

# I N D E X

## BOARD OF TRANSPORTATION MEETING

June 30, 2016

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## **Board of Transportation Meeting**

**June 30, 2016**

### **Call to Order**

Chairman Curran called the meeting of the Board of Transportation to order at 8:33 a.m. Thursday, June 30, 2016 in Raleigh, North Carolina with the following members present: Fearing, Overholt, Blount, Fountain, Lennon, Tulloss, Crawford, McQueary, Molamphy, Alexander, Wetmore, Brown and Debnam.

Board Member Sheehan, Hutchens, Perkins, Dodson, and Palermo were absent.

### **Invocation**

The invocation was offered by Board Member Blount.

### **Ethics Statement**

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

### **Approval – Minutes of the June 2, 2016 Board Meeting**

The minutes of the June 2, 2016 Board of Transportation meeting were unanimously approved upon a motion by Board Member Blount, seconded by Board Member Brown.

### **Resolution for David B. Melvin**

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

**WHEREAS**, David B. Melvin was born in 1902 to a family with long ties to Bladen County. His great grandfather was Robert Melvin, who represented Bladen County in the North Carolina Senate; and

**WHEREAS**, David B. Melvin was active in his community and attended Oakdale Presbyterian Church in White Oak, North Carolina; and

**WHEREAS**, David B. Melvin was also an avid baseball player and was well known in Bladen County for his pitching skills; and

**WHEREAS**, David B. Melvin was employed by the State Highway and Public Works Commission; and

**WHEREAS**, David B. Melvin faithfully served the citizens of North Carolina and Bladen County, as well as visitors to Bladen County, as the Ferry Skipper at the Tar Heel/White Oak crossing of the Cape Fear River and he often worked beyond his normal hours to accommodate travelers; and

**WHEREAS**, on September 10, 1954, he lost his life in the strong current of the Cape Fear River attempting to save the ferry, which had drifted across the river; and

**WHEREAS**, the Bladen County Board of Commissioners request to name the bridge over the Cape Fear River at Tar Heel in memory of David B. Melvin.

**NOW, THEREFORE, BE IT RESOLVED:**

That the North Carolina Board of Transportation names the bridge over the Cape Fear River at Tar Heel as the *David B. Melvin Bridge*.

That appropriate signs will be erected at a suitable time.

Adopted, this the 30<sup>th</sup> day of June 2016 by the North Carolina Board of Transportation.

### **Resolution for Renaming Portions of NC Highway 24 as the Gold Star Highway**

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

**WHEREAS**, The United States began observing Gold Star Mother's Day on the last Sunday of September in 1936 to honor mothers who lost sons or daughters fighting in World War I; and

**WHEREAS**, the Gold Star Wives of America was formed prior to the end of World War II to provide support for the spouses and children of those who lost their lives while serving in the United States Military; and

**WHEREAS**, the Gold Star Lapel Button was established in August of 1947 and given to the next of kin of military members who died while serving in the United States Military; and

**WHEREAS**, the symbol of the Gold Star came from the custom of families of servicemen hanging a banner called a Service Flag in the window of their homes with a gold star to represent those who lost their lives serving their nation; and

**WHEREAS**, the State of North Carolina and the nation recognize the sacrifice that Gold Star family members make when a loved one dies in service to the nation; and

**WHEREAS**, North Carolina has thousands of men and women who have paid the ultimate price for our freedom; and

**WHEREAS**, the Harnett, Cumberland, Sampson, Duplin, Onslow and Carteret County Boards of Commissioners request to designate North Carolina Highway 24 through these counties as the Gold Star Highway.

### **NOW, THEREFORE, BE IT RESOLVED:**

That the North Carolina Board of Transportation designates North Carolina Highway 24 through Harnett, Cumberland, Sampson, Duplin, Onslow and Carteret Counties as the *Gold Star Highway*.

That appropriate signs will be erected at a suitable time.

Adopted, this the 30<sup>th</sup> day of June 2016 by the North Carolina Board of Transportation.

### **Chairman Curran's Remarks**

Chairman Curran welcomed everyone and turned the meeting over to Secretary Tennyson.

### **Secretary Tennyson's Remarks**

Secretary Tennyson welcomed special guests and thanked everyone for attending.

He asked Christopher Brewington, Sam Floyd, Phil Hendren and Thomas Locklear to please come forward. These employees work in Division 6 on a patch crew that was working on SR 1792, which is a service

road beside I-95 in Lumberton. On May 16 at approximately 10:00 am Sam noticed a car coming down the ramp headed south on I-95 north. He alerted employees Christopher, Phil, and Thomas. These three employees ran towards the ramp, trying to gain the attention of the driver. Christopher got in front of the car and started flagging northbound traffic over as traffic was dodging the vehicle headed the wrong way. Phil and Thomas got the 87 year old citizen over to the edge of I-95 north and asked if she was ok. Phil helped the citizen out safely, while Chris continued moving traffic over and Thomas got the car turned around safely. They proceeded to assist the citizen back to Exit 22 and headed in the right direction.

He said as NCDOT employees we see and are involved in a lot of dangerous situations daily. These employees put themselves in a more dangerous situation than called upon to alleviate what could have been multiple accidents on the busiest roadway in Robeson County. Secretary Tennyson congratulated and thanked these men for their heroic actions and presented each with the "Extra Mile" award.

He then asked Jamal Alavi to please stand. Jamal is not new to our department, but he is our new Transportation Planning Branch Manager, filling the position vacated by Patrick Norman when he became our Planning and Programming Division Director. Jamal has more than 25 years of service with NCDOT, all of which have been within the Transportation Planning Branch. He most recently served as the Planning Team Supervisor within the Western Unit. Secretary Tennyson congratulated Jamal on his promotion.

The Secretary announced that we have another team member to say good-bye to this month and asked Deputy DMV Commissioner Randy Dishong to come forward. He thanked Randy for his contributions, dedication and hard work for the department and presented him with the Road Gang Award. Randy thanked the Governor, Commissioner Thomas, Secretary Tennyson and Chairman Curran for their guidance, leadership and support.

Secretary Tennyson said he had an employee recognition that is a complete surprise to its recipient. Many are familiar with the department's Leadership and Management Development Association, which seeks to develop a professional spirit and understanding of management as a profession, and to help foster leadership and improve management skills. The LMDA is the only National Management Association Chapter in North Carolina and has been in operation for 32 years. One of the chapter's main focal points is to provide more opportunities for professional development training and networking. In addition, LMDA serves in our community with food and school supply drives, and supports other great causes like the Komen Race for the Cure, UNC-TV, and Habitat for Humanity, and many others.

LMDA has sought nominations of outstanding managers, supervisors, and leaders from throughout the department to select its 2016 Manager of the Year. The purpose of this award is to recognize an individual whose accomplishments and superior work performance represent the best possible application of management principles. A "Manager of the Year" is an individual who is a role model for other employees. He said he was

proud to announce that this year's Manager of the Year winner is Rodger Rochelle, Administrator for the Technical Services Division.

Rodger has worked with NCDOT for 24 years in various capacities including Structural Engineer, Research & Development Manager, Alternative Delivery Manager, Transportation Program Management Director and Technical Services Administrator. Rodger holds a BS and MS in Civil Structural Engineering, both from Duke University. He is a licensed PE and a Certified Public Manager. He currently serves on the board of directors for the North Carolina Society for Certified Public Managers as well as Transportation Research Board Committees and National Cooperative Highway Research Program Panels. Rodger has been called upon many times outside of his actual job duties to manage and lead initiatives within the department including the development of new delivery systems such as design-build, design-build-finance, public-private partnerships and many more. In all he does for the department, Rodger truly personifies outstanding state government service. He demonstrates unselfish devotion to duty far and above the normal requirements as a state employee through his non-wavering work ethic, commitment to innovation, personal enthusiasm and dedication, extraordinary discipline and inspiring leadership. Secretary Tennyson presented Rodger with the 2016 NCDOT LMDA Manager of the Year Award and congratulated him for his accomplishments.

The Secretary continued with a few brief updates regarding developments since the last meeting. He wanted to make everyone aware that the department's Office of Equal Opportunity and Workforce Services is now the Office of Civil Rights. The nondiscrimination programs for all the people we serve will continue under the direction of Marci Wright.

He stated that June 26<sup>th</sup> marked the third anniversary of the Strategic Transportation Investments law, the landmark legislation that has given the department new data-driven process for prioritizing transportation improvements. He said this new process has been a tremendous success and the department is continuing to move forward with the next round of prioritization, and public meetings are being held in each of our 14 local divisions June 20<sup>th</sup> through July 22<sup>nd</sup> as part of the public comment period. People are busy and may not be able to attend their local meeting, so the department is making it easy to participate online. For the first time, the department is using an interactive public input tool called MetroQuest, which has received positive feedback. Comments will be accepted through July 22<sup>nd</sup>, and will be considered by the divisions as they make their final point assignments.

The department is still on track to release our new Draft State Transportation Improvement Program (10-year plan) in January 2017. Team members throughout the department continue to play a role in implementing and carrying out this law. He thanked everyone involved for their dedication and the difference they are making for the state. He also thanked the board for their support and willingness to reach out to the public regarding this and other DOT initiatives.

The Secretary said the board members and employees play a tremendous role in telling the department's story and making citizens aware of what the department is working to accomplish throughout the state. He said

board members have a unique opportunity to reach out to residents in their areas, and he encouraged all of them to continue seeking ways to educate citizens about the importance of transportation and the department's work. He thanked the department's Communications team for continuing to coordinate these efforts.

He said the Governor announced this month that DMV services will be returning to Fort Bragg for the first time since 2008 thanks to the department's new state-of-the-art mobile offices. Through this new technology, the number of mobile sites will increase from 24 to more than 70 statewide when fielding is complete.

Secretary Tennyson said he had the chance to join the Governor on several occasions since the last meeting.

On June 3, they traveled to the Morehead City/Beaufort area to tour the port there, as well as survey the Gallants Channel Bridge project that is currently under construction. Brigadier General David Turner, commander of the U.S. Army Corps of Engineers, Board Member Overholt, Ports CEO Paul Cozza and other state and local representatives also took part in the visit. The construction of a new bridge to replace the existing drawbridge on U.S. 70 over Gallants Channel is on track to be completed ahead of schedule. It also includes widening U.S. 70 to four lanes and constructing a new bridge on Turner Street in Beaufort. This project will improve traffic flow, including access to the port, and will eliminate delays waiting for the drawbridge to open. The ports are a critical part of the transportation infrastructure and a significant economic engine for the state, supporting 76,000 jobs statewide and contributing \$700 million each year in state and local tax revenues. The 2015-17 budget invests \$70 million to modernize and help expand the state's ports. Governor McCrory has also called for \$35 million of this year's revenue surplus to be invested in critical infrastructure at the ports.

On June 8 the Secretary and the Governor joined other Cabinet representatives for a panel discussion on state/municipal cooperation as part of the North Carolina League of Municipalities Town Hall Day. He said this is a great annual event that gives local officials a chance to meet with leaders on the state level, and as former mayors, he said both he and Governor McCrory recognize the value of local partnership in improving the state's infrastructure and continuing to meet the state's growing needs.

The Secretary recently traveled to Alamance County for a ribbon-cutting ceremony for the newly renovated I-85 rest areas, which have been updated to showcase the rich history and character of the region. Secretary Tennyson thanked board member Cheryl McQueary for emceeding this event. The I-85 South location includes a bubbling waterfall, and the I-85 North site has a water feature that includes a historic millstone from the area. The octagonal support beams used at the rest areas are originally from the Alamance Cotton Mill in the Village of Alamance. They were salvaged and used in the rebuilding of Stafford Mill after a fire destroyed part of it in the late 1920s/early 1930s. He said it's wonderful to see them preserved and repurposed in this way on such a significant route where they can be enjoyed by so many. These I-85 rest areas are the second busiest in the state—with more than 1.3 million travelers passing through them in 2015.

Secretary Tennyson toured the Antonov 124 when he was at the Global TransPark Board Meeting this past month. The Antonov 124 is the second-heaviest operating cargo aircraft in the world, and it is currently being utilized at the GTP by Spirit Aerospace to supply its aircraft manufacturing operations there. The airport is one of only a few in the state that can accommodate this size of aircraft. It has a maximum takeoff weight of approximately 890,000 pounds and can transport a maximum cargo of approximately 165 U.S. tons. It has flown into the GTP 14 times since the first of April, with GTP collecting approximately \$1,000 per usage in airport fees not counting fuel. It also provides additional benefits to the community when its typical flight crew of 18 to 20 people stays in the region and contributes to its economy.

He and the Governor, along with Department of Natural and Cultural Resources Secretary Susan Kluttz and other officials, will be in Asheboro to break ground on the U.S. 64 Asheboro Bypass and Zoo Connector following the board meeting. These are important projects for that region that will provide better connectivity and improved access to the North Carolina Zoological Park.

He reminded everyone to have a safe and enjoyable July 4<sup>th</sup> holiday.

**Division 12 and 13 Update**

Board Member Lou Wetmore provided a PowerPoint presentation to give an update and share concerns and challenges in Division 12.

Board Member David Brown provided a PowerPoint presentation to give an update and share concerns and challenges in Division 13.

**Approval of Projects**

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

**Delegated Authority Items**

**Approval – Award of Highway Construction Contracts in the June 21, 2016 Letting**

Projects were awarded by the Secretary to the low bidder on all projects.

<b>Project</b>	<b>Contract Awarded To</b>	<b>Amount</b>
C203807 46027.3.1 STATE FUNDED WILSON B-5313	SANFORD CONTRACTORS, INC. SANFORD, NC	\$796,500.00

C203883 2016CPT.05.10.10321.1, 2016CPT.05.10.20321.1 STATE FUNDED DURHAM	FSC II LLC DBA FRED SMITH COMPANY RALEIGH, NC	\$4,868,862.06
C203878 2016CPT.06.06.10781.1, 2016CPT.06.06.20781.1 STATE FUNDED ROBESON	JOHNSON BROTHERS UTILITY & PAVING COMPANY, INC. LILLINGTON, NC	\$3,048,423.07
C203887 2016CPT.06.07.10261.1, 2016CPT.06.07.10431.1, 2016CPT.06.07.20261.1, 2016CPT.06.07.20431.1 STATE FUNDED CUMBERLAND, HARNETT	JOHNSON BROTHERS UTILITY & PAVING COMPANY, INC. LILLINGTON, NC	\$6,760,094. 70
C203759 34817.3.13 NHP-0620(031) CUMBERLAND U-2519CA, B-5516	BARNHILL CONTRACTING COMPANY ROCKY MOUNT, NC	\$100,661,097.00
C203808 40152.3.1 STATE FUNDED GUILFORD B-4961	R.E. BURNS & SONS CO., INC. STATESVILLE, NC	\$798,228.00
C203843 53029.3.1 NHPIM-0085(3)117 GUILFORD, RANDOLPH 1-5738, 1-5789, 1-5821	ZACHRY CONSTRUCTION CORPORATION SAN ANTONIO, TX	\$18,651,885.24
C203748 33712.3.2 STATE FUNDED CHATHAM B-4461	SMITH-ROWE, LLC MOUNT AIRY, NC	\$1,612,435.84
C203750 40158.3.1 BRZ-1203(2) HOKE, SCOTLAND B-4967	DELLINGER, INC. MONROE, NC	\$1,150,576.45
C203879	JOHNSON BROTHERS UTILITY & PAVING	\$1,715,378.69

2016CPT.08.16.10471, 2016CPT.08.16.20471 STATE FUNDED HOKE	COMPANY, INC. LILLINGTON, NC	
C203882 2016CPT.08.17.10191, 2016CPT.08.17.20191 STATE FUNDED CHATHAM	S. T. WOOTEN CORPORATION WILSON, NC	\$7,476,879.28
C203880 2016CPT.08.18.10531, 2016CPT.08.18.20531 STATE FUNDED LEE	S. T. WOOTEN CORPORATION WILSON, NC	\$2,585,160.80
C203881 2016CPT.08.19.10831, 2016CPT.08.19.20831 STATE FUNDED SCOTLAND	HUDSON PAVING, INC. ROCKINGHAM, NC	\$1,446,728.76
C203884 2016CPT.10.21.10601.1, 2016CPT.10.21.10601.2, 2016CPT.10.21.10601.3, 2016CPT.10.21.10601.4, 2016CPT.10.21.10601.5, 2016CPT.10.21.10601.6, 2016CPT.10.21.20601.1, 2016CPT.10.21.20601.10, 2016CPT.10.21.20601.11, 2016CPT.10.21.20601.12, 2016CPT.10.21.20601.13, 2016CPT.10.21.20601.14, 2016CPT.10.21.20601.2, 2016CPT.10.21.20601.3, 2016CPT.10.21.20601.4, 2016CPT.10.21.20601.5, 2016CPT.10.21.20601.6, 2016CPT.10.21.20601.7, 2016CPT.10.21.20601.8, 2016CPT.10.21.20601.9 STATE FUNDED MECKLENBURG	BLYTHE BROTHERS ASPHALT CO LLC CHARLOTTE, NC	\$7,229,832.34
C203886 2016CPT.10.22.10601.1, 2016CPT.10.22.10601.2, 2016CPT.10.22.10601.3,	THE LANE CONSTRUCTION CORPORATION CHESHIRE, CT	\$5,956,630.24

2016CPT.10.22.10601.4,  
2016CPT.10.22.10601.5,  
2016CPT.10.22.20601.1,  
2016CPT.10.22.20601.2,  
2016CPT.10.22.20601.3,  
2016CPT.10.22.20601.4,  
2016CPT.10.22.20601.5,  
2016CPT.10.22.20601.6  
STATE FUNDED  
MECKLENBURG

C203768 42256.3.FD1 BRZ-1557(2) WATAUGA B-5118	JAMES R VANNOY & SONS CONSTRUCTION COMPANY INC JEFFERSON, NC	\$717,449.25
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C203809 38538.3.1 STATE FUNDED IREDELL B-4766	DANE CONSTRUCTION, INC. MOORESVILLE, NC	\$1,483,127.90
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C203662 42303.3.FD1 BRZ-1302(41) IREDELL B-5142	BLYTHE DEVELOPMENT CO. CHARLOTTE, NC	\$5,023,058.45
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C203769 46125.3.1 BRZ-1367(3) JACKSON B-5410	NHM CONSTRUCTORS, LLC ASHEVILLE, NC	\$817,511.70
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**Approval - Professional Services Management**

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

**Technical Services**

**Roadway Design**

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 2**

Project: 35781.1.2 (U-3315) Pitt County

Greenville – Stantonsburg Road-Tenth Street Connector from US/NC11 (Memorial Drive) to SR 1702 (Evans Street)

Scope of Work: Roadway Design, Hydraulic Design, Location and Surveys, Landscape Design, and Lighting Design

Estimated Construction Cost: \$35,700,000.00

Firm: Kimley-Horn & Associates, Inc., Raleigh, NC

Original Engineering Fee: \$ 576,697.12

Previous Supplemental Fee: \$1,020,150.29

### **DIVISION 3**

Project: 41582.1.1 (R-5021) Brunswick County  
NC 211 from SR 1500 (Midway Road) to NC 87

Scope of Work: Roadway and Hydraulic Design

Estimated Construction Cost: \$58,200,000

Firm: HNTB of North Carolina, PC, Raleigh, NC

Original Engineering Fee: \$452,507.05

Previous Supplemental Fee: \$172,338.75

Supplemental Fee: \$ 38,256.84

Supplemental Work: Additional roadway and hydraulic design work due to additional bridge over CP&L Canal and wetland delineation change on the Mirasol property

SPSF Utilization: 0%

### **DIVISION 6**

Project: 39049.1.1 (U-4405) Cumberland County  
Fayetteville – US 401 (Raeford Road) from west of Hampton Oaks Drive to east of Fairway Drive

Scope of Work: Hydraulic Design

Estimated Construction Cost: \$38,300,000.00

Firm: Atkins North America, Inc., Raleigh NC

Original Engineering Fee: \$522,078.52

Previous Supplemental Fee: \$ 77,344.52

Supplemental Fee: \$ 30,625.06

Supplemental Work: Drainage design revisions on -RPB- and addition of noise wall along -RPB- (800 feet +/-); drainage revisions made to -SR1-, -SR2-, and -SR3- (1400 feet), drainage design revisions at bus turnout removals; utility coordination meetings (4), review multiple utility conflicts and adjust drainage design to minimize replacement of particular sewer line; Coordination with City of Fayetteville to address City drainage issues, drainage design changes made at Banyan Road

SPSF Utilization: 0%

### **DIVISION 11**

Project: 34518.1.3 (R-2915B) Ashe County  
US 221 from SR 1003 (Idlewild Road) to north of South Fork New River

Scope of Work: Roadway and Hydraulic Design

Estimated Construction Cost:	\$28,900,000.00
Firm:	CDM Smith, Inc., Raleigh, NC
Original Engineering Fee:	\$293,979.50
Previous Supplemental Fee:	\$ 8,665.61
Supplemental Fee:	\$ 13,623.20
Supplemental Work:	Re-aligning DR1 and DR2, per the Division's Request
SPSF Utilization:	0%

### **Hydraulics**

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:	2015 Hydraulics LSC
Firm:	URS Corporation North Carolina, Morrisville, NC
Original Engineering Fee:	\$250,000.00
Supplemental Fee:	\$500,000.00
SPSF Utilization:	0%

### **Transit**

#### **Rail**

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 Roadway, Track and Structure Design Services 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. These are for information only.

### **DIVISION 5**

Project:	44643.1.1 (P-5707) Wake County CSX S Line, Construct Grade Separation at Rogers Road Extension Crossing (633905Y) in Wake Forest
Scope of Work:	Roadway, Track and Structure Design Services
Estimated Construction Cost:	\$9,000,000.00
Firm:	Rummel, Klepper & Kahl, LLP, Raleigh, NC
Maximum Engineering Fee:	\$2,000,000.00
SPSF Utilization:	0%

### **DIVISION 10**

Project:	44475.1.2 (P-5705B) Mecklenburg County Charlotte Gateway Station (STI)
Scope of Work:	Track and Structure Design Services
Estimated Construction Cost:	\$53,000,000.00
Firm:	HNTB of North Carolina, PC, Raleigh, NC
Maximum Engineering Fee:	\$3,000,000.00
SPSF Utilization:	Hinde Engineering, Inc. \$150,000.00 5%
DBE/MBE/SPSF Utilization:	MA Engineering Consultants, Inc. \$150,000.00 5%

**Aviation**

The following is a supplemental contract to a previous contract approved by the Board with the same engineering firm. This supplemental contract is 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.

**STATEWIDE**

Description of Work:	2012 General Aviation LSC
Firm:	CH2M Hill, Inc., Raleigh, NC
Original Engineering Fee:	\$1,000,000.00
Supplemental Fee:	\$1,000,000.00
SPSF Utilization:	Richard Catlin & Associates, Inc. \$50,000.00 5%
DBE/MBE/SPSF Utilization:	MA Engineering Consultants, Inc. \$50,000.00 5%

**Deputy Chief Engineer**

**Transportation Asset Analytics**

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 Highway Asset Inventory and Assessment on an as needed basis for various federal-aid and state funded projects to support Transportation Asset Analytics. These contracts will expire two (2) years (with up to three (3) one-year renewals) 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.

Description of Work:	2016 Highway Asset Inventory and Assessments Contract
Firm:	SEPI Engineering & Construction, Inc., Raleigh, NC
Maximum Engineering Fee:	\$2,000,000.00
SPSF Utilization:	0%

Description of Work:	2016 Highway Asset Inventory and Assessments Contract
Firm:	Volkert, Inc., Birmingham, Alabama
Maximum Engineering Fee:	\$2,000,000.00
SPSF Utilization:	0%

Description of Work:	2016 Highway Asset Inventory and Assessments Contract
Firm:	Wetherill Engineering, Inc., Raleigh, NC
Maximum Engineering Fee:	\$2,000,000.00
DBE/WBE/SPSF Utilization:	100%

Description of Work:	2016 Highway Asset Inventory and Assessments Contract
Firm:	A. Morton Thomas & Associates, Inc., Raleigh, NC
Maximum Engineering Fee:	\$500,000.00
SPSF Utilization:	0%

Description of Work:	2016 Highway Asset Inventory and Assessments 3534
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Firm:	Contract
Maximum Engineering Fee:	Mattern & Craig, Inc., Asheville, NC
SPSF Utilization:	\$500,000.00
	100%

### Field Support

#### Utilities

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 information only.

#### STATEWIDE

Description of Work:	Utility Coordination Services
Firm:	Cardno, Inc., Charlotte, NC
Original Engineering Fee:	\$300,000.00
Previous Supplemental Fee:	\$250,000.00
Supplemental Fee:	\$100,000.00
SPSF Utilization:	0%

Description of Work:	Utility Coordination Services
Firm:	KCI Associates of North Carolina, PA, Raleigh, NC
Original Engineering Fee:	\$300,000.00
Previous Supplemental Fee:	\$250,000.00
Supplemental Fee:	\$100,000.00
SPSF Utilization:	0%

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

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

County	SR No./ Road Name	Description	Amount
Watauga Div. 11	SR 1353 Hardin Road	GDB&P. WBS 11C.095122	\$25,000.00
Gaston Div. 12	Weldon and Washington Street	Upgrade to Maintenance Standards. WBS 12C.036105	\$12,000.00
Henderson Div. 14	SR 1573 Kyles Creek Road	GDB&P. Increase Funds. WBS 14C.045164	\$15,311.42
Transylvania Div. 14	Various	Countywide Surveys, Plans and Right of Way Signatures. Increase Funds. WBS 14C.088023	\$53,293.03
Transylvania	Various	Spot Improvements, Spot 3535	\$200,000.00

Div. 14		Stabilization, Paved Road Improvements, Replacement of Small Bridges, Safety Projects, Etc. Increase Funds. WBS 14C.088024	
Transylvania Div. 14	SR 1301 Cold Mountain Road	GDB&P. Increase Funds. WBS 14C.088064	\$1,700.00
Transylvania Div. 14	SR 1350 Pinnacle Road	GDB&P. Increase Funds. WBS 14C.088083	\$100,000.00

**Corrections:**

**June 2016 BOT Agenda listed 11C.061015. It should be 13C.061015.  
June 2016 BOT Agenda 14C.044101 was incorrectly listed in Division 13.**

**July 2016 Item E Summary:**

<b>5</b>	<b>Projects to Increase Funds</b>	<b>Amount:</b>	<b>\$370,304.45</b>
<b>2</b>	<b>Projects to Establish Funds</b>	<b>Amount:</b>	<b>\$37,000.00</b>
<b>0</b>	<b>Projects to Increase and Close</b>	<b>Amount:</b>	<b>\$0.00</b>
<b>0</b>	<b>Projects to Delete</b>	<b>Amount:</b>	<b>-\$0.00</b>

**Approval – Division-wide Small Construction / Statewide Contingency projects**

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

<b>County</b>	<b>Description</b>	<b>Type</b>	<b>Amount</b>
Div 2 Carteret	Town of Beaufort – Construct & pave driveway access for Beaufort Fire Dept located on Live Oak St WBS 48124	Public Access <hr/> TOTAL	\$25,000.00 <hr/> \$25,000.00
Div 6 Cumberland	WBS 44412 was established (05/15) for construction of turn lanes on SR 1714 (River Rd) at the new intersection created by the relocation of SR 1730 (Underwood Rd) Increase funds	Econ Development <hr/> TOTAL	\$250,000.00 <hr/> \$250,000.00
Div 7 Guilford	City of Greensboro – Modify existing concrete traffic island on SR 1129 (Groometown Rd), add and revise drainage structures, modify signal loops, resurface, and traffic markings to provide a U-turn movement for southbound traffic WBS 44827	Contingency <hr/> TOTAL	\$157,500.00 <hr/> \$157,500.00

Div 12 Catawba	City of Claremont – Grade, drain, base, & pave approximately 1,400 ft of industrial access road for new industrial facility; Project Longbow  WBS 45858	Econ Development <hr/> TOTAL	\$375,000.00 <hr/> \$275,000.00
Div 14 Cherokee	Pave driveway access to Hiwassee Dam Volunteer Fire Dept located on Hwy 294  WBS 44832	Public Access <hr/> TOTAL	\$25,000.00 <hr/> \$25,000.00
Div 14 Cherokee	Pave driveway access to bays at Hiwassee Dam Rescue Squad  WBS 44846	Public Access <hr/> TOTAL	\$25,000.00 <hr/> \$25,000.00

<b>Summary:</b>	<b>Number of Projects</b>	<b>6</b>
	<b>Number of Divisions</b>	<b>5</b>
	<b>Small Construction Commitment</b>	<b>\$0.00</b>
	<b>Public Access Commitment</b>	<b>\$75,000.00</b>
	<b>Contingency Commitment</b>	<b>\$157,500.00</b>
	<b>Economic Development</b>	<b>\$625,000.00</b>
	<b>TOTAL</b>	<b>\$857,500.00</b>

**Approval – Specific Spot Safety Improvement Projects**

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

<b>Town/ County Division PROJ. CATEGORY</b>	<b>Project Description</b>	<b>Estimated Cost</b>
Morehead City/ Carteret Co. Div. 2 SS-4902CF	WBS 44835.3.1 US 70 (Arendell Street) at 9th Street, and SR 1176 (Bridges Street) at SR 1243 (Barbour Road). Initial construction funds are needed for traffic signal revisions to include Accessible Pedestrian Signals (APS). File 02-16-001	\$10,000.00
Div. 5 SS-4905DL	WBS 44836.3.1 Initial construction funds are needed for installation of solar powered markers at various locations in Division 5. File 05-16-001	\$30,000.00
<b>ITEM L SUMMARY</b>	<b>2 PROJECTS</b>	<b>\$40,000.00</b>

## Action Items

### **Approval – Noise Policy**

A motion was made by Board Member Blount, seconded by Board Member Fountain, to approve the Noise Policy. (Attachment 1)

### **Approval – Policies and Procedures for Procurement Administration of Major Professional or Specialized Services Contact**

A motion was made by Board Member Overholt, seconded by Board Member Brown, to approve the Policies and Procedures for Procurement Administration of Major Professional or Specialized Services Contract. (Attachment 2)

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

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

#### **Road Additions:**

<b>County</b>	<b>Pet. No.</b>	<b>Length (Miles)</b>	<b>Description</b>	<b>Date of Report</b>
<b>Division 1</b>				
Currituck	51099		<b>Cypress Landing Subdivision</b>	5/4/16
		0.09	Tristan Way	
		0.47	Cypress Landing Drive	
		0.31	Northwest River Drive	
<b>Division 2</b>				
Craven	51100		<b>Lynwood Highlands Subdivision</b>	12/3/15
		0.18	Palisades Way, SR 2014 Ext	
		0.23	Lynden Lane	
		0.05	Quincy Court	
<b>Division 4</b>				
Johnston	51101		<b>Corinth Crossing Subdivision</b>	4/11/16
		0.22	Sunbury Court	
<b>Division 5</b>				
Durham	51102		<b>Hunter Hills Subdivision</b>	6/3/16
		0.26	Swisswood Drive	
Granville	51103		<b>Preserve at Smith Creek Subdivision</b>	5/10/16
		0.06	Smith Creek Way, SR 1800 Ext.	
		0.28	Garner Terrace Way	
		0.17	Old Still Way	
		0.17	Cotton Field Court	

Vance	51104	0.08	<b>East View Farms Subdivision</b> Pin Oak Circle	5/24/16
Wake	51105	0.22 0.09 0.15	<b>Braxton Pointe Subdivision</b> Overdale Lane, SR 5365, Ext. Wynne Trace Court Farthingale Court	5/15/16
<b>Division 6</b> Cumberland	51106	0.09	<b>Cypress Glen Subdivision</b> Cypress Glen Road	5/13/16
Harnett	51107	0.06	<b>Tirzah Village Subdivision</b> Tirzah Drive, SR 1337 Ext.	4/15/16
Harnett	51108	0.28 0.06	<b>Regal Crest Subdivision</b> Regal Crest Drive Tirzah Drive, SR 1337 Ext.	4/26/16
<b>Road Additions:</b> <b>Division 6</b> Harnett	51109	0.25	<b>Nature's Crossroads Subdivision</b> Red Bird Drive	5/18/16
<b>Division 7</b> Orange	51110	0.24	<b>Chancellors View Subdivision</b> Founders Ridge Drive	2/18/16
<b>Division 9</b> Forsyth	51111	0.04 0.05 0.20 0.05	<b>Quail Hollow Subdivision</b> Highridge Road, SR 4307 Ext. High Ridge Court Longreen Drive, SR 4308 Ext. Quail Hunt Circle	5/26/16
Forsyth	51112	0.03	<b>Covington Place Subdivision</b> Blackbird Court	5/23/16
Forsyth	51113	0.18	<b>Aspen Forest Subdivision</b> Ellworth Ridge Drive, SR 4482 Ext.	5/23/16
<b>Division 12</b> Catawba	51114	0.13	<b>Carolina Point Subdivision</b> 54 <sup>th</sup> Avenue NE, SR 1652 Ext.	5/12/16
Gaston	51115	0.03 0.05	<b>Abbingdon Subdivision</b> Gatwick Circle Stratford Glen	5/19/15
Iredell	51116	0.22	<b>Highland Ridge Subdivision</b> Nesting Quail Lane	6/11/15
Iredell	51117	0.19	Tonewood Street	5/27/16
Lincoln	51118	0.24	<b>The Ranches at Beth Haven Subdivision</b> Havencrest Drive	5/19/16

		0.14	Bethshire Lane	
		0.11	Ridgemont Drive	
<b>Division 13</b>				
Buncombe	51119		<b>Swannanoa Habitat Subdivision</b>	5/17/16
		0.07	Nolan Field Lane	
Rutherford	51120	0.21	Fleece Lane	5/6/16
<b>Division 14</b>				
Henderson	51121		<b>Ravenwood Meadows Subdivision</b>	1/4/16
		0.10	Tupelo Drive	
Henderson	51122		<b>The Sanctuary at Mills River Subdivision</b>	4/1/16
		0.30	Promised Ridge Drive	
<b>Division 14</b>				
Henderson	51121		<b>Ravenwood Meadows Subdivision</b>	1/4/16
		0.10	Tupelo Drive	
Henderson	51122		<b>The Sanctuary at Mills River Subdivision</b>	4/1/16
		0.30	Promised Ridge Drive	
<b>Deletions:</b>				
<b>Division 7</b>				
Rockingham	51123	0.17	Portion of SR 2190 Danbury Bridge Road	2/26/16
<b>Division 8</b>				
Randolph	51124	0.09	Portion of SR 1168 Bingham Loflin Road	4/22/16
<b>Division 12</b>				
Iredell	51125	0.07	SR 1934 Hillside Lane	5/31/16

**CORRECTIONS:**

Division 5, Wake County Petition Number 51097 should not have been listed.

Division 8, Chatham County Petition Number 51080 should not have been listed.

Division 11, Caldwell County Petition Number 51090 correct mileages should be: Crystal Falls Avenue 0.17, Rio De Luna 0.70, Luna Point 0.05 and Crystal Cove place 0.04.

**Summary:     Number of Roads Petitioned for Addition – 39**  
**Number of Roads Petitioned for Abandonment – 3**

**Approval – Public Transportation**

A motion was made by Board Member Tulloss, seconded by Board Member Fountain, to approve the following:

Highway Division #	5307 Program - Operating Funding	Estimated Project Cost	
9	<b>17-SU-026</b> - The NCDOT will be applying for 5307 Funds from the Governor's Allocation of Small Urban 5307 funds for operating assistance. Funds will be provided to the Davidson County Transportation System for operating service associated with the High Point Urban Area.	\$180,000	Total
		\$90,000	Federal
		\$0	State
		\$90,000	Local
7	<b>17-SU-049</b> - The NCDOT will be applying for 5307 Funds from the Governor's Allocation of Small Urban 5307 funds for operating assistance. Funds will be provided to the Guilford County Transportation System for operating service associated with the High Point Urban Area.	\$70,000	Total
		\$35,000	Federal
		\$0	State
		\$35,000	Local
7	<b>17-SU-041</b> - The NCDOT will be applying for 5307 Funds from the Governor's Allocation of Small Urban 5307 funds for operating assistance. Funds will be provided to the Alamance County Transportation System for operating service associated with the Burlington Urban Area.	\$641,838	Total
		\$320,919	Federal
		\$0	State
		\$320,919	Local
7	<b>17-SU-056A</b> - The NCDOT will be applying for 5307 Funds from the Governor's Allocation of Small Urban 5307 funds for operating assistance. Funds will be provided to the Orange County Public Transportation System for operating service associated with the Burlington Urban Area.	\$93,738	Total
		\$46,869	Federal
		\$0	State
		\$46,869	Local
7	<b>17-LU-056B</b> - The NCDOT will be applying for 5307 Funds from the Allocation to the Durham Chapel Hill Carrboro Urban Area for operating assistance. Funds will be provided to the Orange County Public Transportation System for operating service associated with the Durham Chapel Hill Carrboro Urban Area.	\$129,774	Total
		\$64,887	Federal
		\$0	State
		\$64,887	Local
Highway Division #	Statewide CMAQ	Estimated Project Cost	
10	<b>17-CQ-907 CCCP Community Trust</b> will use funds to develop and implement a comprehensive marketing, outreach, and promotional strategy to encourage bicycling to, from and around the City of Charlotte's urban core. The period of performance is 7/1/2016-6/30/2018.	\$126,177	Total
		\$100,941	Federal
		\$6,309	State
		\$18,927	Local
7	<b>17-CQ-12A Piedmont Authority for Regional Transportation</b> will use funds to incorporate a telematics system in their fleet vehicles as a means to track vanpool usage and VMT reduction as well as provide incentives to users of vanpool programs. The period of performance is 7/1/2016-6/30/2018	\$305,506	Total
		\$244,404	Federal
		\$30,551	State
		\$30,551	Local
7	<b>17-CQ-12B Piedmont Authority for Regional Transportation</b> will use funds to incentivize formal carpool groups to report their trips as a means to	\$55,204	Total
		\$44,163	Federal

encourage use and to better track VMT reduction by these programs. The period of performance is 7/1/2016-6/30/2018. \$5,520 State  
\$5,521 Local

**17-CQ-118 Research Triangle Regional Public Transportation Authority** will use funds to implement a project to study mobility-on-demand options for last-mile transit connections in Research Triangle Park. The period of performance is 7/1/2016-6/30/2018. \$150,000 Total  
\$120,000 Federal  
\$15,000 State  
\$15,000 Local

**17-CQ-906 Sustain Charlotte Inc** will use funds use neighborhood-based, point-of-origin trip demand reductions utilizing smart city/internet of things technologies to enable near real-time communications and outreach. The period of performance is 7/1/2016-6/30/2017. \$60,000 Total  
\$48,000 Federal  
\$6,000 State  
\$6,000 Local

**17-CQ-901 Triangle J Council of Governments** will use funds to develop a Teleworking Toolkit, which will provide tangible resources for organizations to implement effective and regionally focused telework programs. The period of performance is 7/1/2016-6/30/2018. \$90,619 Total  
\$72,485 Federal  
\$9,062 State  
\$9,072 Local

**Item I - 1, 11 Projects, Total Federal/State Funds \$ 1,260,110**

**ADDITIONS to the Transit 2016-2025 STIP**

STIP #	Transit Partner	DESCRIPTION	match	FUND	FY16 (000)	FY17 (000)	FY18 (000)	FY19 (000)	FY20 (000)	FY21 (000)	FY22 (000)
TA-5218	GoTriangle (CAMPO)	Purchase of Replacement Paratransit Vehicles (3) and Related Equipment	FUZ	5307		226					
			State	S		28					
			Local	L		28					
TA-5219	GoTriangle (CAMPO)	Purchase of Replacement Buses (5)	FUZ	5307		1,880					
			State	S		235					
			Local	L		235					
TA-5201	GoTriangle (CAMPO)	Purchase of Replacement Bus (1) and Vanpool Vehicles (5)	FBUS	5339		502					
			State	S		63					
			Local	L		63					
TD-5278	GoTriangle (CAMPO)	Facility Maintenance and Operations Center Mezzanine Project – Design, Engineering, and Construction	FUZ	5307		72	85	243			
			State	S		9	11	30			

			Local	L		9	11	30			
TA-5202	GoRaleigh	ADA Expansion Bus	FUZ	5307	240	240	240				
			L	L	188	188	188				
			FBUS	5339	240	240	240	240	240		
			L	L	188	188	188	188	188		
TG-4806	C-Tran	Preventive Maintenance, bus facilities, support equipment, and software	FUZ	5307	300	300	300	300	300		
			Local	L	75	75	75	75	75		
			FBUS	5339	480	175	180	185	190		
			Local	L	120	45	45	50	50		
TT-5209	GoRaleigh	Computer Aided Dispatch and Bus Tracking system	5307	STPDA		1,069					
			Local	L		267					
TD-4943	GoRaleigh	Facility Transit Center – Moore Square Station Expansion	FUZ	5307	1,400						
			Local	L	350						
TD-5274	GoRaleigh	Facility – Paratransit-Renovation, GoRaleigh/Wake Coordinated	FBUS	5339	1,650	850					
			Local	L	413	213					
			Local	L	20	50	50	50	50	50	50
		CONTINUED			<b>FY23</b>						
			FUZ	5307	201						
			Local	L	50						
TG-4792B	GoRaleigh	ADA Paratransit Service	FUZ	5307	750	750	750	750	750		
			Local	L	188	188	188	188	188		
TG-4935A	C-Tran	Routine Capital – Cost of Contracting	FUZ	5307	1,700	1,800	1,900	1,950	2,000		
			Local	L	2,720	2,880	3,040	3,120	3,200		
			FBUS	5339	480	175	180	185	190		
			Local	L	720	265	270	280	285		
TO-5129	C-Tran	Operating Assistance	FUZ	5307	50	50	50	50	50		
			State	SMAP	195	195	200	200	210	220	220
			Local	L	50	50	50	50	50		
		CONTINUED			<b>FY23</b>						
			FUZ	5307							
			State	SMAP	230						
			Local	L							
			Local	L	21	21	21				

ADMINISTRATIVE MODIFICATIONS to the Transit 2016-2025  
STIP

STIP #	Transit Partner	DESCRIPTION	match	FUND	FY16 (000)	FY17 (000)	FY18 (000)	FY19 (000)	FY20 (000)	FY21 (000)	FY22 (000)
TO-5126	Winston Salem Transit Authority	Operating Assistance	FUZ	5307	1,134	906	906	906	906	906	906
			Local	L	1,134	906	906	906	906	906	906
			State	SMAP	1,134	906	906	906	906	906	906
					<b>FY 23</b>						
		CONTINUED	FUZ	5307	906						
			Local	L	906						
			State	SMAP	906						

**Item I-1A, 13 Projects, Total Federal/State funds \$12,986,000**

**Approval – Aviation Program**

A motion was made by Board Member Tulloss, seconded by Board Member Fountain, to approve the following:

<b>Division Airport</b>	<b>Project Title Project Description [Partner Connect #]</b>	<b>Estimated Cost</b>
Division 2 Kinston Regional Jetport at Stallings Field	<b>RELOCATE ELECTRICAL VAULT AND AIRFIELD LIGHTING IMPROVEMENTS (Grant Amendment 36237.51.9.4)</b> Rehabilitate failing electrical and lighting system to enhance safe operations of the airfield. Supplemental funds are needed to enhance the FAA funding already provided to complete the project. [2718]	\$235,414
Division 6 Curtis L. Brown Jr. Field Airport	<b>NEW TERMINAL BUILDING (Construction Only)</b> Construction of a new terminal building to replace the existing building. The design is currently in progress. The new terminal building will meet the system plan objectives and is being designed to meet the community’s aeronautical needs. [3405]	\$562,500
Division 6 Fayetteville Regional Airport	<b>SECONDARY RUNWAY REHABILITATION AND LIGHTING (Grant Amendment 36244.27.13.1)</b> Runway 10-28 pavement is over 40 years old and the surface is exhibiting significant cracking which poses a safety hazard to aircraft operations. The Pavement Condition Index is 38-45 and considered poor condition. The project has been bid and additional funds are needed to complete the work. [2755]	\$1,350,000

**ITEM I-4 SUMMARY – 5 PROJECTS - (TOTAL STATE, FEDERAL AND LOCAL COST) \$2,147,914**

\*\*Project selection and approval for award. Estimated costs are shown; only eligible costs within the project scope of work will be reimbursed.

**Approval of Specific State Funds for Construction Projects (For projects previously identified as Specific State Funds for Construction projects Now being funded under Strategic Transportation Investments)**

A motion was made by Board Member Tulloss, seconded by Board Member Fountain, to approve the following:

<b>Town/ County Division PROJ. CATEGORY</b>	<b>Project Description</b>	<b>Estimated Cost</b>
Clay Co. Div. 14 R-4416 STATEWIDE	WBS 38908.1.1 Truck Climbing lane on US 64 from Chunky Gal Gap westward for 2 miles. \$910,150.00 has previously been approved for preliminary engineering. Additional funds are needed to cover expenditures that have exceeded the previously authorized budget. <b>This is a Strategic Transportation Investments Transition project.</b>	\$125,000.00

**ITEM J SUMMARY** **1 PROJECTS** **\$125,000.00**

**Approval of State Highway Trust Funds - Strategic Transportation Investments**

A motion was made by Board Member Tulloss, seconded by Board Member Fountain, to approve the following:

<b>Town/ County Division PROJ. CATEGORY</b>	<b>Project Description</b>	<b>Estimated Cost</b>
Lenoir Co. Div. 2 R-5703 REGIONAL	WBS 46375.1.1 NC 148 (Harvey Parkway) from NC 58 to NC 11. \$750,000.00 has previously been approved for preliminary engineering. Additional funds are needed to cover expenditures that have exceeded the previously authorized budget.	\$445,000.00
Pitt Co. Div. 2 U-5917 DIVISION	WBS 44679.1.1 SR 1704 (Fourteenth Street) from Red Banks Road to SR 1708 (Firetower Road). Initial funds are requested for preliminary engineering.	\$575,000.00
Wayne/ Lenoir Cos. Div. 2/4 R-2554WM STATEWIDE	WBS 34461.4.S3 US 70 (Goldsboro Bypass). \$2,500,000.00 has previously been approved for wetland mitigation. Additional funds are needed for wetland mitigation. <b>This is a Strategic Transportation Investments Transition project.</b>	\$4,488,486.99

Jones/ Onslow Cos. Div. 2/3 R-2514D STATEWIDE	WBS 34442.2.SU5 US 17 from North of NC 58 to the New Bern Bypass. \$6,000,000.00 has previously been approved for utilities. Additional funds are needed to cover expenditures that have exceeded the previously authorized budget. <b>This is a Strategic Transportation Investments Transition project.</b>	\$210,000.00
Jones/ Onslow Cos. Div. 2/3 R-2514WM STATEWIDE	WBS 34442.4.2 US 17 (North of Jacksonville) from SR 1327/SR 1410 (Kellum Loop Road) to SR 1330/SR 1439 (Deppe Loop Road/Spring Hill Road) South of Belgrade. Initial funds are requested for wetland mitigation. <b>This is a Strategic Transportation Investments Transition project</b>	\$5,076,743.74
Pender Co. Div. 3 B-4929 REGIONAL	WBS 40233.3.1 Replace Bridge #16 over the Intracoastal Waterway on NC 50/210. Initial funds are requested for construction.	\$46,000,000.00
Wayne Co. Div. 4 AV-5740 DIVISION	WBS 46334.1.1 Wayne Executive Jetport, (GWW), Land Acquisition. Initial funds are requested for preliminary engineering.	\$30,000.00
Wayne Co. Div. 4 U-3125 DIVISION	WBS 38991.1.1 US 117 from NC 55 to US 117 relocation. Initial funds are requested for preliminary engineering.	\$1,000,000.00
Durham/ Durham Co. Div. 5 U-0071WM STATEWIDE	WBS 34745.4.2 East End Connector, NC 147 (Durham Freeway) to North of NC 98 in Durham. Initial funds are requested for wetland mitigation. <b>This is a Strategic Transportation Investments Transition project.</b>	\$5,412.14
Durham Co. Div. 5 U-4716BA DIVISION	WBS 39080.3.4 Traffic signal at Keystone Park Drive and Hopson Road. Initial funds are requested for construction.	\$120,000.00
Wake Co. Div. 5 B-5940 STATEWIDE	WBS 46485.3.1 US 70 / NC 50 (Glenwood Avenue). Rehabilitate Bridges # 84 and #91 over Crabtree Creek in Raleigh. Initial funds are requested for construction.	\$1,275,500.00

Wake Co. Div. 5 P-5602B STATEWIDE	WBS 46393.1.2 CSX - Durham/Apex/Cary Rail study. \$50,000.00 has previously been approved for preliminary engineering. Funds need to be decreased (\$50,000.00). WBS will be closed.	-\$50,000.00
Wake Co. Div. 5 R-2635WM STATEWIDE	WBS 35520.4.1 Triangle Expressway (Western Wake Freeway / Raleigh Outer Loop) from NC 55 (South) to NC 55 (North). Initial funds are requested for wetland mitigation.	\$271,744.07
Cumberland Co. Div. 6 U-5101 DIVISION	WBS 41899.1.1 SR 1437 (Shaw Road)/ SR 1614 (Shaw Mill Road)/ SR 1615 (Rosehill Road - Stacey Weaver Drive) from US 401 (Ramsey Street) to NC 210 (Murchison Road). Initial funds are requested for preliminary engineering.	\$500,000.00
Robeson Co. Div. 6 B-5693 DIVISION	WBS 45647.3.1 Replace Bridge #59 over Big Marsh Swamp on SR 1924 (Currie Road). Initial funds are requested for construction.	\$1,320,000.00
Pembroke/ Robeson Co. Div. 6 P-4900 STATEWIDE	WBS 41099.2.S1 Railroad Bypass of Pembroke to allow North to South shipments to turn East. \$1,500,000.00 has previously been approved for preliminary engineering. Additional funds are needed to cover expenditures that have exceeded the previously authorized budget. <b>This is a Strategic Transportation Investments Transition project.</b>	\$300,000.00
Pembroke/ Robeson Co. Div. 6 P-4900B STATEWIDE	WBS 41099.3.3 Railroad Bypass of Pembroke to allow North to South shipments to turn East. Realign SR 1571 (Jones Road) to accommodate railroad track realignment. \$805,125.00 has previously been approved for construction. Additional funds are requested. <b>This is a Strategic Transportation Investments Transition project.</b>	\$320,400.00
Guilford Co. Div. 7 P-5602G STATEWIDE	WBS 46393.1.7 Hilltop Road. Grade separation over the NCRR in Greensboro. \$200,000.00 has previously been approved for preliminary engineering. Funds need to be decreased (\$199,377.90). WBS will be closed.	-\$199,377.90
Guilford/ Rockingham Co. Div. 7 R-2413WM STATEWIDE	WBS 34429.4.1 Future I-73 from NC 68 at SR 2011 (Edgefield Road) in Guilford County to US 220-NC 68 Intersection in Rockingham County. Initial funds are requested for wetland mitigation. <b>This is a Strategic Transportation Investments Transition project.</b>	\$5,425,149.47

Weddington/ Union Co. Div. 10 U-3467 REGIONAL	WBS 39019.2.5 NC 84 from NC 16 to SR 1008 (Waxhaw-Indian Trail Road) in Wesley Chapel. Initial funds are requested for appraisal of Specific Parcel 900.	\$25,000.00
Wilkes Co. Div. 11 R-2603WM STATEWIDE	WBS 36001.4.1 NC 268 from NC 18 to SR 1966 (Airport Road). Initial funds are requested for wetland mitigation. <b>This is a Strategic Transportation Investments Transition project.</b>	\$20,648.29
Yancey/ Mitchell Cos. Div. 13 R-2519WM STATEWIDE	WBS 35609.4.1 US 19E from SR 1336 (Jack's Creek Road) to multi-lane section west of Spruce Pine. Initial funds are requested for wetland mitigation. <b>This is a Strategic Transportation Investments Transition project.</b>	\$4,406,012.26
Haywood Co. Div. 14 U-5839 DIVISION	WBS 50230.1.1 US 276 (Russ Avenue) from US 23/74 to US 23 Business (Main Street). \$250,000.00 has previously been approved for preliminary engineering. Additional funds are needed to cover expenditures that have exceeded the previously authorized budget.	\$200,000.00
Statewide P-5602I STATEWIDE	WBS 46393.1.9 Development of rail infrastructure and safety projects for further Strategic Transportation Investments prioritization to accommodate improved intermodal connections between inland terminals, ports, military installations, and other rail users to support the diversion of freight traffic from highway to rail. Initial funds are requested for preliminary engineering.	\$350,000.00
STATEWIDE STRATEGIC TRANSPORTATION INVESTMENTS	15 PROJECTS	\$28,756,396.98
REGIONAL STRATEGIC TRANSPORTATION INVESTMENTS	3 PROJECTS	\$46,470,000.00
DIVISION STRATEGIC TRANSPORTATION INVESTMENTS	7 PROJECTS	\$3,745,000.00
<b>STRATEGIC TRANSPORTATION INVESTMENTS</b>	<b>25 PROJECTS</b>	<b>\$78,971,396.98</b>

**Approval of State Highway Trust Funds - Intrastate System  
(For projects previously identified as Intrastate Trust Fund projects)**

A motion was made by Board Member Tulloss, seconded by Board Member Fountain, to approve the following:

<b>Town/ County Division PROJ. CATEGORY</b>	<b>Project Description</b>	<b>Estimated Cost</b>
Divisionwide Div. 1 EE-4901 DIVISION	WBS 45001.4.1 Ecosystems Enhancement Program. \$20,733,571.00 has previously been approved for project mitigation. Additional funds are needed for SFY16 adjustment.	\$1,221,448.40
Divisionwide Div. 2 EE-4902 DIVISION	WBS 45002.4.1 Ecosystems Enhancement Program. \$2,591,302.00 has previously been approved for project mitigation. Funds need to be decreased (\$1,148,253.29)...(\$514,080.35 is being reduced from Intrastate funds) for SFY 16 adjustment.	-\$1,148,253.29
Jones Co. Div. 2 R-2514C STATEWIDE	WBS 34442.2.4 US 17 from North of Maysville to South of NC 58 near Pollocksville. \$9,707,398.00 has previously been approved for right of way and utilities. Additional funds are needed to cover expenditures that have exceeded the previously authorized budget. <b>This is a Strategic Transportation Investments Transition project.</b>	\$130,000.00
Divisionwide Div. 3 EE-4903 DIVISION	WBS 45003.4.1 Ecosystems Enhancement Program. \$5,110,884.00 has previously been approved for project mitigation. Additional funds are needed for SFY16 adjustment.	\$260,353.78
Divisionwide Div. 4 EE-4904 DIVISION	WBS 45004.4.1 Ecosystems Enhancement Program. \$22,541,158.00 has previously been approved for project mitigation. Additional funds are needed for SFY16 adjustment.	\$1,319,670.06
Divisionwide Div. 5 EE-4905 DIVISION	WBS 45005.4.1 Ecosystems Enhancement Program. \$20,280,733.00 has previously been approved for project mitigation. Additional funds are needed for SFY16 adjustment.	\$119,343.43
Divisionwide Div. 6 EE-4906 DIVISION	WBS 45006.4.1 Ecosystems Enhancement Program. \$14,442,181.00 has previously been approved for project mitigation. Funds need to be decreased (\$525,900.46) for SFY 16 adjustment.	-\$525,900.46
Divisionwide	WBS 45007.4.1	-\$821,623.00

Div. 7 EE-4907 DIVISION	Ecosystems Enhancement Program. \$20,845,631.00 has previously been approved for project mitigation. Funds need to be decreased (\$821,623.00) for SFY 16 adjustment.	
Divisionwide Div. 8 EE-4908 DIVISION	WBS 45008.4.1 Ecosystems Enhancement Program. \$30,305,987.00 has previously been approved for project mitigation. Funds need to be decreased (\$190,329.02) for SFY 16 adjustment.	-\$190,329.02
Divisionwide Div. 9 EE-4909 DIVISION	WBS 45009.4.1 Ecosystems Enhancement Program. \$17,176,024.00 has previously been approved for project mitigation. Additional funds are needed for SFY16 adjustments.	\$1,237,780.76
Divisionwide Div. 10 EE-4910 DIVISION	WBS 45010.4.1 Ecosystems Enhancement Program. \$30,397,733.00 has previously been approved for project mitigation. Funds need to be decreased (\$6,215.36) for SFY 16 adjustment.	-\$6,215.36
Avery/ Watauga Cos. Div. 11 R-2566 STATEWIDE	WBS 37512.1.1 NC 105 from US 221 to SR 1107 (NC 105 Bypass) in Boone. \$3,022,425.00 has previously been approved for preliminary engineering. Additional funds are needed to cover expenditures that have exceeded the previously authorized budget.	\$140,000.00
Divisionwide Div. 11 EE-4911 DIVISION	WBS 45011.4.1 Ecosystems Enhancement Program. \$19,477,337.00 has previously been approved for project mitigation Funds need to be decreased (\$43,760.24)....(all funds are being reduced from Intrastate funds) for SFY 16 adjustment.	-\$43,760.24
Divisionwide Div. 13 EE-4913 DIVISION	WBS 45013.4.1 Ecosystems Enhancement Program. \$32,260,047.00 has previously been approved for project mitigation. Funds need to be decreased (\$1,757,801.00) for SFY 16 adjustment.	-\$1,757,801.00
Divisionwide Div. 14 EE-4914 DIVISION	WBS 45014.4.1 Ecosystems Enhancement Program. \$26,171,939.00 has previously been approved for project mitigation. Additional funds are needed for SFY16 adjustment.	\$768.30
<b>TRUST FUND INTRASTATE SUMMARY</b>	<b>15 PROJECTS</b>	<b>-\$64,517.64</b>

## Approval of State Highway Trust Funds - Urban Loops

A motion was made by Board Member Tulloss, seconded by Board Member Fountain, to approve the following:

<b>Town/ County Division PROJ. CATEGORY</b>	<b>Project Description</b>	<b>Estimated Cost</b>
Brunswick/ New Hanover Cos. Div. 3 R-2633WM STATEWIDE	WBS 34491.4.1 US 17 (Wilmington Bypass) from US 17 south of Bishop to I-40 south of Castle Hayne. \$11,815,030.00 has previously been approved for wetland mitigation. Additional funds are needed for wetland mitigation.	\$38,448.54
Greensboro/ Guilford Co. Div. 7 U-2525C STATEWIDE	WBS 34821.1.5 Greensboro Eastern Loop from US 29 north of Greensboro to SR 2303 (Lawndale Drive). \$1,090,000.00 has previously been approved for preliminary engineering. Additional funds are needed to cover expenditures that have exceeded the previously authorized budget.	\$255,000.00
Winston- Salem/ Forsyth Co. Div. 9 U-2579C REGIONAL	WBS 34839.2.6 Winston-Salem Northern Beltway (Eastern Section) from US 158 to US 311. \$2,997,669.00 has previously been approved for appraisal and advanced acquisition of specific parcels. Additional funds are needed to cover expenditures that have exceeded the previously authorized budget.	\$1,160,000.00
<b>TRUST FUND URBAN LOOP</b>	<b>3 PROJECTS</b>	<b>\$1,453,448.54</b>
<b>STRATEGIC TRANSPORTATION INVESTMENTS</b>	<b>25 PROJECTS</b>	<b>\$78,971,396.98</b>
<b>TRUST FUND INTRASTATE SUMMARY</b>	<b>15 PROJECTS</b>	<b>-\$64,517.64</b>
<b>TRUST FUND URBAN LOOP</b>	<b>3 PROJECTS</b>	<b>\$1,453,448.54</b>
<b>SUMMARY OF FUNDS</b>	<b>43 PROJECTS</b>	<b>\$80,360,327.88</b>

FYI: Funding for Transition Period projects is excluded from the Transportation Investment Strategy Formula.

**Approval - Funds for Specific Federal–Aid Projects**

A motion was made by Board Member Tulloss, seconded by Board Member Fountain, to approve the following:

**Division 1  
Safety**

<b>Town/ County/PROJ CATEGORY</b>	<b>Project Description</b>	<b>Estimated Cost</b>
Divisionwide W-5601HI STATEWIDE	50138.3.218, HSIP-0017(159) Guardrail end unit upgrades multiple sections of US 17 and US 64. Funds are needed for construction for guardrail end unit upgrades.	\$500,000.00 Cost \$450,000.00 Fed. \$50,000.00 State

**Rail Program**

Washington Co. Z-5400AI DIVISION	43600.3.88, HSIP-1106(015) Railway-Highway Grade Crossing Safety Project. SR 1106 (Morratock Road) at the Carolina Coastal Railroad; Crossing # 466 192H near Plymouth. Funds are needed for construction for flashers and gates.	\$201,500.00 Cost \$181,350.00 Fed. \$20,150.00 State
Washington Co. Z-5400AI DIVISION	43600.1.88, HSIP-1106(015) Railway-Highway Grade Crossing Safety Project. SR 1106 (Morratock Road) at the Carolina Coastal Railroad; Crossing # 466 192H near Plymouth. Funds are needed for preliminary engineering.	\$8,000.00 Cost \$7,200.00 Fed. \$800.00 State

**Project Mitigation**

Divisionwide EE-4901 DIVISION	45001.4.1, EEP-000S(471) Ecosystems Enhancement Program. \$20,733,571.00 has previously been approved for project mitigation. Additional funds are requested.	\$140,915.00 Cost \$112,731.00 Fed. \$28,184.00 State
Hertford Co. R-5311A STATEWIDE	45449.2.FS1, NHF-0013(037) US 13 / NC 11 from west of SR 1130 (Modlin Road) to east of NC 11 / SR 1312 (Old NC 11 Road). Funds are needed for full right of way.	\$385,000.00 Cost \$308,000.00 Fed. \$77,000.00 State

**Division 2  
Urban**

Pitt Co. U-5606 DIVISION	45834.2.2, STP-1598(003) SR 1598 (Dickinson Avenue) from NC 11 to SR 1610 (Reade Circle). Funds are needed for full right of way and utilities.	\$2,215,000.00 Cost \$1,772,000.00 Fed. \$443,000.00 State
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**Safety**

Carteret Co. SS-4902CF STATEWIDE	44835.1.1, HSIP-0070(199) US 70 (Arendell Street) at 9th Street and SR 1176 (Bridges Street) at SR 1243 (Barbour Road) in Morehead City. Funds are needed for preliminary engineering.	\$4,000.00 Cost \$3,600.00 Fed. \$400.00 State
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Craven Co. W-5601BE DIVISION	50138.3.58, HSIP-1004(060) SR 1167 (Kelso/Williams Road) west of SR 1175 (Aviation Drive) toward SR 1004 (Madame Moore Lane). Funds are needed for construction for safety improvements.	\$25,000.00 Cost \$22,500.00 Fed. \$2,500.00 State
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Lenoir Co. W-5202K REGIONAL	45332.3.11, HSIP-0011(030) NC 11 from SR 1747 (Highland Avenue) / SR 1845 (Harrison Boulevard) 0.03 mile north of SR 1719 (Odham Road) in Kinston. \$485,000.00 has previously been approved for construction. Additional funds are needed to construct left turn lanes.	\$967,000.00 Cost \$870,300.00 Fed. \$96,700.00 State
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**Rail Program**

Beaufort Co. Z-5400BE DIVISION	43600.1.89, HSIP-1164(006) Railway-Highway Grade Crossing Safety Project. SR 1164 (Godley Road) at CSX Transportation Tracks; Crossing #465 453C near Chocowinity. Funds are needed for preliminary engineering.	\$7,500.00 Cost \$6,750.00 Fed. \$750.00 State
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Beaufort Co. Z-5400BE DIVISION	43600.3.89, HSIP-1164(006) Railway-Highway Grade Crossing Safety Project. SR 1164 (Godley Road) at CSX Transportation Tracks; Crossing #465 453C near Chocowinity. Funds are needed for construction for flashers and gates.	\$213,800.00 Cost \$192,420.00 Fed. \$21,380.00 State
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Carteret Co. Z-5400BF DIVISION	43600.1.90, HSIP-0230(003) Railway-Highway Grade Crossing Safety Project. Main Street at Norfolk Southern Transportation Tracks; Crossing #722 663B in Newport. Funds are needed for preliminary engineering.	\$20,000.00 Cost \$18,000.00 Fed. \$2,000.00 State
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### Project Mitigation

Divisionwide EE-4902 DIVISION	45002.4.1, EEP-000S(472) Ecosystems Enhancement Program. \$2,591,302.00 has previously been approved for project mitigation. Decrease funds as requested for project mitigation adjustment for FY 2016.	-\$645,306.00 Cost -\$516,245.00 Fed. -\$129,061.00 State
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### Division 3 Interstate

Pender Co. I-5722 STATEWIDE	53003.3.1, NHPP-0040(019)393 I-40 west of SR 1318 (Camp Kirkwood Road) to east of NC 210. \$12,090,000.00 has previously been approved for construction. Funds need to be increased \$1,523,241.00 to reflect the low bid received on February 16, 2016.	\$1,523,241.00 Cost \$1,218,593.00 Fed. \$304,648.00 State
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### Project Mitigation

Divisionwide EE-4903 DIVISION	45003.4.1, EEP-000S(473) Ecosystems Enhancement Program. \$5,110,884.00 has previously been approved for project mitigation. Additional funds are requested.	\$133,425.00 Cost \$106,740.00 Fed. \$26,685.00 State
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### Division 4 Interstate

Halifax Co. I-5724 STATEWIDE	52002.3.1, NHPP-0095(23)152 I-95 from Nash County Line to SR 1226 (Bellamy Lake Road). (Combined with I-5726; I-95 from SR 1524 (Red Oak- Battleboro Road), (Milepost 143) to the Halifax County Line, (Milepost 150.9)). \$5,050,000.00 has previously been approved for construction. Funds need to be increased \$5,341,031.00 to reflect the low bid received on February 16, 2016.	\$5,341,031.00 Cost \$4,272,825.00 Fed. \$1,068,206.00 State
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Johnston Co. I-5723 STATEWIDE	52001.3.1, NHPP-0040(14)340 I-40 from 0.3 miles west of SR 1211 (Morgan Road) (Milepost 328.8) in Johnston County to Sampson County Line (Milepost 339.8). \$3,900,000.00 has previously been approved for construction. Funds need to be increased \$3,058,635.00 to reflect the low bid received on January 19, 2016.	\$3,058,635.00 Cost \$2,446,908.00 Fed. \$611,727.00 State
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Johnston Co.	53025.3.1, NHPP-0095(24)97	\$178,436.00 Cost
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I-5784 STATEWIDE	I-95 from SR 1162 (Black Creek Road) to 0.4 miles north of US 70 Bypass. \$12,500,000.00 has previously been approved for construction. Funds need to be increased \$178,436.00 to reflect the low bid received on March 15, 2016.	\$142,749.00 Fed. \$35,687.00 State
Wilson Co. I-5727 STATEWIDE	52005.3.1, NHPP-0095(22)124 I-95 south of SR 1116 (Governor Hunt Road) (Milepost 114.5) to north of SR 1309 (Bloomery Road) (Milepost 123.7). (Combined with I-5842; I-95 from 0.7 mile north of SR 1309 (Bloomery Road) to the Nash County Line). \$8,750,000.00 has previously been approved for construction. Funds need to be decreased (\$3,908,259.00) to reflect the low bid received on February 16, 2016.	-\$3,908,259.00 Cost -\$3,126,607.00 Fed. -\$781,652.00 State

### Bridge

Edgecombe Co. B-4932 REGIONAL	40137.1.1, BRSTP-0042(019) Replace Bridge #28 over the Tar River on NC 42. \$225,000.00 has previously been approved for preliminary engineering. Additional funds are requested.	\$250,000.00 Cost \$200,000.00 Fed. \$50,000.00 State
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### Safety

Halifax Co. W-5601HL REGIONAL	50138.1.221, HSIP-0043(026) NC 43 at NC 561, SR 1329 (Evans Road) and SR 1333 (Lynch Road). Funds are needed for preliminary engineering.	\$5,000.00 Cost \$4,500.00 Fed. \$500.00 State
Johnston Co. W-5601B STATEWIDE	50138.3.3, HSIP-0070(183) US 70 at SR 2522 (Marin Livestock Road) and US 70 at SR 2314 (Pondfield Road). Construction funds are needed for safety improvements.	\$1,265,000.00 Cost \$1,138,500.00 Fed. \$126,500.00 State
Johnston Co. W-5601HO DIVISION	50138.1.224, HSIP-1003(149) SR 1003 (Buffalo Road) between SR 1716 (Lake Wendell Road) and SR 2638 (Lake Wendell Road). Funds are needed for preliminary engineering.	\$55,000.00 Cost \$49,500.00 Fed. \$5,500.00 State
Nash Co. W-5601HN STATEWIDE	50138.1.223, HSIP-0095(039) I-95 at SR 1544 (Halifax Road) Overpass, Bridge #219. Funds are needed for preliminary engineering.	\$10,000.00 Cost \$9,000.00 Fed. \$1,000.00 State
Wayne Co.	50138.1.220, HSIP-0581(029)	\$5,000.00 Cost

W-5601HK REGIONAL	NC 581 at SR 1342 (Memorial Church Road). Funds are needed for preliminary engineering.	\$4,500.00 Fed. \$500.00 State
Wayne Co. W-5601HM REGIONAL	50138.1.222, HSIP-0055(060) NC 55 at SR 1948 (Camp Jubilee Road). Funds are needed for preliminary engineering.	\$5,000.00 Cost \$4,500.00 Fed. \$500.00 State

### Project Mitigation

Divisionwide EE-4904 DIVISION	45004.4.1, EEP-000S(474) Ecosystems Enhancement Program. \$22,541,158.00 has previously been approved for project mitigation. Additional funds are requested.	\$644,570.00 Cost \$515,656.00 Fed. \$128,914.00 State
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### Division 5 Interstate

Granville Co. I-5787 STATEWIDE	53027.3.1, NHPP-0085(014) I-85 from north of NC 56 in Granville County to US 158 in Vance County. \$5,000,000.00 has previously been approved for construction. Funds need to be increased \$1,905,847.00 to reflect the low bid received on January 19, 2016.	\$1,905,847.00 Cost \$1,524,678.00 Fed. \$381,169.00 State
Wake Co. I-5701 STATEWIDE	50119.1.1, NHPP-040-4(156)298 I-40 / US 64 from I-440 / US 1 / US 64 to SR 1370 (Lake Wheeler Road). Funds are needed for preliminary engineering.	\$750,000.00 Cost \$600,000.00 Fed. \$150,000.00 State

### Congestion Mitigation

Granville Co. C-5569 EXEMPT	50106.2.F1, CMS-0519(002) Construct sidewalk and crosswalk enhancements at various locations. Funds are needed for full right of way.	\$5,000.00 Cost \$4,000.00 Fed. \$1,000.00 Local
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### Urban

Wake Co. U-5118AF DIVISION	42379.1.31, STPDA-0501(036) Kelly Road at Olive Chapel Road. \$40,000.00 has previously been approved for preliminary engineering. Additional funds are requested.	\$25,200.00 Cost \$20,160.00 Fed. \$5,040.00 Local
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### Bridge

Granville Co. B-5157 DIVISION	42332.3.FD1, BRZ-1304(010) Replace Bridge #178 over Fox Creek on SR 1304. \$975,000.00 has previously been approved for construction. Funds need to be increased \$28,275.00 to reflect the low bid received on April 19, 2016.	\$28,275.00 Cost \$22,620.00 Fed. \$5,655.00 State
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### Safety

Wake Co. W-5601HP DIVISION	50138.1.225, HSIP-1375(006) SR 1375 (Lake Wheeler Road) at SR 1390 (Optimist Farm Road) / SR 1503 (Donnybrook Road). Funds are needed for preliminary engineering.	\$74,000.00 Cost \$66,600.00 Fed. \$7,400.00 State
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### Rail Program

Durham Co. Y-4805N DIVISION	40325.3.61, STPRR-0505(061) Crossing closure at the intersection of SR 1820 (Beck Road) and the Norfolk Southern Railway Tracks; Crossing #731 919L. Funds are needed for construction for crossing closure.	\$250,000.00 Cost \$250,000.00 Fed.
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### Project Mitigation

Divisionwide EE-4905 DIVISION	45005.4.1, EEP-000S(475) Ecosystems Enhancement Program. \$20,280,733.00 has previously been approved for project mitigation. Additional funds are requested.	\$21,064.00 Cost \$16,850.00 Fed. \$4,214.00 State
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### Division 6 Interstate

Cumberland Co. I-5788 STATEWIDE	53028.3.1, NHPIM-0095(018)63 Resurface I-95 north and southbound from Mile Marker 53 to Harnett / Johnston County Line. \$15,900,000.00 has previously been approved for construction. Funds need to be increased \$7,062,597.00 to reflect the low bid received on March 15, 2016.	\$7,062,597.00 Cost \$5,650,078.00 Fed. \$1,412,519.00 State
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### Urban

Harnett Co. U-3465 DIVISION	39017.1.1, STP-1121(009) SR 1121 (Ray Road) from NC 210 to SR 1120 (Overhills Road). \$2,200,000.00 has previously been approved for	\$482,345.00 Cost \$385,876.00 Fed. \$96,469.00 State
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preliminary engineering. Additional funds are requested.  
**This is a Strategic Transportation Investments  
 Transition Project.**

**Bridge**

Columbus Co. B-5331 DIVISION	46045.1.1, BRZ-1849(001) Replace Bridge #269 over Big Branch on SR 1849. \$275,000.00 has previously been approved for preliminary engineering. Additional funds are requested.	\$30,805.00 Cost \$24,644.00 Fed. \$6,161.00 State
Cumberland Co. B-4490 STATEWIDE	33727.3.FS1, BRNHS-0024(024) Replace Bridge #116 over CSX Railroad, Norfolk Southern Railroad, and Hillsboro Street on NC 24 / 210. Funds are needed for construction based on the estimate from the 12-Month Tentative Letting List published May 12, 2016.	\$18,000,000.00 Cost \$14,400,000.00 Fed. \$2,988,000.00 State \$612,000.00 Local
Cumberland Co. B-4491 REGIONAL	38389.2.FR1, BRSTP-0059(005) Replace Bridge #22 over I-95 B / US 301 on NC 59. Funds are needed for full right of way.	\$5,680,000.00 Cost \$4,864,000.00 Fed. \$816,000.00 State

**Safety**

Columbus Co. W-5518 STATEWIDE	43741.3.FS1, HSIP-0074(155) Construct an overpass at SR 1574 (Old US 74) over US 74. \$4,000,000.00 has previously been approved for construction. Funds need to be increased \$170,560.00 to reflect the low bid received on February 16, 2016.	\$170,560.00 Cost \$136,448.00 Fed. \$34,112.00 State
Cumberland Co. W-5519 REGIONAL	45849.3.FR1, HSIP-095-2(128)46 I-95 Bus / US 301 from NC 87 south to NC 59. \$4,600,000.00 has previously been approved for construction. Funds need to be increased \$4,995,268.00 to reflect the low bid received on December 15, 2015.	\$4,995,268.00 Cost \$3,996,214.00 Fed. \$999,054.00 State

**Project Mitigation**

Divisionwide EE-4906 DIVISION	45006.4.1, EEP-000S(476) Ecosystems Enhancement Program. \$14,442,181.00 has previously been approved for project mitigation. Decrease funds as requested.	-\$431,544.00 Cost -\$345,234.00 Fed. -\$86,310.00 State
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**Division 7  
Interstate**

Alamance Co. I-5309 STATEWIDE	46264.3.FS1, IMPM-040-3(134)219 I-40 / I-85 from east of the Guilford County Line to east of NC 49 (Combined with I-5836; I-40 / I-85 from 0.2 miles east of NC 49 to 0.2 miles east of NC 54 in Graham). \$8,030,000.00 has previously been approved for construction. Funds need to be increased \$5,731,394.00 to reflect the low bid received on March 15, 2016.	\$5,731,394.00 Cost \$4,585,115.00 Fed. \$1,146,279.00 State
Guilford Co. I-5734A STATEWIDE	52010.1.2, NHPIM-0040(043) Bridge #384 over NC 68 on I-40. Funds are needed for preliminary engineering.	\$25,000.00 Cost \$20,000.00 Fed. \$5,000.00 State
Guilford Co. I-5736 STATEWIDE	52018.3.1, NHPP-0074(174) I-74 / US 311 from I-40 in Forsyth County to SR 1300 (Green Road) in High Point. (Combined with I-5767; I-74 / US 311 0.7 miles east of I-40 to the Guilford County Line). \$20,600,000.00 has previously been approved for construction. Funds need to be decreased (\$3,406,720.00) to reflect the low bid received on February 16, 2016.	-\$3,406,720.00 Cost -\$2,725,376.00 Fed. -\$681,344.00 State
Guilford Co. I-5790 STATEWIDE	53030.3.1, NHPIM-0085(004) I-85 from 0.2 miles north of SR 3030 (Nelson Farm Road) to 1.3 miles north of SR 3029 (Youngs Mill Road) in Greensboro (Combined with I-5855; I-85 from 0.8 miles north of SR 3505 (Pleasant Garden Road) to 0.2 miles north of SR 3039 (Nelson Farm Road)). \$9,700,000.00 has previously been approved for construction. Funds need to be increased \$2,212,388.00 to reflect the low bid received on March 15, 2016.	\$2,212,388.00 Cost \$1,769,910.00 Fed. \$442,478.00 State

**Congestion Mitigation**

Hillsborough/ Orange Co. C-5184 EXEMPT	46243.1.1, CMS-0711(014) Riverwalk Trail-Phase III. \$48,000.00 has previously been approved for preliminary engineering. Additional funds are requested.	\$49,000.00 Cost \$39,200.00 Fed. \$9,800.00 Local
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**Enhancement**

Caswell Co. EB-3314E DIVISION	33935.2.5, STPEB-000S(765) Pedestrian Improvements in Yanceyville and Jamestown. \$250,000.00 has previously been approved	\$100,000.00 Cost \$80,000.00 Fed. \$20,000.00 State
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for construction. Additional funds are requested.

### Urban

High Point/ Guilford Co. U-5169 REGIONAL	45220.2.1, NHS-0311(032) I-74/US 311 and NC 68 (Eastchester Drive) Interchange. Funds are needed for full right of way.	\$3,397,000.00 Cost \$2,717,600.00 Fed. \$679,400.00 State
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### Bridge

Rockingham Co. B-5341  DIVISION	46055.3.FD1, BRSTP-1767(005) Replace Bridge #110 over Wolf Island Creek on SR 1767. \$1,500,000.00 has previously been approved for construction. Funds need to be decreased (\$136,929.00) to reflect the low bid received on January 19, 2016.	-\$136,929.00 Cost -\$109,543.00 Fed. -\$27,386.00 State
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### Rail Program

Greensboro / Guilford U-5532A DIVISION	46297.1.F2, TAP-0708(069) Aycok Street and Walker Avenue Pedestrian Improvement Project. \$28,000.00 has previously been approved for preliminary engineering. Additional funds are requested.	\$106,000.00 Cost \$84,800.00 Fed. \$21,200.00 Local
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### Project Mitigation

Divisionwide EE-4907 DIVISION	45007.4.1, EEP-000S(477) Ecosystems Enhancement Program. \$20,845,631.00 has previously been approved for project mitigation. Decrease funds as requested for project mitigation adjustment for FY 2016.	-\$2,676,469.00 Cost -\$2,141,175.00 Fed. -\$535,294.00 State
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### Rural

Caswell Co. R-5767 REGIONAL	44669.3.1, STP-0086(019) NC 86 from SR 1503 (Walter's Mill Road). Funds are needed for construction for left turn lane.	\$388,000.00 Cost \$310,400.00 Fed. \$77,600.00 State
Guilford R-4436GI DIVISION	34625.2.58, STP-0040(040) Interchange of I-40 and SR 4121 (High Point Road). \$170,000.00 has previously been approved for construction. Funds are needed for construction of a filtration basin to improve water quality.	\$30,000.00 Cost \$24,000.00 Fed. \$6,000.00 State

## Bicycle and Pedestrian

Greensboro/ Guilford Co. EL-5101DL DIVISION	41823.2.F15, STPDA-0708(042) Project at various locations in the City of Greensboro. Funds are needed for full right of way.	\$1,381,250.00 Cost \$1,105,000.00 Fed. \$276,250.00 Local
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### Division 8 Bridge

Randolph Co. B-5128 DIVISION	42286.3.FD1, BRZ-1404(012) Replace Bridge #58 over an unnamed Tributary of the Little Uwharrie River on SR 1404. \$475,000.00 has previously been approved for construction. Funds need to be increased \$60,409.00 to reflect the low bid received on March 15, 2016.	\$60,409.00 Cost \$48,327.00 Fed. \$12,082.00 State
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### Safety

Randolph Co. W-5601HJ DIVISION	50138.1.219, HSIP-000S(850) Pavement marking improvements at various locations. Funds are needed for preliminary engineering.	\$2,000.00 Cost \$1,800.00 Fed. \$200.00 State
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### Project Mitigation

Divisionwide EE-4908 DIVISION	45008.4.1, EEP-000S(478) Ecosystems Enhancement Program. \$30,305,987.00 has previously been approved for project mitigation. Decrease funds as requested for project mitigation adjustment for FY 2016.	-\$596,831.00 Cost -\$477,466.00 Fed. -\$119,365.00 State
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### Division 9 Interstate

Rowan Co. I-5741 STATEWIDE	52022.3.1, NHPP-0085(022) I-85 from US 601 to 0.5 mile south of US 52 in Salisbury. \$2,271,000.00 has previously been approved for construction. Funds need to be increased \$278,394.00 to reflect the low bid received on March 15, 2016.	\$278,394.00 Cost \$222,715.00 Fed. \$55,679.00 State
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### Congestion Mitigation

Lexington/ Davidson Co. C-5208 EXEMPT	48019.3.F1, CMS-0911(017) Heavy Duty Hybrid Refuse Truck. \$284,000.00 has previously been approved for construction. Additional funds are requested.	\$6,812.00 Cost \$5,450.00 Fed. \$1,362.00 Local
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### Project Mitigation

Divisionwide EE-4909 DIVISION	45009.4.1, EEP-000S(479) Ecosystems Enhancement Program \$17,176,024.00 has previously been approved for project mitigation. Additional funds are requested.	\$374,656.00 Cost \$299,724.00 Fed. \$74,932.00 State
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### Division 10 Congestion Mitigation

Charlotte/ Mecklenburg Co. C-5540 EXEMPT	51010.2.F1, CMS-1003(125) South Tryon Street, Nevin Road from Alpine Drive to Gibbon Road, Gibbon Road from Nevin Road to Sugar Creek Road, West Sugar Road from Bisaner Street and Mallard Creek Road. \$223,500.00 has previously been approved for right of way. Additional funds are requested.	\$86,000.00 Cost \$64,500.00 Fed. \$21,500.00 Local
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Charlotte/ Mecklenburg Co. C-5543 EXEMPT	51013.2.F1, CMS-1003(133) I-77 Overpass on Sunset Road from I-77 to Statesville Road. \$112,500.00 has previously been approved for right of way. Additional funds are requested.	\$83,750.00 Cost \$67,000.00 Fed. \$16,750.00 Local
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### Bridge

Union Co. B-5243 DIVISION	42845.3.FD1, BRSTP-1008(023) Replace Bridge #258 on SR 1008 over South Fork Crooked Creek and improvement of the intersection at SR 1009 and SR 1371. \$1,650,000.00 has previously been approved for construction. Funds need to be increased \$555,814.00 to reflect the low bid received on January 19, 2016.	\$555,814.00 Cost \$444,651.00 Fed. \$111,163.00 State
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### Safety

Cabarrus Co. W-5601HQ REGIONAL	50138.1.226, HSIP-0003(011) NC 3 and SR 1601 (Odell School Road). Funds are needed for preliminary engineering.	\$20,000.00 Cost \$18,000.00 Fed. \$2,000.00 State
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### Project Mitigation

Divisionwide EE-4910 DIVISION	45010.4.1, EEP-000S(480) Ecosystems Enhancement Program. \$30,397,733.00 has previously been approved for project mitigation. Decrease funds as requested for project mitigation adjustment for FY 2016.	-\$87,463.00 Cost -\$70,166.00 Fed. -\$17,297.00 State
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**Division 11  
Bridge**

Surry Co. B-5173 DIVISION	42330.3.FD1, BRZ-1328(006) Replace Bridge #39 over Mitchell River on SR 1328. \$950,000.00 has previously been approved for construction. Funds need to be increased \$89,534.00 to reflect the low bid received on February 16, 2016.	\$89,534.00 Cost \$71,627.00 Fed. \$17,907.00 State
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**Project Mitigation**

Divisionwide EE-4911 DIVISION	45011.4.1, EEP-000S(481) Ecosystems Enhancement Program. \$19,477,337.00 has previously been approved for project mitigation. Decrease funds as requested for project mitigation adjustment for FY 2016.	-\$4,798,930.00 Cost -\$3,839,144.00 Fed. -\$959,786.00 State
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**Division 12  
Interstate**

Gaston Co. I-5893 STATEWIDE	46426.3.1, NHPIM-0085(025) Pavement rehabilitation from Mile Marker 14 to Mile Marker 22. Funds are needed for construction based on the estimate from the 12-Month Tentative Letting List published May 12, 2016.	\$12,000,000.00 Cost \$9,600,000.00 Fed. \$2,400,000.00 State
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**Bridge**

Catawba Co. BP-5500D STATEWIDE	50070.3.4, BRHNP-04-2(169)123 I-40 over US 321, Bridges #77, #78, #104, #106; US 70, Bridges #143 and #144; SR 1484, Bridges #171 and #172. \$4,470,000.00 has previously been approved for construction. Funds need to be increased \$242,289.00 to reflect the low bid received on April 19, 2016.	\$242,289.00 Cost \$193,831.00 Fed. \$48,458.00 State
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**Municipal Bridge**

Hickory/ Catawba Co. B-5549 DIVISION	55047.3.F1, BRSTP-1216(021) Replace Bridge #327 over Falling Creek on Falling Creek Road. Funds are needed for construction to replace municipal bridge.	\$1,400,000.00 Cost \$1,120,000.00 Fed. \$280,000.00 Local
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**Project Mitigation**

Divisionwide EE-4912 DIVISION	45012.4.1, EEP-000S(482) Ecosystems Enhancement Program. \$14,728,762.00 has previously been approved for project mitigation. Decrease	-\$516,965.00 Cost -\$416,049.00 Fed. -\$100,916.00 State
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funds as requested for project mitigation adjustment for FY 2016.

**Rural**

Iredell Co. R-5100 DIVISION	41890.1.D1, STP-1109(009) SR 1109 (Williamson Road) from I-77 to SR 1100 (Brawley School Road). \$200,000.00 has previously been approved for preliminary engineering. Funds need to be decreased (\$200,000.00). Project has been funded with state funds.	-\$200,000.00 Cost -\$160,000.00 Fed. -\$40,000.00 State
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**Division 13  
Appalachian**

Mitchell Co. R-5528A EXEMPT	50101.3.2, APD-1129(016) SR 1129 (Henredon Road) Phase II. Funds are needed to construct an access road.	\$170,000.00 Cost \$170,000.00 Fed.
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**Bridge**

Buncombe Co. B-5396 DIVISION	46111.3.FD1, BRZ-1103(024) Replace Bridge #416 over Stony Fork Creek on SR 1103. \$1,000,000.00 has previously been approved for construction. Funds need to be increased \$33,860.00 to reflect the low bid received on April 19, 2016.	\$33,860.00 Cost \$27,088.00 Fed. \$6,772.00 State
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**Safety**

Rutherford Co. W-5601DV REGIONAL	50138.3.134, HSIP-0074(184) US 74, US 74 Business, US 74 Alternate. Funds are needed for construction of guardrail improvements.	\$350,000.00 Cost \$315,000.00 Fed. \$35,000.00 State
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**Project Mitigation**

Divisionwide EE-4913 DIVISION	45013.4.1, EEP-000S(483) Ecosystems Enhancement Program. \$32,260,047.00 has previously been approved for project mitigation. Decrease funds as requested for project mitigation adjustment for FY 2016.	-\$871,758.00 Cost -\$697,406.00 Fed. -\$174,352.00 State
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**Division 14  
Interstate**

Henderson Co. I-5758	52036.3.1, NHPP-0026(002)40 I-26 from Mile Marker 40 to Mile Marker 45 (Combined	\$2,959,323.00 Cost \$2,367,458.00 Fed.
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STATEWIDE	with I-5759; I-26 from Mile Marker 45 to Mile Marker 50). \$11,500,000.00 has previously been approved for construction. Funds need to be increased \$2,959,323.00 to reflect the low bid received on March 15, 2016.	\$591,865.00 State
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**Congestion Mitigation**

Haywood Co. C-5202 EXEMPT	46286.1.F1, CMS-000S(639) Increase education efforts that inform visitors about the role their transportation choices have in relation to air pollution issues in the Great Smoky Mountains National Park (GSMNP). \$119,000.00 has previously been approved for preliminary engineering. Additional funds are needed based on the latest estimate.	\$188,750.00 Cost \$151,000.00 Fed. \$37,750.00 Local
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**Bridge**

Jackson Co. B-5404 DIVISION	46119.3.FD1, BRZ-1163(010) Replace Bridge #136 over Pine Creek on SR 1163. \$800,000.00 has previously been approved for construction. Funds need to be increased \$215,479.00 to reflect the low bid received on January 19, 2016.	\$215,479.00 Cost \$172,383.00 Fed. \$43,096.00 State
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Transylvania Co. B-4822 DIVISION	38592.3.FD1, BRZ-1119(004) Replace Bridge #13 over Nicholson Creek on SR 1119. \$900,000.00 has previously been approved for construction. Funds need to be increased \$181,797.00 to reflect the low bid received on January 19, 2016.	\$181,797.00 Cost \$145,438.00 Fed. \$36,359.00 State
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Transylvania Co. B-5403 DIVISION	46118.3.FD1, BRZ-1532(005) Replace Bridge #196 over Crab Creek on SR 1532. \$850,000.00 has previously been approved for construction. Funds need to be increased \$125,995.00 to reflect the low bid received on January 19, 2016.	\$125,995.00 Cost \$100,796.00 Fed. \$25,199.00 State
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**Project Mitigation**

Divisionwide EE-4914 DIVISION	45014.4.1, EEP-000S(484) Ecosystems Enhancement Program. \$26,171,939.00 has previously been approved for project mitigation. Additional funds are requested.	\$2,241.00 Cost \$1,793.00 Fed. \$448.00 State
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**Statewide  
Congestion Mitigation**

Statewide	44002.1.2, CMS-000S(732)	\$625,000.00 Cost
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C-4902A EXEMPT	North Carolina State University - NC Solar Clean Fuel Advanced Technology Program-Phase III. \$4,152,000.00 has previously been approved for preliminary engineering. Additional funds are needed for preliminary engineering, to develop and administer a clean fuel advanced technology rebate program-Phase III. This is a three-year clean fuel/advanced technology rebate program to reduce emissions.	\$500,000.00 Fed. \$125,000.00 Local
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**Planning and Research**

Statewide No ID STATEWIDE	44100.3.3, SPR-0SPR(085) FY 2017 Research Work Program. Funds are needed for contract research.	\$4,922,000.00 Cost \$3,973,600.00 Fed. \$948,400.00 State
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**ITEM M SUMMARY - 86 PROJECT(S) - (TOTAL FEDERAL AND STATE) \$75,964,325.00**

Funding for Transition, and Pre-Transition, Period projects is excluded from the Transportation Investment Strategy Formula.

**Approval - Revisions to the 2016-2025 STIPS**

A motion was made by Board Member Tulloss, seconded by Board Member Fountain, to approve the following additions, modifications and deletions to the 2016 – 2025 State Transportation Improvement Plans.

**HIGHWAY PROGRAM  
STIP ADDITIONS**

**DIVISION 1**

W-5701DIV BERTIE CAMDEN CHOWAN CURRITUCK DARE GATES HERTFORD HYDE MARTIN NORTHAMPTON PASQUOTANK PERQUIMANS TYRRELL WASHINGTON <b>Proj. Category</b> DIVISION	Various, safety improvements at various locations in Division 1. <b><u>Add Right-of-Way and Construction not previously programmed.</u></b>	Right-of-Way FY16 FY17 FY18 Construction FY16 FY17 FY18	\$30,000 (HSIP) \$30,000 (HSIP) \$30,000 (HSIP) \$180,000 (HSIP) \$180,000 (HSIP) <u>\$180,000 (HSIP)</u> \$630,000
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W-5701REG	Various, safety improvements	Right-of-Way	FY16	\$30,000 (HSIP)
BERTIE	at various locations in		FY17	\$30,000 (HSIP)
CAMDEN	Division 1.		FY18	\$30,000 (HSIP)
CHOWAN	<u>Add Right-of-Way and</u>	Construction	FY16	\$180,000 (HSIP)
CURRITUCK	<u>Construction not</u>		FY17	\$180,000 (HSIP)
DARE	<u>previously programmed.</u>		FY18	\$180,000 (HSIP)
GATES				\$630,000
HERTFORD				
HYDE				
MARTIN				
NORTHAMPTON				
PASQUOTANK				
PERQUIMANS				
TYRRELL				
WASHINGTON				
<b>Proj. Category</b>				
REGIONAL				

W-5701SW	Various, safety improvements	Right-of-Way	FY16	\$40,000 (HSIP)
BERTIE	at various locations in		FY17	\$40,000 (HSIP)
CAMDEN	Division 1.		FY18	\$40,000 (HSIP)
CHOWAN	<u>Add Right-of-Way and</u>	Construction	FY16	\$240,000 (HSIP)
CURRITUCK	<u>Construction not</u>		FY17	\$240,000 (HSIP)
DARE	<u>previously programmed.</u>		FY18	\$240,000 (HSIP)
GATES				\$840,000
HERTFORD				
HYDE				
MARTIN				
NORTHAMPTON				
PASQUOTANK				
PERQUIMANS				
TYRRELL				
WASHINGTON				
BERTIE				
CURRITUCK				
<b>Proj. Category</b>				
STATEWIDE				

**DIVISION 2**

W-5702DIV	Various, safety improvements	Right-of-Way	FY16	\$30,000 (HSIP)
BEAUFORT	at various locations in		FY17	\$30,000 (HSIP)
CARTERET	Division 2.		FY18	\$30,000 (HSIP)
CRAVEN	<u>Add Right-of-Way and</u>	Construction	FY16	\$180,000 (HSIP)
GREENE	<u>Construction not</u>		FY17	\$180,000 (HSIP)
JONES	<u>previously programmed.</u>		FY18	\$180,000 (HSIP)
LENOIR				\$630,000
PAMLICO				
PITT				

**Proj. Category**

DIVISION

W-5702REG	Various, safety improvements	Right-of-Way	FY16	\$30,000	(HSIP)
BEAUFORT	at various locations in	FY17	\$30,000	(HSIP)	
CARTERET	Division 2.	FY18	\$30,000	(HSIP)	
CRAVEN	<u>Add Right-of-Way and</u>	Construction	FY16	\$180,000	(HSIP)
GREENE	<u>Construction not</u>	FY17	\$180,000	(HSIP)	
JONES	<u>previously programmed.</u>	FY18	\$180,000	(HSIP)	
LENOIR				\$630,000	

PAMLICO

PITT

**Proj. Category**

REGIONAL

W-5702SW	Various, safety improvements	Right-of-Way	FY16	\$40,000	(HSIP)
BEAUFORT	at various locations in	FY17	\$40,000	(HSIP)	
CARTERET	Division 2.	FY18	\$40,000	(HSIP)	
CRAVEN	<u>Add Right-of-Way and</u>	Construction	FY16	\$240,000	(HSIP)
GREENE	<u>Construction not</u>	FY17	\$240,000	(HSIP)	
JONES	<u>previously programmed.</u>	FY18	\$240,000	(HSIP)	
LENOIR				\$840,000	

PAMLICO

PITT

**Proj. Category**

STATEWIDE

**DIVISION 3**

W-5703DIV	Various, safety improvements	Right-of-Way	FY16	\$30,000	(HSIP)
BRUNSWICK	at various locations in	FY17	\$30,000	(HSIP)	
DUPLIN	Division 3.	FY18	\$30,000	(HSIP)	
NEW HANOVER	<u>Add Right-of-Way and</u>	Construction	FY16	\$180,000	(HSIP)
ONSLOW	<u>Construction not</u>	FY17	\$180,000	(HSIP)	
PENDER	<u>previously programmed.</u>	FY18	\$180,000	(HSIP)	
SAMPSON				\$630,000	

**Proj. Category**

DIVISION

W-5703REG	Various, safety improvements	Right-of-Way	FY16	\$30,000	(HSIP)
BRUNSWICK	at various locations in	FY17	\$30,000	(HSIP)	
DUPLIN	Division 3.	FY18	\$30,000	(HSIP)	
NEW HANOVER	<u>Add Right-of-Way and</u>	Construction	FY16	\$180,000	(HSIP)
ONSLOW	<u>Construction not</u>	FY17	\$180,000	(HSIP)	
PENDER	<u>previously programmed.</u>	FY18	\$180,000	(HSIP)	
SAMPSON				\$630,000	

**Proj. Category**

REGIONAL

W-5703SW	Various, safety improvements	Right-of-Way	FY16	\$40,000	(HSIP)
BRUNSWICK	at various locations in		FY17	\$40,000	(HSIP)
DUPLIN	Division 3.		FY18	\$40,000	(HSIP)
NEW HANOVER	<u>Add Right-of-Way and</u>	Construction	FY16	\$240,000	(HSIP)
ONSLOW	<u>Construction not</u>		FY17	\$240,000	(HSIP)
PENDER	<u>previously programmed.</u>		FY18	\$240,000	(HSIP)
SAMPSON				\$840,000	

**Proj. Category**

\$840,000

STATEWIDE

**DIVISION 4**

W-5704DIV	Various, safety improvements	Right-of-Way	FY16	\$30,000	(HSIP)
EDGEcombe	at various locations in		FY17	\$30,000	(HSIP)
HALIFAX	Division 4.		FY18	\$30,000	(HSIP)
JOHNSTON	<u>Add Right-of-Way and</u>	Construction	FY16	\$180,000	(HSIP)
NASH	<u>Construction not</u>		FY17	\$180,000	(HSIP)
WAYNE	<u>previously programmed.</u>		FY18	\$180,000	(HSIP)
WILSON				\$630,000	

**Proj. Category**

DIVISION

W-5704REG	Various, safety improvements	Right-of-Way	FY16	\$30,000	(HSIP)
EDGEcombe	at various locations in		FY17	\$30,000	(HSIP)
HALIFAX	Division 4.		FY18	\$30,000	(HSIP)
JOHNSTON	<u>Add Right-of-Way and</u>	Construction	FY16	\$180,000	(HSIP)
NASH	<u>Construction not</u>		FY17	\$180,000	(HSIP)
WAYNE	<u>previously programmed.</u>		FY18	\$180,000	(HSIP)
WILSON				\$630,000	

**Proj. Category**

REGIONAL

W-5704SW	Various, safety improvements	Right-of-Way	FY16	\$40,000	(HSIP)
EDGEcombe	at various locations in		FY17	\$40,000	(HSIP)
HALIFAX	Division 4.		FY18	\$40,000	(HSIP)
JOHNSTON	<u>Add Right-of-Way and</u>	Construction	FY16	\$240,000	(HSIP)
NASH	<u>Construction not</u>		FY17	\$240,000	(HSIP)
WAYNE	<u>previously programmed.</u>		FY18	\$240,000	(HSIP)
WILSON				\$840,000	

**Proj. Category**

STATEWIDE

**DIVISION 5**

W-5705DIV	Various, safety improvements	Right-of-Way	FY16	\$30,000	(HSIP)
DURHAM	at various locations in		FY17	\$30,000	(HSIP)

FRANKLIN	Division 5.		FY18	\$30,000 (HSIP)
GRANVILLE	<u>Add Right-of-Way and</u>	Construction	FY16	\$180,000 (HSIP)
PERSON	<u>Construction not</u>		FY17	\$180,000 (HSIP)
VANCE	<u>previously programmed.</u>		FY18	<u>\$180,000 (HSIP)</u>
WAKE				\$630,000

WARREN  
**Proj. Category**  
 DIVISION

W-5705REG	Various, safety improvements		Right-of-Way	FY16	\$30,000	(HSIP)
DURHAM	at various locations in			FY17	\$30,000 (HSIP)	
FRANKLIN	Division 5.			FY18	\$30,000 (HSIP)	
GRANVILLE	<u>Add Right-of-Way and</u>	Construction		FY16	\$180,000 (HSIP)	
PERSON	<u>Construction not</u>			FY17	\$180,000 (HSIP)	
VANCE	<u>previously programmed.</u>			FY18	<u>\$180,000 (HSIP)</u>	
WAKE					\$630,000	

WARREN  
**Proj. Category**  
 REGIONAL

W-5705SW	Various, safety improvements		Right-of-Way	FY16	\$40,000	(HSIP)
DURHAM	at various locations in			FY17	\$40,000 (HSIP)	
FRANKLIN	Division 5.			FY18	\$40,000 (HSIP)	
GRANVILLE	<u>Add Right-of-Way and</u>	Construction		FY16	\$240,000 (HSIP)	
PERSON	<u>Construction not</u>			FY17	\$240,000 (HSIP)	
VANCE	<u>previously programmed.</u>			FY18	<u>\$240,000 (HSIP)</u>	
WAKE					\$840,000	

WARREN  
**Proj. Category**  
 STATEWIDE

**DIVISION 6**

W-5706DIV	Various, safety improvements	Right-of-Way	FY16	\$30,000 (HSIP)
BLADEN	at various locations in		FY17	\$30,000 (HSIP)
COLUMBUS	Division 6.		FY18	\$30,000 (HSIP)
CUMBERLAND	<u>Add Right-of-Way and</u>	Construction	FY16	\$180,000 (HSIP)
HARNETT	<u>Construction not</u>		FY17	\$180,000 (HSIP)
ROBESON	<u>previously programmed.</u>		FY18	<u>\$180,000 (HSIP)</u>

**Proj. Category** \$630,000  
 DIVISION

**STIP ADDITIONS**

**DIVISION 6**

W-5706REG	Various, safety improvements	Right-of-Way	FY16	\$30,000	(HSIP)
BLADEN	at various locations in		FY17	\$30,000 (HSIP)	
COLUMBUS	Division 6.		FY18	\$30,000 (HSIP)	
CUMBERLAND		<u>Add Right-of-Way and</u> Construction			FY16

\$180,000	(HSIP)			
HARNETT	<u>Construction not</u>	FY17	\$180,000 (HSIP)	
ROBESON	<u>previously programmed.</u>	FY18	<u>\$180,000 (HSIP)</u>	
<b>Proj. Category</b>			\$630,000	
REGIONAL				
W-5706SW	Various, safety improvements	Right-of-Way	FY16 \$40,000	(HSIP)
BLADEN	at various locations in	FY17	\$40,000 (HSIP)	
COLUMBUS	Division 6.	FY18	\$40,000 (HSIP)	
CUMBERLAND		<u>Add Right-of-Way and</u>	Construction	FY16
\$240,000	(HSIP)			
HARNETT	<u>Construction not</u>	FY17	\$240,000 (HSIP)	
ROBESON	<u>previously programmed.</u>	FY18	<u>\$240,000 (HSIP)</u>	
<b>Proj. Category</b>			\$840,000	
STATEWIDE				
<b>DIVISION 7</b>				
W-5707DIV	Various, safety improvements	Right-of-Way	FY16 \$30,000	(HSIP)
ALAMANCE	at various locations in	FY17	\$30,000 (HSIP)	
CASWELL	Division 7.	FY18	\$30,000 (HSIP)	
GUILFORD	<u>Add Right-of-Way and</u>	Construction	FY16 \$180,000	(HSIP)
ORANGE	<u>Construction not</u>	FY17	\$180,000 (HSIP)	
ROCKINGHAM	<u>previously programmed.</u>	FY18	<u>\$180,000 (HSIP)</u>	
<b>Proj. Category</b>			\$630,000	
DIVISION				
W-5707REG	Various, safety improvements	Right-of-Way	FY16 \$30,000	(HSIP)
ALAMANCE	at various locations in	FY17	\$30,000 (HSIP)	
CASWELL	Division 7.	FY18	\$30,000 (HSIP)	
GUILFORD	<u>Add Right-of-Way and</u>	Construction	FY16 \$180,000	(HSIP)
ORANGE	<u>Construction not</u>	FY17	\$180,000 (HSIP)	
ROCKINGHAM	<u>previously programmed.</u>	FY18	<u>\$180,000 (HSIP)</u>	
<b>Proj. Category</b>			\$630,000	
REGIONAL				
W-5707SW	Various, safety improvements	Right-of-Way	FY16 \$40,000	(HSIP)
ALAMANCE	at various locations in	FY17	\$40,000 (HSIP)	
CASWELL	Division 7.	FY18	\$40,000 (HSIP)	
GUILFORD	<u>Add Right-of-Way and</u>	Construction	FY16 \$240,000	(HSIP)
ORANGE	<u>Construction not</u>	FY17	\$240,000 (HSIP)	
ROCKINGHAM	<u>previously programmed.</u>	FY18	<u>\$240,000 (HSIP)</u>	
<b>Proj. Category</b>			\$840,000	
STATEWIDE				
<b>DIVISION 8</b>				
W-5708DIV	Various, safety improvements	Right-of-Way	FY16 \$30,000	(HSIP)
CHATHAM	at various locations in	FY17	\$30,000 (HSIP)	

HOKE	Division 8.		FY18	\$30,000 (HSIP)	
LEE	<u>Add Right-of-Way and</u>	Construction		FY16 \$180,000	(HSIP)
MONTGOMERY				<u>Construction not</u>	FY17
\$180,000	(HSIP)				
MOORE	<u>previously programmed.</u>		FY18	<u>\$180,000 (HSIP)</u>	
RANDOLPH				\$630,000	
RICHMOND					
SCOTLAND					
<b>Proj. Category</b>					
DIVISION					

W-5708REG	Various, safety improvements		Right-of-Way	FY16 \$30,000	(HSIP)
CHATHAM	at various locations in		FY17	\$30,000 (HSIP)	
HOKE	Division 8.		FY18	\$30,000 (HSIP)	
LEE	<u>Add Right-of-Way and</u>	Construction		FY16 \$180,000	(HSIP)
MONTGOMERY				<u>Construction not</u>	FY17
\$180,000	(HSIP)				
MOORE	<u>previously programmed.</u>		FY18	<u>\$180,000 (HSIP)</u>	
RANDOLPH				\$630,000	
RICHMOND					
SCOTLAND					
<b>Proj. Category</b>					
REGIONAL					

W-5708SW	Various, safety improvements		Right-of-Way	FY16 \$40,000	(HSIP)
CHATHAM	at various locations in		FY17	\$40,000 (HSIP)	
HOKE	Division 8.		FY18	\$40,000 (HSIP)	
LEE	<u>Add Right-of-Way and</u>	Construction		FY16 \$240,000	(HSIP)
MONTGOMERY				<u>Construction not</u>	FY17
\$240,000	(HSIP)				
MOORE	<u>previously programmed.</u>		FY18	<u>\$240,000 (HSIP)</u>	
RANDOLPH				\$840,000	
RICHMOND					
SCOTLAND					
<b>Proj. Category</b>					
STATEWIDE					

<b>DIVISION 9</b>					
W-5709DIV	Various, safety improvements		Right-of-Way	FY16 \$30,000	(HSIP)
DAVIDSON	at various locations in		FY17	\$30,000 (HSIP)	
DAVIE	Division 9.		FY18	\$30,000 (HSIP)	
FORSYTH	<u>Add Right-of-Way and</u>	Construction		FY16 \$180,000	(HSIP)
ROWAN	<u>Construction not</u>		FY17	\$180,000 (HSIP)	
STOKES	<u>previously programmed.</u>		FY18	<u>\$180,000 (HSIP)</u>	
<b>Proj. Category</b>					
DIVISION					

W-5709REG	Various, safety improvements	Right-of-Way	FY16	\$30,000	(HSIP)
DAVIDSON	at various locations in		FY17	\$30,000	(HSIP)
DAVIE	Division 9.		FY18	\$30,000	(HSIP)
FORSYTH	<u>Add Right-of-Way and</u>	Construction	FY16	\$180,000	(HSIP)
ROWAN	<u>Construction not</u>		FY17	\$180,000	(HSIP)
STOKES	<u>previously programmed.</u>		FY18	\$180,000	(HSIP)
<b>Proj. Category</b>				\$630,000	
REGIONAL					

W-5709SW	Various, safety improvements	Right-of-Way	FY16	\$40,000	(HSIP)
DAVIDSON	at various locations in		FY17	\$40,000	(HSIP)
DAVIE	Division 9.		FY18	\$40,000	(HSIP)
FORSYTH	<u>Add Right-of-Way and</u>	Construction	FY16	\$240,000	(HSIP)
ROWAN	<u>Construction not</u>		FY17	\$240,000	(HSIP)
STOKES	<u>previously programmed.</u>		FY18	\$240,000	(HSIP)
<b>Proj. Category</b>				\$840,000	
STATEWIDE					

**DIVISION 10**

EB-5817	Cornelius, McDowell Creek	Construction	FY17	\$1,200,000	
(TAPDA)					
MECKLENBURG	Greenway, Magnolia Plaza to		FY17	<u>\$1,200,000 (L)</u>	
<b>Proj. Category</b>	Westmoreland Road.			\$2,400,000	
DIVISION	Construct greenway.				
	<u>Add project at the request</u>				
	<u>of the MPO.</u>				

EB-5819	Waxhaw, Downtown	Construction	FY17	\$515,000	
(TAPDA)					
UNION	Waxhaw pedestrian and		FY17	<u>\$515,000 (L)</u>	
<b>Proj. Category</b>	bicycle facility enhancements.			\$1,030,000	
DIVISION	<u>Add project at the request</u>				
	<u>of the MPO.</u>				

EB-5820	Charlotte, Charlotte B-Cycle	Construction	FY17	\$675,000	
(TAPDA)					
MECKLENBURG	expansion.		FY17	<u>\$169,000 (L)</u>	
<b>Proj. Category</b>	<u>Add project at the request</u>			\$844,000	
DIVISION	<u>of the MPO.</u>				

**DIVISION 10**

W-5710DIV	Various, safety improvements	Right-of-Way	FY16	\$30,000	(HSIP)
ANSON	at various locations in		FY17	\$30,000	(HSIP)
CABARRUS	Division 10.		FY18	\$30,000	(HSIP)
MECKLENBURG	<u>Add Right-of-Way and</u>	Construction	FY16	\$180,000	(HSIP)
STANLY	<u>Construction not</u>		FY17	\$180,000	(HSIP)
UNION	<u>previously programmed.</u>		FY18	\$180,000	(HSIP)

<b>Proj. Category</b>				\$630,000	
DIVISION					
W-5710REG	Various, safety improvements		Right-of-Way	FY16 \$30,000	(HSIP)
ANSON	at various locations in		FY17	\$30,000 (HSIP)	
CABARRUS	Division 10.		FY18	\$30,000 (HSIP)	
MECKLENBURG	<u>Add Right-of-Way and</u>	Construction		FY16 \$180,000	(HSIP)
STANLY	<u>Construction not</u>		FY17	\$180,000 (HSIP)	
UNION	<u>previously programmed.</u>		FY18	<u>\$180,000 (HSIP)</u>	
<b>Proj. Category</b>				\$630,000	
REGIONAL					

W-5710SW	Various, safety improvements		Right-of-Way	FY16 \$40,000	(HSIP)
ANSON	at various locations in		FY17	\$40,000 (HSIP)	
CABARRUS	Division 10.		FY18	\$40,000 (HSIP)	
MECKLENBURG	<u>Add Right-of-Way and</u>	Construction		FY16 \$240,000	(HSIP)
STANLY	<u>Construction not</u>		FY17	\$240,000 (HSIP)	
UNION	<u>previously programmed.</u>		FY18	<u>\$240,000 (HSIP)</u>	
<b>Proj. Category</b>				\$840,000	
STATEWIDE					

**DIVISION 11**

W-5711DIV	Various, safety improvements		Right-of-Way	FY16 \$30,000	(HSIP)
ALLEGHANY	at various locations in		FY17	\$30,000 (HSIP)	
ASHE	Division 11.		FY18	\$30,000 (HSIP)	
AVERY	<u>Add Right-of-Way and</u>	Construction		FY16 \$180,000	(HSIP)
CALDWELL	<u>Construction not</u>		FY17	\$180,000 (HSIP)	
SURRY	<u>previously programmed.</u>		FY18	<u>\$180,000 (HSIP)</u>	
WATAUGA				\$630,000	
WILKES					
YADKIN					

**Proj. Category**

DIVISION

W-5711REG	Various, safety improvements		Right-of-Way	FY16 \$30,000	(HSIP)
ALLEGHANY	at various locations in		FY17	\$30,000 (HSIP)	
ASHE	Division 11.		FY18	\$30,000 (HSIP)	
AVERY	<u>Add Right-of-Way and</u>	Construction		FY16 \$180,000	(HSIP)
CALDWELL	<u>Construction not</u>		FY17	\$180,000 (HSIP)	
SURRY	<u>previously programmed.</u>		FY18	<u>\$180,000 (HSIP)</u>	
WATAUGA				\$630,000	
WILKES					
YADKIN					

**Proj. Category**

REGIONAL

W-5711SW	Various, safety improvements		Right-of-Way	FY16 \$40,000	(HSIP)
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ALLEGHANY	at various locations in		FY17	\$40,000 (HSIP)	
ASHE	Division 11.		FY18	\$40,000 (HSIP)	
AVERY	<u>Add Right-of-Way and</u>	Construction		FY16 \$240,000	(HSIP)
CALDWELL	<u>Construction not</u>		FY17	\$240,000 (HSIP)	
SURRY	<u>previously programmed.</u>		FY18	<u>\$240,000 (HSIP)</u>	
WATAUGA				\$840,000	
WILKES					
YADKIN					
<b>Proj. Category</b>					
STATEWIDE					

**DIVISION 12**

EB-5818	Statesville, Construct	Construction		FY17 \$1,200,000	
(TAPDA)					

IREDELL	greenway connector under us		FY17	<u>\$470,000 (L)</u>	
<b>Proj. Category</b>	21 (Turners burg Highway).			\$1,670,000	
DIVISION	<u>Add project at the request</u>				
	<u>of the MPO.</u>				

W-5712DIV	Various, safety improvements		Right-of-Way	FY16 \$30,000	(HSIP)
ALEXANDER	at various locations in		FY17	\$30,000 (HSIP)	
CATAWBA	Division 12.		FY18	\$30,000 (HSIP)	
CLEVELAND	<u>Add Right-of-Way and</u>	Construction		FY16 \$180,000	(HSIP)
GASTON	<u>Construction not</u>		FY17	\$180,000 (HSIP)	
IREDELL	<u>previously programmed.</u>		FY18	<u>\$180,000 (HSIP)</u>	
LINCOLN				\$630,000	
<b>Proj. Category</b>					
DIVISION					

W-5712REG	Various, safety improvements		Right-of-Way	FY16 \$30,000	(HSIP)
ALEXANDER	at various locations in		FY17	\$30,000 (HSIP)	
CATAWBA	Division 12.		FY18	\$30,000 (HSIP)	
CLEVELAND	<u>Add Right-of-Way and</u>	Construction		FY16 \$180,000	(HSIP)
GASTON	<u>Construction not</u>		FY17	\$180,000 (HSIP)	
IREDELL	<u>previously programmed.</u>		FY18	<u>\$180,000 (HSIP)</u>	
LINCOLN				\$630,000	
<b>Proj. Category</b>					
REGIONAL					

W-5712SW	Various, safety improvements		Right-of-Way	FY16 \$40,000	(HSIP)
ALEXANDER	at various locations in		FY17	\$40,000 (HSIP)	
CATAWBA	Division 12.		FY18	\$40,000 (HSIP)	
CLEVELAND	<u>Add Right-of-Way and</u>	Construction		FY16 \$240,000	(HSIP)
GASTON	<u>Construction not</u>		FY17	\$240,000 (HSIP)	
IREDELL	<u>previously programmed.</u>		FY18	<u>\$240,000 (HSIP)</u>	
LINCOLN				\$840,000	
<b>Proj. Category</b>					

STATEWIDE

**DIVISION 13**

R-5779	SR 1631 (Crossroads	Right-of-Way	FY17 \$100,000	(APD)
MADISON	Parkway), Extend SR 1631	Construction	FY18 <u>\$1,580,000</u>	(APD)
<b>Proj. Category</b>	(Crossroads Parkway) to		\$1,680,000	
EXEMPT	SR 1632			

**Add project to be funded  
with Appalachian Regional  
Commission (ARC) Local  
Access Road Funding.**

W-5713DIV	Various, safety improvements	Right-of-Way	FY16 \$30,000	(HSIP)
BUNCOMBE	at various locations in		FY17 \$30,000	(HSIP)
BURKE	Division 13.		FY18 \$30,000	(HSIP)
MADISON	<b><u>Add Right-of-Way and</u></b>	Construction	FY16 \$180,000	(HSIP)
McDOWELL	<b><u>Construction not</u></b>		FY17 \$180,000	(HSIP)
MITCHELL	<b><u>previously programmed.</u></b>		FY18 <u>\$180,000</u>	(HSIP)
RUTHERFORD			\$630,000	
YANCEY				
<b>Proj. Category</b>				
DIVISION				

W-5713REG	Various, safety improvements	Right-of-Way	FY16 \$30,000	(HSIP)
BUNCOMBE	at various locations in		FY17 \$30,000	(HSIP)
BURKE	Division 13.		FY18 \$30,000	(HSIP)
MADISON	<b><u>Add Right-of-Way and</u></b>	Construction	FY16 \$180,000	(HSIP)
McDOWELL	<b><u>Construction not</u></b>		FY17 \$180,000	(HSIP)
MITCHELL	<b><u>previously programmed.</u></b>		FY18 <u>\$180,000</u>	(HSIP)
RUTHERFORD			\$630,000	
YANCEY				
<b>Proj. Category</b>				
REGIONAL				

W-5713SW	Various, safety improvements	Right-of-Way	FY16 \$40,000	(HSIP)
BUNCOMBE	at various locations in		FY17 \$40,000	(HSIP)
BURKE	Division 13.		FY18 \$40,000	(HSIP)
MADISON	<b><u>Add Right-of-Way and</u></b>	Construction	FY16 \$240,000	(HSIP)
McDOWELL	<b><u>Construction not</u></b>		FY17 \$240,000	(HSIP)
MITCHELL	<b><u>previously programmed.</u></b>		FY18 <u>\$240,000</u>	(HSIP)
RUTHERFORD			\$840,000	
YANCEY				
<b>Proj. Category</b>				
STATEWIDE				

**DIVISION 14**

W-5714DIV	Various, safety improvements	Right-of-Way	FY16 \$30,000	(HSIP)
CHEROKEE	at various locations in		FY17 \$30,000	(HSIP)

CLAY	Division 14.		FY18	\$30,000 (HSIP)	
GRAHAM	<u>Add Right-of-Way and</u>	Construction		FY16 \$180,000	(HSIP)
HAYWOOD	<u>Construction not</u>		FY17	\$180,000 (HSIP)	
HENDERSON	<u>previously programmed.</u>		FY18	<u>\$180,000 (HSIP)</u>	
JACKSON				\$630,000	
MACON					
POLK					
SWAIN					
TRANSYLVANIA					
<b>Proj. Category</b>					
DIVISION					

W-5714REG	Various, safety improvements		Right-of-Way	FY16 \$30,000	(HSIP)
CHEROKEE	at various locations in		FY17	\$30,000 (HSIP)	
CLAY	Division 14.		FY18	\$30,000 (HSIP)	
GRAHAM	<u>Add Right-of-Way and</u>	Construction		FY16 \$180,000	(HSIP)
HAYWOOD	<u>Construction not</u>		FY17	\$180,000 (HSIP)	
HENDERSON	<u>previously programmed.</u>		FY18	<u>\$180,000 (HSIP)</u>	
JACKSON				\$630,000	
MACON					
POLK					
SWAIN					
TRANSYLVANIA					
<b>Proj. Category</b>					
REGIONAL					

W-5714SW	Various, safety improvements		Right-of-Way	FY16 \$40,000	(HSIP)
CHEROKEE	at various locations in		FY17	\$40,000 (HSIP)	
CLAY	Division 14.		FY18	\$40,000 (HSIP)	
GRAHAM	<u>Add Right-of-Way and</u>	Construction		FY16 \$240,000	(HSIP)
HAYWOOD	<u>Construction not</u>		FY17	\$240,000 (HSIP)	
HENDERSON	<u>previously programmed.</u>		FY18	<u>\$240,000 (HSIP)</u>	
JACKSON				\$840,000	
MACON					
POLK					
SWAIN					
TRANSYLVANIA					
<b>Proj. Category</b>					
STATEWIDE					

**STIP MODIFICATIONS**

<b>DIVISION 3</b>					
U-5508	NC 24 (Lejeune Boulevard),	Right-of-Way		FY17 \$420,000	
(STBG)					
ONSLOW	NC 53 (Western Boulevard)	Construction		FY18 <u>\$2,400,000</u>	

(STBG)

**Proj. Category** in Jacksonville. Upgrade STATEWIDE intersection and drainage. \$2,820,000

**Delay Right-of-Way from FY16 to FY 17 and Construction from FY 17 to FY 18 to allow additional time to allow additional time for Design.**

**DIVISION 4**

I-5786 I-95, 0.4 mile north of US 70 Construction FY19 \$10,000,000 (NHPIM)

JOHNSTON Bypass (milemarker 96.5) to 0.2 mile north of NC 222 FY20\$10,000,000 (NHPIM)

STATEWIDE (milemarker 108.1). Pavement rehabilitation. \$20,000,000

**Delay Construction from FY 18 to FY 19 to coordinate Construction with I-3318BB.**

**DIVISION 5**

B-5102 US 158, Replace Bridge Construction FY17 \$2,200,000 (HFB) PERSON 720011 over South Hyco Creek.

**Proj. Category** **Delay Construction from FY16 to FY 17 at request of Division.** HWY FUNDS

B-5320	SR 1139 (Enon Road),	Right-of-Way	FY17 \$300,000
(STPOFF)			
GRANVILLE	Replace Bridge 380096	Construction	FY18 \$1,488,000
(STPOFF)			
<b>Proj. Category</b>	over Tar River.		FY19 <u>\$1,487,000 (STPOFF)</u>
DIVISION	<b><u>Delay Right-of-Way from FY 16 to FY 17 and Construction from FY 17 to FY 18 at the request of Project Development.</u></b>		\$3,275,000

U-5751	US 401, NC 55 in Fuquay-	Right-of-Way	FY19 \$1,380,000 (NHP)
WAKE	Varina. Convert intersection to	Utilities	FY19 \$379,000 (NHP)
<b>Proj. Category</b>	trumpet interchange, to include	Construction	FY21 <u>\$5,750,000 (NHP)</u>
REGIONAL	conversion of NC 55 / NC 42		\$7,509,000
	intersection to interchange.		
	<b><u>Delay Construction from FY 20 to FY 21 at request of Project Development.</u></b>		

U-5828	McCrimmon Parkway,	Right-of-Way	FY17 \$2,502,000 (L)
WAKE	SR 3015 (Airport Boulevard) to	Utilities	FY17 \$300,000 (L)
<b>Proj. Category</b>	SR 1002 (Aviation Parkway)	Construction	FY18 \$2,968,000 (T)
DIVISION	in Morrisville. Widen to		FY19 \$2,968,000 (T)
	multilanes, part on new		FY20 \$2,967,000 (T)
	location.		FY21 <u>\$2,967,000 (T)</u>
	<b><u>Delay Right-of-Way from FY 16 to FY 17 at request of Division.</u></b>		\$14,672,000

**DIVISION 7**

AV-5737	Burlington- Alamance Regional	Right-of-Way	FY17 \$1,080,000 (T)
ALAMANCE	Airport (BUY), Obtain navigation	Utilities	FY17 <u>\$120,000 (L)</u>
<b>Proj. Category</b>	easements and clear obstructions		\$1,200,000
DIVISION	in the runway 24 approach.		
	<b><u>Delay Right-of-Way from FY 16 to FY 17 at request of Division of Aviation.</u></b>		

**DIVISION 9**

I-3804	I-85, SR 1221 (Old Beatty	Right-of-Way	FY17 \$1,950,000 (NHP)
ROWAN	Ford Road) near Landis.	Utilities	FY17 \$200,000 (NHP)
<b>Proj. Category</b>	Convert grade separation	Construction	FY17 <u>\$7,100,000 (NHP)</u>
DIVISION	to interchange.		\$9,250,000
	<b><u>Accelerate Right-of-Way from FY 20 to FY 17 and Construction from FY 22 to FY 17; work to be</u></b>		

**incorporated into I-3802B.**

**DIVISION 10**

EB-5775 (STBGDA)	Cornelius, South Prong Rocky	Construction	FY17 \$721,000
MECKLENBURG <b>Proj. Category</b> DIVISION	River Greenway (South Street - Main Street). Construct Greenway.		FY17 <u>\$180,000 (L)</u> \$901,000
	<b><u>Delete Right-of-Way funding. Right-of-Way to be donated. funding moved to Construction.</u></b>		
EB-5776 (STBGDA)	Cornelius, NC 115 sidewalk	Construction	FY19 \$246,000
MECKLENBURG <b>Proj. Category</b> DIVISION	and bike lane modernization (Smith Road - Potts Street). <b><u>Delay Construction from FY 18 to FY 19 to allow additional time for planning and design.</u></b>		FY19 <u>\$61,000 (L)</u> \$307,000
EB-5777 (STBGDA)	Cornelius, McDowell Creek	Right-of-Way	FY18 \$300,000
MECKLENBURG <b>Proj. Category</b> (STBGDA) DIVISION	Tributary Greenway, Catawba Avenue to Washam Potts. Road Construct Greenway.		FY18 \$75,000 (L) FY20 \$1,100,000
	<b><u>Accelerate Right-of-Way from FY 19 to FY 18 and Construction from FY 21 to FY 20 at the request of the MPO.</u></b>		FY20 <u>\$275,000 (L)</u> \$1,750,000
I-5746 (NHPIM)	I-277 / US 74, I-77 to Brevard	Construction	FY17 \$6,850,000
MECKLENBURG <b>Proj. Category</b> STATEWIDE	Road. Pavement rehabilitation. <b><u>Delay Construction from FY16 to FY 17 to allow additional time for Design.</u></b>		FY18 <u>\$6,850,000 (NHPIM)</u> \$13,700,000
R-2530B (T)	NC 24-27, Bird Road in	Right-of-Way	FY17 \$14,000,000
STANLY <b>Proj. Category</b> (T) REGIONAL	Albemarle to west of the Pee Dee River <b><u>Accelerate Right-of-Way from FY 18 to FY 17 and</u></b>	Utilities Construction	FY17 \$1,900,000 (T) FY19 \$14,600,000 FY20 <u>\$14,600,000 (T)</u> \$45,100,000

**Construction from FY 20 to  
FY 19. Project can be  
delivered earlier than  
anticipated.**

U-5905	SR 2112 (Lakeview Road),	Right-of-Way	FY17 \$100,000 (BA)
MECKLENBURG	US 21 to NC 115.	Construction	FY18 <u>\$8,900,000(BA)</u>
<b>Proj. Category</b>	Upgrade roadway.		\$9,000,000
EXEMPT	<b><u>Delay Construction from FY 17 to FY 18 to allow additional time for project development.</u></b>		

**DIVISION 11**

B-4676	SR 1001 (Oakwoods Road),	Construction	FY20 \$1,850,000
(STPOFF)			
WILKES	Replace Bridge 960029 over		
<b>Proj. Category</b>	Cub Creek.		
DIVISION	<b><u>Delay Construction from FY 16 to FY 20 to allow time to determine if improvements will be included in project R-5772.</u></b>		

**DIVISION 12**

C-5529	Mooresville, intersection of	Right-of-Way	FY16 \$82,000
(CMAQ)			
IREDELL	NC 115 and Faith Road-Campus		FY16 \$27,000 (L)
<b>Proj. Category</b>	Lane in Mooresville. Realign	Construction	FY17 \$996,000
(CMAQ)			
EXEMPT	Faith Road to tie into existing	FY17	<u>\$332,000 (L)</u>
	NC 115/Campus Lane intersection		\$1,437,000
	and construct dedicated turn		
	lanes on Faith Road and		
	Campus Lane approaches to		
	the intersection.		
	<b><u>Delay Construction from FY 16 to FY 17 to allow additional time for right- of-way acquisition and Utility relocation.</u></b>		

C-5701	Mooresville, intersection of	Right-of-Way	FY16 \$111,000
(CMAQ)			
IREDELL	NC 801 and NC 150. Construct	FY16	\$29,000 (L)
<b>Proj. Category</b>	Intersection improvements.	Construction	FY17 \$959,000
(CMAQ)			
EXEMPT	<b><u>Delay Construction from FY 16 to FY 17 to allow additional</u></b>		
		FY17	\$650,000 (BA)
		FY17	<u>\$255,000 (L)</u>

		<b><u>time for right-of-way acquisition and Utility relocation.</u></b>		\$2,004,000
EB-5535 (STPEB) GASTON	Cramerton, Lakewood Park Trail, Lakewood Park to	Construction		FY16 \$760,000
<b>Proj. Category</b>	US 29/US 74.			
TRANSITION	Construct 10 feet wide trail.			
	<b><u>Delay Construction from FY 15 to FY 16 to allow additional time to acquire permits.</u></b>			
W-5212N GASTON	NC 279, Camp Sertoma to SR 1438 (St. Mark's Church Road).	Right-of-Way		FY17 \$1,000,000 (HSIP)
<b>Proj. Category</b>	Construct Safety.	Construction		FY17 \$2,000,000 (STP) FY18 \$3,400,000 (HSIP)
DIVISION	improvements, including passing zones.			FY18 <u>\$6,600,000 (STP)</u> \$13,000,000
	<b><u>Modify project scope, funding amounts, and schedule.</u></b>			
	<b><u>(Appeared in the March 2016 Handout).</u></b>			
<b>DIVISION 13</b>				
EB-5809 BURKE	Hildebrand, North Center Street, First Avenue NE	Engineering	FY16	\$84,000 (STBGDA)
<b>Proj. Category</b>	to Wilson Road.	Right-of-Way	FY16	\$21,000 (L) FY17 \$111,000
(STBGDA)				
DIVISION	Construct sidewalk.		FY17	\$28,000 (L)
	<b><u>Delay Construction from (STBGDA)</u></b>	Construction		FY18 \$426,000
	<b><u>FY 16 to FY 18 to allow additional time for Planning and Design.</u></b>		FY18	<u>\$107,000 (L)</u> \$777,000
	<b><u>Add Preliminary Engineering and Right-of-Way Acquisition funding at the request of the MPO.</u></b>			
R-2233BB (T)	US 221, South of US 74	Right-of-Way		FY18 \$19,900,000
RUTHERFORD	Business to north of SR 1366	Utilities		FY18 \$3,000,000 (T)
<b>Proj. Category</b>	(Roper Loop Road)	Construction		FY20 \$17,767,000
(T)				
DIVISION	<b><u>Delay Right-of-Way from FY 17 to FY 18 to allow additional time for Design.</u></b>		FY21	\$17,766,000 (T)
			FY22	<u>\$17,767,000 (T)</u> \$76,200,000
<b>DIVISION 14</b>				
B-4775 (STPOFF)	SR 1309 (Cranford Road),	Right-of-Way		FY17 \$50,000

MACON (STPOFF)	Replace Bridge 550017 over Construction		FY18 <u>\$450,000</u>
<b>Proj. Category</b>	Wayah Creek.		\$500,000
DIVISION	<b><u>Delay Right-of-Way from FY 16 to FY 17 and Construction from FY 17 to FY 18 to allow additional time for Planning.</u></b>		
B-4792 (STPOFF)	SR 1102 (Pearson Falls), Construction		FY16 \$650,000
POLK	Replace Bridge 740004 over Fork Creek (Small Branch of Pacolet River).		
<b>Proj. Category</b>	<b><u>Accelerate Construction from FY 17 to FY 16. Utility issues resolved.</u></b>		
DIVISION			
B-5905 (STPON)	US 23 Business, Replace Right-of-Way		FY17 \$270,000
JACKSON (STPON)	Bridge 490027 over Scott Construction		FY19 \$2,700,000
JACKSON	Bridge 490027 over Scott	FY20	<u>\$2,700,000 (STPON)</u>
<b>Proj. Category</b>	Creek and Southern Railroad.		\$5,670,000
REGIONAL	<b><u>Delay Construction from FY 18 to FY 19 to allow additional time for coordination with the railroad.</u></b>		
U-5548 (STBGDA)	Brown Avenue, Realignment Construction		FY17 \$400,000
HAYWOOD	of Brown Avenue from Boyd Avenue to approximately 1200 feet south of the intersection.	FY17	<u>\$100,000 (L)</u> \$500,000
<b>Proj. Category</b>	Project includes construction of new roadway (School Street), raised crosswalk, painted crosswalks, refuge island, bulbout and signage.		
DIVISION	<b><u>Delay Construction from FY 16 to FY 17 to allow the Construction schedule to be shifted and minimize school disruptions.</u></b>		

**STIP DELETIONS**

<b>DIVISION 10</b>			
EB-5789 (STBGDA)	Weddington Road, Waxhaw- Construction		FY18 \$64,000

UNION Indian Trail Road to Lester Davis FY18 \$16,000 (L)  
**Proj. Category** Road. Construct sidewalk \$80,000  
 DIVISION in Wesley Chapel.  
Delete at the request of  
MPO. Work to be  
accomplished in U-3467.

**DIVISION 12**  
 EB-5804 Newton Conover High School ConstructionFY16 \$439,000  
 (STBGDA)  
 CATAWBA Sidewalk connection. FY16 \$88,000 (L)  
**Proj. Category** Delete at the request of the \$527,000  
 DIVISION city of Newton.

**ITEM N SUMMARY**

**HIGHWAY PROGRAM**

ADDITIONS	47 PROJECTS	\$37,024,000
MODIFICATIONS	25 PROJECTS	
DELETIONS	2 PROJECTS	\$607,000
	74 PROJECTS	\$36,417,000

**Approval – Municipal and Special Agreements**

A motion was made by Board Member Tulloss, seconded by Board Member Fountain, to approve the following:

**SUMMARY: There are a total of 34 Agreements for approval by the Board of Transportation.**

Statewide

North Carolina Department of  
 Natural and Cultural Resources Arts  
 Council  
 (NCDNCR)

This Agreement is to provide support services for NCDNCR’s users and normal maintenance of the Department’s SAP™ system. The Department and Agency have agreed provide to up to two (2) SAP™ User Licenses within the Agency. The Agency shall provide payment for one hundred percent (100%) of the cost of the work performed by the Department. The estimated amount is \$73,780. This agenda item supersedes the item that was approved by the Board of Transportation on June 2, 2016.

North Carolina Department of  
 Natural and Cultural Resources  
 Museum of Natural Sciences  
 (NCDNCR)

This Agreement is to provide support services for NCDNCR’s users and normal maintenance of the Department’s SAP™ system. The Department and Agency have agreed provide to up to one hundred and five (105) SAP™ User Licenses within the Agency. The Agency shall provide payment for one hundred percent (100%) of

the cost of the work performed by the Department. The estimated amount is \$91,850. This agenda item supersedes the item that was approved by the Board of Transportation on June 2, 2016.

North Carolina Department of  
Natural and Cultural Resources  
Parks and Recreation  
(NCDNCR)

This Agreement is to provide support services for NCDNCR's users and normal maintenance of the Department's SAP™ system. The Department and Agency have agreed provide to up to one hundred and ten (110) SAP™ User Licenses within the Agency. The Agency shall provide payment for one hundred percent (100%) of the cost of the work performed by the Department. The estimated amount is \$118,480. This agenda item supersedes the item that was approved by the Board of Transportation on June 2, 2016.

North Carolina Department of  
Natural and Cultural Resources State  
Library  
(NCDNCR)

This Agreement is to provide support services for NCDNCR's users and normal maintenance of the Department's SAP™ system. The Department and Agency have agreed provide to up to one hundred and ten (110) SAP™ User Licenses within the Agency. The Agency shall provide payment for one hundred percent (100%) of the cost of the work performed by the Department. The estimated amount is \$104,850. This agenda item supersedes the item that was approved by the Board of Transportation on June 2, 2016.

Division 4

Norfolk Southern Railway Company  
(NSR)  
North Carolina Railroad Company  
(NCR)  
Johnston and Wake Cos.  
32280

On April 18, 2008, the Department, NSR, and NCR entered into a Project Agreement for track and signal improvements to the North Carolina Railroad Company between Raleigh and Selma, Mileposts H 81.3 and H 109.3, to increase passenger train speed, improve reliability, and decrease passenger train travel time. This agreement provided for reimbursement for maintenance of all improvements. This Supplemental Agreement amends the Project Agreement to extend the term for reimbursement for maintenance of the improvements for an additional 20 years.

Town of Clayton  
Johnston County  
U-5530LA  
44111.1.F5  
44111.3.5

This Project consists of the design of Sam's Branch Greenway. This Supplemental Agreement is for the construction of Sam's Branch Greenway trail from the end of Phase I at North O'Neil Street to Legend Park at City Road, including the grade separation crossing of North O'Neil Street. The Municipality has requested to combine the construction of Project U-5530LA and U-5530LB under one construction contract. The Municipality is responsible for all phases of the Project. The Department's original participation for both U-5530LA and LB Projects was a total of \$156,000. The Department agrees to reimburse the Municipality an additional \$1,708,800 of STP-DA funds. The Municipality's original total for both Projects was \$39,000. The Municipality will provide \$427,200 as their local match and any costs that exceed \$2,136,000.

Norfolk Southern Railway Company  
(NSR)  
North Carolina Railroad Company

This Project is to construct a new grade separation on an access road to the Novo Nordisk facility beginning at Station 32 + 61.98 –L- running in a north easterly direction over the tracks and related

(NCRR)  
Johnston County  
R-5769  
46448.1

facilities owned by Company and operated by Railroad to Station 33 + 75.48 –L- identified for preliminary engineering in Johnston County; and including the superstructure and substructure, the handrails, the wearing surface of the highway, the approaches, the drainage and other related facilities across the Company's Corridor, property and right-of-way, racks and other facilities at or near Railroad's Milepost H-100.45.

Division 5

Town of Cary  
Wake County  
C-5604IB  
43714.3.5

This Project consists of the construction of a gap in the White Oak Creek Greenway between MacArthur Drive and Davis Drive which will include a grade-separated rail crossing, and boardwalk for a majority of the length of the trail, as well as pedestrian signal and crossing improvements at the Davis Drive at-grade crossing in Cary. The Municipality is responsible for all phases of the Project. The Department shall reimburse 45% of approved eligible costs from CMAQ funds, not to exceed \$2,047,500. The Municipality will be responsible for providing the 55% (\$2,502,500) non-federal match for the CMAQ funds authorized and all costs that exceed the total estimated cost of \$4,550,000.

Town of Zebulon  
Wake County  
U-5118FB  
42379.2.33  
42379.3.33

This Project consists of improvements to include dual left turns from Pearces Road onto Arendell Avenue, signal upgrades, and adding a lane on Arendell Avenue to allow a receiving lane for the dual left turns from Pearces Road. The Municipality is responsible for all phases of the Project. The Department shall reimburse 80% of approved eligible costs from STP-DA funds, not to exceed \$956,000. The Municipality will be responsible for providing the 20% (\$239,000) non-federal match for the STP-DA funds authorized and all costs that exceed the total estimated cost of \$1,195,000.

Town of Wake Forest  
Wake County  
U-5118BB  
42379.2.34  
42379.3.34

This Project consists of roadway, bicycle, and pedestrian improvements along Durham Road (NC 98 Business) between Retail Drive and Tyler Run Drive in Wake Forest. The Municipality is responsible for all phases of the Project. The Department shall reimburse 80% of approved eligible costs from STP-DA funds, not to exceed \$2,038,092. The Municipality will be responsible for providing the 20% (\$509,523) non-federal match for the STP-DA funds authorized and all costs that exceed the total estimated cost of \$2,547,615.

Town of Morrisville  
Wake County  
U-5828  
44401.3.1

This Project consists of the construction of McCrimmon Parkway from SR 3015 (Airport Blvd) to SR 1002 (Aviation Parkway) in Morrisville. At the request of the Municipality, additional work to be included within the scope of the project shall include sidewalk on both sides of McCrimmon Extension. The Municipality shall be responsible for planning, design, right of way and utilities. The Department shall construct and administer the construction contract. The Municipality shall participate in the sidewalk and street lighting betterment costs in the amount of \$1,040,542. The Municipality shall maintain the betterments upon completion of the Project.

Town of Holly Springs  
Wake County  
C-5604JA  
43714.1.6  
43714.2.6  
43714.3.6

This Project consists of greenway construction to connect the east side of Town to the west side of Town by means of an existing pedestrian tunnel which was constructed with the NC 55 Bypass in Holly Springs. The Municipality is responsible for all phases of the Project. The Department shall reimburse 80% of approved eligible costs from CMAQ funds, not to exceed \$580,000. The Municipality will be responsible for providing the 20% (\$145,000) non-federal match for the CMAQ funds authorized and all costs that exceed the total estimated cost of \$725,000.

Town of Holly Springs  
Wake County  
U-5118JB  
42379.3.35

This Project consists of the construction of a superstreet on NC 55 Bypass at Sportsmanship Way in Holly Springs. The Municipality is responsible for all phases of the Project. The Department shall reimburse 80% of approved eligible costs from STP-DA funds, not to exceed \$1,200,000. The Municipality will be responsible for providing the 20% (\$300,000) non-federal match for the STP-DA funds authorized and all costs that exceed the total estimated cost of \$1,500,000.

City of Raleigh  
Wake County  
C-5604OD  
43714.3.8

This Project consists of the extension of Crabtree Creek West Greenway from the existing terminus at Lindsay Drive to the eastern boundary of Umstead State Park on Ebenezer Church Road in Raleigh. The Municipality is responsible for all phases of the Project. The Department shall reimburse 34% of approved eligible costs from CMAQ funds, not to exceed \$1,547,000. The Municipality will be responsible for providing the 66% (\$3,003,000) non-federal match for the CMAQ funds authorized and all costs that exceed the total estimated cost of \$4,550,000.

City of Raleigh  
Wake County  
U-5118OA  
42379.3.36

This Project consists of resurfacing, restriping, and signal modifications to implement addition for bike lanes on Blount Street, Person Street and Hoke Road to Wake Forest Road; also the conversion of Wake Forest Road to 3-lanes with bike lanes. The Municipality is responsible for all phases of the Project. The Department shall reimburse 72% of approved eligible costs from STP-DA funds, not to exceed \$1,274,400. The Municipality will be responsible for providing the 28% (\$495,600) non-federal match for the STP-DA funds authorized and all costs that exceed the total estimated cost of \$1,770,000.

City of Raleigh  
Wake County  
C-5604OC  
43714.2.7  
43714.3.7

This Project consists of a segment of the Walnut Creek Greenway, which will connect from the existing Walnut Creek Greenway at Trailwood Drive to NCSU Centennial Campus in Raleigh. The Municipality is responsible for all phases of the Project. The Department shall reimburse 67% of approved eligible costs from CMAQ funds, not to exceed \$683,400. The Municipality will be responsible for providing the 33% (\$336,600) non-federal match for the CMAQ funds authorized and all costs that exceed the total estimated cost of \$1,020,000.

TransLoc, Inc.  
Wake County  
32218

This Pilot Partner Agreement covers the terms and conditions by which the Department and TransLoc will develop and test an application that allows passengers (both rail and bus) to access trip-planning functions and transit connections to get to and from fixed-route services as part of the rail passenger marketing efforts. The Department will test the application for 3 months, with an option to extend for an additional 3 months. The cost to the Department is \$5,000.

Norfolk Southern Railway Company (NSR)  
North Carolina Railroad Company (NCR)  
Wake, Durham, Orange, Alamance, Guilford, Davidson, Rowan, Cabarrus and Mecklenburg Cos.  
32280

On December 19, 2001, the Department, NSR, and NCR entered into a Project Agreement covering various track and signal improvements and the maintenance thereof onto the North Carolina Railroad Company Corridor between Raleigh and Charlotte to increase passenger train speed, improve reliability, and decrease passenger travel time. This Project Agreement was previously amended on March 14, 2005 to update Indemnification and Contracting language. These agreements provided for reimbursement for maintenance of all improvements. This Supplemental Agreement amends the above agreements to extend the term for reimbursement for maintenance of the improvements for an additional 20 years.

#### Division 6

Town of Hope Mills  
Cumberland County  
U-5528A  
50078.3.1

The Project consists of construction of curb, gutter and sidewalk along the south side of Rockfish Road from Johnson Street to Golfview Road. This Supplemental Agreement is to provide additional funding in the amount of \$253,941 from Transportation Enhancement funds. The Municipality shall provide \$27,130 as the non-federal match.

#### Division 8

Aberdeen & Rockfish Railroad Company (AR)  
Hoke County  
80000.1.4.2

On August 20, 2014, the Department and AR entered into a Rail Freight Assistance Agreement to upgrade crossties and roadbeds between Mileposts 24.0-25.3, 27.4-31.2, and 36.0-38.0, which was funded through Freight Rail & Rail Crossing Safety Improvement (FRRCSI) funds. This Supplemental Agreement revises the scope of work to include repair work at the following Mileposts: 24.0-25.3, 28.2-31.2, 32.6-33.8, and 36.0-37.6. All other provisions of the agreement executed on August 20, 2014, shall remain the same.

Town of Taylortown  
Moore County  
3608.3.13

This Project consists of construction of concrete sidewalk along NC 211 and SR 1210 (Beulah Hill Church Road) in Taylortown, Moore County. The Department shall administer the construction contract. The Municipality shall acquire any needed right of way and assume maintenance of the sidewalk. The Department shall participate in the actual construction costs of the Project in an amount not to exceed \$78,200. Costs which exceed this amount shall be borne by the Municipality. This Agreement supersedes the original Agreement for this Project adopted on January 13, 2015.

#### Division 10

City of Charlotte  
Mecklenburg County  
U-5905  
46450.1.1  
46450.2.1  
46450.3.1

This Project consists of improvements along Lakeview Road (SR 2112) from Old Statesville Road (NC 115) to Reames Road (SR 2110) for the purpose of increasing vehicular capacity at key intersections along the corridor to facilitate movement to the Lakeview direct connect interchange. The Municipality shall be responsible for all phases of the Project. The Department shall participate in actual Project costs in an amount not to exceed \$9,000,000 in Bonus Allocation Funding. Costs which exceed this amount shall be borne by the Municipality.

City of Kannapolis  
Cabarrus County  
U-3440  
39010.3.2

This Project consists of NC 3 from the proposed West Side Bypass (U-2009) to SR 1691 (Loop Road). 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. At the request of the Municipality, the Department shall include in its contract the construction of new sidewalk, widening the outside lanes 2-ft to accommodate wider bicycle lanes, and upgrading to metal powder-coated signal poles. The Municipality shall reimburse the Department 30% (\$143,929) of the actual costs of the work for the sidewalk and 100% (\$280,744) of the actual costs of the work for the additional betterments. The estimated reimbursement from the Municipality is \$424,673.

City of Charlotte  
Mecklenburg County  
P-5208H  
50000.3.STR08T4F

This Project consists of the relocation of Grier Road over NCRR tracks to Old Concord Road (SR 2939) in Charlotte. This Supplemental Agreement is to modify the scope and increase funding. The Department shall reimburse the Municipality an additional \$27,810 in Project funds.

Intertape Polymer Corporation  
(IPC)  
Cabarrus County  
80000.3.1.7

This Rail Agreement covers approval of Freight Rail & Rail Crossing Safety Improvements (FRRCSI) and STI Economic Development funds to assist IPC with the construction of three (3) rail spur tracks off of the mainline switch at Milepost 368.50 to serve a proposed manufacturing facility. IPC will perform the work. The Department will participate in the cost of the project to the extent of 17.8%, or up to \$200,000 from FRRCSI funds, and up to \$122,500 from Economic Development funds. The estimated cost of the project is \$1,125,000.

Division 11

County of Wilkes  
44128

This Project consists of construction of a new 2 lane roadway from Call Street (NS) to Davidson Street (NS) to provide access to Wilkes Community College Health Science Campus in Wilkes County. The Department's original participation was \$300,000. This Supplemental Agreement is to provide an additional \$50,000 in small construction funds.

Division 12

City of Conover  
Catawba County

This Project consists of striping bicycle lanes for two miles along 1<sup>st</sup> Avenue, 7<sup>th</sup> Street Pl SW and a portion of 3<sup>rd</sup> Avenue SE. Pedestrian

<p>EB-5803 46459.3.1</p>	<p>improvements include crosswalks, pedestrian refuges, traffic calming, and a mid-block crossing on 7<sup>th</sup> Street Pl SW. The Municipality is responsible for all phases of the Project. The Department shall reimburse 80% of approved eligible costs from STP-DA funds, not to exceed \$399,001. The Municipality shall provide the 20% (\$99,751) non-federal match and all costs that exceed the total estimated cost of \$498,752.</p>
<p>City of Hickory Catawba County EB-5805 46462.1.1</p>	<p>This Project consists of the design of the Hickory CITYWALK, a 10-12 mile urban greenway system in downtown Hickory. The Municipality is responsible for all phases of the Project. The Department shall reimburse 80% of approved eligible costs from STPDA funds, not to exceed \$800,000. The Municipality will be responsible for providing the 20% (\$200,000) non-federal match and all costs that exceed the total estimated costs of \$1,000,000.</p>
<p>City of Hickory Catawba County 12.101811 9808837</p>	<p>This Project consists of design work including site layout, soil parameters, wall envelope and cost estimate for shoring associated with the repair of the US 70/7<sup>th</sup> Street Southeast sinkhole located in Hickory. The Department shall prepare the Project plans and specifications as needed to construct the Project. The Department will participate 50% (\$26,000) and the Municipality will participate 50% (\$26,000) towards the cost of the project. The estimated cost of the project is \$52,000.</p>
<p>City of Hickory Catawba County 12B.101811 9808132</p>	<p>This Project consists of an agreement for the reimbursement of the rental costs associated with the pumping equipment located at the sinkhole adjacent to US 70 and 7<sup>th</sup> Street Southeast in Hickory. The Municipality shall reimburse the Department for two-thirds of the rental costs incurred for the pumping rental equipment.</p>
<p>Gaston County C-5606E 43728.1.6 43728.2.6 43728.3.6</p>	<p>This Project consists of construction of a walking and biking trail connecting Gaston County Park and Gaston College with Technology Park. The Municipality is responsible for all phases of the Project. The Department shall reimburse 79% of approved eligible costs from CMAQ funds, not to exceed \$513,300. The Municipality will be responsible for providing the 21% (\$136,447) non-federal match and all costs that exceed the total estimated costs of \$649,747.</p>
<p>City of Bessemer City Gaston County C-5606B 43728.1.3 43728.2.3 43728.3.3</p>	<p>This Project consists of construction of a new sidewalk on the south side of W NC Highway 161 between S. 13<sup>th</sup> Street and S. 14<sup>th</sup> Street with crosswalks. The Municipality is responsible for all phases of the Project. The Department shall reimburse 79% of approved eligible costs from CMAQ funds, not to exceed \$158,000. The Municipality will be responsible for providing the 21% (\$42,000) non-federal match and all costs that exceed the total estimated costs of \$200,000.</p>
<p>City of Belmont Southern Benedictine Society, Inc.</p>	<p>This Lease Agreement provides the terms and conditions by which the Department and the Other Parties will lease to the Municipality</p>

Skye-Belmont, LLC  
6501 Wilkinson Blvd, LLC  
Sisters of Mercy of the Americas  
South Central Community, Inc.  
Virginia H. Feimster,  
Duke Energy Carolinas, LLC  
Parkdale America, LLC  
Alliance Real Estate III Inc.  
Chronicle Mill Land, LLC  
Belmont Community Organization  
(Other Parties)  
Gaston County

their portion of the interest in the right-of-way of the former Belmont Branch of the Piedmont and Northern Railroad from its intersection with SR 2093, Milepost SFF 1.56, to its intersection with Glenway Street, Milepost SFF 3.13 as authorized in Senate Bill 460 passed by the 2013 session of the General Assembly. The property will be used solely as a bicycle and pedestrian facility. The lease term will be for 10 years, with an automatic renewal for a successive 10 year period, subject to the Department's right to terminate upon resumption of active rail service. The lease fee is \$1 per year.

City of Belmont  
Southern Benedictine Society, Inc.  
Sisters of Mercy of the Americas  
South Central Community, Inc.  
(Property Owners)  
Gaston County

This Memorandum of Understanding (MOU) constitutes a statement of intent between the Department, the Municipality, and the Property Owners to lease to the Municipality the portion of the former Belmont Branch of the Piedmont and Northern Railroad right-of-way located on their respective properties as authorized in Senate Bill 460 passed by the 2013 session of the General Assembly. The leased properties may be used solely and exclusively for recreational use and for no other purpose. The Municipality will be responsible for all construction, upon approval of the Property Owners.

**SUMMARY: There are a total of 22 agreements for informational purposes only.**

Division 1

Martin County Board of Education  
Martin County  
36249.3644

This Project consists of asphalt pavement maintenance at Riverside High School, South Creek High School and Williamston Primary School. The County shall reimburse the Department \$90,000 for work performed by the Department. The estimated total cost of Project is \$90,000.

NC Department of Environmental  
Quality  
Dare County  
36249.3563

This Project consists of dredging in Hatteras Inlet. This Supplemental Agreement is to expand the scope and increase the funding participation. The Agency shall reimburse the Department an additional \$60,000 to cover the additional dredging costs associated with the Project.

Division 2

Town of Kinston  
Lenoir County  
2.105413

This Project consists of providing Street Sweeping of approximately 43.9 miles of state system streets, within the corporate limits of the Municipality. The Department shall reimburse the Municipality for the actual cost for labor and equipment not to exceed a maximum amount of \$24,364.50 for a minimum of three (3) sweeping cycles per year.

Division 3

Town of Holly Ridge  
Onslow County  
3.106713

This Project consists of providing Street Sweeping Services along US 17 within the Town limits. The Department shall reimburse the Municipality for the actual cost for labor and equipment not to

exceed a maximum amount of \$2,000 or \$500 per cycle for a minimum of four (4) sweeping cycles per year.

Town of Surf City  
Pender County  
3.107111

This Project consists of the installation of infiltration chambers and drop inlet on NC 210 (North New River Drive). The Department shall be responsible for all phases of the Project. The Municipality shall reimburse the Department \$7,000 for work performed by the Department. The estimated total cost of the Project is \$7,000.

Division 4

HealthPark at Forty Two West,  
Land, LLC  
Johnston County  
36249.3645

This Project consists of traffic signal review and inspection for the traffic signal at NC 42 and Johnston Medical Center-Clayton entrance/entrance to HealthPark. The Department will review the traffic signal plans and inspect the traffic signal installation. The Developer shall reimburse the Department one hundred percent (100%) of the actual cost of the Department's work. The estimated reimbursement is \$5,000.

Division 5

Scannell Properties #232, LLC  
Durham County  
36249.3658

This Project consists of the modification of existing traffic signal at SR 2028 (TW Alexander Drive) and SR 1959 (Miami Boulevard). The Department will review the traffic signal plans and inspect the traffic signal installation. The Developer shall reimburse the Department one hundred percent (100%) of the actual cost of the Department's work. The estimated reimbursement is \$5,000.

Scannell Properties #232, LLC  
Durham County  
36249.3659

This Project consists of the new signal installation at SR 2028 (TW Alexander Drive) at Stirrup Creek/Presidential Drive. The Department will review the traffic signal plans and inspect the traffic signal installation. The Developer shall reimburse the Department one hundred percent (100%) of the actual cost of the Department's work. The estimated reimbursement is \$5,000.

Research Triangle Foundation of  
North Carolina  
Durham County  
36249.3660

This Project consists of the signal upgrade at Davis Drive and I-40 Eastbound ramps/Park Drive. The Department will review the traffic signal plans and inspect the traffic signal installation. The Developer shall reimburse the Department one hundred percent (100%) of the actual cost of the Department's work. The estimated reimbursement is \$5,000.

Standard Pacific of the Carolinas  
Wake County  
36249.3661

This Project consists of the signal upgrade at NC 55 and Indian Wells Road/Morrisville-Carpenter Road. The Department will review the traffic signal plans and inspect the traffic signal installation. The Developer shall reimburse the Department one hundred percent (100%) of the actual cost of the Department's work. The estimated reimbursement is \$5,000.

Town of Cary  
Wake County  
50138.1.137

This Project consists of construction of left-turn lanes at the intersection of SR 1613 (Davis Drive) and SR 1619 (Waldo Road Blvd) in Cary. The Department shall perform the work. The Municipality shall reimburse the Department 100% of the actual cost

of all work performed by the Department, including administrative costs. The estimated cost is \$200,000.

Division 6

North Carolina Division of Parks  
and Recreation  
Lenoir County  
45857

This Project consists of the construction of a pedestrian bridge in Lake Waccamaw State Park. The Municipality shall be responsible for all phases of the Project. The Department shall participate in actual construction costs through Contingency Funds, in an amount not to exceed \$300,000. Costs which exceed this amount shall be borne by the Municipality.

Division 7

Charter Development Company,  
LLC  
Guildford County  
36249.3649

This Project consists of the providing a traffic signal installation at the intersection of US 70 (Burlington Road) and SR 2848 (Flemingfield Road). The Department will review the traffic signal plans and inspect the traffic signal installation. The Developer shall reimburse the Department 100% of the actual cost of the Department's work. The estimated reimbursement is \$5,000.

Town of Jamestown  
Guilford County  
EB-5517  
50033.3.1

This Project consists of construction of approximately 1400 feet of sidewalk along the north side of East Fork Road between the existing sidewalk and the existing Bicentennial Greenway Trail in Jamestown. This Supplemental Agreement is to extend the completion date for the Project to January 7, 2019 in lieu of August 31, 2016.

Division 9

Jemsite Development, LLC  
Forsyth County  
36249.3646

This Project consists of traffic signal review and inspection for Signal #09-0731 at the intersection of SR 1528 (Silas Creek Parkway) and SR 4463 (Fairlawn Drive). The Department will review the traffic signal plans and inspect the traffic signal installation. The Developer shall reimburse the Department 100% of the actual cost of the Department's work. The estimated reimbursement is \$5,000.

Winston-Salem Forsyth County  
Board of Education  
Forsyth County  
36249.3651

This Project consists of patching, crack sealing, and fog seal on school bus drives at Carver High School and Reagan High School in Forsyth County. The Department shall be responsible for all phases of the work. The Board of Education shall reimburse the Department 100% of the actual cost of the Department's work. The estimated cost is \$30,000.

Town of Rural Hall  
Forsyth County  
U-4741OJ  
39745.1.F27  
39745.2.F27  
39745.3.F27  
Division 12

This Project consists of the construction of sidewalks, curbing and drainage on NC 65 W. This Supplemental Agreement extends the completion date of the Project to October 22, 2018, in lieu of August 31, 2015.

H & A Property, LLC

This Project consists of the review and inspection of signal 12-1568

Lincoln County  
36249.3647

located at the intersection of SR 1379 (Webbs Road) and NC 16 Business. The Department will review the traffic signal plans and inspect the traffic signal installation. The Developer shall reimburse the Department 100% of the actual cost of the Department's work. The estimated reimbursement is \$5,000.

Catawba Valley Community  
College  
Catawba County  
36249.3648

This Project consists of the signal upgrade at signal 12-1556 located at the intersection of SR 1005 (Startown Road) and SR 2932 (Catawba Valley Boulevard)/College Drive South. The Department will review the traffic signal plans and inspect the traffic signal installation. The Developer shall reimburse the Department 100% of the actual cost of the Department's work. The estimated reimbursement is \$5,000.

Division 13

Town of Rutherfordton  
Rutherford County  
44767.3.1

This Project consists of the installation of a pedestrian actuated crossing system on US 74A, Railroad Avenue at 2<sup>nd</sup> Street between the Town of Spindale and the Town of Rutherfordton. The Department shall be responsible for all phases of the Project. The Department shall participate in the construction costs in the amount of \$34,000. The Town of Rutherfordton shall participate in the amount of \$17,000 and the Town of Spindale shall participate [through a separate agreement] in the amount of \$17,000. Costs which exceed the total estimated costs of \$68,000 shall be borne by the Department.

Town of Spindale  
Rutherford County  
44767.3.1

This Project consists of the installation of a pedestrian actuated crossing system on US 74A, Railroad Avenue at 2<sup>nd</sup> Street between the Town of Spindale and the Town of Rutherfordton. The Department shall be responsible for all phases of the Project. The Department shall participate in the construction costs in the amount of \$34,000. The Town of Spindale shall participate in the amount of \$17,000 and the Town of Rutherfordton shall participate [through a separate agreement] in the amount of \$17,000. Costs which exceed the total estimated costs of \$68,000 shall be borne by the Department.

Division 14

Evergreen Packaging  
Haywood County  
36249.3521

This Project consists of the installation of a rapid flashing beacon and pedestrian warning sign on SR 1643 at Bridge Street in Canton. This Supplemental Agreement is to expand the project scope to include the installation of a rapid flashing beacon at 890 Fibreville Road. The Developer shall reimburse the Department an additional \$12,400.

## Approval - Municipal Street System Changes

A motion was made by Board Member Tulloss, seconded by Board Member Fountain, to approve the following:

### Deletions from the State Highway System

Division	County	Municipality	Road	Termini	Length
9	Forsyth 2016_07_M001	Kernersville	SR 2636	To delete (SR 2636) Beeson Road	0.73

## Preliminary Right of Way Plans

A motion was made by Board Member Tulloss, seconded by Board Member Fountain, to approve the following:

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

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

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

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

### **(Division 4)**

**Johnston County; I.D. No. W-5204E; Project No. 45334.2.5:**  
SR 1524 (Old Drug Store Road) from Fawn Hill Court to NC 50

**Johnston County; I.D. No. U-3334B; Project No. 34929.2.5:**  
SR 1923 (Booker Dairy Road Extension) from SR 1003 (Buffalo Road) to US 301 (Brightleaf Boulevard)

### **(Division 5)**

**Granville County; I.D. No. C-5569; Project No. 50106.2.F1:**  
City of Oxford – Construct sidewalk and crosswalk enhancements at various locations

**(Division 7)**

**Guilford County; I.D. No. U-2525C; Project No. 34821.2.4:**

Greensboro Eastern Loop from US 29 North of Greensboro to SR 2303 (Lawndale Drive)

**PRELIMINARY RIGHT OF WAY PLANS**

**4 PROJECT(S)**

**\$0.00**

**Final Right of Way Plans**

A motion was made by Board Member Tulloss, seconded by Board Member Fountain, to approve the following:

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

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

**(Division 3)**

**Project No. 17BP.3.R.28; New Hanover County; I.D. No. N/A:**

Grading, drainage, paving and culvert on Greenfield Lake Culvert with the right of way indicated upon the final plans for said project.

**(Division 4)**

**Project No. 38533.2.3; Halifax County; I.D. No. B-4761:**

Grading, drainage, paving and structure on Bridge No. 29 over Little Fishing Creek on NC 561 with the right of way indicated upon the final plans for said project.

**(Division 9)**

**Project No. 34156.2.1GV2; Rowan/Davidson Counties; I.D. No. I-2304AC:**

Grading, drainage, paving and structures on I-85 from North of SR 2120 (Long Ferry Road, Exit 81) in Rowan County to North of NC 150 in Davidson County with the right of way indicated upon the final plans for said project.

**Project No. 34156.2.2GV2; Davidson County; I.D. No. I-2304AD:**

Grading, drainage, paving and structures on I-85 from North of NC 150 to US 29-52-70/I-85 Business with the right of way indicated upon the final plans for said project.

**(Division 10)**

**Project No. 42265.2.1; Cabarrus County; I.D. No. B-5123:**

Grading, drainage, paving and structures on Bridge No. 14 and 19 over Rocky River and Access Road on US 29 with the right of way indicated upon the final plans for said project.

**FINAL RIGHT OF WAY PLANS**                      **5 PROJECT(S)**                      **\$0.00**

**Revisions of the Final Right of Way Plans**

A motion was made by Board Member Tulloss, seconded by Board Member Fountain, to approve the following:

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

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

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

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

**(Division 6)**

**Project No. 36492.2.2; I.D. No. U-4444B; 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) 6 as presented at the June 30, 2016 Board of Transportation Meeting.

**REVISION FINAL ROW PLANS**                      **1 PROJECT(S)**                      **\$0.00**

**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 10)**

**Project 8.U672205, Parcel R-2248BB 918, I-485 (Charlotte Outer Loop) from North of I-85 to North of NC 27**

**Mecklenburg County**

Conveyance of an approximate 0.502-acre residue area to Andrew G. Zoutewelle for the high bid amount of \$12,500.00.



the conveyance of the permanent easement and temporary construction easement would cause no damage to the residue property. The Fayetteville Public Works Commission has agreed to the conveyance for \$900.00.

**CONVEYANCE OF PERMANENT UTILITY EASEMENT      1 PROJECT(S)      \$900.00**

**Approval of Advance Acquisition of Highway Right of Way**

A motion was made by Board Member Tulloss, seconded by Board Member Fountain, to approve the following:

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 Unit to acquire said properties either by negotiation or by condemnation through the Office of the Attorney General.

**Division 10**

**Property of Mahmud (Mike) and Melanie Kirdasi  
I.D. No. U-3467, Parcel #900,  
WBS 39019.2.1, F. A. Project N/A,  
County of Union**

**CONVEYANCE OF ADVANCE ACQUISITION      1 PROJECT(S)      \$0.00**

**R-ITEM SUMMARY      17 PROJECT(S)      TOTAL: \$12,010,600.00**

**Committee Reports**

Chair Curran – Chair of the Audit Committee, Audit Committee did not meet.

Chair Curran – Chair of the Road Naming Committee, provided an update.

Jake Alexander, Chair of the Highways Committee, provided an update.

John Lennon, Vice Chair of the Multi-Modal Committee, provided an update.

Cheryl McQueary, Chair of the Funding & Appropriation Strategies Committee, provided an update of the combined meeting of FAST and EDIR.

**Other Business**

**Adjournment**

There being no further business to come before the Board, the meeting was adjourned at 9:41 a.m.



A handwritten signature in black ink, appearing to be "John L. ...", is written over a horizontal line.

Chairman,  
North Carolina Board of Transportation

Attest:

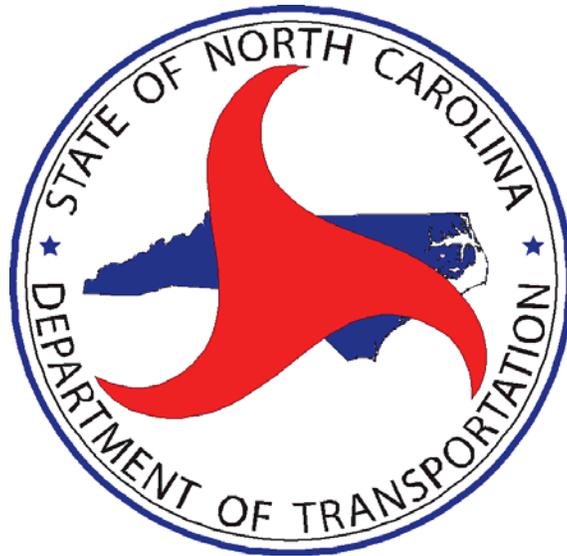
A handwritten signature in purple ink, "Lurea W. Batts", is written over a horizontal line.

Secretary to the Board of Transportation

Dated this 4 day of August, 2016

**NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC NOISE POLICY**



**Effective Date: TBD**

**Noise Policy Committee:** Glenn Mumford, PE .....Roadway Design Unit  
Drew Joyner, PE.....Human Environment Section  
Brian Hanks, PE.....Structures Management Unit  
Daniel Keel, PE.....Division of Highways  
Mike Mills, PE.....Division Engineer  
Pat Ivey, PE.....Division Engineer  
Greg Smith, PE.....Human Environment Section

**Sponsors:** Clarence Coleman, PE .....Federal Highway Administration  
Felix Davila, PE.....Federal Highway Administration  
Edward L. Curran.....Board of Transportation

**APPROVED BY:**

\_\_\_\_\_  
Date of Approval

\_\_\_\_\_  
John F. Sullivan, III, PE, Division Administrator  
Federal Highway Administration

\_\_\_\_\_  
Date of Approval

\_\_\_\_\_  
Nicholas J. Tennyson  
Secretary of Transportation

\_\_\_\_\_  
Date of Approval

\_\_\_\_\_  
Edward L. Curran, Chairman  
Board of Transportation

Person Responsible  
for Policy:

Gregory A. Smith, PE  
Traffic Noise & Air Quality Supervisor  
Human Environment Section  
1598 Mail Service Center  
Raleigh, North Carolina 27699-1598  
(919) 707-6087  
gasmith@ncdot.gov

## **DEFINITIONS**

- a) Decibel (dB) - The logarithmic unit for measuring sound pressure levels. For traffic noise measurements, decibels are most commonly reported in terms of the A-weighting frequency scale, which best includes the frequencies to which human hearing is typically most sensitive and is denoted by the abbreviation dB(A).
- b) Leq – The equivalent steady -state sound level which, in a defined period of time, contains the same amount of acoustic energy as a time-varying sound level during the same period of time.
- c) Receptor – Any location that receives traffic noise.
- d) Impacted Receptor – A receptor for which the predicted hourly equivalent traffic noise level 1) meets or exceeds the approach criteria value found in Table 1 on Page 4 of this policy or 2) exceeds the existing ambient noise level by 10 dB(A).
- e) Benefited Receptor - All receptors, both impacted and non-impacted, that receive a noise level reduction of 5 dB(A) or more through placement of a noise abatement measure.
- f) Noise Abatement Measure – Any method used to reduce traffic noise levels, such as noise walls and earthen berms.
- g) Worst Noise Hour – The hour within a day in which the highest magnitude hourly equivalent sound level occurs. The worst traffic noise hour typically occurs when traffic is flowing freely at a high volume relative to the peak traffic hour volume, with a high percentage of trucks.
- h) Practicable – Available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purposes.

## **INTRODUCTION**

This document represents the North Carolina Department of Transportation (hereinafter NCDOT) policy on highway traffic noise and construction noise and describes the implementation of the requirements of the Federal Highway Administration (hereinafter FHWA) Noise Standard at 23 Code of Federal Regulations Part 772 (23 CFR 772) as they relate to federal funded highway construction in North Carolina. This policy was developed by the NCDOT and reviewed and approved by the FHWA and the North Carolina Board of Transportation.

The North Carolina Department of Transportation Traffic Noise Analysis and Abatement Manual and 23 CFR 772 are intended to be companion documents to this policy.

## **PURPOSE**

This policy describes the NCDOT process that is used in determining traffic noise impacts and abatement measures and the equitable and cost-effective expenditure of public funds for noise walls. Where the FHWA has given highway agencies flexibility in implementing the 23 CFR 772 standards, this policy describes the NCDOT approach to implementation.

## **APPLICABILITY**

Projects with a Date of Public Knowledge on or after the effective date of this policy shall comply with the criteria of this policy.

### **Federal–Aid Projects**

This policy applies to all "Type I" federal or federal-aid highway projects in the State of North Carolina, including federal projects that are administered by local public agencies. NCDOT does not participate in nor fund Type II (retrofit) projects along existing transportation facilities. Noise analyses are not required for Type III projects. Each of these project types are defined below. This policy shall be applied uniformly and consistently to all Type I federal projects throughout North Carolina.

### **Type I Project**

- (a) The construction of a highway on new location; or,
- (b) The physical alteration of an existing highway where there is either:
  - (i) Substantial Horizontal Alteration. A project that halves the distance between the traffic noise source and the closest receptor between the existing condition to the future build condition; or,
  - (ii) Substantial Vertical Alteration. A project that removes shielding, therefore, exposing the line-of-sight between the receptor and the traffic noise source. This is done by either altering the vertical alignment of the highway or by altering the topography between the highway traffic noise source and the receptor; or,
- (c) The addition of a through-traffic lane(s). This includes the addition of a through-traffic lane that functions as a HOV lane, High-Occupancy Toll (HOT) lane, bus lane, or truck climbing lane; or,
- (d) The addition of an auxiliary lane, except for when the auxiliary lane is a turn lane; or,
- (e) The addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange; or,

- (f) Restriping existing pavement for the purpose of adding a through-traffic lane or an auxiliary lane; or,
- (g) The addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot or toll plaza.
- (h) If a project is determined to be a Type I project under this definition then the entire project area as defined in the environmental document is a Type I project.

**Type II Project.**

A Federal or Federal-aid highway project for noise abatement on an existing highway. For a Type II project to be eligible for Federal-aid funding, the highway agency must develop and implement a Type II program in accordance with 23 CFR 772.7(e).

**Type III Project**

A Federal or Federal-aid highway project that does not meet the classifications of a Type I or Type II project. Type III projects do not require a noise analysis.

The highway traffic noise prediction requirements, noise analyses, noise abatement criteria, and requirements for informing local officials in 23 CFR 772 and this policy constitute the noise standards mandated by 23 U.S.C. 109(1). All federally-funded highway projects developed in conformance with this policy shall be deemed to be in accordance with the FHWA noise standards.

**State-Funded Projects**

Projects that are state funded do not use the federal project type designation for applicability.

This policy will apply to state funded projects located on a US or Interstate route that is full control of access where the project involves adding a through-traffic lane.

All other state-funded projects for which an Environmental Assessment (EA) or Environmental Impact Statement (EIS) is prepared will comply with the North Carolina Environmental Policy Act (SEPA) and the North Carolina Administrative Code. For these projects, noise walls will be considered where practicable.

**DATE OF PUBLIC KNOWLEDGE**

The Date of Public Knowledge of the location and potential noise impacts of a proposed highway project is the approval date of the final environmental document, e.g., Categorical Exclusion (CE), State or Federal Finding of No Significant Impact (FONSI) or State or Federal Record of Decision (ROD).

The FHWA and NCDOT are not responsible for evaluating or implementing any noise walls to protect developed lands that were not permitted before the Date of Public Knowledge.

The criterion for determining when undeveloped land is permitted for development is the approval date of a building permit for an individual lot or site. Approval of a development plat or any other development plan does not meet the permitted criteria.

NCDOT advocates use of local government authority to regulate land development, planning, design and construction in such a way that noise impacts are minimized.

### **TRAFFIC NOISE PREDICTION**

All traffic noise analyses performed by or for NCDOT must utilize the most current version of the FHWA Traffic Noise Model (TNM®) or any other model determined by the FHWA to be consistent with the methodology of the TNM® model, pursuant to 23 CFR 772.9.

Average pavement type shall be used in the FHWA TNM® for future noise level prediction.

Noise contour lines may be used only for project alternative screening or for providing information to local officials for their land use planning efforts associated with undeveloped lands as per 23 CFR 772.17. Noise contours shall not be used for determining highway traffic noise impacts or assessing noise walls.

Traffic characteristics that yield the worst noise hour equivalent traffic noise levels, expressed in Leq(h), for the Design Year shall be used in predicting noise levels and assessing noise impacts.

Traffic noise prediction must adhere to all direction contained in the NCDOT Traffic Noise Analysis and Abatement Manual.

### **NOISE IMPACT DETERMINATION**

Noise walls for NCDOT highway projects are warranted and must be considered when traffic noise impacts are created by either of the following two conditions:

- (a) The predicted worst noise hour Leq(h) traffic noise levels for the Design Year approach (reach one decibel less than) or exceed the Noise Abatement Criteria (NAC) contained in 23 CFR 772 and in Table 1, found on page 4 of this policy, OR
- (b) The predicted worst noise hour Leq(h) traffic noise levels for the Design Year substantially exceed existing noise by 10 dB(A) or more.

A receptor is a discrete or representative location within a noise sensitive area(s) for any of the land uses listed in Table 1. For multifamily dwellings, each residence shall be counted as one receptor when determining impacted and benefited receptors. Non-residential receptors shall be

represented by Equivalent Receptors calculated according to direction contained in the NCDOT Traffic Noise Analysis and Abatement Manual.

Primary consideration shall be given to exterior areas where frequent human use occurs in the determination of traffic noise impacts.

A traffic noise analysis shall be completed for each project alternative under detailed study and for all receptors and Equivalent Receptors defined to represent land use activities A, B, C, D, and E listed in Table 1 that are present in the study area. FHWA approval is required for designating a Category A activity on federally-funded projects. Traffic noise analyses are not required for Category F activity land uses. Noise predictions are required for Category G activity land uses to the extent needed to develop estimated noise levels to provide to local officials for planning purposes.

<b>Table 1</b>			
<b>Noise Abatement Criteria</b>			
Hourly Equivalent A-Weighted Sound Level (decibels (dB(A)))			
Activity Category	Activity Criteria <sup>1</sup> Leq(h) <sup>2</sup>	Evaluation Location	Activity Description
A	57	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B <sup>3</sup>	67	Exterior	Residential
C <sup>3</sup>	67	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, daycare centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings
D	52	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios
E <sup>3</sup>	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F
F	--	--	Agriculture, airports, bus yards, emergency services, industrial, logging maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing
G	--	--	Undeveloped lands that are not permitted

<sup>1</sup> The Leq(h) Activity Criteria values are for impact determination only, and are not design standards for noise walls.

<sup>2</sup> The equivalent steady-state sound level which in a stated period of time contains the same acoustic energy as the time-varying sound level during the same time period, with Leq(h) being the hourly value of Leq.

<sup>3</sup> Includes undeveloped lands permitted for this activity category.

## **ANALYSIS OF NOISE ABATEMENT MEASURES**

When traffic noise impacts are identified and noise abatement is warranted, noise walls shall be considered and evaluated as being feasible for all impacted receptors and being reasonable for all benefited receptors. All of the following conditions must be met in order for noise walls to be justified and incorporated into project design, as applicable. Failure to achieve any single element of feasibility or reasonableness will result in the noise wall being deemed not feasible or not reasonable, whichever applies.

NCDOT will provide noise walls for all possible impacted receptors that meet the feasibility and reasonableness criteria found in this policy. Noise walls will not be extended solely to provide noise reduction for non-impacted receptors. Benefits for non-impacted receptors will only occur when they are incidental in noise walls designed for impacted receptors.

### **Feasibility**

The combination of acoustical and engineering factors considered in the evaluation of a noise wall.

- (a) Any receptor that receives a minimum noise level reduction of five dB(A) due to a noise wall shall be considered a benefited receptor. Noise reduction of five dB(A) must be achieved for at least two impacted receptors.
- (b) Engineering feasibility of noise wall(s) shall consider adverse impacts created by or upon property access, drainage, topography, utilities, safety, and maintenance requirements.

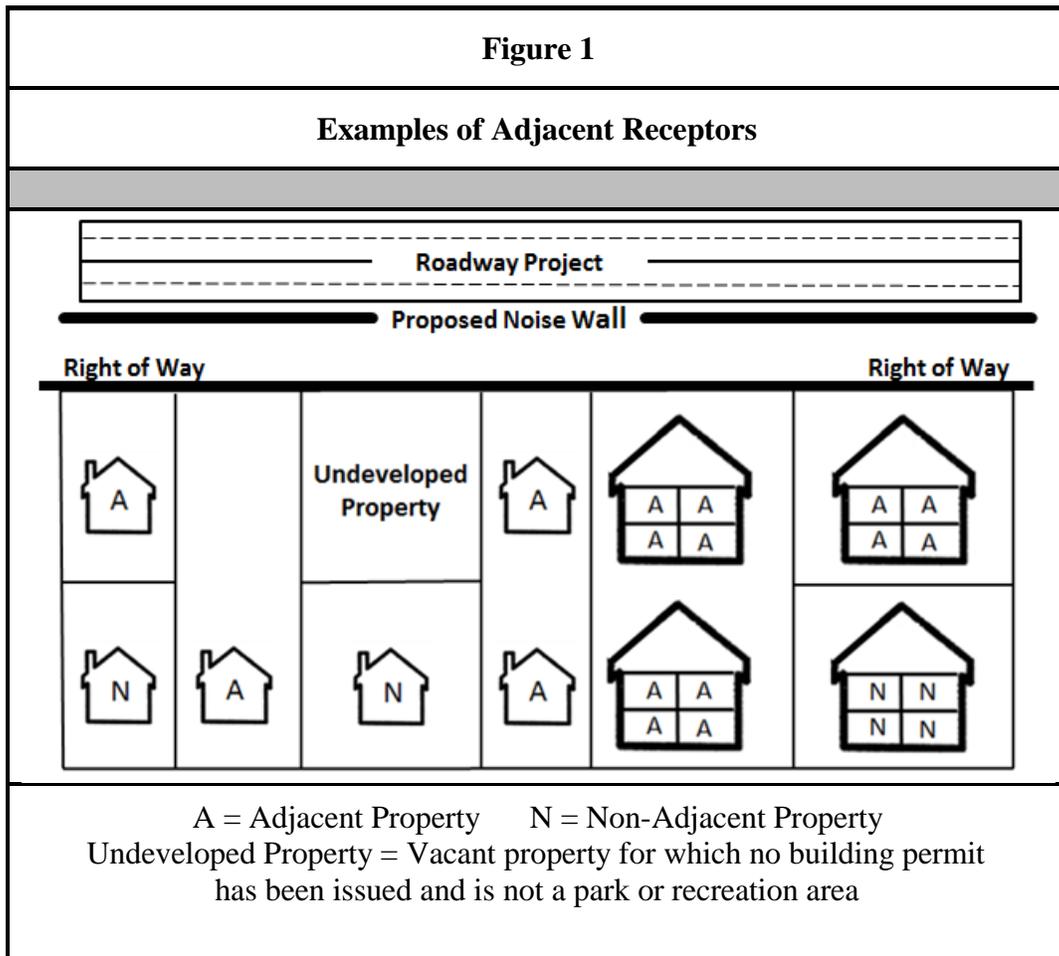
### **Reasonableness**

The combination of social, economic, and environmental factors considered in the evaluation of a noise wall.

- (a) Property owners and tenants of all benefited receptors shall be solicited to obtain their preferences for or against a proposed noise wall. No tenant ballots are distributed for vacant rental property. Points per ballot shall be distributed in the following weighted manner:
  - 5 points/ballot for adjacent property owners who reside at property
  - 4 points/ballot for adjacent property owners who rent property
  - 3 points/ballot for all non-adjacent property owners who reside at property
  - 2 point/ballot for all non-adjacent property owners who rent property
  - 1 point/ballot vote for all tenants of rental property

Adjacent Property is property that is immediately connected to highway right of way along property lines. Figure 1 provides graphic examples of Adjacent Property.

Owners of multi-unit rental locations will receive the applicable number of owner points for each individual benefited receptor (rental unit) owned.



If 50% or greater of all possible voting points from benefited receptors for each noise wall are received on the first solicitation, a simple majority of voting points cast will be used to determine if the proposed noise wall will be constructed.

If less than 50% of all possible points for each noise wall are received on the first solicitation, at the discretion of the Division Engineer, a second solicitation may be sent to benefited receptors who did not respond to the first solicitation.

If a second solicitation is conducted and 50% or greater of all possible voting points for each noise wall are received after the second solicitation, a simple majority of voting points cast will be used to determine whether or not the proposed noise wall will be constructed.

If less than 50% of total possible points for a noise wall are received after the second solicitation, the noise wall will not be constructed.

Noise walls will be constructed in the case of a tie (equal number of points for and against a noise wall).

After the effective date of this policy, all balloting used to solicit the viewpoints of benefited property owners and applicable residents/tenants, regardless of the Date of Public Knowledge, shall comply with the criteria of this policy.

- (b) The maximum allowable base quantity for noise walls per benefited receptor shall not exceed 1,500 ft<sup>2</sup>, with allowances for incremental increases based upon existing and predicted noise levels of all impacted receptors within each noise study area. Allowable quantities for noise walls are shown in Table 2.

For the purpose of calculating the incremental increase, the Noise Abatement Criteria (NAC) values for Activity Categories A, B, C, D, and E, as shown in Table 1, are to be used. It should be noted that this criteria differs from the NCDOT “approach” values used in traffic noise impact determinations.

Table 2		
Allowable Noise Wall Base Quantities		
Maximum Allowable Base Quantity	Noise Level Consideration	Noise Wall
		1,500 ft <sup>2</sup>
Average dB(A) Increase Between Existing and Future Build for All Impacted Receptors	< 5 dB(A)	+ 0 ft <sup>2</sup>
	5-10 dB(A)	+ 500 ft <sup>2</sup>
	> 10 dB(A)	+ 1,000 ft <sup>2</sup>
Average Exposure to Absolute Noise Levels for All Impacted Receptors	< 5 dB(A) Over NAC Activity Category	+ 0 ft <sup>2</sup>
	5-10 dB(A) Over NAC Activity Category	+ 500 ft <sup>2</sup>
	> 10 dB(A) Over NAC Activity Category	+ 1,000 ft <sup>2</sup>

- (c) A noise reduction design goal of at least 7 dB(A) must be evaluated for all benefited receptors. At least one benefited receptor must achieve the noise reduction design goal of 7 dB(A) to indicate the proposed noise wall effectively reduces traffic noise.

### **Other Considerations**

Prior to CE approval or issuance of a FONSI or ROD, NCDOT shall identify in all applicable environmental documents:

- (a) Noise walls that are feasible and reasonable,
- (b) Noise impacts for which no noise wall appears to be feasible and reasonable;
- (c) Locations where noise impacts will occur, where noise walls are feasible and reasonable, and the locations that have no feasible and reasonable noise walls.
- (d) Whether it is “likely” or “unlikely” that noise walls will be installed for each noise sensitive area identified. "Likely" does not mean a firm commitment. The final decision on the installation of noise walls shall be made upon completion of the project design, the public involvement process, concurrence with the NCDOT Policy, and FHWA approval.

### **Third Party Participation**

- (a) Third party funding of noise walls cannot be used to make up the difference between the reasonable quantity allowance and the actual quantity of noise walls. Third party funding is allowed only by public entities, and can only be used to pay for additional features such as landscaping and aesthetic treatments for noise walls that meet all feasible and reasonable criteria previously detailed in this policy.
- (b) Traditional highway construction resources pay for required noise walls. Should a local government request that materials be used that are more costly than the standard materials proposed by NCDOT, the requesting entity must assume 100% of the actual additional construction cost.
- (c) If a local government insists on the provision of a noise wall deemed not reasonable by NCDOT, a noise wall may be installed provided the local government assumes 100% of the costs and obtains an encroachment permit from NCDOT to perform the work. These costs include, but are not limited to, preliminary and final engineering, actual construction and all related maintenance. In addition, local governments must ensure that NCDOT's material, design and construction specifications are met. The local government must also assume 100% of the liability associated with the measure and hold harmless the NCDOT.
- (d) For (b) and (c) above, the settlement agreement shall be signed before third party noise wall design begins and payment shall be made to NCDOT in accordance with North Carolina General Statute 136-66.3(e).

## **ARCHITECTURAL TREATMENT OF NOISE WALLS**

The standard noise wall architectural treatment shall consist of:

- (a) Concrete columns; steel piles may be used when necessary to address site conditions adverse to the use of concrete columns;
- (b) Precast concrete panels textured on both sides;
- (c) No texture on the uppermost foot of each wall segment;
- (d) A single color of stain in brown or gray tones applied to both sides of textured panels;
- (e) No stain applied to the uppermost foot of each wall segment and the concrete columns.

All enhancements to this standard noise wall must be paid for in accordance with the Third Party Participation provisions in this policy.

NCDOT Division Engineers are responsible for determining noise wall textures and colors in their respective Divisions.

## **PUBLIC INVOLVEMENT**

Communication with the community regarding noise impacts and possible noise walls shall occur at the start of the noise study process and continue throughout the development of the project. NCDOT will communicate with citizens to present information on the nature of highway traffic noise and discuss the effects of noise walls and how public preferences for noise walls is solicited via a balloting process.

## **COORDINATION WITH LOCAL OFFICIALS**

NCDOT will provide all traffic noise analyses to local government officials whose jurisdiction a highway project is proposed within; this will occur as early in the project planning process as possible to protect future development from becoming incompatible with traffic noise levels. Specifically, environmental documents and design noise reports will contain information identifying areas that may be impacted by traffic noise, predicted noise level contour information, the best estimation of future noise levels for developed and undeveloped lands or properties in the immediate vicinity of the project and other appropriate design information. If requested, NCDOT will assist local officials with coordination and distribution of this information to residents, property owners and developers. NCDOT will provide information to assist local jurisdictions in the development of local noise controls, when requested. NCDOT strongly advocates the planning, design and construction of noise-compatible development and encourage its practice among planners, building officials, developers and others.

All noise study areas and any known noise wall locations will be presented and discussed at the Public Hearings and Public Meetings.

### **CONSTRUCTION NOISE**

To minimize the impacts of construction noise on the public, NCDOT shall:

- (a) Identify land uses or activities that may be affected by noise from construction of the project.
- (b) Determine the measures that are needed in the plans and specifications to minimize or eliminate adverse construction noise impacts to the community. This determination shall consider the benefits achieved and the overall adverse social, economic, and environmental effects and costs of the abatement measures.
- (c) Consider construction techniques and scheduling to reduce construction noise impacts to nearby receptors and incorporate the needed abatement measures in the project plans and specifications.

### **FEDERAL PARTICIPATION**

The costs of noise walls may be included in federal-aid participating project costs with the federal share being the same as that for the system on which the project is located when:

- (a) Traffic noise impacts have been identified; and
- (b) Noise walls have been determined to be feasible and reasonable pursuant to 23 CFR 772 and this policy.

### **REVIEW OF POLICY**

This policy shall be reviewed by the North Carolina Board of Transportation at least every five years.

**POLICIES AND PROCEDURES FOR PROCUREMENT AND  
ADMINISTRATION OF MAJOR  
PROFESSIONAL OR SPECIALIZED  
SERVICES CONTRACTS**

NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION



APPROVED	<div style="border-bottom: 1px solid black; height: 1.2em; margin-bottom: 2px;"></div> Director of Technical Services	Date
APPROVED	<div style="border-bottom: 1px solid black; height: 1.2em; margin-bottom: 2px;"></div> Division Administrator, FHWA	Date
Adopted by North Carolina Board of Transportation: June 30, 2016		

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## 1. INTRODUCTION AND PURPOSE

These policies and procedures are established as a guide for the preparation, execution and administration of contracts for professional or specialized services that exceed \$50,000 and which are executed in connection with the planning, design, maintenance, repair, and construction of transportation infrastructure and are obtained by the North Carolina Department of Transportation (NCDOT) in accordance with G.S. 136-28.1(f) and 23 CFR 172, as applicable. The implementation of this document will ensure that a qualified Firm is obtained through an equitable selection process and that the prescribed work is properly accomplished in a timely manner and at a reasonable cost.

These policies and procedures were developed in accordance with the following requirements:

- (1) General Statute Section 136-28.1 (f);
- (2) General Statute Sections 143-64.31, 143-64.32, and 143-64.33;
- (3) 23 Code of Federal Regulations Part 172 entitled “Procurement, Management, and Administration of Engineering and Design Related Services”;
- (4) General Statute Chapter 55B;
- (5) General Statute Chapter 89C;
- (6) 19A NCAC 02E.0700;
- (7) General Statute 147-64.7; and
- (8) 2 CFR 200 (except where inconsistent with 23 CFR 172).

The policies and procedures were specifically developed to provide detailed guidance for the implementation of Article 19A NCAC 02E.0700, Professional or Specialized Services, as found in the North Carolina Administrative Code. Additionally, NCDOT, as a direct recipient of Federal Aid Highway Funds, must comply with all applicable rules and regulations pertaining to the use of said funds. Therefore, NCDOT agrees to maintain written policies and procedures for the procurement, management, and administration of professional services and specialized services contracts, including those related to planning, environmental analyses, engineering and design. As such, the Federal Highway Administration (FHWA) shall approve the written policies and procedures, including all revisions, to assess compliance with applicable requirements. Unless a subgrantee uses this policy, NCDOT shall approve written policies and procedures, including all revisions to such policies and procedures, of a subgrantee to assess compliance with applicable requirements.

All NCDOT personnel involved with contracts for professional or specialized services shall comply with General Statute 133-32 (Gifts and Favors Regulated); the North Carolina Department of Transportation Personnel Manual, Section 8, entitled “Discipline, Appeals & Grievances”; and the most recent policy on Ethical Conduct as adopted by the Board of Transportation.

Due to the diversity of contract types, some portions of these policies and procedures may not be fully applicable to all situations. The Professional Services Management Unit (PSMU) shall be responsible for determining when deviations from these procedures are justified. The PSMU shall also be responsible for documenting, in writing, any deviation from these policies and procedures and obtaining FHWA approval if needed.

Subgrantees shall follow the policies and procedures when utilizing professional or specialized services, unless said subgrantee is using its own policies and procedures approved by NCDOT. When subgrantees administer Federal-aid funds (as with Bridge Replacement projects), the subgrantees shall obtain NCDOT approval, in writing, prior to contracting with a Firm.

## 2. DEFINITIONS

The following definitions are for the purpose of clarifying and describing words and terms used herein.

**Agreement/Contract** – A generic term for any number of document types referred to herein, i.e. Limited Services Contract, Limited Services Agreement, Project-Specific Contract, etc.

**Contract Amendment** – A formal agreement which modifies the terms of the original contract, or any subsequent supplemental agreement(s).

**Contract Initiator** – The individual(s) responsible for requesting approval from the Division or other Business Unit to solicit proposals for professional or specialized services. The Contract Initiator will be a Unit Head or equivalent level of management, or his/her designee.

**Cost Per Unit of Work** – A method of compensation based on an agreed cost per unit of work which may include labor, overhead, fee (profit margin) and other non-salary direct costs.

**Cost-plus-Overhead-plus-Profit (Cost-Plus)** – A method of compensation based on the actual allowable and documented cost for labor, overhead, cost of capital, and other non-salary direct costs incurred by the Firm performing the work plus fee. This contracting type replaces the previous “Cost plus Fixed Fee” contract type.

**Cost Proposal** – A detailed submittal specifying the number of workdays required and the compensation requested for the performance of the specific scope of services as defined by NCDOT.

**Disadvantaged Business Enterprise (DBE)** – A for-profit small business concern-- (1) That is at least 51 percent owned by one or more individuals who are both socially and economically disadvantaged or, in the case of a corporation, in which 51 percent of the stock is owned by one or more such individuals; and (2) Whose management and daily business operations are controlled by one or more of the socially and economically disadvantaged individuals that own it.

As used in this document, the term Disadvantaged Business Enterprise (DBE) is as defined above for Federally-funded projects. The term DBE, as used in this document, takes on the meaning of Disadvantaged Minority-owned Business/Business Enterprise (MBE) and Disadvantaged Women-owned Business/Business Enterprise (WBE) for state-funded projects.

**Firm** – Also referred to as “Consultant”, “Subconsultant”, “Professional or Specialized Services Firm (PSSF)”, “Prime Firm”, “Contracting Firm”, or “SubFirm”. A private agency, corporation, organization, business or individual offering qualified professional or specialized services.

**Fee (Operating Margin, Profit Margin or Profit)** – A percentage applied to cost-plus-overhead that represents the operating margin (profit) for a Firm on any particular contract or task order. The establishment of a fee (profit margin) shall be project specific and shall take into account the size,

complexity, duration and degree of risk involved in the work. If a fee higher than the standard fee is utilized, it must be justified by the Firm and approved in writing by the Professional Services Management Unit, or its delegate. This must occur prior to the cost proposal submittal.

**Letter of Interest (LOI) (Proposal)** – An expression of interest by a Firm for performing specific services as advertised by NCDOT..

**Limited Services Contract (LSC) (or Agreement) (LSA)** – An “as-needed basis” contract established for a maximum dollar amount for professional or specialized services to be performed during a specified contract period, generally not to exceed an initial three year term, but may have time provisions to extend the contract to a lifespan of up to five years. As needed, during the contract period, a scope of services, schedule, and total compensation are negotiated with the Firm for the performance of an individual assignment (or task order) of professional or specialized service, as defined by the Agreement. The scope of services, schedule, and compensation for each individual assignment are documented in a Notice to Proceed. NCDOT may elect to utilize up to the maximum amount of the Agreement during the contract period or may elect not to negotiate with the Firm for any services during the contract period.

**Lump Sum** – A fixed price including labor, overhead, non-salary direct costs, and fee for the performance of specific services.

**Multiphase Contract** – A contract where the solicited services may be divided into phases, whereby the specific scope of work and associated costs may be negotiated and authorized by phase(s) as the project progresses.

**Non-Salary Direct Costs** – Charges, except for labor, which are customarily job or project related, including but not limited to, travel, document reproduction, subsistence, etc. Phones, computer usage, tablets (or other personal computing devices), Data Plans, and Wi-Fi costs are not allowed to be billed directly as these charges are recovered through Overhead.

**Overhead** – A Firm’s indirect costs, stated as a percentage of direct labor, including general administrative expenses plus employee fringe benefits. Fringe benefits may include employer’s portion of FICA, comprehensive health insurance, group life insurance, unemployment contributions to the state, vacation, sick leave, holidays, workers’ compensation and other such benefits.

**Professional or Specialized Services** – Services such as, but not limited to, project management, construction engineering and inspection, feasibility studies, planning and environmental (human and natural) surveys and studies, preliminary engineering, design engineering, design, redesign, engineering, surveying, mapping, geotechnical investigations, architectural related services, visualization, simulation studies, technical assistance and transportation services studies. Also, professional services of an architectural or engineering nature, as defined by North Carolina law, which are required to or may logically or justifiably be performed or approved by a person licensed, registered, or certified to provide the services with respect to a highway construction project.

**Professional Services Management Unit (PSMU)** – The unit responsible for the advertisement, selection, contract preparation, and execution of professional or specialized services contracts between the Department and Professional or Specialized Services Firms.

**Project Manager** – The individual responsible for oversight of the project work after the contract is executed.

**Project-Specific Contract** – A contract between NCDOT and consultant for the performance of services and defined scope of work related to a specific project or projects. The fully-executed Project-Specific Contract represents the full scope of services required by NCDOT.

**Purchase Order (PO)** – A “contract” that represents a Task Order or Work Order assignment given to a Firm, generally under a Limited Services Contract. Generally, a PO is a Notice to Proceed to perform services (related to project(s), scope(s) of services, period of time), to be completed for a NCDOT Business Unit or Division, and can be paid under any of the terms listed in the section “Payment Methods” of this document.

**Scope of Services** – All services, actions, and physical work required by NCDOT to achieve the purpose and objectives defined in the contract. Such services may include the furnishing of all required labor, equipment, supplies, and materials except as specifically stated.

**Small Professional Services Firm (SPSF)** – A Firm that meets size standards defined by the Small Business Administration regulations, 13 CFR Part 121 under the North American Industrial Classification System. The SPSF program is a race, ethnicity, and gender neutral program designed to increase the availability of consulting opportunities for small businesses on federal and state funded contracts.

**Specific Rate(s) of Compensation** – A method of compensation based on an agreed cost per hour of work including labor, overhead, and fee (profit margin). Non-salary direct costs are charged and reimbursed separately.

**Subgrantee** – A local government, public authority, profit or non-profit legal entity which receives Federal-Aid funds through NCDOT.

**Termination Clause** – A contract clause which allows NCDOT to terminate, at its discretion, the performance of work, in whole or in part, and to make final payment in accordance with the terms of the contract.

### 3. ROLES AND RESPONSIBILITIES

NCDOT shall sustain organizational capacity and provide the resources necessary for the procurement, management, and administration of professional and specialized services, reimbursed in whole or part with Federal Aid Highway Funds, as follows.

The Technical Services Director is responsible for:

- Obtaining the approval of the Secretary of Transportation on award of professional and specialized services contracts and approving contract executions, supplementals, and amendments;
- Approving emergency procurements;
- Approval of Sole Source contract requests; and
- Ensuring the organizational capacity and resources exist to manage and administer the procurement of engineering and design related consultant services.

The Professional Services Management Unit (PSMU) is responsible for:

- Preparing and maintaining written policies and procedures for the procurement, management, and administration of professional and specialized services, and ensuring its coordination and approval by the FHWA and adoption by the North Carolina Board of Transportation;
- Establishing a procedure for estimating the level of effort, schedule, and costs of needed consultant services and associated agency staffing and resources for management and oversight in support of project authorization requests submitted to FHWA for approval;
- Procuring engineering and design related consultant services in accordance with applicable federal and state laws, regulations, and approved policies and procedures;
- Soliciting Letters of Interest, qualifications, or proposals from prospective consultants;
- Preventing, identifying, and mitigating conflicts of interest for employees of both the contracting agency and consultants and promptly disclosing in writing any potential conflict to NCDOT and FHWA, as applicable;
- Verifying prequalification status of consultants submitting Letters of Interest or proposals (which further verifies suspension and debarment actions and eligibility of consultants as determined through the prequalification process);
- Determining, based upon this policy and the size and complexity of a project, the need for additional discussions or interviews following submission and evaluation of Letters of Interest or proposals;
- Negotiating contract modifications;
- Assessing administrative, contractual, or legal remedies in instances where consultants violate or breach contract terms and conditions, and providing for such sanctions and penalties as may be appropriate;
- Providing consultation, training and support, as needed, for Business Units/Divisions or other users to ensure consistent application of this document; and
- Resolving disputes in the procurement, management, and administration of engineering and design related consultant services.

The Business Unit / Division is responsible for:

- Ensuring that adequate staffing is available to serve in responsible charge of projects to monitor and administer consultant service contracts. The Business Unit (including Divisions, Branches, Units, and/or any other similar designations that may be used by NCDOT) is responsible for managing, and administering professional and specialized services in accordance with applicable federal and state laws, regulations, and approved policies and procedures, including but not limited to:
  - Preparing scopes of work;
  - Preparing the in-house estimate;
  - Establishing elements of contract costs, validating indirect cost rate(s) for application to contracts, and assuring consultant compliance with federal cost principles;
  - Ensuring consultant costs billed are allowable in accordance with federal cost principles and consistent with the contract terms including the acceptability and progress of the consultant's work;
  - Monitoring the consultant's work and compliance with the terms, conditions, and specifications of the contract;

- Evaluating and participating in decisions for contract modifications;
- Being familiar with the qualifications and responsibilities of the consultant's staff and evaluating any requested changes in key personnel;
- Ensuring the correct usage of proposed subconsultants per the selected Firm's Letter of Interest;
- Preparing a consultant's performance evaluation when services are completed and using and/or supplying such performance data to the PSMU for use in future evaluation and ranking of consultant(s) to provide similar services;
- Closing-out contracts or purchase orders;
- Retaining supporting programmatic and contract records;
- Determining the extent to which the consultant responsible for the professional quality, technical accuracy, and coordination of services may be reasonably liable for costs resulting from error and omission in the work furnished under its contract; and
- Initiating, implementing, and terminating POs under LSCs.

The Consultant Utility Rail and Turnpike Unit (CURT) of the Office of Inspector General is responsible for:

- Conducting audits (formal examinations) in accordance with professional standards of a consultant's accounting systems, incurred cost records, and other cost presentations to test the reasonableness, allowability, and allocability of costs in accordance with federal cost principles (as specified in 48 CFR part 31);
- Establishing or accepting indirect cost rates for consultants in accordance with federal cost principles and in accordance with 23 CFR 172.11;
- Reviewing procurement documents to ensure that established rates are being utilized; and
- Establishing consultant direct salary or wage rates based upon an objective assessment of the reasonableness of proposed rates.

The Consultant is responsible for:

- Accounting for costs appropriately and maintaining records. The records should, include supporting documentation that is adequate to demonstrate costs claimed have been incurred are allocable to the contract, and comply with federal cost principles;
- Ensuring the correct usage of proposed subconsultants per the selected Firm's Letter of Interest;
- Updating indirect cost rates on an annual basis in accordance with the consultant's annual accounting period and in compliance with federal cost principles;
- Certification of final indirect costs in accordance with 23 CFR 172(b)(3); and
- Ensuring that prequalification information is updated in accordance with the requirements prescribed by NCDOT's prequalification requirements.

The Office of Civil Rights is responsible for:

- Procuring, administering, and managing contracts for DBE Supportive Services and OJT Supportive Services, as necessary to meet approved program objectives;

- Adhering to these Policies and Procedures in the procurement process;
- Developing and implementing process steps to address issues that are apropos to the Office of Civil Rights;
- Ensuring that proposals are solicited from such qualified sources as will assure the competitive nature of the procurement with a conscientious effort to utilize the services of qualified disadvantaged or minorities or women's enterprises;
- Developing a process to ensure that consultants are qualified to perform the scope of services;
- Working with the CURT Unit to establish direct salary and wage rates for proposed consultants; and
- Assuming all other roles of the Professional Services Management Unit and the Business Unit/Division as outlined above.

#### **4. CERTIFICATION AND PREQUALIFICATION**

NCDOT is committed to ensuring that all North Carolina businesses have the opportunity to participate in professional and specialized services contracts. NCDOT shall ensure that Disadvantaged Business Enterprises (DBE) have opportunity to participate in the performance of contracts financed in whole or in part with federal funds; and Minority Business Enterprises (MBE) and Women Business Enterprises (WBE) have opportunity to participate in the performance of contracts financed with non-federal funds.

When DBE program participation goals cannot be met through race-neutral measures, additional DBE participation on engineering and design related service contracts may be achieved in accordance with NCDOT's FHWA approved DBE program by the use of an evaluation criterion in the qualifications-based selection of consultants or the establishment of a contract participation goal. However, the use of quotas or set-asides for DBE consultants is prohibited.

In an effort to ensure that participation goals are met through race-neutral measures, NCDOT strongly encourages the use of Small Professional Services Firms and gives consideration to consultants that commit to the use of SPSFs in the performance of contracts.

The List of Prequalified Private Consulting Firms (The Directory of Firms) is provided as an informational source for prime contractors, subcontractors, and consultants as well as local and federal agencies.

##### *Certification*

The Directory of Firms is a real-time consolidated list of Firms that have been certified through North Carolina's Unified Certification Program as Disadvantaged Business Enterprises (DBE), Airport Concession Disadvantaged Business Enterprises (ACDBE), Small Professional Services Firms (SPSF), Minority Business Enterprises (MBE), Women Business Enterprises (WBE), and/or Small Business Enterprises (SBE). Certification information is maintained by the Department.

## *Prequalification*

NCDOT maintains a List of Prequalified Private Consulting Firms (The Directory of Firms) that have been approved to perform professional or specialized services. Firms must be prequalified to perform the specific discipline of work or service it will be performing on the project for NCDOT. Prequalification by NCDOT does not relieve the Firm of responsibility for determining if the subconsultants selected are, in fact, qualified to perform the work for which it is engaged.

A Firm may be considered for the List of Prequalified Private Consulting Firms by furnishing NCDOT with information describing the Firm's area(s) of expertise, experience, present activities, and financial qualifications. This may be accomplished by submitting a Private Consulting Firm Qualifications application, proof of registration with the North Carolina Secretary of State's Office, the North Carolina Board of Registration for Professional Engineers and Land Surveyors, if applicable, and any other additional information as requested. Applications must be completed online at <https://connect.ncdot.gov/business/consultants/Pages/default.aspx>. Once it is determined by review of aforementioned information that the Firm has the required expertise, resources, and staff to perform the services for NCDOT, the Firm will be added to the List of Prequalified Private Consulting Firms.

A Firm which is not on the List of Prequalified Private Consulting Firms must submit the required information prior to submitting its Letter of Interest for any advertised project.

In order for a Firm to remain on the List of Prequalified Private Consulting Firms, it will be required to renew its application and provide any other information as requested by NCDOT prior to the Firm's renewal date each year.

Firms that do not provide this updated information annually, as requested, will be removed from the List of Prequalified Private Consulting Firms.

## **5. PROCUREMENT METHODS**

The procurement of professional and specialized services funded by either State or Federal Aid Highway Program funds shall be conducted in accordance with one of four (4) methods:

a) Competitive negotiation (qualifications-based selection) procurement

The Department will use a competitive negotiation method for the procurement of engineering and design related services when either State or Federal Aid Highway Program funds are involved in the contract. The solicitation, evaluation, ranking, selection, and negotiation will comply with the qualification-based selection procurement procedure for architectural and engineering services as described/defined in those legal references given in Section 1. "INTRODUCTION AND PURPOSE".

b) Small Purchasing Threshold Procurement

NCDOT shall comply with the state's small purchase threshold for the procurement of engineering and design related services when either State or Federal Aid Highway Program funds are involved in a contract that does not exceed \$50,000. The following restrictions shall apply to the use of this procurement method:

- i. The scope of work, project phases, and contract requirements shall not be broken down into smaller components solely to permit the use of small purchase procedures.
- ii. A minimum of three Firms must be reviewed. In cases where only two qualified Firms respond to the solicitation, NCDOT may proceed with evaluation and selection as long as the solicitation did not contain conditions or requirements which arbitrarily limited competition. NCDOT may pursue procurement following the noncompetitive method when competition is determined to be inadequate and it is determined to not be feasible or practical to compete again under a new solicitation.
- iii. Negotiated contract costs must pass the allowability test for federal cost principles.
- iv. The full amount of any contract modification or amendment that would cause the total contract amount to exceed \$50,000 is ineligible for Federal-aid funding. The FHWA may withdraw all Federal-aid from a contract if it is modified or amended above the established small purchase threshold.

c) Non-competitive procurement – EMERGENCY CONDITIONS

When an emergency occurs, these procedures, or portions thereof, may be waived by the Secretary of Transportation or his/her designee pursuant to G.S. 136-28.1(e). In an emergency, a professional/specialized Firm may be selected, negotiations conducted, and a contract executed at the direction of the Director of Technical Services or designee as necessary to address the emergency conditions.

When Federal-Aid Highway funds are used in the contract, the Director of Technical Services or designee shall submit justification for emergency selection and receive approval from FHWA before proceeding with the procurement of services, if required by FHWA.

d) Non-competitive procurement – SOLE SOURCE

These procedures, or portions thereof, may be waived by the Technical Services Administrator, or his/her designee, for the sole source selection of a Firm under any of the following conditions:

- a. Sole source selection may be used when the service is available only from a single source;
- b. Sole source selection may be used after solicitation of a number of sources, competition is determined to be inadequate; or
- c. Sole source selection may be used when it has been determined that there is an emergency which does not permit time to conduct contract negotiations.

Sole source selection may only be used when it is in the public interest and economically advantageous to NCDOT. Selection of a sole source Firm will be contingent upon satisfactory negotiation for the service.

When Federal-Aid Highway funds are involved, the PSMU/Business Unit/Division shall submit justification for sole source selection and receive approval from FHWA prior to proceeding, if required by FHWA.

## 6. PROCUREMENT PROCESS

Generally, all competitive procurements for professional or specialized services will follow prescribed steps to ensure consistency, transparency and equity in the process. Following are the high-level steps that are used to solicit and award contracts (i.e. Limited Services Agreements, Project-Specific Contracts, and Multiphase Contracts) to qualified Firms:

- A. Solicit Letters of Interest (LOI)
- B. Assemble the Selection Committee
- C. Select the Firm(s)
- D. Negotiate the Contract
- E. Execute the Contract

(Note: Sections A, B, C do not necessarily apply to POs under LSCs.)

### A. Solicit Letters of Interest (LOI)

The Contract Initiator is responsible for determining when professional or specialized services are needed. If the Business Unit Head or Division Engineer agrees with the Contract Initiator that justification exists, he/she will approve the use of a professional or specialized services Firm. Upon determining need, the Contract Initiator shall request approval from the PSMU to solicit Letters of Interest (LOI). The request shall be in writing and shall include the type of services and specific justification for the services to be performed by a professional or specialized services Firm, such as (1) lack of manpower, (2) lack of expertise, or (3) other reasons. A copy of the request shall be maintained by the Contract Initiator's Business Unit Head or Division Engineer, or his/her designee.

The PSMU, or its representative, shall be responsible for preparing the request for LOI. The request shall contain information describing the location of the project(s) (if applicable); the types and scopes of services that reflect a clear, accurate, and detailed description of the technical requirements for the services to be rendered; shall specify length of contract and the method(s) of payment, the estimated procurement schedule, and shall indicate the evaluation criteria to be used in the selection process, along with the respective weights and each evaluation factor.

Letters of Interest will be solicited to determine the Firms interested and capable of performing professional or specialized services within the desired time period. Solicitation shall be by published advertisement in the North Carolina Purchase Directory. This is maintained by the Department of Administration (<http://ncadmin.nc.gov/businesses/vendors-state-contracts>) and the Connect NCDOT website (<https://connect.ncdot.gov/letting/Pages/Private-Engineering-Firm-Advertisements-.aspx>).

Solicitation for interest may also be by direct contact to selected Firms from the List of Prequalified Private Consulting Firms found in the Directory of Transportation Firms. When NCDOT elects to send the request for LOI via direct mail, the request will be mailed the day before the scheduled advertisement.

The LOI shall be submitted to the PSMU by the date designated in the advertisement, usually two (2) weeks following the date of the advertisement. Deviation from prescribed terms in the advertisement may result in an automatic disqualification of the Firm for the advertised work, unless such instance is waived by the PSMU.

A copy of the advertisement and LOI submitted by the selected Firm and the first and second alternate shall be maintained by the PSMU.

B. Assemble the Selection Committee

The Selection Committee will consist of a Chairperson and at least two (2) other members with experience in the type of service(s) to be contracted. The Chairperson will be the Professional Services Unit Manager or his/her designee. The other members may be Business Unit representatives, Division representatives, or other stakeholder representatives. All will be appointed on a case-by-case basis. When federal funds are used as compensation for solicited services, a representative of the FHWA will be invited to sit with the committee. A representative of the CURT Unit of the Office of Inspector General and the OCR/Business Development Specialist will be notified and invited to sit with the Selection Committee. No employee of the contracting agency shall participate in the selection, award, or administration of a contract if a conflict of interest, real or apparent, could be involved. Based on the input from the Selection Committee, the Chairperson will be responsible for the final decision on the approval of a professional or specialized services Firm.

The Selection Committee shall evaluate consultant proposals based on the criteria established and published within the public solicitation. While the contract is with the consultant, proposal evaluations shall consider the qualifications of the consultant and identified subconsultants within the proposal as it pertains to the scope of work and established criteria.

C. Select the Firm(s)

Evaluation of the interest expressed by qualified Firms is based on the evaluation factors and respective weights specifically stated in the solicitation, and any other data pertinent to the contract under consideration. This may include past performance, applicable work experience, present workload, project team, staffing capabilities, capacity, etc.

Criteria used for evaluating, ranking, and selecting consultants to perform professional and specialized services must assess proven, demonstrated competence and qualification for the type of professional services solicited.

Qualifications-based factors may include, but are not limited to, technical approach (e.g., project understanding, innovative concepts or alternatives, quality control procedures), work experience, specialized expertise, professional licensure, staff capability, workload capacity, and past performance.

- Price shall not be used as a factor in the evaluation, ranking, and selection phase. All price or cost related items which include, but are not limited to, cost proposals, direct salaries/wage rates, indirect cost rates, and other direct costs are prohibited from use in evaluation criteria.
- In-State or local *preference* shall not be used as a factor in the evaluation, ranking, and selection phase.

The following non-qualifications based evaluation criteria are permitted as follows and provided the combined total of these criteria do not exceed a nominal value of 10 percent of the total evaluation criteria to maintain the integrity of a qualifications-based selection:

- A local *presence* may be used as a nominal evaluation factor where appropriate. This criteria shall not be based on political or jurisdictional boundaries and may be applied on a project-

by-project basis for contracts where a need has been established for a consultant to provide a local presence, a local presence will add value to the quality and efficiency of the project, and application of this criteria leaves an appropriate number of qualified consultants, given the nature and size of the project. If a consultant from outside of the locality area indicates as part of a proposal that it will satisfy the criteria in some manner, such as establishing a local project office, that commitment shall be considered to have satisfied the local presence criteria.

- The participation of qualified and certified Disadvantaged Business Enterprise (DBE) subconsultants may be used as a nominal evaluation criterion where appropriate in accordance with 49 CFR Part 26 and the Department's FHWA-approved DBE program.
- NCDOT has an overall DBE goal which is established once every three years for federally-funded projects. NCDOT also has overall MBE and WBE goals which are also established once every three years for state funded projects. Project goals may be set on professional services projects to help meet overall goals. The Firm, subconsultant, and subfirm shall not discriminate on the basis of race, religion, color, creed, national origin, age, disability/handicap or sex in the performance of a contract.

The Selection Committee shall review and evaluate all responsive LOI submittals. For Limited Services Contracts, the NCDOT Selection Committee may, at the agency's discretion, choose any number of Firms to provide the services solicited. For Project-Specific Contracts, or Multiphase Contracts, the Selection Committee may, at NCDOT's discretion, shortlist a minimum of three (3) Firms to be interviewed from those deemed most qualified (except where fewer than three (3) are available). These Firms shall be listed in descending order of preference based on the Selection Committee's review and analysis of the Letters of Interest. The Committee may elect to interview all or some of these Firms prior to establishing the order of preference.

After reviewing qualifications, if Firms are equal on the evaluation review, the qualified Firms with proposed SPSF (Small Professional Services Firm) participation will be given priority consideration in the procurement of professional and specialized service contracts.

When several projects are under consideration simultaneously, a Firm shall be selected for each project and two (2) alternates may be selected for the entire group at the discretion of the Selection Committee.

When selecting Firms for Limited Services Agreements, alternates need not be selected.

The PSMU shall notify the Firm(s) chosen by the Selection Committee and request salary rates, overheads, etc., and request a meeting to review the scope of services.

A copy of the evaluation of the Firms and the results of the Selection Committee meeting shall be maintained by the Professional Services Management Unit.

#### D. Negotiate the Contract

This section is tailored to negotiating a Limited Services, Project-Specific or Multiphase Contract. The process is similar for negotiation of Purchase Orders assigned under Limited Services Contracts. PSMU's duties regarding its functions for negotiation/execution of POs under LSCs have been divested to the Business Units/Divisions if they so choose to perform those duties.

A meeting with the selected Firm shall be scheduled to discuss the scope of the proposed services. The discussions will vary depending upon the Firm's familiarity with NCDOT methods, policies, standards, etc. For Firms unfamiliar with NCDOT requirements, the meeting should include review and discussion of the following:

- (a) Copies of examples of similar work;
- (b) Standards, specifications, manuals, etc. to be used;
- (c) Policies followed by NCDOT for the type of work involved;
- (d) A contract in draft form;
- (e) Methods of payment;
- (f) Procedures for invoicing;
- (g) Standard forms to be used;
- (h) Fiscal requirements;
- (i) Consultant Utility Rail and Turnpike Unit requirements, and
- (j) Items and/or services to be provided by NCDOT.

A representative of the Firm shall keep minutes of the scoping meeting and will submit a copy to the PSMU/Business Unit/Division. The minutes shall be reviewed for completeness, accuracy, and confirmation of mutual understanding of the scope of services. The minutes shall be approved by signature of the PSMU/Business Unit/Division and an approved copy will be returned to the Firm.

Once the details of the scope of services are resolved, the PSMU/Business Unit/Division, or its representative, shall prepare a cost estimate for the work.

The in-house estimate will be used in evaluating reasonableness of the selected Firm's cost proposal. The in-house estimate must use reasonable wage rates based on the classification, experience, and responsibilities for the proposed work. If wage rate benchmarks have not been established, then NCDOT will use the Consultant's actual rates for the estimate.

The in-house estimate must be completed prior to opening the cost proposal submitted from the selected Firm.

The format used for preparing the in-house estimate will vary from project to project, and work area to work area, depending on the type and scope of services required. Typically, the format will include an estimate of the workdays required by classification, the direct labor cost, the overhead cost, the fee (profit, or operating margin) and the necessary direct expenses.

The Firm will prepare a cost proposal for performing the required services. The Firm's cost proposal shall be supported by a breakdown of the workdays required to perform each of the services contained in the contract and the salary range/rate for each classification of personnel utilized. The Firm's cost proposal must include supporting documentation for payroll additives, direct costs, indirect costs, fee, and overhead, as described.

Upon receipt of the Firm's cost proposal, the PSMU/Business Unit/Division, or its designee, shall review the submitted material, compare the in-house estimate with the cost proposal, and determine

both the reasonableness of the proposal and the areas of substantial difference which may require further discussion and negotiation.

The application of negotiation parameters (i.e., in-house and consultant mandays within prescribed tolerances) with PSMU / Business Unit / Division approval and/or in-house and consultant cost within prescribed tolerances with PSMU / Business Unit / Division approval, are used to determine if further negotiation is necessary. These parameters are not designed to limit the value of the contract, but rather serve as a checkpoint to ensure the scope of services is mutually understood.

A pre-negotiation audit shall be prepared by the CURT Unit to provide necessary data to affirm the Firm has an acceptable accounting system, adequate and proper justification for the various rates charged to perform the work, and is aware of NCDOT's cost eligibility and documentation requirements. A pre-negotiation audit and the resultant audit report are required for all contracts, (i.e. Limited Services Agreements, Project-Specific Contracts, and Multiphase Contracts), expected to exceed \$250,000 (\$50,000 if the procurement is by a subgrantee). This requirement does not apply to Purchase Orders issued under Limited Services Contracts. For contracts less than \$250,000, a pre-negotiation audit may be required when there is either insufficient knowledge of the Firm's accounting system, previous unfavorable experience regarding the reliability of the Firm's accounting system, procurement of new equipment or supplies for which cost experience is lacking, or as required by the PSMU/Business Unit/Division. Subgrantees that do not have resources or expertise for performing a pre-negotiation audit may contact the CURT Unit for assistance.

The use of an independent audit, an audit performed by another State/Federal agency, or an audit performed by another local government agency is acceptable.

Pre-negotiation audits may be waived when sufficient data is available to permit reasonable comparisons with the cost proposal.

A Firm's cost proposal will not be considered acceptable until the pre-negotiation audit has been performed, if required, by the CURT Unit. When the pre-negotiation audit has been completed, negotiations with the consultant may begin. The negotiations shall satisfactorily conclude all points of difference and shall address and resolve any comments submitted by the CURT Unit.

The Business Unit/Division shall use all resources available to conduct effective negotiations including, but not limited to, the refined scope of services, the evaluation factors and its relative importance, the in-house cost estimate, and the pre-negotiation audit and audit report.

Negotiations shall be conducted separately for mandays and for any of the dollar amounts for elements of cost, fee, and overhead except for contracts involving cost per unit of work and specific rates of compensation.

When a joint venture of Firms desire to enter into a contract with NCDOT, the joint venture will designate a representative to act as the sole authority for the purpose of negotiation.

If the Firm's original cost proposal (excluding indirect cost rate) is greater than 50% above the comparable in-house estimate and it is determined the Firm understands the scope of work, the PSMU/Business Unit/Division may choose to not enter into negotiation with the selected Firm. The selected Firm will be provided written notice of this intent, after the Technical Services Director's or designee's approval. The PSMU/Business Unit/Division will begin scoping and negotiation with the Firm chosen as first alternate.

The PSMU/Business Unit/Division shall maintain records of negotiations to document negotiation activities and to set forth the resources considered. This record shall include the minutes of the scoping meeting, a record of the original in-house estimate and any revisions, the final in-house estimate, a record of the Firm's original cost proposal and each subsequent submittal, the final cost proposal, the request for a pre-negotiation audit, the audit report, and the response to the pre-negotiation audit.

E. Execute the Contract

Upon completion of final negotiations, the Firm shall execute the contract through NCDOT-approved means.

After award by the Secretary of Transportation and approval by the Technical Services Director or designee, the PSMU will execute the contract. The PSMU will transmit a fully-executed contract to the Firm with a written notice to proceed and shall retain one original contract in the project file.

F. Contract Provisions

The PSMU will provide the official template for contracts to ensure that all contracts and subcontracts include the following provisions, either by reference or by physical incorporation into the language of each contract or subcontract, as applicable:

- a) As applicable, when the method of payment is other than a lump sum, the contract shall specify a maximum amount payable which shall not be exceeded unless adjusted by a contract modification;
- b) Administrative, contractual, or legal remedies in instances where consultants violate or breach contract terms and conditions, and provide for such sanctions and penalties as may be appropriate;
- c) Notice of NCDOT's requirements and regulations pertaining to reporting;
- d) NCDOT requirements and regulations pertaining to copyrights and rights in data;
- e) Access by the NCDOT the North Carolina State Auditor and the Auditor's authorized representatives, the subgrantee, FHWA, the U.S. Department of Transportation's Inspector General, the Comptroller General of the United States, or any of its duly authorized representatives to any books, documents, papers, and records of the Consultant which are directly pertinent to that specific contract for the purpose of making audit, examination, excerpts, and transcriptions;
- f) Retention of all required records for not less than 3 years after NCDOT makes final payment and all other pending matters are closed;
- g) Standard DOT Title VI Assurances (DOT Order 1050.2);
- h) Disadvantaged Business Enterprise (DBE) assurance, as specified in 49 CFR 26.13(b);
- i) Prompt pay requirements, as specified in 49 CFR 26.29 and in accordance with NCDOT's FHWA approved DBE Program Plan;
- j) Determination of allowable costs in accordance with federal cost principles;
- k) NCDOT requirements pertaining to Consultant errors and omissions;
- l) NCDOT requirements pertaining to conflicts of interest, as specified in 23 CFR 1.33 and the requirements of 23 CFR 172;

- m) A provision for termination for cause by NCDOT including the manner by which it will be effected and the basis for settlement. Termination of a contract may become necessary for various reasons. Some of these reasons could include unavailability of federal and/or state funding, major delays in completing the necessary environmental documentation, removal or adjustment of the project from NCDOT's Transportation Improvement Program, change in the Firm's project team, and poor or unacceptable performance of the Firm;
- n) All contracts and subcontracts exceeding \$100,000 shall contain, either by reference or by physical incorporation into the language of each contract, a provision for lobbying certification and disclosure, as specified in 49 CFR Part 20; and
- o) Certification of Eligibility under the Iran Divestment Act (pursuant to G.S. 147-55 et seq., 147-86.58 and 147-86.59).

#### G. Subcontracting

A Firm must gain approval from the PSMU for any change in Subconsultant Firm or subconsultant utilization prior to that change. PSMU will notify the Business Unit/Division of all approved changes. This may include a Firm choosing to self-perform a particular scope of work, or not utilizing a proposed subconsultant, as indicated in the Letter of Interest.

The responsibility for procuring a subconsultant and assuring the acceptable performance of the work lies with the contracting Firm. It shall be the responsibility of NCDOT to schedule any meeting or make requests for substantive contact with a subconsultant through the contracting Firm. The contracting Firm should be a part of any such meeting or contact. The contracting Firm will be informed of any instruction, directive, or review of the subconsultant(s) work made by NCDOT. Also, the contracting Firm will be responsible for submitting the proper supporting data to the PSMU for all work that is proposed to be subcontracted.

## 7. **CONTRACT ADMINISTRATION**

### A. Types of Contracts

#### (1) Limited Services Contract (LSC) or Limited Services Agreement (LSA)

A Limited Services Contract is a contract for the performance of services for any number of projects, under task or work orders issued on an as-needed basis, for an established contract period. The procurement of a LSC shall follow the competitive negotiation process. This type of contract is suitable where a specialized service is needed on a substantial number of projects over a specified period of time, the character of the specialized service can be reasonably defined and understood by NCDOT and the contracting Firm, but the number of individual projects makes the selection of Firms and the negotiation and execution of contracts for the service(s) on each individual project time prohibitive.

Limited Services Contract will generally be negotiated as described in the Negotiation of Contract section. The negotiations will primarily deal with allowable costs for the personnel to be utilized with supporting documentation for payroll additives, direct costs, indirect costs, fee, and overhead.

The LSC is an “as-needed basis” contract established for a maximum dollar amount for professional or specialized services to be performed during a specified contract period, generally not to exceed five (5) years (which includes the initial period plus all possible contract extensions). As needed during the contract period, a scope of services, a schedule and total compensation are negotiated with the Firm for the performance of an individual assignment of professional or specialized services, as defined by the Agreement. The scope of services, schedule, and compensation for each individual assignment are documented in a Notice to Proceed. NCDOT may elect to utilize the maximum amount of the Agreement during the contract period, or may elect not to negotiate with the Firm for any services during the contract period.

Negotiations under Limited Services Agreements shall also be conducted for each individual assignment at the time the Business Unit/Division determines that the use of the professional or specialized services of the contracting Firm is needed.

Project assignments may be awarded to Firms holding Limited Services Contracts after considering a Firm’s outstanding workload with NCDOT, recent project assignments, or through examination of the qualifications of the Firms relative to the nature of the task order work to be negotiated.

The PSMU/Business Unit/Division will notify the Firm and schedule a meeting to discuss the scope of proposed services for the individual assignment. A representative of the Firm shall keep minutes of the meeting, which shall be submitted to the PSMU/Business Unit/Division for approval by signature. A copy of the approved minutes will be returned to the Firm.

The PSMU/Business Unit/Division shall prepare an in-house estimate of the cost to perform the scope of services. The estimate will be used in evaluating the reasonableness of the Firm’s cost proposal. The in-house estimate must be completed prior to receiving the cost proposal from the Firm.

The Firm will prepare a cost proposal for performing the required services. Upon receipt of the Firm’s cost proposal, the Business Unit/Division, or its designee, shall review the submitted material, compare the in-house estimate with the cost proposal, and determine both the reasonableness of the proposal and the areas of substantial difference. Any negotiation needed shall satisfactorily conclude all points of difference. At the consensus point and conclusion of the process, the Firm will be issued a written notice to proceed.

If negotiations cannot be successfully concluded then they will be terminated. The Firm will be notified in writing and another Firm under a Limited Services Agreement will be contacted.

The Business Unit/Division will maintain records of the negotiations for three (3) years after completion of the contract. For design contracts, the records shall be kept for three (3) years after completion of the contract or until the project is completed, whichever occurs last.

(2) Project-Specific Contract

A Project-Specific Contract is between NCDOT and a Consultant for the performance of services and defined scope of work related to a specific project or projects. The fully-executed Project-Specific Contract represents the full scope of services required by NCDOT.

The procedural steps necessary to execute a Project-Specific Contract are the same as the LSC, i.e., the Request for Letters of Interest is approved by the Business Unit's/Division's approval authority; the advertisement is prepared and advertised; the Selection Committee is convened; the Consultant is selected; negotiations commence; the contract is executed; and the Notice to Proceed is given. See the Section on "Limited Services Agreements" for detailed procedures.

All interactions with the CURT Unit (i.e. auditing) and the Contractual Services Unit (i.e. prequalification) must occur. All records shall be kept for three (3) years after completion of the contract or until the project is completed, whichever occurs last.

(3) Multiphase Contract

A Multiphase Contract is a contract where the solicited services may be divided into phases, whereby the specific scope of work and associated costs may be negotiated and authorized by phase(s) as the project progresses.

The procedural steps necessary to execute a Multiphase Contract are the same as the LSC, i.e., the Request for Letters of Interest is approved by the Business Unit's/Division's approval authority; the advertisement is prepared and advertised; the Selection Committee is convened; the Consultant is selected; negotiations commence *for the phase(s) that will be executed*; the contract is executed; and the Notice to Proceed is given *for the phase(s) that were negotiated*. See the Section on "Limited Services Agreements" for detailed procedures.

B. Payment Methods

Each contract type will have at least one payment method for the scope of work, including Lump Sum, Cost-plus-Overhead-plus-Profit (Cost-Plus), Cost per Unit of Work, or Specific Rate(s) of Compensation. A single contract may contain different payment methods as appropriate for compensation of different elements of work.

1. Lump Sum – This type of contract is suitable when the amount and character of required services can be reasonably defined and clearly understood by both NCDOT and the contracting Firm. This can be a single lump sum fee negotiated initially or a lump sum contract consisting of task orders as the scope evolves by task assignments.
2. Cost-plus-Overhead-plus-Profit (Cost-Plus) – This type of contract is suitable where the general magnitude of services is known but the scope of services or period of performance cannot be defined clearly and NCDOT needs more flexibility in expediting the work without excessive amendments to the contract.
3. Cost per Unit of Work – This type of contract is suitable where the magnitude of services is uncertain but the character of services is known and the cost per unit can be determined accurately.

4. Specific Rate(s) of Compensation – This type of contract is suitable where the magnitude of services is uncertain but the character of services is known and a cost per hour can be determined.

#### C. Contract Amendments

A Contract Amendment is a formal agreement which modifies the terms of the original contract, or any subsequent supplemental agreement(s). Contract amendments are required for any modification in the terms of the original contract that change the cost of the contract; significantly change the character, scope, complexity, or duration of the services; or significantly change the conditions under which the services are required to be performed. Each contract shall contain procedures for contract modification(s) and will define what changes are permitted by mutual agreement of the parties involved and the changes that can only be made by means of a contract amendment.

The contract amendment shall clearly outline the changes made and determine a method of compensation. Overruns in the cost of work shall not warrant an increase in the fee (profit) portion of a cost-plus-overhead-plus-profit contract. Significant changes to the scope of services may require adjustment of the fee (profit) portion of a cost-plus-overhead-plus-profit contract or in the fee (profit) portion of a lump sum contract.

The PSMU/Business Unit/Division may, without a contract amendment, authorize changes involving details of clarifications, changes in time schedules, and other changes of a minor nature which do not cause a significant change in the scope of services or a change in the amount of compensation.

No work is to be performed by the contracted Firm on additional or disputed items of work until the contract amendment is executed and/or the dispute is resolved.

Contract amendments shall be processed using the same procedures as described for original contracts described earlier in this document. NCDOT may add to a contract only the type of services and work included within the scope of services of the original solicitation from which a qualifications-based selection was made. For any additional professional and specialized services outside of the scope of work established in the original request for Letters of Interest, NCDOT will:

- Procure the services under a new solicitation;
- Perform the work itself using staff; or
- Use a different, existing contract under which the services would be within the scope of work.

Though not required to formally approve contract amendments, FHWA may be provided a copy of the executed agreement when National Highway System funds are involved. Any controversial contractual or administrative issues should be coordinated with FHWA prior to settlement.

#### D. Monitoring and Evaluation of Work

The Project Manager's responsibilities shall include ensuring that the work being pursued is complete, accurate, and consistent with the terms of the contract; scheduling and attending progress meetings with the Firm where necessary; being involved in decisions leading to contract

modifications; being familiar with the qualifications and responsibilities of the Firm's staff; visiting the project and/or Firm's offices on a frequency that is commensurate with the magnitude, complexity and type of work; and assuring that costs billed are consistent with the acceptability and progress of the Firm's work.

The Project Manager shall prepare written interim and/or final performance evaluation reports for all contracts except those awarded contracts of \$50,000 or less. The report should include, but not be limited to, an evaluation of such items as the quality of work, timely completion of the work, and conformance with established policy.

Copies of the interim and/or final performance evaluations shall be sent to the Firm for its review and/or comments immediately following the appropriate milestone or completion of the contract. The PSMU shall receive copies of all interim and/or final evaluations. Any written comments by the Firm shall be attached to the final evaluation report submitted to the Project Manager.

E. Invoice Procedures and Retainage

Invoices may be created for partial payment or final payment against a purchase order line item. Consultants submit invoices for payment in increments that may be based on the completion of tasks, milestones or a specific time span, as may be required in the contract. The Firm will be required to provide a written progress report with its invoice for each calendar month or other contract period as designated in the contract during which work is in progress. The progress report shall describe the work performed during the period covered by the invoice. The prime Firm will also report subconsultant payments with each invoice using form DBE-IS.

The Business Unit/Division will process and recommend all invoices for payment. Upon recommendation from the Business Unit/Division, the CURT Unit and NCDOT's Fiscal section will approve the invoice for payment.

NCDOT has the right to retain a percentage of the contract fee for all partial payments earned until all work in the contract is completed. However, at the discretion of the Division Engineer/Branch Manager or his/her designee, the retainage may be eliminated, reduced or released on any work that has been completed and accepted by the state prior to final audit.

F. Final Payment

When it is determined that the work is complete, the final invoice shall be reviewed by the Project Manager and the Division Engineer/Branch Manager, or designee. Final invoice refers to the last invoice from the Consultant when all services for the purchase order have been completed. The final invoice requires additional considerations before processing, as any withholdings (which may include retainage) must be released or transferred before executing the final invoice for a purchase order.

When a Consultant satisfactorily completes the service, the retainage is released to the Consultant. However, if the service did not meet the specifications on the agreement, withholdings are not paid to the Consultant. Instead the amounts are transferred from the temporary withholding account to either a permanent account or back to the purchase order, thus reducing the total cost of the agreement.

When it is determined that the work is complete, the final invoice shall be reviewed by the Division Engineer/Branch Manager or his/her designee and forwarded to the CURT Unit of the OIG for approval. When a contract is terminated by NCDOT, the final payment shall be for that portion of work satisfactorily performed in accordance with the contract.

When the Business Unit processes the final invoice, it must set the final invoice indicator to prevent further processing, cancel open commitments, and validate that withholdings have been resolved.

## **8. SPECIAL CIRCUMSTANCES**

### General Engineering Services Consultant (GESC)

NCDOT may choose to retain one or more Firms to provide professional and specialized services under a General Engineering Services Consultant (GESC) Contract (or Management Consultant Contract). The GESC may provide services that include, but are not limited to, providing oversight of an element of a highway program, function, or service on behalf of NCDOT or may involve managing or providing oversight of a project, series of projects, or the work of other consultants on behalf of NCDOT. These Firms may support NCDOT's programs and projects across all modes and programs. The GESC contract may be executed as a Limited Services Agreement, Project-Specific Contract, or Multiphase Contract; NCDOT's need dictates the type of contract used.

In a non-authoritative GESC relationship with NCDOT, the GESC will be responsible for supporting the development and/or furtherance of one or more projects. GESC usage in a management support role does not relieve NCDOT of responsibilities associated with the use of Federal Aid Highway Funds, and will be generally limited to large projects or circumstances where unusual cost or time constraints exist, unique technical or managerial expertise is required, and/or an increase in NCDOT staff is not a viable option.

The GESC does not have the authority to determine scope, manage the selection of other consultants (except the subconsultants on its own GESC team), or other tasks that are the responsibility of NCDOT or other contracted consultant teams. The GESC may serve in a support and advisory role to the Business Unit or Division.

Firms who are selected to be a GESC may be assigned to work on one or more projects, as well as specific program functions. Project-specific duties may differ from project to project.

The solicitation and contract will include applicable restrictions to ensure no conflict of interest, equity, etc.

When Federal Aid funds participate in a GESC the following guidelines shall be used in the procurement of the GESC:

- NCDOT will ensure that adequate staffing is provided to administer and monitor any GESC that includes a management support role;
- NCDOT will ensure that when more than one Federal-aid project utilizes the GESC, the costs for services will be distributed consistent with the agency's cost principles; and

- NCDOT shall seek and receive approval from FHWA before utilizing a Firm to act in a management support role for the agency..