**WEDNESDAY, October 4, 2017**

**11:00AM – 11:30AM**

| Road, Bridge & Ferry Naming Committee | Room 160 |

**11:30AM – 1:00PM**  BREAK

**1:00PM – 2:00PM**  WORK SESSION – FULL BOARD ATTENDANCE  ROOM 150

| Championship Signing Update | Kevin Lacy |
| Policy Update | Gene Conti |
| Chief Financial Officer Update | Chairman Fox |
| Product Evaluation Awareness | Chairman Fox |

**2:00PM – 2:10PM**  BREAK

**2:10PM – 3:30PM**

| Highway Committee | Room 150 |
| Multi-Modal Committee | EIC |

**3:30PM – 3:40PM**  BREAK

**3:40PM – 5:00PM**

| Economic Development/Intergovernmental Relations (EDIR) Committee | Room 150 |
| Funding Appropriations and Strategies (FAST) Committee | EIC |

**5:00PM**  ADJOURN
THURSDAY, October 5, 2017

NORTH CAROLINA BOARD OF TRANSPORTATION MEETING

- Call to Order
- Ethics Statement
- Approval of September 7, 2017 Board Meeting Minutes
- Road and Bridge Naming Honorary Designations
- Secretary’s Remarks

INFORMATION AND DELEGATED AUTHORITY

(Item C) Award of Highway Construction Contracts from September 2017 Letting
(Item D) Award of Contracts to Private Firms for Engineering Services
(Item H) Approval of Funds for Division-wide Small Construction, Statewide Contingency, Public Access, and Economic Development
(Item L) Approval of Funds for Specific Spot Safety Improvement Projects

NC Department of Cultural Resources Update

USDOT Update

USDOT Update

AASHTO Update

ACTION

Championship Signing

Approval of Projects

Additions and Abandonments to State Secondary Road System

(Item I) Public Transportation Program
  - (Item I-1) Public Transportation
  - (Item I-1A) Public Transportation
  - (Item I-2) Rail Program
  - (Item I-4) Aviation

(Item K) North Carolina Highway Trust Funds

(Item M) Funds for Specific Federal-Aid Projects

(Item N) Revisions to the 2016-2017 STIP

(Item O) Municipal and Special Agreements

(Item R) Right of Way Resolutions and Ordinances

(Item T) Submission of Comprehensive Transportation Plans for Mutual Adoption by the Board of Transportation

Committee Reports

Committee Chairs

Other Business

Chairman Fox

Adjourn

Chairman Fox
Delegated Authority .......................................................................................... Secretary Trogdon

(Item C) Award of Highway Construction Contracts from September 2017 Letting

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

(Item E) Funds for Secondary Road Improvement Projects – Highway Fund and Highway Trust Fund (No Item this month)

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

(Item L) Funds for Specific Spot Safety Improvement Projects

Action ...................................................................................................................... Chairman Fox

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

(Item I) Public Transportation Program
   (Item I-1) Public Transportation
   (Item I-1A) Public Transportation
   (Item I-2) Rail Program
   (Item I-3) Bicycle and Pedestrian (No Item this month)
   (Item I-4) Aviation

(Item J) Specific State Funds for Construction Projects (Item K now replaces Item J)

(Item K) North Carolina Highway Trust Funds

(Item M) Funds for Specific Federal-Aid Projects

(Item N) Revisions to the 2016-2025 STIP

(Item O) Municipal and Special Agreements

(Item P) Municipal Street System Changes (No Item this month)

(Item R) Right of Way Resolutions and Ordinances

(Item S) Maintenance Allocations (No Item this month)

(Item T) Submission of Comprehensive Transportation Plans for Mutual Adoption by the Board of Transportation

(Item V) (No Item this month)
According to Executive Order No. 2 and G.S. 143B-350(g), the Board is requested to concur with staff recommendations and delegate authority to the Secretary to award the following highway construction projects.
HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
SEPTEMBER 19, 2017
DIVISION 00003

C203957
42840.3.1
STATE FUNDED
NEW HANOVER
B-5236

PROPOSAL LENGTH 0.185 MILES
TYPE OF WORK GRADING, DRAINAGE, PAVING, AND STRUCTURE.
LOCATION BRIDGE #19 OVER LORDS CREEK ON SR-1100.

EST CONST PROGRESS.... FY-2018..100% OF BID
RPN 002 6 BIDDER(S) MBE GOAL 2.00 % WBE GOAL 3.00%
ESTIMATE 1,455,374.41
DATE AVAILABLE OCT 30 2017 THRU JAN 15 2018
INTER COMPLETION COMPLETE ALL WORK EXCEPT PLANTING, REFORESTATION, OR PERMANENT VEGETATION ESTABLISHMENT 180 DAY(S) AFTER START
FINAL COMPLETION 360 DAY(S) AFTER START DATE

<table>
<thead>
<tr>
<th>Contractor</th>
<th>TOTALS</th>
<th>% DIFF</th>
</tr>
</thead>
<tbody>
<tr>
<td>ST WOOTEN CORPORATION WILSON, NC</td>
<td>1,577,790.76</td>
<td>+8.4</td>
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<tr>
<td>THE TARA GROUP OF LUMBERTON INC LUMBERTON, NC</td>
<td>1,615,599.36</td>
<td>+11.0</td>
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<tr>
<td>SANFORD CONTRACTORS INC LEMON SPRINGS, NC</td>
<td>1,667,000.00</td>
<td>+14.5</td>
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<tr>
<td>SLOAN CONSTRUCTION A DIVISION OF REEVES CONSTRUCTION COMPANY</td>
<td>1,668,576.80</td>
<td>+14.6</td>
</tr>
<tr>
<td>SMITH-ROWE, LLC MOUNT AIRY, NC</td>
<td>1,918,274.14</td>
<td>+31.8</td>
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<tr>
<td>DELLINGER, INC. MONROE, NC</td>
<td>1,933,375.55</td>
<td>+32.8</td>
</tr>
</tbody>
</table>
PROPOSAL LENGTH 51.793 MILES

TYPE OF WORK MILLING, RESURFACING & SHOULDER RECONSTRUCTION.

LOCATION 1 SECTION OF US-117 ALT, 2 SECTIONS OF NC-11, 2 SECTIONS OF NC-24 BUS, AND 10 SECTIONS OF SECONDARY ROADS.

EST CONST PROGRESS.... FY-2018 .77% OF BID
FY-2019 .23% OF BID

RPN 003 2 BIDDER(S) MBE GOAL 2.00% WBE GOAL 4.00%

ESTIMATE 5,622,539.23

DATE AVAILABLE OCT 30 2017
FINAL COMPLETION NOV 16 2018

<table>
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<th>$ TOTALS</th>
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<tbody>
<tr>
<td>BARNHILL CONTRACTING COMPANY ROCKY MOUNT, NC</td>
<td>5,099,948.84</td>
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<tr>
<td>ROSE BROTHERS PAVING CO INC AHOSKIE, NC</td>
<td>6,058,760.54</td>
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</table>
PROPOSAL LENGTH 1.351 MILES
TYPE OF WORK GRADING, DRAINAGE, PAVING, SIGNALS, AND STRUCTURE.
LOCATION US-301 FROM SR-1670 (PENDER ST) TO SR-1515 (LISCOMB ROAD) AND ALONG WARD BLVD AND HERRING AVE.

EST CONST PROGRESS.... FY-2018 .32% OF BID
FY-2019 .67% OF BID
FY-2020 .01% OF BID

RPN 004 3 BIDDER(S) DBE GOAL 10.00 %

DATE AVAILABLE MAR 15 2018
INTER COMPLETION JUL 15 2019 COMPLETE ALL WORK EXCEPT PLANTING, REFORESTATION, OR PERMANENT VEGETATION ESTABLISHMENT
FINAL COMPLETION JAN 11 2020

$ TOTALS % DIFF
S T WOOTEN CORPORATION WILSON, NC 13,601,284.87 +15.2
PLT-RBP JV CONSTRUCTION WILSON, NC 15,129,473.99 +28.2
FSC II LLC DBA FRED SMITH COMPANY RALEIGH, NC 15,136,500.00 +28.2
C204087
2018CPT.05.04.10321.1, 2018CPT.05.04.20321.1, 2018CPT.05.04.20322.1
STATE FUNDED
DURHAM

PROPOSAL LENGTH 44.124 MILES
TYPE OF WORK MILLING, RESURFACING, AND SHOULDER GRADING.
LOCATION 1 SECTION OF US-70 AND 106 SECTIONS OF SECONDARY ROADS.

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<tr>
<th>EST CONST PROGRESS</th>
<th>FY-2018</th>
<th>.77% OF BID</th>
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<tr>
<td>FY-2019</td>
<td>.23% OF BID</td>
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<table>
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<tr>
<th>RPN</th>
<th>BIDDER(S)</th>
<th>MBE GOAL</th>
<th>WBE GOAL</th>
<th>ESTIMATE</th>
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<tbody>
<tr>
<td>005</td>
<td>4</td>
<td>3.00%</td>
<td>4.00%</td>
<td>7,137,314.34</td>
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DATE AVAILABLE OCT 30 2017
INTER COMPLETION AUG 15 2018 COMPLETE ALL WORK REQUIRED ON MAP #13.
FINAL COMPLETION NOV 15 2018

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<tr>
<td>7,054,264.20</td>
<td>-1.2</td>
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<tr>
<td>7,599,157.60</td>
<td>+6.5</td>
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<tr>
<td>7,808,953.02</td>
<td>+9.4</td>
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<tr>
<td>8,077,428.10</td>
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</table>
C204083
2018CPT.05.05.10391.1, 2018CPT.05.05.20391.1
STATE FUNDED
GRANVILLE

PROPOSAL LENGTH 48.580 MILES
TYPE OF WORK MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.
LOCATION 2 SECTIONS OF US-158, 1 SECTION OF NC-96, AND 12 SECTIONS OF SECONDARY ROADS.

EST CONST PROGRESS.... FY-2018..80% OF BID
FY-2019..20% OF BID
RPN 006 2 BIDDER(S) MBE GOAL 3.00 % WBE GOAL 5.00%
DATE AVAILABLE OCT 30 2017
FINAL COMPLETION NOV 01 2018
ESTIMATE 6,872,020.60

CAROLINA SUNROCK LLC RALEIGH, NC
6,239,047.76 -9.2
S T WOOTEN CORPORATION WILSON, NC
6,457,534.72 -6.0

$ TOTALS % DIFF
PROPOSAL LENGTH 56.070 MILES
TYPE OF WORK MILLING, RESURFACING & SHOULDER RECONSTRUCTION.
LOCATION 2 SECTIONS OF NC-126, 1 SECTION OF US-70, AND 69 SECTIONS OF SECONDARY ROADS.

EST CONST PROGRESS.... FY-2018..34% OF BID
                FY-2019..66% OF BID
RPN 007       2 BIDDER(S)      MBE GOAL 2.00 %    WBE GOAL 3.00%

DATE AVAILABLE MAR 15 2018
INTER COMPLETION AUG 03 2018 COMPLETE ALL WORK REQUIRED ON VARIOUS MAPS.
FINAL COMPLETION JUN 01 2019

$ TOTALS % DIFF
MAYMEAD, INC. MOUNTAIN CITY, TN 5,546,616.69 -6.1
J. T. RUSSELL & SONS, INC. ALBEMARLE, NC 6,999,420.19 +18.5
**PROPOSAL LENGTH**: 98.364 MILES  
**TYPE OF WORK**: MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.  

**LOCATION**: 2 SECTIONS OF US-74 BUS, 1 SECTION OF US-220 ALT, AND 131 SECTIONS OF SECONDARY ROADS.

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<tr>
<th>RPN</th>
<th>2 BIDDER(S)</th>
<th>MBE GOAL</th>
<th>WBE GOAL</th>
<th>ESTIMATE</th>
<th>$ TOTALS</th>
<th>% DIFF</th>
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<tr>
<td>008</td>
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<td>3.00 %</td>
<td>3.00 %</td>
<td>6,873,014.28</td>
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**DATE AVAILABLE**: MAR 15 2018  
**INTER COMPLETION**: AUG 04 2018 COMPLETE ALL WORK REQUIRED ON VARIOUS MAPS.  
**FINAL COMPLETION**: JUL 15 2019  

- **ROGERS GROUP INC NASHVILLE, TN**: 7,162,079.81 +4.2  
- **HARRISON CONSTRUCTION COMPANY DIVISION OF APAC-ATLANTIC INC** 8,552,120.79 +24.4
C024039
34243.3.2
STATE FUNDED
POLK
I-4729A

PROPOSAL LENGTH 0.679 MILES
TYPE OF WORK GRADING, DRAINAGE, PAVING, SIGNING, AND STRUCTURES.
LOCATION I-26/US-74/NC-108 INTERCHANGE MODIFICATION IN THE TOWN OF COLUMBUS.

EST CONST PROGRESS.... FY-2018 .92% OF BID
FY-2019 .08% OF BID
RPN 009 7 BIDDER(S) MBE GOAL 3.00% WBE GOAL 4.00%

ESTIMATE 22,897,599.51
DATE AVAILABLE OCT 30 2017
INTER COMPLETION AUG 17 2018 COMPLETE ALL WORK EXCEPT PLANTING, REFORESTATION, OR PERMANENT VEGETATION ESTABLISHMENT
FINAL COMPLETION FEB 13 2019

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<tr>
<td>VECCELLIO &amp; GROGAN INC SHARPE BROTHERS BECKLEY, WV</td>
<td>19,088,383.95</td>
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<td>GLF CONSTRUCTION CORPORATION MIAMI, FL</td>
<td>19,871,926.89</td>
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<td>FLATIRON CONSTRUCTORS INC MORRISVILLE, NC</td>
<td>20,693,890.26</td>
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<td>SLOAN CONSTRUCTION A DIVISION OF REEVES CONSTRUCTION COMPANY</td>
<td>22,379,490.13</td>
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<td>NHM CONSTRUCTORS, LLC ASHEVILLE, NC</td>
<td>23,761,371.45</td>
<td>+3.8</td>
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<tr>
<td>BLYTHE DEVELOPMENT CO. CHARLOTTE, NC</td>
<td>24,573,781.02</td>
<td>+7.3</td>
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<tr>
<td>CHARLES BLALOCK &amp; SONS, INC. SEVIERVILLE, TN</td>
<td>28,438,720.48</td>
<td>+24.2</td>
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$ TOTALS 68,568,892.74
% DIFF -4.7
According to Executive Order No. 2 and G. S. 143B-350 (g) the Board is requested to concur with staff recommendations and delegate authority to the Secretary to award contracts to private firms for engineering services.

**Professional Services Management**

**Chief Operating Officer**

**Chief Engineer**

**Transportation Mobility and Safety**

**ITS & Signals**
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 for work on U-5942 listed below for our Department to obligate available funds. Our staff was authorized to proceed with the actions required to employ private engineering firms in accordance with the policies and procedures adopted by the Board on May 7, 2009. This is for information only.

**DIVISION 1**

Project: 45861.1.1 (U-5942) Camden County
Elizabeth City Signal System
Scope of Work: Preparing detailed plans, specifications and an engineer's estimate for the installation of the Elizabeth City computerized signal system.
Estimated Construction Cost: $2,600,000.00
Firm: DRMP, Inc., Charlotte, NC
Maximum Engineering Fee: $500,000.00
SPSF Utilization: 0%

**Field Support**

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

**STATEWIDE**

Description of Work: 2015 Structures Management Specialty Services LSC
Firm: Greenman-Pedersen Inc, Scranton, PA
Original Engineering Fee: $2,000,000.00
Supplemental Fee: $2,000,000.00
SPSF Utilization: 0%
Facilities Management

After careful evaluation of the workload and schedules of the work that can be accomplished by our staff, it was determined necessary to employ a private firm to provide Inspection Services for the Roadway Lighting Guaranteed Energy Savings Performance Contract listed below for our Department to obligate available funds. Our staff was authorized to proceed with the actions required to employ private engineering firms in accordance with the policies and procedures adopted by the Board on May 7, 2009. This is for information only.

STATEWIDE
Project: 51208 Statewide
Scope of Work: Roadway Lighting Project
Estimated Construction Cost: $32,303,412.00
Firm: Zapata-LJB, PLLC, Charlotte, NC
Maximum Engineering Fee: $1,500,000.00
SPSF Utilization: 100%

Divisions

Division 1
After careful evaluation of the workload and schedules of the work that can be accomplished by our staff, it was determined necessary to employ a private firm to provide Construction Engineering and Inspection Services for project B-2500B listed below for our Department to obligate available funds. Our staff was authorized to proceed with the actions required to employ private engineering firms in accordance with the policies and procedures adopted by the Board on May 7, 2009. This is for information only.

DIVISION 1
Project: 32635.3.10 (B-2500B) Dare County
Scope of Work: Rodanthe on NC 12 Long-Term Improvements (Phase II)
Estimated Construction Cost: $145,336,271.00
Firm: Sepi Engineering & Construction Inc, Raleigh, NC
Maximum Engineering Fee: $6,500,000.00
SPSF Utilization: 0%

Division 2
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 General Engineering Services Consultant services for project U-5740/U-5876 listed below for our Department to obligate available funds. Our staff was authorized to proceed with the actions required to employ private engineering firms in accordance with the policies and procedures adopted by the Board on May 7, 2009. This is for information only.
DIVISION 2
Project: 44678.1.1 (U-5876) and 54029.1.1 (U-5740) Carteret County
US 70 (Arendell Street) from 4TH Street to SR 1175 (Radio Island Road) Widen to Multi-Lanes; and US 70 (Arendell Street) from Morehead City to Beaufort Causeway Widen and Improve Newport River Bridge
Scope of Work: General Engineering Services Consultant
Estimated Construction Cost: $139,607,000.00
Firm: RS&H Architects-Engineers-Planners, Inc., Charlotte, NC
Maximum Engineering Fee: $5,000,000.00
SPSF Utilization: Commonwealth Heritage Group Inc 1% / $50,000.00
SPSF Utilization: Carolina Ecosystems Inc 2% / $100,000.00
SPSF Utilization: Progressive Design Group, Inc. 1% / $50,000.00

Division 10
The following is a supplemental contract to a previous contract approved by the Board with the same engineering firm. This supplemental contract was necessary due to approved additional work that was unknown at the inception and is required of the firm to complete the project. Our staff has completed the actions in accordance with the policies and procedures adopted by the Board on May 7, 2009. This is for information only.

DIVISION 10
Project: 44381.1.1 (U-5808) Union County
SR 1362 (Chestnut Lane Connector) from SR 1367 (Matthews Indian Trail Road) to SR 1368 (Gribble Road) – Construct Road on New Location
Scope of Work: Preparation of an Environmental Assessment (EA) / Finding of No Significant Impacts (FONSI)
Estimated Construction Cost: $3,400,000.00
Firm: Mead & Hunt Inc, Raleigh, NC
Original Engineering Fee: $500,000.00
Supplemental Fee: $1,200,000.00
Supplemental Work: Final design including bridge design
DBE/WBE/SPSF Utilization: Ecological Engineering LLP 3% / $36,000.00
DBE/MBE/SPSF Utilization: Neighborhood Solutions LLC 2% / $24,000.00

Divisions 1-4 and 6
The following are supplemental contracts to previous contracts approved by the Board with the same engineering firms. These supplemental contracts were necessary due to approved additional work that was unknown at the inception and is required of the firms to complete the project. Our staff has completed the actions in accordance with the policies and procedures adopted by the Board on May 7, 2009. These are for information only.

October 5, 2017
DIVISIONS 1-4 and 6

Description of Work: 2015 Eastern Region Highway Divisions (Divisions 1, 2, 3, 4, and 6) Planning and Design LSC

Firm: Kimley-Horn & Associates, Inc, Raleigh, NC
Original Engineering Fee: $3,000,000.00
Previous Supplemental Fee: $2,000,000.00
Supplemental Fee: $1,000,000.00
DBE/WBE/SPSF Utilization: CH Engineering PLLC
  8%  /  $80,000.00
SPSF Utilization: Catlin Engineers and Scientists
  6%  /  $60,000.00
SPSF Utilization: Carolina Land Acquisitions Inc
  6%  /  $60,000.00
DBE/MBE/SPSF Utilization: Vistabution LLC
  5%  /  $50,000.00
  2%  /  $20,000.00

Description of Work: 2015 Eastern Region Highway Divisions (Divisions 1, 2, 3, 4, and 6) Planning and Design LSC

Firm: Rummel Klepper & Kahl LLP, Raleigh, NC
Original Engineering Fee: $3,000,000.00
Previous Supplemental Fee: $4,000,000.00
Supplemental Fee: $2,000,000.00
DBE/WBE/SPSF Utilization: Falcon Engineering Inc
  4%  /  $80,000.00
SPSF Utilization: Ramey Kemp & Associates, Inc.
  1%  /  $20,000.00
  1%  /  $20,000.00
DBE/MBE/SPSF Utilization: MM/I and Associates LLC
  1%  /  $20,000.00
DBE/WBE/SPSF Utilization: CH Engineering PLLC
  2%  /  $40,000.00

Description of Work: 2015 Eastern Region Highway Divisions (Divisions 1, 2, 3, 4, and 6) Planning and Design LSC

Firm: VHB Engineering NC PC, Watertown, MA
Original Engineering Fee: $3,000,000.00
Previous Supplemental Fee: $4,000,000.00
Supplemental Fee: $2,000,000.00
SPSF Utilization: Commonwealth Heritage Group Inc
  1%  /  $20,000.00
DBE/WBE/SPSF Utilization: Falcon Engineering Inc
  3%  /  $60,000.00
DBE/SPSF Utilization: MI Engineering, PLLC
  5%  /  $100,000.00
SPSF Utilization: Calyx Engineers and Consultants
  6%  /  $120,000.00
SPSF Utilization: Sungate Design Group PA
  5%  /  $100,000.00
SPSF Utilization: TGS Engineers
  6%  /  $120,000.00
Divisions 10-14
The following are supplemental contracts to previous contracts approved by the Board with the same engineering firms. These supplemental contracts were necessary due to approved additional work that was unknown at the inception and is required of the firms to complete the project. Our staff has completed the actions in accordance with the policies and procedures adopted by the Board on May 7, 2009. These are for information only.

DIVISIONS 10-14
Description of Work: 2015 Western Region Highway Divisions (Divisions 10,11,12,13,14) Planning and Design LSC
Firm: HNTB of North Carolina, PC, Raleigh, NC
Original Engineering Fee: $3,000,000.00
Previous Supplemental Fee: $5,000,000.00
Supplemental Fee: $4,000,000.00
SPSF Utilization: Commonwealth Heritage Group Inc
1% / $40,000.00
DBE/WBE/SPSF Utilization: Three Oaks Engineering
3% / $120,000.00
DBE/MBE/SPSF Utilization: MA Engineering Consultants Inc
5% / $200,000.00
SPSF Utilization: Carolina Land Acquisitions Inc
1% / $40,000.00

Description of Work: 2015 Western Region Highway Divisions (Divisions 10,11,12,13,14) Planning and Design LSC
Firm: Mattern & Craig Inc, Asheville, NC
Original Engineering Fee: $3,000,000.00
Previous Supplemental Fee: $2,000,000.00
Supplemental Fee: $1,000,000.00
SPSF Utilization: 100%

Description of Work: 2015 Western Region Highway Divisions (Divisions 10,11,12,13,14) Planning and Design LSC
Firm: HDR Engineering Inc of the Carolinas, Chicago, IL
Original Engineering Fee: $3,000,000.00
Previous Supplemental Fee: $3,000,000.00
Supplemental Fee: $2,000,000.00
SPSF Utilization: Mattern & Craig Inc
5% / $100,000.00
SPSF Utilization: Hinde Engineering Inc
5% / $100,000.00
SPSF Utilization: Patriot Transportation Engineering PLLC
5% / $100,000.00
SPSF Utilization: Ramey Kemp & Associates, Inc.
5% / $100,000.00
After careful evaluation of the workload and schedules of the work that can be accomplished by our staff, it was determined necessary to employ private firms for Construction Engineering & Inspection on an as needed basis for various federal-aid and state funded projects to support the Division of Highways. These contracts will expire two (2) years with a one (1) year optional renewal after the date of execution or after the contract amount has been depleted, whichever occurs first. Our staff has completed the actions for employing private firms in accordance with the policies and procedures adopted by the Board on May 7, 2009. These are for information only.

### STATEWIDE

<table>
<thead>
<tr>
<th>Description of Work:</th>
<th>2017 Statewide On-Call Construction Engineering &amp; Inspection Services LSC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Firm:</td>
<td>HNTB of North Carolina, PC, Raleigh, NC</td>
</tr>
<tr>
<td>Maximum Engineering Fee:</td>
<td>$5,000,000.00</td>
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<td>SPSF Utilization:</td>
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<tr>
<th>Description of Work:</th>
<th>2017 Statewide On-Call Construction Engineering &amp; Inspection Services LSC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Firm:</td>
<td>S&amp;ME Inc, Raleigh, NC</td>
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<tr>
<td>Maximum Engineering Fee:</td>
<td>$5,000,000.00</td>
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<td>DBE/WBE/SPSF Utilization:</td>
<td>Wetherill Engineering, Inc. 10% / $500,000.00</td>
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<tr>
<th>Description of Work:</th>
<th>2017 Statewide On-Call Construction Engineering &amp; Inspection Services LSC</th>
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<tr>
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<td>Capstone Civil Engineering, Inc. 10% / $500,000.00</td>
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<td>Inspection Services LSC</td>
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<td>2017 Statewide On-Call Construction Engineering &amp;</td>
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<td>Inspection Services LSC</td>
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</table>
Description of Work: 2017 Statewide On-Call Construction Engineering & Inspection Services LSC
Firm: Vaughn & Melton Consulting Engineers Inc, Asheville, NC
Maximum Engineering Fee: $15,000,000.00
SPSF Utilization: Mattern & Craig Inc
10% / $1,500,000.00
DBE/MBE/SPSF Utilization: A1 Consulting Group, Inc.
10% / $1,500,000.00

Description of Work: 2017 Statewide On-Call Construction Engineering & Inspection Services LSC
Firm: Summit Design and Engineering Services, PLLC, Hillsborough, NC
Maximum Engineering Fee: $15,000,000.00
SPSF Utilization: 100%

Description of Work: 2017 Statewide On-Call Construction Engineering & Inspection Services LSC
Firm: Volkert Inc, Birmingham, AL
Maximum Engineering Fee: $15,000,000.00
SPSF Utilization: 0%

Description of Work: 2017 Statewide On-Call Construction Engineering & Inspection Services LSC
Firm: Sepi Engineering & Construction, Inc, Raleigh, NC
Maximum Engineering Fee: $15,000,000.00
DBE/WBE/SPSF Utilization: CECS, LLP
10% / $1,500,000.00

Description of Work: 2017 Statewide On-Call Construction Engineering & Inspection Services LSC
Firm: Rummel Klepper & Kahl, LLP, Raleigh, NC
Maximum Engineering Fee: $15,000,000.00
SPSF Utilization: F&ME Consultants, Inc.
5% / $750,000.00
SPSF Utilization: Carolina Transportation Engineers & Associates, PC
5% / $750,000.00

Divisions
The following are supplemental contracts to previous contracts approved by the Board with the same engineering firms. These supplemental contracts were necessary due to approved additional work that was unknown at the inception and is required of the firms to complete the project. Our staff has completed the actions in accordance with the policies and procedures adopted by the Board on May 7, 2009. These are for information only.
DIVISION 1
Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC
Firm: Vaughn & Melton Consulting Engineers Inc, Asheville, NC
Original Engineering Fee: $1,000,000.00
Supplemental Fee: $1,500,000.00
DBE/WBE/SPSF Utilization: Ecological Engineering LLP
9% / $135,000.00
SPSF Utilization: Carolina Transportation Engineers & Associates, PC
8% / $120,000.00

Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC
Firm: Kisinger Campo & Associates Corp, Tampa, FL
Original Engineering Fee: $1,000,000.00
Supplemental Fee: $1,500,000.00
DBE/WBE/SPSF Utilization: Ecological Engineering LLP
4% / $60,000.00
SPSF Utilization: Ramey Kemp & Associates Inc.
4% / $60,000.00
SPSF Utilization: TGS Engineers
4% / $60,000.00
DBE/WBE/SPSF Utilization: Three Oaks Engineering
4% / $60,000.00

Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC
Firm: Stantec Consulting Services Inc, Chicago, IL
Original Engineering Fee: $1,000,000.00
Supplemental Fee: $1,500,000.00
DBE/WBE/SPSF Utilization: Falcon Engineering Inc
4% / $60,000.00
DBE/SPSF Utilization: Ml Engineering, PLLC
5% / $75,000.00

DIVISION 2
Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC
Firm: Calyx Engineers and Consultants, Raleigh, NC
Original Engineering Fee: $500,000.00
Supplemental Fee: $500,000.00
SPSF Utilization: 100%

Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC
Firm: Zapata-LJB, PLLC, Charlotte, NC
Original Engineering Fee: $500,000.00
Supplemental Fee: $500,000.00
SPSF Utilization: 100%
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<td>Supplemental Fee:</td>
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<td>Firm:</td>
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<td>Original Engineering Fee:</td>
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<td>Supplemental Fee:</td>
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<td>DBE/WBE/SPSF Utilization:</td>
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<th>Description of Work:</th>
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<td>Supplemental Fee:</td>
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<td>SPSF Utilization:</td>
<td>Hinde Engineering Inc 2% / $30,000.00</td>
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<tr>
<td>SPSF Utilization:</td>
<td>Clearbox Forecast Group PLLC 1% / $15,000.00</td>
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<tr>
<td>DBE/WBE/SPSF Utilization:</td>
<td>CH Engineering PLLC 1% / $15,000.00</td>
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<tr>
<td>DBE/WBE/SPSF Utilization:</td>
<td>Planning Communities, LLC 2% / $30,000.00</td>
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<tr>
<td>SPSF Utilization:</td>
<td>Carolina Transportation Engineers &amp; Associates, PC 5% / $75,000.00</td>
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<td>SPSF Utilization:</td>
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<th>2017 On-Call General Engineering Services for Division-Managed Projects LSC</th>
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<td>Firm:</td>
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<td>Supplemental Fee:</td>
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<tr>
<td>SPSF Utilization:</td>
<td>Carolina Land Acquisitions Inc 2% / $30,000.00</td>
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<tr>
<td>DBE/WBE/SPSF Utilization:</td>
<td>Falcon Engineering Inc 2% / $30,000.00</td>
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<td>SPSF Utilization:</td>
<td>Hinde Engineering Inc 2% / $30,000.00</td>
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<tr>
<td>DBE/SPSF Utilization:</td>
<td>MI Engineering, PLLC 3% / $45,000.00</td>
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<tr>
<td>SPSF Utilization:</td>
<td>Sungate Design Group, PA 3% / $45,000.00</td>
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<tr>
<td>SPSF Utilization:</td>
<td>TGS Engineers 3% / $45,000.00</td>
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</table>
DIVISION 3

Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC
Firm: Michael Baker Engineering, Inc., Cary, NC
Original Engineering Fee: $1,000,000.00
Supplemental Fee: $1,500,000.00
SPSF Utilization: Sungate Design Group PA
5% / $75,000.00

Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC
Firm: Rummel Klepper & Kahl LLP, Raleigh, NC
Original Engineering Fee: $500,000.00
Supplemental Fee: $500,000.00
SPSF Utilization: Calyx Engineers and Consultants
2% / $10,000.00
DBE/WBE/SPSF Utilization: Three Oaks Engineering
1% / $5,000.00

Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC
Firm: Sepi Engineering & Construction, Inc, Raleigh, NC
Original Engineering Fee: $1,000,000.00
Supplemental Fee: $1,500,000.00
SPSF Utilization: 0%

Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC
Firm: HDR Engineering Inc of the Carolinas, Chicago, IL
Original Engineering Fee: $500,000.00
Supplemental Fee: $500,000.00
SPSF Utilization: Hinde Engineering Inc
2% / $10,000.00
SPSF Utilization: Clearbox Forecast Group PLLC
1% / $5,000.00
DBE/WBE/SPSF Utilization: CH Engineering PLLC
1% / $5,000.00
DBE/WBE/SPSF Utilization: Planning Communities, LLC
2% / $10,000.00
SPSF Utilization: Carolina Transportation Engineers & Associates, PC
5% / $25,000.00
SPSF Utilization: Carolina Land Acquisitions Inc
2% / $10,000.00

Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC
Firm: RS&H Architects-Engineers-Planners, Inc., Charlotte, NC
Original Engineering Fee: $1,000,000.00
Supplemental Fee: $1,500,000.00
SPSF Utilization: Carolina Ecosystems Inc
3% / $45,000.00

October 5, 2017
Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC
Firm: Stantec Consulting Services Inc, Chicago, IL
Original Engineering Fee: $500,000.00
Supplemental Fee: $500,000.00
DBE/WBE/SPSF Utilization: Falcon Engineering Inc
  4% / $20,000.00
DBE/SPSF Utilization: MI Engineering, PLLC
  5% / $25,000.00

DIVISION 4
Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC
Firm: HNTB of North Carolina, PC, Raleigh, NC
Original Engineering Fee: $1,000,000.00
Supplemental Fee: $1,500,000.00
SPSF Utilization: Environmental Services Inc
  5% / $75,000.00

Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC
Firm: TGS Engineers, Shelby, NC
Original Engineering Fee: $500,000.00
Supplemental Fee: $500,000.00
SPSF Utilization: 100%

Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC
Firm: Wetherill Engineering, Inc., Raleigh, NC
Original Engineering Fee: $1,000,000.00
Supplemental Fee: $1,500,000.00
DBE/WBE/SPSF Utilization: 100%

Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC
Firm: Kisinger Campo & Associates Corp, Tampa, FL
Original Engineering Fee: $500,000.00
Supplemental Fee: $2,000,000.00
DBE/WBE/SPSF Utilization: Ecological Engineering LLP
  4% / $80,000.00
SPSF Utilization: Ramey Kemp & Associates, Inc.
  4% / $80,000.00
SPSF Utilization: TGS Engineers
  4% / $80,000.00
DBE/WBE/SPSF Utilization: Three Oaks Engineering
  4% / $80,000.00
Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC
Firm: VHB Engineering NC PC, Watertown, MA
Original Engineering Fee: $500,000.00
Supplemental Fee: $500,000.00
SPSF Utilization: Carolina Land Acquisitions Inc
2% / $10,000.00
DBE/WBE/SPSF Utilization: Falcon Engineering Inc
2% / $10,000.00
SPSF Utilization: Hinde Engineering Inc
2% / $10,000.00
DBE/SPSF Utilization: MI Engineering, PLLC
3% / $15,000.00
SPSF Utilization: Sungate Design Group PA
3% / $15,000.00
SPSF Utilization: TGS Engineers
3% / $15,000.00

DIVISION 5
Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC
Firm: Atkins North America Inc, Raleigh, NC
Original Engineering Fee: $1,000,000.00
Supplemental Fee: $1,500,000.00
SPSF Utilization: Commonwealth Heritage Group, Inc
2% / $30,000.00

Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC
Firm: Calyx Engineers and Consultants, Raleigh, NC
Original Engineering Fee: $1,000,000.00
Supplemental Fee: $1,500,000.00
SPSF Utilization: 100%

Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC
Firm: Davenport, Winston-Salem, NC
Original Engineering Fee: $500,000.00
Supplemental Fee: $500,000.00
DBE/MBE/SPSF Utilization: 100%

Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC
Firm: CDM Smith Inc, Raleigh, NC
Original Engineering Fee: $1,000,000.00
Supplemental Fee: $1,500,000.00
SPSF Utilization: Summit Design and Engineering Services, PLLC
12% / $180,000.00
DBE/SPSF Utilization: MI Engineering, PLLC
7% / $105,000.00
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<td>Firm:</td>
<td>Summit Design and Engineering Services, PLLC, Hillsborough, NC</td>
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<td>Original Engineering Fee:</td>
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<td>Supplemental Fee:</td>
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**DIVISION 6**

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<td>SPSF Utilization:</td>
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<td>Firm:</td>
<td>Sepi Engineering &amp; Construction, Inc, Raleigh, NC</td>
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<td>Wetherill Engineering, Inc., Raleigh, NC</td>
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<td>Supplemental Fee:</td>
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<tr>
<td>DBE/WBE/SPSF Utilization:</td>
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<td>Firm:</td>
<td>Gannett Fleming, Inc., Philadelphia, PA</td>
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<td>Original Engineering Fee:</td>
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<td>Supplemental Fee:</td>
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<td>SPSF Utilization:</td>
<td>Sungate Design Group PA</td>
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<td>DBE/SPSF Utilization:</td>
<td>MI Engineering, PLLC</td>
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<td>SPSF Utilization:</td>
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<td>DBE/WBE/SPSF Utilization:</td>
<td>Three Oaks Engineering</td>
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<td>SPSF Utilization:</td>
<td>EEE Consulting Inc</td>
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<tr>
<td>DBE/WBE/SPSF Utilization:</td>
<td>Falcon Engineering Inc</td>
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<td>DBE/MBE/SPSF Utilization:</td>
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<td>Description of Work:</td>
<td>2017 On-Call General Engineering Services for Division-Managed Projects LSC</td>
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<tr>
<td>Firm:</td>
<td>CDM Smith Inc, Raleigh, NC</td>
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<td>Original Engineering Fee:</td>
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<td>Supplemental Fee:</td>
<td>$500,000.00</td>
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<td>12% / $60,000.00</td>
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<td>DBE/SPSF Utilization:</td>
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<tr>
<td>Firm:</td>
<td>AECOM Technical Services of North Carolina Inc, Chicago, IL</td>
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<td>Original Engineering Fee:</td>
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<td>Supplemental Fee:</td>
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<td>DBE/WBE/SPSF Utilization:</td>
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<td>1% / $15,000.00</td>
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**DIVISION 7**

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<tr>
<td>Firm:</td>
<td>Calyx Engineers and Consultants, Raleigh, NC</td>
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<td>Original Engineering Fee:</td>
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<td>Supplemental Fee:</td>
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<td>Firm:</td>
<td>Mead &amp; Hunt Inc, Raleigh, NC</td>
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<td>Firm:</td>
<td>Michael Baker Engineering, Inc., Cary, NC</td>
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Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC
Firm: AMEC Foster Wheeler Environment & Infrastructure, Inc., Durham, NC
Original Engineering Fee: $1,000,000.00
Supplemental Fee: $1,500,000.00
SPSF Utilization: 0%

Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC
Firm: Mott MacDonald I&E LLC, Pittsburgh, PA
Original Engineering Fee: $1,000,000.00
Supplemental Fee: $1,500,000.00
DBE/WBE/SPSF Utilization: Ecological Engineering LLP 3% / $45,000.00
SPSF Utilization: Carolina Ecosystems Inc 1% / $15,000.00
DBE/WBE/SPSF Utilization: Falcon Engineering Inc 1% / $15,000.00
DBE/WBE/SPSF Utilization: Dovetail Cultural Resource Group, Inc 1% / $15,000.00
DBE/WBE/SPSF Utilization: Wetherill Engineering, Inc. 4% / $60,000.00

DIVISION 8
Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC
Firm: Rummel Klepper & Kahl LLP, Raleigh, NC
Original Engineering Fee: $1,000,000.00
Supplemental Fee: $1,500,000.00
SPSF Utilization: Calyx Engineers and Consultants 2% / $30,000.00
DBE/WBE/SPSF Utilization: Three Oaks Engineering 1% / $15,000.00

Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC
Firm: H. W. Lochner, Inc., Raleigh, NC
Original Engineering Fee: $1,000,000.00
Supplemental Fee: $1,500,000.00
SPSF Utilization: Sungate Design Group PA 8% / $120,000.00
DBE/WBE/SPSF Utilization: Ecological Engineering LLP 12% / $180,000.00
DBE/WBE/SPSF Utilization: Falcon Engineering Inc 4% / $60,000.00
SPSF Utilization: Commonwealth Heritage Group, Inc 1% / $15,000.00
Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC
Firm: VHB Engineering NC PC, Watertown, MA
Original Engineering Fee: $1,000,000.00
Supplemental Fee: $1,500,000.00
SPSF Utilization: Carolina Land Acquisitions Inc 2% / $30,000.00
DBE/WBE/SPSF Utilization: Falcon Engineering Inc 2% / $30,000.00
SPSF Utilization: Hinde Engineering Inc 2% / $30,000.00
DBE/SPSF Utilization: MI Engineering, PLLC 3% / $45,000.00
SPSF Utilization: Sungate Design Group PA 3% / $45,000.00
SPSF Utilization: TGS Engineers 3% / $45,000.00

DIVISION 9
Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC
Firm: Dewberry Engineers Inc, Raleigh, NC
Original Engineering Fee: $1,000,000.00
Supplemental Fee: $1,500,000.00
DBE/WBE/SPSF Utilization: Planning Communities, LLC 5% / $75,000.00
SPSF Utilization: Patriot Transportation Engineering PLLC 5% / $75,000.00

Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC
Firm: Rummel Klepper & Kahl LLP, Raleigh, NC
Original Engineering Fee: $1,000,000.00
Supplemental Fee: $1,500,000.00
SPSF Utilization: Calyx Engineers and Consultants 2% / $30,000.00
DBE/WBE/SPSF Utilization: Three Oaks Engineering 1% / $15,000.00
Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC

Firm: Mott MacDonald I&E LLC, Pittsburgh, PA
Original Engineering Fee: $1,000,000.00
Supplemental Fee: $1,500,000.00
DBE/WBE/SPSF Utilization: Ecological Engineering LLP
3% / $45,000.00
SPSF Utilization: Carolina Ecosystems Inc
1% / $15,000.00
DBE/WBE/SPSF Utilization: Falcon Engineering Inc
1% / $15,000.00
DBE/WBE/SPSF Utilization: Dovetail Cultural Resource Group | Inc
1% / $15,000.00
DBE/WBE/SPSF Utilization: Wetherill Engineering, Inc.
4% / $60,000.00

Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC

Firm: RS&H Architects-Engineers-Planners, Inc., Charlotte, NC
Original Engineering Fee: $1,000,000.00
Supplemental Fee: $1,500,000.00
SPSF Utilization: Carolina Ecosystems Inc
3% / $45,000.00

Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC

Firm: Transystems Corporation, Chicago, IL
Original Engineering Fee: $500,000.00
Supplemental Fee: $500,000.00
SPSF Utilization: Sungate Design Group PA
10% / $50,000.00

DIVISION 10
Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC

Firm: Atkins North America Inc, Raleigh, NC
Original Engineering Fee: $1,000,000.00
Supplemental Fee: $1,500,000.00
SPSF Utilization: Commonwealth Heritage Group, Inc
2% / $30,000.00

Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC

Firm: Rummel Klepper & Kahl LLP, Raleigh, NC
Original Engineering Fee: $500,000.00
Supplemental Fee: $500,000.00
SPSF Utilization: Calyx Engineers and Consultants
2% / $10,000.00
DBE/WBE/SPSF Utilization: Three Oaks Engineering
1% / $5,000.00

October 5, 2017
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**DIVISION 11**

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Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC
Firm: Kisinger Campo & Associates Corp, Tampa, FL
Original Engineering Fee: $1,000,000.00
Supplemental Fee: $1,500,000.00
DBE/WBE/SPSF Utilization: Ecological Engineering LLP
4% / $60,000.00
SPSF Utilization: Ramey Kemp & Associates, Inc.
4% / $60,000.00
SPSF Utilization: TGS Engineers
4% / $60,000.00
DBE/WBE/SPSF Utilization: Three Oaks Engineering
4% / $60,000.00

DIVISION 12
Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC
Firm: A. Morton Thomas & Associates Inc, Raleigh, NC
Original Engineering Fee: $1,000,000.00
Supplemental Fee: $1,500,000.00
SPSF Utilization: Carolina Ecosystems Inc
5% / $75,000.00
DBE/SPSF Utilization: Davenport
15% / $225,000.00

Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC
Firm: CDM Smith Inc, Raleigh, NC
Original Engineering Fee: $1,000,000.00
Supplemental Fee: $1,500,000.00
SPSF Utilization: Summit Design and Engineering Services, PLLC
12% / $180,000.00
DBE/SPSF Utilization: MI Engineering, PLLC
7% / $105,000.00

Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC
Firm: Mott MacDonald I&E LLC, Pittsburgh, PA
Original Engineering Fee: $500,000.00
Supplemental Fee: $500,000.00
DBE/WBE/SPSF Utilization: Ecological Engineering LLP
3% / $15,000.00
SPSF Utilization: Carolina Ecosystems Inc
1% / $5,000.00
DBE/WBE/SPSF Utilization: Falcon Engineering Inc
1% / $5,000.00
DBE/WBE/SPSF Utilization: Dovetail Cultural Resource Group | Inc
1% / $5,000.00
DBE/WBE/SPSF Utilization: Wetherill Engineering, Inc.
4% / $20,000.00

October 5, 2017
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**DIVISION 13**

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<td>Firm:</td>
<td>ICE of Carolinas PLLC, North Charleston, SC</td>
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Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC
Firm: MS Consultants Inc, Youngstown, OH
Original Engineering Fee: $500,000.00
Supplemental Fee: $500,000.00
DBE/WBE/SPSF Utilization: Falcon Engineering Inc
10% / $50,000.00

DIVISION 14
Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC
Firm: TGS Engineers, Shelby, NC
Original Engineering Fee: $500,000.00
Supplemental Fee: $500,000.00
SPSF Utilization: 100%

Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC
Firm: Kimley-Horn & Associates, Inc, Raleigh, NC
Original Engineering Fee: $500,000.00
Supplemental Fee: $500,000.00
SPSF Utilization: 0%

Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC
Firm: Vaughn & Melton Consulting Engineers Inc, Asheville, NC
Original Engineering Fee: $1,000,000.00
Supplemental Fee: $1,500,000.00
DBE/WBE/SPSF Utilization: Ecological Engineering LLP
9% / $135,000.00
SPSF Utilization: Carolina Transportation Engineers & Associates, PC
8% / $120,000.00

Description of Work: 2017 On-Call General Engineering Services for Division-Managed Projects LSC
Firm: Johnson, Mirmiran & Thompson, Inc., Hunt Valley, MD
Original Engineering Fee: $500,000.00
Supplemental Fee: $500,000.00
DBE/WBE/SPSF Utilization: Ecological Engineering LLP
2% / $10,000.00
DBE/MBE/SPSF Utilization: Neighborhood Solutions LLC
2% / $10,000.00
SPSF Utilization: Ramey Kemp & Associates, Inc.
4% / $20,000.00
DBE/MBE/SPSF Utilization: Tech Engineering Group PLLC
2% / $10,000.00
SPSF Utilization: Utility Coordination Consultants
2% / $10,000.00
Technical Services

Geotechnical Engineering Unit
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 Geotechnical, GeoEnvironmental, Geophysical, and Foundation Testing Services on an as needed basis for various federal-aid and state funded projects to support the Geotechnical Engineering Unit. These contracts will expire two (2) years with an optional one (1) year extension possible after the date of execution or after the contract amount has been depleted, whichever occurs first. Our staff has completed the actions for employing private firms in accordance with the policies and procedures adopted by the Board on May 7, 2009. These are for information only.

STATEWIDE

Description of Work: 2017 Geotechnical, GeoEnvironmental, Geophysical, and Foundation Testing Services LSC
Firm: Applied Foundation Testing, PLLC, Raleigh, NC
Maximum Engineering Fee: $400,000.00
SPSF Utilization: 100%

Description of Work: 2017 Geotechnical, GeoEnvironmental, Geophysical, and Foundation Testing Services LSC
Firm: Schnabel Engineering South PC, Merrifield, VA
Maximum Engineering Fee: $400,000.00
SPSF Utilization: 0%

Description of Work: 2017 Geotechnical, GeoEnvironmental, Geophysical, and Foundation Testing Services LSC
Firm: Kleinfelder Inc, Los Angeles, CA
Maximum Engineering Fee: $4,000,000.00
SPSF Utilization: Pyramid Environmental & Engineering PC 2% / $80,000.00

Description of Work: 2017 Geotechnical, GeoEnvironmental, Geophysical, and Foundation Testing Services LSC
Firm: Froehling & Robertson Inc, Raleigh, NC
Maximum Engineering Fee: $3,500,000.00
SPSF Utilization: 0%

Description of Work: 2017 Geotechnical, GeoEnvironmental, Geophysical, and Foundation Testing Services LSC
Firm: HDR Engineering Inc of the Carolinas, Chicago, IL
Maximum Engineering Fee: $2,000,000.00
SPSF Utilization: 0%
Description of Work: 2017 Geotechnical, GeoEnvironmental, Geophysical, and Foundation Testing Services LSC
Firm: GEL Engineering of NC Inc, Charleston, SC
Maximum Engineering Fee: $1,000,000.00
SPSF Utilization: 0%

Description of Work: 2017 Geotechnical, GeoEnvironmental, Geophysical, and Foundation Testing Services LSC
Firm: Pyramid Environmental & Engineering PC, Greensboro, NC
Maximum Engineering Fee: $1,000,000.00
SPSF Utilization: 100%

Description of Work: 2017 Geotechnical, GeoEnvironmental, Geophysical, and Foundation Testing Services LSC
Firm: AMEC Foster Wheeler Environment & Infrastructure, Inc., Durham, NC
Maximum Engineering Fee: $2,000,000.00
SPSF Utilization: 0%

Description of Work: 2017 Geotechnical, GeoEnvironmental, Geophysical, and Foundation Testing Services LSC
Firm: Hart & Hickman PC, Charlotte, NC
Maximum Engineering Fee: $1,000,000.00
SPSF Utilization: 0%

Description of Work: 2017 Geotechnical, GeoEnvironmental, Geophysical, and Foundation Testing Services LSC
Firm: Catlin Engineers and Scientists, Wilmington, NC
Maximum Engineering Fee: $4,000,000.00
SPSF Utilization: 100%

Description of Work: 2017 Geotechnical, GeoEnvironmental, Geophysical, and Foundation Testing Services LSC
Firm: Mid Atlantic Associates Inc, Raleigh, NC
Maximum Engineering Fee: $1,000,000.00
SPSF Utilization: 100%

Description of Work: 2017 Geotechnical, GeoEnvironmental, Geophysical, and Foundation Testing Services LSC
Firm: Geosyntec Consultants of NC PC, Boca Raton, FL
Maximum Engineering Fee: $1,000,000.00
SPSF Utilization: 0%

Description of Work: 2017 Geotechnical, GeoEnvironmental, Geophysical, and Foundation Testing Services LSC
Firm: ICE of Carolinas , PLLC, North Charleston, SC
Maximum Engineering Fee: $1,000,000.00
SPSF Utilization: 0%
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<td>Terracon Consultants Inc, Raleigh, NC</td>
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<tr>
<td>Maximum Engineering Fee:</td>
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<tr>
<td>SPSF Utilization:</td>
<td>Geophysical Survey Investigations PLLC</td>
</tr>
<tr>
<td></td>
<td>1% / $30,000.00</td>
</tr>
<tr>
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<tr>
<td>Firm:</td>
<td>Falcon Engineering Inc, Raleigh, NC</td>
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<tr>
<td>Firm:</td>
<td>S&amp;ME Inc, Raleigh, NC</td>
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<tr>
<td>Firm:</td>
<td>Apex Companies, LLC, Baltimore, MD</td>
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<td>Description of Work</td>
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<td>---------------------</td>
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<tr>
<td>Firm</td>
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<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Firm</td>
<td>Highlands Environmental Solutions Inc, Raleigh, NC</td>
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<table>
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<tbody>
<tr>
<td>Firm</td>
<td>Stewart, Philadelphia, PA</td>
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<tr>
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<tr>
<td>Firm</td>
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<td>SPSF Utilization :</td>
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<th>Description of Work</th>
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<tr>
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**Location & Surveys**

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

October 5, 2017
<table>
<thead>
<tr>
<th>Description of Work:</th>
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<tr>
<td>Firm:</td>
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<tr>
<td>Firm:</td>
<td>Johnson, Mirmiran &amp; Thompson, Inc., Hunt Valley, MD</td>
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<table>
<thead>
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<td>Firm:</td>
<td>KCI Associates of North Carolina PA, Baltimore, MD</td>
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<td>Original Engineering Fee:</td>
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<td>Supplemental Fee:</td>
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<td>SPSF Utilization:</td>
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<table>
<thead>
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<th>2017 Location &amp; Surveys LSC</th>
</tr>
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<tbody>
<tr>
<td>Firm:</td>
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<tr>
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<tr>
<td>Supplemental Fee:</td>
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<tbody>
<tr>
<td>Firm:</td>
<td>Wadelynn Geospatial, LLC, Garner, NC</td>
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<table>
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<tr>
<td>Firm:</td>
<td>Wetherill Engineering, Inc., Raleigh, NC</td>
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<tr>
<td>Original Engineering Fee:</td>
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<td>DBE/WBE/SPSF Utilization:</td>
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<table>
<thead>
<tr>
<th>Description of Work:</th>
<th>2017 Location &amp; Surveys LSC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Firm:</td>
<td>WithersRavenel, Inc., Cary, NC</td>
</tr>
<tr>
<td>Original Engineering Fee:</td>
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<td>Supplemental Fee:</td>
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<td>SPSF Utilization:</td>
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</table>
**Natural Environment**

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

### STATEWIDE

<table>
<thead>
<tr>
<th>Description of Work:</th>
<th>2015 Natural Environmental Services LSC</th>
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</thead>
<tbody>
<tr>
<td>Firm:</td>
<td>Three Oaks Engineering, Durham, NC</td>
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<tr>
<td>Original Engineering Fee:</td>
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<tr>
<td>Previous Supplemental Fee:</td>
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<td>DBE/WBE/SPSF Utilization:</td>
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<table>
<thead>
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<th>Description of Work:</th>
<th>2015 Natural Environmental Services LSC</th>
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<tbody>
<tr>
<td>Firm:</td>
<td>KCI Associates of North Carolina PA, Baltimore, MD</td>
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<tr>
<td>Original Engineering Fee:</td>
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<tr>
<td>Supplemental Fee:</td>
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<td>SPSF Utilization:</td>
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<table>
<thead>
<tr>
<th>Description of Work:</th>
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<tbody>
<tr>
<td>Firm:</td>
<td>McCormick Taylor Inc, Harrisburg, PA</td>
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<tr>
<td>Original Engineering Fee:</td>
<td>$300,000.00</td>
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<td>Previous Supplemental Fee:</td>
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<td>Supplemental Fee:</td>
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<tr>
<td>SPSF Utilization:</td>
<td>Alderman Environmental Services, Inc. 15% / $75,000.00</td>
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<tr>
<td>SPSF Utilization:</td>
<td>Axiom Environmental, Inc. 5% / $25,000.00</td>
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<table>
<thead>
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<th>Description of Work:</th>
<th>2015 Natural Environmental Services LSC</th>
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<tr>
<td>Firm:</td>
<td>HDR Engineering Inc of the Carolinas, Chicago, IL</td>
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<tr>
<td>Original Engineering Fee:</td>
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<tr>
<td>Supplemental Fee:</td>
<td>$500,000.00</td>
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<tr>
<td>SPSF Utilization:</td>
<td>CZR Incorporated 12% / $60,000.00</td>
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<table>
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<th>Description of Work:</th>
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<tr>
<td>Firm:</td>
<td>Rummel, Klepper &amp; Kahl LLP, Raleigh, NC</td>
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<tr>
<td>Original Engineering Fee:</td>
<td>$1,000,000.00</td>
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<tr>
<td>Previous Supplemental Fee:</td>
<td>$1,600,000.00</td>
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<tr>
<td>Supplemental Fee:</td>
<td>$1,500,000.00</td>
</tr>
<tr>
<td>DBE/WBE/SPSF Utilization:</td>
<td>Three Oaks Engineering 2% / $30,000.00</td>
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</table>
Design-Build
The Secretary of Transportation awarded a Design-Build contract in July 2017 for the I-40 Pavement Rehabilitation and construction of additional lanes from West of NC 801 in Davie County to East of SR 1101 (Harper Road/Tanglewood Business Park Road) in Forsyth County. In accordance with the policies and procedures adopted by the Board, a Design-Build team who was not awarded the project can request payment of a stipend to recover part of the expense of preparation of their proposal. We have received a request for payment of the stipend from the following firms. These are for information only.

DIVISION 9
Project: (34147.3.4) (I-0911A)
Firm: United Infrastructure Group Inc., Great Falls, SC
Stipend Amount: $70,000.00
SPSF Utilization: 0%

Project: (34147.3.4) (I-0911A)
Firm: The Lane Construction Corporation, Cheshire, CT
Stipend Amount: $70,000.00
SPSF Utilization: 0%

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

STATEWIDE
Description of Work: 2015 NCTA Traffic and Revenue Service LSC
Firm: Stantec Consulting Services Inc, Chicago, IL
Original Engineering Fee: $3,000,000.00
Supplemental Fee: $1,000,000.00
SPSF Utilization: Patriot Transportation Engineering PLLC
3% / $30,000.00
There will be no Secondary Road Improvement Projects submitted to the Board for approval at the October 2017 Board meeting.
Road Additions:

<table>
<thead>
<tr>
<th>County</th>
<th>Pet. No.</th>
<th>Length (Miles)</th>
<th>Description</th>
<th>Date of Report</th>
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</thead>
<tbody>
<tr>
<td>Currituck</td>
<td>51447</td>
<td>0.10</td>
<td>East Point Estates Subdivision</td>
<td>2/4/16</td>
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<td></td>
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<td>East Point Estates Court</td>
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<tr>
<td>Pasquotank</td>
<td>51448</td>
<td>0.06, 1.22</td>
<td>Orchard Cove Subdivision</td>
<td>7/26/17</td>
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<tr>
<td></td>
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<td>Kiwi Court</td>
<td></td>
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<td></td>
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<td>Orchard Drive</td>
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<tr>
<td>Pasquotank</td>
<td>51449</td>
<td>0.38</td>
<td>Queenswood Subdivision</td>
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<tr>
<td></td>
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<td>Princess Anne Circle, SR 1259 Ext.</td>
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<tr>
<td>New Hanover</td>
<td>51450</td>
<td>0.03</td>
<td>Arrowhead Subdivision</td>
<td>8/28/17</td>
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<td></td>
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<td>Lorraine Drive</td>
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<tr>
<td>New Hanover</td>
<td>51451</td>
<td>0.21</td>
<td>North Hills Subdivision</td>
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<tr>
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<td></td>
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<td>Pages Creek Drive</td>
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<tr>
<td>Onslow</td>
<td>51452</td>
<td>0.68</td>
<td>Blue Top Road</td>
<td>8/10/17</td>
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<tr>
<td>Onslow</td>
<td>51453</td>
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<td>Bradham Place Subdivision</td>
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<td>Walter Drive</td>
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<td>Mewborn Drive</td>
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<tr>
<td>Onslow</td>
<td>51454</td>
<td>0.13, 0.06, 0.38, 0.04</td>
<td>Bridgeport Subdivision</td>
<td>8/17/17</td>
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<td>Deep Inlet Drive</td>
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<td>Great Harbor Court</td>
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<td></td>
<td>Bridgeport Drive</td>
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<td>Breakwater Drive</td>
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<td>Shallow Court</td>
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<td>Misty Cove Court</td>
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<tr>
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<td>51456</td>
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<td>Monarch Meadow at Carolina Plantations Subdivision</td>
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<td>Periwinkle Court</td>
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<td></td>
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<td>Dahlia Court</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>Dynamo Lane</td>
<td></td>
</tr>
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<td></td>
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<td>Dahlia Lane</td>
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<td>Mariposa Court</td>
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<td>Arabella Drive</td>
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## NCDOT October 2017 Board of Transportation Agenda

### Road Additions:

<table>
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<tr>
<th>Division</th>
<th>County</th>
<th>Pet. No.</th>
<th>Length (Miles)</th>
<th>Description</th>
<th>Date of Report</th>
</tr>
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<tbody>
<tr>
<td>Division 3</td>
<td>Onslow</td>
<td>51458</td>
<td>0.06, 0.17</td>
<td>The Farm at Hunters Creek Subdivision, Longhorn Road, Dairy Farm Road</td>
<td>8/17/17</td>
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<tr>
<td>Division 4</td>
<td>Halifax</td>
<td>51459</td>
<td>0.04</td>
<td>Lake Shores Subdivision, Unnamed Road</td>
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<td>Johnston</td>
<td>51460</td>
<td>0.23</td>
<td>Williams Farm Subdivision, Tedpace Street</td>
<td>7/6/17</td>
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<tr>
<td>Division 5</td>
<td>Granville</td>
<td>51461</td>
<td>0.32, 0.08, 0.33</td>
<td>Preserve at Smith Creek Subdivision, New Grissom Way, Claude Court, Bragg Valley Lane</td>
<td>8/11/17</td>
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<tr>
<td>Division 7</td>
<td>Caswell</td>
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<td>Caswell Pines Subdivision, Clubhouse Drive</td>
<td>5/26/17</td>
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<tr>
<td></td>
<td>Guilford</td>
<td>51463</td>
<td>0.37, 0.09, 0.07</td>
<td>Bear Creek Subdivision, Koala Drive, Polar Drive, Panda Court</td>
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<td>Davidson</td>
<td>51464</td>
<td>0.55, 0.15, 0.05, 0.06, 0.05, 0.13</td>
<td>Sunset Ridge Subdivision, Sunset Ridge Lane, Double Spring Lane, High Ridge Court, Koontz Farm Drive, Godfrey Court, Old Walnut Lane</td>
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<td>Lincoln County Industrial Park, Lincoln County Parkway, SR 2015 Ext.</td>
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October 5, 2017
## Road Additions:

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<th>County</th>
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<tr>
<td>Division 13</td>
<td>51467</td>
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<td>Forest Service Road</td>
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## Deletions:

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### Summary:

- Number of Roads Petitioned for Addition – 46
- Number of Roads Petitioned for Abandonment – 7

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October 5, 2017
Corrections:
Division 3 – Onslow County Petition 51418:
Extended SR 2747, Sonoma Road for 0.27 miles. The correct mileage should be 0.33 miles.
Added Merin Height Road for 0.32 miles. The correct mileage should be 0.33 miles.
Added Arabella Drive 0.28 miles. The correct mileage should be 0.27 miles.
Added Solomon Drive for 0.39. The correct mileage should be 0.38 miles.

Division 8 – Hoke County Petition 51229 extended SR 1777, Maria Drive for 0.11 miles. The correct mileage should be 0.16.

Division 8 – Lee County Petition 51083 extended SR 1484, Doe Run Drive for 0.10 miles. The correct mileage should be 0.07 miles.

Division 8 – Randolph County Petition 51124 abandoned SR 1168, Bingham Loflin Road for 0.09 miles. The correct length should be 0.06.

Division 10 – Mecklenburg County Petition 51386 extended SR 2140, Stumptown Road for 0.25 miles. This was to be an addition, not an extension.

Division 11 – Petition 51263 should not have been listed on the September 2017 Agenda.
According to Executive Order No. 2 and G.S. 143B-350(g), the Board is requested to concur with staff recommendation and delegate authority to the Secretary to approve funds for specific Division-wide Small Construction / Statewide Contingency projects.

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<td>Div 2</td>
<td>Pitt Town of Ayden – Increase on-site traffic storage area at Ayden Elementary School</td>
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<td>TOTAL</td>
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<td>Div 3</td>
<td>Onslow City of Jacksonville - Revise pavement markings on Jacksonville Pkwy (SR 2714) at the intersection with Western Blvd (NC 53)</td>
<td>Small Construction</td>
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<td>Div 4</td>
<td>Halifax Town of Littleton – Replace guardrail along US 158.</td>
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<td>Div 7</td>
<td>Guilford Town of Jamestown - Install Sidewalks along both sides of East Main St (SR 4121) from Millis Rd (SR 1357) to Jamestown Pkwy</td>
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<td>Div 9</td>
<td>Forsyth City of Winston-Salem – Pedestrian Improvements on Cloverdale Ave and Miller St in Winston-Salem</td>
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<td>WBS 44610 – Increase Funds</td>
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<td>Div 10</td>
<td>Union Roadway and drainage repairs along Zion Church Rd (SR 1920) south of State Line Rd (SR 1921)</td>
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<td>Div 12</td>
<td>City of Claremont - Grade, Drain, Base &amp; Pave approx. 1400’ of industrial access road for new industrial facility. Project Longbow. Request for additional funds. WBS 45858</td>
<td>Economic Development</td>
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<td>Div 14</td>
<td>Install actuated flasher at the intersection of Hooper’s Creek Rd (SR 1569) and Terry’s Gap Rd (SR 1565) WBS 44777 - Increase &amp; close</td>
<td>Small Construction</td>
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Summary:

- Number of Divisions: 8
- Number of Projects: 8

- Small Construction Commitment: $20,132.52
- Public Access Commitment: $0.00
- Contingency Commitment: $698,100.00
- Economic Development: $70,000.00

TOTAL: $788,232.52
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<th>Town/County Division</th>
<th>5311 Capital (Amendment)</th>
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<td>18-CT-025 Hyde County Non-Profit Private Transportation Corporation</td>
<td>recently became a regional system by adding Tyrrell County to their service area. They will use the Capital funds to purchase (1) 20' Light Transit Vehicle, (1) 20' Light Transit Vehicle w/Lift with (2) lettering and logos and a replacement camera system; 1 desk, filing cabinet and copier table; 2 copiers; 3 cell phones for drivers; 1 new computer system, Microsoft Office 2013, and printer for a new position; and updated accounting software.</td>
<td>$ 122,790 Total</td>
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<td>$ 98,232 Federal</td>
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<td>$ 12,279 State</td>
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<td>18-CT-060 Jackson County: adding additional Funding for a Propane Bi-fuel Upfit for a raised roof van.</td>
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Item I - 1, 2 Project(s), Total Federal/State Funds $ 116,807

*STI projects funded through the Highway Trust Fund are approved by the BOT on Item K
### ADDITIONS to the Transit 2018-2027 STIP

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<th>STIP #</th>
<th>Transit Partner</th>
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<td>Western Piedmont Regional Transit Authority</td>
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### MODIFICATIONS to the Transit 2018-2027 STIP

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<td>TD-5289</td>
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<td>CNG Fueling- Add compressed Natural Gas (CNG) fueling station to GoRaleigh's Poole Rd. Bus Maintenance Facility (PE)</td>
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### ADMINISTRATIVE MODIFICATIONS to the Transit 2018-2027 STIP

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### ADMINISTRATIVE MODIFICATIONS to the Transit 2016-2025 STIP

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<td>TA-5201</td>
<td>Gastonia Transit</td>
<td>Bus Replacement Project for Gastonia Express Mid Day Route</td>
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<td>TG-6137B</td>
<td>Piedmont Authority for Regional Transportation</td>
<td>Routine Capital, Passenger amenities, parts, equipment, preventive maintenance and capital cost of contracting</td>
<td>FUZ</td>
<td>S307</td>
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- TG-5235 Correction to Database: MPO/RPO from Raleigh (CAMPO) to Durham/Chapel Hill/Carboro (DCHC) from April 2017 Board Amendment.
Deletions to the Transit 2018-2027 STIP

<table>
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<tr>
<th>STIP #</th>
<th>Transit Partner</th>
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<tr>
<td>TD-5288</td>
<td>Greensboro Transit Authority</td>
<td>RENOVATION OF J. DOUGLAS GALYON DEPOT.</td>
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Item I-1A, 18 Projects, Total Federal/State funds $26,132,000
<table>
<thead>
<tr>
<th>Town/County Division</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Division 10</td>
<td>The Rail Division requests reallocation of Freight Rail &amp; Rail Crossing Safety Improvement (FRRCSI) funds from the Doster Private Crossing Closure (project complete) to the closure of a private at-grade crossing that serves John B. Stroup and Hazline H. Stroup; crossing number 715 338M, milepost Main 367.00 (Caldwell Park Drive). Project will also include the construction of an alternate access driveway to Caldwell Park Drive. The Department will be responsible for the construction of the project. The total estimated cost to the Department is $1,500,000.</td>
<td>$1,500,000</td>
</tr>
<tr>
<td>Mecklenburg County</td>
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<tr>
<td>Y-5500JA 80000.2.1.4</td>
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</tbody>
</table>

ITEM I-2 SUMMARY – 1 PROJECT – $1,500,000 (TOTAL FEDERAL AND STATE)
There will be no items presented for approval at the October 5, 2017 Board of Transportation meeting.

ITEM I-3 SUMMARY – NO PROJECTS
**CONSTRUCT - TERMINAL IMPROVEMENTS - PART I**

The airport is requesting to use their full amount of SFY 18 and SFY 19 appropriated state commercial service airport funds ($1,139,670 per year) to match FAA Airport Improvement Program (AIP) funds. The request is to provide the airport their SFY 19 funds now, instead of waiting until SFY 19. The amount to be cash flowed early is $1,139,670. (THIS CASH FLOW REQUEST IS FOR THE $9,000 DIFFERENCE FROM THE APPROVED SEPTEMBER REQUEST)

WBS 36244.27.14.1

**RUNWAY 6-24 REHABILITATION**

Pavement rehabilitation of Runway 6-24 in order to prevent further deterioration of pavement condition and meet operational needs. Pavement Condition Index (PCI) is 70. [2386]

**AIRFIELD PAVEMENT REHABILITATION (RUNWAY, TAXIWAY, APRON)**

Rehabilitate airfield pavement on Runway 1-19, taxiways and apron in order to prevent further deterioration of pavement condition. Overall Pavement Condition Index (PCI) is 52. [2271]

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ITEM I-4 SUMMARY – 3 PROJECTS – (TOTAL STATE and FEDERAL COST) $4,830,000

**Project selection and approval for award. Cost is estimated. Only eligible cost within the project scope of work will be reimbursed.**
## Approval of Strategic Transportation Investments Funds

<table>
<thead>
<tr>
<th>Town/County Division</th>
<th>PROJ.</th>
<th>CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dare Co. Div. 1</td>
<td>R-3419</td>
<td>REGIONAL</td>
<td>US 158 from US 64/NC 12 to eastern end of Currituck. Initial funds are requested for preliminary engineering.</td>
<td>$1,000,000.00</td>
</tr>
<tr>
<td>Carteret Co. Div. 2</td>
<td>AV-5746</td>
<td>DIVISION</td>
<td>Michael J. Smith Field (MRH), Full parallel taxiway 8-26. $2,843,950.00 has previously been approved for construction. Additional funds are requested.</td>
<td>$108,000.00</td>
</tr>
<tr>
<td>Carteret Co. Div. 2</td>
<td>U-5876</td>
<td>STATEWIDE</td>
<td>US 70 (Arendell Street) from 4th street to SR 1175 (Radio Island Road). Initial funds are requested for preliminary engineering.</td>
<td>$300,000.00</td>
</tr>
<tr>
<td>Craven Co. Div. 2</td>
<td>R-5777</td>
<td>STATEWIDE</td>
<td>US 70 from SR 1124 (Grantham Road) to the proposed US 70 Havelock Bypass. Initial funds are requested for preliminary engineering.</td>
<td>$500,000.00</td>
</tr>
<tr>
<td>Craven Co. Div. 2</td>
<td>R-5777B</td>
<td>REGIONAL</td>
<td>US 70 at West Thurman Road / East Thurman Road. Initial funds are requested for preliminary engineering.</td>
<td>$1,000,000.00</td>
</tr>
<tr>
<td>Town/County Division</td>
<td>Project Description</td>
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<tr>
<td>Brunswick Co. Div. 3</td>
<td>WBS 46333.2.1 Cape Fear Regional Airport approach clearing at Runway 5 and Runway 23. $277,000.00 has previously been approved for right of way. Additional funds are requested.</td>
<td>$31,000.00</td>
<td></td>
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</tr>
<tr>
<td>Brunswick Co. Div. 3</td>
<td>WBS 46333.1.1 Cape Fear Regional Airport approach clearing at Runway 5 and Runway 23. $55,000.00 has previously been approved preliminary engineering. Additional funds are requested.</td>
<td>$7,000.00</td>
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</tr>
<tr>
<td>Brunswick Co. Div. 3</td>
<td>WBS 46336.1.1 Odell Williamson Municipal Airport (60J), Runway Protection Zone 2 - Runway 24 land acquisition. $69,370.00 has previously been approved for preliminary engineering. Additional funds are requested for preliminary engineering.</td>
<td>$3,000.00</td>
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<tr>
<td>Brunswick Co. Div. 3</td>
<td>WBS 38926.1.1 US-74-76 at NC 87 (Maco Road). Initial funds are requested for preliminary engineering.</td>
<td>$750,000.00</td>
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<tr>
<td>Brunswick Co. Div. 3</td>
<td>WBS 47539.1.1 US 17 at NC 904. Initial funds are requested for preliminary engineering.</td>
<td>$500,000.00</td>
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</table>
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<tr>
<td>Brunswick Co.</td>
<td>Div. 3</td>
<td>R-5857</td>
<td>STATEWIDE</td>
<td>US 17 at US 17 Business. Initial funds are requested for preliminary engineering.</td>
<td>$500,000.00</td>
</tr>
<tr>
<td>Sampson/ Pender/ Duplin Cos.</td>
<td>Div. 3</td>
<td>I-5940</td>
<td>STATEWIDE</td>
<td>I-40 from SR 1725 (Milemarker 352) In Sampson County to SR 1501 (Milemarker 388) in Pender County. Initial funds are requested for preliminary engineering.</td>
<td>$100,000.00</td>
</tr>
<tr>
<td>New Hanover/ Pender Co.</td>
<td>Div. 3</td>
<td>R-3300A</td>
<td>REGIONAL</td>
<td>US 17 Hampstead Bypass from US 17 Bypass south of Hampstead to NC 210. Initial funds are requested for preliminary engineering.</td>
<td>$1,000,000.00</td>
</tr>
<tr>
<td>Wilmington/ New Hanover Co.</td>
<td>Div. 3</td>
<td>U-4751</td>
<td>STATEWIDE</td>
<td>SR 1409 (Military Cutoff Road Extension) from SR 1409 (Military Cutoff Road) to US 17 in Wilmington. $73,550,000.00 has previously been approved for acquisition of specific parcels. <strong>This project has previously been identified as a Trust Fund Intrastate System project.</strong></td>
<td>$7,500,000.00</td>
</tr>
<tr>
<td>New Hanover Co.</td>
<td>Div. 3</td>
<td>U-6080</td>
<td>DIVISION</td>
<td>SR 1175 (Kerr Avenue) from Patrick Avenue to SR 1411 (Wrightsville Avenue). Initial funds are requested for preliminary engineering.</td>
<td>$1,000,000.00</td>
</tr>
<tr>
<td>Town/County Division PROJ. CATEGORY</td>
<td>Project Description</td>
<td>Estimated Cost</td>
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<tr>
<td>New Hanover Co. Div. 3 U-6083 DIVISION</td>
<td>North 23rd Street from US 74 (Martin Luther King, Jr Parkway) to NC 133 (Castle Hayne Road). Initial funds are requested for preliminary engineering.</td>
<td>$1,000,000.00</td>
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<tr>
<td>Onslow Co. Div. 3 B-5944 DIVISION</td>
<td>Replace bridge #77 over SR 1509 (Queens Creek Road). Initial funds are requested for preliminary engineering.</td>
<td>$500,000.00</td>
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<tr>
<td>Onslow Co. Div. 3 U-6065 STATEWIDE</td>
<td>US 17 from NC 172 (Sneads Ferry Road / SR 1518 (Old Folkstone Road). Initial funds are requested for preliminary engineering.</td>
<td>$750,000.00</td>
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<tr>
<td>Onslow Co. Div. 3 U-6081 DIVISION</td>
<td>NC 53 (Western Boulevard) from SR 1308 (Gum Branch Road) to US 17 (Marine Boulevard). Initial funds are requested for preliminary engineering.</td>
<td>$1,000,000.00</td>
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<tr>
<td>Onslow Co. Div. 3 U-6082 DIVISION</td>
<td>SR 1308 (Bell Fork Road) from SR 1403 (Country Club Road/Hargett Street). Initial funds are requested for preliminary engineering.</td>
<td>$500,000.00</td>
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## NCDOT October 2017 Board of Transportation Agenda
### Approval of Strategic Transportation Investments Funds

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<tr>
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<tr>
<td>Pender/ New Hanover Cos. Div. 3 R-3300B REGIONAL</td>
<td>WBS 40237.1.2</td>
<td>REGIONAL</td>
<td>US 17 from NC 210 to US 17 north of Hampstead. Initial funds are requested for preliminary engineering.</td>
<td>$1,000,000.00</td>
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<tr>
<td>Pender Co. Div. 3 R-5850 REGIONAL</td>
<td>WBS 47538.1.1</td>
<td>REGIONAL</td>
<td>NC 53 from US 117 Bypass to Stag Park Road. Initial funds are requested for preliminary engineering.</td>
<td>$500,000.00</td>
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<tr>
<td>Sampson Co. Div. 3 I-5780 STATEWIDE</td>
<td>WBS 53021.1.1</td>
<td>STATEWIDE</td>
<td>I-40 from east of Sampson County Line (Milemarker 340) to west of NC 403 (Milemarker 355). Initial funds are requested for preliminary engineering.</td>
<td>$100,000.00</td>
</tr>
<tr>
<td>Edgecombe Co. Div. 4 U-4424 DIVISION</td>
<td>WBS 39062.1.2</td>
<td>DIVISION</td>
<td>NC 111 (Wilson Street) from US 64 Alternate (Western Boulevard) to NC 122 (McNair Road). Initial funds are requested for preliminary engineering.</td>
<td>$50,000.00</td>
</tr>
<tr>
<td>Johnston Co. Div. 4 R-5795 REGIONAL</td>
<td>WBS 44995.1.1</td>
<td>REGIONAL</td>
<td>US 70 from US 301 to I-95 Initial funds are requested for preliminary engineering.</td>
<td>$50,000.00</td>
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## Approval of Strategic Transportation Investments Funds

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<tr>
<td>Johnston Co. Div. 4 R-5817 DIVISION</td>
<td>WBS 46989.2.1 NC 210 at SR 1162 (Black Creek Road). Initial funds are requested for full right of way and utilities.</td>
<td>$200,000.00</td>
</tr>
<tr>
<td>Smithfield/Johnston Co. Div. 4 U-3334B DIVISION</td>
<td>WBS 34929.2.5 SR 1923 (Booker Dairy Road Extension) from SR 1003 (Buffalo Road) to US 301 (Brightleaf Boulevard). $4,090,000.00 has previously been approved for right of way. Additional funds are requested for acquisition and settlement costs.</td>
<td>$5,000,000.00</td>
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<tr>
<td>Johnston Co. Div. 4 U-5999 DIVISION</td>
<td>WBS 47117.2.1 Kellie Drive from north of SR 1923 (Booker Dairy Road) to SR 1003 (Buffalo Road). Construct roadway on new location. Initial funds are requested for full right of way and utilities.</td>
<td>$400,000.00</td>
</tr>
<tr>
<td>Nash Co. Div. 4 U-2561C DIVISION</td>
<td>WBS 34835.1.5 NC 43 from SR 1613 (Woodruff Avenue) to I-95. Initial funds are requested for preliminary engineering.</td>
<td>$50,000.00</td>
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<tr>
<td>Nash Co. Div. 4 U-5911 REGIONAL</td>
<td>WBS 44642.1.1 NC 48 from Red Oak / Battleboro Road to NC 4. Initial funds are requested for preliminary engineering.</td>
<td>$50,000.00</td>
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NCDOT October 2017 Board of Transportation Agenda

Approval of Strategic Transportation Investments Funds

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<tr>
<td>Nash Co.</td>
<td>Div. 4</td>
<td>U-5947</td>
<td>REGIONAL</td>
<td>WBS 46884.1.1 NC 43 (Benvenue Road) to US 64 Bypass offramp. Initial funds are requested for preliminary engineering.</td>
<td>$50,000.00</td>
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<tr>
<td>Wayne Co.</td>
<td>Div. 4</td>
<td>AV-5740</td>
<td>DIVISION</td>
<td>WBS 46334.1.1 Wayne Executive Jetport, (GWW), Land Acquisition. $30,000.00 has previously been approved for preliminary engineering. Additional funds are requested.</td>
<td>$2,000.00</td>
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<tr>
<td>Wayne Co.</td>
<td>Div. 4</td>
<td>U-5724</td>
<td>REGIONAL</td>
<td>WBS 54016.1.2 US 13 (Berkeley Boulevard) - realignment of SR 1709 (Central Heights Road) at Berkeley Boulevard. Initial funds are requested for preliminary engineering.</td>
<td>$600,000.00</td>
</tr>
<tr>
<td>Wayne Co.</td>
<td>Div. 4</td>
<td>U-5938</td>
<td>REGIONAL</td>
<td>WBS 46888.2.1 US 13 (Berkeley Boulevard) at SR 1003 (New Hope Road). Improve intersection. Initial funds are requested for full right of way and utilities.</td>
<td>$200,000.00</td>
</tr>
<tr>
<td>Wayne Co.</td>
<td>Div. 4</td>
<td>U-5997</td>
<td>DIVISION</td>
<td>WBS 47134.1.1 SR 2075 (Ash Street) from US 117 / I-795 to Virginia Street. Initial funds are requested for preliminary engineering.</td>
<td>$50,000.00</td>
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</thead>
<tbody>
<tr>
<td>Wilson Co. Div. 4</td>
<td>STATEWIDE</td>
<td>I-795 from Wayne County to SR 1645 (Blalock Road). Initial funds are requested for preliminary engineering.</td>
<td>$15,000.00</td>
</tr>
<tr>
<td>Wilson Co. Div. 4</td>
<td>STATEWIDE</td>
<td>I-795 from 0.2 mile north of US 301 to I-95. Initial funds are requested for preliminary engineering.</td>
<td>$15,000.00</td>
</tr>
<tr>
<td>Wilson Co. Div. 4</td>
<td>REGIONAL</td>
<td>US 264 Alternate (Raleigh Road Parkway) from SR 1320 (Airport Boulevard) to east of SR 1165 (Forest Hills Road). Initial funds are requested for preliminary engineering.</td>
<td>$50,000.00</td>
</tr>
<tr>
<td>Wilson Co. Div. 4</td>
<td>DIVISION</td>
<td>NC 58 from NC 42 / SR 1516 (Ward Boulevard) to SR 1165 (Forest Hills Road). Initial funds are requested for preliminary engineering.</td>
<td>$50,000.00</td>
</tr>
<tr>
<td>Durham Co. Div. 5</td>
<td>STATEWIDE</td>
<td>NC 147 Durham Freeway, from SR 1445 (South Duke Street) to Briggs Avenue in Durham. Initial funds are requested for preliminary engineering.</td>
<td>$200,000.00</td>
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</table>
# Approval of Strategic Transportation Investments Funds

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<tbody>
<tr>
<td>Durham/Wake Cos.</td>
<td>I-5702</td>
<td>STATEWIDE</td>
<td>WBS 46301.1.1 I-40, US 15 / US 501 in Durham County to I-40 / US 1 / US 64 in Wake County. Initial funds are requested for preliminary engineering.</td>
<td>$400,000.00</td>
</tr>
<tr>
<td>Wake Co.</td>
<td>I-5970</td>
<td>STATEWIDE</td>
<td>WBS 45923.1.1 I-440 / US 1 at US 401 (Capital Boulevard) in Raleigh. Initial funds are requested for preliminary engineering.</td>
<td>$200,000.00</td>
</tr>
<tr>
<td>Wake Co.</td>
<td>U-2901</td>
<td>REGIONAL</td>
<td>WBS 34877.1.6 NC 55 (Williams Street) from US 1 to north of SR 1160 (Olive Chapel Road) in Apex. $500,000.00 has previously been approved for preliminary engineering. Additional funds are requested for preliminary engineering.</td>
<td>$1,300,000.00</td>
</tr>
<tr>
<td>Wake Co.</td>
<td>U-2901AC</td>
<td>REGIONAL</td>
<td>WBS 34877.1.5 NC 55 (Williams Street) from US 1 to Apex Peakway. Convert current multilanes to median divided sections. $800,000.00 has previously been approved for preliminary engineering. Funds need to be decreased ($790,247.76). AC break was deleted from the STIP. WBS will be closed.</td>
<td>-$790,247.76</td>
</tr>
<tr>
<td>Wake Co.</td>
<td>U-5518A</td>
<td>STATEWIDE</td>
<td>WBS 43612.1.2 US 70 (Glenwood Avenue) from west of SR 3067 (T. W. Alexander Drive) to I-540. Initial funds are requested for preliminary engineering.</td>
<td>$200,000.00</td>
</tr>
</tbody>
</table>
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<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Wake Co. Div. 5</td>
<td>U-5518B</td>
<td>WBS 43612.1.3 US 70 (Glenwood Avenue) at SR 3067 (T.W. Alexander). Initial funds are requested for preliminary engineering.</td>
<td>$200,000.00</td>
</tr>
<tr>
<td></td>
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<td>WBS 43612.1.4 US 70 (Glenwood Avenue) at SR 3100 - SR 3109 (Brier Creek Parkway) in Raleigh. Initial funds are requested for preliminary engineering.</td>
<td>$200,000.00</td>
</tr>
<tr>
<td></td>
<td>U-5891</td>
<td>WBS 44706.1.1 NC 50 (Creedmoor Road) from I-540 to north of NC 98. Initial funds are requested for preliminary engineering.</td>
<td>$300,000.00</td>
</tr>
<tr>
<td></td>
<td>U-5967</td>
<td>WBS 45981.1.1 Town Of Morrisville. Construct townwide ITS / Signal System. Initial funds are requested for preliminary engineering.</td>
<td>$130,000.00</td>
</tr>
<tr>
<td></td>
<td>U-6022</td>
<td>WBS 47148.1.1 Town of Fuquay - Varina. Construct townwide ITS / Signal Systems. Initial funds are requested for preliminary engineering.</td>
<td>$325,000.00</td>
</tr>
</tbody>
</table>
### NCDOT October 2017 Board of Transportation Agenda

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<th>Project Description</th>
<th>Estimated Cost</th>
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<tbody>
<tr>
<td>Wake Co. Div. 5</td>
<td>U-6023</td>
<td>DIVISION</td>
<td>WBS 47149.1.1 Town of Wake Forest. Construct townwide ITS / Signal System. Initial funds are requested for preliminary engineering.</td>
<td>$320,000.00</td>
</tr>
<tr>
<td>Brunswick/ Columbus Co. Div. 6</td>
<td>R-2561C</td>
<td>REGIONAL</td>
<td>WBS 34466.4.4 NC 87 from NC 11 to US 74/76. Initial funds are requested for preliminary engineering.</td>
<td>$700,000.00</td>
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<tr>
<td>Columbus Co. Div. 6</td>
<td>R-5013</td>
<td>DIVISION</td>
<td>WBS 41160.1.1 US 701 at NC 410 (Joe Brown Highway). Initial funds are requested for preliminary engineering.</td>
<td>$120,000.00</td>
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<tr>
<td>Cumberland Co. Div. 6</td>
<td>I-5986B</td>
<td>STATEWIDE</td>
<td>WBS 47532.1.3 I-95 from SR 1002 (Long Branch Road - Exit 71) to I-40 (Exit 81). Initial funds are requested for preliminary engineering.</td>
<td>$6,000,000.00</td>
</tr>
<tr>
<td>Cumberland Co. Div. 6</td>
<td>U-5802A</td>
<td>DIVISION</td>
<td>WBS 44374.1.2 Spring Lake Bypass from NC 210 (Lillington Highway) to NC 210 (Murchinson Road). Initial funds are requested for preliminary engineering.</td>
<td>$500,000.00</td>
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</table>
## Approval of Strategic Transportation Investments Funds

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<tr>
<td>Cumberland Co. Div. 6</td>
<td>WBS 44374.1.3</td>
<td>Spring Lake Bypass from NC 210 (Murchison Road) to NC 87 (Bragg Boulevard). Initial funds are requested for preliminary engineering.</td>
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<td>$500,000.00</td>
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<tr>
<td>Harnett Co. Div. 6</td>
<td>WBS 53077.1.2</td>
<td>I-95 at SR 1811 (Bud Hawkins Road) (Exit 70) and SR 1001 (Long Branch Road) (Exit 71). Initial funds are requested for preliminary engineering.</td>
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<td>$250,000.00</td>
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<tr>
<td>Harnett Co. Div. 6</td>
<td>WBS 53078.1.2</td>
<td>I-95 at US 421 (Exit 73) and SR 1793 (Pope Road) (Exit 72). Initial funds are requested for preliminary engineering.</td>
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<td>$250,000.00</td>
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<tr>
<td>Harnett Co. Div. 6</td>
<td>WBS 53083.1.2</td>
<td>I-95 at SR 1808 (Jonesboro Road) (Exit 75) and SR 1709 (Hodges Chapel Road) (Exit 77). Initial funds are requested for preliminary engineering.</td>
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<td>$250,000.00</td>
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<tr>
<td>Harnett Co. Div. 6</td>
<td>WBS 46377.1.2</td>
<td>NC 55 from Church Street to Angier Town Limit. Initial funds are requested for preliminary engineering.</td>
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<td>$700,000.00</td>
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<tr>
<td>Harnett Co.</td>
<td>Div. 6</td>
<td>R-5705B</td>
<td>REGIONAL</td>
<td>WBS 46377.1.3 NC 55 from Angier Town Limit to south of SR 2791 (Kennebec Church Road). Initial funds are requested for preliminary engineering.</td>
<td>$700,000.00</td>
</tr>
<tr>
<td>Harnett Co.</td>
<td>Div. 6</td>
<td>U-6052</td>
<td>REGIONAL</td>
<td>WBS 46959.1.1 US 421 (Cumberland Street) from I-95 to SR 1718 (Erwin Road). Initial funds are requested for preliminary engineering.</td>
<td>$1,000,000.00</td>
</tr>
<tr>
<td>Robeson Co.</td>
<td>Div. 6</td>
<td>P-4900A</td>
<td>STATEWIDE</td>
<td>WBS 41099.3.2 Railroad Bypass of Pembroke to allow North to South shipments to turn East. Grading and structures for new rail connector in northeast quadrant between CSX A-Line and CSX SE Line. $8,885,000.00 has previously been approved for construction. Additional funds are requested. <strong>This is a Strategic Transportation Investments Transition project.</strong></td>
<td>$2,700,000.00</td>
</tr>
<tr>
<td>Pembroke/Robeson Co.</td>
<td>Div. 6</td>
<td>P-4900B</td>
<td>STATEWIDE</td>
<td>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. $1,125,525.00 has previously been approved for construction. Additional funds are requested. <strong>This is a Strategic Transportation Investments Transition project.</strong></td>
<td>$300,000.00</td>
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<tr>
<td>Robeson Co.</td>
<td>Div. 6</td>
<td>R-5754</td>
<td>DIVISION</td>
<td>WBS 46414.3.1 NC 20 from NC 71 to I-95. $2,000,000.00 has previously been approved for construction. Additional funds are requested.</td>
<td>$150,000.00</td>
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<td>Town/County</td>
<td>Division</td>
<td>Project</td>
<td>Description</td>
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<tr>
<td>Alamance Co.</td>
<td>Div. 7</td>
<td>U-6009</td>
<td>WBS 47144.1.1 US 70 (West Church Street) from Tarleton Avenue to Fifth Street in Burlington. Initial funds are requested for preliminary engineering.</td>
<td>$400,000.00</td>
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<tr>
<td>Burlington/Alamance Co.</td>
<td>Div. 7</td>
<td>U-6010</td>
<td>WBS 47145.1.1 US 70 (South Church Street) at SR 1226 / SR 1311 (University Drive) in Burlington. $100,000.00 has previously been approved for preliminary engineering. Additional funds are requested.</td>
<td>$250,000.00</td>
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<tr>
<td>Burlington/Alamance Co.</td>
<td>Div. 7</td>
<td>U-6011</td>
<td>WBS 47146.1.1 US 70 (South Church Street) at SR 1158 (Huffman Mill Road). $100,000.00 has previously been approved for preliminary engineering. Additional funds are requested.</td>
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<tr>
<td>Alamance Co.</td>
<td>Div. 7</td>
<td>U-6013</td>
<td>WBS 47158.1.1 NC 119 from NC 54 in Swepsonville to Lowes Boulevard in Mebane. Initial funds are requested for preliminary engineering.</td>
<td>$400,000.00</td>
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<tr>
<td>Alamance Co.</td>
<td>Div. 7</td>
<td>U-6014</td>
<td>WBS 47159.1.1 SR 1716 (Graham - Hopedale Road) from SR 1720 (West Hanover Road) to Morningside Drive in Burlington. Initial funds are requested for preliminary engineering.</td>
<td>$400,000.00</td>
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<tr>
<td>Graham/ Alamance Co. Div. 7</td>
<td>U-6017</td>
<td>DIVISION</td>
<td>WBS 47162.1.1 NC 54 (East Harden Street) at NC 49 (East Elm Street) in Graham. $100,000.00 has previously been approved for preliminary engineering. Additional funds are requested.</td>
<td>$250,000.00</td>
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<tr>
<td>Guilford Co. Div. 7</td>
<td>I-5735</td>
<td>STATEWIDE</td>
<td>WBS 52017.1.2 I-73 from the Randolph County line to I-85 / US 421 in Greensboro. Initial funds are requested for preliminary engineering.</td>
<td>$150,000.00</td>
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<tr>
<td>Guilford Co. Div. 7</td>
<td>I-5955</td>
<td>STATEWIDE</td>
<td>WBS 45908.1.1 I-40 from SR 4121 (High Point Road) to east of SR 3037 / SR 4240 (Gate City Boulevard) in Greensboro. Initial funds are requested for preliminary engineering.</td>
<td>$150,000.00</td>
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<tr>
<td>Greensboro/ Guilford Co. Div. 7</td>
<td>I-5964</td>
<td>STATEWIDE</td>
<td>WBS 45914.1.1 I-40 / Business 85 / US 29 / US 70 / US 220 at Elm-Eugene Street in Greensboro. $100,000.00 has previously been approved for preliminary engineering. Additional funds are requested.</td>
<td>$150,000.00</td>
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<tr>
<td>Greensboro/ Guilford Co. Div. 7</td>
<td>I-5965</td>
<td>STATEWIDE</td>
<td>WBS 45915.1.1 I-40 / Business 85 / US 29 / US 70 / US 220 from SR 1398 (Freeman Mill Road) to US 29 / US 70 / US 220 in Greensboro. Initial funds are requested for preliminary engineering.</td>
<td>$1,000,000.00</td>
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### NCDOT October 2017 Board of Transportation Agenda

**Approval of Strategic Transportation Investments Funds**

<table>
<thead>
<tr>
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<th>Project Description</th>
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</tr>
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<tbody>
<tr>
<td>Guilford Co. Div. 7</td>
<td>REGIONAL</td>
<td>I-73 / US 421 at US 29 / US 70 / Business 85 interchange. Initial funds are requested for preliminary engineering.</td>
<td>$150,000.00</td>
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<tr>
<td>Guilford Co. Div. 7</td>
<td>WBS 46394.1.1</td>
<td>Norfolk Southern mainline, Norfolk Southern &quot;Roundhouse&quot; property. Initial funds are requested for preliminary engineering.</td>
<td>$200,000.00</td>
</tr>
<tr>
<td>Guilford Co. Div. 7</td>
<td>REGIONAL</td>
<td>Norfolk Southern H Line grade separation at Wagoner Bend Road crossing (722966K) in Greensboro. Initial funds are requested for preliminary engineering.</td>
<td>$800,000.00</td>
</tr>
<tr>
<td>Guilford/ Rockingham Cos. Div. 7</td>
<td>WBS 47095.1.1</td>
<td>NC 65 / NC 68 from NC 65 in Stokesdale (Southernmost intersection) to US 220 / Future I-73. Initial funds are requested for preliminary engineering.</td>
<td>$400,000.00</td>
</tr>
<tr>
<td>Greensboro/ Guilford Co. Div. 7</td>
<td>STATEWIDE</td>
<td>Greensboro Eastern Loop from SR 2303 (Lawndale Drive) to north of I-40/85. $13,111,803.00 has previously been approved for preliminary engineering. Additional funds are needed to cover expenditures that have or will exceed the previously authorized budget. This project has previously been identified as a Trust Fund Urban Loop project.</td>
<td>$210,000.00</td>
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<tr>
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<tr>
<td>Greensboro/ Guilford Co. Div. 7 U-2525C</td>
<td>STATEWIDE</td>
<td>WBS 34821.1.5</td>
<td>Greensboro Eastern Loop from US 29 north of Greensboro to SR 2303 (Lawndale Drive). $3,951,750.00 has previously been approved for preliminary engineering. Additional funds are requested for additional design work. <strong>This project has previously been identified as a Trust Fund Urban Loop project.</strong></td>
</tr>
<tr>
<td>Guilford Co. Div. 7 U-2581B</td>
<td>DIVISION</td>
<td>WBS 34840.1.3</td>
<td>US 70 from SR 2851 (Penry Road) to SR 3056 (Rock Creek Dairy Road). Initial funds are requested for preliminary engineering.</td>
</tr>
<tr>
<td>Guilford Co. Div. 7 U-4015A</td>
<td>DIVISION</td>
<td>WBS 35013.1.4</td>
<td>SR 1556 (Gallimore Dairy Road) from NC 68 to south of International Drive. Initial funds are requested for preliminary engineering.</td>
</tr>
<tr>
<td>Guilford Co. Div. 7 U-5841</td>
<td>DIVISION</td>
<td>WBS 50232.1.1</td>
<td>Lindell Road from Friendly Avenue in Greensboro. Initial funds are requested for preliminary engineering.</td>
</tr>
<tr>
<td>Guilford Co. Div. 7 U-5850</td>
<td>DIVISION</td>
<td>WBS 50239.1.1</td>
<td>SR 1007 (Randleman Road) from Elmsley Drive to Glendale Drive in Greensboro. Initial funds are requested for preliminary engineering.</td>
</tr>
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<tr>
<td>Guilford Co. Div. 7</td>
<td>US 29 at NC 150. $100,000.00 has previously been approved for preliminary engineering. Additional funds are requested.</td>
<td>$250,000.00</td>
</tr>
<tr>
<td>Guilford Co. Div. 7</td>
<td>NC 68 from SR 1523 (Hickswood Road) to SR 1556 (Gallimore Dairy Road) in High Point. Initial funds are requested for preliminary engineering.</td>
<td>$400,000.00</td>
</tr>
<tr>
<td>Greensboro/ Guilford Co. Div. 7</td>
<td>SR 2085 (Bryan Boulevard) from New Garden Road at Horsepen Creek Road in Greensboro. $200,000.00 has previously been approved for preliminary engineering. Additional funds are requested.</td>
<td>$250,000.00</td>
</tr>
<tr>
<td>Guilford Co. Div. 7</td>
<td>SR 2124 (Lewiston Road) at SR 2136 (Fleming Road). $100,000.00 has previously been approved for preliminary engineering. Additional funds are requested.</td>
<td>$250,000.00</td>
</tr>
<tr>
<td>Guilford Co. Div. 7</td>
<td>NC 62 from SR 1154 (Kersey Valley Road) to SR 1162 (Weant Road) in Archdale. Initial funds are requested for preliminary engineering.</td>
<td>$400,000.00</td>
</tr>
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</table>
## NCDOT October 2017 Board of Transportation Agenda

### Approval of Strategic Transportation Investments Funds

<table>
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<tr>
<td>Guilford Co.</td>
<td>Div. 7</td>
<td>U-6019</td>
<td>WBS 47164.1.1</td>
<td>SR 2334 (Air Harbor Road) at SR 2347 (Lake Brandt Road). $100,000.00 has previously been approved for preliminary engineering. Additional funds are requested.</td>
<td>$250,000.00</td>
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<tr>
<td>Guilford Co.</td>
<td>Div. 7</td>
<td>U-6050</td>
<td>WBS 46996.1.1</td>
<td>SR 1486 (East Lexington Avenue) from SR 1009 (North Main Street) to SR 1471 (Montlieu Avenue) in High Point. Initial funds are requested for preliminary engineering.</td>
<td>$400,000.00</td>
</tr>
<tr>
<td>Guilford Co.</td>
<td>Div. 7</td>
<td>U-6061</td>
<td>WBS 47485.1.1</td>
<td>NC 610 (East Fairfield Road) from SR 1009 (South Main Street) to NC 62 (Liberty Street) in High Point. Initial funds are requested for preliminary engineering.</td>
<td>$400,000.00</td>
</tr>
<tr>
<td>Orange Co.</td>
<td>Div. 7</td>
<td>I-5958</td>
<td>WBS 45910.1.1</td>
<td>I-40 / I-85 from west of SR 1114 (Buckhorn Road) to west of SR 1006 (Orange Grove Road). Initial funds are requested for preliminary engineering.</td>
<td>$150,000.00</td>
</tr>
<tr>
<td>Orange Co.</td>
<td>Div. 7</td>
<td>I-5959</td>
<td>WBS 45911.1.1</td>
<td>I-85 from west of SR 1006 (Orange Grove Road) to Durham County line. Initial funds are requested for preliminary engineering.</td>
<td>$150,000.00</td>
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<tr>
<td>Orange Co. Div. 7</td>
<td>I-85 at NC 86 in Hillsborough. Initial funds are requested for preliminary engineering.</td>
<td>$1,000,000.00</td>
</tr>
<tr>
<td>Orange Co. Div. 7</td>
<td>NC 54 from SR 1006 (Orange Grove Road) to SR 1107 / SR 1937 (Old Fayetteville Road). Initial funds are requested for preliminary engineering.</td>
<td>$400,000.00</td>
</tr>
<tr>
<td>Orange Co. Div. 7</td>
<td>NC 54 at SR 1007 (Old Fayetteville Road) in Carrboro. Initial funds are requested for preliminary engineering.</td>
<td>$400,000.00</td>
</tr>
<tr>
<td>Rockingham Co. Div. 7</td>
<td>NC 65 / NC 87 from west of SR 2371 (Old County Home Road) in Wentworth to US 158 / US 29 Business (Freeway Drive) in Reidsville. Initial funds are requested for preliminary engineering.</td>
<td>$400,000.00</td>
</tr>
</tbody>
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## NCDOT October 2017 Board of Transportation Agenda

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<tr>
<td>Rockingham Co. Div. 7</td>
<td>WBS 44659.1.2</td>
<td>NC 65 / NC 87 from west of SR 2371 (Old County Home Road) in Wentworth to SR 1001 (Sandy Cross Road) / SR 1998 (Wentworth Street). Initial funds are requested for preliminary engineering.</td>
<td>$400,000.00</td>
</tr>
<tr>
<td>Rockingham Co. Div. 7</td>
<td>WBS 44659.1.3</td>
<td>NC 65 / NC 87 from SR 1001 (Sandy Cross Road) / SR 1998 (Wentworth Street) to SR 2413 (Vance Street Extension). Initial funds are requested for preliminary engineering.</td>
<td>$400,000.00</td>
</tr>
<tr>
<td>Randolph/Guilford Cos. Div. 7/08 I-5949 STATEWIDE</td>
<td>WBS 45896.1.1</td>
<td>I-74 / US 311 from US 29 / US 70 / Business 85 to SR 1928 (Cedar Square Road) in Randolph County. Initial funds are requested for preliminary engineering.</td>
<td>$397,000.00</td>
</tr>
<tr>
<td>Forsyth/Guilford Cos. Divs. 7/9 R-2577A REGIONAL</td>
<td>WBS 37405.1.2</td>
<td>US 158 from multi-lanes north of US 421 / I-40 Business to SR 1965 (Belews Creek Road). Initial funds are requested for preliminary engineering.</td>
<td>$1,250,000.00</td>
</tr>
<tr>
<td>Moore/Scotland/Hoke Cos. Div. 8 R-5827 DIVISION</td>
<td>WBS 47099.1.1</td>
<td>US 15 / US 501 from US 401 in Laurinburg to US 1 in Aberdeen. Initial funds are requested for preliminary engineering.</td>
<td>$3,320,000.00</td>
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## NCDOT October 2017 Board of Transportation Agenda
### Approval of Strategic Transportation Investments Funds

<table>
<thead>
<tr>
<th>Town/County Division</th>
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<tbody>
<tr>
<td>Lee Co. Div. 8</td>
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<td>Montgomery Co. Div. 8</td>
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<tbody>
<tr>
<td>B-5976</td>
<td>Replace bridge # 69 and #70 over Norfolk Southern Railroad on SR 1400 (Cumnock Road). Initial funds are requested for preliminary engineering.</td>
<td>$413,000.00</td>
</tr>
<tr>
<td>R-2417AA</td>
<td>US 421 / NC 87 (Sanford Bypass) from west of SR 1400 (Cumnock Road) to west of US 1-15-501. $38,626,213.00 has previously been approved for construction. Additional funds are requested for construction. <strong>This project has previously been identified as a Trust Fund Intrastate System project.</strong></td>
<td>$300,000.00</td>
</tr>
<tr>
<td>R-3830</td>
<td>NC 42 from US 421 to SR 1579 (Broadway Road) in Sanford and SR 1579 from NC 42 to SR 1538 (East Harrington Avenue) in Broadway. Initial funds are requested for full right of way.</td>
<td>$12,198,000.00</td>
</tr>
<tr>
<td>U-6070</td>
<td>NC 78 from US 1 to SR 1001 (Lemon Springs Road) in Sanford. Initial funds are requested for preliminary engineering.</td>
<td>$2,700,000.00</td>
</tr>
<tr>
<td>I-73 / I-74 / US 220 from Richmond County line to Randolph County line. Initial funds are requested for preliminary engineering.</td>
<td>$1,335,000.00</td>
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<td>Montgomery Co. Div. 8</td>
<td>R-2527</td>
<td>STATEWIDE</td>
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<td>Montgomery Co. Div. 8</td>
<td>R-5826A</td>
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<tr>
<td>Montgomery Co. Div. 8</td>
<td>R-5826B</td>
<td>DIVISION</td>
</tr>
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<td>Randolph Co. Div. 8</td>
<td>I-5948</td>
<td>STATEWIDE</td>
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<td>Richmond Co. Div. 8</td>
<td>I-5946</td>
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<tr>
<td>Scotland Co. Div. 8</td>
<td>R-5801</td>
<td>REGIONAL</td>
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<td>Davidson Co. Div. 9</td>
<td>AV-5749</td>
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<td>Davidson Co. Div. 9</td>
<td>R-4734</td>
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<td>Davidson Co. Div. 9</td>
<td>U-5902</td>
<td>DIVISION</td>
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<td>Davie Co. Div. 9</td>
<td>R-5854</td>
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<td>PROJ.</td>
<td>CATEGORY</td>
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<tr>
<td>Davie Co. Div. 9</td>
<td>R-5862B</td>
<td>REGIONAL</td>
</tr>
<tr>
<td>Forsyth/ Davie Co. Div. 9</td>
<td>U-6076</td>
<td>REGIONAL</td>
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<tr>
<td>Forsyth Co. Div. 9</td>
<td>B-5948</td>
<td>DIVISION</td>
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<tr>
<td>Forsyth Co. Div. 9</td>
<td>I-5988</td>
<td>REGIONAL</td>
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<tr>
<td>Forsyth Co. Div. 9</td>
<td>R-2247</td>
<td>STATEWIDE</td>
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</table>
## Approval of Strategic Transportation Investments Funds

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<thead>
<tr>
<th>Town/County Division</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Guilford/Forsyth Cos. Divs. 7/9</td>
<td>WBS 37405.1.3 US 158 from SR 1965 (Belews Creek Road) to SR 2034 (Anthony Road) in Guilford County. Initial funds are requested for preliminary engineering.</td>
<td>$1,100,000.00</td>
</tr>
<tr>
<td>Forsyth Co. Div. 9</td>
<td>WBS 34871.1.3 US 52 / NC 8 from south of SR 2747 (Clemmonsville Road) to future I-74 (Winston – Salem Northern Beltway). Initial funds are requested for preliminary engineering.</td>
<td>$2,000,000.00</td>
</tr>
<tr>
<td>Forsyth Co. Div. 9</td>
<td>WBS 47483.1.1 US 421 / NC 150 (Salem Parkway) at SR 2662 (Linville Road) in Winston Salem. Initial funds are requested for preliminary engineering.</td>
<td>$1,000,000.00</td>
</tr>
<tr>
<td>Forsyth Co. Div. 9</td>
<td>WBS 47487.1.1 New route from Peters Creek Parkway to 4th Street in Winston-Salem. Initial funds are requested for preliminary engineering.</td>
<td>$450,000.00</td>
</tr>
</tbody>
</table>
# Approval of Strategic Transportation Investments Funds

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<tbody>
<tr>
<td>Forsyth Co.</td>
<td>Div. 9</td>
<td>U-6077</td>
<td>WBS 47524.1.1, SR 4315 (Kernersville Road) from SR 2632 (Sedge Garden Road) in Winston-Salem to Harmon Creek Road in Kernersville. Initial funds are requested for preliminary engineering.</td>
<td>$750,000.00</td>
</tr>
<tr>
<td>Forsyth Co.</td>
<td>Div. 9</td>
<td>U-6079</td>
<td>WBS 47526.1.1, SR 2578 (Martin Luther King Jr. Boulevard) from extension of Martin Luther King Jr. Boulevard, Northwest Boulevard to SR 1770 (North Marshall Street) in Winston Salem. Initial funds are requested for preliminary engineering.</td>
<td>$750,000.00</td>
</tr>
<tr>
<td>Rowan Co.</td>
<td>Div. 9</td>
<td>U-6062</td>
<td>WBS 47486.1.1, SR 2739 (North Main Street / South Main Street) from SR 2000 (Jackson Park Road) / North Loop Road in Kannapolis to SR 1211 (Kimball Road) in China Grove. Initial funds are requested for preliminary engineering.</td>
<td>$750,000.00</td>
</tr>
<tr>
<td>Cabarrus Co.</td>
<td>Div. 10</td>
<td>U-3415A</td>
<td>WBS 35652.1.3, SR 1394 (Poplar Tent Road) from SR 1445 (Derita Road) to George Liles Parkway. Initial funds are requested for preliminary engineering.</td>
<td>$1,500,000.00</td>
</tr>
<tr>
<td>Cabarrus/</td>
<td>Div. 10</td>
<td>U-6032</td>
<td>WBS 46965.1.1, SR 2464 (Odell School Road) from I-485 to Concord Mills Boulevard. Initial funds are requested for preliminary engineering.</td>
<td>$1,050,000.00</td>
</tr>
<tr>
<td>Mecklenburg Cos.</td>
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October 5, 2017
## Approval of Strategic Transportation Investments Funds

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<tbody>
<tr>
<td>Mecklenburg Co. Div. 10 I-5770 STATEWIDE</td>
<td>WBS 53012.1.1 I-85 from 0.7 mile north of the Gaston County line to 0.1 mile north of SR 5901 (Billy Graham Parkway). Initial funds are requested for preliminary engineering.</td>
<td>$480,000.00</td>
</tr>
<tr>
<td>Mecklenburg Co. Div. 10 I-5798 STATEWIDE</td>
<td>WBS 50442.1.1 I-485 from I-85 to Rocky River Road. Initial funds are requested for preliminary engineering.</td>
<td>$415,000.00</td>
</tr>
<tr>
<td>Mecklenburg Co. Div. 10 I-5825 STATEWIDE</td>
<td>WBS 50468.1.1 I-77 / US 21 from SR 1577 (Tyvola Road) to I-277 in Charlotte. Initial funds are requested for preliminary engineering.</td>
<td>$340,000.00</td>
</tr>
<tr>
<td>Mecklenburg Co. Div. 10 U-6069 REGIONAL</td>
<td>WBS 47494.1.1 US 21 (Statesville Road) from NC 24 (Harris Boulevard) to SR 2136 (Gilead Road). Initial funds are requested for preliminary engineering.</td>
<td>$1,500,000.00</td>
</tr>
</tbody>
</table>
### NCDOT October 2017 Board of Transportation Agenda
#### Approval of Strategic Transportation Investments Funds

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<tbody>
<tr>
<td>Avery Co.</td>
<td>Div. 11</td>
<td>R-2520A</td>
<td>WBS 35574.1.3</td>
<td>US 19E - NC 194 from multi-lanes east of Spruce Pine in Mitchell County to SR 1106 (Mullin Hill Road). Initial funds are requested for preliminary engineering.</td>
<td>$4,430,000.00</td>
</tr>
<tr>
<td>Caldwell Co.</td>
<td>Div. 11</td>
<td>R-3430</td>
<td>WBS 34544.1.2</td>
<td>SR 1001 (Connelly Springs Road) from Catawba River to SR 1933 (South-West Boulevard) in Lenoir. Initial funds are requested for preliminary engineering.</td>
<td>$2,000,000.00</td>
</tr>
<tr>
<td>Watauga/ Avery Cos.</td>
<td>Div. 11</td>
<td>R-2566BA</td>
<td>WBS 37512.1.4</td>
<td>NC 105 - Construct new bridge over Watauga River and left-turn lane at SR 1112 (Broadstone Road) - within the limits of R-2566B. Initial funds are requested for preliminary engineering.</td>
<td>$1,500,000.00</td>
</tr>
<tr>
<td>Catawba Co.</td>
<td>Div. 12</td>
<td>I-5915</td>
<td>WBS 45919.1.1</td>
<td>I-40 from Milemarker 132.9 to Milemarker 138.6. Initial funds are requested for preliminary engineering.</td>
<td>$650,000.00</td>
</tr>
<tr>
<td>Catawba Co.</td>
<td>Div. 12</td>
<td>I-5991</td>
<td>WBS 47537.1.1</td>
<td>I-40 from US 321 (Exit 123) to SR 1476 (Fairgrove Church Road - Exit 128). Initial funds are requested for preliminary engineering.</td>
<td>$500,000.00</td>
</tr>
</tbody>
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### Approval of Strategic Transportation Investments Funds

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<tbody>
<tr>
<td>Lincoln/ Catawba Co. Div. 12 R-2307A REGIONAL</td>
<td>WBS 37944.1.3</td>
<td>NC 150 from relocated NC 16 (TIP project R-2206) to SR 1902 (Harvel Road). Initial funds are requested for preliminary engineering.</td>
<td>$1,000,000.00</td>
</tr>
<tr>
<td>Catawba Co. Div. 12 R-3100A REGIONAL</td>
<td>WBS 34522.2.3</td>
<td>NC 16 from north of SR 1814 (Caldwell Road) to SR 1895 (Tower Road). $348,323.00 has previously been approved for specific parcels. Additional funds are requested for specific parcels. <strong>This project has previously been identified as a Trust Fund Specific State Funds for Construction project.</strong></td>
<td>$130,000.00</td>
</tr>
<tr>
<td>Catawba Co. Div. 12 U-2307B DIVISION</td>
<td>WBS 34791.1.9</td>
<td>East Side Thoroughfare (Mcdonald Parkway), SR 1453 (Springs Road) to NC 127. Initial funds are requested for preliminary engineering.</td>
<td>$2,000,000.00</td>
</tr>
<tr>
<td>Cleveland Co. Div. 12 U-5775 REGIONAL</td>
<td>WBS 50186.2.1</td>
<td>US 74 Business (Marion Street) at intersection of US 74 Business (Marion Street) and NC 150 (Cherryville Road). Initial funds are requested for full right of way and utilities.</td>
<td>$360,000.00</td>
</tr>
<tr>
<td>Gaston/ Cleveland Cos. Div. 12 I-5985 STATEWIDE</td>
<td>WBS 47531.1.1</td>
<td>I-85 from US 74 to South Carolina Line. Initial funds are requested for preliminary engineering.</td>
<td>$2,000,000.00</td>
</tr>
<tr>
<td>Town/County</td>
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<tr>
<td>Gaston Co.</td>
<td>Div. 12</td>
<td>U-6038</td>
<td>WBS 46974.1.1</td>
</tr>
<tr>
<td>Gaston Co.</td>
<td>Div. 12</td>
<td>U-6044</td>
<td>WBS 46986.1.1</td>
</tr>
<tr>
<td>Gaston Co.</td>
<td>Div. 12</td>
<td>U-6078</td>
<td>WBS 47525.1.1</td>
</tr>
<tr>
<td>Iredell Co.</td>
<td>Div. 12</td>
<td>U-5963</td>
<td>WBS 45977.1.1</td>
</tr>
<tr>
<td>Lincoln Co.</td>
<td>Div. 12</td>
<td>R-5859</td>
<td>WBS 47547.1.1</td>
</tr>
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## Approval of Strategic Transportation Investments Funds

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<tbody>
<tr>
<td>Buncombe Co. Div. 13</td>
<td>I-4409</td>
<td>STATEWIDE</td>
<td>I-40 - SR 2500 (Blue Ridge Road) at Black Mountain. Initial funds are requested for preliminary engineering.</td>
<td>$2,400,000.00</td>
</tr>
<tr>
<td>Buncombe Co. Div. 13</td>
<td>U-5972</td>
<td>REGIONAL</td>
<td>NC 63 (New Leicester Highway) from US 19/23 (Patton Avenue) to Newfound Road. Initial funds are requested for preliminary engineering.</td>
<td>$4,260,000.00</td>
</tr>
<tr>
<td>Buncombe Co. Div. 13</td>
<td>U-6046</td>
<td>REGIONAL</td>
<td>NC 81 (Swannanoa River Road) from US 70 (Tunnel Road) to US 74 (South Tunnel Road). Initial funds are requested for preliminary engineering.</td>
<td>$3,443,000.00</td>
</tr>
<tr>
<td>Burke Co. Div. 13</td>
<td>I-5990</td>
<td>DIVISION</td>
<td>I-40 at Exit 118 - SR 1761 (Old NC 10). Initial funds are requested for preliminary engineering.</td>
<td>$2,010,000.00</td>
</tr>
<tr>
<td>Burke Co. Div. 13</td>
<td>U-5978</td>
<td>REGIONAL</td>
<td>NC 181 from SR 1440 to SR 1419. Initial funds are requested for preliminary engineering.</td>
<td>$2,760,000.00</td>
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## Approval of Strategic Transportation Investments Funds

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<tbody>
<tr>
<td>McDowell Co.</td>
<td>Div. 13</td>
<td>R-0204E</td>
<td>DIVISION</td>
<td>US 221-NC 226 (Marion Bypass) from I-40 to SR 1153 (Goose Creek Road). Initial funds are requested for preliminary engineering.</td>
<td>$1,000,000.00</td>
</tr>
<tr>
<td>Mitchell Co.</td>
<td>Div. 13</td>
<td>R-5804</td>
<td>REGIONAL</td>
<td>NC 226 from Blueridge Parkway to SR 1274 (Summit Avenue). Initial funds are requested for preliminary engineering.</td>
<td>$4,380,000.00</td>
</tr>
<tr>
<td>Yancey Co.</td>
<td>Div. 13</td>
<td>R-2519A</td>
<td>REGIONAL</td>
<td>US 19 east from SR 1336 (Jacks Creek Road) to NC 80 in Yancey County. $53,387,301.00 has previously been approved for construction. Additional funds are requested to cover a construction claim. <strong>This project has previously been identified as a Trust Fund Intrastate System project.</strong></td>
<td>$750,000.00</td>
</tr>
<tr>
<td>Cherokee Co.</td>
<td>Div. 14</td>
<td>R-3622B</td>
<td>REGIONAL</td>
<td>NC 294 From SR 1130 (Sunny Point Road) to SR 1312 (Bear Paw Road). $7,700,000.00 has previously been approved for construction. Additional funds are requested. <strong>This is a Strategic Transportation Investments Transition project.</strong></td>
<td>$845,000.00</td>
</tr>
<tr>
<td>Haywood Co.</td>
<td>Div. 14</td>
<td>I-5834</td>
<td>STATEWIDE</td>
<td>I-40 from 0.4 mile east of SR 1366 (Orchard Cove Road) to 0.4 mile east of SR 1535 (Thompson Cove Road). Initial funds are requested for preliminary engineering.</td>
<td>$500,000.00</td>
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</tbody>
</table>
## NCDOT October 2017 Board of Transportation Agenda
### Approval of Strategic Transportation Investments Funds

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<tbody>
<tr>
<td>Henderson Co. Div. 14</td>
<td>STATEWIDE</td>
<td>I-26 from US 64 (Exit 49) to US 25 Business (Exit 44). Initial funds are requested for preliminary engineering.</td>
<td>$700,000.00</td>
</tr>
<tr>
<td>Statewide R-9999WM R-9999WM Statewide</td>
<td>R-9999WM</td>
<td>Improvements to NCDOT'S wetland prediction model. Initial funds are requested for preliminary engineering (GIS based Regional Model).</td>
<td>$500,000.00</td>
</tr>
</tbody>
</table>

**STATEWIDE STRATEGIC TRANSPORTATION INVESTMENTS**

- **46 PROJECTS**
  - $39,702,000.00

**REGIONAL STRATEGIC TRANSPORTATION INVESTMENTS**

- **49 PROJECTS**
  - $44,121,752.24

**DIVISION STRATEGIC TRANSPORTATION INVESTMENTS**

- **70 PROJECTS**
  - $58,962,000.00

**STRATEGIC TRANSPORTATION INVESTMENTS**

- **165 PROJECTS**
  - $142,785,752.24
According to Executive Order No. 2 and G.S. 143B-350(g) the Board is requested to concur with staff recommendations and delegate authority to the Secretary to approve Funds for Specific Spot Safety And Spot Mobility Improvement Projects.

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<tr>
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<tbody>
<tr>
<td>Camden Co.</td>
<td>Div. 1</td>
<td>SS-4901BE</td>
<td>SR</td>
<td>SS</td>
<td>SR 1224 (Old Swamp Road) between south of SR 1225 (Lilly Road) and north of SR 1225 (Lilly Road). Initial Spot Safety construction funds are needed for pavement improvements to increase pavement friction. File 01-14-29571-1C</td>
<td>$20,000.00</td>
</tr>
<tr>
<td>Durham Co.</td>
<td>Div. 5</td>
<td>SM-5705B</td>
<td>US 70</td>
<td>SM</td>
<td>US 70 Bus. (Hillsborough Road) at US 15-501 Southbound ramp. Initial Spot Mobility construction funds are needed for turn lane installation. File 05-15-6714-3C</td>
<td>$117,000.00</td>
</tr>
<tr>
<td>Durham Co.</td>
<td>Div. 5</td>
<td>SM-5705G</td>
<td>US 70</td>
<td>SM</td>
<td>US 70 Bus. (Hillsborough Road) at US 15-501 Southbound ramp. Initial Spot Mobility right of way and utilities funds are needed for turn lane installation. File 05-15-6714-3R</td>
<td>$3,000.00</td>
</tr>
<tr>
<td>Durham Co.</td>
<td>Div. 5</td>
<td>SM-5705G</td>
<td>NC 54</td>
<td>SM</td>
<td>NC 54 at NC 751. Initial Spot Mobility construction funds are needed for turn lane, pavement marking, and traffic signal revisions. File 05-17-6500-1C</td>
<td>$30,000.00</td>
</tr>
<tr>
<td>Durham Co.</td>
<td>Div. 5</td>
<td>SM-5705G</td>
<td>NC 54</td>
<td>SM</td>
<td>NC 54 at NC 751. Initial Spot Mobility preliminary engineering funds are needed for turn lane, pavement marking, and traffic signal revisions. File 05-17-6500-1P</td>
<td>$5,000.00</td>
</tr>
</tbody>
</table>

October 5, 2017
According to Executive Order No. 2 and G.S. 143B-350(g) the Board is requested to concur with staff recommendations and delegate authority to the Secretary to approve Funds for Specific Spot Safety And Spot Mobility Improvement Projects

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<tbody>
<tr>
<td>Fuquay/Varina/Wake Co.</td>
<td>Div. 5</td>
<td>SM-5705A</td>
<td>WBS 47649.3.1 SR 1301 (Sunset Lake Road) at SR 1393 (Bass Lake Road/Hilltop Needmore Road). Initial Spot Mobility construction funds are needed for left turn lane construction. File 05-15-6609-1C</td>
<td>$420,000.00</td>
</tr>
<tr>
<td>Wake Co.</td>
<td>Div. 5</td>
<td>SM-5705C</td>
<td>WBS 47651.3.1 I-495/US 64 at I-540 Westbound. Initial Spot Mobility construction funds are needed for widening improvements. File 05-15-8128-1C</td>
<td>$340,000.00</td>
</tr>
<tr>
<td>Wake Co.</td>
<td>Div. 5</td>
<td>SM-5705D</td>
<td>WBS 47652.3.1 SR 1006 (Old Stage Road) at SR 1010 (Ten Ten Road). Initial Spot Mobility construction funds are needed for turn lane construction. File 05-16-2004-1C</td>
<td>$270,000.00</td>
</tr>
<tr>
<td>Wake Co.</td>
<td>Div. 5</td>
<td>SM-5705D</td>
<td>WBS 47652.1.1 SR 1006 (Old Stage Road) at SR 1010 (Ten Ten Road). Initial Spot Mobility preliminary engineering funds are needed for turn lane construction. File 05-16-2004-1P</td>
<td>$45,000.00</td>
</tr>
<tr>
<td>Wake Co.</td>
<td>Div. 5</td>
<td>SM-5705D</td>
<td>WBS 47652.2.1 SR 1006 (Old Stage Road) at SR 1010 (Ten Ten Road). Initial Spot Mobility right of way and utilities funds are needed for turn lane construction. File 05-16-2004-1R</td>
<td>$70,000.00</td>
</tr>
</tbody>
</table>
Approval of Funds for Specific Spot Safety Improvement Projects
And for Specific Spot Mobility Projects

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

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<tr>
<td>Wake Co. Div. 5</td>
<td>WBS 47653.3.1</td>
<td>$480,000.00</td>
</tr>
<tr>
<td></td>
<td>SR 2233 (Smithfield Road) in the vicinity of US 64/US 264. Initial Spot Mobility construction funds are needed for turn lane construction and traffic signal revisions. File 05-16-9408-1C</td>
<td></td>
</tr>
<tr>
<td>Raleigh/Wake Co. Div. 5</td>
<td>WBS 47654.3.1</td>
<td>$342,000.00</td>
</tr>
<tr>
<td></td>
<td>SR 2049 (Forestville Road) at SR 2215 (Buffaloe Road). Initial Spot Mobility construction funds are needed for turn lane construction. File 05-17-5132-1C</td>
<td></td>
</tr>
<tr>
<td>Raleigh/Wake Co. Div. 5</td>
<td>WBS 47654.1.1</td>
<td>$71,000.00</td>
</tr>
<tr>
<td></td>
<td>SR 2049 (Forestville Road) at SR 2215 (Buffaloe Road). Initial Spot Mobility preliminary engineering funds are needed for turn lane construction. File 05-17-5132-1P</td>
<td></td>
</tr>
<tr>
<td>Raleigh/Wake Co. Div. 5</td>
<td>WBS 47654.2.1</td>
<td>$62,000.00</td>
</tr>
<tr>
<td></td>
<td>SR 2049 (Forestville Road) at SR 2215 (Buffaloe Road). Initial Spot Mobility right of way and utilities funds are needed for turn lane construction. File 05-17-5132-1R</td>
<td></td>
</tr>
<tr>
<td>Wake Co. Div. 5</td>
<td>WBS 47665.3.1</td>
<td>$10,000.00</td>
</tr>
<tr>
<td></td>
<td>US 264. Initial Spot Safety construction funds are needed for I-87 route signing. File 05-17-002C</td>
<td></td>
</tr>
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<tbody>
<tr>
<td>Guilford Co. Div. 7</td>
<td>SM-5707A</td>
<td>US 70 (Burlington Road) at SR 4760 (Golf House Road West) east of Sedalia. Initial Spot Mobility preliminary engineering funds are needed for traffic signal installation. File 07-16-507-1P</td>
<td>$3,000.00</td>
</tr>
<tr>
<td>Guilford Co. Div. 7</td>
<td>SM-5707A</td>
<td>US 70 (Burlington Road) at SR 4760 (Golf House Road West) east of Sedalia. Initial Spot Mobility right of way and utilities funds are needed for traffic signal installation. File 07-16-507-1R</td>
<td>$55,000.00</td>
</tr>
<tr>
<td>Guilford Co. Div. 7</td>
<td>SM-5707A</td>
<td>US 70 (Burlington Road) at SR 4760 (Golf House Road West) east of Sedalia. Initial Spot Mobility construction funds are needed for traffic signal installation. File 07-16-507-1C</td>
<td>$18,000.00</td>
</tr>
<tr>
<td>Forsyth Co. Div. 9</td>
<td>SM-5709A</td>
<td>SR 2691 (Wallburg Road) at Business Park Drive south of Winston-Salem. Initial Spot Mobility right of way and utilities funds are needed for traffic signal installation. File 09-17-820-1R</td>
<td>$30,000.00</td>
</tr>
<tr>
<td>Forsyth Co. Div. 9</td>
<td>SM-5709A</td>
<td>SR 2691 (Wallburg Road) at Business Park Drive south of Winston-Salem. Initial Spot Mobility construction funds are needed for traffic signal installation. File 09-17-820-1C</td>
<td>$90,000.00</td>
</tr>
</tbody>
</table>
According to Executive Order No. 2 and G.S. 143B-350(g) the Board is requested to concur with staff recommendations and delegate authority to the Secretary to approve Funds for Specific Spot Safety And Spot Mobility Improvement Projects.

<table>
<thead>
<tr>
<th>Town/County</th>
<th>Division</th>
<th>PROJ.</th>
<th>CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mecklenburg Co.</td>
<td>Div. 10</td>
<td>SM-5710B</td>
<td>WBS 47659.3.1</td>
<td>SR 1601 (Moore’s Chapel Road) at SR 1609 (Rhyne Road), and SR 1601 (Moore's Chapel Road) at I-485 ramps near Charlotte. Initial Spot Mobility construction funds are needed for roundabout installation and turn lane construction.</td>
<td>$732,000.00</td>
</tr>
<tr>
<td>Mecklenburg Co.</td>
<td>Div. 10</td>
<td>SM-5710A</td>
<td>WBS 47658.3.1</td>
<td>NC 73 (Davidson Concord Road) and SR 2427 (Ramah Church Road) near Huntersville. Initial Spot Mobility construction funds are needed for turn lane construction and traffic signal installation.</td>
<td>$50,000.00</td>
</tr>
<tr>
<td>Mecklenburg Co.</td>
<td>Div. 10</td>
<td>SM-5710C</td>
<td>WBS 47660.1.1</td>
<td>I-485 at SR 1004 (Lawyers Road) near Charlotte. Initial Spot Mobility preliminary engineering funds are needed for widening and turn lane construction.</td>
<td>$25,000.00</td>
</tr>
<tr>
<td>Mecklenburg Co.</td>
<td>Div. 10</td>
<td>SM-5710C</td>
<td>WBS 47660.3.1</td>
<td>I-485 at SR 1004 (Lawyers Road) near Charlotte. Initial Spot Mobility construction funds are needed for widening and turn lane construction.</td>
<td>$400,000.00</td>
</tr>
<tr>
<td>Mecklenburg Co.</td>
<td>Div. 10</td>
<td>SM-5710C</td>
<td>WBS 47660.2.1</td>
<td>I-485 at SR 1004 (Lawyers Road) near Charlotte. Initial Spot Mobility right of way and utilities funds are needed for widening and turn lane construction.</td>
<td>$75,000.00</td>
</tr>
</tbody>
</table>
According to Executive Order No. 2 and G.S. 143B-350(g) the Board is requested to concur with staff recommendations and delegate authority to the Secretary to approve Funds for Specific Spot Safety And Spot Mobility Improvement Projects

<table>
<thead>
<tr>
<th>Town/ County Division</th>
<th>Category</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asheville/ Buncombe Co. Div. 13</td>
<td>SM-5713A</td>
<td>WBS 47661.3.1 US 19-23 (Patton Avenue) at NC 63 (New Leicester Hwy). Initial Spot Mobility construction funds are needed for turn lane construction. File 13-15-205C</td>
<td>$745,000.00</td>
</tr>
<tr>
<td>Asheville/ Buncombe Co. Div. 13</td>
<td>SM-5713A</td>
<td>WBS 47661.2.1 US 19-23 (Patton Avenue) at NC 63 (New Leicester Hwy). Initial Spot Mobility right of way and utilities funds are needed for turn lane construction. File 13-15-205R</td>
<td>$5,000.00</td>
</tr>
<tr>
<td>Buncombe Co. Div. 13</td>
<td>SM-5713B</td>
<td>WBS 47662.1.1 NC 191 (Brevard Road) at NC 146 (Long Shoals Road). Initial Spot Mobility preliminary engineering funds are needed for turn lane construction. File 13-16-227-1P</td>
<td>$50,000.00</td>
</tr>
<tr>
<td>Buncombe Co. Div. 13</td>
<td>SM-5713B</td>
<td>WBS 47662.2.1 NC 191 (Brevard Road) at NC 146 (Long Shoals Road). Initial Spot Mobility right of way and utilities funds are needed for turn lane construction. File 13-16-227-1R</td>
<td>$280,000.00</td>
</tr>
<tr>
<td>Buncombe Co. Div. 13</td>
<td>SM-5713B</td>
<td>WBS 47662.3.1 NC 191 (Brevard Road) at NC 146 (Long Shoals Road). Initial Spot Mobility construction funds are needed for turn lane construction. File 13-16-227-1C</td>
<td>$420,000.00</td>
</tr>
</tbody>
</table>

**ITEM L SUMMARY**

| 30 PROJECTS | $5,263,000.00 |

October 5, 2017
NCDOT October 2017 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects

Division 1

Enhancement

<table>
<thead>
<tr>
<th>Town/County/PROJ</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Divisionwide</td>
<td>34634.2.1, STP-000S(641)</td>
<td>$100,000.00</td>
</tr>
<tr>
<td>R-9999A STATEWIDE</td>
<td>Division 1 - Environmental Mitigation and Minimization.</td>
<td>$80,000.00 Fed.</td>
</tr>
<tr>
<td></td>
<td>$300,000.00 has previously been approved for preliminary engineering. Additional funds are needed for FY 2017-2018 allocation.</td>
<td>$20,000.00 State</td>
</tr>
</tbody>
</table>

Rural

<table>
<thead>
<tr>
<th>Town/County/PROJ</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Currituck Co.</td>
<td>34470.1.TA1, BRSTP-000S(494)</td>
<td>$2,500,000.00</td>
</tr>
<tr>
<td>R-2576 DIVISION</td>
<td>Mid-Currituck Bridge from Coinjock to Corolla. $29,908,915.00 has previously been approved for preliminary engineering. Additional funds are needed on the latest estimate for the NC Turnpike Authority Work Plan.</td>
<td>$2,000,000.00 Fed.</td>
</tr>
<tr>
<td></td>
<td>$500,000.00 State</td>
<td></td>
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</table>

October 5, 2017
### Division 2

#### Urban

<table>
<thead>
<tr>
<th>Town/ County/ PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Greenville/ Pitt Co.</td>
<td>34868.1.FD3, STP-1700(015)</td>
<td>$1,500,000.00 Cost</td>
</tr>
<tr>
<td>U-2817 DIVISION</td>
<td>SR 1700 (Evans Street and Old Tar Road) from SR 1711 (Worthington Road) in Winterville to US 264A (Greenville Boulevard). $350,000.00 has previously been approved for preliminary engineering. Additional funds are requested for planning and environmental documents.</td>
<td>$1,200,000.00 Fed. $300,000.00 State</td>
</tr>
</tbody>
</table>

#### Safety

<table>
<thead>
<tr>
<th>Town/ County/ REGIONAL</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Greene Co. W-5601FR REGIONAL</td>
<td>NC 123 at SR 1400 (Fourway Road / Ormondsville Road). $5,000.00 has previously been approved for preliminary engineering. Additional funds are needed to complete design work.</td>
<td>$10,000.00 Cost $9,000.00 Fed. $1,000.00 State</td>
</tr>
</tbody>
</table>
## Division 3
### Enhancement

<table>
<thead>
<tr>
<th>Town/County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Divisionwide</td>
<td>34634.2.3, STP-000S(643) Division 3 - Environmental Mitigation and Minimization.</td>
<td>$100,000.00</td>
</tr>
<tr>
<td>R-9999C</td>
<td>$400,000.00 has previously been approved for preliminary engineering. Additional funds are needed for FY 2017-2018 allocation.</td>
<td>$80,000.00 Fed.</td>
</tr>
<tr>
<td>DIVISION</td>
<td>$100,000.00</td>
<td>$20,000.00 State</td>
</tr>
<tr>
<td>Sampson Co. ER-5600CB</td>
<td>46305.3.23, STP-0332(064) Plant bed installation at the NC 50 roundabout in Newton Grove.</td>
<td>$55,421.00 Cost</td>
</tr>
<tr>
<td>REGIONAL</td>
<td>$65,000.00 has previously been approved for construction. Additional funds are needed for change in scope of work.</td>
<td>$44,336.00 Fed.</td>
</tr>
<tr>
<td></td>
<td>$11,085.00 State</td>
<td></td>
</tr>
<tr>
<td>Brunswick Co. U-4738</td>
<td>40114.1.2, STPNHF-0017(150) Cape Fear crossing from US 17 to US 421 Independence</td>
<td>$937,500.00 Cost</td>
</tr>
<tr>
<td>REGIONAL</td>
<td>Boulevard-Carolina Beach Road Intersection. $1,709,858.00 has previously been approved for preliminary engineering. Additional funds are requested from STBGDA for Wilmington MPO.</td>
<td>$750,000.00 Fed.</td>
</tr>
<tr>
<td></td>
<td>$187,500.00 State</td>
<td></td>
</tr>
<tr>
<td>Wilmington/New Hanover Co. U-5534T</td>
<td>44096.1.22, STBGDA-0396(003) Install traffic signal preemption equipment at 27 intersections throughout the City of Wilmington and install equipment on existing fire apparatus. Funds are needed for preliminary engineering.</td>
<td>$81,000.00 Cost</td>
</tr>
<tr>
<td></td>
<td>$64,800.00 Fed.</td>
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<tr>
<td></td>
<td>$16,200.00 Local</td>
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</table>

October 5, 2017
## Division 3 (Continued)

### Safety

<table>
<thead>
<tr>
<th>Town/County/PROJ</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brunswick Co.</td>
<td>45333.3.25, HSIP-1115(020), SR 1115 (Stone Chimney Road / Old Ferry Connection Road)</td>
<td>$1,900,000.00</td>
</tr>
<tr>
<td></td>
<td>from NC 211 to dead end. Construction funds are needed for safety improvements.</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Cost</strong> $1,710,000.00, <strong>Fed.</strong> $190,000.00, <strong>State</strong></td>
<td></td>
</tr>
<tr>
<td>Magnolia/Duplin Co.</td>
<td>45533.3.9, RR-0332(133), Permanent closure of Bleeker Street at-grade Crossing</td>
<td><strong>Cost</strong> $65,000.00</td>
</tr>
<tr>
<td></td>
<td>CSX #629 043K, Mile Post AC196.63, and signals at Sandy Street at-grade Crossing CSX #629 044S, Mile Post AC196.82 in Magnolia, Duplin County, NC. Construction funds are needed for permanent closure of at-grade crossing.</td>
<td><strong>Fed.</strong> $58,500.00, <strong>State</strong> $6,500.00</td>
</tr>
</tbody>
</table>
### Division 4

#### Interstate

<table>
<thead>
<tr>
<th>Town/County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Johnston Co. I-5781</td>
<td>I-40 from SR 1010 (Cleveland Road) to west of SR 1211 (Morgan Road). Funds are needed for construction based on the estimate from the 12-Month Tentative Letting List published August 17, 2017.</td>
<td>$6,550,000.00</td>
</tr>
<tr>
<td>STATEWIDE</td>
<td></td>
<td>$5,240,000.00  Fed.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$1,310,000.00  State</td>
</tr>
</tbody>
</table>

#### Enhancement

<table>
<thead>
<tr>
<th>Town/County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Divisionwide R-9999D</td>
<td>Division 4 - Environmental Mitigation and Minimization.</td>
<td>$100,000.00    Cost</td>
</tr>
<tr>
<td>DIVISION</td>
<td>$300,000.00 has previously been approved for preliminary engineering. Additional funds are needed for FY 2017-2018 allocation.</td>
<td>$80,000.00    Fed.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$20,000.00    State</td>
</tr>
</tbody>
</table>

#### Safety

<table>
<thead>
<tr>
<th>Town/County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Johnston Co. W-5600</td>
<td>US 70 Business to Neuse River Bridge, Convert to Freeway with interchanges at SR 1501 (Swift Creek Road) and SR 1919 (Wilson's Mills Road). Funds are needed for full right of way and utilities.</td>
<td>$5,000,000.00  Cost</td>
</tr>
<tr>
<td>REGIONAL</td>
<td></td>
<td>$4,000,000.00  Fed.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$1,000,000.00  State</td>
</tr>
</tbody>
</table>

#### Rail Program

<table>
<thead>
<tr>
<th>Town/County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Halifax Co. Z-5700DB</td>
<td>Railway-Highway Grade Crossing Safety Project. SR 1641 (County Club Road) at the CSX Crossing #629 653T near Weldon, Halifax County. Funds are needed for preliminary engineering.</td>
<td>$30,000.00    Cost</td>
</tr>
<tr>
<td>DIVISION</td>
<td></td>
<td>$27,000.00    Fed.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$3,000.00    State</td>
</tr>
</tbody>
</table>
### Division 5

#### Congestion Mitigation

<table>
<thead>
<tr>
<th>Town/County/PROJ CATEGORY</th>
<th>Project</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Durham Co.</td>
<td>46401.3.1, CMS-0505(075)</td>
<td>$479,588.00</td>
</tr>
<tr>
<td>C-5572</td>
<td>West Ellerbe Creek Greenway, Construction Phase II, Westover Park to Stadium Drive Rail in Durham. $1,440,240.00 has previously been approved for construction. Additional funds are needed for change in scope of work.</td>
<td>$383,670.00, $95,918.00</td>
</tr>
<tr>
<td>EXEMPT</td>
<td>Park to Stadium Drive Rail in Durham.</td>
<td>$479,588.00, $383,670.00, $95,918.00</td>
</tr>
<tr>
<td>Wake Co.</td>
<td>43714.3.3, CMS-0540(032)</td>
<td>$1,257,300.00</td>
</tr>
<tr>
<td>C-5604IA</td>
<td>Panther Creek Greenway, construct 10 foot wide asphalt trail and 90 foot bridge across Panther Creek and connections to adjacent neighborhoods, grade separated crossing of I-540 and at Green Level Church Road. Construction funds are needed to construct asphalt trail.</td>
<td>$1,005,840.00, $251,460.00</td>
</tr>
<tr>
<td>EXEMPT</td>
<td></td>
<td>$1,257,300.00, $1,005,840.00, $251,460.00</td>
</tr>
</tbody>
</table>

#### Enhancement

| Divisionwide               | 34634.2.5, STP-000S(645) | $100,000.00 |
| R-9999E                   | Division 5 - Environmental Mitigation and Minimization. | $80,000.00 |
| DIVISION                  | $300,000.00 has previously been approved for preliminary engineering. Additional funds are needed for FY 2017-2018 allocation. | $20,000.00 |

#### Urban

| Durham Co.                | 36726.3.1, STPNHS-0147(002) | $38,335.00 |
| U-4445                    | NC 147 (Durham Freeway) near Alston Avenue. $1,911,639.00 has previously been approved for construction. Additional funds are needed by city contract for a pedestrian bridge replacement. | $30,668.00, $7,667.00 |
| DIVISION                  |                          | $38,335.00, $30,668.00, $7,667.00 |

October 5, 2017
### Division 5 (Continued)

**Urban**

<table>
<thead>
<tr>
<th>Town/County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cary/</td>
<td>SR 1650 (Reedy Creek Road) from 600 feet south of Watts to NE Maynard Road. Funds are needed for full right of way and utilities.</td>
<td>$605,000.00</td>
</tr>
<tr>
<td>Wake Co. U-5501B DIVISION</td>
<td></td>
<td>$484,000.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$121,000.00</td>
</tr>
<tr>
<td>Wake Co. U-5927A DIVISION</td>
<td>SR 2768 / SR 5056 (North Judd Parkway North East) from SR 3736 (Old Honeycutt Road) to North of Intersection of SR 5056 (North Judd Parkway North East) and SR 1402 (East Broad Street). Construction funds are needed to provide additional capacity and improve safety.</td>
<td>$2,310,000.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$1,686,300.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$623,700.00</td>
</tr>
<tr>
<td>Granville Co. B-5320 DIVISION</td>
<td>Replace Bridge #96 over the Tar River on SR 1139. Funds are needed for full right of way and utilities.</td>
<td>$300,000.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$240,000.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$60,000.00</td>
</tr>
<tr>
<td>Durham Co. STATEWIDE</td>
<td>I-40 westbound at US 15-501 south of Durham in Orange and Durham Counties. Funds are needed for construction for safety improvements.</td>
<td>$175,000.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$157,500.00</td>
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<tr>
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<td></td>
<td>$17,500.00</td>
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**Bridge**

<table>
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<tr>
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<tbody>
<tr>
<td>Granville Co.</td>
<td>Replace Bridge #96 over the Tar River on SR 1139. Funds are needed for full right of way and utilities.</td>
<td>$300,000.00</td>
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<tr>
<td>B-5320 DIVISION</td>
<td></td>
<td>$240,000.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$60,000.00</td>
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**Safety**

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<tbody>
<tr>
<td>Durham Co. STATEWIDE</td>
<td>I-40 westbound at US 15-501 south of Durham in Orange and Durham Counties. Funds are needed for construction for safety improvements.</td>
<td>$175,000.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$157,500.00</td>
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<tr>
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<td></td>
<td>$17,500.00</td>
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</tbody>
</table>
### Division 6

#### Safety

<table>
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<tr>
<th>Town/County/PROJ CATEGORY</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Cumberland Co. W-5601FN</td>
<td>SR 1108 (Lakewood Drive) at SR 3670 (Middleton Court) and SR 3671 (Lullwater Drive). Funds are needed for full right of way and utilities.</td>
<td>$81,000.00 Fed.</td>
</tr>
</tbody>
</table>

<table>
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</tr>
</thead>
<tbody>
<tr>
<td>Maxton/Robeson Co. Y-5500FC</td>
<td>Permanent closure of Third Street at-grade crossing CSX #630 976K, Milepost SE276.28 and signals at Malloy Street at-grade Crossing CSX #630 952W, SE275.44 and First Street at-grade Crossing CSX #630 975D, SE276.1 in Maxton, Robeson County, NC. Construction funds are needed for permanent closure of at-grade crossing.</td>
<td>$160,000.00 Fed. $40,000.00 State</td>
</tr>
</tbody>
</table>

#### Rail Program

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<tr>
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<tr>
<td>Maxton/Robeson Co. Y-5500FC</td>
<td>Permanent closure of Third Street at-grade crossing CSX #630 976K, Milepost SE276.28 and signals at Malloy Street at-grade Crossing CSX #630 952W, SE275.44 and First Street at-grade Crossing CSX #630 975D, SE276.1 in Maxton, Robeson County, NC. Construction funds are needed for permanent closure of at-grade crossing.</td>
<td>$200,000.00 Cost</td>
</tr>
</tbody>
</table>

#### Rural

<table>
<thead>
<tr>
<th>Town/County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Robeson Co. R-5752</td>
<td>US 74 at SR 2220 (Broadbridge Road) convert at-grade intersection to interchange and SR 2225(Creek Road). Funds are needed for construction based on the estimate from the 12-Month Tentative Letting List published August 17, 2017. This is a two (2) year Cash Flow project with $2,875,000 in FY 18; and $2,875,000 in FY 19.</td>
<td>$4,650,000.00 Fed. $1,100,000.00 State</td>
</tr>
<tr>
<td>Town/ County/PROJ CATEGORY</td>
<td>Project Description</td>
<td>Estimated Cost</td>
</tr>
<tr>
<td>---------------------------</td>
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<td>----------------</td>
</tr>
<tr>
<td>Hillsborough/ Orange Co.</td>
<td>46243.3.3, CMS-0711(014)</td>
<td>$486,000.00 Cost</td>
</tr>
<tr>
<td>C-5184 EXEMPT</td>
<td>Hillsborough-Riverwalk Trail - Phase III construct a paved off-road trail along Eno River connecting River Park Gold Park and the Occoneechee Mountain State natural area. Construction funds are needed for paved off-road trail.</td>
<td>$388,800.00 Fed. $97,200.00 Local</td>
</tr>
<tr>
<td>Hillsborough/ Orange Co.</td>
<td>46243.1.1, CMS-0711(014)</td>
<td>$15,000.00 Cost</td>
</tr>
<tr>
<td>C-5184 EXEMPT</td>
<td>Hillsborough-Riverwalk Trail - Phase III construct a paved off-road trail along Eno River connecting River Park Gold Park and the Occoneechee Mountain State natural area. $87,200.00 has previously been approved for preliminary engineering. Additional funds are requested to complete design work.</td>
<td>$12,000.00 Fed. $3,000.00 Local</td>
</tr>
<tr>
<td>Carrboro/ Orange Co.</td>
<td>36268.3.35, STPDA-0702(022)</td>
<td>$575,972.00 Cost</td>
</tr>
<tr>
<td>U-4726DD DIVISION</td>
<td>Rogers Road sidewalk from Homestead Road to Meadow Run Court. Construction funds are needed for sidewalks.</td>
<td>$460,777.00 Fed. $115,195.00 Local</td>
</tr>
<tr>
<td>Guilford Co. B-4958</td>
<td>40150.2.1, BRZ-2128(002)</td>
<td>$40,000.00 Cost</td>
</tr>
<tr>
<td>DIVISION</td>
<td>Replace Bridge #106 over Reed Fork Creek on SR 2128. Funds are needed for full right of way and utilities.</td>
<td>$32,000.00 Fed. $8,000.00 State</td>
</tr>
</tbody>
</table>
Division 7 (Continued)

**Bridge**

<table>
<thead>
<tr>
<th>Town/County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rockingham B-4805 DIVISION</td>
<td>Replace Bridge #9 over a prong of Troublesome Creek on SR 2406. Funds are needed for full right of way and utilities.</td>
<td>$75,000.00 Cost, $60,000.00 Fed, $15,000.00 State</td>
</tr>
<tr>
<td>Rockingham B-5715 DIVISION</td>
<td>Replace Bridge #17 over Haw River on SR 2351. $175,000.00 has previously been approved for preliminary engineering. Additional funds are needed based on the latest estimate.</td>
<td>$30,000.00 Cost, $24,000.00 Fed, $6,000.00 State</td>
</tr>
<tr>
<td>Rockingham B-5715 DIVISION</td>
<td>Replace Bridge #17 over Haw River on SR 2351. Funds are needed for full right of way and utilities.</td>
<td>$40,000.00 Cost, $32,000.00 Fed, $8,000.00 State</td>
</tr>
</tbody>
</table>

**Safety**

<table>
<thead>
<tr>
<th>Town/County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Guilford Co. W-5707F DIVISION</td>
<td>SR 2269 (Alcorn Road) at SR 2131 (Northwest School Road) north of Greensboro. Construction funds are needed for safety improvements.</td>
<td>$12,000.00 Cost, $10,800.00 Fed, $1,200.00 State</td>
</tr>
</tbody>
</table>
### Division 7 (Continued)

#### Bicycle and Pedestrian

<table>
<thead>
<tr>
<th>Town/ County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Orange Co. U-4726DF</td>
<td>Bicycle Detection at signalized intersections. Funds are needed for construction for the installation of in-pavement bike loop detectors at signalized intersections.</td>
<td>$18,975.00 Cost, $15,180.00 Fed., $3,795.00 Local</td>
</tr>
</tbody>
</table>
## Division 8

### Safety

<table>
<thead>
<tr>
<th>Town/County/PROJ</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hoke Co.</td>
<td>44854.2.1, HSIP-0015(055), US 15 / 501 at SR 1225 (Ashemont Road). Funds are needed for full right of way and utilities.</td>
<td>$50,000.00 Cost, $45,000.00 Fed., $5,000.00 State</td>
</tr>
<tr>
<td>W-5708A</td>
<td>Closure of SR 2141 (B Beal Road) At-Grade Crossing; Norfolk Southern #721 039U, in Chatham County. Funds are needed for preliminary engineering.</td>
<td>$20,000.00 Cost, $18,000.00 Fed., $2,000.00 State</td>
</tr>
</tbody>
</table>
### Division 9

#### Safety

<table>
<thead>
<tr>
<th>Town/County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Divisionwide</td>
<td>50138.3.244, HSIP-000S(891) Install Severe Duty Impact Attenuator on multiple routes in Division 9. Construction funds are needed for safety improvements.</td>
<td>$115,600.00 Cost</td>
</tr>
<tr>
<td>W-5601II</td>
<td>$104,040.00 Fed.</td>
<td></td>
</tr>
<tr>
<td>STATEWIDE</td>
<td>$11,560.00 State</td>
<td></td>
</tr>
</tbody>
</table>

#### Rural

<table>
<thead>
<tr>
<th>Town/County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forsyth Co.</td>
<td>44919.3.3, TAP-0918(112) ADA (Americans with Disabilities Act) Curb Ramps at various locations with a population of &gt;5,000. Funds are needed for construction to install or upgrade ADA ramps.</td>
<td>$110,850.00 Cost</td>
</tr>
<tr>
<td>R-5789B</td>
<td>$88,680.00 Fed.</td>
<td></td>
</tr>
<tr>
<td>DIVISION</td>
<td>$22,170.00 State</td>
<td></td>
</tr>
</tbody>
</table>

| Forsyth Co.               | 44919.3.4, TAP-0918(113) ADA (Americans with Disabilities Act) Curb Ramps at various location with a population of <5,000. Funds are needed for construction to install or upgrade ADA ramps. | $44,563.00 Cost |
| R-5789C                   | $35,650.00 Fed.                                                                     |
| DIVISION                  | $8,913.00 State                                                                    |
NCDOT October 2017 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects

### Division 10

#### Congestion Mitigation

<table>
<thead>
<tr>
<th>Town/County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charlotte/Mecklenburg Co.</td>
<td>South Tryon Street from Queen Anne Drive to Nations Ford Road. $395,000.00 has previously been approved for construction. Additional funds are requested.</td>
<td>$502,362.00 Cost</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Town/County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stanly Co.</td>
<td>Replace Bridge #160 over Ramsey Branch on SR 1253.</td>
<td>$900,000.00 Cost</td>
</tr>
</tbody>
</table>

#### Enhancement

| Divisionwide | Division 10 - Environmental Mitigation and Minimization. $400,000.00 has previously been approved for preliminary engineering. Additional funds are needed for FY 2017-2018 allocation. | $100,000.00 Cost |

| R-9999J | DIVISION $80,000.00 Fed. $20,000.00 State |

#### Bridge

| Stanly Co. | Replace Bridge #160 over Ramsey Branch on SR 1253. | $720,000.00 Fed. |

| DIVISION | Construction funds are needed for bridge replacement. | $180,000.00 State |

#### Safety

| Anson Co. | US 52 / US 74 / NC 742 (Andrew Jackson Highway) and SR 1472 (Salisbury Court / Main Street) in Wadesboro. Funds are needed for preliminary engineering. | $25,000.00 Cost |

| W-5710P | $22,500.00 Fed. |

| STATEWIDE | $2,500.00 State |

October 5, 2017
## Approval of Funds for Specific Federal - Aid Projects

### Division 10 (Continued)

**Safety**

<table>
<thead>
<tr>
<th>Town/County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cabarrus Co. W-5601EB STATEWIDE</td>
<td>50138.3.129, HSIP-0049(035)</td>
<td>$200,000.00 Cost</td>
</tr>
<tr>
<td>Cabarrus Co. W-5710C DIVISION</td>
<td>44856.2.3, HSIP-2180(003)</td>
<td>$50,000.00 Cost</td>
</tr>
<tr>
<td>Mecklenburg Co. W-5601IK STATEWIDE</td>
<td>50138.3.246, HSIP-0485(045)</td>
<td>$200,000.00 Cost</td>
</tr>
<tr>
<td>Mecklenburg Co. W-5710R REGIONAL</td>
<td>44856.1.18, HSIP-0051(033)</td>
<td>$400,000.00 Cost</td>
</tr>
</tbody>
</table>

- NC 49 at SR 1157 (Old Charlotte Road) near Concord. Construction funds are needed for safety improvements. Additional construction funds are needed for safety improvements.
- SR 2180 (Lane Street / Jackson Park Road) from US Main Street to a point just west of I-85 Ramps. Construction funds are needed for safety improvements.
- I-485 Outer Loop Ramp at NC 16 in Charlotte. Construction funds are needed for safety improvements.
- NC 51 from Park Road to Carmel Road in Pineville and Charlotte. Funds are needed for preliminary engineering.

- $739,444.00 has previously been approved for construction.
- $200,000.00 Cost
- $180,000.00 Fed.
- $20,000.00 State
- $50,000.00 Cost
- $45,000.00 Fed.
- $5,000.00 State
- $200,000.00 Cost
- $180,000.00 Fed.
- $20,000.00 State
- $400,000.00 Cost
- $360,000.00 Fed.
- $40,000.00 State
## Division 10 (Continued)

### Safety

<table>
<thead>
<tr>
<th>Town/ County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Mecklenburg Co.</strong>&lt;br&gt;W-5710S DIVISION</td>
<td>SR 2108 (Sunset Avenue) and SR 2019 (Peachtree Road) near Charlotte. Funds are needed for preliminary engineering.</td>
<td>$50,000.00 Cost $45,000.00 Fed. $5,000.00 State</td>
</tr>
<tr>
<td><strong>Albemarle/Stanly Co.</strong>&lt;br&gt;W-5710D REGIONAL</td>
<td>NC 24 / 27 and SR 1258 (Newt Road). Funds are needed for full right of way and utilities.</td>
<td>$45,000.00 Cost $40,500.00 Fed. $4,500.00 State</td>
</tr>
<tr>
<td><strong>Union Co.</strong>&lt;br&gt;W-5210O DIVISION</td>
<td>SR 1365 (Stallings Road) and SR 1367 (Matthews Indian Trail Road) in Stallings. $150,000.00 has previously been approved for right of way and utilities. Additional funds are needed.</td>
<td>$93,000.00 Cost $83,700.00 Fed. $9,300.00 State</td>
</tr>
<tr>
<td><strong>Union Co.</strong>&lt;br&gt;W-5710Q REGIONAL</td>
<td>NC 205 / NC 218. Funds are needed for preliminary engineering.</td>
<td>$150,000.00 Cost $135,000.00 Fed. $15,000.00 State</td>
</tr>
</tbody>
</table>
## Division 11

### Enhancement

<table>
<thead>
<tr>
<th>Town/County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Divisionwide</td>
<td>34634.2.11, STP-000S(651) Division 11 - Environmental Mitigation and Minimization.</td>
<td>$100,000.00 Cost</td>
</tr>
<tr>
<td>R-9999K</td>
<td>$300,000.00 has previously been approved for preliminary engineering. Additional funds are needed for FY 2017-2018 allocation.</td>
<td>$80,000.00 Fed.</td>
</tr>
<tr>
<td>STATEWIDE</td>
<td>$20,000.00 State</td>
<td>$20,000.00 State</td>
</tr>
</tbody>
</table>

### Safety

<table>
<thead>
<tr>
<th>Town/County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Divisionwide</td>
<td>50138.3.205, HSIP-000S(845) Upgrade guardrail end units at various locations. Construction funds are needed for safety improvements.</td>
<td>$1,600,000.00 Cost</td>
</tr>
<tr>
<td>W-5601GV</td>
<td>$1,440,000.00 Fed.</td>
<td>$1,440,000.00 Fed.</td>
</tr>
<tr>
<td>STATEWIDE/REGIONAL</td>
<td>$160,000.00 State</td>
<td>$160,000.00 State</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Surry Co. W-5601GW</th>
<th>Upgrade guardrail end units at various locations. Construction funds are needed for safety improvements.</th>
<th>$525,000.00 Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>STATEWIDE/REGIONAL</td>
<td>$472,500.00 Fed.</td>
<td>$472,500.00 Fed.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Wilkes Co. W-5521</th>
<th>US 421 near SR 1301 (Fall Creek Road). Construction funds are needed for safety improvements.</th>
<th>$2,900,000.00 Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>STATEWIDE</td>
<td>$2,610,000.00 Fed.</td>
<td>$2,610,000.00 Fed.</td>
</tr>
<tr>
<td></td>
<td>$290,000.00 State</td>
<td>$290,000.00 State</td>
</tr>
</tbody>
</table>
### Division 12

#### Safety

<table>
<thead>
<tr>
<th>Town/ County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cleveland Co.</td>
<td>44858.2.1, HSIP-0180(006)</td>
<td>$800,000.00 Cost</td>
</tr>
<tr>
<td>W-5712A</td>
<td>NC 180 (South Post Road) at SR 2202 (Beam Road / Joe's Lake Road). Funds are needed for full right of way and utilities.</td>
<td>$720,000.00 Fed.</td>
</tr>
<tr>
<td>REGIONAL</td>
<td></td>
<td>$80,000.00 State</td>
</tr>
</tbody>
</table>
NCDOT October 2017 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects

Division 13
Enhancement

<table>
<thead>
<tr>
<th>Town/ County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Divisionwide</td>
<td>34634.2.13, STP-000S(653) Division 13 - Environmental Mitigation and Minimization.</td>
<td>$100,000.00 Cost</td>
</tr>
<tr>
<td>R-9999M</td>
<td>$300,000.00 has previously been approved for preliminary engineering. Additional funds are needed for FY 2017-2018 allocation.</td>
<td>$80,000.00 Fed. $20,000.00 State</td>
</tr>
<tr>
<td>STATEWIDE</td>
<td>46305.3.40, STBG-0074(207) US 74 and US 221A interchange. Construction funds are needed for landscape enhancement.</td>
<td>$303,000.00 Cost $242,400.00 Fed. $60,600.00 State</td>
</tr>
</tbody>
</table>

Safety

<table>
<thead>
<tr>
<th>Town/ County/PROJ CATEGORY</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Buncombe Co.</td>
<td>44861.2.12, HSIP-0191(017) NC 191 (Brevard Road) at NC 146 (Long Shoals Road). Funds are needed for full right of way and utilities.</td>
<td>$280,000.00 Cost $252,000.00 Fed. $28,000.00 State</td>
</tr>
<tr>
<td>W-5713L</td>
<td>44861.3.14, HSIP-0025(042) US 25 / 70 at SR 1582 (Long Branch Road) near Marshall. Construction funds are needed for safety improvements.</td>
<td>$263,000.00 Cost $236,700.00 Fed. $26,300.00 State</td>
</tr>
<tr>
<td>Madison Co.</td>
<td>W-5713N</td>
<td></td>
</tr>
<tr>
<td>REGIONAL</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Division 14

#### Urban

<table>
<thead>
<tr>
<th>Town/County/PROJ</th>
<th>Project Description</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fletcher/Henderson Co.</td>
<td>US 25 (Hendersonville Road) from SR 1545 (Cane Creek Road) to SR 1006 (Howard Gap Road). Construction funds are needed for roadway improvements.</td>
<td>$1,944,000.00 Cost $1,555,200.00 Fed. $388,800.00 Local</td>
</tr>
</tbody>
</table>
### NCDOT October 2017 Board of Transportation Agenda
#### Approval of Funds for Specific Federal - Aid Projects

**Statewide**

**Congestion Mitigation**

<table>
<thead>
<tr>
<th>Town/County/PROJ</th>
<th>Project Description</th>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>C-4902A</strong></td>
<td>North Carolina State University - NC Solar Clean Fuel Advanced Technology Program-Phase III. $5,940,220.00 has previously been approved for preliminary engineering. Additional funds are needed to develop and administer a clean fuel advanced technology rebate program.</td>
<td>$359,725.00 Cost</td>
</tr>
<tr>
<td><strong>DIVISION</strong></td>
<td>I-85 Integrated Corridor Management System. Funds are needed for preliminary engineering.</td>
<td>$800,000.00 Cost</td>
</tr>
</tbody>
</table>

**Safety**

<table>
<thead>
<tr>
<th>Town/County/PROJ</th>
<th>Project Description</th>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>Statewide</strong></td>
<td>44803.3.10, HSIP-000S(894)</td>
<td>$330,000.00 Cost</td>
</tr>
<tr>
<td><strong>Z-5700EA</strong></td>
<td>SYSTEMIC Project: All open public railroad grade crossings at paved state-maintained roads in Division 5 and Division 6. Construction funds are needed for safety improvements.</td>
<td>$297,000.00 Fed. $33,000.00 State</td>
</tr>
</tbody>
</table>

**Planning and Research**

<table>
<thead>
<tr>
<th>Town/County/PROJ</th>
<th>Project Description</th>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>Statewide</strong></td>
<td>47625.1.1, SHRP-000S(898)</td>
<td>$42,500.00 Cost</td>
</tr>
<tr>
<td><strong>M-0526</strong></td>
<td>SHRP2-Research Project (R06A). Funds are needed for Research.</td>
<td>$40,000.00 Fed. $2,500.00 State</td>
</tr>
</tbody>
</table>

October 5, 2017
Statewide (Continued)

<table>
<thead>
<tr>
<th>Town/County/PROJ</th>
<th>Project Description</th>
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</tr>
</thead>
<tbody>
<tr>
<td>CATEGORY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Statewide</td>
<td>50141.1.5, 0JT-00JT(022)</td>
<td>$156,461.00</td>
</tr>
<tr>
<td>M-0478E</td>
<td>On-The-Job Training. Funds are needed for FY2017 OJT</td>
<td>$156,461.00 Fed.</td>
</tr>
<tr>
<td>STATEWIDE</td>
<td>Supportive Services.</td>
<td></td>
</tr>
<tr>
<td>Rural</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Statewide</td>
<td>34634.1.1, STP-000S(230)</td>
<td>$600,000.00 Cost</td>
</tr>
<tr>
<td>R-9999WM</td>
<td>Improvements to NCDOT'S wetland prediction model.</td>
<td>$480,000.00 Fed.</td>
</tr>
<tr>
<td>STATEWIDE</td>
<td>$65,373,651.00 has previously been approved for preliminary engineering. Additional funds are requested for FY 2017-2018 allocation.</td>
<td>$120,000.00 State</td>
</tr>
</tbody>
</table>

**ITEM M SUMMARY** - 67 PROJECT(S) - (TOTAL FEDERAL AND STATE) $43,617,758.00
REVISIONS TO THE 2016-2025 AND 2018-2027 STIPS

HIGHWAY PROGRAM
STIP ADDITIONS

DIVISION 7
* C-5650
ORANGE
PROJ.CATEGORY DIVISION
SR 1919 (SMITH LEVEL ROAD / S. GREENSBORO ST), PUBLIC WORKS DRIVE TO N. END OF OLD PITTSBORO ROAD IN CARRBORO. CONSTRUCT 3,100 LF SIDEWALK ON ONE SIDE.
PROJECT ADDED AT REQUEST OF TRANSPORTATION PLANNING BRANCH AND MPO
* INDICATES FEDERAL AMENDMENT

DIVISION 5
* C-5567
GRANVILLE
PROJ.CATEGORY EXEMPT
EAST LYON STATION GREENWAY, TOWN OF BUTNER GREENWAY EXTENSION. CONSTRUCT MULTI-USE PATH.
TO ALLOW TOWN ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT OF WAY AND CONSTRUCTION FROM FY 17 TO FY 18 [16-25 STIP] / ADD RIGHT OF WAY AND CONSTRUCTION IN FY 18 NOT PREVIOUSLY PROGRAMMED [18-27 STIP].

STIP MODIFICATIONS

DIVISION 7
* U-5927A
ROCKINGHAM
PROJ.CATEGORY STATEWIDE
SR 2768 / SR 5056 NORTH JUDD PKWY NE, SR 3736 (OLD HONEYCUTT ROAD) TO NORTH OF INTERSECTION OF SR 5056 (N. JUDD PARKWAY NE) AND SR 1402 (E. BROAD STREET)
TO ALLOW TOWN ADDITIONAL TIME FOR DESIGN, DELAY CONSTRUCTION FROM FY 17 TO FY 18 [16-25 STIP] / ADD CONSTRUCTION IN FY 18 NOT PREVIOUSLY PROGRAMMED [18-27 STIP].

B-5352
US 220 (NORTHBOUND), REPLACE BRIDGE 780131 OVER NORFOLK SOUTHERN RAILROAD.
ACCELERATE CONSTRUCTION FROM FY 19 TO FY 18 AT REQUEST OF STRUCTURES MANAGEMENT UNIT

* INDICATES FEDERAL AMENDMENT

Thursday, October 05, 2017
REVISIONS TO THE 2016-2025 AND 2018-2027 STIPS

HIGHWAY PROGRAM
STIP MODIFICATIONS

DIVISION 7

* B-5553  BALLINGER ROAD, REPLACE BRIDGE 400098 OVER A TRIBUTARY OF HORSEPEN CREEK IN GREENSBORO. TO ALLOW ADDITIONAL TIME FOR THE CITY TO COMPLETE PROJECT DESIGN, DELAY RIGHT-OF-WAY FROM FY 17 TO FY 18 AND CONSTRUCTION FROM FY 18 TO FY 19

RIGHT-OF-WAY FY 2018 - $60,000 (STPON)

CONSTRUCTION FY 2019 - $150,000 (L)

$825,000


RIGHT-OF-WAY FY 2018 - $75,000 (NHP)

CONSTRUCTION FY 2018 - $300,000 (NHP)

$400,000

* U-5543  VARIOUS, VARIABLE MESSAGE SIGNS FOR TRAFFIC MANAGEMENT ON MAJOR CORRIDORS IN CHAPEL HILL. AT REQUEST BY THE TOWN AND MPO, DELAY CONSTRUCTION FROM FY 17 TO FY 18

CONSTRUCTION FY 2018 - $419,000 (STBGDA)

FY 2018 - $105,000 (L)

$524,000

DIVISION 8

* P-5724  CSX, RAIL SPUR FOR INDUSTRIAL ACCESS. CONSTRUCT SPINE TRACK AND TURNOUTS, AND REHABILITATE EXISTING TRACK SECTIONS. TO REFLECT CURRENT DELIVERY SCHEDULE, DELAY CONSTRUCTION FROM FY 17 TO FY 18 [16-25 STIP] / ADD CONSTRUCTION IN FY 18 NOT PREVIOUSLY PROGRAMMED [18-27 STIP].

CONSTRUCTION FY 2018 - $162,000 (S)

FY 2018 - $1,291,000 (T)

$7,829,000 (O)

$9,282,000

* W-5208MA  US 15 / US 501, NC 144 INTERSECTION. CONSTRUCT ROUNDABOUT TO ALLOW ADDITIONAL TIME FOR UTILITY COORDINATION, DELAY CONSTRUCTION FROM FY 17 TO FY 18 [16-25 STIP] / ADD CONSTRUCTION IN FY 18 NOT PREVIOUSLY PROGRAMMED [18-27 STIP].

CONSTRUCTION FY 2018 - $2,500,000 (HSIP)

$2,500,000

* INDICATES FEDERAL AMENDMENT

Thursday, October 05, 2017
**DIVISION 11**

* W-5521  
WILKES  
PROJ.CATEGORY  
STATEWIDE  

REALIGNMENT, MEDIAN BARRIER INSTALLATION, AND  
RUMBLE STRIPS.  

**TO ALLOW ADDITIONAL TIME FOR DESIGN, DELAY CONSTRUCTION FROM FY 17 TO FY 18**

### ITEM N SUMMARY

<table>
<thead>
<tr>
<th>Type</th>
<th>Count</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADDITION</td>
<td>1</td>
<td>$1,948,000</td>
</tr>
<tr>
<td>MODIFICATION</td>
<td>10</td>
<td>$1,948,000</td>
</tr>
<tr>
<td></td>
<td>11</td>
<td>$1,948,000</td>
</tr>
</tbody>
</table>

* INDICATES FEDERAL AMENDMENT  

**Thursday, October 05, 2017**
### SUMMARY: There are a total of 31 agreements for approval by the Board of Transportation.

**Division 2**

<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Carolina Global TransPark Authority Lenoir County 43561.2.6</td>
<td>This Project consists of the reconstruction of Building #5 at the Global TransPark and for the relocation of part of the Division 2 staff. The Global TransPark will reimburse the Department 100% of the work up to a maximum of $535,000.</td>
<td></td>
</tr>
<tr>
<td>City of New Bern Craven County 49027</td>
<td>This Agreement consists of the abandonment of a portion of Old Airport Road from the State System and the City of New Bern adding this section of Old Airport Road to their system in consideration for the Department providing $500,000 for the resurfacing and/or repair of the specified route. Upon adoption of Old Airport Road, from Taberna Circle to County Line Road onto their system, the Municipality shall be responsible for all future maintenance of this section of Old Airport Road.</td>
<td></td>
</tr>
</tbody>
</table>

**Division 3**

<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>County of New Hanover EB-5543 45846.1.1 45846.2.1 45846.3.1</td>
<td>This Project consists of on-road bicycle lanes on Covil Farm Road and Red Cedar Road, an off-road multi-use path or sidewalk along Middle Sound Loop Road, an on-road path along Oyster Road and Bright Leaf Road, and a pedestrian bridge connecting to Thais Trail. The Department’s participation amount was $229,674. This Supplemental Agreement is for the Department to provide additional funding in the amount of $136,372 from Transportation Alternatives Program funds. The County will provide an additional $34,093 for a total of $91,512 as their local match. Costs which exceed the revised maximum amount of $366,046 shall be borne by the County.</td>
<td></td>
</tr>
<tr>
<td>County of New Hanover SR-5001BO 40924.3.66</td>
<td>This Project consists of construction of an 8’ off-road multi-use pathway from SR 1916 (Red Cedar Road) connecting to the sidewalk at Ogden Elementary School and installation of a multi-use path or sidewalk from existing sidewalk at Ogden Elementary School to both SR 1823 and SR 1986; on-road bicycle improvements along SR 1930, SR 1971 (Humphrey Drive), and SR 1929; and a 10’ off-road multi-use trail with pedestrian bridge off of Bright Leaf Road. The Department’s participation amount was $300,000. This Supplemental Agreement is for the Department to provide additional funding in the amount of $110,000 from Safe Routes to School funds. Costs which exceed the revised maximum amount of $410,000 shall be borne by the County.</td>
<td></td>
</tr>
</tbody>
</table>
Division 3, cont.

CSX Transportation, Inc. (CSXT)
Town of Warsaw
Duplin County
Y-5500CB
45533

This Rail agreement consists of the permanent closure of the municipal at-grade railroad crossing of Plank Street (Crossing # 628 893W, milepost AC 189) and for the installation of signals at Dudley Street (Crossing # 624 710K, milepost AC 188.48). CSXT shall perform all work within the railroad right-of-way. The Department shall perform all work outside of the railroad right-of-way. CSXT shall reimburse the Department $4,000 toward the cost of the crossing closure, and reimburse the Municipality $9,000 as an incentive payment for closing the crossing. The Department shall pay CSXT ten percent (10%) of the actual cost of the crossing signal installation at Dudley Street as a matching incentive for the crossing closure. The estimated cost of the Project is $500,000. Due to a revision in crossing numbers, this Agreement supersedes the prior Board of Transportation approval on December 1, 2016.

Division 4

City of Rocky Mount
Nash County
C-5549
51019.1.1
51019.3.1

This Project consists of the construction of sidewalks along Nashville Road, West Raleigh Boulevard, Winstead Avenue and East Raleigh Boulevard. The Municipality is responsible for all phases of the Project. The Department shall reimburse 80% of approved eligible costs from the Congestion Mitigation and Air Quality funds allocation, not to exceed $739,000. The Municipality will be responsible for providing the 20% ($184,750) non-federal match for the CMAQ funds authorized and all costs that exceed the total available funding.

City of Goldsboro
North Carolina Railroad Company (NCRR)
Norfolk Southern Railroad Company (NSR)
Wayne County
Y-5500FC
Z-5400DM
45533
43600

This Rail Agreement consists of the permanent closure of the municipal at-grade highway-railroad crossing at Mulberry Street (Crossing # 730 305E, milepost H 128.51). As mitigation for the crossing closure, the project will include the installation of signal devices at the municipal at-grade highway-railroad crossings at Bain Street (Crossing # 722 874X, milepost EC 1.15) and Bryant Street (Crossing # 722 875E, milepost EC 1.1). The Department will perform all work not on railroad right-of-way. NSR will perform all work within their right-of-way. The Department will reimburse NSR for actual costs of the installation of the signal devices. The estimated cost of the Project is $550,000.
Division 5

Town of Knightdale
Wake County
C-5604HA
43714.2.10
43714.3.10

This Project consists of the construction of approximately 6,700 linear feet of greenway from Mingo Creek Greenway to Knightdale Station Park in Knightdale. The Municipality is responsible for all aspects of the Project. The Department shall reimburse 80% of eligible expenses from CMAQ funds up to $2,057,600. The Municipality shall provide the 20% non-federal match ($514,400) for the federal funds authorized and all costs that exceed the total available funding.

City of Oxford
Granville County
C-5610B
43732.1.3
43732.2.3
43732.3.3

This Project consists of the extension of concrete sidewalk on Industry Drive beginning at driveway at Granville Corners Shopping Center to Lewis Street in Oxford. The Municipality is responsible for all aspects of the Project. The Department shall reimburse 80% of eligible expenses from CMAQ funds up to $510,000. The Municipality shall provide the 20% non-federal match ($127,500) for the federal funds authorized and all costs that exceed the total available funding.

Town of Garner
Wake County
C-5604RA
43714.1.13
43714.3.13

This Project consists of new sidewalk connecting existing sidewalks along Timber Drive with five new signalized pedestrian crossings in Garner. The Municipality is responsible for all aspects of the Project. The Department shall reimburse 80% of eligible expenses from CMAQ and STPDA funds up to $325,352. The Municipality shall provide the 20% non-federal match ($81,338) for the federal funds authorized and all costs that exceed the total available funding.

City of Durham
Durham County
EB-5904
47469.1.1
47469.2.1
47469.3.1

This Project consists of pedestrian and bicycle improvements from Pettigrew Street to Avondale Drive, constructing a multiuse trail on a former rail corridor in Durham. The Municipality is responsible for all aspects of the Project. The Department shall reimburse 80% of eligible expenses from TAP funds up to $6,280,000. The Municipality shall provide the 20% non-federal match ($1,570,000) for the federal funds authorized and all costs that exceed the total available funding.

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHCMPO)
City of Durham
Durham County
M-0522
47433.1.32

This Project consists of planning services related to the development of the Downtown Durham Transportation Study. For services associated with the study, the Department’s total reimbursement shall not exceed $250,000 of total approved eligible costs from State Planning and Research Funds.
Division 7

City of Reidsville
Rockingham County
17BP.7.R.104

This Project consists of relocating a 12" waterline for Bridge #283 replacement on SR 2686 (Richardson Drive) in Reidsville. The Department shall place provisions in the construction contract for the contractor to adjust and relocate the water line. The Municipality shall be responsible for 25% of the cost of the work. The estimated cost to the Municipality is $16,775.92.

City of Greensboro
Guilford County
EB-5876
47271.3.1

This Project consists of the construction of sidewalk improvements and compliant wheel chair ramps along the western side of Holden Road north to existing sidewalk in Greensboro. The Municipality is responsible for all aspects of the Project. The Department shall reimburse 80% of eligible expenses from TAP funds up to $314,400. The Municipality shall provide the 20% non-federal match ($78,600) for the federal funds authorized and all costs that exceed the total available funding.

City of Greensboro
Guilford County
EL-5101DO
41823.2.FD17
41823.3.FD17

This Project consists of construction in various phases of the Downtown Greenway to include multi-use paths, sidewalks and curb reconstruction of sections on Fisher Avenue, Eugene Street and Smith Street in Greensboro. This Supplemental Agreement is to remove Phase 3 from the scope and extend the completion date of the Project. The Municipality shall complete all work outlined in the Agreement by November 30, 2018 in lieu of January 28, 2018.

Division 9

Winston-Salem City/County
Utilities Division
Forsyth County
B-5152
42313.1.1

This Project consists of the replacement of Bridge 95 over Blanket Creek on SR 1100 (Lasater Road) in Winston-Salem. At the request of the Municipality, the Department shall place provisions in the construction contract for the contractor to adjust and relocate sewer lines. The Municipality shall pay 100% of the cost of the work. The estimated reimbursement from the Municipality is $60,570.

Division 10

City of Albemarle
Stanly County
17BP.10.R.103

This Project consists of the replacement of Bridge No. 213 on SR 1720 (Stony Gap Road). At the request of the Municipality, the Department shall use its utility engineering firm to design the utility plans for the relocation of sewer lines. The estimated reimbursement from the Municipality is $3,739.71. This agenda item supersedes the item that was approved by the Board of Transportation on September 7, 2017.

October 5, 2017
Division 10, cont.

Norfolk Southern Railway Company (NSR)
City of Charlotte
Mecklenburg County
P-5705BA
P-5705BB
44475

This Rail Agreement consists of the permitting, grading, track, and railroad signal construction necessary to complete the station tracks, platform, and canopy at approximately milepost 378 associated with the Charlotte Gateway Station Project. NSR will perform work associated with the track and signals including track construction, not performed by the Department. In addition, NSR will provide engineering and flagging services to support the Department’s railroad roadbed, structures, and utilities. The estimated cost to the Department will largely be reimbursed by the Municipality out of FFY 2015 TIGER funds subject to a separate Municipal agreement, previously approved by the Board of Transportation on April 6, 2017.

Norfolk Southern Railway Company (NSR)
City of Charlotte
Mecklenburg County
P-5705BA
P-5705BB
44475

This Rail Agreement consists of the maintenance responsibility for the station track infrastructure at approximately milepost 378 associated with the Charlotte Gateway Station Project. NSR, and the Municipality, will perform all on-going work associated with the maintenance. To include inspection, repair, renewal of track, signals and signal appurtenances, and structures along the station tracks/connecting tracks in accordance with NSR standards and specifications. The Municipality will be solely responsible for reimbursing NSR for costs and expenses of maintenance. There will be no cost to the Department.

Town of Midland
Cabarrus County
C-5603E
43715.1.5
43713.3.5

This Project consists of the design and construction of sidewalk on Bethel School Road between the Rob Wallace County Park and the Saddlebrook/Bethel Glen/Brentwood developments to include a crosswalk and pedestrian traffic signal. The Municipality is responsible for all phases of the Project. The Department shall reimburse 80% of eligible expenses from CMAQ funds allocation not to exceed $108,029. The Municipality shall provide the 20% non-federal match ($27,007) and all costs that exceed the total estimated cost of $135,036.

Town of Cornelius
Mecklenburg County
U-5108
42370.1.1
42370.2.2
42370.3.2

This Project consists of the construction of Northcross Drive Extension from the end of Northcross Drive (SR 2316) to Westmoreland Road (SR 2430) in Cornelius. The Department shall prepare the planning document, project plans and specifications, acquire any needed right of way, and construct the Project. The Municipality shall participate in 20% ($2,511,577) of the costs of the Project. The estimated cost of the project is $10,231,577.

October 5, 2017
## Division 10, cont.

### Town of Cornelius
#### Mecklenburg County

<table>
<thead>
<tr>
<th>Project No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>EB-5777</td>
<td>This Project consists of the construction of a 1.6 mile paved trail from Catawba Avenue to Westmoreland Road. The Municipality is responsible for all phases of the Project. This Supplemental Agreement is to expand the scope of the project and revise the funding. The Department’s original participation was $1,400,000 in STBGDA funds. The Department shall utilize TAPDA funds in lieu of STBGDA funds for the 80% reimbursement and increase funding for a total maximum reimbursement of $2,400,000 in TAPDA funds. The Municipality will be responsible for providing the 20% ($600,000) non-federal match and all costs that exceed the total estimated cost.</td>
</tr>
</tbody>
</table>

### Centralina Council of Governments
#### Mecklenburg County

<table>
<thead>
<tr>
<th>Project No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>M-0522</td>
<td>This Project consists of the development of an Autonomous and Connected Vehicles (ACV) Workshop Series. The Agency is responsible for all phases of the Project. The Department will reimburse the Agency 100% of eligible expenses with Federal SPR funds and state match up to a maximum amount of $39,062.</td>
</tr>
</tbody>
</table>

### City of Charlotte
#### Mecklenburg County

<table>
<thead>
<tr>
<th>Project No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>U-5874</td>
<td>This Project consists of construction of a bridge over I-85 just north of the I-85/Harris Boulevard Interchange and will create a new facility parallel to Harris Boulevard. The project will provide a connection from Research Drive to JW Clay Boulevard and includes improvements to Research Drive. The Municipality is responsible for all phases of the Project. The Department shall reimburse 80% of approved eligible costs from STP funds allocation, in an amount not to exceed $7,400,000 and 50% of approved eligible costs from CMAQ funds allocation, in an amount not to exceed $1,750,000 for a total maximum reimbursement of $9,150,000. The Municipality will be responsible for providing the non-federal match ($3,600,000) for the federal funds authorized and all costs that exceed the total available funding.</td>
</tr>
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</table>

## Division 11

### Town of Boone
#### Watauga County

<table>
<thead>
<tr>
<th>Project No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>B-5979</td>
<td>This Project consists of the replacement of Municipal Bridge No. 940346 on Hunting Hills Lane over South Fork of New River in Boone. The Municipality is responsible for all phases of the project. The Department shall reimburse 80% of eligible expenses from STP funds allocation not to exceed $1,520,000. The Municipality shall provide the 20% non-federal match ($380,000) and all costs that exceed the total estimated cost of $1,900,000.</td>
</tr>
</tbody>
</table>
Division 12

City of Hickory
Catawba County
12.101811
12.201811

This Project consists of the routine maintenance of “Subject Roads and Right of Way” in the State Highway System within the Municipality. This supplemental agreement is for an increase in funding. The Department’s original participation was $140,000 for annual maintenance. The Department agrees to reimburse the Municipality an additional $79,980 in project funds.

Piedmont and Northern Railroad, LLC (Railroad)
Gaston County
80000.2.2.6

This Rail Agreement consists of the procurement and installation of digital wireless remote crossing monitoring units for eleven (11) highway-railway at-grade crossings along the state-owned Piedmont and Northern rail line in Gaston County. The Railroad shall perform all of the work. The Department will reimburse the Railroad up to $40,000 for only the procurement cost of the monitoring units. Due to a change in the Parties to the Agreement from Progressive Rail Incorporated to Piedmont and Northern Railroad, LLC, (a wholly owned subsidiary of Progressive Rail Inc.), this Agreement supersedes the prior board approval on September 7, 2017.

City of Conover
Catawba County
EB-5803
46459.3.1

This Project consists of 1st Avenue Area Bicycle and Pedestrian improvements. The Municipality is responsible for all phases of the Project. This Supplemental Agreement is to include additional maintenance responsibilities as part of the project. The Municipality shall assume all maintenance responsibilities for the Bicycle and Pedestrian improvements, including the maintenance of trees and shrubs to maintain clear zone setback and clear sight distance.

Division 13

City of Morganton
Burke County
U-6057
47412.3.1

This Project consists of the construction of a connector road from NC 18 (South Sterling Street) to SR 1708 (West Parker Road). The Municipality shall be responsible for all phases of the Project. The Department shall reimburse 100% of the approved eligible costs from the Appalachian Development Highway Program funding, not to exceed $1,375,000. The Municipality will be responsible for all costs that exceed the federal award amount.
Division 14

Town of Fletcher
Henderson County
R-5207C
45393.3.5

This Project consists of roadway improvements on SR 1006 (Howard Gap Road) from SR 1539 (Jackson Road) to US 25. The Department shall prepare the environmental and/or planning document, Project plans and specifications, construct the Project, and acquire any needed right of way. At the request of the Municipality, the Department shall include in its contract the construction of sidewalk within the project limits. The Municipality shall reimburse the Department 20% of the actual cost of the work. The estimated reimbursement from the Municipality is $2,799.

Town of Sylva
Jackson County
EB-5923
47589.1.1
47589.2.1
47589.3.1

This Project consists of the construction of sidewalk on both sides of SR 1431 (Skyland Drive) from US 23 Business to East Sylva Circle and on the west side of Skyland Drive from East Sylva Circle to SR 1429 (Chipper Curve Road). The Department is responsible for all phases of the Project. The Municipality shall provide the 20% ($103,713) non-federal match to the federal funds authorized and all costs that exceed the total estimated cost of $518,567.
NODOT October 5, 2017 Board of Transportation Agenda

SUMMARY: There are a total of 16 agreements for informational purposes only.

Division 1

Town of Jamesville
Martin County
36249.3829
This Project consists of the repair of approximately 50 LF of outfall ditch on Stewart Street in Jamesville, including slope restoration, installation of 30 tons of Class B rip rap, erosion control matting and seeding. The Department shall be responsible for all phases of the Project. The Municipality shall reimburse the Department 100% of the cost of the work performed by the Department. The estimated reimbursement from the Municipality is $4,757.28.

Division 3

MDI Management, LLC
Brunswick County
36249.3824
This Project consists of review and inspection of a traffic signal installation of a temporary signal installation at NC 133 and a commercial driveway north of NC 211 related to the Southport Crossings development. The Developer shall reimburse the Department 100% of the cost of the Department’s review and inspection of the signals. The estimated reimbursement is $5,000.

Town of Ocean Isle Beach
Brunswick County
R-3432(L)
35501.3.2
This Project consists of Landscape vegetation enhancement within the roundabout located at SR 1163 (Old Georgetown Road) and SR 1184 (Ocean Isle Beach Road SW). The Department shall develop the landscape design, prepare plans and site and install the plantings. The Municipality shall assume maintenance of the plantings after one year.

Division 4

Edgecombe Community College
Edgecombe County
80036
This Project consists of the construction of an access road from off of NC 111 at Edgecombe Community College that is approximately 3050 feet. The Agency shall be responsible for all phases of the Project. The Department shall participate in actual costs in an amount not to exceed $550,000. Costs which exceed this amount shall be borne by the Agency.

Division 5

Ellis Road Commercial LP
Durham County
36249.3818
This Project consists of the installation of a traffic signal at Ellis Road and the Site Driveway/Commercial Entrance. The Department will review the traffic signal plans and inspect the traffic signal installation. The Developer shall reimburse the Department 100% of the cost of the Department’s review and inspection. The estimated reimbursement is $5,000.

October 5, 2017
### Division 5, cont.

<table>
<thead>
<tr>
<th>Company</th>
<th>Location</th>
<th>Project Description</th>
<th>Estimated Reimbursement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Keith Corporation</td>
<td>Durham County</td>
<td>This Project consists of the installation of a new traffic signal at NC 54 and Triangle Drive. The Department will review the traffic signal plans and inspect the traffic signal installation. The Developer shall reimburse the Department 100% of the cost of the Department’s review and inspection. The estimated reimbursement is $5,000.</td>
<td>$5,000</td>
</tr>
<tr>
<td>Leyland Twin Lakes</td>
<td>Wake County</td>
<td>This Project consists of the installation of two new traffic signals at SR 1613 (Davis Drive) at Holly Creek Road, and Davis Drive at SR 3015 (Airport Boulevard). The Department will review the traffic signal plans and inspect the traffic signal installation. The Developer shall reimburse the Department 100% of the cost of the Department’s review and inspection. The estimated reimbursement is $7,500.</td>
<td>$7,500</td>
</tr>
<tr>
<td>Ballentine Associates</td>
<td>Wake County</td>
<td>This Project consists of the installation of a new traffic signal at US 401 (Louisburg Road) at Hampton Lake Drive and Jonesville Road. The Department will review the traffic signal plans and inspect the traffic signal installation. The Developer shall reimburse the Department 100% of the cost of the Department’s review and inspection. The estimated reimbursement is $5,000.</td>
<td>$5,000</td>
</tr>
<tr>
<td>Love’s Travel Stops &amp; Country Stores</td>
<td>Wake County</td>
<td>This Project consists of traffic signal modifications at three intersections on SR 2817 (Barnes Street): at SR 2594 (Holiday Loop Road); at US 29 NB Ramps; and at US 29 SB Ramps. The Department will review the traffic signal plans and inspect the traffic signal installation. The Developer shall reimburse the Department 100% of the cost of the Department’s review and inspection. The estimated reimbursement is $15,000.</td>
<td>$15,000</td>
</tr>
</tbody>
</table>

### Division 8

<table>
<thead>
<tr>
<th>Company</th>
<th>Location</th>
<th>Project Description</th>
<th>Estimated Reimbursement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Town of Pittsboro</td>
<td>Chatham County</td>
<td>This Project consists of construction of new concrete sidewalk along SR 1967 (Pittsboro Elementary School Road) in Pittsboro. This Supplemental Agreement is to extend the completion date of the Project to October 31, 2017 in lieu of March 31, 2017.</td>
<td></td>
</tr>
</tbody>
</table>
Division 9

Levcor, Inc.  
Forsyth County  
36249.3832  
This Project consists of installation of a traffic signal at US 158 at Burke Mill Road/Atwood Road due to planned roadway improvements. The Department will review the traffic signal plans and inspect the traffic signal installation. The Developer shall reimburse the Department 100% of the cost of the Department’s review and inspection. The estimated reimbursement is $1,500.

Division 10

Myers-Chapman  
Union County  
36249.3828  
This Project consists of the installation of a traffic signal for two intersections at NC 200 (N. Martin Luther King, Jr Boulevard) and the Union Academy School at Entrance #1 and Entrance #2. The Department will review the traffic signal plans and inspect the traffic signal installation. The Developer shall reimburse the Department 100% of the cost of the Department’s review and inspection. The estimated reimbursement is $10,000.

Division 13

Windsor Built Homes, Inc.  
Buncombe County  
36249.3825  
This Project consists of the widening of existing Bridge No. 231 on SR 2106 for a Proposed 134 Lot Subdivision. The Department shall be responsible for all phases of the Project. The Developer shall reimburse the Department 100% of the cost of the work performed by the Department. The estimated reimbursement from the Developer is $125,000.

Town of Forest City  
Rutherford County  
ER-5600MA 46305.3.40  
This Project consists of landscape plantings at the interchange of US 74 and US 221A in Forest City. The Department shall develop the landscape design, prepare plans and site and install the plantings. The Municipality shall assume maintenance of the landscaping items after one year.

Division 14

Shining Rock Classical Academy  
Haywood County  
36249.3827  
This Project consists of installing flashing beacons at the Shining Rock Classical Academy. The Department is responsible for all phases of the Project. The Developer shall reimburse the Department 100% of the cost of the work performed by the Department. The estimated reimbursement is $13,000.
Division 14, con't.

Town of Dillsboro
Jackson County
36249.3830

This Project consists of an Asphalt Surface Treatment (AST) for 920 square yards of walking paths in the Town of Dillsboro. The Department is responsible for all phases of the Project. The Municipality shall reimburse the Department 100% of all work performed by the Department. The estimated reimbursement is $4,207.
NCDOT October 2017 Board of Transportation Agenda

Approval of Municipal Street System Changes

There will be no municipal street system changes presented for approval at the October 2017 Board meeting.
<table>
<thead>
<tr>
<th>No.</th>
<th>Agenda Item</th>
<th>Enacted Page No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Preliminary Right of Way Plans</td>
<td>R-1 &amp; R-2</td>
</tr>
<tr>
<td>2</td>
<td>Final Right of Way Plans</td>
<td>R-3 &amp; R-4</td>
</tr>
<tr>
<td>3</td>
<td>Revisions of Final Right of Way Plans</td>
<td>R-5 &amp; R-6</td>
</tr>
<tr>
<td>4</td>
<td>Approval of Conveyance of Highway Right of Way Residues</td>
<td>R-7</td>
</tr>
<tr>
<td>5</td>
<td>Approval of Conveyance of Surplus Highway Right of Way</td>
<td>R-8</td>
</tr>
<tr>
<td>6</td>
<td>Approval of Revision in Control of Access</td>
<td>R-9</td>
</tr>
<tr>
<td>7</td>
<td>Approval of Conveyance of Wetland Mitigation Site</td>
<td>R-10</td>
</tr>
<tr>
<td>8</td>
<td>Approval of Conveyance of Departmental Real Property</td>
<td>R-11</td>
</tr>
<tr>
<td>9</td>
<td>Advance Acquisition of Highway Right of Way</td>
<td>R-12</td>
</tr>
</tbody>
</table>
Preliminary Right of Way Plans

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

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

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

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

(Division 1)
Dare County; I.D. No. R-5014; Project No. 41162.2.1:
SR 1217 (Collington Road) from Dead End to US 158 (Croatan Highway) in Kill Devil Hills

(Division 4)
Johnston County; I.D. No. W-5600; Project No. 50056.2.1:
US 70 Business to Neuse River Bridge, convert to freeway with interchanges at SR 1500 (Swift Creek Road) and SR 1919 (Wilson’s Mills Road)

(Division 5)
Wake County; I.D. No. B-5140; Project No. 42301.2.1:
Bridge No. 195 over Mocassin Creek on SR 1001

(Division 6)
Cumberland County; I.D. No. W-5601FN; Project No. 50138.2.171:
SR 1108 (Lakewood Drive) at Middleton Court and Lullwater Drive

Robeson County; I.D. No. B-5693; Project No. 45647.2.1:
Bridge No. 59 over Big Marsh Swamp on SR 1924 (Currie Road)
Preliminary Right of Way Plans (continued)

(Division 7)
Rockingham County; I.D. No. B-5715; Project No. 45671.2.1:
Bridge No. 17 over Haw River on SR 2351 (Witty Road)

Alamance County; I.D. No. U-3109B; Project No. 34900.2.3:
NC 119 relocation from North of US 70 to South of SR 1918 (Mrs. White Road)

(Division 9)
Forsyth County; I.D. No. B-5771; Project No. 45727.2.1:
Bridge No. 16 over Muddy Creek on Bethania on SR 1611 (Main Street)

Forsyth County; I.D. No. R-2247EC; Project No. 34409.2.26:
Reconstruct interchange, US 52/Future I-74 interchange with NC 65 on Winston-Salem Northern Beltway

(Division 12)
Iredell County; I.D. No. I-5717; Project No. 50134.2.1:
I-77 and the NC 150 interchange

Iredell County; I.D. No. R-2307B; Project No. 37944.2.4:
NC 150 from SR 1902 (Harvel Road) in Catawba County to I-77 in Iredell County (37944.2.5)

Cleveland County; I.D. No. W-5712A; Project No. 44858.2.1:
NC 180 (S. Post Road) at SR 2202 (Beam Road / Joe’s Lake Road)

(Division 13)
Buncombe County; I.D. No. W-5713L; Project No. 44861.2.12:
NC 191 (Brevard Road) at NC 146 (Long Shoals Road)
Final Right of Way Plans

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

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

(Division 3)
Project No. 40191.2.1; New Hanover County; I.D. No. U-4751:
Grading, drainage, paving, structures, culverts, retaining walls, signals, noise walls and signing on SR 1409 (Military Cutoff Road Extension) from SR 1409 (Military Cutoff Road) to US 17 in Wilmington with the right of way indicated upon the final plans for said project.

(Division 4)
Project No. 39930.2.2; Edgecombe County; I.D. No. U-4762:
Grading, drainage, paving, widening and signals on SR 1250 (Springfield Road) from US 64 Alternate to SR 1243 ((Leggett Road) with the right of way indicated upon the final plans for said project.

(Division 5)
Project No. 44401.2.1; Wake County; I.D. No. U-5828:
Grading, drainage, paving and signals on McCrimmon Parkway, from SR 3015 (Airport Boulevard) to SR 1002 (Aviation Parkway) in Morrisville with the right of way indicated upon the final plans for said project.

(Division 6)
Project No. 53088.2.1; Robeson County; I.D. No. R-5752:
Drainage, paving, grading and structure on US 74 at SR 2220 (Broad Bridge Road) convert at grade intersection to interchange and SR 2225 (Greek Road) convert at grade intersection to directional crossover with the right of way indicated upon the final plans for said project.
Final Right of Way Plans (continued)

(Division 8)
Project No. 46077.2.1; Montgomery/Moore Counties; I.D. No. B-5362:
Grading, drainage, paving and structure on Bridge No. 53 over Drowning Creek on NC 73 with the right of way indicated upon the final plans for said project.

(Division 9)
Project No. 34839.2.GV18; Forsyth County; I.D. No. U-2579C:
ITS, grading drainage, paving, signing, signals, culverts and structures on Winston-Salem Northern Beltway (Eastern Section) from US 311 to US 158 with the right of way indicated upon the final plans for said project.
Revisions of the Final Right of Way Plans

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

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

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

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

(Division 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) 9A as presented at the October 5, 2017 Board of Transportation Meeting.

(Division 7)

Project No. 34820.2.19; I.D. No. U-2524D; Guilford County:
Final Right of Way plans approved on the minutes of the September 8, 2016 Board of Transportation Meeting. Revised additional right of way, easements or control of access shown on plan sheet(s) 7, 9 & 10 as presented at the October 5, 2017 Board of Transportation Meeting.

(Division 12)

Project No. 34522.2.FR6; I.D. No. R-3100A; Catawba County:
Final Right of Way plans approved on the minutes of the April 6, 2017 Board of Transportation Meeting. Revised additional right of way, easements or control of access shown on plan sheet(s) 10 as presented at the October 5, 2017 Board of Transportation Meeting.
Revisions of the Final Right of Way Plans

(Division 12) (continued)

Project No. 34497.2.FS9; I.D. No. R-2707C; Cleveland County:
Final Right of Way plans approved on the minutes of the May 4, 2017 Board of Transportation Meeting. Revised additional right of way, easements or control of access shown on plan sheet(s) 22, 35, 36, 37 and 38 as presented at the October 5, 2017 Board of Transportation Meeting.
Approval of conveyance of Highway Right of Way Residues

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

(Division 9)

Project 8.1631507, Parcels I-2511CA 067, 070, 072, 073, 074, 075, Innes Street
Rowan County
Conveyance of an approximate 2.150-acre residue area to JWJW Investments, LLC, the highest bidder after public advertisement, for the high bid amount of $175,000.00.

(Division 10)

Project 34410.2.25, Parcel R-2248E 001, I-485 (Charlotte Outer Loop) from East of NC 115 (Old Statesville Road) to I-85 North
Mecklenburg County
Conveyance of an approximate 14.180-acre residue area to JWJW Investments, LLC, the highest bidder after public advertisement, for the high bid amount $71,000.00.

CONVEYANCE ROW RESIDUE 2 PROJECT(S) $246,000.00
Approval of conveyance of Surplus Highway Right of Way

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

(Division 5)

Project 8.1433202, Intersection of NC 56 and West Lyon Road
Granville County
Conveyance of an approximate 0.383-acre surplus right of way area to the Town of Butner for no monetary consideration.

(Division 9)

Project 8.1901403, SR 4609 (Whitt Station Lane) at SR 4610 (Macy Station Drive)
Forsyth County
Conveyance of an approximate 0.220-acre surplus right of way area to Robins Rental, LLC for the enhancement value of $19,175.00.

(Division 14)

Project 8.18362, SR 1829 (Kay Road) near SR 1906 (Reed Drive) in Flat Rock
Henderson County
Abandonment of an approximate 0.161-acre permanent easement to Joseph C. Basile and Verena B. Johnson as unmarried joint tenants with rights of survivorship, for no monetary consideration.

Project 8.3019124, Parcel A-0006D 025, US 19/74 near SR 1392 (Byrd Road) in Bryson City
Swain County
Conveyance of an approximate 0.082-acre surplus right of way area to Russell Briggs for no monetary consideration.

CONVEYANCE OF SURPLUS RIGHT OF WAY 4 PROJECT(S) $19,175.00
Approval of Revision in Control of Access

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 5)
Project 8.1402601, Parcels R-2541 047, 048, 049, 050, 062, 086  Wake County
Grant of a revision in the existing control of access to the Town of Holly Springs for an approximate 50 meter (164 foot) break along NC 55 Bypass near Bennet Knoll Parkway in Holly Springs for monetary consideration.
Approval of Conveyance of Wetland Mitigation Site

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

(Division 8)

Drowning Creek and Sullivan Mitigation Sites
Scotland County
The Department received a request for the disposal of a mitigation site of approximately 194 acres. The NC Wildlife Resources Commission (NCWRC) has requested that the Department transfer this property to them for game land use. The NC Wildlife Resources Commission has agreed to this conveyance for no monetary consideration.
Approval of Conveyance of Departmental Real Property

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

(Division 13)

1.864 Acre Prices Creek Township Deed Book 75 Page 119 Yancey County Registry Yancey County

The Department received a request from NC Wildlife Resources Commission (NCWRC) for the conveyance of a 1.864 acre area adjacent to Division 13 Maintenance Yard. NCWRC has requested this property for the construction of a new Depot to replace the existing one that needs to be replaced. The Department has agreed to convey the property to NCWRC for no monetary consideration in accordance with the assistance received from NCWRC in the settlement of several Right of Way Claims across the State and with approval of Division Engineer.
Advance Acquisition of Highway Right of Way

Upon recommendation of the Manager of the Right of Way Branch, the Board has been requested to authorize the acquisition of the following properties through negotiation or condemnation for purposes of highway construction in order to prevent undue hardship on property owners or to protect the right of way corridor from development prior to regular project approval. The Board finds such acquisitions to be necessary, and hereby authorizes the Right of Way Branch to acquire said properties either by negotiation or by condemnation through the Office of the Attorney General.

(Division 5)

Property of Brenda Perry
I.D. No. R-2721, Parcel #901
WBS 37673.2.1, F. A. Project N/A,
County of Wake

(Division 9)

Property of Brian M. & Amber Idol
I.D. No. U-2579AB, Parcel #924,
WBS 34839.1.8, F. A. Project N/A,
County of Forsyth

APPROVAL OF ADVANCE ACQUISITION FOR HIGHWAY RIGHT OF WAY 2 PROJECT(S) $0.00
There will be no Maintenance Allocation submitted to the Board for approval at the October 2017 Board meeting.
September 21, 2017

MEMORANDUM TO: Board of Transportation

FROM: Transportation Planning Branch

SUBJECT: Submission of the Caswell County Comprehensive Transportation Plan for Mutual Adoption by the Board of Transportation

The Transportation Planning Branch has worked cooperatively with Caswell County on the development of a Comprehensive Transportation Plan (CTP). The plan was adopted by Caswell County on May 1, 2017, the Town of Milton on May 9, 2017, and the Town of Yanceyville on May 9, 2017. It was endorsed by the Piedmont Triad RPO on June 21, 2017.

The plan is based on an analysis of existing and projected travel and land use, public involvement and field investigations of recommended improvements. It is located on the web at:

https://connect.ncdot.gov/projects/planning/Pages/CTP-Details.aspx?study_id=Caswell County

The Transportation Planning Branch recommends the mutual adoption of the Caswell County Comprehensive Transportation Plan as shown on the attached map, with a recommendation date of August 23, 2017.

Sincerely,

Jamal Alavi, P.E.
Manager, Transportation Planning Branch

Attachment

October 5, 2017
September 21, 2017

MEMORANDUM TO: Board of Transportation

FROM: Transportation Planning Branch

SUBJECT: Submission of the Jackson County Comprehensive Transportation Plan for Mutual Adoption by the Board of Transportation

The Transportation Planning Branch has worked cooperatively with Jackson County on the development of a Comprehensive Transportation Plan (CTP). The plan was adopted by Jackson County on August 28, 2017, the Town of Sylva on July 13, 2017, the Town of Webster on August 2, 2017, the Village of Forest Hills on July 11, 2017, and the Town of Dillsboro on July 10, 2017. It was endorsed by the Southwestern RPO on June 21, 2017.

The plan is based on an analysis of existing and projected travel and land use, public involvement and field investigations of recommended improvements. It is located on the web at:

https://connect.ncdot.gov/projects/planning/Pages/CTP-Details.aspx?study_id=Jackson County

The Transportation Planning Branch recommends the mutual adoption of the Jackson County Comprehensive Transportation Plan as shown on the attached map, with a recommendation date of September 26, 2017.

Sincerely,

[Signature]

Jamal Alavi, P.E.
Manager, Transportation Planning Branch

Attachment

October 5, 2017
Adopted by:
- Jackson County
  Date: August 28, 2017
- Town of Sylva
  Date: July 13, 2017
- Town of Webster
  Date: August 2, 2017
- Town of Forest Hills
  Date: July 11, 2017
- Town of Dillsboro
  Date: July 10, 2017
- NCDOT
  Date: 

Endorsed by:
- Southwestern RPO
  Date: September 25, 2017

Recommended by:
- Transportation Planning Branch
  Date: September 26, 2017

Legend:
- Airports
- Schools
- Roads
- Railroads
- Rivers and Streams
- Bodies of Water
- Public Lands
- County Boundary
- Municipal Boundary
- Eastern Band of Cherokee Indians

Adoption Map
Jackson County
Comprehensive Transportation Plan
Plan date: June 8, 2017
Base map date: 11-04-2014
Refer to CTP document for more details
There will be no Item V submitted to the Board for approval at the October 2017 Board meeting.
RESOLUTION FOR
DR. JOHN HOPE FRANKLIN

WHEREAS, Dr. John Hope Franklin was born on January 2, 1915 to attorney Buck (Charles) Colbert Franklin and Mollie (Parker) Franklin in Rentiesville, Oklahoma; and

WHEREAS, Dr. Franklin graduated from Booker T. Washington High School in Tulsa, Oklahoma and subsequently from Fisk University, a historically black university in Nashville, Tennessee in 1935. Dr. Franklin earned a Master’s Degree in 1936 and a Doctorate in History in 1941 from Harvard University; and

WHEREAS, Dr. Franklin’s career includes working alongside Thurgood Marshall and the NAACP Legal Defense Fund that led to the United States Supreme Court ruling in 1954 that the legal segregation of black and white children in public schools was unconstitutional, leading to integration of schools; and

WHEREAS, Dr. Franklin’s teaching career began at Fisk University and he went on to teach at St. Augustine’s College, the North Carolina College for Negroes, now North Carolina Central University, Howard University, Brooklyn College, University of Chicago and the University of Cambridge; and

WHEREAS, Dr. Franklin was appointed as the James B. Duke Professor of History at Duke University in 1983. In 1985, he took emeritus status from this position. During this same year, he helped to establish the Durham Literacy Center and served on its Board until 2009. Dr. Franklin was also Professor of Legal History at Duke University Law School from 1985 to 1992; and

WHEREAS, Dr. Franklin was a member of the Phi Beta Kappa Society, Alpha Phi Alpha Fraternity, the Organization of American Historians, the American Historical Association and the Southern Historical Association; and

WHEREAS, the John Hope Franklin Research Center for African and African American History and Culture resides at Duke University’s David M. Rubenstein Rare Book and Manuscript Library and contains his personal and professional papers. The other academic units named after Dr. Franklin at Duke University are the John Hope Franklin Center for Interdisciplinary and International Studies and the Franklin Humanities Institute; and

WHEREAS, Dr. Franklin was awarded the Presidential Medal of Freedom, the nation’s highest civilian honor and the Order of the Long Leaf Pine, the state’s highest honor awarded to persons for exemplary service to the State of North Carolina and the local community; and

WHEREAS, former United States Transportation Secretary Anthony R. Foxx requested the designation of the Dr. John H. Franklin Highway; and

WHEREAS, the Durham City Council requested to designate a portion of Interstate 85, from Cole Mill Road to U.S. 70 Bypass as the Dr. John H. Franklin Highway.

NOW, THEREFORE, BE IT RESOLVED:

That the North Carolina Board of Transportation names a portion of Interstate 85, from Cole Mill Road to U.S. 70 Bypass as the Dr. John H. Franklin Highway.

That appropriate signs will be erected at a suitable time.

Adopted this the 5th day of October 2017 by the North Carolina Board of Transportation.
RESOLUTION FOR RICHARD SHELTRA

WHEREAS, Richard Sheltra served the Pineville Volunteer Fire Department for three years in Pineville, NC with diligence, dedication and honor; and

WHEREAS, Sheltra was killed in the line of duty from smoke inhalation while actively fighting a three-alarm fire at a retail golf shop located on Pineville-Matthews Road in Mecklenburg County on April 30, 2016; and

WHEREAS, Sheltra was just 20 years old at the time of his death and had just been named “Rookie of the Year” in 2015; and

WHEREAS, during his three years as a volunteer firefighter at the Pineville Volunteer Fire Department, he touched the lives of many through his strong community involvement, dedication to his work and desire to help others; and

WHEREAS, even as a young boy, his passion for helping others quickly made it clear he was destined for a career in public service; and

WHEREAS, as he grew into a young man he was drawn to the brotherhood of firefighters which was a reflection of his own strong sense of family; and

WHEREAS, Sheltra was the first loss of a volunteer firefighter in Mecklenburg County since 2002 and is survived by his mother, father and sister; and

WHEREAS, the actions of this young hero, his dedication to his work and his passion to help others are all fitting reasons for the request to memorialize him; and

WHEREAS, the Pineville Town Council fully supports this effort and respectfully requested that the North Carolina Board of Transportation strongly consider naming the bridge over Little Sugar Creek on South Polk Street in Pineville in the memory and honor of fallen Volunteer Firefighter Richard Sheltra.

NOW, THEREFORE, BE IT RESOLVED:

That the North Carolina Board of Transportation names the bridge over Little Sugar Creek on South Polk Street in Pineville as the Richard Sheltra Bridge.

That appropriate signs will be erected at a suitable time.

Adopted this the 5th day of October 2017 by the North Carolina Board of Transportation.

Michael S. Fox
Chairman

S. H. Williams
Secretary of Transportation
Financial Update
As of August 2017

David Tyeryar, Chief Financial Officer

October 4, 2017
### Financial Update

**SFYTD 2018 as compared SFYTD 2017**

<table>
<thead>
<tr>
<th>Dollars in Millions</th>
<th>Month over Month</th>
<th>Year to Date</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>August '17</td>
<td>August '16</td>
</tr>
<tr>
<td>Collections</td>
<td>$ 502</td>
<td>$ 507</td>
</tr>
<tr>
<td>Expenditures</td>
<td>486</td>
<td>462</td>
</tr>
<tr>
<td>Net Change</td>
<td>$ 16</td>
<td>$ 45</td>
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<table>
<thead>
<tr>
<th>Cash Balances:</th>
<th>August '17</th>
<th>August '16</th>
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<tbody>
<tr>
<td>Trust Fund</td>
<td>$ 1,753</td>
<td>$ 1,405</td>
</tr>
<tr>
<td>Highway Fund*</td>
<td>364</td>
<td>284</td>
</tr>
<tr>
<td>Totals</td>
<td>$ 2,117</td>
<td>$ 1,689</td>
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</table>

*Excludes bond proceeds held by Trustee & GARVEE Debt Service Reserve*
## Revenue Summary August 2017
($ in Millions)

<table>
<thead>
<tr>
<th></th>
<th>August 2017</th>
<th>August 2016</th>
<th>2017-2018 Actual</th>
<th>2016-2017 Actual</th>
<th>$</th>
<th>%</th>
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<tbody>
<tr>
<td><strong>State &amp; Federal Collections:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Highway Fund *</td>
<td>$ 179.5</td>
<td>$ 183.9</td>
<td>$ 361.1</td>
<td>$ 362.2</td>
<td>$(1.2)</td>
<td>0%</td>
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<td>Highway Trust Fund +</td>
<td>136.1</td>
<td>132.8</td>
<td>257.9</td>
<td>252.2</td>
<td>5.7</td>
<td>2%</td>
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<td>Total State Funds</td>
<td>315.6</td>
<td>316.7</td>
<td>619.0</td>
<td>614.4</td>
<td>4.5</td>
<td>1%</td>
</tr>
<tr>
<td>Federal Funds/Participation **</td>
<td>152.0</td>
<td>131.3</td>
<td>226.0</td>
<td>210.6</td>
<td>15.4</td>
<td>7%</td>
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<td>GARVEE Reimbursement/NCTA</td>
<td>33.9</td>
<td>58.7</td>
<td>98.5</td>
<td>90.3</td>
<td>(8.0)</td>
<td>-</td>
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<tr>
<td>Total</td>
<td>$ 501.5</td>
<td>$ 506.7</td>
<td>$ 913.5</td>
<td>$ 915.3</td>
<td>$(1.8)</td>
<td>0%</td>
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**Memo**

<table>
<thead>
<tr>
<th>Highway Fund &amp; Trust Fund Details</th>
<th>August 2017</th>
<th>August 2016</th>
<th>2017-2018 Actual</th>
<th>2016-2017 Actual</th>
<th>$</th>
<th>%</th>
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<tbody>
<tr>
<td>Motor Fuel Taxes</td>
<td>$ 160.7</td>
<td>$ 156.6</td>
<td>$ 328.2</td>
<td>$ 323.7</td>
<td>4.5</td>
<td>1%</td>
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<tr>
<td>Highway Use Tax</td>
<td>73.7</td>
<td>72.2</td>
<td>135.6</td>
<td>131.7</td>
<td>3.9</td>
<td>3%</td>
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<td>DMV/Other Revenue</td>
<td>78.9</td>
<td>86.2</td>
<td>152.8</td>
<td>157.5</td>
<td>(4.7)</td>
<td>-3%</td>
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<tr>
<td>Investment Income</td>
<td>2.3</td>
<td>1.6</td>
<td>2.3</td>
<td>1.6</td>
<td>0.7</td>
<td>-</td>
</tr>
<tr>
<td>Total</td>
<td>$ 315.6</td>
<td>$ 316.7</td>
<td>$ 619.0</td>
<td>$ 614.4</td>
<td>4.5</td>
<td>1%</td>
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**SFY Budget**

<table>
<thead>
<tr>
<th></th>
<th>Annual Budget</th>
<th>%</th>
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<tbody>
<tr>
<td><strong>State &amp; Federal Collections:</strong></td>
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<td></td>
</tr>
<tr>
<td>Highway Fund *</td>
<td>2,191.0</td>
<td>16%</td>
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<tr>
<td>Highway Trust Fund +</td>
<td>1,547.1</td>
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<tr>
<td>Total State Funds</td>
<td>3,738.1</td>
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<tr>
<td>Federal Funds/Participation **</td>
<td>1,044.9</td>
<td>22%</td>
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<td>GARVEE Reimbursement/NCTA</td>
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<td>N/A</td>
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<td>Total</td>
<td>4,783.0</td>
<td>19%</td>
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**Estimated Federal Revenue Including the FAST ACT is $1,160 million**
## Expenditure Summary August 2017

($ in millions)

<table>
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<tr>
<th>State &amp; Federal Funded Programs:</th>
<th>August-17</th>
<th>August-16</th>
<th>2017-2018 Actual</th>
<th>2016-2017 Actual</th>
<th>$</th>
<th>%</th>
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<tbody>
<tr>
<td>Construction</td>
<td>$ 220.5</td>
<td>$ 240.6</td>
<td>$ 426.8</td>
<td>$ 455.8</td>
<td>$(29.0)</td>
<td>6%</td>
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<tr>
<td>Maintenance</td>
<td>150.1</td>
<td>134.4</td>
<td>273.6</td>
<td>252.4</td>
<td>21.2</td>
<td>8%</td>
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<td>Public Transportation</td>
<td>5.5</td>
<td>8.3</td>
<td>23.4</td>
<td>12.8</td>
<td>10.6</td>
<td>83%</td>
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<tr>
<td>Other Modal/Other Programs</td>
<td>11.8</td>
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<td>26.8</td>
<td>25.6</td>
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<td>Administration</td>
<td>19.8</td>
<td>23.1</td>
<td>(26.3)</td>
<td>(19.9)</td>
<td>(6.3)</td>
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<td>Municipal Aid</td>
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<td>(0.1)</td>
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<td>Transfers to Other Agencies</td>
<td>11.6</td>
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<td>13.6</td>
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<td>Total Expenditures</td>
<td>$ 419.4</td>
<td>$ 425.6</td>
<td>$ 737.8</td>
<td>$ 733.9</td>
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<td>$ 1,353.5</td>
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<td>131.8</td>
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<td>$ 246.2</td>
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<td>61.0</td>
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<td>Total</td>
<td>$ 4,582.4</td>
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| GARVEE/NCTA/Special Initiatives | $ 66.4         | $ 36.8   | $ 133.5       | $ 118.2       | $ 15.3 | 200.6 |
| Total                           | $ 485.7        | $ 462.4  | $ 871.4       | $ 852.1       | $ 19.3  | 4,783.0 |
## Revenue and Expenditure Variances

as of August 2017

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<th>Variance &gt;5%</th>
<th>Reason for Variance</th>
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<td>Other Modal/Other Programs</td>
<td>&lt;6%</td>
<td>Aviation expenditures are down due to scheduling the new funding provided for capital improvements at commercial airports.</td>
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<td>Administration</td>
<td>&lt;25%</td>
<td>Admin is down due to the IT carryforward. FY17 IT carryforward was $67.8M.</td>
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NCDOT Revenue Sources
SFY2018 - $4.8 Billion
(Excludes Receipt Supported Funding of $0.1B)

Motor Fuel Tax
$1,961.8  41.0%

Highway Use Tax
$820.8  17.2%

DMV Registrations
$601  12.6%

Federal
$969.1  20.3%

Federal Grants/ARRA
$75.8  1.6%

Licenses
$132.5

Title Fees & Other
$222  4.5%

*Estimated Federal Revenue including the FAST ACT is $1,160 million
Uses of 2017-18 NCDOT Appropriations
Total Funding = $4.8 Billion
(Excludes Receipt Supported Funding of $0.1B)

- Construction – $2,319.7
  *STI TIP Construction 2,229.1
  Other Construction 90.6
- Maintenance - $1,353.5
- Other Modes - $348.9
  Aviation 120.5
  Rail 47.9
  Public Transit 131.8
  Ferries 48.0
  Bike .7
- Admin & Other - $351.8
- State Agency Transfers - $208.5
  State Ports Authority 45.0
  Other Agencies 16.0
  Municipal Aid 147.5
- Debt Service – $200.6
  GO Bonds 52.2
  GARVEE Bonds 99.4
  NCTA 49.0

Total Funding = $4.8 Billion
($ in millions)
SFY2018 NCDOT Sources and Uses
Total Funding = $4.9 Billion
NCDOT Expenditures
SFY2018 as of August 31, 2017

- Right of Way Purchases: 4.4%
- Grants to Other Entities: 7.5%
- Powell Bill: 13.0%
- Material Purchases: 1.3%
- Construction Contracts: 47.8%
- Professional Engineering & Consultant Contracts: 5.9%

External Payments: 79.9%

- DOT Labor (Internal Costs): 9.8%
- Transfers to Other Agencies: 1.5%
- Debt Service: 3.9%
- Equipment Purchases: 1.3%
- Vendor Payments: 2.5%
- Miscellaneous Service Contracts: 1.1%
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<th>Last Name</th>
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<td><a href="mailto:smscales@ncdot.gov">smscales@ncdot.gov</a></td>
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<td>Eley</td>
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<td><a href="mailto:jweley@ncdot.gov">jweley@ncdot.gov</a></td>
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<td>Lasley</td>
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<td>CIEA</td>
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<td>Morton</td>
<td>Mary</td>
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<td><a href="mailto:mjmorton1@ncdot.gov">mjmorton1@ncdot.gov</a></td>
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<td>Non-voting</td>
<td><a href="mailto:wrogers1@ncdot.gov">wrogers1@ncdot.gov</a></td>
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</table>
WHEREAS, the Fixing America’s Surface Transportation (FAST) Act of 2015 provided five years of stability in federal surface transportation investment, subject to timely enactment annual appropriations bills consistent with the FAST Act’s investment levels; and

WHEREAS, the FAST Act did not address the long-term solvency of the federal Highway Trust Fund; and

WHEREAS, since 2008, Congress and previous administrations have shifted a total of $143 billion from elsewhere in the federal budget to the Highway Trust Fund in order to avoid major cuts in highway and transit investment; and

WHEREAS, absent additional action by the president and Congress, the Highway Trust Fund will face annual revenue shortfalls of $18 billion when the FAST Act expires on September 30, 2020, at the end of FY2020; and

WHEREAS, as the FAST Act’s expiration approaches, it is likely that several state transportation agencies will begin delaying or cancelling projects because of the long-term uncertainty in federal funding, thereby lessening the associated transportation and economic benefits for their respective states; and

WHEREAS, at the same time, the House Appropriations for Transportation-Housing and Urban Development for fiscal year 2018 contains an $800 million rescission of unobligated highway contract authority carried only by the state departments of transportation and the Senate appropriations bill does not include a comparable provision; and

WHEREAS, rescinding unobligated highway contract authority is a budgetary artifice that impedes the flexibility of state departments of transportation to meet their individual infrastructure needs, and disrupts transportation planning and timely delivery of projects; and

WHEREAS, these issues will be severely exacerbated and may result in real funding cuts when combined with the $856 million rescission enacted in June 2017 based on fiscal year 2017 appropriations and the $7.6 billion rescission scheduled for July 2020 under the FAST Act; and

WHEREAS, President Trump’s administration and congressional leaders have publicly identified tax reform and infrastructure investment legislation as key priorities for enactment in coming months; and

WHEREAS, over the past 30 years, all revenue enhancements for the Highway Trust Fund have come through larger tax and deficit-reduction legislative packages; and

WHEREAS, 253 members of the U.S. House – representing a majority of members from each party – recently signed a letter to the leaders of the Ways & Means Committee urging them to include a permanent Highway Trust Fund solution in any tax reform legislation developed by the committee, an example of the broad bipartisan support for this approach in Congress; now, therefore, be it

RESOLVED, That the AASHTO-AGC-ARTBA Joint Committee and its component associations urge the Ways & Means Committee of the U.S. House of Representatives and Finance Committee of the U.S. Senate to include a permanent Highway Trust Fund solution and transportation infrastructure funding in forthcoming tax legislation, in order to address this issue as soon as possible; and be it further

RESOLVED, That the AASHTO-AGC-ARTBA Joint Committee and its component associations urge Congress to pass legislation including this provision and the president to sign it expeditiously; and be it further

RESOLVED, That the AASHTO-AGC-ARTBA Joint Committee and its component associations urge the Congressional authorizing and appropriations committees to consistently support federal investment in transportation by ceasing its reliance on highway contract authority rescissions as an off-set for unrelated programs.

Approved by the AASHTO-AGC-ARTBA Joint Committee
August 22, 2017
WHEREAS, the United States Constitution deems investment in transportation infrastructure as one of the few core responsibilities of the federal government; and

WHEREAS, according to the US Department of Transportation's 2015 Conditions and Performance report to Congress, state and local governments provided 80 percent of $217 billion invested in highway and bridge programs and 74 percent of $43 billion invested in transit programs compared to 20 percent and 26 percent, respectively, contributed by the federal government; and

WHEREAS, states continue to make significant commitments to invest in transportation infrastructure as evidenced by successful enactment of transportation revenue packages in 29 states since 2012, with other states examining similar measures; and

WHEREAS, at the same time, investment backlog for transportation infrastructure continues to increase, reaching $836 billion for highways and bridges and $122 billion for transit according to the US Department of Transportation, and the American Society of Civil Engineers has identified a $1.1 trillion funding gap for surface transportation between 2016 and 2025; and

WHEREAS, as evidenced by these significant transportation infrastructure investment needs, further strengthening and reaffirmation of the federally-assisted, state-implemented foundation of the national program is even more critical now than in the past; now, therefore be it

RESOLVED, the AASHTO-AGC-ARTBA Joint Committee strongly disagrees with any notion that federal transportation funding displaces or discourages state and local investment; and be it further

RESOLVED, that the federal government must augment substantial state and local transportation investment by ensuring long-term, sustainable federal funding from the Highway Trust Fund, and provide robust direct funding to address highway and transit backlog as part of the major infrastructure package currently under consideration.
## Economic Development and Intergovernmental Relations Meeting Minutes

**DATE:** 9/6/2017  
**TIME:** 3:40 pm  
**LOCATION:** 150

### Meeting Called By
Chairwoman Valerie Jordan

### Board Attendees
Hugh Overholt, Andy Perkins, Cullie Tarleton, John Pope, Daniel McComas, Billy Clarke, Gus Tulloss, Terry Hutchens

## Agenda Topics

### 1. Meeting Call to Order and Approval of June 28th Minutes – Chairwoman Valerie Jordan

**Discussion Summary**  
Chairwoman Jordan called the committee to order, presented roll call, and asked for a motion to approve the minutes as distributed.

**Actions Taken**  
A motion to approve the June 28th 2017 EDIR committee meeting minutes as distributed was made by Ms. Jordan, motion moved by Daniel McComas and seconded by Cullie Tarleton. The committee approved unanimously.

### 2. Introduction of New Civil Rights Director, Shelby Scales – Chief Deputy Secretary David Howard

**Discussion Summary**  
Chief Deputy Howard introduced Shelby Scales as the new Civil Rights Director. Ms. Scales was formerly the President & CEO of the Airport Minority Advisory Council (AMAC) and brings her skills and knowledge to the DOT team.

**Actions Taken**  
No action taken.

### 3. Overview & Disadvantaged Business Enterprise/ Men Business Enterprise/ Women Business Enterprise Update Discussion – Shelby Scales, Civil Rights Director

**Discussion Summary**  
Ms. Scales gave an update highlighting DBE metrics, HBCU metrics, On the Job training and other programming that her office manages. She explained the different certifications and how to get certified and the backlog of applications that her office has reduced from 60 to 34 currently. Currently, DBE, MBE, WBE are hard copy submittals and take at least 30 days to evaluate applications, which slows down the certification process. She explained being certified gives you services from OCR, and marketing from OCR directory. Certification is not qualification.

**Actions Taken**  
Valerie Jordan concluded that she will gather additional questions to continue the conversation and grow goals.

### 4. Transportation Engineering Associates Program – Chandra Cross TEA Program Manager

**Discussion Summary**  
Ms. Cross gave overview of the Transportation Engineering Associates (TEA) Program. She explained the programs vision and goals and their training program. She explained that there are 45 positions currently in the TEA program but it has been challenging to get participants due to reorganizations within the Department and outsourcing to engineering firms. Their recruiting efforts were at NC State NCAT, V Tech, and UNC Charlotte.

**Actions Taken**  
No action taken

Adjourned: 5:00
# ECONOMIC DEVELOPMENT AND INTERGOVERNMENTAL RELATIONS (EDIR) AGENDA

## BOARD OF TRANSPORTATION
**October 4, 2017**

**TIME:** 3:40  
**LOCATION:** Room 150

<table>
<thead>
<tr>
<th>Topic</th>
<th>Presenter</th>
<th>Time</th>
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<tbody>
<tr>
<td>Call to Order</td>
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<td>3:40-3:45</td>
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<tr>
<td>Roll Call</td>
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<td>Declaration of Quorum</td>
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<tr>
<td>Approval of September 6, 2017 Meeting Minutes</td>
<td>Chair, Valerie Jordan</td>
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<tr>
<td>Introduction of panel discussion</td>
<td>Chief Deputy Secretary, David Howard</td>
<td>3:45-3:55</td>
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<tr>
<td>Panelist Presentation</td>
<td>Allen Thomas, Global Trans Park</td>
<td>3:55-4:35</td>
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<tr>
<td>Utilizing our Infrastructure for Tourism and Economic Impact</td>
<td>John Loyack, VP, Global Business Services</td>
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<td>William Miller, Deputy Secretary, NC Dept. of Commerce</td>
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<tr>
<td>Facilitated Discussion</td>
<td>Chair, Valerie Jordan</td>
<td>4:35-4:50</td>
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<td>Vice Chair, Hugh Overholt</td>
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<td>Chief Deputy Secretary, David Howard</td>
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<tr>
<td>Comments and Wrap up</td>
<td>Chair, Valerie Jordan</td>
<td>4:50-5:00</td>
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<tr>
<td>Adjourn</td>
<td>Chair, Valerie Jordan</td>
<td>5:00</td>
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</table>
Mission:
“To enhance the economic well-being of North Carolinians by providing multi-modal capabilities for global commerce.”
North Carolina Global TransPark (NC GTP)

- 2,500 Acre Business Industrial Park / Jetport located in eastern North Carolina. Lenoir County, 70 miles east of Raleigh.
- State of North Carolina Asset. Administered under the NC Department of Transportation.
- Multi-modal -- Offering unparalleled access to air cargo, rail, highways, trans-load, all on-site --as well as close access to deep-water ports.
- Foreign Trade Zone (#214), Environmental: pre-approved permitting for site development.
Through the Air

The NC GTP has a long association with air travel and continues to position itself as an outstanding point of origin and arrival for air freight of all types. *The Antonov An-124. 2\textsuperscript{nd} largest cargo aircraft in the world. 93 flights to NC GTP.

- Home of the Kinston Regional Jetport (ISO)
- Runway 11,500 feet* in length and 150 feet in width
- Land parcels with runway access
- Congestion-free departures and approaches
- FAA Part 139 Certified Airfield with a CAT I Instrument Landing System and AWOS III/p
Travel Over Land

The NC GTP has been the beneficiary of steadily improving roadways in North Carolina, including local, state and federal investment. That improvement will continue in the future.

- Nearby US 70 (Designated I-42) is a four-lane artery connecting Raleigh to the coast through Kinston. Future I-587, I-87 (to Norfolk) to north.
- Interstates 95 and 40 are within easy reach, allowing easy north-south and east-west travel
- The Felix Harvey Parkway high-speed, four-lane artery accessing the GTP
- Harvey Parkway from US 70 to NC 58 is open; section from NC 58 to NC 11 is under construction
- A spine road is planned to serve prospective tenants on the north side
Movement By Sea

The NC Global TransPark is within 100 miles of North Carolina’s two deep-sea ports and 150 miles of the Port of Norfolk, allowing the park to offer full transportation modality.

- Ports of Morehead City and Wilmington within easy range
- Rail spur enhances seaborne access
- Foreign-Trade Zone in operation at both ports and the GTP
- Ports offer bulk cargo and container shipping
Riding the Rails

- Bringing rail transportation into the GTP has been part of the Master Plan for many years. Now, rail with direct access to NC ports is at hand. The GTP’s rail spur is in place and a short haul operator was established in 2015.

  - The spur covers 5.8 miles, including a bridge and 10 crossings.
  - Rail allows easy access to the deep-water, Port of Morehead City.
  - Spur line allows future “trunks” to current and future GTP tenants as needed.
  - Spur links up with existing NC Railroad Norfolk Southern track system.
  - Spur alignment to allow expansion to north side of runway (CSX) as needed.
Transload Distribution Center
The Future of Transportation

Secretary Jim Trogdon

October 2, 2017
The Future of Transportation

- Population changes will have a substantial impact on transportation
- Decline in future years’ revenue from motor fuels taxes
- Changes and challenges related to new technology
Expected Population Growth by 2040

2. Texas: 40.6 million
3. Florida: 28.2 million
6. Georgia: 12.8 million
8. **North Carolina: 12.5 million**
9. Ohio: 11.7 million
10. Virginia: 10.2 million

**8th Most Populous State**

32% increase from NC's 2010 population
NC Demographics

Two-thirds of NC growth projected to occur in Triangle or Charlotte

Projected share of 2010-2035 state population growth for select North Carolina metropolitan areas

- Triangle: 34%
- Charlotte: 34%
- Triad: 10%
- Wilmington: 7%
- Asheville: 5%
- All Other Metros: 10%
- No Metro Area: 1%

Data Source: NC OSBM
What are we doing now?

- Lack of program delivery has resulted in buildup of cash balance
  - Currently delivering 78% of TIP on schedule
  - Doing too many tasks sequentially
  - Not adjusting to revenue/cost conditions

- Plan of action
  - Reassessed and established new TIP project schedules (complete)
  - Delegated projects for Division Delivery (complete)
  - Revising project development cycles (complete)
  - Monthly monitoring of program delivery status/cash management (in progress)
What are we doing now?

- Division Mobility & Modernization Program to address small projects < $2 M
- Division Planning Engineers to be technical support and link to rural planning organizations and municipal planning organizations
- Better access to tools for MPOs/RPOs to help in project selection and strengthen project competitiveness
  - GIS
  - Travel Demand Modeling
  - Freight Analysis Modeling and Network Performance
  - Performance Metrics for Safety, Mobility, Condition
  - Transportation Economic Development Impact System
- Criteria and weights for projects selection within Division Tier
Map of Interconnected Markets, 2011-2014 average

Percentages represent the residents that live and work in that labor market

50.1% to 100% (Strongly interconnected Markets, SIM (Greater Than 50% Cohesion))
0% to 50% (Loosely interconnected Markets, LIM (Less Than 50% Cohesion))
Changes Between the 2018-2027 Draft STIP & Final STIP

- **Accelerated Project**
- **New Project**
22% of Project Requests are Funded

Initial Funded Requests $9.7B

Unfunded Requests $44.5B

$2.5B Additional Spending Added & Accelerated Projects
Problem

Infrastructure needs gap

Population to increase by 32 percent

Decreased mobility
Long-term funding uncertainty
Revenue ($B) Among Peer States

- Texas: $16
- North Carolina: $4.3
- Florida: $6.9
- Virginia: $3.8
- Georgia: $2.4
- Ohio: $3.5
System Mileage vs. Spending Per Mile

- Texas: $199
- Florida: $573
- Georgia: $136
- North Carolina: $53
- Virginia: $65
- Ohio: $179

Spending per mile (thousand)

System mileage
Overly Dependent on Motor Fuels Revenue for Primary Funding

State Funding
- Motor Fuel Tax: 50%
- DMV Fees: 30%
- Highway Use Tax: 20%

Federal Funding
- Motor Fuel Tax: 70%
- Fees: 10%
- General Fund: 20%
Revenue Challenges

- CAFÉ standards and impacts on motor vehicle usage
- Electric Vehicles will rapidly become the norm
- Uncertainty in Federal funding
- Changing dynamics of vehicle ownership through advancing technology
Additional Tools – Why?
Need to leverage debt affordability to accelerate projects beyond 2 years and find long term-funding solutions simultaneously.
Additional Tool – How?

Innovative Financing – State Bonds

- Between $2B and $3B for additional projects
- Amount determined by debt affordability studies
- Applied at the Regional & Division tiers of the Strategic Transportation Investments Law
- Cash balance must be at or below $750 million to trigger future bond sales
Transportation is Critical to Support a Growing Economy

**Site Selection Factors**

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<tr>
<td>1</td>
<td>Highway accessibility</td>
<td>94.4</td>
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<tr>
<td>2</td>
<td>Availability of skilled labor</td>
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<td>3</td>
<td>Labor costs</td>
<td>89.6</td>
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<td>4</td>
<td>Occupancy or construction costs</td>
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<td>State and local incentives</td>
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<td>6</td>
<td>Corporate tax rate</td>
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<td>Tax exemptions</td>
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<td>8</td>
<td>Energy availability and costs</td>
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<tr>
<td>9</td>
<td>Proximity to major markets</td>
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<tr>
<td>10</td>
<td>Quality of life</td>
<td>76.4</td>
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</tbody>
</table>

Combined Ratings: Corporate Survey 2016 (Area Development Magazine)
Economic Impact of Innovative Financing

- Investment: $2 Billion
- Projects*: 70
- Jobs: 18,140

- Increase in number of projects with $3 billion investment: 51%
- Increase in number of jobs with $3 billion investment: 105%

*In addition to 513 in the STIP for highways
Autonomous Vehicles
- Connected / Autonomous vehicles will change our relationship to vehicles
  - Could result in fewer automobile owners
  - Will increase safety
  - Impact to fees generated by vehicle owners is not yet known
  - Anticipate most if not all new vehicles by 2025 will be CAV/EV

- Technology will better connect various modes
  - Systems will be created that link through handheld devices
  - Transportation will be more about the outcome – reaching a destination – and less about the tools utilized (car, bus, train)

- Transportation will become a “service” instead of a mode or result of a product
Summary

- NC is growing and changing
- NC transportation needs far exceed resources and not competitive with growing peer states
- Multiple funding tools are necessary to meet immediate needs as we seek long-term solutions
- NC should invest more in transportation using current debt capacity as identified by State Treasurer while we find long-term phased in replacements for Motor Fuels and Federal Revenues
FUNDING APPROPRIATIONS STRATEGIES COMMITTEE (FAST)

DATE: September 6, 2017  TIME: 3:50pm  LOCATION: EIC

MEETING CALLED BY
Vice Chair Nina Szlosberg-Landis

BOARD ATTENDEES
Tony Lathrop, David Tyeryar, Allen Moran, Jack Debnam, Mike Wells, Nina Szlosberg-Landis, Landon Zimmer

AGENDA TOPICS

1. DEBT REFINANCING – DAVID TYERYAR

DISCUSSION SUMMARY

David Tyeryar presented Debt Refinancing (how DOT gets their money).

Four projects (Monroe Expressway, Triangle Expressway, GARVEE's, and Triangle Expressway Appropriations). General Assembly appropriates $24M/yr. for Monroe and Triangle and $25M/yr. Bonds cover about half of the cost of constructing these projects. Revenue bonds are supported by the tolls and refinancing this year. DOT issues Bonds through the State Treasurer's Office.

Monroe was in litigation for two years -- covered $99.6 cost increase incurred while project was in litigation. GARVEE bonds that were originally on the project that were moved to four other projects in the Charlotte Metropolitan area. $137m to Monroe Expressway Toll Revenue Bonds and $166.5M to TIFIA direct loan.

$11M cash Debt Service Reserve Fund (DSRF)
$55M savings from original DOT $77M STIP budget.
Blended rates for Toll Revenue Bonds and TIFIA 3.65%

Savings: $20.8M gross debt service savings
$19.9M NPV (Net Present Value)
True Interest cost 1.39%

Triangle Expressway Appropriation bond (BAB's)
Refinanced $162 million and closed August 2017
Savings:
$22.6M gross debt service savings
$18.8M NPV (Net Present Value)

ACTIONS TAKEN
N/A
2. TRANSPORTATION FUNDING – BURT TASAICO

<table>
<thead>
<tr>
<th>DISCUSSION SUMMARY</th>
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<tbody>
<tr>
<td>Burt Tasaico continued his presentation on Transportation Funding Review of where revenues come from (State and Federal Funding)</td>
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<tr>
<td>States are Seeking Transportation Funding and Finance</td>
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<td>Some of the Traditional Options are:</td>
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<td>- Gas taxes</td>
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<td>- Other taxes on motor fuels</td>
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<td>- Tolls</td>
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<tr>
<td>Less Traditional:</td>
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<tr>
<td>- Distance-based fee</td>
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<td>- Taxes on alternative fuels</td>
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<tr>
<td>Some examples of Transportation Revenues used in other states but not collected in NC</td>
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<tr>
<td>- General Fund</td>
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<td>- Rental Auto Sales Tax</td>
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<td>- Property Leases or sales</td>
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<td>- Vehicle-miles travelled tax (pilot)</td>
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<td>- Oil/Petroleum tax</td>
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<td>- Weight-distance tax</td>
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<td>- Casino taxes</td>
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<td>Finance Solutions that borrow against or otherwise leverage revenues</td>
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<tr>
<td>Traditional Options:</td>
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<tr>
<td>- Bonds</td>
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<td>- Federal Credit assistance</td>
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<td>The Less Traditional Options:</td>
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<tr>
<td>- State infrastructure banks</td>
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<tr>
<td>- Public-Private Partnerships (PPP)</td>
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<td>Autonomous/Vehicle Ownership</td>
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<td>The car will grow smarter, the industry will evolve with new competition from tech companies, the driver will look at cars differently sharing cars and using them as a space to consume media and make calls, Transportation Funding Modes will have to evolve in anticipation of the change.</td>
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### 3. JULY 2017 MEETING MINUTES

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<th>DISCUSSION SUMMARY</th>
<th>July 2017 FAST Meeting Minutes</th>
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<tbody>
<tr>
<td>ACTIONS TAKEN</td>
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### 4. MEETING ADJOURNED – CHAIR TONY LATHROP

<table>
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<tr>
<th>DISCUSSION SUMMARY</th>
<th>Chair Tony Lathrop adjourned meeting at 5:10pm</th>
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<tr>
<td>ACTIONS TAKEN</td>
<td>N/A</td>
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# Funding Appropriations Strategies (FAST) Committee Agenda

**Board of Transportation**  
**October 4, 2017**

**Time:** 3:40pm-5:00pm  
**Location:** EIC

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<thead>
<tr>
<th>Topic</th>
<th>Presenter</th>
<th>Time</th>
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<tbody>
<tr>
<td>Call to Order</td>
<td>Tony Lathrop, Chair</td>
<td>3:40pm</td>
</tr>
<tr>
<td>Roll Call</td>
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<tr>
<td>Declaration of Quorum</td>
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<tr>
<td>Approval of September 2017 FAST Meeting Minutes</td>
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<tr>
<td>Risk Management Program</td>
<td>Robin Barfield</td>
<td>3:50pm</td>
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<tr>
<td>Cash Management Model Program</td>
<td>Michelle Overby</td>
<td>4:20pm</td>
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<tr>
<td>Transportation Funding</td>
<td>Burt Tasaico</td>
<td>4:30pm</td>
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<tr>
<td>Adjourn</td>
<td>Tony Lathrop, Chair</td>
<td>5:00pm</td>
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Funding Appropriations Strategies Committee Agenda  
October 4, 2017
Cash Management Model Overview

Michelle Overby, Funds Administration Director

October 4, 2017
Outline

• Background & Overview
• Development and Process
• Modules Overview
• Model Performance
• Cash Management Model Details
• How it All Fits Together
Background and Overview

• NCGS § 143C-6-11 2014-100
  — Revised cash target to between 15% & 20% of total appropriations from the Highway Fund and Highway Trust Fund for current fiscal year, including Powel Bill funding requirements
  — Revised cash balance floor to at least 7.5% of the total appropriations for the current fiscal year (previously 5% of revenues)
  — Report Annually to JLTO

• Session Law 2014-100 Senate Bill 744
  — Established a cash ceiling of $1B
  — If balance exceeds ceiling, the DOT must report reasons and plans to reduce the balance to General Assembly and Fiscal Research
Why Cash Flow NCDOT Budget?

Follows Best Business Practice

- Accelerates Project Delivery of Public Good – Start 3 equal projects under cash flow vs. 1 under “pay go” plan
- Reduces Cost – Construction inflation rising faster than idle cash investment returns
- Provides Flexibility to Substitute Projects – Shelf projects fill gap during delays
- Stabilizes Construction Contract Award Schedule – vs. Peaks and Valleys
- Greater Control over Timing of Contract Awards – Stable lets promote more competition, better prices
- Reduces Deferral of Lifecycle Maintenance – Significant future cost avoidance

State DOT’s using Cash Flow Budgeting (examples) – Virginia, Maryland, Florida, Texas, South Carolina

USDOT Promotes Cash Flow Project Delivery – Advance construction, TIFIA, GARVEE, PABs, SIBs
**Development and Process**

**Originally Development**
- Developed in 2003 and tested for 12 months
- Used Only NCDOT Data
- Originally 12 month Outlook
- Annual “Target” and Historical Monthly “Payout Curves”

**Enhancements by NCDOT**
- Added 36 month as well as 5 and 10 year Outlook
- Added Benchmarking Testing
- Added TIP Project Database Capabilities
- Added Modal, ARRA and NCTA Modules
- Added Scenario Evaluation Capabilities
## Development and Process

### SAS Cash Model Developments
- **Phase 1** – Fuel Consumption and Construction
- **Phase 1.5** – Baseline Unit Pricing
- **Phase 2** – PE, GARVEE, Design Build, and Highway Use Tax
- **Phase 3** – VIN, Right of Way, Maintenance & Operations, Design Build, and Cash Flow Optimization

### Phase 1
- ✓ Fuel Consumption Modeling
- ✓ Construction Modeling
- ✓ Dashboard Creation
- ✓ Initial Reports
- ✓ What-If Analysis
- ✓ Ad hoc Data Updates and Refreshes

### Phase 1.5
- ✓ Efficiency Model to understand baseline pricing for activities and commodities

### Phase 2
- ✓ PE Modeling
- ✓ GARVEE and Design Build
- ✓ Report Enhancements
- ✓ Highway Use Tax
- ✓ Migrated to New Visual Analytics Dashboard

### Phase 3
- • Design Build Model Refinement
- • Maintenance and Operations Model
- • Right of Way Model
- • VIN Analysis
- • Cash Flow Model Optimization
Cash Model Process
Modules Overview

- Revenue - Federal & State Funding Sources Overview
- Construction – SAS modeling
- Maintenance - Payout Curves
- Modal
- Other Expenditures
NCDOT Revenue Sources
SFY2018 - $4.8 Billion
(Excludes Receipt Supported Funding of $0.1B)

Motor Fuel Tax
$1,961.8 41.0%

Highway Use Tax
$820.8 17.2%

DMV Registrations
$601 12.6%

Federal Grants/ARRA
$75.8 1.6%

Federal
$969.1 20.3%

Licenses
$132.5 2.8%

Title Fees & Other
$222 4.5%

Title Fees & Other
$222 4.5%

NCDOT Revenue Sources
SFY2018 - $4.8 Billion
(Excludes Receipt Supported Funding of $0.1B)
Uses of 2017-18 NCDOT Appropriations
Total Funding = $4.8 Billion
(Excludes Receipt Supported Funding of $0.1B)

- Construction – $2,319.7
  - *STI TIP Construction 2,229.1
  - Other Construction 90.6
  - 48.5%

- State Agency Transfers - $208.5
  - State Ports Authority 45.0
  - Other Agencies 16.0
  - Municipal Aid 147.5
  - 28.3%

- Other Modes - $348.9
  - Aviation 120.5
  - Rail 47.9
  - Public Transit 131.8
  - Ferries 48.0
  - Bike .7
  - 7.3%

- Admin & Other - $351.8
  - Debt Service – $200.6
    - GO Bonds 52.2
    - GARVEE Bonds 99.4
    - NCTA 49.0
  - 7.3%

Total Funding = $4.8 Billion

($ in millions)
Current projects consists of four main factors:

- Baseline billing amount
- Seasonality factor
- Trend factor
- Reconciliation constant
Future projects consists of five main factors:

- Let delay estimate
- Construction delay estimate
- Baseline billing amount
- Seasonality estimate
- Reconciliation constant
Modules Overview – Maintenance

Contract Resurfacing
Historical Distribution SFY 2001 through SFY 2017
Modules Overview – Modal Average Monthly Distribution
## Modules Overview - Other

<table>
<thead>
<tr>
<th>Category</th>
<th>Frequency</th>
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<tbody>
<tr>
<td>Administration</td>
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<tr>
<td>Transfers to Other State Agencies</td>
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<tr>
<td>State Aid to Municipalities</td>
<td>Semi-annually (Sep and Jan)</td>
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<td>Debt Service</td>
<td>Schedule (Sep &amp; March)</td>
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<td>Other Programs</td>
<td>Monthly</td>
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5 Year Forecast
## NCDOT Finances

### Select Financial Report:
SFY17: Thru June 2017

### Model Performance – Baseline

#### Receipts

<table>
<thead>
<tr>
<th>Planned to Actual Receipts</th>
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<tbody>
<tr>
<td>Planned</td>
<td>$5,064.0</td>
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<tr>
<td>Actual</td>
<td>$5,549.0</td>
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<tr>
<td>Variance</td>
<td>9.6%</td>
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#### Expenses

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<tr>
<td>Actual</td>
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<td>Variance</td>
<td>-7.2%</td>
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### Forecast to Actual

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<th>Expenses</th>
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<tr>
<td><strong>State</strong> $3,629,818,045</td>
<td><strong>Construction</strong> $2,331,684,046</td>
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<tr>
<td><strong>Toll Rev./Int.</strong> 53,856,141</td>
<td><strong>Construction - Stimulus</strong> -</td>
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<tr>
<td><strong>Federal</strong> 1,173,078,007</td>
<td><strong>Construction - NCTA</strong> 447,494,584</td>
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<tr>
<td><strong>Federal Stimulus</strong> 95,639,714</td>
<td><strong>Maintenance</strong> 1,411,365,816</td>
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<tr>
<td><strong>Local &amp; Other</strong> 28,988,859</td>
<td><strong>Transit &amp; Other modal</strong> 251,247,331</td>
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<tr>
<td><strong>Grants</strong> 70,941,028</td>
<td><strong>Transit-Stimulus</strong> -</td>
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<tr>
<td><strong>Debt - GARVEE</strong> 221,355,880</td>
<td><strong>Rail-Stimulus</strong> 105,928,182</td>
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<td><strong>Debt - NCTA</strong> 275,603,077</td>
<td><strong>Debt Service</strong> 160,296,020</td>
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<td></td>
<td><strong>Fin. Credit Charge-NCTA</strong> 85,455,151</td>
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<tr>
<td></td>
<td><strong>Admin</strong> 272,667,132</td>
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<td></td>
<td><strong>Agency Transfers</strong> 45,563,020</td>
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<td></td>
<td><strong>State Aid Municipalities</strong> 147,181,093</td>
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<tr>
<td></td>
<td><strong>Other Programs</strong> 26,710,028</td>
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<tr>
<td><strong>Total</strong> $5,548,962,909</td>
<td><strong>Total</strong> $5,285,723,503</td>
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<tr>
<td><strong>Forecast</strong> 5,064,000,000</td>
<td><strong>Forecast</strong> 5,695,000,000</td>
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<tr>
<td><strong>Variance</strong> 484,962,909</td>
<td><strong>Variance</strong> -409,277,497</td>
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<tr>
<td><strong>Variance %</strong> 9.6%</td>
<td><strong>Variance %</strong> -7.2%</td>
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</tr>
</tbody>
</table>

**MEMO:** GAP Funding for NCTA from Highway Trust Fund

**Triangle Expressway:** $25,000,000

**Monroe Connector:** $24,000,000
Model Performance – 5 Year

5 Year Cash Model Performance

- 2013: -11.0%
- 2014: 2.4%
- 2015: -2.3%
- 2016: 2.5%
- 2017: 1.2%

- Actual Receipts
- Actual Expenses
- Planned Receipts
- Planned Expenses

$ in Millions
Model Performance - 5 Year State Revenue Forecast vs Actual

Forecast Actual

Motor Fuel Tax
Highway Use Tax
DMV Fees

4.3% 2013-17 Average Margin of Error

$ in Millions

2013 2014 2015 2016 2017
How Does it All Fit Together

NC

North Carolina Comprehensive Plan

NCDOT

N.C. Transportation Plan 30 yr

State TIP 10 yr

State Budget 2 yr

Economic Indicators

Revenue Projections & Innovative Finance

GARVEE  Design Build  TIFIA
DB Finance  Tolling

STIP Budget

Strategic Planning & Prioritization

Cash Model
Cash Model Scenario Forecasting

Need to leverage debt affordability to accelerate projects beyond 2 years and find long term funding solutions simultaneously

Cash Balance

- Closing
- Target
- Floor
- Cash Management Plan of Action
Questions?
Appendix
# Revenue Variable and Data Sources

<table>
<thead>
<tr>
<th>Source</th>
<th>Variables</th>
<th>Data Sources</th>
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<tr>
<td>Motor Fuel Tax</td>
<td>Rate</td>
<td>• Population – OSBM Demographics</td>
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<tr>
<td></td>
<td></td>
<td>• CPI-Energy – Global Insight</td>
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<tr>
<td></td>
<td></td>
<td>• Legislative</td>
</tr>
<tr>
<td></td>
<td>Fuel Consumption</td>
<td>• In-House Model (SAS)</td>
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<tr>
<td>DMV Fees</td>
<td>Rate</td>
<td>• General Statute</td>
</tr>
<tr>
<td></td>
<td>Transactions</td>
<td>• CPI – Global Insight</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Regression Analysis</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• NC Population Growth</td>
</tr>
<tr>
<td>Highway Use Tax</td>
<td>Rate</td>
<td>• General Statute</td>
</tr>
<tr>
<td></td>
<td>Transactions</td>
<td>• Historical</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• NC Population Growth</td>
</tr>
<tr>
<td></td>
<td>Vehicle Pricing</td>
<td>• Global Insight</td>
</tr>
<tr>
<td>Federal</td>
<td>Revenue</td>
<td>• Congressional Budget Office</td>
</tr>
</tbody>
</table>
The SAS fuel consumption model is an ARIMA (autoregressive integrated moving average) model. Variables used include:

**Gasoline**
1. Oil Price (POILWTI) – Average price of West Texas Intermediate Crude, dollars per barrel, not seasonally adjusted, Commodity Research Bureau
2. Population MPG Ratio (POP_MPG) – Total population of North Carolina, in thousands, divided by the average miles per gallon of the light vehicle stock (POP_MPG = POPNC/KMPGLV)

**Diesel**
1. Construction Employment Ratio (EECONNC_EENC) – Total employment within construction industry in North Carolina, in thousands divided by total nonfarm employment in North Carolina, in thousands (EECONNC_EENC = EECONNC/EENC)
2. Oil Price (POILWTI) – Average price of West Texas Intermediate Crude, dollars per barrel, not seasonally adjusted, Commodity Research Bureau
3. Oil Price Shock (SHOCK) – Takes the value of 1 if the absolute value of the percentage change in oil price (POILWTI) from month to month is greater than 5%. Rather than only including oil price, the addition of this oil price shock variable offers enhanced predictability when dealing with extreme deviations in oil price. A magnitude of 5% was chosen to achieve an adequate sample size of historical past occurrences for the model to train on. Larger percentages reduce the effectiveness of the model by diminishing the number of prior observations to develop the model with.
**Modules Overview - Revenue**

**NCDOT**  
**FUEL CONSUMPTION**

- Fuel consumption forecast developed to assist with overall revenue projections.

- Forecasts modeled with economic indicators – oil price, NC total employment, NC construction employment, average light vehicle stock MPG, and NC population.

- MPG expected to increase at faster rate than overall NC population leading to near flat overall fuel consumption forecast.
## Modules Overview – Federal Aid Revenue

<table>
<thead>
<tr>
<th>Motor Fuel Tax:</th>
<th>Gasoline: 18.4 cents/gallon</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Diesel*: 24.4 cents/gallon</td>
</tr>
<tr>
<td></td>
<td>* International Registration Program (IRP)</td>
</tr>
</tbody>
</table>

| Truck Sales: | 12% of retail price for trucks over 33,000 lbs. or trailers over 26,000 lbs. GVW |

| Truck Use: | Up to 55,000 lbs.: No Tax |
|           | Over 55,000 lbs.: $100 + $22/1,000 lbs. over 55,000 lbs. ($550 maximum) |

| Tires: | 9.45 cents/10 pounds over 3,500 lbs. maximum rated load capacity |
|        | 4.725 cents for bias-ply or super single tire) |
|        | Effective January 1, 2005 |

| General Fund Transfers: | $143.6 billion since 2008 (through 1/2016) |
Modules Overview – Construction – GARVEE Bond Completed Projects

STATE GARVEE PROJECT LOCATIONS

COMPLETED PROJECTS
1. I-4310, I-40 IN HAYWOOD COUNTY
2. I-5004, I-40 IN HAYWOOD COUNTY
3. I-5005A, & I-4920 I-26 IN BUNCOMBE AND HENDERSON COUNTIES
4. I-5003, I-40 IN CATAWBA AND IREDELL COUNTIES
5. I-5007, I-85 IN GASTON COUNTY
6. I-5006, I-85 IN MECKLENBURG COUNTY
7. I-4720, I-77 IN MECKLENBURG COUNTY
8. U-2098, US 74 WIDENING IN MECKLENBURG COUNTY
9. I-8530B, I-85 WIDENING IN CABARRUS COUNTY
10. I-4718, I-85 IN ROWAN COUNTY
11. I-4723, I-77 IN IREDELL COUNTY
12. I-3819, I-40/I-77 INTERCHANGE IN STATESVILLE
13. I-2858A, I-77 IN YADKIN COUNTY
14. I-5002, I-74 IN SURRY COUNTY
15. I-3600, I-40 IN DAVIE COUNTY
16. B-3637, I-40/NC 901 INTERCHANGE IN DAVIE COUNTY
17. R-2606B, US 311/FUTURE I-74 IN RANDOLPH COUNTY
18. I-4715, I-40/BUSINESS 85 IN GUILFORD COUNTY
19. I-4714, I-40/I-85 IN ALAMANCE COUNTY
20. I-4915, I-40/I-85 IN ALAMANCE AND ORANGE COUNTIES
21. I-4709, I-40 IN WAKE COUNTY
22. R-2814B & ROW, US 401 ROLESVILLE BYPASS IN WAKE COUNTY
23. I-2810, I-85 IN VANCE COUNTY
24. I-4904, I-85 IN VANCE AND WARREN COUNTIES
25. I-4906, I-95 IN HARNETT COUNTY
26. I-4915, I-95 IN CUMBERLAND COUNTY
27. I-4917, I-95 IN CUMBERLAND COUNTY
28. I-4711, I-95 IN ROBeson COUNTY
29. I-4914, I-95 IN ROWAN COUNTY
30. I-5001B, I-40 IN SAMPSON COUNTY
31. R-2554A, US 70 GOLDSBORO BYPASS IN WAYNE COUNTY
32. R-2825, ROCKYMOUNT NORTHERN CONNECTOR IN NASH COUNTY
33. R-4913, I-95 IN NORTHAMPTON COUNTY
34. R-2510C, US 17 IN BEAUFORT COUNTY
35. B-5014A, NC 12 OREGON INLET BRIDGE REPAIRS
36. U-3110B, NEW ROUTE IN ALAMANCE COUNTY
37. I-4744, I-40 IN WAKE COUNTY
38. I-4906BB, I-40 IN MONCOWELL COUNTY
39. I-5101, I-40 IN BUNCOMBE COUNTY
40. I-4916, I-40 IN BUNCOMBE COUNTY
41. R-2301A, US 17 NEW BERN BYPASS IN CRAVEN COUNTY
42. I-2804A & ROW, I-85 IN ROWAN AND DAVIDSON COUNTIES
43. I-5106, I-77 IN IREDELL COUNTY
44. I-5112, I-40 & SR 1728 IN WAKE COUNTY
45. R-2633A, US 17 WILMINGTON BYPASS IN NEW HANOVER COUNTY
46. R-2248E, I-485 CHARLOTTE OUTER LOOP IN MECKLENBURG COUNTY
47. R-2123CE, I-485/I-85 INTERCHANGE IN MECKLENBURG COUNTY
## Garvee Bond Test
### 24 Month

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<th>Requirement</th>
<th>Actual/Forecast Exp.</th>
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<td>$26,767,327</td>
<td>$45,476,724</td>
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<tr>
<td>$120,452,972</td>
<td>$119,318,201</td>
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<td>$200,754,954</td>
<td>$234,540,881</td>
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<tr>
<td>$267,673,272</td>
<td>$417,369,013</td>
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</table>

- **6 months**: 10%
- **12 months**: 45%
- **18 months**: 75%
- **24 months**: 100%
### Letting Scenario Let List Summary Information

(State Fiscal Year Historical and Projected - Cost in Thousands)

<table>
<thead>
<tr>
<th>Division</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
<th>2027</th>
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<tr>
<td>1</td>
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<td>27,771</td>
<td>57,950</td>
<td>47,493</td>
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<td>2</td>
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<td>101,900</td>
<td>6,400</td>
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<td>192,855</td>
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<td>120,975</td>
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<td>63,691</td>
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<td>63,825</td>
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<td>83,300</td>
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### Month Summary Information

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<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
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### Letting Scenario Let List Summary Information

(State Fiscal Year Historical and Projected - Cost in Thousands)

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<td>1,432,582</td>
<td>1,240,106</td>
<td>6,400</td>
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ARRA: Indicate | Split Fund: Include
GARVEE: Include | Design Build: Include
MOBILITY: Include | DPIC, BPOC: Include
NC: Include | DLI: Include
NC: Include | MLJ: Include
NC: Include | HiCams Exp: Include
NC: Include | Div, Exp: Include

Highway Maintenance Improvement Program

• SB 744 Section 34.11.(a) G.S 143B-350(f) indicates that one of the duties of the Board of Transportation is to approve a schedule of State highway maintenance projects and their anticipated costs. This schedule is called the Highway Maintenance Improvement Program (HMIP) and is to be published on the Department’s Web site by April 1 of each year.

• In addition, the Chief Engineer shall establish a three-year improvement schedule, sorted by county, for rehabilitation, resurfacing, and pavement preservation activities.

Summary of HMIP approved at the March-2017 Board Meeting:

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<th>Fund Sources</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
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<td>Pavement Preservation</td>
<td>$85M</td>
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<td>Contract Resurfacing</td>
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<th>Miles of Treatments</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
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<td>Preservation</td>
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<td>Resurfacing</td>
<td>2,417.7</td>
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<tr>
<td>Rehabilitation</td>
<td>80.7</td>
<td>38.8</td>
<td>89.2</td>
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Safety & Risk Management

Robin Barfield

October 4, 2017
Safety Management System Project

**Safety Audits**
- Track OSHA safety audit compliance (OSHA 29 CFR 1910.147)
- Identify weaknesses and solutions while providing visibility across the state
- Provide easy to use interface for submitting safety audits
- Increase accountability and timeliness of corrective actions
- Reduce redundant reporting and data capture
- Identify enterprise risk
- Track OSHA meetings and activities across the state

**Dashboards**
- Use collected data to provide executive dashboards
- Integrate with SAP/Use analytical capabilities of procured solution

**Training**
- Provide centralized platform for workers to complete their training
- Track worker training activities

**Investigations**
- Maintain incident investigation documents in centralized repository
NCDOT Workers’ Compensation Costs

NCDOT Direct WC Costs FY 2014 to FY 2018 to date

- FY2014: $14,071,242
- FY2015: $13,263,174
- FY2016: $15,684,221
- FY2017: $14,734,607
- FY2018: $3,951,532

Legend:
- New Injury
- Total Cost
- TTD
- Other Cost
- Clinchers
### NCDOT Workers’ Compensation Costs as of September 26, 2017

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<thead>
<tr>
<th></th>
<th>FY2014</th>
<th>FY2015</th>
<th>FY2016</th>
<th>FY2017</th>
<th>FY2018 To date</th>
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<td>New Injury</td>
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<td>$1,638,935</td>
<td>$1,376,374</td>
<td>$1,511,843</td>
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<tr>
<td>Total Cost</td>
<td>$14,071,242</td>
<td>$13,263,174</td>
<td>$15,684,221</td>
<td>$14,734,607</td>
<td>$3,951,532</td>
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<td>TTD</td>
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<td>Clinchers</td>
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<td>$2,872,195</td>
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Safety & Risk Management

- SRM provides safety engineering, administrative, training and consultative services to all departments and units of NCDOT.
- SRM identifies and analyzes accidents, injury and occupational illness-producing conditions and practices; develops accidents and injury prevention methods, procedures and programs; communicates accident and injury information to employees and management; evaluates the effectiveness of the safety program and effects changes as required for optimum results.
- SRM manages the claims of NCDOT injured employees to include return to work and incident reduction initiatives.
Operational Risk Management

Define the Scope of Work

Analyze the Hazards

Develop and Implement Hazard Controls

Perform Work Within Hazard Controls

Provide Feedback and Continuous Improvement

SAFETY FIRST

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
Transportation Funding – Continued

Burt Tasaico, PE, State Program Analysis Engineer

September 6, 2017
No Political Appetite for National Solutions
• Up to States to Fix

Current Funding

State Funding
- Motor Fuel Tax 50%
- Highway Use Tax 20%
- Fees 30%

Federal Funding (since 2008)
- Motor Fuel Tax 70%
- Fees 10%
- General Fund* 20%

* $143.6 billion since 2008 (through 1/2016)
State Revenue Sources

Motor Fuel Tax
- 50%

Highway Use Tax
- 20%

Fees
- 30%

Vehicle Registration
- 8.0%

Truck Registration
- 5.6%

International Registration Plan
- 2.1%

Other Fees
- 8.0%

Certificate of Title
- 2.8%

Driver Licenses
- 5.6%

International Registration Plan
- 3.5%

Other Fees
- 4.6%
Previous Revenue Studies

**National**
- Report of the National Surface Transportation Policy and Revenue Study Commission
- Financing Transportation in the 21st Century
- Future Highway and Public Transportation Finance

**State**
- 21st Century Transportation Committee
- North Carolina Department of Transportation
- Transformation Management Team Final Report
- Volume Eight: McKinsey Report
### 21st Century Transportation Committee - Recommendations

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<th>Recommendation</th>
<th>Status</th>
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<td><strong>Goal:</strong> $1 billion per year for the next 10 years</td>
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<tr>
<td>√ Eliminate Transfers (HF and HTF)</td>
<td>Implemented</td>
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<tr>
<td>Implement VMT (Statewide and Local Option)</td>
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<tr>
<td>√ Increase Highway Use Tax Rate and Class A &amp; B caps</td>
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<tr>
<td>√ Increase Passenger Vehicle Registration Fees</td>
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<tr>
<td>√ Increase Stagger Registration Fees</td>
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<tr>
<td>Consider Weight based Vehicle Registration Fees</td>
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<td>√ Consider Bond Referendum</td>
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<tr>
<td>√ Allow Local Option Tax</td>
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<tr>
<td>√ Implement Indexing DMV Fee Rates Structure</td>
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<tr>
<td>Implement Statewide Interstate Tolling</td>
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| Implement Differential Fuel Tax Rates                                        |                ✓ Implemented
### 2040 Plan - Revenue Enhancement Options

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<td>√ Increase registration/license fees</td>
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<td>√ Eliminate Highway Fund transfers</td>
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<td>Redirect vehicle lease fee to NCDOT</td>
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<td>Increase Highway Use Tax</td>
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<td>VMT Fee</td>
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</table>

√ Implemented
Recent Studies

Do we have a crisis?  
Do we need a paradigm shift?  
What are our best options?  
What are our next steps?

Annotated Bibliography Supplement

Benefits of Infrastructure Investment
Infrastructure Spending Impacts
Annual Driving Expenses
Criteria for Ranking Revenue Options
### Recent Studies – ITRE Revenue Options

<table>
<thead>
<tr>
<th>16 options for revenue generation in North Carolina:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Vehicle Miles Traveled Fee</td>
<td>• High-Occupancy Toll Lanes</td>
</tr>
<tr>
<td>• Fine-based Fees</td>
<td>• Property Tax</td>
</tr>
<tr>
<td>• Heavy Vehicle Fees</td>
<td>• Statewide Sales Tax</td>
</tr>
<tr>
<td>• Severance Fees</td>
<td>• Income Tax</td>
</tr>
<tr>
<td>• Vehicle Title, Registration, Vanity Plate Fees</td>
<td>• Cordon Pricing (Priced Zones)</td>
</tr>
<tr>
<td>• Highway Use Tax</td>
<td>• Payroll Tax</td>
</tr>
<tr>
<td>• State Motor Fuels Tax</td>
<td>• Advertising Revenue</td>
</tr>
<tr>
<td>• Flat-rate Tolling</td>
<td>• Value Capture</td>
</tr>
</tbody>
</table>
Recent Studies – ITRE Revenue Ranking Criteria

<table>
<thead>
<tr>
<th>ABR</th>
<th>Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>YLD</td>
<td>Yield Adequacy</td>
</tr>
<tr>
<td>STB</td>
<td>Stability</td>
</tr>
<tr>
<td>IMP</td>
<td>Implementation and Administration</td>
</tr>
<tr>
<td>EQT</td>
<td>Equity</td>
</tr>
<tr>
<td>ECN</td>
<td>Economic Efficiency</td>
</tr>
<tr>
<td>ACC</td>
<td>Public Acceptance and Feasibility</td>
</tr>
</tbody>
</table>

Score: Ranked on 1 to 5 scale
Recent Studies – ITRE Revenue Options Evaluation

Source: Institute for Transportation Research and Education
# States are Seeking Transportation Funding and Finance

<table>
<thead>
<tr>
<th>Traditional Funding Options</th>
<th>Less Traditional Options</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Gas taxes</td>
<td>• Distance-based fee</td>
</tr>
<tr>
<td>• Other taxes on motor fuels</td>
<td>• Taxes on alternative fuels</td>
</tr>
<tr>
<td>• Motor vehicle fees</td>
<td></td>
</tr>
<tr>
<td>• Tolls</td>
<td></td>
</tr>
</tbody>
</table>

Finance Solutions that borrow against or otherwise leverage revenues

<table>
<thead>
<tr>
<th>Bonds</th>
<th>State infrastructure banks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal credit assistance</td>
<td>Public-private partnerships</td>
</tr>
</tbody>
</table>
2014 – 16 State Transportation Funding Initiatives

- Recurring Revenue Approved
- Non-Funding Legislation Approved
- One-time Revenue Approved
State Transportation Funding Initiatives (July 2017)

- **One-Time Revenue Approved**
- **Recurring Revenue Approved**
- **Non-Funding Legislation Approved**
- **Initiative Failed**
- **Initiative Pending**
- **Ballot Measure Pending**
Transportation Revenues Not Collected in NC

- **Rental Auto sales tax** (Alaska, Arizona, Colorado, Florida, Hawaii, Iowa, Minnesota, Missouri, New Jersey, New Mexico, New York, South Dakota, Utah, Vermont, Virginia, Washington, west Virginia)
- **Property Leases or Sales** (Alaska, California, Colorado, Delaware, Indiana, Oregon, Rhode Island, Washington)
- **State Sales Tax** (Arkansas, Kansas, Nebraska, Utah, Virginia, Wisconsin)
- **Weight-distance tax** (Kentucky, New Mexico, New York, Oregon)
- **Fines** (Connecticut, Minnesota, Maine)
- **Impact fees** (Vermont)
- **Gaming** (Massachusetts)
- **Documentary Revenue Stamp** (Florida)
- **Casino taxes** (Mississippi)

Source: National Cooperative Highway Research Program (NCHRP) Project 20-24
Transportation Revenues Not Collected in NC (Continued)

- **Vehicle-miles travelled tax** (pilot) *(California, Oregon, Minnesota)*
- **Property Rental/Lodging Fees** *(Georgia, Hawaii)*
- **Income Tax** *(Oklahoma)*
- **Tobacco revenue tax** *(Idaho)*
- **Mineral royalties/taxes** *(Wyoming)*
- **Oil/Petroleum tax** *(Mississippi, Nevada, New York, Texas, Puerto Rico)*
- **Locomotive fuel tax** *(Mississippi, Wyoming)*
- **Cap-and-Trade Program Revenues** *(California)*
- **Wholesale Liquor Revenues** *(Maine)*
- **Corporate Income Taxes** *(Maryland)*
- **Aircraft Registration Fees** *(Wisconsin)*

Source: National Cooperative Highway Research Program (NCHRP) Project 20-24
## Select Updated Transportation Revenue Potential

<table>
<thead>
<tr>
<th>Revenue Option</th>
<th>States Where Revenue Option Collected (if applicable)</th>
<th>NC Potential Revenue (Yr)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rental Auto sales tax</td>
<td>Alaska, Arizona, Colorado, Florida, Hawaii, Iowa, Minnesota, Missouri, New Jersey, New Mexico, New York, South Dakota, Utah, Vermont, Virginia, Washington, West Virginia</td>
<td>8% $65m*</td>
</tr>
<tr>
<td>State Sales Tax</td>
<td>Arkansas, Kansas, Nebraska, Utah, Virginia, Wisconsin</td>
<td>1/4% $300m</td>
</tr>
<tr>
<td>Document Revenue Stamp</td>
<td>Florida</td>
<td>1¢/500 Value $0.6m*</td>
</tr>
<tr>
<td>Aircraft Registration Fees</td>
<td>Wisconsin</td>
<td>$1 $7,000</td>
</tr>
<tr>
<td>Property Leases or Sales</td>
<td>Alaska, California, Colorado, Delaware, Indiana, Oregon, Rhode Island, Washington</td>
<td>1¢/100 Value $8m*</td>
</tr>
<tr>
<td>Vehicle Property Tax</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Transportation Revenue Trivia

<table>
<thead>
<tr>
<th>Existing Revenue Sources</th>
<th>Current Rate</th>
<th>Rate Change</th>
<th>Annual Revenue Generation ($M)</th>
<th>Estimated Annual Cost to Average User</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gasoline Motor Fuel Tax</td>
<td>34.3 cpg</td>
<td>1 cent</td>
<td>45.0</td>
<td>7.50</td>
</tr>
<tr>
<td>Diesel Motor Fuel Tax</td>
<td>34.3 cpg</td>
<td>1 cent</td>
<td>10.0</td>
<td>100.00</td>
</tr>
<tr>
<td>Driver License</td>
<td>$5.00/yr</td>
<td>$1.00/yr</td>
<td>7.0</td>
<td>1.00</td>
</tr>
<tr>
<td>License Plate</td>
<td>$36.00/yr</td>
<td>$1.00/yr</td>
<td>7.0</td>
<td>1.00</td>
</tr>
<tr>
<td>Highway Use Tax (HUT) – rate</td>
<td>3%</td>
<td>1%</td>
<td>250.0</td>
<td>50.00*</td>
</tr>
<tr>
<td>HUT – Out of State cap</td>
<td>250</td>
<td>None</td>
<td>0.2</td>
<td>200.00*</td>
</tr>
<tr>
<td>HUT - &gt;26,000 pound vehicles</td>
<td>2,000</td>
<td>3,000</td>
<td>10.0</td>
<td>1,000.00*</td>
</tr>
<tr>
<td>HUT - &gt;26,000 pound vehicles</td>
<td>2,000</td>
<td>None</td>
<td>20.0</td>
<td>1,600.00*</td>
</tr>
<tr>
<td>HUT – short term leases**</td>
<td>8%</td>
<td></td>
<td>65.0</td>
<td>**</td>
</tr>
<tr>
<td>Auto Repair/parts sales taxes**</td>
<td>4.75%</td>
<td></td>
<td>365.0</td>
<td>**</td>
</tr>
</tbody>
</table>

* User Cost Shown in for one time  ** Deposited in the General Fund
Sources, Funds, Allocation and Distribution

**Sources**
- Motor Fuel Tax: 50%
- DMV Fees: 30%
- Highway Use Tax: 20%

**Funds**
- **Highway Fund**
  - 60% Total State Revenues (Maintenance & Operation)
- **Highway Trust Fund**
  - 40% Total State Revenues (Capital)

**Allocation**
- Legislative Appropriations
- Statutory Directed (including Federal-aid match)

**SFY 2017**
Sources, Funds, Allocation & Distribution (Cont.)

Strategic Transportation Initiative
- Statewide: 100% Quantitative
- Regional: 70% Quantitative/30% Local Input
- Division: 50% Quantitative/50% Local Input

Maintenance
- 65% Inventory (lane miles & bridge Deck Area) + 35% Needs (Condition Assessments and Non-Assessed)

Pavement Treatments
- 65% Inventory (lane miles) + 35% Needs (Pavement Condition Survey)

Bridges
- Uniform Amount + Needs

Powell Bill
- 75% Population + 25% Mileage

Strategic Transportation Initiative
- Benefit-Cost
- Congestion
- Economic Comp.
- Safety
- Freight
- Multimodal
- Pavement Condition
- Lane Width
- Shoulder Width
- Accessibility and connectivity

Maintenance
- $35M Admin
- $49M Turnpike
- $61M Debt Service
- $249M Admin
- $284M Federal Aid Match
- $942M Strategic Prioritization Funding Plan

Pavement Treatments
- $45M Other Construction
- $267M Transit/Other

Bridges
- $148M Powell Bill
- $47M Other Agencies

Powell Bill
- $45M Construction

Highway Trust Fund

Highway Fund
FAST Act – Funding Alternatives Program

• Created a program in U.S. Section 23-503(b) to provide grants that:
  – Demonstrate user-based alternative revenue mechanisms
  – Utilize user fee structure, such as tolling or vehicle miles travelled
  – Help maintain future long-term solvency of the Federal Highway Trust Fund

• Program Goals:

<table>
<thead>
<tr>
<th>Implementation, Interoperability, Public Acceptance and Hurdles</th>
<th>Use of Independent and Private Third Parties</th>
</tr>
</thead>
<tbody>
<tr>
<td>Privacy Protection</td>
<td>Congestion Mitigation Impacts</td>
</tr>
<tr>
<td>Equity Concerns</td>
<td>Ease of User Compliance</td>
</tr>
<tr>
<td>Technology Reliability and Security</td>
<td>Flexibility of User Choice</td>
</tr>
<tr>
<td>Cost of System Administration</td>
<td>Auditing, Compliance/Enforcement</td>
</tr>
</tbody>
</table>

• Funding
  – $15 million in FFY 16
  – $20 million annually from FFY 2017 through FFY 2020
  – 50% Cost Sharing
FAST Act – Funding Alternatives Program

FFY 2016 Selections ($14.3 million)

<table>
<thead>
<tr>
<th>State</th>
<th>Project</th>
<th>Funding ($ in thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>California</td>
<td>Pay at the Pump</td>
<td>750</td>
</tr>
<tr>
<td>Delaware</td>
<td>On Board Mileage Counter</td>
<td>1,490</td>
</tr>
<tr>
<td>Hawaii</td>
<td>Inspection Station Odometer Reading</td>
<td>3,998</td>
</tr>
<tr>
<td>Minnesota</td>
<td>Collection by Mobility as a Service Provider</td>
<td>300</td>
</tr>
<tr>
<td>Missouri</td>
<td>Registration Fee Based on Estimated Miles/Gallon</td>
<td>250</td>
</tr>
<tr>
<td>Oregon</td>
<td>Improvements to Existing Program</td>
<td>2,100</td>
</tr>
<tr>
<td>Oregon</td>
<td>Interoperability with Western Road User Charge Consortium</td>
<td>1,500</td>
</tr>
<tr>
<td>Washington</td>
<td>Interoperability of Various Collection Systems</td>
<td>3,847</td>
</tr>
</tbody>
</table>

Note: There are pilot programs in California, Oregon and Minnesota.
Federal Vehicle Standards (CAFÉ) – Passenger Vehicle

- 1978-1985 Congress Set Car Standard
- 1986-1989 USDOT decreases Car Standard
- 1990-2010 USDOT Sets Car Standard
- 2012-2016 New Car Standard
- 2017-2025 New Car Standard

Miles per Gallon

CAFÉ – Corporate Average Fuel Efficiency

## Projection – Autonomous Vehicle Deployment

<table>
<thead>
<tr>
<th>Stage</th>
<th>Decade</th>
<th>Vehicle Sales</th>
<th>Vehicle Fleet</th>
<th>Vehicle Travel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Available – large price premium</td>
<td>2020s</td>
<td>2-5%</td>
<td>1-2%</td>
<td>1-4%</td>
</tr>
<tr>
<td>Available - moderate price premium</td>
<td>2030s</td>
<td>20-40%</td>
<td>10-20%</td>
<td>10-30%</td>
</tr>
<tr>
<td>Available – minimal price premium</td>
<td>2040s</td>
<td>40-60%</td>
<td>20-40%</td>
<td>30-50%</td>
</tr>
<tr>
<td>Standard - included on most new vehicles</td>
<td>2050s</td>
<td>80-100%</td>
<td>40-60%</td>
<td>50-80%</td>
</tr>
<tr>
<td>Saturation (everybody who wants it has it)</td>
<td>2060s</td>
<td>?</td>
<td>?</td>
<td>?</td>
</tr>
<tr>
<td>Required – on all new and operating vehicles</td>
<td>???</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
</tbody>
</table>
## Projection – Vehicle Ownership Articles

<table>
<thead>
<tr>
<th>Article</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Demographic Shifts: Shaping the Future of Car Ownership</td>
<td>2/2017</td>
</tr>
<tr>
<td>Goodbye car ownership, hello clean air: welcome to the future of</td>
<td>12/2016</td>
</tr>
<tr>
<td>The future of car ownership that no one is talking about</td>
<td>7/2016</td>
</tr>
<tr>
<td>Fewer car owners and more driverless vehicles in future, survey reveals</td>
<td>1/2017</td>
</tr>
<tr>
<td>Peak Car Ownership is near – beginning of the fall of car ownership ...</td>
<td>3/2017</td>
</tr>
<tr>
<td>Cars 2025</td>
<td></td>
</tr>
<tr>
<td>Driverless vehicles: The future of car ownership is Pay-As-You-Go ...</td>
<td>2/2017</td>
</tr>
<tr>
<td>Could Self-Driving Cars Spell the End of Ownership?</td>
<td>12/2015</td>
</tr>
<tr>
<td>Silicon Valley vs. Detroit: The Future of Car Ownership</td>
<td>3/2017</td>
</tr>
</tbody>
</table>
Projection – Autonomous/Vehicle Ownership

**The Car** - will grow smarter and more efficient, with high-efficient engines, lighter materials and autonomous driving vehicles.

**The Industry** – will evolve with new competition from tech companies, and suppliers capable of producing high-tech parts at low prices.

**The Driver** – will look at cars differently, sharing cars and using them as a space to consume media and make calls.

**Transportation Funding Model** – will have to evolve in anticipation of the change.
Summary

Knowledge of current revenues sources

Needs exceed current revenue model projections

Current revenue model not sustainable

Future Path

Questions
## DATE: 9-6-2017  TIME: 2:20 PM – 3:40 PM  LOCATION: Room 150

### MEETING CALLED BY
Chairman Tarleton

### BOARD ATTENDEES
Committee: Chairman Cullie Tarleton, Vice-Chairman John Pope, Landon Zimmer, Gus Tulloss, Terry Hutchens, Patrick Molamphy, Michael Wells, Jack Debnam

## AGENDA TOPICS

### 1. APPROVAL OF JULY MINUTES

**DISCUSSION SUMMARY**
Motion to approve made by Board Member Tulloss, seconded by Board Member Pope.

**ACTIONS TAKEN**
Motion to approve minutes as written passed unanimously.

### 2. SEVERE WEATHER PREPAREDNESS – EMILY MCGRAW, P. E., STATE MAINTENANCE OPERATIONS ENGINEER

NCDOT’s State Maintenance Operations Engineer, Mrs. Emily McGraw, provided a presentation on “Severe Weather Preparedness.” She discussed the types of severe weather in North Carolina for which the Department prepares including: hurricanes, winter weather precipitation, tornadoes, and heavy rains that may cause mudslides and rockslides. Declared weather events, which are larger disasters, will have federal reimbursements following the FEMA Public Assistance Program and FHWA Emergency Relief Program. Non-declared events, which are smaller and localized, use state funding. The Department’s Disaster Preparedness includes Training, Communication and Activation. Training provided by NCDOT includes Disaster Refreshers related to Fiscal Recovery, Tabletop Exercises, FEMA & FHWA Documentation Training, Annual Snow and Ice Training, Intra-agency Exercises, and “Dry Run” scenarios. Lessons learned are also reviewed with personnel. During a storm event, the Department promotes open internal cross division communications, as well as communications with other State Agencies, Local Government, State Emergency Response Team, and the National Weather Service to keep our staff and citizens safe. The Department employs internal communication tools like NCDOT Disaster Event Reporting which shows up-to-date information on preparation and response during active severe weather events. This tool also allows the Department to publish detailed information such as how many active personnel assisted in the event, the number of operating trucks/contract trucks, and additional information pertinent to the storm. The Department also utilizes external communication tools including TIMS (Traveler Information Management System), 511 and call centers to share travel information with the public. NCDOT has established “Sister” Divisions, where divisions are paired with another division(s) across the state in order to share resources during an event. Typically, with weather events in North Carolina, one area of the state is affected more than another area of the state. For instance, a hurricane may affect the eastern half of the state more than the western half. Western divisions may share their resources to help with the clean-up efforts of their sister divisions in the eastern part of the state. The discussion included updating Members of the Board regarding the emergency preparedness meetings. Members will receive briefings from the emergency preparedness meetings.

**ACTIONS TAKEN**
N/A
### 3. NCDOT Truck Parking Study – Charles Edwards, Director Strategic Planning / Logistics

**DISCUSSION SUMMARY**

In response to a request from the Legislature to study North Carolina’s truck parking facilities and demand analysis, the NCDOT undertook a 3 month statewide truck parking study that was completed in December 2016 and submitted to Legislature February 2017. The purposes of the study were to conduct an analysis of the adequacy of truck parking facilities and truck parking spaces in the State of North Carolina. Results of the study indicate that 85% of the 4,783 spaces in North Carolina are privately owned, and 15% are publicly owned. The study reviewed the top ten parking locations in North Carolina, finding that the facilities located along I-77 in Mt. Airy and Statesville, and along I-40 in Mocksville show a deficit of available truck parking spaces. The highest demand for truck parking occurs between 7:00 pm and Midnight. Study participants indicated that it is harder to find truck parking spaces in North Carolina than Georgia, South Carolina, Tennessee or Virginia. Opportunities and recommendations from the study include: partnering with truck travel centers to expand facilities, trial truck parking at selected weigh stations, utilizing weigh station technology to communicate truck parking, partnering with other states to promote truck parking detection systems, and coordinating with MPOs to develop mitigation strategies for public opposition to truck parking. The discussion included the anticipated increased need for spaces due to the compliance with the electronic logging devices that truck drivers are federally mandated to use effective in December 2017.

**ACTIONS TAKEN**

N/A

### 4. Superstreets in North Carolina – Jim Dunlop, P.E., Congestion Management Engineer

**DISCUSSION SUMMARY**

Mr. Jim Dunlop, Congestion Management Engineer, provided a presentation on the utilization of “Superstreet” designs in North Carolina. “Superstreets” are a type of intersection which leaves the main movement of traffic as is. Side street through and left traffic movements are redirected to turn right, and then make a U-turn to proceed in the desired direction. Advantages to Superstreet designs include improved safety, reduced delay to main street traffic, better ability to coordinate signals for improved traffic flow, and improved pedestrian movements. Signal phases are reduced to two phases, allowing more “green” time to the main street movement. The signals affect only one direction of main street travel. Overall, where Superstreet designs have been implemented, crashes have been reduced by up to 46%. Injury and fatal crashes are reduced by 22 to 63%.

**ACTIONS TAKEN**

N/A
# Highways Committee Agenda

**Board of Transportation**  
**October 4, 2017**

**Time:** 2:10 PM – 3:30 PM  
**Location:** 150

<table>
<thead>
<tr>
<th>Topic</th>
<th>Presenter</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Call to Order Roll Call Declaration of Quorum Approval of September 6, 2017 Meeting Minutes</td>
<td>Cullie Tarleton, Chair</td>
<td>2:10 pm</td>
</tr>
<tr>
<td>US 221 Projects in Ashe and Watauga Counties</td>
<td>Michael Pettyjohn, P. E., Division Engineer, Division 11</td>
<td>2:15 pm</td>
</tr>
<tr>
<td>NCDOT’s Utilization of Ramp Metering</td>
<td>Joey Hopkins, P. E., Division Engineer, Division 5</td>
<td>2:35 pm</td>
</tr>
<tr>
<td>Preparing for Autonomous Vehicles – Pavement Markings</td>
<td>J. Kevin Lacy, P. E., State Traffic Engineer, Transportation Mobility and Safety</td>
<td>2:55 pm</td>
</tr>
<tr>
<td>Study Fee Structure for Services Performed by the Division of Highways</td>
<td>Patrick Norman, P. E., Director of Highway Operations</td>
<td>3:15 pm</td>
</tr>
<tr>
<td>Other Discussion</td>
<td>Cullie Tarleton, Chair</td>
<td>3:20 pm</td>
</tr>
<tr>
<td>Adjourn</td>
<td>All</td>
<td>3:30 pm</td>
</tr>
</tbody>
</table>
Preparing for Autonomous Vehicles – Pavement Markings
Kevin Lacy, PE, State Traffic Engineer
October 4, 2017
Outline

• Autonomous Vehicle Navigation Technology
• Marking Standards (Federal and State)
• Pavement Marking Audits
• Maintenance of Pavement Marking
• Current Efforts
• Are We Ready
Potential Navigation Technology for Autonomous Vehicles

- High Resolution Mapping
- **Machine Vision: LIDAR, cameras, sensors, etc.**
- GPS and other signals
- Road Fingerprinting
- Crowd Sourcing
- Connected AV Infrastructure
“Machine Vision”

- NCHRP 20-102: Impacts of Connected Vehicles and Automated Vehicles on State and Local Transportation Agencies
  - Task Order: 20-102(06) Road Markings for Machine Vision
    - Phase I: Final staffing for release
    - Phase II: Testing in 2018
  - Develop minimum performance levels for pavement markings (retroreflectivity)
  - Uses LIDAR / Camera system (forward facing)
  - Study center, lane and edge lines, no-passing zone
  - Tests in wet, dry, day and night conditions; types of markings, recessed, temporary, pavement uniformity, vehicle speed, and other impacts
Pavement Marking Standards

• Manual on Uniform Traffic Control Devices for Streets and Highways, 2009
  – Indicates that markings must be visible at night and shall be retroreflective unless ambient illumination assures that the markings are adequately visible
  – All markings on Interstate highways shall be retroreflective
  – Future section will detail standards of retroreflectivity

• NC Statute (§ 136-30.1. Center line and pavement edge line markings)
  – Required to mark center and edge lines on all interstate, primary roads, and all paved secondary roads having an average traffic volume of 100 vehicles per day or more, and which are traffic service roads forming a connecting link in the State highway system.
  – Not required to mark local subdivision roads, loop roads, dead-end roads of less than one mile in length
  – Not required to mark roads on which curbing has been installed or which are less than 16 feet in width

• North Carolina Standard Specifications for Roads and Structures (Jan 2012)
  – Details the process of installing, replacing, maintaining markings
  – Reflectometer Requirements at time of install:
    • Thermoplastic / Polyurea (Long Life Marking): min 250-375 mcd/lux/m² (Yellow / White)
    • Paint: 200-225 mcd/lux/m² (Yellow / White)
Status of NC Pavement Marking

2017 NC MOBILE AUDIT

Minimum Retroreflectivity - 100

<table>
<thead>
<tr>
<th>Status of NC Pavement Marking</th>
<th>Interstate</th>
<th>Primary</th>
<th>Secondary</th>
<th>All Routes</th>
</tr>
</thead>
<tbody>
<tr>
<td>% of Traffic Marking Passing</td>
<td>90.5%</td>
<td>80.5%</td>
<td>57.6%</td>
<td>46.3%</td>
</tr>
<tr>
<td>% of Traffic Marking Marginal</td>
<td>8.2%</td>
<td>11.3%</td>
<td>27.1%</td>
<td>13.7%</td>
</tr>
<tr>
<td>% of Traffic Marking Failing</td>
<td>9.5%</td>
<td>0.0%</td>
<td>15.3%</td>
<td>39.9%</td>
</tr>
</tbody>
</table>
## Status of Retroreflectivity Minimum on State Maintained Roads, 2017 Audit

<table>
<thead>
<tr>
<th>Type</th>
<th>Total Miles</th>
<th>* % Meet Standard</th>
<th>* Miles Out of Tolerance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate</td>
<td>1,257</td>
<td>90.5%</td>
<td>120</td>
</tr>
<tr>
<td>Primary</td>
<td>13,805</td>
<td>80.5%</td>
<td>2,686</td>
</tr>
<tr>
<td>Secondary</td>
<td>64,546</td>
<td>27.1%</td>
<td><strong>45,000</strong></td>
</tr>
</tbody>
</table>

* Estimates are based on random samples during 2017 audit
** Not all secondary roads require pavement marking (~20% unmarked); this estimate provides a rough order of magnitude;
Status of Retroreflectivity Minimum on State Maintained Roads over 5 yrs

% Roadways Passing
Minimum Retroreflectivity - 100

Interstate
Primary
Secondary
Rough Order of Magnitude Pavement Marking Maint
Long Life Marking (LLM) vs Paint

<table>
<thead>
<tr>
<th>Type</th>
<th>$ Paint / application</th>
<th>$ Paint (8 yrs)</th>
<th>$ LLM / application</th>
<th>$ LLM (8 yrs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Secondary</td>
<td>$ 200M</td>
<td>$ 800M</td>
<td>$ 450M</td>
<td>$ 450M</td>
</tr>
<tr>
<td>Primary</td>
<td>$ 12M</td>
<td>$ 48M</td>
<td>$ 27M</td>
<td>$ 27M</td>
</tr>
<tr>
<td>Interstate</td>
<td>$ 0.7M</td>
<td>$ 2.8M</td>
<td>$ 1.4M</td>
<td>$ 1.4M</td>
</tr>
</tbody>
</table>

- Secondary / Primary Roads (78,351 miles)
  - Paint = ~$0.88 / ft of road every 2 years
  - Long Life Marking = ~1.92 / ft of road every 8 years
- Interstates (1,257 miles)
  - Paint = ~$1.12 / ft of road every 2 years
  - Long Life Marking = ~2.20 ft of road every 8 years
- Not all secondary roads require pavement marking
Current Efforts

• HB469 established the Fully Autonomous Vehicle Committee
• NCHRP research will start to establish better guidelines
• Additional $ to paving
• Markings eligible for more funding sources
• Letting larger contracts rather than chasing resurfacing
Are We Ready?

- Technologies requiring pavement markings
  - Interstates / primary roads: Yes, close to fully ready
  - Secondary roads: Depends

- Amount of miles to retrofit
  - Recommend converting to LLM for higher retroreflectivity and lifespan
  - ~50% reduction in cost over 8 years

- As ready as the manufacturers may or may not need us to be
  - Have not been approached to change anything, only to maintain “clear markings”
For More Information Contact:
Kevin Lacy, PE
jklacy1@ncdot.gov

http://www.ncav.org/
I-540 On-Ramp Signals

NCDOT Board Meeting – Highway Committee
Joey Hopkins, Division 5 Engineer
October 4, 2017
On-Ramp Signal Locations
(All locations westbound – toward RTP)

- Falls of Neuse Road (Exit 14)
- Six Forks Road (Exit 11)
- Creedmoor Road (Exit 9)
- Leesville Road (Exit 7)
On-Ramp Signals – Public Outreach
Public Outreach

- Tagline
- Brochure
- Website

www.ncdot.gov/projects/onrampsignals

Presentations
- CAMPO
- Local Officials Meeting
- Raleigh Northwest CAC
- Raleigh North CAC
- RTA
Public Outreach

- Public Meeting – 9/2016
  - 14,000+ postcards
  - News Release
  - Media Coverage
  - 74 attendees
On-Ramp Signals – Informational Video
Introducing On-ramp Signals in North Carolina

- What are on-ramp signals?
- How do they work?
- How will they benefit you?

https://www.youtube.com/watch?v=xb01eN8tRiM
Why Consider On-Ramp Signals for I-540?
Project Planning Studies

Ramp Metering Feasibility Study for Durham and Wake Counties (March 2013)

• Screening/detailed study of Triangle area freeways, arterials:
  - I-40, I-440, I-540
  - US 1, US 15/501
  - NC 147
• 77 candidate sites identified
• 34 sites carried forward for detailed analysis
• 21 sites identified suitable for on-ramp signals
Project Planning Studies

I-540 Westbound Ramp Metering Analysis (March 2014)

- Follow-up operational analysis to previous feasibility study
- In-depth analysis for 4 locations along I-540
- First pilot implementation sites in North Carolina
- Specific improvements identified for implementation at each site
Benefits of On-Ramp Signals
Benefits of On-Ramp Signals

• Benefits include:
  • More reliable travel times
  • Reduced congestion
  • Fewer collisions
  • Emission reduction
Reported peak period benefits in other cities…

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Location and Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>Travel time ****</td>
<td>Atlanta – 10%</td>
</tr>
<tr>
<td></td>
<td>Houston – 22%</td>
</tr>
<tr>
<td></td>
<td>Arlington – 10%</td>
</tr>
<tr>
<td>Travel speed ****</td>
<td>Milwaukee – 35%</td>
</tr>
<tr>
<td></td>
<td>Portland – 155%</td>
</tr>
<tr>
<td></td>
<td>Detroit – 8%</td>
</tr>
<tr>
<td>Crash rate ****</td>
<td>Phoenix – 16%</td>
</tr>
<tr>
<td></td>
<td>Milwaukee – 15%</td>
</tr>
<tr>
<td>Crash frequency ****</td>
<td>Portland – 43%</td>
</tr>
<tr>
<td></td>
<td>Sacramento – 50%</td>
</tr>
<tr>
<td></td>
<td>Los Angeles – 20%</td>
</tr>
<tr>
<td>Vehicle volume ****</td>
<td>Milwaukee – 22%</td>
</tr>
<tr>
<td></td>
<td>Sacramento – 5%</td>
</tr>
<tr>
<td></td>
<td>Detroit – 14%</td>
</tr>
</tbody>
</table>
I-540 Predicted Annual Reduction in Delay

- Most states ~20% annual reduction in delay
- For I-540: 20% annual reduction in delay = 14,000+ vehicle-hours
- 10-20% annual reduction in delay (measured in vehicle-hours)
- Translates to $300,000+ annual financial benefit to motorists
Possible Concerns with On-Ramp Signals
Possible On-Ramp Signal Concerns

• Concerns:
  • Uncertainty about Operation
  • Traffic backups onto side streets
  • Traffic diversion to other streets
  • Negative impact to travel time

• Solutions:
  • Outreach Efforts
  • Signing
  • Design and Signal Timing
  • Ongoing Monitoring

New warning signs for ramp metering
Project Activities and Timeframe
Project Construction

- Project construction cost - $2.5 million
- Timeframe 12/16 to 10/17
- Pavement Widening to Extend Ramps
- Signing and Pavement Markings
- Installation of On-Ramp Signals and “ITS” Elements (i.e. CCTV cameras)
- Anticipated Go Live 9/26/17
Questions?
US 221 Widening Project in Watauga and Ashe Counties

Mike Pettyjohn, Division 11 Engineer

September 6, 2017
Agenda

• Project Overview
• Project Development
• Project Highlights
Project Overview

• Work is underway to widen U.S. 221, from U.S. 421 in Deep Gap to U.S. 221 Business/N.C. 88 in Jefferson, into a four-lane median-divided highway.

• The 16.1-mile project is designed to improve traffic flow, increase capacity, reduce the number of crashes and increase regional connectivity along this highly traveled corridor.

• U.S. 221 is key to the High Country and connecting Boone with Jefferson. It is the main corridor into Ashe County for commuters and commercial vehicles alike. Ashe County is the largest producer of Christmas trees in the nation and is home to a GE Aviation plant.

• Much of the widening involves smoothing out curves and reducing grade inclines which provide a greater sight distance for all motorists.
Project Development

• Project identified as part of the Trust Fund law in 1989
• Through a collaboration of the Department, Legislature, and Ashe County the project was funded in 2009 STIP
• Sections A, B and D were transition projects upon the implementation of the STI law.
• Environmentally we have used the best fit to minimize impacts.
• Much public support for the project.
The widening project is being completed in five sections:

- U.S. 421 to Idlewild Road in Watauga and Ashe counties (referred to as Section A) is 2.8-miles with a construction cost of $25.6 million.
- Idlewild Road to North of South Fork New River in Ashe County (referred to as Section B) is 1.8 miles with a construction cost of $21.3 million.
- South Fork New River to South of N.C. 194 in Ashe County (referred to as Section C) is 4 miles with a construction cost of $53 million.
- South of N.C. 194 to North of N.C. 163 in Ashe County (referred to as Section D) is 4 miles long with a construction cost of $21 million.
- N.C. 163 to U.S. 221 Business/N.C. 88 in Jefferson (referred to as Section E) is 3.5 miles and is estimated to cost $15.4 million.
Project Map
Project Highlights

• US 421/US 221 Interchange
• Significant Grading
• Drainage Issues and Traffic Control
Questions?
## Multi-Modal Committee
### Meeting Minutes

**DATE:** 9/6/17  
**TIME:** 2:21 pm  
**LOCATION:** EIC

### Meeting Called by
Chairman Andy Perkins

### Board Attendees
Nina Szlosberg-Landis, Anthony Lathrop, Daniel McComas, Allen Moran, Valerie Jordan, Hugh Overholt, Tracy Dodson, Billy Clarke

### Agenda Topics

1. **Meeting Call to Order and Approval of June 28th, Minutes – Chairman Perkins**

   #### Discussion Summary
   Chairman Perkins called the committee to order, presented roll call, read the non-conflict statement and asked for a motion to approve the minutes as distributed.

   #### Actions Taken
   A motion to approve the June 28th 2017 Multi-Modal committee meeting minutes as distributed was made by Billy Clarke and seconded by Hugh Overholt. The committee approved unanimously.

2. **Funding Items (Aviation, PTD, Rail)**

   #### Discussion Summary
   Information was presented by Multi-Modal Directors for the Committee’s approval.

   #### Actions Taken
   - Motion to approve Aviation Funding Item made by Billy Clarke, and seconded by Tracy Dodson
   - Motion to approve PTD Funding Item made by Tracy Dodson and seconded by Anthony Lathrop.
   - Motion to approve Rail Funding Item made by Billy Clarke, and seconded by Hugh Overholt.
   All approved unanimously.

3. **Multi-Modal Updates – Chief Deputy David Howard**

   #### Discussion Summary
   - Chief Deputy Howard announced Julie White as the new Director of Multi-Modal Transportation and informed the committee that Kathy Richardson will be her Administrative Assistant and coordinate the Multi-Modal Committee starting with the November Board meeting.
   - Chief Deputy Howard welcomed back Harold Thomas as the new Ferry Director.
   - Chief Deputy Howard informed the committee that a standard template will be included the modes of transportations monthly report as a quick reference to Division highlights.
   - Chief Deputy Howard gave an update on Rail, Ferry, Bike & Ped, Aviation and PTD

   #### Actions Taken
   No action taken

4. **Public Transportation Division Presentation – Debbie Collins**

   #### Discussion Summary
   - Debbie Collins, Director of Public Transportation gave a presentation of PTD highlighting the division’s planning processes including their Strategic Plan and Community Connectivity Plan.
### ACTIONS TAKEN

<table>
<thead>
<tr>
<th>ACTION TAKEN</th>
<th>No action taken</th>
</tr>
</thead>
</table>

### 5. COMMENTS AND WRAP-UP

<table>
<thead>
<tr>
<th>DISCUSSION SUMMARY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nina Szlosberg-Landis and Andy Perkins suggested a working group with STI with the modes of transportation to figure out how to get more funding. Chairman Perkins asked about the piedmont transportation plan. Allen Paul reported that the Piedmont Improvement Program (PIP) is closed out for the year. Chairman Perkins thanked the rail staff and contractors for all their hard work.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ACTIONS TAKEN</th>
</tr>
</thead>
<tbody>
<tr>
<td>No action taken</td>
</tr>
</tbody>
</table>

Adjourned: 3.28 pm
<table>
<thead>
<tr>
<th><strong>TOPIC</strong></th>
<th><strong>PRESENTER</strong></th>
<th><strong>TIME</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Call to Order</td>
<td>Chairman Perkins</td>
<td>2:10-2:15</td>
</tr>
<tr>
<td>Roll Call</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Declaration of Quorum</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Approval of September 6, 2017 Meeting Minutes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Funding Items (Aviation, PTD, Rail)</td>
<td>Transit Directors</td>
<td>2:15-2:20</td>
</tr>
<tr>
<td>Multi-Modal Update</td>
<td>Julie White</td>
<td>2:20-2:25</td>
</tr>
<tr>
<td>Ferry Division Update</td>
<td>Harold Thomas</td>
<td>2:25-3:20</td>
</tr>
<tr>
<td></td>
<td>Jed Dixon</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Ed Timoney, Ferry</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Division Consultant,</td>
<td></td>
</tr>
<tr>
<td></td>
<td>RK&amp;K</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Committee Discussion</td>
<td></td>
</tr>
<tr>
<td>Adjourn</td>
<td>Chairman Perkins</td>
<td>3:20-3:30</td>
</tr>
</tbody>
</table>
### Projects

**Aviation Funding** - Executed the 2017 Federal Fiscal Year FAA Block Grant in September. This grant will provide $14.7M for projects at General Aviation (GA) Airports. We also executed one additional FAA Discretionary Grant for $2.2M for the Rutherford County Airport Pavement Rehab Project. This brings our total FAA Block Grant funds for FFY 2017 to $16.9M to be distributed among 62 NC GA Airports.

- We are finalizing our FY18-20 contract for Aviation DBE Program Services.
- Aircraft Fleet Plan Study Division of Aviation staff are meeting with all state agencies’ leadership and travel coordinators to inform them about our services and to survey them on a needs/use evaluation. This information will be used in the overall analysis to determine the appropriate aircraft fleet size and services.

- NC UAS (Drone) Permits issued are now at 1,963.

### Budget Updates

- Of the FY18 $100.5M in State Aviation Funding, 90% is obligated.
- Of the FFY 17 $16.9M in FAA Block Grant Funds, 93% is obligated.

### Announcements

- Holding a third UAS Workshop in Wilmington on September 28 at the McKeithan Center on the Cape Fear Community College North Campus. The purpose of these workshops is to show how beneficial and safe this technology can be with a focus on commercial and government drone operations and data mgmt.
- The N.C. Community College System approved the continuing education UAS curriculum developed by DoA staff. All community colleges in the state can now offer the curriculum, which will support UAS-related workforce development.
- Planning to hold our fourth UAS Workshop in Thomasville on October 12 at the Mary E. Rittling Conference Center at Davidson Community College. More info coming out soon.
- Hosting a WWII Warbird Event 10/19-22 at RDU Airport in our hangar and on the ramp. Will have a B-17, B-24, B-25, and a P-51 on display along with several aviation displays. Targeting school age groups. WWII & Korean War Vets will be eligible for VIP passes.

### Meetings Attended

Presentations were made at the following meetings:

- Sep 10-13 – Attended the National Association of State Aviation Officials (NASAO) Annual Convention and Tradeshow near Mobile, AL.
- Sep 18 – • Met with NCDOT Photogrammetry Unit to discuss crew and aircraft planning for future photo missions.
MULTI MODAL COMMITTEE
BICYCLE AND PEDESTRIAN DIVISION REPORT

BOARD OF TRANSPORTATION
OCTOBER 4, 2017

PROJECTS (Provide status/update for top 3-5 projects in respective mode)

- **Watch For Me NC** - The DBPT has received the 2017 Peter K. O’Rourke Special Achievement Award this year from the Governors Highway Safety Association for the Watch for Me NC program.
- **Planning Grant Initiative** - The program provides funding for municipalities across the state to develop comprehensive bicycle or pedestrian plans. Smaller communities with populations of less than 5,000 can also apply to develop combined bicycle and pedestrian plans. Currently, through this program, staff is managing 22 planning projects.
- **Active Routes to School Project** - Through a joint partnership between the NCDOT Safe Routes to School program and the NC Division of Public Health, ten Active Routes to School Regional Coordinators help to implement Safe Routes to School strategies in communities across North Carolina. From July 2016 through June 2017, the ARTS Program reached people of all ages across the state:
  - Walk to School Day events: 73,633 participants; 233 events planned as of 9/21/17
  - Walk/bike programs that occur on a regular basis: 15,616 students
  - Let’s Go NC! NCDOT Walking and Bicycling Skills Program: 292 teachers trained; 14,280 students taught

BUDGET UPDATES (Provide budget reporting pertinent to respective mode)

- No new updates

ANNOUNCEMENTS (Share updates on announcements/upcoming events in respective mode)

<table>
<thead>
<tr>
<th>NEW</th>
<th>UPCOMING</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2018 Bicycle and Pedestrian Planning Grant Initiative.</strong> – Applications are now being accepted. The deadline for application, to be submitted electronically, is Thursday, Nov. 9 at 5 p.m. The award selection committee will meet in January 2018 and the list of selected applicants will go to the Board in March 2018 for approval of funding. The Planning Grant Initiative has been very successful: in its first ten years, 183 municipalities have been awarded a planning grant, and a total of approximately $5.0 million has been allocated to these municipalities through this grant program. Municipal plans cover approximately 40% of state population and regional plans cover 60+ counties.</td>
<td><strong>Southeast Greenways and Trails Summit</strong> – Oct 1-3, 2017</td>
</tr>
<tr>
<td></td>
<td><strong>October 4, 2017 Walk to School Day</strong></td>
</tr>
<tr>
<td></td>
<td><strong>NC STIC and National STIC Network Meeting</strong> – Oct 19</td>
</tr>
<tr>
<td></td>
<td><strong>Vision Zero Task Force</strong> – Oct 26</td>
</tr>
<tr>
<td></td>
<td><strong>Bike/Walk NC Summit</strong> – Nov 2-4, 2017</td>
</tr>
</tbody>
</table>

MEETINGS ATTENDED (List any key meetings attended this month)

- Fall DHHS Conference – Sept 19-20
- GHSA CONFERENCE – LOUISVILLE KY – SEPT 18-19
- BICYCLE AND PEDESTRIAN/TRAFFIC SAFETY UNIT/BIKE WALK NC COORDINATION MEETING – SEPT 22
MULTI MODAL COMMITTEE
BICYCLE AND PEDESTRIAN DIVISION REPORT

- COUNCIL ON ACTIVE TRANSPORTATION – AASHTO – SEPT 26
- ECUSTA TRAIL UPDATE MEETING – SEPT 29
MULTI MODAL COMMITTEE
FERRY DIVISION REPORT

BOARD OF TRANSPORTATION
OCTOBER 4-5, 2017

PROJECTS (Provide status/update for top 3-5 projects in respective mode)

- Pedestrian Ferry Landside Amenities
  - Passenger shelter, parking and bathroom construction bids due 9.20.17
  - CAMA. USACE, DWQ permitting expected 10.20.17
- Platen 5
  - Soil and underground utility field work investigation completed. Conceptual Site Plan approved
  - Contractor working on storm water management design and concrete structural design 50% complete
  - Existing utilities and new ferry dimensions/weight info needs pushes design plans to January
- Floating Dock for Pedestrian Ferry
  - Design complete. Utility connections for ferry (shore side improvements) due 9.27.17
- Pedestrian Ferry
  - Armstrong Marine ordered major equipment (engines-water jets). Detailed engineering 70% complete
  - Delivery Date established as 6.1.18
- Current Dredge Studies

DREDGING SERVICES COST-BENEFIT ANALYSIS
Due February 1, 2018.

STUDY/USE OF DREDGE MANTEO
Due December 1, 2017.

FERRY DIVISION/LIFE-CYCLE PLAN FOR TERMINAL STRUCTURE REPAIRS AND REPLACEMENTS
November 1, 2017.

BUDGET UPDATES (Provide budget reporting pertinent to respective mode)

- FY 18
- Period Expenditures $6,967,762.86
- Vessel Replacement Accounts Balance Forward $ 9,329,105.22
- Shipyard Improvement Account Balance Forward $ 1,063,418.92

ANNOUNCEMENTS
(Share updates on announcements/upcoming events in respective mode)

NEW

Passenger Ferry Stakeholder Group Oct 18th.

UPCOMING
<table>
<thead>
<tr>
<th><strong>MEETINGS ATTENDED</strong> (List any key meetings attended this month)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Division tour for the Multi Modal Deputy Secretary and the NCGA Fiscal staff.</td>
</tr>
</tbody>
</table>
### Ridership (Vehicles)

<table>
<thead>
<tr>
<th>Ferry Routes</th>
<th>Aug 2017</th>
<th>Aug 2016</th>
<th>DELTA</th>
<th>FY17 YTD</th>
<th>FY16 YTD</th>
<th>DELTA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Currituck - Knotts Island</td>
<td>1,785</td>
<td>2,037</td>
<td>-12.4%</td>
<td>3,604</td>
<td>3,958</td>
<td>-8.9%</td>
</tr>
<tr>
<td>Hatteras - South Dock</td>
<td>28,810</td>
<td>38,276</td>
<td>-24.7%</td>
<td>65,122</td>
<td>79,406</td>
<td>-18.0%</td>
</tr>
<tr>
<td>Swan Quarter - Ocracoke</td>
<td>3,494</td>
<td>4,081</td>
<td>-14.4%</td>
<td>8,203</td>
<td>8,796</td>
<td>-6.7%</td>
</tr>
<tr>
<td>Cedar Island - Ocracoke</td>
<td>4,510</td>
<td>6,312</td>
<td>-28.5%</td>
<td>11,030</td>
<td>13,328</td>
<td>-17.2%</td>
</tr>
<tr>
<td>Aurora - Bayview</td>
<td>3,941</td>
<td>4,509</td>
<td>-12.6%</td>
<td>8,438</td>
<td>9,089</td>
<td>-7.2%</td>
</tr>
<tr>
<td>Cherry Branch - Minnesott</td>
<td>18,865</td>
<td>19,671</td>
<td>-4.1%</td>
<td>40,260</td>
<td>41,345</td>
<td>-2.6%</td>
</tr>
<tr>
<td>South Port - Fort Fisher</td>
<td>23,191</td>
<td>24,274</td>
<td>-4.5%</td>
<td>47,953</td>
<td>51,202</td>
<td>-6.3%</td>
</tr>
<tr>
<td>Emergency Ferry Rt.</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Monthly Total</td>
<td>84,596</td>
<td>99,160</td>
<td>-14.7%</td>
<td>184,610</td>
<td>207,124</td>
<td>-10.9%</td>
</tr>
<tr>
<td>Schedule Maintained</td>
<td>96.3%</td>
<td>99.2%</td>
<td>-2.9%</td>
<td>96.7%</td>
<td>98.2%</td>
<td>-1.5%</td>
</tr>
</tbody>
</table>

### Budget (Operations & Maintenance)

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<tr>
<th>Departments</th>
<th>FY2017 Spending Plan</th>
<th>Expenditures through Aug 2017</th>
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</thead>
<tbody>
<tr>
<td>Reservations &amp; Tolls</td>
<td>$356,074.00</td>
<td>$55,285.57</td>
</tr>
<tr>
<td>District 1 - Ferry Ops</td>
<td>$10,398,483.00</td>
<td>$2,509,551.48</td>
</tr>
<tr>
<td>District 2 - Ferry Ops</td>
<td>$8,049,597.00</td>
<td>$1,683,421.50</td>
</tr>
<tr>
<td>Ferry Equipment Maint</td>
<td>$13,270,111.00</td>
<td>$2,064,963.55</td>
</tr>
<tr>
<td>District 1 Field Maint</td>
<td>$481,520.00</td>
<td>$87,853.66</td>
</tr>
<tr>
<td>District 2 Field Maint</td>
<td>$591,042.00</td>
<td>$93,621.31</td>
</tr>
<tr>
<td>Facility Maint</td>
<td>$409,097.00</td>
<td>$91,918.07</td>
</tr>
<tr>
<td>Marine Maint</td>
<td>$1,238,433.00</td>
<td>$52,969.81</td>
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<tr>
<td>Computer Network</td>
<td>$344,000.00</td>
<td>$75,094.60</td>
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<tr>
<td>Ferry Div. Compliance</td>
<td>$1,188,495.00</td>
<td>$253,083.31</td>
</tr>
<tr>
<td>Ferry Division TOTAL</td>
<td>$36,326,852.00</td>
<td>$6,967,762.86</td>
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### Status of Capital Reserves Funds

<table>
<thead>
<tr>
<th>Routes</th>
<th>WBS</th>
<th>WBS Balance as of Aug 2017</th>
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<tbody>
<tr>
<td>FER Sys Cpt! All Routes</td>
<td>16SP.501.1</td>
<td>$271,744.50</td>
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<tr>
<td>FER D1 Currituck-Knotts Island Cap Reserve</td>
<td>16SP.511.1</td>
<td>$29,034.19</td>
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<tr>
<td>FER D1 Hatteras Inlet Cap Reserve</td>
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<td>$253,190.05</td>
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<tr>
<td>FER D1 Swan Quarter - Ocracoke Island Cap Reserve</td>
<td>16SP.513.1</td>
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</tr>
<tr>
<td>FER D1 Ocracoke Island of OI-Cedar Island Cap Reserve</td>
<td>16SP.514.1</td>
<td>$1,572,378.01</td>
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<tr>
<td>FER D2 Pamlico River Route Cap Reserve</td>
<td>16SP.521.1</td>
<td>$32,511.22</td>
</tr>
<tr>
<td>FER D2 Cherry Branch - Minnesott Beach Cap Reserve</td>
<td>16SP.522.1</td>
<td>$166,588.98</td>
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<tr>
<td>FER D2 Cedar Island of OI - Cedar Island Cap Reserve</td>
<td>16SP.523.1</td>
<td>$1,572,378.03</td>
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<tr>
<td>FER D3 South Port - Fort Fisher Cap Reserve</td>
<td>16SP.531.1</td>
<td>$3,682,165.20</td>
</tr>
<tr>
<td>FER Shipyard Capital Reserve</td>
<td>16SP.43</td>
<td>$1,063,418.92</td>
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<tr>
<td>Total</td>
<td>$10,392,524.14</td>
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### Missed Trips Summary for Month Reporting

<table>
<thead>
<tr>
<th>Ferry Routes</th>
<th>Scheduled</th>
<th>Missed</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>Expenditures</th>
<th>Aug 2017</th>
<th>Cumulative</th>
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</thead>
<tbody>
<tr>
<td>Currituck - Knotts Island</td>
<td>352</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td></td>
<td></td>
<td>16SP.43.1</td>
<td>$4,897.00</td>
<td>$762,276.77</td>
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<tr>
<td>Hatteras - South Dock</td>
<td>2,200</td>
<td>110</td>
<td>8</td>
<td>102</td>
<td></td>
<td></td>
<td>16SP.43.2</td>
<td>$44,661.69</td>
<td>$1,815,841.47</td>
</tr>
<tr>
<td>Swan Quarter - Ocracoke</td>
<td>248</td>
<td>13</td>
<td>1</td>
<td>12</td>
<td></td>
<td></td>
<td>16SP.43.2</td>
<td>$44,661.69</td>
<td>$1,815,841.47</td>
</tr>
<tr>
<td>Cedar Island - Ocracoke</td>
<td>310</td>
<td>23</td>
<td>1</td>
<td>48</td>
<td></td>
<td></td>
<td>16SP.43.2</td>
<td>$44,661.69</td>
<td>$1,815,841.47</td>
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<tr>
<td>Aurora - Bayview</td>
<td>434</td>
<td>26</td>
<td>6</td>
<td>20</td>
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<td></td>
<td>16SP.43.2</td>
<td>$44,661.69</td>
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</tr>
<tr>
<td>Cherry Branch - Minnesott</td>
<td>1,654</td>
<td>48</td>
<td>40</td>
<td>8</td>
<td></td>
<td></td>
<td>16SP.43.2</td>
<td>$44,661.69</td>
<td>$1,815,841.47</td>
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<tr>
<td>South Port - Fort Fisher</td>
<td>960</td>
<td>12</td>
<td>12</td>
<td></td>
<td></td>
<td></td>
<td>16SP.43.2</td>
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<td>$1,815,841.47</td>
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<tr>
<td>Monthly Total</td>
<td>6,158</td>
<td>238</td>
<td>53</td>
<td>48</td>
<td>5</td>
<td>132</td>
<td>16SP.43.2</td>
<td>$44,661.69</td>
<td>$1,815,841.47</td>
</tr>
</tbody>
</table>

### Shipyard Capital Reserve Brief

- **Commitment Line Items**: Value

### Updates or Comments

- **Total Commitments**: $0.00
- **Upcoming priorities**: Estimate
  - Water tower restoration: $500,000.00
  - Replace 30 year old chiller & boiler system: $200,000.00

**Other Missed Trips**: OBX Power Outage-HIO(100), SQ(12), CIO(18), Electric Car Stranded HIO(2)
Hatteras to Ocracoke Passenger Ferry

Presented by: Ed Timoney, Project Manager

October 4, 2017
In 2013, shoaling in the Hatteras Inlet forced the Ferry Division to use a longer, deeper route between Hatteras and Ocracoke (South Dock Terminal).
Hatteras Inlet

Hatteras Ferry Channel – 4.3-miles
- Emergency Area
- Federally Maintained
- Constant Dredging
- Up to 52 departures/day

Alternate Route – 9.5 miles
- Natural Deep Water Chanel
- Cost Up to $250,000 more per month in labor/fuel
- Up to 42 departures/day

Hatteras Ferry Channel
Continual Dredging Required

New Route
Passenger Ferry Feasibility Study

- Ferry route to Ocracoke changed due to shoaling
- Longer route caused reduction in number of crossings
- Longer wait times at terminals
- Unmet travel demand (vehicles leaving queue)
- Increase in labor, fuel, and maintenance costs

Approximately 9% of vehicles left the queue at Hatteras during the peak times. This loss of ridership directly results in lost visitor spending on Ocracoke.
Feasibility Study Findings

Hatteras-Ocracoke Historical Ridership

- Decrease in ridership
- Decrease in business revenue for Ocracoke and Hyde County

Eighty-six percent reported that the decrease in visitors has been a major challenge to business.

Almost all of survey respondents reported that long wait times at ferry docks are a major challenge to their business.
Feasibility Study Findings
Ferry Passenger Survey

Type of Participant
- Visitor-been at least one time before: 35%
- Resident: 1%
- Vendor: 1%
- Seasonal Resident: 1%

Annual Household Income
- Less than $24,999: 5%
- $25,000 to $49,999: 16%
- $50,000 to $99,999: 42%
- $100,000 or more: 37%

Number of Nights in Ocracoke
- Day Trip: 83%
- 1 night: 3%
- 1-2 weeks: 5%
- 2 nights: 2%
- 3-4 nights: 4%
- 5-6 nights: 3%

58% of respondents would rate their visit to Ocracoke as “Excellent”
94% of respondents would recommend Ocracoke Island to a friend
17 of the 20 respondents who would not recommend this trip to a friend experienced a long wait time for a ferry
Feasibility Study Findings
Ferry Passenger Survey

Difficulties during visit
- Long wait time at ferry terminal
- Lack of adequate parking spaces
- Longer than expected ferry ride
- Excessive traffic congestion
- Other

Mode of Transportation on Island
- Car/personal vehicle
- Walk
- Golf Cart
- Bicycle
- Scooter
Feasibility Study Findings

Recommendations Summary

In summary, the study team recommends the following:

- **Two approximately 100-passenger ferries** capable of cruising at approximately 25 knots.
- Using **Rollinson Channel** to access the Pamlico Sound and **Big Foot Slough** to access Silver Lake.
- **Eight round trips per day** with the first departure from Hatteras at 8:00 AM with the last departure from Ocracoke at 8:30 PM May through September.
- A **$15 round trip fare** per passenger.
- **Online and application-based ticketing.**
- Construction of an **open-sided terminal immediately adjacent to the existing Hatteras Terminal.**
- **Parking and passenger drop off** in the existing lot adjacent to the Hatteras Terminal.
- **Additional parking** located in the existing Graveyard of the Atlantic Museum parking or in a newly constructed lot adjacent to this facility with shuttle service to the Hatteras Terminal.
- A **system of signage**, including a variable message sign, at the approach to the Hatteras Terminal.
- **A floating platform** that allows for berthing of two vessels and side loading/unloading at Hatteras and Ocracoke.
- **Ocracoke docking** immediately adjacent to the existing Sound Class ferry docks.
- **A temporary terminal** located immediately adjacent to the National Parks Service Ocracoke Visitors Center.
- **A permanent terminal** in this same location that will accommodate the Ferry Division, NPS, and Hyde County.
- **A comprehensive signing package** to disperse passengers from the Ocracoke Terminal.
- **A loop transit system on Ocracoke** with 20-30 minute headways.
3 Main Project Components

**Terminal Improvements**
- Floating docks
- Parking
- Passenger Shelter
- Additional Bathrooms
- Ticket facilities

**Passenger Ferry**
- Aluminum Catamaran Fast Ferry
- 98 passenger
- Luggage and bicycle storage
- Snack Bar
- 28 knot Cruising Speed

**Ocracoke Transit System**
- 4 Open-Air Electric Shuttles
- Wheelchair accessible
- 12 mph (loaded)
- 8 Stop Transit Loop
The Vessels

Inboard Profile

Outboard Profile
Upper Deck

Main Deck

Hold
Terminal Improvements

Hatteras Terminal

Ocracoke – Silver Lake Terminal
Hatteras Terminal

Passenger Shelter
Ocracoke Terminal

Bathroom Addition

Passenger Shelter
Ocracoke Transit

- Two Vehicles
- Turnaround at South Point Road
- Ability to deviate 1/2 mile every hour

- NCDOT to provide 4 Passenger Shuttles to Hyde County
- Hyde County responsible for transit operations
- 3 Mile Transit Loop
- 8 Point-of-Interest Stops
Timeline

- **Terminal Improvements Planning, Design and Permitting**
- **Advertise Let Contract**
- **Terminal Improvements Construction**

**2016**
- Vessel Design
- Ticketing Website Design
- Transit Planning & Design
- Hyde County Operations Analysis

**2017**
- Advertise Let Contract
- Vessel Construction, Sea Trials, Delivery, and Coast Guard COI
- Ticketing Software IT Implementation
- Vehicle Bid Package

**2018**
- Vessel Operational (Goal – June 20)
- Software Testing
- Ticketing Software Operational
- Signage MFG and Installation
- Vehicle MFG & Delivery

- Hyde County Operational Set-Up
- Transit System Operational
### Hatteras to Ocracoke Passenger Ferry

#### Funding

**Project Funding**

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>NC GA Appropriation</td>
<td>$3,650,000</td>
</tr>
<tr>
<td>FLAP Funds</td>
<td>$5,470,288</td>
</tr>
<tr>
<td><strong>Total Funds Available</strong></td>
<td><strong>$9,120,288</strong></td>
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**Design & Engineering Contracts**

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engineering Fees</td>
<td>$100,000 (FL Project Management)</td>
</tr>
<tr>
<td>Elliot Bay Design Group</td>
<td>$465,641 (Vessel Design &amp; PS&amp;E Package)</td>
</tr>
<tr>
<td>EBDG Bid Support</td>
<td>$31,182</td>
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<tr>
<td>EBDG Lofting</td>
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<tr>
<td>EBDG Floating Docks</td>
<td>$45,667</td>
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<tr>
<td>PB</td>
<td>$954,364 (Transit &amp; Landward Design &amp; PS&amp;E F)</td>
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<tr>
<td>RK&amp;K</td>
<td>$402,500 (Project Management &amp; Inspection)</td>
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<td><strong>Funding - Prof Fees</strong></td>
<td><strong>$7,049,752</strong></td>
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**Based on A&E Estimates**

<table>
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<tr>
<th>Improvement</th>
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<tbody>
<tr>
<td>Grading &amp; EC</td>
<td>$38,500</td>
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<tr>
<td>Parking Lot (resurfacing &amp; striping)</td>
<td>$115,000</td>
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<tr>
<td>New Passenger Parking</td>
<td>$85,000</td>
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<tr>
<td>New Employee Parking Lot</td>
<td>$45,000</td>
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<tr>
<td>Passenger Waiting Amenities</td>
<td>$325,154</td>
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<tr>
<td>Floating Dock</td>
<td>$350,000</td>
</tr>
<tr>
<td>Ferry Utilities</td>
<td>$20,000</td>
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<tr>
<td>Signage</td>
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<tr>
<td>Mobilization &amp; Contingencies</td>
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<td><strong>Total</strong></td>
<td><strong>$1,065,654</strong></td>
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**Based on Estimates**

<table>
<thead>
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<tr>
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<tr>
<td>Passenger Pickup/Drop-Off</td>
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<td>Passenger Waiting Amenities</td>
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<td>Utility Improvements</td>
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<td>Bathroom Improvements</td>
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<tr>
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<td>Signage</td>
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<tr>
<td>Mobilization &amp; Contingencies</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>813,693</strong></td>
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**Ocracoke Transit Improvements**

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<thead>
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<th>Improvement</th>
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<tr>
<td>Passenger Vehicle Purchase (4 @ $35,000 each)</td>
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<td>Signage</td>
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<td><strong>Total</strong></td>
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<table>
<thead>
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<th>Item</th>
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<tr>
<td>Passenger Ferry Vessel</td>
<td>$4,470,716 Armstrong Marine Contract</td>
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<td>Ticketing System</td>
<td>$150,000</td>
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<tr>
<td>Remaining Funds</td>
<td>$382,689</td>
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Marketing and Communications

- Press Releases
- Earned Media
- Video
- Social Media

- Tourism Trade Shows
- Rack Cards
- Promotions
Local Input

Stakeholders Committee Established
Kick Off Meeting Scheduled for October 18th

- Dare | Hyde | Carteret | NC Tourism
- Ocracoke Business Community
- Cottage Rental Agencies
- National Park Service | Scenic Byway
PIEDMONT & CAROLINIAN PERFORMANCE SNAPSHOT
NCDOT RAIL DIVISION for the Month of JULY 2017

Ridership

<table>
<thead>
<tr>
<th></th>
<th>FFY17 JUL</th>
<th>FFY16 JUL</th>
<th>Δ</th>
<th>FFY17 YTD</th>
<th>FFY16 YTD</th>
<th>Δ</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carolinian</td>
<td>27,833</td>
<td>28,854</td>
<td>-4%</td>
<td>232,114</td>
<td>238,930</td>
<td>-3%</td>
</tr>
<tr>
<td>Piedmont</td>
<td>12,839</td>
<td>12,809</td>
<td>0.2%</td>
<td>122,487</td>
<td>127,816</td>
<td>-4%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>40,672</strong></td>
<td><strong>41,663</strong></td>
<td>-2%</td>
<td><strong>354,601</strong></td>
<td><strong>366,746</strong></td>
<td>-3%</td>
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</tbody>
</table>

Number of Trains

<table>
<thead>
<tr>
<th></th>
<th>FFY17 JUL</th>
<th>FFY16 JUL</th>
<th>Δ</th>
<th>FFY17 YTD</th>
<th>FFY16 YTD</th>
<th>Δ</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Service</td>
<td>Service</td>
<td></td>
</tr>
<tr>
<td>Carolinian</td>
<td>60</td>
<td>60</td>
<td></td>
<td>464</td>
<td>481</td>
<td>-4%</td>
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<tr>
<td>Piedmont</td>
<td>120</td>
<td>124</td>
<td></td>
<td>107</td>
<td>103</td>
<td>4%</td>
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</table>

Revenue

<table>
<thead>
<tr>
<th></th>
<th>FFY17 JUL</th>
<th>FFY16 JUL</th>
<th>Δ</th>
<th>FFY17 YTD</th>
<th>FFY16 YTD</th>
<th>Δ</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carolinian</td>
<td>$1,914,171</td>
<td>$2,008,241</td>
<td>-5%</td>
<td>$14,715,037</td>
<td>$15,037,178</td>
<td>-2%</td>
</tr>
<tr>
<td>Piedmont</td>
<td>$261,209</td>
<td>$261,292</td>
<td>-0.03%</td>
<td>$2,617,066</td>
<td>$2,701,046</td>
<td>-3%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$2,175,380</strong></td>
<td><strong>$2,269,533</strong></td>
<td>-4%</td>
<td><strong>$17,332,103</strong></td>
<td><strong>$17,738,224</strong></td>
<td>-2%</td>
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</table>

Amenities & Vending

<table>
<thead>
<tr>
<th></th>
<th>FFY17 JUL</th>
<th>FFY16 JUL</th>
<th>Δ</th>
<th>FFY17 YTD</th>
<th>FFY16 YTD</th>
<th>Δ</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mo. Surcharge + Vending Income</td>
<td>$19,995</td>
<td>$3,591</td>
<td>-4%</td>
<td>$16,404</td>
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<td></td>
</tr>
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</table>

July 2017 service modifications impacted 4 Piedmont trains and 2 Carolinian trains. On July 19, all Piedmont and Carolinian trains were cancelled due to PIP track work. Disruptions for PIP project work will continue to occur as necessary through completion of the project, but PIP track outages are anticipated to reduce significantly after July 2017. Average gasoline prices remained low in July 2017 but were $0.04 per gallon higher than in July 2016.

On-time Performance

*Carolinian and Piedmont delays were 8,456 and 2,781 minutes, respectively. FTI - Freight Train Interference; PTI - Passenger Train Interference; DISP - Dispatch Related; C&M - Construction, Maintenance; PAX - Any Passenger Related; O - All Other Delays (e.g. weather, mechanical). Carolinian trains arriving within 20 minutes and Piedmont trains within 10 minutes of schedule are considered on time.

Overall Customer Satisfaction

<table>
<thead>
<tr>
<th></th>
<th>FFY17 JUN</th>
<th>FFY16 YEAR-END</th>
<th>Δ</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carolinian</td>
<td>69%</td>
<td>75%</td>
<td>-6%</td>
</tr>
<tr>
<td>Piedmont</td>
<td>95%</td>
<td>90%</td>
<td>5%</td>
</tr>
</tbody>
</table>

*The customer satisfaction index (eCSI) is calculated from rider survey data conducted on line and is for one month prior to the current report month. Overall satisfaction is defined as average scores greater than or equal to 80. Customer satisfaction goals for FFY 2017 were 75% for the Carolinian and 90% for the Piedmont. Overall June eCSI for all Amtrak services was 77%.
## North Carolina City Pairs with Largest Ridership

<table>
<thead>
<tr>
<th>Rank</th>
<th>Carolinian</th>
<th>Piedmont</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Raleigh - Washington</td>
<td>Charlotte - Raleigh</td>
</tr>
<tr>
<td>2</td>
<td>Charlotte - Raleigh</td>
<td>Charlotte - Cary</td>
</tr>
<tr>
<td>3</td>
<td>Charlotte - Winston</td>
<td>Charlotte - Durham</td>
</tr>
<tr>
<td>4</td>
<td>Durham - Winston</td>
<td>Charlotte - Greensboro</td>
</tr>
<tr>
<td>5</td>
<td>Charlotte - New York</td>
<td>Greensboro - Raleigh</td>
</tr>
<tr>
<td>6</td>
<td>Greensboro - Winston</td>
<td>Cary - Greensboro</td>
</tr>
<tr>
<td>7</td>
<td>New York - Raleigh</td>
<td>Durham - Greensboro</td>
</tr>
<tr>
<td>8</td>
<td>Cary - Winston</td>
<td>Charlotte - High Point</td>
</tr>
<tr>
<td>9</td>
<td>Charlotte - Durham</td>
<td>Durham - Raleigh</td>
</tr>
<tr>
<td>10</td>
<td>Durham - New York</td>
<td>Cary - Durham</td>
</tr>
</tbody>
</table>

*Of the ten city pairs with the highest ridership, from the previous FFY month Durham - New York had the largest increase of 22% and Charlotte - New York the largest decrease of 18% for the Carolinian; Durham - Raleigh had the largest increase of 41% and Charlotte - Cary the largest decrease of 9% for the Piedmont. Highlights indicate increased ridership from July 2016 for the station pairs.

## Carolinian and Piedmont Total Ons-Offs at North Carolina Stations

<table>
<thead>
<tr>
<th></th>
<th>FFY17 JUL</th>
<th>FFY16 JUL</th>
<th>Δ</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charlotte</td>
<td>13,129</td>
<td>14,065</td>
<td>-7%</td>
</tr>
<tr>
<td>Raleigh</td>
<td>9,976</td>
<td>10,339</td>
<td>-4%</td>
</tr>
<tr>
<td>Greensboro</td>
<td>7,973</td>
<td>7,960</td>
<td>0.2%</td>
</tr>
<tr>
<td>Durham</td>
<td>6,381</td>
<td>6,471</td>
<td>-1%</td>
</tr>
<tr>
<td>Cary</td>
<td>5,348</td>
<td>5,370</td>
<td>-0.4%</td>
</tr>
<tr>
<td>Wilson</td>
<td>2,912</td>
<td>3,163</td>
<td>-8%</td>
</tr>
<tr>
<td>High Point</td>
<td>2,481</td>
<td>2,639</td>
<td>-6%</td>
</tr>
<tr>
<td>Burlington</td>
<td>2,153</td>
<td>1,982</td>
<td>9%</td>
</tr>
<tr>
<td>Salisbury</td>
<td>1,997</td>
<td>1,721</td>
<td>16%</td>
</tr>
<tr>
<td>Rocky Mount</td>
<td>1,960</td>
<td>2,006</td>
<td>-2%</td>
</tr>
<tr>
<td>Kannapolis</td>
<td>1,659</td>
<td>1,769</td>
<td>-6%</td>
</tr>
<tr>
<td>Selma-Smithfield</td>
<td>848</td>
<td>855</td>
<td>-1%</td>
</tr>
</tbody>
</table>

*The values represent passenger ons and offs at North Carolina stations for only state-supported routes and do not include those of other Amtrak services. The values should not be construed as total ridership.

## North Carolina Train Host Association

<table>
<thead>
<tr>
<th></th>
<th>FFY17 JUL</th>
<th>FFY17 YTD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Train Host Volunteer Hours</td>
<td>1,038</td>
<td>8,827</td>
</tr>
</tbody>
</table>

Go. Reconnect.
## Projects (Provide status/update for top 3-5 projects in respective mode)

- **PTD Training Conference** – our annual training conference was held at the UNC Friday Center on September 25-27, 2017. The program included NCDOT leadership from other areas such as: Office of Civil Rights, SPOT office, Division 5, RPOs, Enterprise Business Services and Transportation Planning Branch. Some of the hot topics featured at this year’s conference were: Human Trafficking, Active Shooter, FTA urban roundtable, CTP 2.0, P5 scoring and local input points, Being Prepared for Natural Disasters, Building a High Performing Team, FTA Drug and Alcohol Accountable Executive Requirements, Being a Champion of DBE Expectations, Ethics and Transparency and many more informative sessions. There were 197 registrants representing 17 urban and 72 rural transit systems.
- **Preparing for Proficiency Reviews** – in an effort to streamline oversight activities, PTD has rated systems based on risk shown in earlier reviews. We have also combined a couple of activities and created triggers for when additional technical assistance is needed. Training of our consultant partners and staff was held in early September.
- **Cost Allocation** – in an effort to get funding to transit systems on the fringe of urban areas, PTD has agreed to be the recipient of the urban funds for these subrecipients. This is the most complicated group of subrecipients based on the federal tracking of service delivery. PTD has created a cost allocation model and continues to provide training and technical assistance to them. The latest training was in September 13, 2017.

## Budget Updates (Provide budget reporting pertinent to respective mode)

- Agreements are being issued and other allocations processed.

## Announcements (Share updates on announcements/upcoming events in respective mode)

<table>
<thead>
<tr>
<th><strong>NEW</strong></th>
<th><strong>UPCOMING</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>The North Carolina Public Transportation Division’s first Innovation Award was given to Mountain Mobility/Buncombe County for on time performance incentive program.</td>
<td>Strategic Technical and Executive Committees – November 7, 2017</td>
</tr>
</tbody>
</table>

## Meetings Attended (List any key meetings attended this month)

Meetings attended / presentations made:
- Strategic Plan Technical Committee and consultant leadership 9/8/17, 9/14/2017
- TRB State Visit 9/19/17
- Go Triangle Workgroup for Durham Orange Light Rail 9/20/17
- EcoPRT Research Project site visit 9/29/17 [http://ecoprt.com](http://ecoprt.com/)
- North Carolina Institute of Medicine – Accountable Care Communities 9/25/17
MULTI MODAL COMMITTEE
RAIL DIVISION REPORT

BOARD OF TRANSPORTATION
OCTOBER 4, 2017

PROJECTS (Provide status/update for top 3-5 projects in respective mode)

- Capital Yard South Lead
  - The preconstruction meeting with selected contractor Civil Works Contracting of Wilmington is set for 9/26/2017. The contractor is expected to mobilize this first week of October.

- Charlotte Gateway Station Phase 1
  - Two agreements between the City of Charlotte, the Department, and Norfolk Southern will go to the October Board: 1) Charlotte Gateway Track and Structures Construction Agreement (CGSTCA); and 2) Charlotte Gateway Station Track Maintenance Agreement (CGSTMA). The Agreements define the terms under which the infrastructure will be paid for, construction roles and responsibilities, and City maintenance responsibility.

- Raleigh Union Station
  - The Lease from the City of Raleigh to the Department, and the Sublease from the Department to Amtrak, will go to the Board in November. Under the Lease, the Department will pay an annual fee of $232,350 per year to the City. Under the Sublease, Amtrak will pay an annual fee of approximately $50,000 to the Department, which represents the non-State-supported portion of the Lease for Silver Star service costs.

- Infrastructure for Rebuilding America (INFRA) & Transportation Investment Generating Economic Recovery (TIGER) Grants
  - DOT will prepare and submit INFRA grant applications for 3 large projects (>100M) to USDOT. There will be 2 Highway projects and 1 Rail project. The INFRA grant application deadline is November 2, 2017. The Rail Division will submit 2 TIGER grant applications, and the Public Transportation Division will submit 1 TIGER grant application. The TIGER grant application deadline is October 16, 2017.
  - The Rail Division will prepare and support INFRA and TIGER grant application for submittals from the Metropolitan Planning Organization’s and/or County.

BUDGET UPDATES (Provide budget reporting pertinent to respective mode)

- There are no budget updates at this time.
## ANNOUNCEMENTS
(Share updates on announcements/upcoming events in respective mode)

<table>
<thead>
<tr>
<th>New</th>
<th>UPCOMING</th>
</tr>
</thead>
</table>
|     | • Passenger Information Display Systems (PIDS)  
  ○ An agreement between the Department and Amtrak for PIDS at three stations in Cary, Durham and Burlington will go to the Board in November. The Agreement was previously approved by the Board in 2016 using American Recovery and Reinvestment Act (ARRA) funds. The November Board action will call for using State funds.  
  • 2017 FEDERAL RAILROAD ADMINISTRATION RAIL PROGRAM DELIVERY  
    WASHINGTON, DC  
    NOVEMBER 30-DECEMBER 1, 2017  
  • Southeast Regional Rail Plan  
    Raleigh, NC  
    (November 6-7, 2017)  
  • Northeast Corridor (NEC) Commission  
    Maryland DOT  
    (October 13, 2017)  
  • Federal Railroad Administration – “States As Railroads” Meeting  
    Washington, DC  
    October 30, 2017 |

## MEETINGS ATTENDED
(List any key meetings attended this month)

Meetings attended
• Global Appalachia (Sept. 12-13, 2017)  
• Standing Committee on Rail Transportation (SCORT) (Sept. 18-21, 2017)  
• American Railway Engineering and Maintenance-of-Way Association (AREMA) (Sept. 18-20, 2017)  
• Western North Carolina Railroads & Regional Economic Development Conference (Sept. 22, 2017)
Central Carolina Connector Update

NCDOT is partnering with CSX to construct an intermodal transfer hub and intermodal facility along the CSXT A-Line in Rocky Mount to benefit goods movements in and out of central and eastern North Carolina. Intermodal transportation moves freight in a container without any handling of the freight itself when changing modes. Intermodal transport allows shippers to combine the long-haul efficiencies of rail with the flexibility of short-haul trucks to achieve cost-effective, efficient and reliable freight transport. Those savings benefit North Carolina businesses and industries.

The facility in Rocky Mount will be the second intermodal hub of its kind in the eastern US (the first in Northwest Ohio). In addition to typical intermodal transfers from trucks to trains, the facility will serve as a rail hub where containers are switched between trains to and from destinations through CSX’s network.

The project includes the construction of the CCX intermodal hub terminal, construction of approximately seven miles of second mainline along the CSX A-Line, north of the terminal, and some limited highway improvements.

In total, the project is anticipated to cost $264 million. NCDOT is contributing $100 million in capital for the project and has provided $10 million for preliminary engineering. The state funding is included in the Transportation Improvement Program as TIP Project P-5711.

Project Benefits

- CCX provides shipper savings and access to domestic and international markets to existing industries and businesses in the Triangle and eastern North Carolina.
- CCX provides intermodal rail access to the Port of Wilmington and intermodal access in eastern NC.
- CCX will provide public benefits to both the state and nation. The benefits include less pavement maintenance, reduced traffic congestion, improved emissions, and fewer vehicular accidents. On their website, CSX notes that intermodal transportation can save shippers up to 40% on their transportation costs.
  - $1.77B in public benefits to the US over 30 years
  - $310M in public benefits to NC over 30 years
- CCX expects to process 240,000 to 505,000 containers per year over the next 20 years.
- CCX anticipates processing of more than 270,000 truckloads coming into the facility, after a four-year ramp up period.

- It eliminates nearly 194 million truck-miles from the nation’s highways and 16 million truck-miles from North Carolina’s highways.
- Over 30 years, CCX is anticipated to reduce truck-miles by over 7.3 billion miles.

Jobs and Economic Impact

- CCX will provide ongoing employment for 109 people in its opening year, 149 people by 2023, and 236 people by 2035
- The economic output in the first year would reach $33.9M and $684M by 2035.
- Economic impacts for areas surrounding CCX can be maximized through comprehensive planning. Once development reaches its full potential in ten to 15 years, CCX is anticipated to generate between 8,000 and 20,000 jobs. A Freight Strategic Master Plan is currently being prepared by the NCDOT Rail Division and Carolinas Gateway Partnership to help guide economic development and transportation needs surrounding CCX.

Project Schedule

- CSX is leading the design, environmental, and permitting process. NCDOT will review designs, environmental documents and permits.
- CSX is planning to open the facility for operation in late 2019; schedules are contingent on applicable local, state, and federal permits and approvals.

October Railroad Trivia Question

Who was the engineer of the first train into Raleigh and what was the name of the locomotive?

(See answer on page 6)
Fibertex Personal Care, a Danish textile company, will add 145 jobs in Asheboro with its first U.S. manufacturing facility, Governor Cooper announced today. The company plans to invest $60 million by December 31, 2021 with a project facilitated in part by a Job Development Investment Grant (JDIG). The Rail Division will invest $200,000 towards the construction of a $900,000 industrial spur track though the Rail Industrial Access Program.

“Fibertex Personal Care could go anywhere in the world, but they chose North Carolina,” said Governor Cooper. “Our state’s workforce and leadership in manufacturing and textiles brought this company here.”

Fibertex Personal Care manufactures nonwoven materials for different applications in the personal care industry, including diapers, feminine hygiene and incontinence care products.

“Fibertex Personal Care chose the right location in Asheboro for its first facility on U.S. soil,” said Senator Jerry W. Tillman. “I’m proud to welcome the company to our community.”

“The people of Randolph County are ready to welcome the Fibertex Personal Care people and get to work,” said Representative Pat B. Hurley. “Fibertex chose to locate here in Asheboro over any place in America, and we couldn’t be more excited.”

Partnering with N.C. Commerce and the EDPNC on this project were the N.C. General Assembly, the N.C. Community College System, the North Carolina Railroad Company, the City of Asheboro, Randolph County, the Randolph County Economic Development Corporation, Duke Energy and Norfolk Southern.

NCDOT and Blue Ridge Southern Railroad Make Safety Improvements at Crossings

The NCDOT Rail Division and Division 14 recently collaborated to improve two crossings on the Blue Ridge Southern Railroad in Jackson County, N.C. The first crossing improvement was Mineral Springs Road, SR 1456, where a two track timber and asphalt crossing was replaced with a rubber and asphalt crossing. This crossing has heavy truck traffic to a nearby industry and daily school bus use. The new surface provides a significantly improved and smoother crossing for highway traffic.

The second crossing improvement was on Dark Ridge Road, SR 1705. This single track timber and asphalt crossing was also changed to a rubber and asphalt crossing. The timbers were deteriorated, resulting in a rough ride for the motorists and school buses that used this crossing. The new surface will provide motorists with a smooth ride for many years to come.

Mineral Springs Road before improvements

Mineral Springs Road after improvements

Dark Ridge Road before improvements

Dark Ridge Road after improvements
Ridership & Revenue on NC By Train Service – *July 2017 vs. 2016

<table>
<thead>
<tr>
<th></th>
<th>RIDERSHIP</th>
<th></th>
<th>REVENUE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2017</td>
<td>2016</td>
<td>% +/-</td>
</tr>
<tr>
<td>Piedmont</td>
<td>12,839</td>
<td>12,809</td>
<td>0.2%</td>
</tr>
<tr>
<td>Carolinian</td>
<td>27,833</td>
<td>28,854</td>
<td>-4%</td>
</tr>
</tbody>
</table>

July 2017 service modifications impacted four Piedmont trains and two Carolinian trains. On July 19, all Piedmont and Carolinian trains were cancelled due to PIP track work. Track outages are anticipated to reduce significantly as PIP track construction is now complete. Average gasoline prices remained low in July 2017 but were $0.04 per gallon higher than in July 2016.

Rail Operations Manager Kyle Anderson Receives Prestigious Safety Certification

Kyle O. Anderson, Rail Operations Manager for the Rail Division, has earned the Public Sector - Manager of Environmental, Safety and Health (MESH) certification which is awarded to individuals who demonstrate achievement through education in occupational safety, health, and the environment. MESH is sponsored by the Safety and Health Council of North Carolina, NC State University, and the North Carolina Department of Labor.

“We are tremendously happy to recognize Kyle as a recipient of the Public Sector Manager of Environmental, Safety and Health certificate,” said North Carolina’s Commissioner of Labor Cherie Berry. “This program prepares managers for keeping their worksites safe and healthy, and that preparation improves employee protection and company productivity.”

The MESH program is designed to increase the professionalism of environmental, safety and health managers of commercial, residential or governmental construction sites in North Carolina through a rigorous series of continuing education programs. It strives to recognize environmental managers and raise industry standards, while increasing the value of these practitioners to their employers and others to whom their services are provided.

Visit Safety City at the 150th State Fair and Learn About Rail Safety

NCDOT Rail Division staff, along with Operation Lifesaver, will be on hand to share information about staying safe near railroad tracks for drivers and pedestrians, from Oct. 12-22 at the state fairgrounds.

All Aboard for the Lexington Barbecue Festival!

Go. Reconnect. NCBYTRAIN.ORG

Matthew D. Thompson, Safety and Health Council Marketing & Public Relations Manager, presents MESH certificate to Kyle Anderson (right).
Score a Touchdown by Riding NC By Train to Panther Games

It’s time for football! Get on board the train with other fans on the way to the game and skip the hassle of traffic and parking.

Back by popular demand for the 2017 football season, NC By Train is hosting its Panthers train to carry fans to and from select home games in Charlotte.

Passengers headed to the 1 p.m. Sunday games on the dates listed below can take Piedmont Train 73 from any of the eight stations along the corridor to Charlotte and return on Piedmont Train 76 at 5:15 p.m.

**Nov. 5, Dec. 10, Dec. 17, Dec. 24**

Tickets can be purchased now online at NCbyTrain.org.

The Charlotte Area Transit System is picking up passengers at the Charlotte station and dropping them off a few blocks from Bank of America Stadium. Passengers can request a transit pass from the conductor to travel from the Charlotte train station to the transportation center. The pass is valid for one ride and one transfer.

Out and About with NC By Train

Alison Boswell from the Rail Division Customer Service Team attended the Queen City Battle of the Bands and did tablings at four Historically Black Colleges and Universities (HBCU) - Johnson C. Smith, Livingston, Winston-Salem State, and North Carolina Central - to spread the word about NC By Train service and the benefits of the Multi-Ride Pass.

College students, families, and frequent travelers can save both time and money with a multi-ride pass for NC By Train. No reservations needed—skip the ticket line!

- Just hop on board and show your e-Ticket to the conductor
- Good for 10 rides (5 round trips) between paired cities
- Valid for 6 months from your first trip.
Raleigh Union Station Construction Photos – August 2017

View of south elevation with passenger concourse (center of photo), and footings for high-level center island platform (left center of photo)

South elevation detail
Front entrance of Charlotte Locomotive and Railcar Maintenance Facility office building

Grading work at rail yard side of office building

October Railroad Trivia Answer: Albert Johnson was NC’s first locomotive engineer and the first person to bring a train into Raleigh, March 21, 1840. The name of the locomotive was the “Tornado.” Mr. Johnson rose through the ranks to become the Master Mechanic and Superintendent of both the NCRR and the Raleigh & Gaston RR.
## ROAD/BRIDGE/FERRY NAMING COMMITTEE
### AGENDA

### BOARD OF TRANSPORTATION
#### OCTOBER 4, 2017

**TIME:** 11:00 AM  
**LOCATION:** Room 160

<table>
<thead>
<tr>
<th><strong>TOPIC</strong></th>
<th><strong>PRESENTER</strong></th>
<th><strong>TIME</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Call to Order</td>
<td>Mike Fox, Chair</td>
<td>11:00 AM</td>
</tr>
<tr>
<td>Roll Call</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Declaration of Quorum</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Non-Conflict Statement</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Approval of September 2017 Road/Bridge/Ferry Naming Committee Meeting Minutes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Championship Sign Discussion</td>
<td>Kevin Lacy</td>
<td>11:05 AM</td>
</tr>
<tr>
<td>Logo Panel Discussion</td>
<td>Kevin Lacy</td>
<td>11:15 AM</td>
</tr>
<tr>
<td>Adjourn</td>
<td>All</td>
<td>11:30 AM</td>
</tr>
</tbody>
</table>