
  - Collaborative audit approach

- **Investigations (2)**
  - Hotline (Internal/OSA) - progress/investigation plans/close out of cases
  - PC Forensics - increase in management requests
  - Collaborative audit approach
Team OIG-Work in progress

- **Internal Audit (6)**
  - NCTA, Inventory, Purchasing Cards, OCR, Management request (management turnover), EAGLE follow-up

- **Single Audit Compliance (5)**
  - 12 audits in progress of municipalities – grants/Powell Bill
  - Lean Six-Sigma project - efficiency gains

- **Consultant, Utility, Rail & Turnpike (6)**
  - Workflow evaluation
  - Internal processes changes– OIG’s review of consultant overhead rates for aviation, utilities & rail - meetings in progress
  - Resource alignment - impact of legislative mandate for outsourcing (+60-65%)
  - Evaluation of OIG processes - Lean Six Sigma focus

- **Investigations (2)**
  - Allegations - improper use of resources,
  - PC Forensics - use of DOT computing resources (personal vs. business use)
Team OIG-Work in progress/Strategy

・ All Units
  • Standard operating procedures
  • Lean Six Sigma
  • Cross-functional approach of auditor resources
  • Multi-purpose approach to audits/investigations - leverage type
  • Continuous auditing - Data Analysis tools (IG currently evaluating vendor solutions)

・ Resource Challenges
  • Investigations
  • CURT - workflow (outsourcing potential impact)
  • Internal audit - risk based

・ OIG Focus – Process Improvement: A stronger and more efficient NCDOT!
### Agenda Topics

<table>
<thead>
<tr>
<th>1. NC Department of Environment and Natural Resources – Mitch Gillespie, Assistant Secretary for Environment</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Discussion Summary</strong></td>
</tr>
<tr>
<td>Mr. Gillespie presented an update of DENR goals and initiatives to better serve North Carolina. He also provided updates of increased savings of $4 M for the integration of two divisions Water Quality and Water Resources which allows DENR to continue to improve protection for the state’s waters. The Division of Water Infrastructure was created to consolidate the funding for all state administered water and wastewater grant and loan programs for public health and environmental infrastructure needs as well as to provide a single point of entry for local governments to apply for funds. The NC Sedimentation Control Commission (SCC) has granted a Delegated Program to the NCDOT for Erosion and Sediment Control. The Ecosystem Enhancement Program has been streamlined with a savings to DOT. Interagency Cooperation process to bring together Corps, DENR, FHWA and NC DOT to discuss requirements of Clean Water Act during NEPA/SEPA decision making. DENR signed a long term Memorandum of Agreement with the U.S. Army Corps of Engineers in November 2013 that allows the State to provide up to $4.0 million per year for maintenance dredging of the Federally authorized shallow draft navigation channels in N.C. In June 2014 NCDOT requested that DENR enter into an inter-agency agreement that would allow the NCDOT to provide funding to the USACE under the long term MOA</td>
</tr>
<tr>
<td><strong>Actions Taken</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2. Economic Development Grant Programs – Calvin Leggett, Paul Worley, Delbert Roddemberry, and Sebastian Montagne</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Discussion Summary</strong></td>
</tr>
<tr>
<td>Speakers presented an update and participated in discussions regarding economic development funding programs throughout NCDOT. Sebastian Montagne also provided a summary of surrounding states that utilizes Economic Development funds.</td>
</tr>
<tr>
<td><strong>Actions Taken</strong></td>
</tr>
</tbody>
</table>
3. **NCTN UPDATE – MARK BOGGS, ATKINS**

| DISCUSSION SUMMARY | Mr. Boggs presented a brief overview of the process of NCTN. His goal was to brief the Board and Committee members of upcoming events that have occurred with NCTN and the progress. Also Board Members selected a subcommittee to include Board Members Lou Wetmore, Ferrell Blount and Ed Grannis for more involvement of the purpose and process of NCTN. |
| ACTIONS TAKEN | Board Members selected a subcommittee to include Board Members Lou Wetmore, Ferrell Blount and Ed Grannis for more involvement of the purpose and process of NCTN. |
# ECONOMIC DEVELOPMENT AND INTERGOVERNMENTAL RELATIONS

**AGENDA**

## BOARD OF TRANSPORTATION

**SEPTEMBER 3, 2014**

**TIME:** 1:00 PM – 3:00 PM

**LOCATION:** Room 150

<table>
<thead>
<tr>
<th>TOPIC</th>
<th>PRESENTER</th>
<th>TIME</th>
</tr>
</thead>
<tbody>
<tr>
<td>Welcome</td>
<td>Hugh Overholt, Committee Vice-Chair</td>
<td>1:00 p.m.</td>
</tr>
<tr>
<td>Approve Minutes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NC Chamber of Commerce 2030 Vision – 2014 Bridge To A Stronger Future</td>
<td>Jake Cashion, Director of Governmental Affairs</td>
<td>1:05 p.m.</td>
</tr>
<tr>
<td>DMV LPA Package</td>
<td>Randy Dishong, DMV Deputy Commissioner</td>
<td>2:05 p.m.</td>
</tr>
<tr>
<td>Art That Moves You</td>
<td>Don Lee, State Roadside Environmental Engineer</td>
<td>2:20 p.m.</td>
</tr>
<tr>
<td>Introduction of Subcommittee for NCTN</td>
<td>Terry Arellano</td>
<td>2:40 p.m.</td>
</tr>
<tr>
<td>Next Steps/Closure</td>
<td>Susan Pullium</td>
<td>2:55 p.m.</td>
</tr>
</tbody>
</table>
“Art That *Moves* You”

NCDOT
Board of Transportation

Economic Development & Intergovernmental Relations Committee

Don G. Lee, CPESC
State Roadside Environmental Engineer

September 3, 2014
What is GOVERNOR McCORORY’S VISION...

Beautiful Infrastructure
- Bridges
- Walls

ART on the ROW

NC Branding
What is GOVERNOR McCORRY's Vision?

...ALL of THESE:

- ART on the ROW
- NC Branding
- Beautiful Infrastructure
  - Bridges
  - Walls
GOVERNOR McCORDY’S INITIATIVE

Art + Transportation
“Art that Moves you”

- Artistic Consultation
- “Art That Moves You” Account
- Plan & Construction Oversight
- FHWA Compliance
- Architectural Consultants
- North Carolina Branding
- Sponsorship Options
- 3 P’s

Art & Infrastructure: Inter-Agency Collaboration
Aesthetic Improvements on Right of Way

Section 106

NCDOT Improvements

Art by Others

Public Private Partnerships
(Art by Others:) Art @ Exit 76 2013  Salisbury Sculpture Show-Governor’s Model Program
(Art by Others:) Art @ Exit 76 2014  Salisbury Sculpture Show-Governor’s Model Program
(Art by Others:) Art @ Exit 76 2014  Salisbury Sculpture Show-Governor’s Model Program
Governor McCrory’s Recent Directives:

1.) US Open Wayfinding-

2.) NC Gateways-
Governor McCrory’s Recent Directives:

1.) Gateway Signage  
   COMPLETED

2.) NC Gateways-  
   BEGINNING
Governor McCrory’s Gateway Initiative
1.95 GATEWAY OPTIONS: The Interchange on I-95 & SC State Line presents unique design challenges due to its proximity to development. To ensure the SC Gateway remains a prominent feature, development may require visible streetscape management. The gateway structure must be robust and visible to distinguish the SC Gateway from other roadways. There are several approaches to creating a gateway that is aesthetically pleasing and visible from the road.

1.95 GATEWAY OPTIONS: In response to the site and the cultural perspective of the region, design elements should be incorporated to reflect these. Use of stone, split rock, native vegetation, and local native plant material will provide a gateway that is locally inspired and will provide visual interest year round.

Details for South Carolina State Line Development:
N.C. Gateway Development Status

- Work Group Established Consisting of NCDOT, Cultural Resources, Commerce
- Consultant Hired – AMEC
- Gateway Signs at Airports
- Corridor and Intersection Clean-Up (CZIP)
- Developing Vision Strategies
N.C. Gateway Development and Review Process

**Technical and Creative Work Team**

- DOT: Chief Engineering - Ricky Greene
  Division Engineer - Don Lee
- DCR: Karin Cochran
  Marketing & Communications - Cary Cox
  AC Director - Wayne Martin
  Arts Council - Chris Beacham
- DOC: Deputy Secretary of Tourism - Wit Tuttell
  Mark Shore

**Engineering & Standards Policy Team**

- DOT: Nick Tennyson
  Mike Holder
  Kevin Lacy
  John Sullivan
- DCR: Deputy Secretary – Kevin Cherry
  Division Directors
- DOC: Communications - Kim Genardo
  Visitors Centers - Brian Gupton

**Executive Leadership Team**

- DOT: BOT Committee (9 Members)
- DCR: Secretary of DCR – Susan Klutz
  Chief Deputy – Karin Cochran
  Arts Council Director – Wayne Martin
- DOC: Secretary of Commerce – Sharon Decker
  Chairman of Tourism Board – Tammy O'Kelley
  Private Public Partnership – Dick Lindenmuth
DMV
Proposed Revisions to License Plate Agencies

NCDOT
Board of Transportation

Economic Development & Intergovernmental Relations Committee

Deputy Commissioner Randy Dishong

September 3, 2014
License Plate Agencies (LPA)

Overview:
In 1962, General Assembly mandated registration plates, certificates, and titles be issued through commissioned contracts (with exception to Wake & Mecklenburg Co state offices and the mail).

In 2013, General Assembly required a detailed study be performed on transaction compensation and wait times. Contract modifications are legislatively on hold until the study is evaluated.

- Currently, DMV Field Services oversees 69 LPA’s on indefinite & 53 on renewal contracts (122 total LPA’s)

- DMV services offered through LPA’s (not available on-line)
  - Titling Services (duplicates, transfer, junk, lien recording, etc.)
  - Issuance of handicapped placards and plates
  - Replacement of lost/damaged license plates
  - Assign NC serial numbers for trailers
  - Change weight on license plate and expiration date of registration
  - 10 day temporary plates/trip permits
DMV is developing a comprehensive proposal for improved contract management and customer service.

The proposal is separated into two parts:

**PART I - Today's Topics**

- **Standard Operating Procedure (SOP)**
  - Update SOP with modern business practices and more effective customer service measures
- **New Communication Procedures**
  - Establish communication procedures to ensure more timely and accurate delivery of information
- **New Training**
  - Develop additional training and opportunities for contractors
- **Elimination of Equipment Leases**
  - Provide computer workstations free of charge to all LPA's
- **Watercraft Registration Outlets**
  - Enable customer access to boat registration services through LPA's
DMV is developing a comprehensive proposal for improved contract management and customer service.

The proposal is separated into two parts:

**PART II – Topics for October**

- Performance Based Term-Limited Contracts
- Compensation
- Central Issuance of Tags
- Placement Strategy
Standard Operating Procedures (SOP)

Background:

a) The SOP is meant “to provide uniform, concise procedures for the operation of a License Plate Agency” and to outline the responsibilities of the Contractor and of DMV; it was last revised in 2009

Issue(s):

a) Current SOP includes outdated customer service and business practices and absent of new policies
   a) Absent of new Tax & Tag function
b) SOP lacks clarity of guidelines and room for interpretation from both LPA’s and DMV

Proposed Action:

a) Update and revise the current SOP

Impact(s):

a) LPA’s – Reduced variances, increased equality, and provides metrics for measurable standards
b) DMV – Reduced confusion, better accountability, and more effective customer service

LPA Cost = None
DMV Cost = Minor
New Communication Procedures

Background:

a) Normal communication with LPA’s is achieved through various means, such as; phone, email, system broadcast messages, and in person delivery.
   i. These methods prove highly inadequate when timely receipt of information is critical (i.e…. system outages or pending natural disasters)

Issue(s):

a) Customer debit/credit accounts can be double/triple charged if LPA’s are unaware of system outages
b) Decreased safety of personnel and customers, increased wait times, rework, and complaints

Proposed Action:

a) DMV will establish a centrally controlled automated multichannel notification system for issuing critical communications in a more timely and reliable manner (system will be used for all of DMV)

Impact(s):

a) LPA’s – Timely notification of system outages – reduction of over charging and customer issues
b) DMV – Reduced rework of errors, real-time feedback of field status, and increase personnel protection
New Training

**Background:**

a) Contractors and their staff receive an initial 3 week training session from DMV prior to opening
   a) LPA staff hired *after* opening must be trained by the contractor, at his/her expense
   b) All additional, continual, or subsequent training is performed at the contractor’s expense.

b) The initial 3 week training curriculum is the only standardized offering and is absent of customer service training

**Issue(s):**

a) Errors requiring rework and customer/contractor complaints of delayed service and inconsistencies
   i. New regulations and policies often difficult to implement which directly impacts LPA’s and customers

**Proposed Action:**

a) Develop a comprehensive training program for the LPA’s with required/optional modules delivered via regional in-person sessions, on-line courses, and virtual broadcasts
   i. DMV will provide all training resources and compensation for contractor staff training time away from office for both certified and new employees

**Impact(s):**

a) LPA’s – Staff more capable of dealing with changing/additional regulations
b) DMV – Increased customer service and reduction in rework of errors

LPA Cost = None
DMV Cost = Moderate
Elimination of Equipment Leases

Background:

a) LPA contracts signed after 2008 require a computer equipment lease of $68.60/ work station/ month.
   • To date, ~69 LPA’s do not lease computers while ~53 LPA’s do; which resulted in ~$147k for FY13/14*

Issue(s):

a) Inequality and inconsistency between contracts

Proposed Action:

a) Terminate lease requirement; contract amendment (Effective Oct 1, 2014)
   i. Remove lease language from contract and SOP

Impact(s):

a) LPA’s – Computer equipment provided to all LPA’s at no cost
b) DMV – Reduction of reoccurring O&M funding of $147,000+

LPA Cost = None
DMV Cost = Minor

*# of LPA’s as of Aug 1, 2014
Watercraft Registration Outlets
Wildlife Resource Commission (WRC)

Background:
a) Currently, Titling and Registration of watercraft and associated trailer(s) must be conducted in two separate locations through multiple transactions
   i. Four LPA’s currently have contracts with WRC to provide wildlife services

Issue(s):
a) DMV and WRC have received countless customer complaints
b) Customers recently rated this capability as above average importance at LPA’s*

Proposed Action:
a) Establish all LPA’s as Wildlife Service Agents (WSA)
   • LPA’s become intake centers for watercraft registration and titling needs

Impact(s):
a) LPA’s – Additional revenue due to increased number of transactions ($3.00-$5.00 / transaction)
b) DMV – Streamlined service access for customers
c) WRC – Increased efficiency through additional service outlets
d) Customers – Consolidated services into one location and a single transaction

*DMV Customer Survey – Jan 24, 2014
# Funding & Appropriation Strategies Committee (FAST)

**Meeting Minutes**

**Date:** 8/6/2014  
**Time:** 2:05 PM  
**Location:** Room 150

<table>
<thead>
<tr>
<th>Meeting Called By</th>
<th>Cheryl McQueary, Chair</th>
</tr>
</thead>
<tbody>
<tr>
<td>Board Attendees</td>
<td>Jim Crawford, Vice-Chair, David Brown, David Burs, James Palermo, Andy Perking and John Lennon</td>
</tr>
</tbody>
</table>

## Agenda Topics

1. **Meeting Call to Order and approval of July meeting notes**
   
   **Discussion Summary:** Moved by Mr. Perkins and seconded by Mr. Crawford
   
   **Actions Taken:** Approval (unanimously)

2. **Revenue Enhancement Option – Redirection of Vehicle Lease Fee by Mr. Crawford**
   
   **Discussion Summary:** Gave history of revenue source and difficulty redirecting from the General Fund. The current short term 8% highway use tax already being collected yield $50m. Reiterated the need to find alternate revenue sources like Virginia did last year.
   
   **Actions Taken:** None – received information.

3. **Revenue Enhancement Option – Auto Insurance Surcharge by Mr. Burns**
   
   **Discussion Summary:** Explained concept of adding a percentage surcharged onto the required state liability insurance requirements. Noted how insurance rates are determined in NC and how the State has the lowest in the southeast and 6th lowest in the country. He noted that a 5% increase would cost the average driver $1.67 and would yield $132m in revenue.
   
   **Actions Taken:** None – received information.

4. **Revenue Enhancement Option – Local Vehicle Property Tax by Ms. McQueary**
   
   **Discussion Summary:** Explained how adding a vehicle property tax surcharge could be implemented and used as a transportation funding source. Indicated that the average county weighted rate is $0.65/100 and that adding a $.05/100 surcharge would yield $500m. Benefits and drawback were also mentioned.
   
   **Actions Taken:** None – received information.
# Funding & Appropriation Strategies Committee (FAST) Agenda

**Board of Transportation**  
**September 3, 2014**

**Time:** 1:00 PM to 3:00 PM  
**Location:** EIC

<table>
<thead>
<tr>
<th>Topic</th>
<th>Presenter</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Call to Order - Approval of August meeting notes</td>
<td>Cheryl L. McQueary, Chair</td>
<td>1:00 – 1:05</td>
</tr>
<tr>
<td>Administrative Hearing Fees</td>
<td>Hope Mozingo</td>
<td>1:05 – 1:20</td>
</tr>
<tr>
<td>Asset Scan</td>
<td>Mike Holder &amp; Virginia Mabry</td>
<td>1:20 – 1:40</td>
</tr>
<tr>
<td>2014 SASHTO Report</td>
<td>Malcolm Fearing</td>
<td>1:40 – 1:55</td>
</tr>
<tr>
<td>Comments and Wrap-up</td>
<td>Cheryl L. McQueary, Chair</td>
<td>1:55 – 2:00</td>
</tr>
</tbody>
</table>
**Highways Committee Meeting Minutes**

**DATE:** 8-6-2014  **TIME:** 9:00 AM  **LOCATION:** 150

<table>
<thead>
<tr>
<th>MEETING CALLED BY</th>
<th>Jake Alexander</th>
</tr>
</thead>
</table>
| BOARD ATTENDEES   | Committee: Palermo, Burns, Brown, Kernea, Blount, Crawford, Grannis  
|                   | Other: Tulloss |

### Agenda Topics

1. **Roundabouts - Jim Dunlop, PE, Congestion Management Engineer**

   **Discussion Summary**
   
   Presentation covered what modern roundabouts are and how they differ from traffic circles, types of roundabouts, their advantages, NC’s use of them, common concerns, and cost. There was some discussion about educating the public about roundabouts.

   **Actions Taken**
   
   

2. **NCDOT’s Rest Area Program - Don Lee, CPESC, State Roadside Environmental Engineer**

   **Discussion Summary**
   
   Presentation covered history of NC’s rest area program; recent, current, and upcoming projects; maintenance; vending; and FAQs. There were questions about janitorial contract bidding, MCAP scores for rest areas, and safety of NC’s rest areas.

   **Actions Taken**
   
   

3. **Utility Policy Manual Update - Debbie Barbour, PE, Director of Preconstruction**

   **Discussion Summary**
   
   Ms. Barbour explained how the concerns raised last month had been addressed. Primarily, the authority to issue an order to a non-responsive utility will remain with the Board of Transportation.

   **Actions Taken**
   
   Palermo made a motion to recommend approval to the full Board, Kernea seconded, and the motion carried.
### 4. LIFE CYCLE COST ANALYSIS PROCEDURES - FERRELL BLOUNT, VICE-CHAIR

<table>
<thead>
<tr>
<th>DISCUSSION SUMMARY</th>
<th>Vice-Chairman Blount asked for a motion to recommend approval of the Life Cycle Cost Analysis procedure presented at last month’s committee meeting.</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACTIONS TAKEN</td>
<td>Palermo made a motion, Kernea seconded, and the motion carried.</td>
</tr>
</tbody>
</table>

### 5. STA TRUCK ROUTE APPROVAL - KEVIN LACY, PE, STATE TRAFFIC ENGINEER

<table>
<thead>
<tr>
<th>DISCUSSION SUMMARY</th>
<th>Mr. Lacy presented four Surface Transportation Act (STA) truck routes for approval: US 70 Bypass, Johnston County; US 70 Johnston County; NC 147, Durham/Wake Counties; and US 17, Pasquotank County. He explained he was asking for twin-trailer approval for these routes and that this was no longer controversial because standard designs support these vehicles. No one requested a public hearing.</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACTIONS TAKEN</td>
<td>Palermo made a motion to recommend approval to the full Board, Burns seconded, and the motion carried.</td>
</tr>
</tbody>
</table>
# Highways Committee Agenda

**Board of Transportation**  
**September 3, 2014**

**Time:** 9:00 - 11:00 AM  
**Location:** 150

<table>
<thead>
<tr>
<th>Topic</th>
<th>Presenter</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Call to Order</td>
<td>Jake Alexander, Committee Chair</td>
<td>1 min</td>
</tr>
<tr>
<td>Approval of August Minutes</td>
<td>Jake Alexander, Committee Chair</td>
<td>1 min</td>
</tr>
<tr>
<td>Superstreets (Synchronized Streets)</td>
<td>Jim Dunlop, PE, Congestion Mgt Engineer</td>
<td>25 min</td>
</tr>
<tr>
<td>National Environmental Policy Act Overview</td>
<td>Eric Midkiff, PE, Central Region Manager, PDEA</td>
<td>25 min</td>
</tr>
<tr>
<td>Truck Route Approval</td>
<td>Kevin Lacy, PE, State Traffic Engineer</td>
<td>5 min</td>
</tr>
<tr>
<td>Adjourn</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
An Overview of the National Environmental Policy Act (NEPA)

Eric Midkiff, PE, CPM, Project Development & Environmental Analysis Unit

September 3, 2014
Outline of Presentation

NEPA Definition and Requirements

Components of NEPA

NEPA Document Types

Other Laws and Regulations
National Environmental Policy Act of 1969

- Established a National Policy for the environment

- Required federal agencies to use an interdisciplinary Approach to planning and decision making

- Required the preparation of environmental documentation……..introduced the Environmental Impact Statement.
NEPA

• When is a NEPA Evaluation Required?
NEPA

• NEPA is required when a Federal action is taken that may have impacts on the human and natural environment.

• NEPA is required before authorization of funding.
The NCDOT Project Development Process

Transportation Planning Branch (TPB)  Program Development Branch  Project Development and Environmental Analysis Section (NEPA)  Roadway Design Unit  Right-of-Way Unit  NCDOT Divisions

Long-Range Planning  Program Development (STIP)  Project Development Phase  Design Phase  Design Phases  ROW Plans

Scoping and Environmental Reviews  Impacts and Environmental document

Permitting (PDEA)  Utility Relocation

Project Statement  STIP  Final Plans
Components of NEPA
Environmental Assessment

• 1. Purpose and Need
• 2. Alternative Development
• 3. Alternative Analysis
• 4. Public Involvement
• 5. Interagency Coordination
• 6. Mitigation
Purpose and Need

• Justification for Expenditure of public monies and potential impacts
• Establishes a basis for the development of a range of reasonable alternatives
• Establishes criteria for choosing a preferred alternative
Alternative Development

• Full Range of reasonable alternatives
• Meets the objectives of the purpose and need
• Includes No-Build
Alternative Analysis

• Rigorously Explore and objectively evaluate

• Devote Substantial Treatment in detail for comparative analysis (Apples to Apples)
Environmental Study Topics

- Air quality
- Community/social resources
- Cultural resources
- Economics
- Farmland
- Floodplains
- Hazardous materials
- Land use
- Noise
- Parks and recreation
- Relocations
- Soils and geology
- Streams and wetlands
- Threatened and endangered species
- Traffic and access
- Vegetation
- Visual resources
- Water quality
- Wildlife
Public Involvement

• State Public Involvement Procedures
• Early and continuing opportunities
• Public Hearing Opportunity
• Reasonable notice
Inter-Agency Coordination

• Pursue communication and collaboration with agency partners
• Participating Agencies
• Cooperating Agencies
• NEPA/404 Merger Process
NEPA/404 Merger Process

- Concurrence Point #1: Purpose and Need
- Concurrence Point #2: Alternatives to be studied
- Concurrence Point #2A: Bridging decisions
- Concurrence Point #3: Least Environmentally Damaging Practicable Alternative (LEDPA)
- Concurrence Point #4: Avoidance and Minimization
  4A: Alignment
  4B: 30% Hydraulic Design
  4C: Permit Drawing
Mitigation

• Ordered Approach:
  • Avoiding
  • Minimizing
  • Rectifying
  • Reducing
  • Compensation
Commonly Mitigated Impacts

- Wetlands
- Streams
- Stream Buffers
- Noise
- Historic Architectural “ambiance”
- Environmental Justice communities
- Archaeological Sites
- Wildlife Corridors or Habitat
Federal Documents

Environmental Impact Statement

Environmental Assessment

Categorical Exclusion
Environmental Impact Statement

Prepared when the action will cause **Significant Impact** to the human or natural environment.
Environmental Impact Statement

A series of 3 Documents:

**Draft EIS** - announces initial alts & analysis

**Final EIS** - responds to DEIS comments
- additional analysis
- announces a decision preference

**Record of Decision (ROD)**
- Documents the FINAL decision
Environmental Assessment

Prepared when significance of the environmental impact is not clearly established.

OR

when the action is not expected to be significant, but the action does not appear to comply with the list of pre-approved categorical exclusions
FONSI

Finding of No Significant Impact

Document that is written following the circulation of an Environmental Assessment.

Addresses public comments and agency concerns generated by the Environmental Assessment.

Discusses any new information and formulates a determination of NOT Significant.
Categorical Exclusion

Actions which Do Not individually or cumulatively cause significant impacts.

Examples:
• Intersection Improvements
• Minor widening & road shoulder work
• Greenways
• Utility installations
• Landscaping
Other Common Laws and Regulations
Laws and Regulations

• NEPA is the “Umbrella” under which all applicable environmental laws are considered.
  • Clean Water Act
  • Endangered Species Act
  • Historic Preservation Act
  • Environmental Justice E.O.
  • And many, many more!
Federal Funding

Must comply with:

National Environmental Policy Act (NEPA)
Presidential Executive Orders
Federal Laws
State Laws
PDEA Contacts

Eastern: Rob Hanson  707-6024
Divisions 1, 2, 3, 4, and 6

Central: Eric Midkiff  707-6030
Divisions 5, 7, 8, and 9

Western: Jennifer Harris 707-6025
Divisions 10, 11, 12, 13, and 14
The Superstreet

- A type of intersection in which minor cross-street traffic is prohibited from going straight through or left at a divided highway intersection. *

- Minor cross street traffic must turn right, but can then access a U-turn to proceed in the desired direction.

*Other configurations possible based on site specific conditions.

FHWA uses the term RCUT (Restricted Crossing U-Turn)
Some states use the term “J-Turn”
CONVENTIONAL INTERSECTION

SUPERSTREET
Why Superstreets?
Answer:

Improved Safety
Less Travel Time
Environmentally Responsible
Economically Beneficial
Why Superstreets?

**Improved Safety**

- Reduced likelihood of crashes, especially severe crashes such as side-collisions
- Fewer threats to crossing pedestrians
Conventional Intersection Conflict Points

32 Total Conflict Points
Superstreet Conflict Points

Total Conflict Points = 14
NC 87 at Peanut Plant Road

- NC 87 Bypass was opened in 1997
- 60 Total Crashes and 5 Fatal Crashes in 8 Years after completion
TO ELIZABETHTOWN

SR 1150
Peanut Rd.

NC 87-
Peanut Plant Road
Collision Diagram

SR 1150
Peanut Rd.
Traffic signals don’t always solve the problem, they may just create a different problem!
NC 87 at Peanut Plant Road

Final Superstreet Configuration
NC 87 at Peanut Plant Road

- Countermeasure – Relocate leg of SR 1150 – “Superstreet”
### NC 87 at Peanut Plant Road

- **Crash Summary Table – “Superstreet - Before to After”**

<table>
<thead>
<tr>
<th></th>
<th>Before (3 Yrs)</th>
<th></th>
<th>After (1.5 year update)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Total Crashes</td>
<td>Crashes/Yr</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>24</td>
<td>8.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Total Injury Crashes</td>
<td>21</td>
<td>7.00</td>
</tr>
<tr>
<td>Frontal Impact Crashes</td>
<td></td>
<td>22</td>
<td>7.33</td>
<td>Frontal Impact Crashes</td>
</tr>
<tr>
<td>Frontal Impact Injury Crashes</td>
<td></td>
<td>19</td>
<td>6.33</td>
<td>Frontal Impact Injury Crashes</td>
</tr>
</tbody>
</table>
Superstreet Benefits and Capacities
(Research Project 2009-06)
## Reduction in Crashes

- Safety impact by collision type for unsignalized superstreets, %

<table>
<thead>
<tr>
<th>Collision Type</th>
<th>Crash Reduction %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>-46</td>
</tr>
<tr>
<td>Fatal and injury</td>
<td>-63</td>
</tr>
<tr>
<td>Angle and right turns</td>
<td>-75</td>
</tr>
<tr>
<td>Rear ends</td>
<td>-1</td>
</tr>
<tr>
<td>Sideswipes</td>
<td>-13</td>
</tr>
<tr>
<td>Left turns</td>
<td>-59</td>
</tr>
<tr>
<td>Other</td>
<td>-15</td>
</tr>
</tbody>
</table>
Why Superstreets?

**Less Travel Time**

- Reduced “wait time” or delay
- Increased roadway capacity
TRAFFIC SIGNAL PHASING

SIMPLE INTERSECTIONS
2 PHASE AND 3 PHASE OPERATION

2 PHASE

3 PHASE

COMPLEX INTERSECTION
TYPICAL 8 PHASE OPERATION

8 PHASE
Main Street Green Time

Signal Timing - Two Phase

Signal Timing - Three Phase

Signal Timing - Eight Phase
Eight-Phase Signal – Ten Lanes Wide
Superstreet Phasing
Why Superstreets?

**Environmentally Responsible**

- Less acreage impacted by construction and permanent facility
- Less time spent idling at a red light
- Reduction in environmental pollutants (exhaust fumes / fuel usage)
SUPERSTREET FOOTPRINT

SUPER STREET
INTERCHANGE FOOTPRINT

CONVENTIONAL INTERCHANGE
UPS Saves Millions by Favoring Right Hand Turns

First year savings:
About 26 million miles
3 million gallons fuel
Why Superstreets?

**Economically Beneficial**

- Preserves the existing facility
- Less expensive than an interchange
- Provides good access to both sides of the main road for development
US 281 (San Antonio TX)

2009 – Looking south above Evans Road, PM peak
As traffic congestion on U.S. Highway 281 eases due to the completion of the superstreet project, construction of new commercial and retail developments along the far North Central San Antonio corridor is ramping up.

“We are close to 90 percent leased with no pad sites left,” Elliott remarked. “We've had quite a bit of interest because of the market, which is in a high growth area. And a lot of our tenants say they feel like business has increased since the superstreet was finished.”

San Antonio Express-News March 17, 2011
“All truth passes through three stages. First, it is ridiculed. Second, it is violently opposed. Third, it is accepted as being self-evident.”

— Arthur Schopenhauer
Superstreets in North Carolina

• Selected Existing Locations
  – US 15/501 in Chapel Hill, Orange County (Signalized)
  – US 17 in Pender & New Hanover Counties (Signalized)
  – US 17 in Leland, Brunswick County (Signalized)
  – NC 87 in Harnett County (Signalized)
  – NC 55 Holly Springs (Signalized)
  – US 23-74 in Haywood County
  – US 1 in Moore County, Vass Bypass
  – NC 87 in Elizabethtown, Bladen County
  – US 601 in Union County
  – US 17 By-Pass in Martin and Beaufort Counties

• Proposed Locations
  – Poplar Tent Road, Cabarrus County (Signalized)
  – Over 60 TIP Projects throughout the state
Summary of Superstreet Benefits

- Safety
- Time savings
- Increased capacity
- Improved traffic flow
- Access management
- Land use and corridor protection
- Alternative to interchange (Less $$$)
- Smaller “footprint” than an interchange
# Multimodal Committee Meeting Minutes

**DATE:** 8/6/14  
**TIME:** 9:00-10:30am  
**LOCATION:** EIC

<table>
<thead>
<tr>
<th>MEETING CALLED BY</th>
<th>John Collett</th>
</tr>
</thead>
<tbody>
<tr>
<td>BOARD ATTENDEES</td>
<td>John Collett, Andy Perkins, Cheryl McQueary, Mike Smith, John Lennon, Malcolm Fearing, Lou Tulloss</td>
</tr>
</tbody>
</table>

## Agenda Topics

### 1. Public Health and Transportation – Ruth Peterson, MD, MPH

<table>
<thead>
<tr>
<th>DISCUSSION SUMMARY</th>
<th>Coordination between NCDOT and DHHS. Interest in creating a funding plan for Bike and Pedestrian Division. Create a sub-committee to determine unmet funding needs and approach to meeting needs.</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACTIONS TAKEN</td>
<td>Sub-Committee was created to include John Collett, Andy Perkins, Mike Smith, Lauren Blackburn</td>
</tr>
</tbody>
</table>

### 2. July Minutes – John Collett

<table>
<thead>
<tr>
<th>DISCUSSION SUMMARY</th>
<th>Approval of July Minutes</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACTIONS TAKEN</td>
<td>Motion to approve was made by Malcolm Fearing and seconded by Lou Wetmore. Motion was approved.</td>
</tr>
</tbody>
</table>

### 3. Item I-1, Item I-1A – Debbie Collins

<table>
<thead>
<tr>
<th>DISCUSSION SUMMARY</th>
<th>Approval of Public Transportation's funding items.</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACTIONS TAKEN</td>
<td>Motion to approve was made by Malcolm Fearing and seconded by Andy Perkins. Motion was approved.</td>
</tr>
</tbody>
</table>
4. **ITEM I-4 – Bobby Walston**

<table>
<thead>
<tr>
<th>DISCUSSION SUMMARY</th>
<th>Approval of Aviation’s funding items.</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACTIONS TAKEN</td>
<td>Motion to approve was made by Andy Perkins and seconded by Cheryl McQueary. Motion was approved.</td>
</tr>
</tbody>
</table>

5. **LETTER OF SUPPORT – John Lennon**

<table>
<thead>
<tr>
<th>DISCUSSION SUMMARY</th>
<th>Would like to provide letters of support for local airports applying for grant funding.</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACTIONS TAKEN</td>
<td>John Collett to discuss at the Committee Chair meeting. Bobby Walston to provide bullets by 3pm to John Collett.</td>
</tr>
</tbody>
</table>
# Multimodal Committee Agenda

## Board of Transportation

**September 3, 2014**

**Time:** 9:00-11:00  
**Location:** EIC

<table>
<thead>
<tr>
<th>Topic</th>
<th>Presenter</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Call to Order</td>
<td>John Collett</td>
<td>9:00</td>
</tr>
<tr>
<td>Approval of Minutes</td>
<td>John Collett</td>
<td>9:00</td>
</tr>
<tr>
<td>Funding Items</td>
<td>Transit Directors</td>
<td>9:05-9:15</td>
</tr>
<tr>
<td>Rail Update</td>
<td>Paul Worley</td>
<td>9:15-9:30</td>
</tr>
<tr>
<td>Public Transportation Division Update</td>
<td>Debbie Collins</td>
<td>9:30-9:45</td>
</tr>
<tr>
<td>Aviation Division Update</td>
<td>Bobby Walston</td>
<td>9:45-10:00</td>
</tr>
<tr>
<td>Bicycle &amp; Pedestrian Update</td>
<td>Lauren Blackburn</td>
<td>10:00-10:15</td>
</tr>
<tr>
<td>Ferry Division Update</td>
<td>Ed Goodwin</td>
<td>10:15-10:30</td>
</tr>
</tbody>
</table>
**At date of this report, no credit has been posted relative to the $1,000 per permanent employee raise.**

**Initial budget $37,015,603. Pending reduction per 34.19.(b) $577,254. Anticipated operating budget $36,438,349.**
<table>
<thead>
<tr>
<th></th>
<th>2014-2015</th>
<th>PERCENT</th>
<th>PERCENT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SUMMARY REPORT</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>GRAND TOTAL</td>
<td>GRAND TOTAL</td>
</tr>
<tr>
<td></td>
<td>N.C.</td>
<td>OUT-OF-STATE</td>
<td>VEHICLES</td>
</tr>
<tr>
<td><strong>ALL SITES</strong></td>
<td>ALL SITES</td>
<td>ALL SITES</td>
<td>ALL SITES</td>
</tr>
<tr>
<td><strong>JULY</strong></td>
<td>62,115</td>
<td>42,187</td>
<td>104,302</td>
</tr>
<tr>
<td><strong>AUGUST</strong></td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>SEPTEMBER</strong></td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>OCTOBER</strong></td>
<td>-</td>
<td>-</td>
<td>-</td>
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<tr>
<td><strong>NOVEMBER</strong></td>
<td>-</td>
<td>-</td>
<td>-</td>
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<tr>
<td><strong>DECEMBER</strong></td>
<td>-</td>
<td>-</td>
<td>-</td>
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<tr>
<td><strong>JANUARY</strong></td>
<td>-</td>
<td>-</td>
<td>-</td>
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<tr>
<td><strong>FEBRUARY</strong></td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>MARCH</strong></td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>APRIL</strong></td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>MAY</strong></td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>JUNE</strong></td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>62,115</td>
<td>42,187</td>
<td>104,302</td>
</tr>
<tr>
<td><strong>Y-T-D PREVIOUS YEAR</strong></td>
<td>66,871</td>
<td>52,102</td>
<td>118,973</td>
</tr>
<tr>
<td><strong>PERCENT CHANGE</strong></td>
<td>-7.11%</td>
<td>-19.03%</td>
<td>-12.33%</td>
</tr>
</tbody>
</table>

*Ferry System affected by Hurricane Arthur July 2014.*

<table>
<thead>
<tr>
<th></th>
<th>2014-2015</th>
<th>PERCENT</th>
<th>PERCENT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SUMMARY REPORT</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>GRAND TOTAL</td>
<td>GRAND TOTAL</td>
</tr>
<tr>
<td></td>
<td>N.C.</td>
<td>OUT-OF-STATE</td>
<td>VEHICLES</td>
</tr>
<tr>
<td><strong>ALL SITES</strong></td>
<td>ALL SITES</td>
<td>ALL SITES</td>
<td>ALL SITES</td>
</tr>
<tr>
<td><strong>JULY</strong></td>
<td>66,871</td>
<td>52,102</td>
<td>118,973</td>
</tr>
<tr>
<td><strong>AUGUST</strong></td>
<td>61,117</td>
<td>48,711</td>
<td>109,828</td>
</tr>
<tr>
<td><strong>SEPTEMBER</strong></td>
<td>54,304</td>
<td>39,285</td>
<td>93,589</td>
</tr>
<tr>
<td><strong>OCTOBER</strong></td>
<td>44,827</td>
<td>24,474</td>
<td>69,301</td>
</tr>
<tr>
<td><strong>NOVEMBER</strong></td>
<td>35,394</td>
<td>12,401</td>
<td>47,795</td>
</tr>
<tr>
<td><strong>DECEMBER</strong></td>
<td>29,986</td>
<td>6,539</td>
<td>36,525</td>
</tr>
<tr>
<td><strong>JANUARY</strong></td>
<td>26,473</td>
<td>5,317</td>
<td>31,790</td>
</tr>
<tr>
<td><strong>FEBRUARY</strong></td>
<td>28,404</td>
<td>5,470</td>
<td>33,874</td>
</tr>
<tr>
<td><strong>MARCH</strong></td>
<td>35,211</td>
<td>10,269</td>
<td>45,480</td>
</tr>
<tr>
<td><strong>APRIL</strong></td>
<td>47,122</td>
<td>18,673</td>
<td>65,795</td>
</tr>
<tr>
<td><strong>MAY</strong></td>
<td>57,342</td>
<td>30,163</td>
<td>87,505</td>
</tr>
<tr>
<td><strong>JUNE</strong></td>
<td>61,144</td>
<td>39,173</td>
<td>100,317</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td>548,195</td>
<td>292,577</td>
<td>840,772</td>
</tr>
<tr>
<td><strong>Y-T-D PREVIOUS YEAR</strong></td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>PERCENT CHANGE</strong></td>
<td>0.12%</td>
<td>1.91%</td>
<td>0.74%</td>
</tr>
</tbody>
</table>
MEMORANDUM

TO: Multimodal Committee

FROM: Ed Goodwin, Director
N.C. Ferry Division

SUBJECT: Ferry Update on Programs and Initiatives

The purpose of this memo is to provide an outline of current North Carolina Ferry Division programs and initiatives. We will be happy to provide any additional information and details if requested.

- **Traffic – Attachment A**
  To date the Division has transported 104,302 vehicles (-12.33%) less vehicles than this time last year and 280,361 passengers (-14.25%) less passengers than this time last year. Please note the Ferry System was affected by Hurricane Arthur in July.

- **Monthly Analysis of Ferry Operations – Attachment B**
  Expenditures for the month of July were $3,787,663. This includes approximately $499,000 in expenditures that was relative to the Bonner Bridge Scour emergency response.

- **Missed Trip Report**
  The July total for scheduled runs was 6,228 with 204 missed runs for a 96.72% completion rate. We have completed 6,024 of our 6,228 scheduled runs for a completion rate of 96.72%. We will continue to seek out and implement initiatives that will help to lower this missed trip percentage even further.

- **Ferry Division Budget**
  The Ferry Division Budget has been decreased by $3.5 million this year. Preparations are being made now to handle this decrease.

- **Meeting to discuss long term plans for Hatteras Ferry Channel**
  On Monday August 25th 2014 the Ferry Division met with the US Coast Guard, US Army Corps of Engineers and the local stake holders to discuss the future of the Hatteras Ferry Channel. This meeting was well attended. Since the meeting, the Ferry Division, has begun a feasibility study to help determine the best path forward.
• **Main Engine replacement for Hatteras Class Ferries**
The NC Ferry Division has completed the first installation of a series of main engines replacements on the Hatteras Class Ferries. A federal grant was awarded in the amount of $950,487 through the Ferry Boat Discretionary Fund. The MV Ocracoke will be the first vessel to receive the new C 18 Caterpillar Engines. The engines have more horsepower and have better emissions. 10 engines total will be installed in 5 ferries over the next 2 years.

• **Community College Program**
We have spoken with some of the local community colleges to develop some new programs where a student could take some classes in trades such as welding, diesel mechanics and pipe fitting. Upon completion, they would receive a course completion certificate. These students could be used to fill a much needed age gap in our workforce at our shipyard and in ferry operations. Our current workforce is approximate 53 years old.

ECG/lps

Attachments
Transit’s Role in Economic Development

BraunAbility Paratransit Celebration

North Carolina DOT was the first contract that launched Braun into the paratransit line.
That was 30 years ago. Over 3000 vehicles have been delivered to North Carolina transit systems through a partnership with Braun and Ilderton Dodge in High Point, NC.

On July 23, 2014, a celebration of the conversion vehicle was held in Winamac, IN. A NC transit system, Macon County Transit was the final vehicle to leave the plant.

Braun’s quality and cost have seen competitors come and go from the market. Congratulations Braun! Thank you for sharing your legacy with North Carolina.

Charlotte Lynx Blue Line Summary

- Opened November 2007 - $463M total cost
- 9.6 miles - Uptown Charlotte to I-485 / South Boulevard
- 15 stations (7 park and rides)
- Operates 7 days a week
  - 5:00 a.m. to 1:00 a.m.
- Service frequency
  - Rush hour: 10 minutes
  - Non-rush hour: 15 minutes

Development Impacts 2005-2015

New Taxes Generated in Station Areas:
- $1.45 B Total Projected Investment
  - Annual Tax Revenue: $18.8M
  - City Tax Revenue: $6.5M
  - County Tax Revenue: $12.2M

*Reflects taxes on new development only*

New Development Impacts

<table>
<thead>
<tr>
<th>Residential Units</th>
<th>6,887</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential SF</td>
<td>593,943</td>
</tr>
<tr>
<td>Retail SF</td>
<td>638,389</td>
</tr>
<tr>
<td>Land Sales</td>
<td>-6</td>
</tr>
</tbody>
</table>
Public Transportation Division’s Role In Economic Development

- **Transportation Demand Management Programs** – supported through funding and technical assistance in the major urban areas. The Programs work with employers to promote alternative commutes to work. It supports the goals of SB 953 to reduce vehicle miles traveled. This leads to reduced congestion, better quality of life and more economic competitiveness in business recruitment.

- **100 public transit providers in the state** – receive support in funding administration, capital and operations with federal, local and state funds. These organizations provide jobs; carry passengers to employment opportunities, shopping and medical services; and purchase goods and services. In FY 13, $360,493,490 total revenue was generated and spent by these organizations.

- **Consulting services** – purchased for plans, compliance oversight, training, feasibility studies, and other needs. The total amount of subcontract work being managed by PTD Staff in these projects is $1.5M. The types of work underway include:
  - 5 community transportation services plans (Buncombe, Davidson, Rutherford, Polk, Cabarrus),
  - 1 consolidation / coordination study (Wilson Co/ Wilson City),
  - 3 facility feasibility studies (Anson, Hoke, Duplin),
  - 3 subcontracts for compliance reviews,
  - 1 subcontract for facility maintenance plan template,
  - 1 subcontract for security camera review and refinement,
  - Drug and alcohol training for reasonable suspicion and program managers, and
  - Creation of a funding plan / model / 5 year budget.

Accomplishments in August 2015

- Grants were sent to the sub recipients.
- Budgets were set up in the system.
- FTA Review took place August 12-15. Staff worked hard and was prepared. Because of all of our efforts to plan and move forward, the review went very well.
- FTA’s MAP-21 Safety training will be offered in NC September 17.
- Our current training plans are:

<table>
<thead>
<tr>
<th>Date</th>
<th>Training Session</th>
<th>Duration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sept 9</td>
<td>Reason Suspicion Training</td>
<td>4 hrs</td>
</tr>
<tr>
<td>Sept 10</td>
<td>Reason Suspicion Training</td>
<td>4 hrs</td>
</tr>
<tr>
<td>Sept 10</td>
<td>Tool Kit Review - Training Working Group</td>
<td>4 hrs</td>
</tr>
<tr>
<td></td>
<td>Compliance Review training for KFH, PB,</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Atkins, Staff</td>
<td>8 hrs</td>
</tr>
<tr>
<td>Sept 17</td>
<td>FTA Safety Training</td>
<td>8 hrs</td>
</tr>
<tr>
<td>Sept 28-Oct 1</td>
<td>Training Extravaganza Conference</td>
<td>3 days</td>
</tr>
<tr>
<td>Oct 3</td>
<td>Vehicle Emergency Evacuation Training</td>
<td>8 hrs</td>
</tr>
<tr>
<td>Oct</td>
<td>Braun Lift and Securement</td>
<td>24 hrs</td>
</tr>
<tr>
<td>Spring</td>
<td>Toolkit training - train the trainer</td>
<td>24 hrs</td>
</tr>
<tr>
<td>Spring</td>
<td>Reason Suspicion Training</td>
<td>8 hrs</td>
</tr>
</tbody>
</table>

For more information on N.C. transit initiatives, visit intransitnc.blogspot.com
Program Overview

Freight Rail & Rail Crossing Safety Improvement Fund

• Economic development funds to modernize and improve infrastructure and safety for short lines and add thousands of carloads to NC’s rail network

• Authorized in 2013 by the General Assembly through Senate Bill 402 and utilizes dividends received from the North Carolina Railroad Company.

Forty projects totaling $16,596,108* were approved by NCDOT Board of Transportation in May 2014

*Includes project administration, engineering and inspection for track and rail access improvements

$3.75 million budgeted in FY2015 to supplement existing funds for the next round of FR&RCSI projects
Program Status

**Freight:**
- 18 Projects in Agreement Negotiation
- 5 Projects in Design
- 1 Projects in Construction
- 3 Projects Completed in August
- 4 New Groundbreakings by End of 2014

**Safety:** Design and Agreement negotiation underway – first project under construction in September
Greenville Transload Project

- Constructed new siding track adjacent to existing rail line beside Pitt Co. Landfill
- Allows local companies to receive and unload products via Carolina Coastal Railway Company

On August 18, the final spike was driven by Tennessee Valley Resources President Jake Moser, President, Carolina Coastal Railway President Doug Golden, NCDOT Chief Deputy Secretary Nick Tennyson and Pitt County Manager Scott Elliott.
Greenville Transload Project

- The first shippers to use the project – eastern Tennessee-based mining company Tennessee Valley Resources
- Ships limestone and fertilizer products to local farmers
- Project generates income for Pitt County also – from the fees trucks pay to use the scales and move freight in and out of landfill
Track to Reliance Packaging

- Industrial Access project – will restore track for new Reliance Packaging location in Aberdeen
- To be served by ACWR railroad
- Project cost: $66,000
  50% funded by FR&RCSI
North Carolina Ports

• Project raises track out of low area for expanding cement customer
• Unable to be used during rain events
• Provides more capacity at Port of Wilmington for rail-served businesses
• Additional Ports/Rail FRRCSI projects forthcoming
## Program Examples

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Funds</th>
<th>Projects</th>
<th>Category</th>
<th>Funds Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crossing Closures</td>
<td>$4,690,000</td>
<td>8</td>
<td>Crossing Closures, Street Extensions, Crossing Signals</td>
<td>$25K-$1.275M</td>
</tr>
<tr>
<td>Crossing Surfaces</td>
<td>$240,000</td>
<td>1</td>
<td>Crossing Surfaces</td>
<td>$240K</td>
</tr>
<tr>
<td>Rail Access/new customers</td>
<td>$2,950,000</td>
<td>13</td>
<td>New industrial tracks</td>
<td>$100K - $500K</td>
</tr>
<tr>
<td>Rail Industrial Access</td>
<td>$200,000</td>
<td>1</td>
<td>New industrial tracks</td>
<td>$200K</td>
</tr>
<tr>
<td>Short Lines</td>
<td>$5,271,108</td>
<td>14</td>
<td>Replacement of track, bridge timber replacement</td>
<td>$50K - $2M</td>
</tr>
<tr>
<td>Signal Modernization</td>
<td>$1,862,000</td>
<td>2</td>
<td>New signage at crossings (DOT); new LED lights for signals (RR)</td>
<td>$750K - $1.112M</td>
</tr>
<tr>
<td>State Ports</td>
<td>$833,000</td>
<td>1</td>
<td>New industrial track and refurbishment</td>
<td>$833K</td>
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<tr>
<td><strong>Grand Total</strong></td>
<td><strong>$16,046,108</strong></td>
<td><strong>40</strong></td>
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</table>

The balance of the $19.2M ($2.6M) will be available as other economic development and safety opportunities arise.
Station improvements are a major component of intercity rail passenger service

- Safe, attractive stations are a vital component of passenger train infrastructure
- In addition to improving travel time and adding service, good stations bring more passengers and more revenue to local businesses – fueling downtown revitalization
When stations are renovated or new stations open – first year ridership increases average 17%

Rail Division will be updating 2003 study of economic impact of stations over the next year
Cary’s Amtrak Station was selected by *OneRail* as a national example of successful public investment.

- As the station has evolved, town population tripled to 146,000
- More than a dozen locally-owned shops have opened near the station in the past year
- Cary is building a downtown park just south of the station, opening 2015
PIEDMONT & CAROLINIAN PERFORMANCE SNAPSHOT
NCDOT RAIL DIVISION JUNE 2014

Ridership

<table>
<thead>
<tr>
<th></th>
<th>FY14 JUNE</th>
<th>FY13 JUNE</th>
<th>Δ</th>
<th>FY14 YTD</th>
<th>FY13 YTD</th>
<th>Δ</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carolinian</td>
<td>27,973</td>
<td>27,754</td>
<td>1%</td>
<td>220,985</td>
<td>235,276</td>
<td>-6%</td>
</tr>
<tr>
<td>Piedmont</td>
<td>13,188</td>
<td>13,213</td>
<td>0%</td>
<td>128,323</td>
<td>128,704</td>
<td>0%</td>
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<tr>
<td>Total</td>
<td>41,161</td>
<td>40,967</td>
<td>0%</td>
<td>349,308</td>
<td>363,980</td>
<td>-4%</td>
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# of Trains

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<tr>
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<th>FY14 JUNE</th>
<th>FY13 JUNE</th>
<th>Δ</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carolinian</td>
<td>60</td>
<td>466</td>
<td>1%</td>
</tr>
<tr>
<td>Piedmont</td>
<td>118</td>
<td>112</td>
<td>2%</td>
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</table>

Average number of passengers per train

<table>
<thead>
<tr>
<th></th>
<th>FY14 JUNE</th>
<th>FY13 JUNE</th>
<th>Δ</th>
</tr>
</thead>
</table>

Revenue

<table>
<thead>
<tr>
<th></th>
<th>FY14 JUNE</th>
<th>FY13 JUNE</th>
<th>Δ</th>
<th>FY14 YTD</th>
<th>FY13 YTD</th>
<th>Δ</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carolinian</td>
<td>$1,900,403</td>
<td>$1,858,986</td>
<td>2%</td>
<td>$13,530,608</td>
<td>$14,178,049</td>
<td>-5%</td>
</tr>
<tr>
<td>Piedmont</td>
<td>$262,194</td>
<td>$241,979</td>
<td>8%</td>
<td>$2,559,501</td>
<td>$2,525,694</td>
<td>1%</td>
</tr>
<tr>
<td>Total</td>
<td>$2,162,597</td>
<td>$2,100,965</td>
<td>3%</td>
<td>$16,090,109</td>
<td>$16,703,743</td>
<td>-4%</td>
</tr>
</tbody>
</table>

Amenities

<table>
<thead>
<tr>
<th></th>
<th>FY14 JUNE</th>
<th>FY13 JUNE</th>
<th>Δ</th>
</tr>
</thead>
</table>

On-time Performance

Carolinian Delays

- O: 19%
- FTI: 25%
- PAX: 18%
- C&M: 15%
- DISP: 11%

Piedmont Delays

- O: 33%
- FTI: 7%
- PAX: 23%
- C&M: 11%

Overall Customer Satisfaction

<table>
<thead>
<tr>
<th></th>
<th>FY14 MAY</th>
<th>FY13 YEAR-END</th>
<th>Δ</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carolinian</td>
<td>82%</td>
<td>81%</td>
<td>1%</td>
</tr>
<tr>
<td>Piedmont</td>
<td>89%</td>
<td>92%</td>
<td>-3%</td>
</tr>
</tbody>
</table>

*The customer satisfaction index is calculated from rider survey data taken in the previous month. Overall satisfaction is defined as average scores greater than or equal to 80.
## North Carolina City Pairs with Largest Ridership

<table>
<thead>
<tr>
<th>Rank</th>
<th>Carolinian</th>
<th>Piedmont</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Charlotte - Raleigh</td>
<td>Charlotte - Raleigh</td>
</tr>
<tr>
<td>2</td>
<td>Raleigh - Washington</td>
<td>Charlotte - Cary</td>
</tr>
<tr>
<td>3</td>
<td>Charlotte - Washington</td>
<td>Charlotte - Greensboro</td>
</tr>
<tr>
<td>4</td>
<td>Greensboro - Washington</td>
<td>Charlotte - Durham</td>
</tr>
<tr>
<td>5</td>
<td>Charlotte - New York</td>
<td>Durham - Greensboro</td>
</tr>
<tr>
<td>6</td>
<td>Durham - Washington</td>
<td>Greensboro - Raleigh</td>
</tr>
<tr>
<td>7</td>
<td>New York - Raleigh</td>
<td>Cary - Greensboro</td>
</tr>
<tr>
<td>8</td>
<td>Durham - New York</td>
<td>Charlotte - High Point</td>
</tr>
<tr>
<td>9</td>
<td>Cary - Washington</td>
<td>Burlington - Greensboro</td>
</tr>
<tr>
<td>10</td>
<td>New York - Wilson</td>
<td>Raleigh - Salisbury</td>
</tr>
</tbody>
</table>

*From the previous month, New York - Raleigh had the largest increase of 24% and Charlotte - New York the largest decrease of 31% for the Carolinian; Burlington-Greensboro had the largest increase of 50% and Durham - Greensboro the largest decrease of 26% for the Piedmont.*

## Carolinian and Piedmont Total Ons-Offs at North Carolina’s Stations

<table>
<thead>
<tr>
<th>City</th>
<th>Carolinian FY13 JUNE</th>
<th>Carolinian FY14 JUNE</th>
<th>Piedmont FY13 JUNE</th>
<th>Piedmont FY14 JUNE</th>
<th>Δ</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charlotte</td>
<td>14,154</td>
<td>14,062</td>
<td></td>
<td></td>
<td>1%</td>
</tr>
<tr>
<td>Raleigh</td>
<td>10,125</td>
<td>9,423</td>
<td></td>
<td></td>
<td>7%</td>
</tr>
<tr>
<td>Greensboro</td>
<td>9,002</td>
<td>9,383</td>
<td></td>
<td></td>
<td>-4%</td>
</tr>
<tr>
<td>Durham</td>
<td>6,981</td>
<td>6,891</td>
<td></td>
<td></td>
<td>1%</td>
</tr>
<tr>
<td>Cary</td>
<td>5,124</td>
<td>5,222</td>
<td></td>
<td></td>
<td>-2%</td>
</tr>
<tr>
<td>Wilson</td>
<td>2,815</td>
<td>2,945</td>
<td></td>
<td></td>
<td>-4%</td>
</tr>
<tr>
<td>High Point</td>
<td>2,758</td>
<td>2,558</td>
<td></td>
<td></td>
<td>8%</td>
</tr>
<tr>
<td>Salisbury</td>
<td>2,192</td>
<td>2,093</td>
<td></td>
<td></td>
<td>5%</td>
</tr>
<tr>
<td>Burlington</td>
<td>2,159</td>
<td>1,709</td>
<td></td>
<td></td>
<td>26%</td>
</tr>
<tr>
<td>Kannapolis</td>
<td>1,652</td>
<td>1,792</td>
<td></td>
<td></td>
<td>-8%</td>
</tr>
<tr>
<td>Rocky Mount</td>
<td>1,591</td>
<td>1,400</td>
<td></td>
<td></td>
<td>14%</td>
</tr>
<tr>
<td>Selma-Smithfield</td>
<td>657</td>
<td>830</td>
<td></td>
<td></td>
<td>-21%</td>
</tr>
</tbody>
</table>

*The values represent passenger ons and offs at North Carolina stations for only state-supported routes and do not include those of other Amtrak services. The values should not be construed as total ridership.*
Federal Railroad Administrator Joseph Szabo praised the NCDOT Rail Division PIP program accomplishments during his visits to the Turner Road Grade separation project in Harrisburg and the Bowers to Lake double track project in Lexington on August 14.

“I think it is a huge deal that Joe Szabo took the time to come down here and check on the progress, to affirm that we are doing the right things in the right locations, and we really appreciate his presence here today and what the Federal Railroad Administration has done for us, so that we can improve safety along this corridor between Raleigh and Charlotte — particularly in the Lexington and Thomasville area,” said Secretary Tony Tata. These projects will take North Carolina one step closer to realizing its vision for a total of eight round trips between Raleigh and Charlotte, in under three hours.

NCDOT Joins Carolina Coastal Railway and Pitt County to Cut Ribbon on Greenville Rail Project

The first shippers to use the project will be eastern Tennessee-based mining company Tennessee Valley Resources, which will ship limestone and fertilizer products to local farmers to be picked up at the new siding. Without the rail line, Tennessee Valley Resources may have to place its product on trucks that would drive more than 400 miles to Greenville. Rail transport in this case is about three times as environmentally efficient as truck transport and reduces heavy truck traffic on the highway network linking Tennessee to eastern North Carolina.

Another beneficiary of the project is Pitt County, which owns the landfill. The project is expected to generate income for the county due to the fees that trucks will pay to use the scales and move freight in and out of the landfill site.

This is one of the first projects completed through the Freight Rail and Rail Crossing Safety Improvement Fund, established in 2013 by the General Assembly. The fund utilizes dividends received from the North Carolina Railroad Company to support projects that improve freight service and rail safety across the state.
North Carolina Train Stations Rock! *Four Stations make Amtrak’s Top Ten Lists*

In last month’s issue of The Rail Report, we stated that the focus of NCDOT’s Train Station Improvement Program is to partner with municipalities to provide convenient access to the train service, increase local ridership, and maximize connectivity with other modes of transportation. This month, Amtrak released the most recent national Customer Satisfaction Index scores for the 12 month period ending June 30, 2014. The results show that our passengers are happy with the stations and how they are being managed.

**TOP TEN REPORTED STATIONS**

Cary, Durham and Greensboro were among the Top Ten Stations with Cary in the number two spot behind Portland, Maine’s station. Durham ranked third. Both Cary and Durham had overall customer satisfaction index scored of 93%. Greensboro’s station made a strong showing, ranking eighth with a 91% rating.

**CHARLOTTE: One of the TOP TEN Most Improved Stations**

Charlotte ranked number 10 in the top ten Most Improved Stations in the nation, with a score of 83%, increasing by 6% overall with an increase in all seven categories:

- Overall Station Experience +6%
- Friendliness/Helpfulness of Personnel +4%
- Service at the Ticket Window +2%
- Personal Safety at the Station +4%
- Ease of Train Boarding Process +6%
- Overall Cleanliness of Station +5%
- Condition of Platform/Boarding Area +6%
Rail Staff participates in Charlotte NE Transportation Update Public Meeting

Jahmal Pullen, PE, Manager of the Engineering Coordination and Safety Branch, along with staff from NCDOT and the City of Charlotte DOT, CATS, E&PM and Planning offices, participated in Charlotte’s Northeast Transportation Update. More than two hundred citizens attended the meeting. Charlotte City Councilman Greg Phipps expressed a special thanks to Mr. Pullen for his participation and for sharing visualizations of the Grier Road overpass project produced by the NCDOT Enterprise Visualization Unit. The new bridge will reduce the risk of automobile/train collisions, improve safety for automobile and rail passengers, and reduce automobile and train traffic congestion.

RIDERSHIP & REVENUE on NC’s Amtrak Service – June 2014 vs. 2013

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<th></th>
<th>RIDERSHIP</th>
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<tr>
<td></td>
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<tr>
<td>Piedmont</td>
<td>13,188</td>
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<td>Carolinian</td>
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And the On-Board Passenger Survey Says...

In the spring, 2,400 Piedmont and Carolinian passengers completed surveys onboard the train. Below is a preliminary look at the results.

**Trip purpose** – More than half of all passengers are traveling by train to visit family and friends, and a significant portion of riders take the train for business travel.

**Origin and destination** – On the Piedmont, most riders are traveling between stations in the Charlotte area and the Triangle.

**Demographics** – There is a 60/40 split between female and male passengers with the majority of riders being in the younger (under the age of 30) and older (over the age of 49) groups.

**Trip specifics** – Piedmont passengers generally spend less than three nights away on their trip. A third of Carolinian passengers spend five or more nights away.

**Trip satisfaction** – Over 95% of passengers on both the Piedmont and the Carolinian rated their trip on the train a 3 or greater (1 being the least satisfied and 5 the most), over a half of all passengers were most satisfied with their travel.

**Reason for taking the train** – The primary reasons for taking the trains are to avoid highway traffic, relax, and save money.

NCDOT and Greensboro Police Department Partner to Promote Rail Safety Awareness during July Crossing Safety Blitz

BeRailSafe partnered with the Greensboro Police Department to hold a crossing safety blitz focused on the intersections near North Carolina A&T State University at Market and Gillespie streets, and S. Elm and McGee streets downtown.

Police officers from North Carolina A&T University and UNC-Greensboro helped Greensboro police officers and BeRailSafe workers hand out safety tips in English and Spanish to motorists as well as pedestrians. Approximately 2,100 safety cards were passed out to Greensboro residents during the blitz.

Greensboro City Manager Jim Westmoreland supported the efforts to raise the awareness of motorists and pedestrians. “Events like NCDOT’s BeRailSafe safety blitz create the opportunity to meet and engage residents one-on-one to reinforce rail safety messages,” Westmoreland said. “The railways are an important part of our city and we’re appreciative of our partners at NCDOT who are working hard to promote rail safety and keep our community safe.”

“One train-related or motor vehicle death is one too many,” said Paul Worley, NCDOT Rail Division Director. “We are happy to collaborate and use our resources with City of Greensboro officials to help make that number zero.”

This year, there have been 16 incidents of trespassers on the railways in North Carolina, of which 10 resulted in fatalities. Three of these fatalities occurred in Guilford County, two of which were in Greensboro.

Greensboro Police Officer Hector Valez distributes rail safety material.

Rail Staff participates in Charlotte NE Transportation Update Public Meeting

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Thanks to the Duke Curve realignment project, passengers – and freight – will be able to travel at increased speeds near the Rowan/Davidson County line. Previously, trains in the area had to slow down for the curve and could only go at maximum speeds of 45 miles per hour. Now, with the improvements, passenger trains will be able to travel at up to 65 miles per hour.

“This marks a significant step toward the PIP project’s goals of improving efficiency and travel times of trains along the Raleigh to Charlotte rail corridor,” said Rail Director Paul Worley.
Piedmont Improvement Program Project Photos – Mid-July-August 2014

P-5201 Morrisville Parkway grade crossing erosion control

P-5201 Morrisville Parkway, west approach to bridge

U-4716 Hopson Rd./Nelson-Clegg cut in

U-4716 Nelson to Clegg cut in

P-5205 Graham to Haw River Grading

P-5205 Graham to Haw River Grading
Piedmont Improvement Program Project Photos – Mid-July-August 2014

C-4901 Bowers to Lake - Turner Road Bridge

C-4901 Bowers to Lake - Upper Lake Road Bridge

P-5206 Reid to N. Kannapolis - Erosion Control

P-5206 Peeler Road Bridge Construction

P-5208 Haydock to Junker - Pharr Mill Road Bridge

P-5208 Haydock to Junker - grading
**BOARD OF TRANSPORTATION**
**SEPTEMBER 3, 2014**

**TIME:** 11:00 AM  
**LOCATION:** 160

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<th><strong>TIME</strong></th>
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<tr>
<td>Jeremiah M. Goodson, Jr. -- Bridge on NC 211 over I-95, Robeson County, Div. 6 (Grannis)</td>
<td>Missy Pair</td>
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