

North Carolina Board of Transportation
Wednesday, January 8 and Thursday, January 9, 2014
Agenda

WEDNESDAY, JANUARY 8, 2014**9:00AM – 11:00AM**

<i>Committee Name</i>	<i>Location</i>
Multi-Modal Committee	Room 150
Highways Committee	EIC

11:00AM – 11:30AM

<i>Committee Name</i>	<i>Location</i>
Road Naming Committee	Room 160

11:00AM – 1:00PM - General Meeting Time & Lunch

- 11:00AM – 12:00PM Board Members to meet with
Division Engineers Various Locations
- 11:30AM Lunch is available
- 12:00 – 1:00 PM Working Lunch – Full Board Attendance Room 150
Public Private Partnership Policy Victor Barbour
Legislative Update LaNica Allison
Bonner Bridge Update Jerry Jennings
Ferry Operations Jed Dixon

1:00PM – 3:00PM

<i>Committee Name</i>	<i>Location</i>
Economic Development & Intergovernmental Relations Committee	Room 150
Funding & Appropriation Strategies Committee	EIC

3:00PM – 3:30 PM

<i>Committee Name</i>	<i>Location</i>
Audit Committee	Room 160

3:30PM Meeting - Board Chair and Committee Chairs Room 152

3:00PM – 5PM General Meeting Time Various Locations

THURSDAY, JANUARY 9, 2014 – 8:30 a.m.

Room 150

**Call to Order
Invocation
Approval of December Board Minutes
Ethics Declaration**

**Chairman Curran
Jim Palermo**

Information and Delegated Authority

Secretary's Remarks

Secretary Tata

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

**Update on Ferry Methodology
Implementing Vision for Strategic Transportation Investments Update
Division 6 Update**

**Richard Walls
Susan Pullium
Ed Grannis**

Action

Public Private Partnership Policy

Victor Barbour

Approval of Projects

Chairman Curran

- (Item G) Additions and Abandonments to State Secondary Road System
- (Item I) Public Transportation Program
 - (Item I-1) Public Transportation
- (Item J) Specific State Funds for Construction Projects
- (Item K) Strategic Transportation Investments Funding and Specific North Carolina Trust Funds
- (Item M) Funds for Specific Federal-Aid Projects
- (Item N) TIP Amendments
- (Item O) Municipal and Special Agreements
- (Item P) Municipal Street System Changes
- (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
Other Business
Adjourn**

Chairman Curran

PROJECTS LIST
NORTH CAROLINA BOARD OF TRANSPORTATION
RALEIGH, NORTH CAROLINA
January 8 - 9, 2014

Delegated Authority Secretary Tata

- (Item C) Award of Highway Construction Contracts from December 17, 2013 Letting
- (Item D) Award of Contracts to Private Firms for Engineering Services
- (Item E) Approval of Funds for Secondary Road Improvement Projects – Highway Fund and Highway Trust Fund
- (Item H) Approval of Funds for Division-wide Small Construction, Statewide Contingency, Economic Development, Public Access and Senate Bill 1005 Discretionary
- (Item L) Approval of Funds for Specific Spot Safety Improvement Projects

Action Chairman Curran

- (Item G) Additions and Abandonments to State Secondary Road System
- (Item I) Public Transportation Program
 - (Item I-1) Public Transportation
 - (Item I-2) Rail Program
- (Item J) Approval of Specific State Funds for Construction Projects
- (Item K) Approval of Strategic Transportation Investments Funding and Specific North Carolina Trust Funds
- (Item M) Approval of Funds for Specific Federal-Aid Projects
- (Item N) Revisions to the 2012-2020 STIP
- (Item O) Municipal and Special Agreements
- (Item P) Municipal Street System Changes
- (Item R) Right of Way Resolutions and Ordinances
- (Item S) Maintenance Allocations
- (Item T) Submission of Comprehensive Transportation Plans for Mutual Adoption by the Board of Transportation

NCDOT Board of Transportation Agenda

ITEM C

December 2013

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.
DECEMBER 17, 2013
DIVISION 00003

PAGE : 1 of 28
ITEM C

C203163
35501.3.D1
STATE FUNDED
BRUNSWICK
R-3432

PROPOSAL LENGTH 2.859 MILES

TYPE OF WORK WIDENING, GRADING, DRAINAGE, AND PAVING.

LOCATION SR-1163 (OLD GEORGETOWN RD EXT) FROM SR-1184 (OCEAN ISLE BEACH RD) TO NC-179.

EST CONST PROGRESS.... FY-2014..33% OF BID
FY-2015..52% OF BID
FY-2016..15% OF BID

RPN 001 4 BIDDER(S) MBE GOAL 5.00 % WBE GOAL 7.00%
ESTIMATE 9,800,044.43

DATE AVAILABLE JAN 27 2014

INTER COMPLETION NOV 15 2015 COMPLETE ALL WORK EXCEPT PLANTING/REFORESTATION OR
PERMANENT VEGETATION ESTABLISHMENT

FINAL COMPLETION MAY 13 2016

	\$ TOTALS	% DIFF
A. O. HARDEE & SON, INC. LITTLE RIVER, SC	8,924,649.38	-8.9
TRIANGLE GRADING & PAVING INC BURLINGTON, NC	9,968,633.03	+1.7
BARNHILL CONTRACTING COMPANY TARBORO, NC	10,363,548.77	+5.8
S. T. WOOTEN CORPORATION WILSON, NC	11,383,448.99	+16.2

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
DECEMBER 17, 2013
DIVISION 00003

PAGE : 2 of 28
ITEM C

C203468
3CR.10311.147, 3CR.10821.147, 3CR.20311.147, 3CR.20821.147
STATE FUNDED
DUPLIN, SAMPSON

PROPOSAL LENGTH 82.480 MILES

TYPE OF WORK MILLING, RESURFACING, RUMBLE STRIPS, AND SHOULDER RECONST.

LOCATION 3 SECTIONS OF US-117, 1 SECTION OF US-701, 1 SECTION OF NC-24, AND NC-50, AND 15 SECTIONS OF SECONDARY ROADS.

EST CONST PROGRESS.... FY-2014..55% OF BID
FY-2015..45% OF BID

RPN 002 1 BIDDER(S) MBE GOAL 4.00 % WBE GOAL 5.00%
ESTIMATE 11,683,559.49

DATE AVAILABLE MAR 17 2014

INTER COMPLETION NOV 20 2014 COMPLETE ALL WORK REQUIRED FOR MAPS 15 THRU 29

FINAL COMPLETION NOV 21 2014

BARNHILL CONTRACTING COMPANY TARBORO, NC \$ TOTALS % DIFF
11,471,167.67 -1.8

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
DECEMBER 17, 2013
DIVISION 00003

PAGE : 3 of 28
ITEM C

C203466
3CR.10671.151, 3CR.20671.151
STATE FUNDED
ON SLOW

PROPOSAL LENGTH 25.430 MILES

TYPE OF WORK MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.

LOCATION NC-172 FROM SR-1500 TO BEAR CREEK AND 10 SECTIONS OF SECONDARY ROADS.

EST CONST PROGRESS.... FY-2014..55% OF BID
FY-2015..45% OF BID

RPN 003 4 BIDDER(S) MBE GOAL 4.00 % WBE GOAL 6.00%
ESTIMATE 3,664,196.77

DATE AVAILABLE MAR 17 2014

FINAL COMPLETION NOV 21 2014

	\$ TOTALS	% DIFF
BARNHILL CONTRACTING COMPANY TARBORO, NC	3,435,794.62	-6.2
ROSE BROTHERS PAVING CO., INC. AHOSKIE, NC	3,974,199.48	+8.5
ON SLOW GRADING & PAVING INC. JACKSONVILLE, NC	4,194,117.63	+14.5
MORTON TRUCKING CO., INC. JACKSONVILLE, NC	4,777,721.10	+30.4

HIGHWAY LETTING
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 RALEIGH N.C.
 DECEMBER 17, 2013
 DIVISION 00003

PAGE : 4 of 28
 ITEM C

C203359
 38868.3.2
 NHS-0017(68)
 NEW HANOVER, BRUNSWICK
 R-3601

PROPOSAL LENGTH 1.676 MILES

TYPE OF WORK DESIGN BUILD.

LOCATION US-17/74/76 FROM NC-133/SR-1472 INTERCHANGE TO THE US-421/NC-133 INTERCHANGE.

EST CONST PROGRESS.... FY-2014..22% OF BID
 FY-2015..43% OF BID
 FY-2016..28% OF BID
 FY-2017..07% OF BID

RPN 030 3 BIDDER(S) DBE GOAL 11.00 %
 ESTIMATE 37,142,000.00

DATE AVAILABLE JAN 27 2014

FINAL COMPLETION NOV 15 2016

QUALITY ADJUSTED PRICE RANKING

PROPOSAL	TECH SCORE	QUALITY CREDIT %	ACTUAL CONT AMT (PRICE PROP)	ACT % DIFF	QUALITY VALUE	CONT AWARD BASIS (ADJ PRICE)	ADJ % DIFF
FLATIRON CONSTRUCTORS INC			51,681,772.00	+39.1			
S. T. WOOTEN CORPORATION			55,551,252.00	+49.6			
BARNHILL CONTRACTING COMPANY			60,476,178.96	+62.8			

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
DECEMBER 17, 2013
DIVISION 00004

PAGE : 5 of 28
ITEM C

C203288
40170.3.FD1
BRZ-1433(4)
NASH
B-4939

PROPOSAL LENGTH 0.080 MILES

TYPE OF WORK GRADING, DRAINAGE, PAVING, AND STRUCTURE.

LOCATION BRIDGE #156 OVER BASKET CREEK ON SR-1433.

EST CONST PROGRESS.... FY-2014..84% OF BID
FY-2015..16% OF BID

RPN 004 3 BIDDER(S) DBE GOAL 7.00 %

ESTIMATE 869,667.40

DATE AVAILABLE MAR 01 2014

INTER COMPLETION AUG 15 2014 COMPLETE ALL WORK EXCEPT PLANTING/REFORESTATION OR
PERMANENT VEGETATION ESTABLISHMENT

FINAL COMPLETION FEB 11 2015

	\$ TOTALS	% DIFF
S. T. WOOTEN CORPORATION WILSON, NC	923,782.39	+6.2
FSC II LLC DBA FRED SMITH COMPANY RALEIGH, NC	941,444.45	+8.3
PALMETTO INFRASTRUCTURE INC GREENVILLE, SC	980,352.20	+12.7

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
DECEMBER 17, 2013
DIVISION 00005

PAGE : 6 of 28
ITEM C

C203289
40146.3.FD1
BRZ-1140(9)
GRANVILLE
B-4944

PROPOSAL LENGTH 0.090 MILES

TYPE OF WORK GRADING, DRAINAGE, PAVING, AND STRUCTURE.

LOCATION BRIDGE #225 OVER KNAPP REEDS CREEK ON SR-1140.

EST CONST PROGRESS.... FY-2014..96% OF BID
FY-2015..04% OF BID

RPN 005 5 BIDDER(S) DBE GOAL 8.00 %

ESTIMATE 548,671.36

DATE AVAILABLE JAN 27 2014

INTER COMPLETION JUL 15 2014 COMPLETE ALL WORK EXCEPT PLANTING/REFORESTATION OR
PERMANENT VEGETATION ESTABLISHMENT

FINAL COMPLETION JAN 12 2015

	\$ TOTALS	% DIFF
SMITH-ROWE, LLC MOUNT AIRY, NC	538,780.07	-1.8
DANE CONSTRUCTION, INC. MOORESVILLE, NC	563,206.85	+2.6
THE HURLEY GROUP LLC DURHAM, NC	563,400.89	+2.7
FSC II LLC DBA FRED SMITH COMPANY RALEIGH, NC	571,659.00	+4.2
S. T. WOOTEN CORPORATION WILSON, NC	578,489.85	+5.4

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
DECEMBER 17, 2013
DIVISION 00005

PAGE : 7 of 28
ITEM C

C203255
52100.3.STR01T4
FRA-FR-HSR-0006-10-01-
WAKE
P-5201

PROPOSAL LENGTH 0.345 MILES

TYPE OF WORK GRADE SEPARATION, RAIL CROSSING, AND SIGNALS.

LOCATION MORRISVILLE PARKWAY - NORTH CAROLINA RAILROAD.

EST CONST PROGRESS.... FY-2014..16% OF BID
FY-2015..47% OF BID
FY-2016..30% OF BID
FY-2017..07% OF BID

RPN 006 5 BIDDER(S) DBE GOAL 10.00 %
ESTIMATE 12,013,906.43

DATE AVAILABLE MAR 15 2014

INTER COMPLETION NOV 15 2016 COMPLETE ALL WORK EXCEPT PLANTING/REFORESTATION OR
PERMANENT VEGETATION ESTABLISHMENT

FINAL COMPLETION MAY 15 2017

	\$ TOTALS	% DIFF
FSC II LLC DBA FRED SMITH COMPANY RALEIGH, NC	13,652,517.54	+13.6
CROWDER CONSTRUCTION COMPANY CHARLOTTE, NC	14,869,553.33	+23.8
BLYTHE CONSTRUCTION, INC. CHARLOTTE, NC	15,104,832.76	+25.7
W. C. ENGLISH, INC. LYNCHBURG, VA	15,933,578.72	+32.6
S. T. WOOTEN CORPORATION WILSON, NC	16,187,599.03	+34.7

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
DECEMBER 17, 2013
DIVISION 00005

PAGE : 8 of 28
ITEM C

C203473
5CR.10321.27, 5CR.20321.27
STATE FUNDED
DURHAM

PROPOSAL LENGTH 20.440 MILES

TYPE OF WORK MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.

LOCATION 1 SECTION OF US-70, US-70 BUS, NC-98/US-70 BUS, NC-751, AND NC-55, AND 4 SECTIONS OF SECONDARY ROADS.

EST CONST PROGRESS.... FY-2014..58% OF BID
FY-2015..42% OF BID

RPN 007 4 BIDDER(S) MBE GOAL 5.00 % WBE GOAL 6.00%
ESTIMATE 4,987,092.64

DATE AVAILABLE MAR 10 2014

FINAL COMPLETION NOV 14 2014

	\$ TOTALS	% DIFF
THE LANE CONSTRUCTION CORP CHESHIRE, CT	4,249,573.80	-14.8
CAROLINA SUNROCK LLC RALEIGH, NC	4,263,186.33	-14.5
BARNHILL CONTRACTING COMPANY TARBORO, NC	4,500,945.88	-9.7
FSC II LLC DBA FRED SMITH COMPANY RALEIGH, NC	4,512,948.89	-9.5

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
DECEMBER 17, 2013
DIVISION 00005

PAGE : 9 of 28
ITEM C

C203470
5CR.10391.14
STATE FUNDED
GRANVILLE

PROPOSAL LENGTH 12.800 MILES

TYPE OF WORK WIDENING, MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.

LOCATION 2 SECTIONS OF US-15 AND 1 SECTION OF US-158.

EST CONST PROGRESS.... FY-2014..68% OF BID
FY-2015..32% OF BID

RPN 008 4 BIDDER(S) MBE GOAL 4.00 % WBE GOAL 5.00%
ESTIMATE 3,499,968.34

DATE AVAILABLE MAR 17 2014

FINAL COMPLETION SEP 30 2014

	\$ TOTALS	% DIFF
CAROLINA SUNROCK LLC RALEIGH, NC	3,033,989.45	-13.3
THE LANE CONSTRUCTION CORP CHESHIRE, CT	3,035,992.65	-13.3
S. T. WOOTEN CORPORATION WILSON, NC	3,597,289.16	+2.8
FSC II LLC DBA FRED SMITH COMPANY RALEIGH, NC	4,068,178.90	+16.2

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
DECEMBER 17, 2013
DIVISION 00006

PAGE : 10 of 28
ITEM C

C203429
45464.3.FS1
NHS-0074(133)
COLUMBUS
R-5511

PROPOSAL LENGTH 10.570 MILES

TYPE OF WORK MILLING, RESURFACING, AND MILLED RUMBLE STRIPS.

LOCATION US-74 EBL FROM ROBESON COUNTY LINE TO WEST OF NC-242, AND FROM EAST OF NC-242 TO US-76.

EST CONST PROGRESS.... FY-2014..67% OF BID
FY-2015..33% OF BID

RPN 010 2 BIDDER(S) DBE GOAL 9.00 %
ESTIMATE 3,095,504.40

DATE AVAILABLE JAN 27 2014

FINAL COMPLETION NOV 15 2014

	\$ TOTALS	% DIFF
BARNHILL CONTRACTING COMPANY TARBORO, NC	2,687,576.05	-13.2
JOHNSON BROS. UTILITY & PAVING COMPANY, INC. LILLINGTON, NC	2,937,629.44	-5.1

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
DECEMBER 17, 2013
DIVISION 00006

PAGE : 11 of 28
ITEM C

NOTE: THIS PROPOSAL COULD BE BID SEPARATELY OR IN COMBINATION WITH ONE OTHER PROPOSAL(S)

C203436
45468.3.FR1
STP-0020(7)
ROBESON
R-5514

PROPOSAL LENGTH 8.970 MILES

TYPE OF WORK MILLING, RESURFACING, AND AGGREGATE SHOULDER BORROW.

LOCATION NC-20 FROM SR-1732 (VETERAN'S RD) TO HOKE COUNTY LINE.

EST CONST PROGRESS.... FY-2014..73% OF BID
FY-2015..27% OF BID

RPN 011 2 BIDDER(S) DBE GOAL 8.00 %
ESTIMATE 1,724,349.55

DATE AVAILABLE JAN 27 2014

FINAL COMPLETION OCT 17 2014

	\$ TOTALS	% DIFF
JOHNSON BROS. UTILITY & PAVING COMPANY, INC. LILLINGTON, NC	1,438,060.73	-16.6
BARNHILL CONTRACTING COMPANY TARBORO, NC	1,460,080.84	-15.3

**** THIS PROJECT IS NOT PART OF THE LOW BID ****

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
DECEMBER 17, 2013
DIVISION 00006

PAGE : 12 of 28
ITEM C

NOTE: THIS PROPOSAL COULD BE BID SEPARATELY OR IN COMBINATION WITH ONE OTHER PROPOSAL(S)

C203440
45469.3.FR1
STP-0211(28)
ROBESON
R-5515

PROPOSAL LENGTH 2.300 MILES

TYPE OF WORK MILLING, AND RESURFACING.

LOCATION NC-211 FROM SR-1997 (PINE ST) TO NC-72.

EST CONST PROGRESS.... FY-2014..73% OF BID
FY-2015..27% OF BID

RPN 012 2 BIDDER(S) DBE GOAL 10.00 %

ESTIMATE 991,105.25

DATE AVAILABLE JAN 27 2014

FINAL COMPLETION OCT 17 2014

	\$ TOTALS	% DIFF
JOHNSON BROS. UTILITY & PAVING COMPANY, INC. LILLINGTON, NC	891,474.15	-10.1
BARNHILL CONTRACTING COMPANY TARBORO, NC	934,968.75	-5.7

**** THIS PROJECT IS NOT PART OF THE LOW BID ****

HIGHWAY LETTING
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 RALEIGH N.C.
 DECEMBER 17, 2013
 DIVISION 00006

NOTE: THIS PROPOSAL IS A COMBINATION OF THE ABOVE TWO PROPOSALS, ALLOWING THE CONTRACTOR THE OPTION OF BIDDING THE WORK SEPARATELY AND/OR COMBINED

C203463
 45468.3.FR1, 45469.3.FR1
 STP-0020(7), STP-0211(28)
 ROBESON
 R-5514, R-5515

PROPOSAL LENGTH 11.270 MILES

TYPE OF WORK MILLING, RESURFACING, AND AGGREGATE SHOULDER BORROW.

LOCATION NC-20 FROM SR-1732 (VETERAN'S RD) TO HOKE COUNTY LINE AND NC-211 FROM SR-1997 (PINE ST) TO NC-72.

EST CONST PROGRESS.... FY-2014..73% OF BID
 FY-2015..27% OF BID

RPN 013 1 BIDDER(S) DBE GOAL 10.00 %
 ESTIMATE 2,706,916.00

DATE AVAILABLE JAN 27 2014

FINAL COMPLETION OCT 17 2014

	\$ TOTALS	% DIFF
BARNHILL CONTRACTING COMPANY TARBORO, NC	2,329,509.26	-13.9
**** THIS IS A COMBINATION BID AND IS THE LOW BID ****		

***** SUMMARY OF LOW BID TOTAL FOR THE ABOVE COMBINATION *****

		INDIVIDUAL LOW BID	COMBINATION LOW BID
C203436	RPN 011	1,438,060.73	
C203440	RPN 012	891,474.15	
C203463	RPN 013		2,329,509.26
TOTALS		2,329,534.88	2,329,509.26

(NOTE: "RPN" IS AN ABBREVIATION FOR "REVISED PROJECT NUMBER".
 EACH PROJECT IS ASSIGNED AN RPN FOR DATA PROCESSING.)

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
DECEMBER 17, 2013
DIVISION 00006

PAGE : 14 of 28
ITEM C

C203461
6CR.10091.79, 6CR.10241.79, 6CR.10781.79, 6CR.20241.79
STATE FUNDED
BLADEN, COLUMBUS, ROBESON

PROPOSAL LENGTH 20.470 MILES

TYPE OF WORK WIDENING, MILLING & RESURFACING.

LOCATION 2 SECTIONS OF NC-41, 2 SECTIONS OF NC-87 AND 2 SECTIONS OF SECONDARY ROADS.

EST CONST PROGRESS.... FY-2014..73% OF BID
FY-2015..27% OF BID

RPN 014 3 BIDDER(S) MBE GOAL 4.00 % WBE GOAL 5.00%
ESTIMATE 3,318,971.70

DATE AVAILABLE JAN 27 2014

FINAL COMPLETION OCT 15 2014

	\$ TOTALS	% DIFF
HIGHLAND PAVING CO., LLC FAYETTEVILLE, NC	3,039,754.22	-8.4
BARNHILL CONTRACTING COMPANY TARBORO, NC	3,062,221.63	-7.7
JOHNSON BROS. UTILITY & PAVING COMPANY, INC. LILLINGTON, NC	3,131,254.78	-5.7

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
DECEMBER 17, 2013
DIVISION 00006

PAGE : 15 of 28
ITEM C

C203462
6CR.10261.79
STATE FUNDED
CUMBERLAND

PROPOSAL LENGTH 6.930 MILES

TYPE OF WORK MILLING, RESURFACING, RUMBLE STRPS, & AGGREGATE SHDR BORROW.

LOCATION US-301 FROM I-95 TO THE CAPE FEAR RIVER PROJECT, AND US-401 FROM BRIDGE OVER SR-3828 TO RAMSEY ST.

EST CONST PROGRESS.... FY-2014..70% OF BID
FY-2015..30% OF BID

RPN 015 3 BIDDER(S) MBE GOAL 5.00 % WBE GOAL 5.00%
ESTIMATE 3,203,709.92

DATE AVAILABLE MAR 01 2014

FINAL COMPLETION NOV 01 2014

	\$ TOTALS	% DIFF
HIGHLAND PAVING CO., LLC FAYETTEVILLE, NC	2,638,277.51	-17.6
BARNHILL CONTRACTING COMPANY TARBORO, NC	2,883,116.56	-10.0
JOHNSON BROS. UTILITY & PAVING COMPANY, INC. LILLINGTON, NC	2,883,238.19	-10.0

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
DECEMBER 17, 2013
DIVISION 00007

PAGE : 16 of 28
ITEM C

C203283
38440.3.FD1
BRZ-1128(6)
ROCKINGHAM
B-4623

PROPOSAL LENGTH 0.114 MILES

TYPE OF WORK GRADING, DRAINAGE, PAVING, AND STRUCTURE.

LOCATION BRIDGE #47 OVER HOGAN'S CREEK ON SR-1128.

EST CONST PROGRESS.... FY-2014..44% OF BID
FY-2015..56% OF BID

RPN 016 4 BIDDER(S) DBE GOAL 8.00 %
ESTIMATE 1,158,322.51

DATE AVAILABLE JAN 27 2014

INTER COMPLETION MAY 15 2015 COMPLETE ALL WORK EXCEPT PLANTING/REFORESTATION OR
PERMANENT VEGETATION ESTABLISHMENT

FINAL COMPLETION NOV 11 2015

	\$ TOTALS	% DIFF
YOUNG & MCQUEEN GRADING CO INC BURNSVILLE, NC	1,054,511.50	-9.0
SMITH-ROWE, LLC MOUNT AIRY, NC	1,123,167.28	-3.0
R.E. BURNS & SONS CO., INC. STATESVILLE, NC	1,158,772.85	+0.0
DANE CONSTRUCTION, INC. MOORESVILLE, NC	1,258,397.90	+8.6

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
DECEMBER 17, 2013
DIVISION 00007

PAGE : 17 of 28
ITEM C

C203451
7CR.10411.62
STATE FUNDED
GUILFORD

PROPOSAL LENGTH 2.272 MILES

TYPE OF WORK MILLING AND RESURFACING.

LOCATION I-85 BUS/US-29/US-70 FROM JOINT NORTH OF BRIDGE #197 TO JOINT NORTH OF BRIDGE #261.

EST CONST PROGRESS.... FY-2014..77% OF BID
FY-2015..23% OF BID

RPN 017 4 BIDDER(S) MBE GOAL 4.00 % WBE GOAL 5.00%
ESTIMATE 2,098,893.83

DATE AVAILABLE APR 13 2014

FINAL COMPLETION AUG 10 2014

	\$ TOTALS	% DIFF
SHARPE BROTHERS A DIV OF VECCELLIO & GROGAN, INC. GREENSBORO, N	1,580,305.19	-24.7
BLYTHE CONSTRUCTION, INC. CHARLOTTE, NC	1,727,475.98	-17.7
APAC - ATLANTIC, INC. THOMPSON ARTHUR DIVISION GREENSBORO, NC	1,755,684.00	-16.4
LARCO CONSTRUCTION A DIVISION OF BRANSCOME INC WINSTON SALEM,	1,887,300.45	-10.1

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
DECEMBER 17, 2013
DIVISION 00007

PAGE : 18 of 28
ITEM C

C203469
7CR.20411.63
STATE FUNDED
GUILFORD

PROPOSAL LENGTH 11.257 MILES

TYPE OF WORK MILLING, RESURFACING & SHOULDER RECONSTRUCTION.

LOCATION 8 SECTIONS OF SECONDARY ROADS.

EST CONST PROGRESS.... FY-2014..60% OF BID
FY-2015..40% OF BID

RPN 018 4 BIDDER(S) MBE GOAL 5.00 % WBE GOAL 5.00%
ESTIMATE 2,745,231.89

DATE AVAILABLE MAR 31 2014

FINAL COMPLETION OCT 09 2014

	\$ TOTALS	% DIFF
SHARPE BROTHERS A DIV OF VECCELLIO & GROGAN, INC. GREENSBORO, N	2,439,450.36	-11.1
BLYTHE CONSTRUCTION, INC. CHARLOTTE, NC	2,507,077.82	-8.7
LARCO CONSTRUCTION A DIVISION OF BRANSCOME INC WINSTON SALEM,	2,567,137.81	-6.5
APAC - ATLANTIC, INC. THOMPSON ARTHUR DIVISION GREENSBORO, NC	2,584,986.41	-5.8

HIGHWAY LETTING
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 RALEIGH N.C.
 DECEMBER 17, 2013
 DIVISION 00008

C203282
 38434.3.FD1
 BRZ-1163(6)
 RANDOLPH
 B-4609

PROPOSAL LENGTH 0.080 MILES

TYPE OF WORK GRADING, DRAINAGE, PAVING, AND STRUCTURE.

LOCATION BRIDGE #16 OVER TAYLOR CREEK ON SR-1163.

EST CONST PROGRESS.... FY-2014..95% OF BID
 FY-2015..05% OF BID

RPN 019 10 BIDDER(S) DBE GOAL 8.00 %
 ESTIMATE 672,039.25

DATE AVAILABLE MAR 01 2014 THRU MAY 01 2014
 INTER COMPLETION COMPLETE ALL WORK EXCEPT PLANTING/REFORESTATION OR PERMANENT
 VEGETATION ESTABLISHMENT 135 DAYS AFTER START DATE
 FINAL COMPLETION 315 DAY(S) AFTER START DATE

	\$ TOTALS	% DIFF
COUNTRY BOY LANDSCAPING INC HARMONY, NC	578,888.88	-13.9
APAC - ATLANTIC, INC. THOMPSON ARTHUR DIVISION GREENSBORO, NC	586,109.78	-12.8
SMITH-ROWE, LLC MOUNT AIRY, NC	594,927.17	-11.5
DELLINGER, INC. MONROE, NC	618,331.79	-8.0
R.E. BURNS & SONS CO., INC. STATESVILLE, NC	620,374.75	-7.7
TCB BUILDERS, LLC LEXINGTON, NC	645,496.85	-3.9
DANE CONSTRUCTION, INC. MOORESVILLE, NC	657,429.04	-2.2
YOUNG & MCQUEEN GRADING CO INC BURNSVILLE, NC	675,707.00	+0.5
THE HURLEY GROUP LLC DURHAM, NC	681,880.80	+1.5
LEE CONSTRUCTION COMPANY OF THE CAROLINAS, INC. CHARLOTTE, NC	754,032.95	+12.2

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
DECEMBER 17, 2013
DIVISION 00008

PAGE : 20 of 28
ITEM C

C203285
38586.3.FD1
BRSTP-0015(22)
SCOTLAND
B-4816

PROPOSAL LENGTH 0.208 MILES

TYPE OF WORK GRADING, DRAINAGE, PAVING, AND STRUCTURE.

LOCATION BRIDGE #65 OVER JUNIPER CREEK ON US-15/501.

EST CONST PROGRESS.... FY-2014..40% OF BID
FY-2015..59% OF BID
FY-2016..01% OF BID

RPN 020 4 BIDDER(S) DBE GOAL 8.00 %

ESTIMATE 1,938,904.35

DATE AVAILABLE JAN 27 2014

INTER COMPLETION JUL 15 2015 COMPLETE ALL WORK EXCEPT PLANTING/REFORESTATION OR
PERMANENT VEGETATION ESTABLISHMENT

FINAL COMPLETION JAN 11 2016

	\$ TOTALS	% DIFF
PALMETTO INFRASTRUCTURE INC GREENVILLE, SC	1,963,087.05	+1.2
DELLINGER, INC. MONROE, NC	1,964,200.59	+1.3
SMITH-ROWE, LLC MOUNT AIRY, NC	2,005,262.86	+3.4
THE HURLEY GROUP LLC DURHAM, NC	2,290,638.97	+18.1

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
DECEMBER 17, 2013
DIVISION 00010

PAGE : 21 of 28
ITEM C

C203286
38588.3.FD1
BRZ-1109(7)
STANLY
B-4818

PROPOSAL LENGTH 0.095 MILES

TYPE OF WORK GRADING, DRAINAGE, PAVING, AND STRUCTURE.

LOCATION BRIDGE #138 OVER ISLAND CREEK ON SR-1109.

EST CONST PROGRESS.... FY-2014..69% OF BID
FY-2015..31% OF BID

RPN 021 9 BIDDER(S) DBE GOAL 7.00 %

ESTIMATE 618,549.00

DATE AVAILABLE APR 01 2014

INTER COMPLETION SEP 15 2014 COMPLETE ALL WORK EXCEPT PLANTING/REFORESTATION OR
PERMANENT VEGETATION ESTABLISHMENT

FINAL COMPLETION APR 01 2015

	\$ TOTALS	% DIFF
J. T. RUSSELL & SONS, INC. ALBEMARLE, NC	530,092.75	-14.3
SMITH-ROWE, LLC MOUNT AIRY, NC	535,902.32	-13.4
R.E. BURNS & SONS CO., INC. STATESVILLE, NC	546,292.94	-11.7
TCB BUILDERS, LLC LEXINGTON, NC	546,675.25	-11.6
COUNTRY BOY LANDSCAPING INC HARMONY, NC	583,888.88	-5.6
DANE CONSTRUCTION, INC. MOORESVILLE, NC	603,909.70	-2.4
DELLINGER, INC. MONROE, NC	625,328.15	+1.1
DEVERE CONSTRUCTION COMPANY, INC ALPENA, MI	667,428.26	+7.9
LEE CONSTRUCTION COMPANY OF THE CAROLINAS, INC. CHARLOTTE, NC	760,338.50	+22.9

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
DECEMBER 17, 2013
DIVISION 00011

PAGE : 22 of 28
ITEM C

C203287
38591.3.FD1
BRZ-1621(4)
SURRY
B-4821

PROPOSAL LENGTH 0.160 MILES

TYPE OF WORK GRADING, DRAINAGE, PAVING, AND STRUCTURE.

LOCATION BRIDGE #88 OVER PAUL'S CREEK ON SR-1621 (SPARGER RD).

EST CONST PROGRESS.... FY-2014..67% OF BID
FY-2015..33% OF BID

RPN 022 5 BIDDER(S) DBE GOAL 7.00 %
ESTIMATE 1,188,636.03

DATE AVAILABLE MAR 01 2014

INTER COMPLETION COMPLETE ALL WORK EXCEPT PLANTING/REFORESTATION OR PERMANENT
VEGETATION ESTABLISHMENT 195 DAYS AFTER ROAD CLOSURE

FINAL COMPLETION 375 DAY(S) AFTER ROAD CLOSURE

	\$ TOTALS	% DIFF
SMITH-ROWE, LLC MOUNT AIRY, NC	992,421.94	-16.5
JAMES R. VANNOY & SONS CONSTRUCTION COMPANY, INC JEFFERSON, NC	1,022,172.18	-14.0
JIMMY R. LYNCH & SONS, INC. PILOT MOUNTAIN, NC	1,127,168.33	-5.2
DEVERE CONSTRUCTION COMPANY, INC ALPENA, MI	1,161,904.90	-2.2
YOUNG & MCQUEEN GRADING CO INC BURNSVILLE, NC	1,180,971.11	-0.6

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
DECEMBER 17, 2013
DIVISION 00011

PAGE : 23 of 28
ITEM C
* RELET FROM OCT 15 2013

* C203477

11CR.10031.21, 11CR.10051.21, 11CR.20031.21, 11CR.20051.21

STATE FUNDED

ALLEGHANY, ASHE

PROPOSAL LENGTH 20.220 MILES

TYPE OF WORK RESURFACING & SHOULDER RECONSTRUCTION.

LOCATION US-21 FROM SR-1206 TO US-221, NC-194 FROM NC-88 TO SR-1644, NC-88 FROM NC-194 TO SR-1304 & 8 SECTIONS OF SECONDARY RDS.

EST CONST PROGRESS.... FY-2014..68% OF BID
FY-2015..32% OF BID

RPN 023 1 BIDDER(S) MBE GOAL 2.00 % WBE GOAL 5.00%
ESTIMATE 2,492,453.38

DATE AVAILABLE MAR 15 2014

FINAL COMPLETION SEP 30 2014

MAYMEAD, INC. MOUNTAIN CITY, TN \$ TOTALS % DIFF
2,749,498.89 +10.3

OCTOBER 15, 2013 LETTING

11CR.10031.21, 11CR.10051.21, 11CR.20031.21, 11CR.20051.21
STATE FUNDED
ALLEGHANY, ASHE
RPN 020

RESURFACING & SHOULDER RECONSTRUCTION.

DATE AVAILABLE MAR 15 2014
FINAL COMPLETION JUN 27 2014

ENGINEER'S ESTIMATE
\$2,357,089.13

MAYMEAD, INC. MOUNTAIN CITY, TN

\$ TOTALS % DIFF
2,788,579.89 +18.3

DECEMBER 17, 2013 LETTING

11CR.10031.21, 11CR.10051.21, 11CR.20031.21, 11CR.20051.21
STATE FUNDED
ALLEGHANY, ASHE
RPN 023

RESURFACING & SHOULDER RECONSTRUCTION.

DATE AVAILABLE MAR 15 2014
FINAL COMPLETION SEP 30 2014

ENGINEER'S ESTIMATE
\$2,492,453.38

MAYMEAD, INC. MOUNTAIN CITY, TN

\$ TOTALS % DIFF
2,749,498.89 +10.3

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
DECEMBER 17, 2013
DIVISION 00012

PAGE : 24 of 28
ITEM C

C203465
12CR.10181.14, 12CR.20181.19
STATE FUNDED
CATAWBA

PROPOSAL LENGTH 28.330 MILES

TYPE OF WORK MILLING, RESURFACING & SHOULDER RECONSTRUCTION.

LOCATION 1 SECTION OF US-70 S, 1 SECTION OF US-321, 1 SECTION OF NC-10 AND 14 SECTIONS OF
SECONDARY ROADS.

EST CONST PROGRESS.... FY-2014..58% OF BID
FY-2015..42% OF BID

RPN 024 2 BIDDER(S) MBE GOAL 4.00 % WBE GOAL 5.00%
ESTIMATE 6,014,924.59

DATE AVAILABLE MAR 17 2014

INTER COMPLETION AUG 22 2014 COMPLETE ALL WORK REQUIRED ON MAPS 4 & 9

FINAL COMPLETION NOV 14 2014

	\$ TOTALS	% DIFF
MAYMEAD, INC. MOUNTAIN CITY, TN	5,862,048.95	-2.5
J. T. RUSSELL & SONS, INC. ALBEMARLE, NC	5,971,745.73	-0.7

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
DECEMBER 17, 2013
DIVISION 00012

PAGE : 25 of 28
ITEM C

C203472
12CR.10231.12, 12CR.20231.17
STATE FUNDED
CLEVELAND

PROPOSAL LENGTH 21.310 MILES

TYPE OF WORK MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.

LOCATION 1 SECTION OF US-74 BUS, NC-161, AND NC-198, AND 7 SECTIONS OF SECONDARY ROADS.

EST CONST PROGRESS.... FY-2014..58% OF BID
FY-2015..42% OF BID

RPN 025 3 BIDDER(S) MBE GOAL 4.00 % WBE GOAL 5.00%
ESTIMATE 4,375,402.48

DATE AVAILABLE MAR 17 2014

FINAL COMPLETION NOV 14 2014

	\$ TOTALS	% DIFF
ASPHALT PAVING OF SHELBY, INC. SHELBY, NC	3,925,377.77	-10.3
SLOAN CONSTRUCTION A DIVISION OF REEVES CONSTRUCTION COMPANY	4,176,029.05	-4.6
THE LANE CONSTRUCTION CORP CHESHIRE, CT	4,240,907.14	-3.1

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
DECEMBER 17, 2013
DIVISION 00012

PAGE : 26 of 28
ITEM C

C203471
12CR.10491.16, 12CR.20491.17
STATE FUNDED
IREDELL

PROPOSAL LENGTH 57.460 MILES

TYPE OF WORK RESURFACING, AND SHOULDER RECONSTRUCTION.

LOCATION 1 SECTION OF US-21, NC-115, NC-152, AND NC-3, AND 64 SECTIONS OF SECONDARY ROADS.

EST CONST PROGRESS.... FY-2014..58% OF BID
FY-2015..42% OF BID

RPN 026 2 BIDDER(S) MBE GOAL 4.00 % WBE GOAL 4.00%
ESTIMATE 6,038,711.42

DATE AVAILABLE MAR 17 2014

INTER COMPLETION AUG 19 2014 COMPLETE ALL WORK REQUIRED ON MAPS 2 & 3

FINAL COMPLETION NOV 14 2014

	\$ TOTALS	% DIFF
MAYMEAD, INC. MOUNTAIN CITY, TN	5,819,503.10	-3.6
J. T. RUSSELL & SONS, INC. ALBEMARLE, NC	6,411,014.34	+6.2

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
DECEMBER 17, 2013
DIVISION 00012

C203467
12CR.10551.11, 12CR.20551.17
STATE FUNDED
LINCOLN

PROPOSAL LENGTH 18.640 MILES

TYPE OF WORK MILLING, RESURFACING & SHOULDER RECONSTRUCTION.

LOCATION NC-27 EAST FROM SR-1354 TO THE GASTON COUNTY LINE & 8 SECTIONS OF SECONDARY ROADS.

EST CONST PROGRESS.... FY-2014..58% OF BID
FY-2015..42% OF BID

RPN 027 4 BIDDER(S) MBE GOAL 4.00 % WBE GOAL 5.00%
ESTIMATE 2,914,714.94

DATE AVAILABLE MAR 17 2014

INTER COMPLETION AUG 22 2014 COMPLETE ALL WORK REQUIRED ON MAP 1

FINAL COMPLETION NOV 14 2014

	\$ TOTALS	% DIFF
MIDSTATE CONTRACTORS, INC. HICKORY, NC	2,595,413.00	-11.0
BLYTHE CONSTRUCTION, INC. CHARLOTTE, NC	2,654,709.20	-8.9
THE LANE CONSTRUCTION CORP CHESHIRE, CT	2,928,058.50	+0.5
J. T. RUSSELL & SONS, INC. ALBEMARLE, NC	2,958,965.89	+1.5

HIGHWAY LETTING
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 RALEIGH N.C.
 DECEMBER 17, 2013
 DIVISION 00014

C203434
 47042.3.FS1
 NHPP-040-1(248)34
 HAYWOOD
 I-5323

PROPOSAL LENGTH 2.370 MILES
 TYPE OF WORK PAVEMENT REHABILITATION.
 LOCATION I-40 FROM MM-34 TO MM-36.

EST CONST PROGRESS.... FY-2014..52% OF BID
 FY-2015..48% OF BID

RPN 028 2 BIDDER(S) DBE GOAL 7.00 %
ESTIMATE 4,780,377.90

DATE AVAILABLE APR 14 2014
 FINAL COMPLETION OCT 31 2014

	\$ TOTALS	% DIFF
HARRISON CONSTRUCTION COMPANY DIVISION OF APAC-ATLANTIC INC KN	3,879,178.13	-18.9
ROGERS GROUP, INC. NASHVILLE, TN	4,382,227.64	-8.3

ESTIMATE TOTAL	133,571,370.45	
LETTING TOTAL	142,576,921.47	+6.7

NCDOT January 2014 Board of Transportation Agenda

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

Transit

Rail

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

DIVISION 9

Project:	ARRA High Speed Intercity Passenger Rail Program 52000.1.STR06T3 (P-5206B) Rowan County Roadbed, Trackwork, and Roadway Design for Reid to North Kannapolis
Scope of Work:	Roadbed, Trackwork, and Roadway Design
Estimated Construction Cost:	\$5,800,000.00
Firm:	STV/Ralph Whitehead Associates, Inc., Charlotte, NC
Original Engineering Fee:	\$609,056.84
Previous Supplemental Fee:	\$221,975.16
Supplemental Fee:	\$ 12,904.09
Supplemental Work:	Utility Design - Sewer Line Extension
SPSF Utilization:	Hinde Engineering \$12,904.09 100%
Project:	ARRA High Speed Intercity Passenger Rail Program 52000.1.STR08T3 (P-5206C) Rowan County Railroad Roadbed from north of Mt. Hope Church Road to south of N. Central Avenue
Scope of Work:	Roadbed, Trackwork, and Roadway Design
Estimated Construction Cost:	\$9,800,000.00
Firm:	TGS Engineers, Cary, NC
Original Engineering Fee:	\$609,056.84
Previous Supplemental Fee:	\$377,982.81
Supplemental Fee:	\$ 14,904.89
Supplemental Work:	Revise Final Roadbed Grading Plans
SPSF Utilization:	100%

Preconstruction

Roadway Design

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

DIVISION 2

Project: 35781.1.2 (U-3315) Pitt County
Greenville – Stantonsburg Road-Tenth Street
Connector from Memorial Drive to SR 1702
(Evans Street)

Scope of work: Roadway Design, Transportation Management
Plans, Streetscape Design, Signal Design, and
Signal Cable Routing

Estimate construction cost: \$23,300,000.00

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

Original Engineering Fee: \$576,697.12

Previous Supplemental Fee: \$725,505.70

Supplemental Fee: \$ 51,610.17

Supplemental work: Roadway and Hydraulic Design, and Location &
Surveys to study alternate outfall drainage
systems, extend drainage improvements north of
5th Street, and incorporate right of way revisions.

SPSF Utilization: Rivers and Associates \$22,986.22
45%

DIVISION 5

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

Scope of work: Roadway and Hydraulic Design

Estimate construction cost: \$140,700,000.00

Firm: MA Engineering Consultants, Inc., Cary, NC

Original Engineering Fee: \$ 616,206

Previous Supplemental Fee: \$463,559.09

Supplemental Fee: \$ 95,313.82

Supplemental work: Roadway and Hydraulic Design to incorporate
revisions due to bridge location change, -Y- line
and service road changes, and the incorporation
of signing

DBE/SPSF Utilization: 100%

Right of Way

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 right of way acquisitions for the projects listed below for our Department to obligate available funds. Our staff was authorized to proceed with the actions required to employ private engineering firms in accordance with the policies and procedures adopted by the Board on May 7, 2009. This is for information only.

January 9, 2014

DIVISIONS 2 and 3

Project: 34442.2.S3 (R-2514B) Onslow and Jones Counties
Scope of Work: US 17 south of Belgrade to north of Maysville Right of Way acquisition, negotiations, and relocation assistance
Estimated Construction Cost: \$40,700,000.00
Firm: Telecommunication & Industrial Consulting Services Corporation (TELICS), Statesville, NC
Maximum Fee: \$148,072.06
SPSF Utilization: 0%

Geotechnical Engineering

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

STATEWIDE

Description of work: Geotechnical Engineering
Firm: ATC Associates, Inc., Raleigh, NC
Original Engineering Fee: \$400,000.00
Supplemental Fee: \$500,000.00
SPSF Utilization: 0%

Description of work: Geotechnical Engineering
Firm: Hart and Hickman, PC, Charlotte, NC
Original Engineering Fee: \$400,000.00
Previous Supplemental Fee: \$500,000.00
Supplemental Fee: \$500,000.00
SPSF Utilization: 0%

Description of work: Geotechnical Engineering
Firm: S&ME, Inc., Raleigh, NC
Original Engineering Fee: \$1,000,000.00
Previous Supplemental Fee: \$1,000,000.00
Supplemental Fee: \$ 750,000.00
SPSF Utilization: 0%

Description of work: Geotechnical Engineering
Firm: Terracon Consultants, Inc., Raleigh, NC
Original Engineering Fee: \$ 600,000.00
Previous Supplemental Fee: \$1,800,000.00
Supplemental Fee: \$ 600,000.00
SPSF Utilization: 0%

Project Development and Environmental Analysis - Project Development

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

DIVISION 6

Project: 45833.1.1 (U-5605) Cumberland County
SR 4202 (Odell Road) from the Fort Bragg
Boundary to NC 24/NC 87 (Bragg Boulevard)
in Spring Lake

Scope of Work: Environmental Assessment, FONSI, Capacity
Analysis, and Public Involvement

Estimated Construction Cost: \$3,850,000.00

Firm: STV Incorporated, Charlotte, NC

Maximum Engineering Fee: \$350,000.00

SPSF Utilization: Patriot Transportation Engineering \$70,000.00
20%

Project: 40231.1.1 (U-4900) Cumberland County
NC 210 (Murchison Road) from US 401
Bypass to Bernadine Street

Scope of Work: Environmental Assessment, FONSI,
Community Impact Assessment, Indirect and
Cumulative Impacts Assessment, Capacity
Analysis, and Public Involvement

Estimated Construction Cost: \$10,700,000.00

Firm: MA Engineering Consultants, Inc., Cary, NC

Maximum Engineering Fee: \$350,000.00

DBE/SPSF Utilization: 100%

DIVISION 10

Project: 38965.1.1 (U-2509) Mecklenburg County
Charlotte – US 74 (Independence Blvd.) from
Charlotte Outer Loop to Idlewild Road

Scope of Work: Preparation of Environmental Assessment,
FONSI, Community Impact
Assessment/Indirect and Cumulative Effects,
ICI Water Quality Assessments, Public
Involvement, Wetland and Stream Delineation,
T&E Studies, Preliminary Roadway Design
and Preliminary Hydraulics Report

Estimated Construction Cost: \$20,000,000.00

Firm: VHB Engineering, PC, Raleigh, NC

Maximum Engineering Fee: \$1,200,000.00

SPSF Utilization: The Catena Group \$120,000.00
10%

SPSF Utilization: Sungate Design Group \$60,000.00
5%

January 9, 2014

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 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. This is for information only.

DIVISION 3

Project:	40191.1.2 (U-4751/R-3300) New Hanover and Pender Counties	
Description of work:	The proposed extension of Military Cutoff Road (SR 1409) from US 17 (Market Street) to the Wilmington Bypass and the proposed US 17 Bypass of Hampstead from US 17 to US 17 north of Hampstead	
Estimated Construction Cost:	\$258,000,000.00	
Firm:	Mulkey, Inc., Cary, NC	
Original Engineering Fee:	\$1,575,000.00	
Previous Supplemental Fee:	\$1,500,000.00	
Supplemental Fee:	\$ 350,000.00	
DBE/WBE/SPSF Utilization:	Simon Resources, Inc.	\$35,000.00
	10%	

Transportation Mobility and Safety

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 prepare the North Carolina Highway Safety Plan. 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:	36283.15.5	
Scope of Work:	North Carolina Strategic Highway Safety Plan The Strategic Highway Safety Plan (SHSP) is a statewide-coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads. Strategically, the SHSP establishes statewide goals, objectives, and key emphasis areas for safety improvement	
Estimated Construction Cost:	N/A	
Firm:	VHB Engineering, PC, Raleigh, NC	
Maximum Engineering Fee:	\$347,505.28	
SPSF Utilization:	0%	

Strategic Planning

Transportation Planning

The following is a supplemental contract to a previous contract approved by the Board with the same engineering firms. This supplemental contract was 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. This is for information only.

STATEWIDE

Project:	W00820	
Scope of Work:	Statewide Travel Demand Model	
Estimated Construction Cost:	N/A	
Firm:	Parsons Brinckerhoff, Inc., Raleigh, NC	
Original Engineering Fee:	\$ 137,468.19	
Previous Supplemental Fee:	\$1,178,497.61	
Supplemental Fee:	\$ 553,300.93	
SPSF Utilization:	Clearbox Forecast Group	\$27,669.12
	5%	

NCDOT January 2014 Board of Transportation Agenda

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

Secondary Road Improvement Projects (Highway and Trust Funds)

County	SR No.	Description	Amount
Beaufort Div. 2	Various	Spot Improvements, Spot Stabilization, Paved Road Improvements, Replacement of Small Bridges with Pipe, Safety Projects, Etc. Increase Funds. WBS 2C.007024	\$731,496.35
Greene Div. 2	Various	Spot Improvements, Spot Stabilization, Paved Road Improvements, Replacement of Small Bridges with Pipe, Safety Projects, Etc. Increase Funds. WBS 2C.040009	\$902,633.75
Jones Div. 2	Various	Spot Improvements, Spot Stabilization, Paved Road Improvements, Replacement of Small Bridges with Pipe, Safety Projects, Etc. Increase Funds. WBS 2C.052014	\$501,040.81
Lenoir Div. 2	Various	Spot Improvements, Spot Stabilization, Paved Road Improvements, Replacement of Small Bridges with Pipe, Safety Projects, Etc. Increase Funds. WBS 2C.054016	\$1,204,989.55
Pitt Div. 2	Various	Spot Improvements, Spot Stabilization, Paved Road Improvements, Replacement of Small Bridges with Pipe, Safety Projects, Etc. Increase Funds. WBS 2C.074017	\$450,000.00
Halifax Div. 4	SR 1114 Piney Wood Road	Grade, Drain, Base & Pave. Increase Funds. WBS 4C.042064	\$368,966.87
Alamance Div. 7	SR 1301 St. Mark's Church Road	Construct Left Turn Lane. Increase Funds. WBS 43531	\$66,367.47
Chatham Div. 8	Various	System Preservation. Increase Funds. WBS 8SP.20194.15	\$913,900.00
Hoke Div. 8	Various	System Preservation. Increase Funds. WBS 8SP.20474.15	\$650,000.00

NCDOT January 2014 Board of Transportation Agenda

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

Secondary Road Improvement Projects (Highway and Trust Funds)

County	SR No.	Description	Amount
Montgomery Div. 8	Various	System Preservation. Increase Funds. WBS 8SP.20624.15	\$626,423.77
Lee Div. 8	Various	System Preservation. Increase Funds. WBS 8SP.20534.15	\$600,000.00
Moore Div. 8	Various	System Preservation. Increase Funds. WBS 8SP.20634.15	\$1,500,000.00
Randolph Div. 8	Various	System Preservation. Increase Funds. WBS 8SP.20764.15	\$779,700.00
Richmond Div. 8	Various	System Preservation. Increase Funds. WBS 8SP.20774.15	\$473,032.48
Scotland Div. 8	Various	System Preservation. Increase Funds. WBS 8SP.20834.15	\$439,408.65
Anson Div. 10	Various	System Preservation. Increase Funds. WBS 10SP.20044.4	\$342,784.13
Cabarrus Div. 10	Various	System Preservation. Increase Funds. WBS 10SP.20134.3	\$4,028.01
Cabarrus Div. 10	Various	System Preservation. Increase Funds. WBS 10SP.20134.4	\$11,669.88
Stanly Div. 10	Various	System Preservation. Increase Funds. WBS 10SP.20844.4	\$325,192.63
Union Div. 10	Various	System Preservation. Increase Funds. WBS 10SP.20904.3	\$729.57
Union Div. 10	Various	System Preservation. Increase Funds. WBS 10SP.20904.4	\$230,879.56
Haywood Div. 14	Various	System Preservation. Increase Funds. WBS 14SP.20444.1	\$307,011.00
Jackson Div. 14	Various	System Preservation. Increase Funds. WBS 14SP.20504.1	\$319,173.00

NCDOT January 2014 Board of Transportation Agenda

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

Secondary Road Improvement Projects (Highway and Trust Funds)

County	SR No.	Description	Amount
Swain Div. 14	Various	System Preservation. Increase Funds. WBS 14SP.20874.1	\$193,338.00

Closings

Division	County	WBS Element	Road Number / Name	Amount
Div. 14	Macon	14C.056009	Various Spot Improvements Increase and Close.	\$18,195.68

Deletions

County	SR No.	Reason	Amount
Lenoir Div. 2	SR 1572 Rouse Road	Construction of Turn Lanes. Funded By Another Source. WBS 42582	-\$50,000.00
Randolph Div. 8	SR 2892 Clint Caviness Road	GDB&P. Unavailable Right of Way. WBS 8C.076149	-\$419,808.08
Haywood Div. 14	SR 1829 Filter Plant Road	GDB&P. Project Partially Funded; Insufficient Funds To Complete. WBS 14C.044176	-\$110,000.00

Corrections:

WBS 8C.019111 was listed on the December 2013 BOT Agenda for an increase in the amount of \$4,629.52. The correct amount to increase should be \$78,113.85.

Secondary Road Construction Programs

Listed below for approval are counties for which Secondary Road Construction Programs, along with resolutions from County Commissioners, have been received:

	Total Amount Programmed
Division 5	
Warren County (FY 2013/2014)	\$144,974.61
Total	\$144,974.61

**North Carolina Department of Transportation
Secondary Roads Construction Program**

WARREN COUNTY

FY 2013-2014 Allocation	
Highway Fund (G.S 136-144b, c)	\$ 127,924.14
Previous Highway Fund Balance	\$ 17,050.47
Total	\$ 144,974.61

I. Paving Unpaved Roads **Programmed Paving Goal: 0.00 Miles**

II. General Secondary Road Improvements

A. Paved Road Improvements

<u>Priority Number</u>	<u>SR No.</u>	<u>Length (Miles)</u>	<u>Road Name and Description</u>	<u>Est. Cost</u>
	Various		Patching, widening and other improvements to various Secondary Roads.	\$111,071.74

Subtotal: \$111,071.74

**III. Additional funding needs of previously approved projects:
Surveys/Right of Way and Arcola EMS.**

Subtotal: \$33,902.87

GRAND TOTAL \$144,974.61

NCDOT January 2014 Board of Transportation Agenda

Road Additions:

County	Pet. No.	Length (Miles)	Description	Date of Report
Division 1 Currituck	50425	0.50 1.10 0.60 0.10	Carolina Club Subdivision Savannah Avenue Charleston Drive Carolina Club Drive, SR 1129 Ext. Richmond Court	9/25/13
Division 3 Onslow	50399	0.15 0.08	Worthington Place Subdivision Scout Lane Big Tree Lane	11/1/13
Onslow	50400	0.33 0.04 0.18 0.13	Turner Farms Subdivision Farmgate Drive Wagon Court Otter Creek Court Southwest Ridge Court	11/1/13
Onslow	50401	0.17	Sagewood Subdivision Rosemary Avenue	11/12/13
Division 4 Johnston	50402	0.10 0.04	Williams Farm Subdivision Rosepace Court Yourself Lane	10/23/13
Wayne	50403	0.20 0.35 0.26 0.03	Dobbs County Estate Subdivision Maryland Drive Graces Farm Road Stewarts Farm Road Martha Jeans Place	2/9/12
Division 5 Wake	50404	0.06	Tanners Creek Subdivision Shearling Way	11/14/13
Division 7 Guilford	50405	0.60 0.48	Wiley Park Subdivision Bisbee Drive, SR 4027 Ext. Tamarack Drive	10/18/11
Guilford	50406	0.59 0.08	Stonebridge Subdivision Chesterbrooke Drive Springberry Court	7/10/13
Guilford	50407	0.07	Sheraton Park Subdivision Beatle Drive, SR 3519 Ext.	9/24/13

January 9, 2014

NCDOT January 2014 Board of Transportation Agenda

Road Additions:

County	Pet. No.	Length (Miles)	Description	Date of Report
Division 7				
Guilford	50408	0.07	Sedgefield Subdivision Gaston Court	10/22/13
Guilford	50409	0.07	Hunter's Hills Subdivision Foxview Drive, SR 3633 Ext.	9/23/13
Orange	50410	0.17 0.62 0.41 0.07 0.08 0.07 0.04 0.04 0.09 0.09 0.14	Churton Grove Subdivision Berryman Boulevard East Hatterleigh Avenue West Hatterleigh Avenue Beddington Court Wisborough Court Rollesby Court Alderberry Court Maddington Place Enstone Court Hopesworth Court Coach House Lane	6/17/13
Division 9				
Davidson	50411	0.08 0.10	Lois Reich Estates Subdivision Mockwood Drive, SR 1535 Ext. Lois Reich Court	10/18/13
Forsyth	50412	0.11	Woodmont Subdivision	11/21/13
Forsyth	50413	0.18 0.03	Sunny Brook Subdivision Sunny Brook Drive Sunny Brook Court	11/8/13
Forsyth	50414	0.35	Robins Walk Subdivision Ramseur Drive	11/21/13
Forsyth	50415	0.16 0.32	Crow Hill Subdivision Mercia Court, SR 1865 Ext. Pfafftown Forest Drive	11/21/13
Division 10				
Union	50416	0.52 0.06 0.06	Oldstone Forest Subdivision Waxhaw Parkway Fletcher Court Bridger Point	10/30/13

January 9, 2014

NCDOT January 2014 Board of Transportation Agenda

Road Additions:

County	Pet. No.	Length (Miles)	Description	Date of Report
Division 10 Union	50417		Bridle Path Estates Subdivision	10/30/13
		0.55	Appomatox Drive	
		0.12	Stonehurst Lane	
		0.03	Corbin Court	
		0.04	Bristol Court	
		0.06	Marvin Branch Court	
		0.05	Pelham Lane	
Division 11 Wilkes	50418		Edgewood Landing Subdivision	9/9/13
		0.12	Jackson Drive	
		0.11	Bell Avenue	
Division 12 Lincoln	50419		Bordeaux Subdivision	12/3/13
		0.49	Bordeaux Drive	
		0.11	Burgundy Lane	

Road Abandonments:

County	Pet. No.	Length (Miles)	Description	Date of Report
Division 5 Wake	50420	0.19	SR 3095 Old Kit Creek Road	7/26/13
Wake	50421	0.17	Portion of SR 1600 Green Level Church Road	9/30/13
Vance	50422	0.07	SR 1458 First Street	11/26/13
Division 8 Randolph	50423	0.102	SR 3263 Evelyn Drive	10/24/13
Division 10 Mecklenburg	50424	0.12	Portion of SR 4982 Old Lancaster Highway	9/19/13

January 9, 2014

NCDOT January 2014 Board of Transportation Agenda

Corrections:

Division 1 – Dare County, Petition 50362, D. Victor Meekins Road was added for a length of 0.40 miles. The correct mileage should be 0.25.

Division 9 – Rowan County, SR 1382, Winona Avenue was added in 1952 for a length of 0.58 miles. The correct mileage should be 0.52

Division 11 – Ashe County, SR 1689 was added in 1966 for a length of 0.07 miles. The correct mileage should be 0.55 miles.

Division 11 – Caldwell County, SR 1330, Cannon Ridge Road was added June 10, 1954 for a length of 0.50 miles. The correct mileage should be 0.43 miles.

NCDOT JANUARY 2014 BOARD OF TRANSPORTATION AGENDA
Funds Request
Division-wide Small Construction, Statewide Contingency,
Public Access, Economic Development

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.

County	Description	Type	Amount
Div 2 Lenoir	City of Kinston – Removal of trees located on the shoulder of US-70 from the Neuse River Bridge to NC-58 near LCC WBS 48108	Small Construction <hr/> TOTAL	\$25,000.00 <hr/> \$25,000.00
Div 2 Pamlico	Construction and paving of driveway access for the Goose Creek Fire Dept WBS 48106	Public Access <hr/> TOTAL	\$24,500.00 <hr/> \$24,500.00
Div 3 Brunswick	Construction of a driveway for Winnabow VFD located on SR 1416 (Colon Mintz Rd NE) and the intersection of Irish Lane NE (non-system) WBS 48109	Public Access <hr/> TOTAL	\$25,000.00 <hr/> \$25,000.00
Div 3 Brunswick	Construction of driveway for Sunset Harbor Zion Hill VFD located on SR 1112 (Sunset Harbor Rd SE) and the intersection of SR 1182 (Cox Landing Rd SE) WBS 48110	Public Access <hr/> TOTAL	\$25,000.00 <hr/> \$25,000.00
Div 7 Alamance	City of Burlington – Widening for left turn on SR 1157 (White Kennel Rd) for the proposed Sheetz Distribution Center WBS 44116	Small Construction <hr/> TOTAL	\$120,000.00 <hr/> \$120,000.00
Div 7 Guilford	Town of Jamestown – Install curb & gutter, monolithic island, pedestrian signal, pavement markings, and crosswalk on SR 4228 (Vickery Chapel Rd) at SR 4121 (Main St) WBS 44126	Small Construction <hr/> TOTAL	\$55,000.00 <hr/> \$55,000.00
Div 9 Stokes	Grade, drain, base, and pave access road for Stokes-Rockingham Volunteer Fire Department off NC-772 WBS 44125	Public Access <hr/> TOTAL	\$20,000.00 <hr/> \$20,000.00

NCDOT JANUARY 2014 BOARD OF TRANSPORTATION AGENDA
Funds Request
Division-wide Small Construction, Statewide Contingency,
Public Access, Economic Development

County	Description	Type	Amount
Div 11 Caldwell	City of Lenoir – Modify existing traffic signal to signalize new driveway entrance into County’s office building at the intersection of US-64/NC-18 (Morganton Blvd) at Industrial Court (NS) WBS 44123	Small Construction	\$21,000.00
		TOTAL	\$21,000.00
Div 13 McDowell	Resurface NC-226A between NC-226 and Little Switzerland to improve ride quality Other funding: \$375,000 (Contract Resurfacing) WBS 13CR.10591.13	Contingency	\$500,000.00
		TOTAL	\$500,000.00

Deletions:

Lenoir County, Div 2 – WBS 42582 was established (02/09) to construct a right turn lane from SR 1572 (Rouse Rd) onto SR 1557 (Hull Rd) and a left turn lane from SR 1557 onto SR 1572; not pursuing project due to utility conflicts

Brunswick County, Div 3 – WBS 40473 was established (11/05) to construct dedicated left, through, and right turn lanes on SR 1304 (Pea Landing Road) at intersection with US-17 with scope change (12/07) to construct a “super street” design at this location; Project no longer warranted because subdivisions were never developed

Alamance County, Div 7 – WBS 43896 was established (06/13) to provide an exclusive right turn lane onto east bound US-70 (North Church St) by revising the pavement markings on SR 1719 (Sellars Mill Rd) and increasing the existing radius; project completed with alternate fund source

Caswell County, Div 7 – WBS 43720 was established (11/12) to Install stamped asphalt crosswalks at multiple locations on Court House Square; SR 1156 (West Main St), SR 1741 (Fire Department Dr), SR 1163 (Main St), and SR 1613 (Court Square); Project was funded by an alternate source

Rockingham County, Div 7 – WBS 42989 was established (08/10) for intersection improvements on NC-65 at NC-87 and construction of an access road to serve the new Rockingham County Courthouse and jail; ROW unavailable

**NCDOT JANUARY 2014 BOARD OF TRANSPORTATION AGENDA
Funds Request
Division-wide Small Construction, Statewide Contingency,
Public Access, Economic Development**

Correction:

Beaufort County, Div 2 – WBS 33733.3.1, included on the September 2013 Agenda to increase funds for the replacement of Bridge #324 on Water's St over a tributary of the Pungo River (Municipal project –TIP B-4500), should have been listed as Project 33733

Summary:	Number of Projects	9
	Number of Divisions	6
	Small Construction Commitment	\$221,000.00
	Public Access Commitment	\$94,500.00
	Contingency Commitment	\$500,000.00
	Economic Development	\$0.00
	TOTAL	\$815,500.00

<p>NCDOT JANUARY 2014 BOARD OF TRANSPORTATION AGENDA PUBLIC TRANSPORTATION DIVISION</p>

Item I-1-1A - STIP Approval is on next page

ADDITIONS to the Transit 2012-2018 STIP

STIP #	Transit Partner	DESCRIPTION	match	FUND	FY13 (000)	FY14 (000)	FY15 (000)	FY16 (000)	FY17 (000)	FY18 (000)	FY19 (000)
TA--5135	Triangle Transit	Bus Rehabilitation	FBUS	5339		\$222					
			Local	L		\$55					
TD-5267	Triangle Transit	Maintenance Facility Renovation	FBUS	5339		\$75					
			Local	L		\$19					
TD-5267	Goldsboro Wayne Transportation Authority	2013 Goldsboro Main St. Revitalization & Transportation Investment Project	TIGER DISC	TIGER DISC		\$10,000					
			Local	L		\$3,325					
TA-5136	Gastonia Transit System	ADA Van Replacement (3 Vans)	FUZ	5307			\$128				
			State	S			\$16				
			Local	L			\$16				
TA-5137	Gastonia Transit System	Supervisor's Vehicle Replacement	FUZ	5307							\$16
			State	S							\$2
			Local	L							\$2
TA-5138	Gastonia Transit System	Bus Replacement (3 Buses)	FUZ	5307			\$980				
			State	S			\$122				
			Local	L			\$123				

MODIFICATIONS to the Transit 2012-2018 STIP

STIP #	Transit Partner	DESCRIPTION	match	FUND	FY13 (000)	FY14 (000)	FY15 (000)	FY16 (000)	FY17 (000)	FY18 (000)	FY19 (000)
TS-5120	Winston Salem Transit System	Safety and Security – Min 1% set aside	FUZ	5307	\$41	\$41	\$41	\$41	\$41	\$41	\$41
			Local	L	\$10	\$10	\$10	\$10	\$10	\$10	\$10
TG-4805	Winston Salem Transit	Routine Capital-Bus Stop Shelters, benches, shop equipment, spare parts, engines, fare boxes, service vehicles, etc.	STPDA	STPDA		\$500					
			Local	L		\$125					
			FUZ	5307	\$685	\$685	\$685	\$685	\$685	\$685	\$685
			Local	L	\$171	\$171	\$171	\$171	\$171	\$171	\$171
TG-5117	Gastonia Transit	Routine Capital	FUZ	5307	\$130	\$181	\$300	\$303	\$306	\$309	\$312
			Local	L	\$26	\$45	\$75	\$76	\$77	\$77	\$78
TG-5117A	Gastonia Transit	Preventive Maintenance	FUZ	5307	\$280	\$500	\$400	\$404	\$408	\$412	\$416
			Local	L	\$70	\$125	\$100	\$101	\$102	\$103	\$104

ITEM I – 1A For Approval

TG5117B	Gastonia Transit	ADA Service	FUZ	5307	\$200	\$500	\$300	\$303	\$306	\$309	\$312
			Local	L	\$40	\$125	\$75	\$76	\$77	\$77	\$78
TO-5142	Gastonia Transit	Operating Assistance	FUZ	5307		\$850	\$1,034	\$1,044	\$1,055	\$1,065	\$1,076
			Local	L	\$850		\$1,034	\$1,044	\$1,055	\$1,065	\$1,076
			SMAP	SMAP		\$267	\$267	\$270	\$272	\$275	\$278
TS-5110	Gastonia Transit	Safety & Security	FUZ	5307	\$10	\$10	\$20	\$20	\$20	\$21	\$21
			Local	L	\$2	\$2	\$5	\$5	\$5	\$5	\$5

ADMINISTRATIVE MODIFICATIONS to the Transit 2012-2018 STIP

STIP #	Transit Partner	DESCRIPTION	match	FUND	FY12 (000)	FY13 (000)	FY14 (000)	FY15 (000)	FY16 (000)	FY17 (000)	FY18 (000)
TG-52277	Chapel Hill Transit	Routine Capital – Purchase bus stop shelters, benches, shop equip., spare parts, engines, fare box, support vehicles, replace/repair shop lifts	FBUS	5339			\$235				
			Local	L			\$59				
TA-5127	Winston Salem Transit	Replacement Bus – Large and Small	CMAQ	CMAQ			\$3,500				
			Local	L			\$618				
TA-4795A	Winston Salem Transit	Replacement Bus	STPDA	STPDA			\$3,400	\$3,600			
			Local	L			\$600	\$635			
			CMAQ	CMAQ			\$1,123				
			State	S			\$140				
			Local	L			\$140				

NCDOT January 2014 Board of Transportation Agenda**Rail Program**

Town/County Division	Project Description	Estimated Cost
	There will be no items presented for approval at the January 8, 2014 Board of Transportation meeting.	

**NCDOT January 2014 Board of Transportation Agenda
Approval of Specific State Funds for Construction Projects**

Town/ County Division PROJ. CATEGORY	Project Description	Estimated Cost
Buncombe Co. Div. 13 U-4014 REGIONAL	WBS 39044.3.1 US 25 (Mcdowell Street) -Tunnel under Victoria Road in Asheville. \$1,350,000.00 has previously been approved for construction. Additional funds are needed to cover expenditures that have or will exceed the previously authorized budget.	\$163,100.00
Clay Co. Div. 14 R-4416 STATEWIDE	WBS 38908.1.1 US 64 from 1.5 miles east of the west end of SR 1349 to 1.8 miles east of the east end of SR 1349. \$526,000.00 has previously been approved for preliminary engineering. Additional funds are requested.	\$149,150.00
ITEM J SUMMARY	2 PROJECTS	\$312,250.00

**NCDOT January 2014 Board of Transportation Agenda
Approval of Strategic Transportation Investments Funding**

Town/ County Division PROJ. CATEGORY	Project Description	Estimated Cost
Mecklenburg Co. Div. 10 R-0211EC STATEWIDE	WBS 34331.1.S1ATTY I-485 (Charlotte Outer Loop) at SR 3468 (Weddington Road). \$50,000.00 has previously been approved for corridor protection legal fees. Additional funds are requested.	\$30,000.00
Cherokee Co. Div. 14 R-5527A DIVISION	WBS 44097.3.D3 Construct bridge across the Valley River to serve new access road off US 19/74/129 near Murphy. Initial funds are requested for construction.	\$5,500,000.00
STRATEGIC TRANSPORTATION INVESTMENTS	2 PROJECTS	\$5,530,000.00

**NCDOT January 2014 Board of Transportation Agenda
Approval of Specific North Carolina Trust Funds - Intrastate System**

K-2

Town/ County Division PROJ. CATEGORY	Project Description	Estimated Cost
New Hanover/ Pender Cos. Div. 3 R-3300 STATEWIDE	WBS 40237.1.1 US 17 Hampstead Bypass from US 17 to US 17 north of Hampstead. \$1,200,000.00 has previously been approved for preliminary engineering. Additional funds are needed to cover expenditures that have or will exceed the previously authorized budget.	\$148,500.00

TRUST FUND INTRASTATE SUMMARY	1 PROJECT	\$148,500.00
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**NCDOT January 2014 Board of Transportation Agenda
Approval of Specific North Carolina Trust Funds - Urban Loops**

Town/ County Division PROJ. CATEGORY	Project Description	Estimated Cost
Winston- Salem/ Forsyth Co Div. 9 U-2579AB STATEWIDE	WBS 34839.2.4 Winston-Salem Northern Beltway Eastern Section (Future I-74) from I-40 to I-40 Business / US 421. \$28,522,739.00 has previously been approved for appraisal and advanced acquisition of specific parcels. Additional funds are requested for appraisal of Specific Parcel 869.	\$25,000.00
Winston- Salem/ Forsyth Co. Div. 9 U-2579E STATEWIDE	WBS 34839.2.8 Winston-Salem Northern Beltway (Eastern Section) from SR 2211 (Baux Mountain Road) to NC 8. \$3,628,991.00 has previously been approved for appraisal and advanced acquisition of specific parcels. Funds need to be decreased (\$25,000.00) and added to U-2579AB (WBS 34839.2.4).	-\$25,000.00
TRUST FUND URBAN LOOP	2 PROJECTS	\$0.00
STRATEGIC TRANSPORTATION INVESTMENTS	2 PROJECTS	\$5,530,000.00
TRUST FUND INTRASTATE SUMMARY	1 PROJECT	\$148,500.00
TRUST FUND URBAN LOOP	2 PROJECTS	\$0.00
SUMMARY OF FUNDS	5 PROJECTS	\$5,678,500.00

**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Spot Safety Improvement 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 Improvement Projects.

Town/ County Division	Project Description	Estimated Cost
Beaufort Co. Div. 2 SS-4902AP	WBS 43374.3.1 NC 33 near NC 306. \$309,000 in construction funds have previously been approved for widening and paved shoulder installation. Additional funds are needed due to an increase in construction costs. File 02-11-12675-3	\$67,000.00
Carteret Co. Div. 2 SS-4902BI	WBS 43973.3.1 SR 1124 (Nine Mile Road/Nine Foot Road) at SR 1125 (Lake Road). Initial construction funds are needed for intersection improvements including signing, pavement markings, and flashing beacons. File 02-13-24927C	\$4,800.00
Craven Co. Div. 2 SS-4902BH	WBS 43972.3.1 NC 55 at SR 1659 (Blueberry Road) and SR 1663 (Galloway Road), and eastward for approximately 500 feet. Initial construction funds are needed for leftover construction with a bulb-out installation for U-turns. File 02-13-23063C	\$36,000.00
Craven Co. Div. 2 SS-4902BJ	WBS 43974.3.1 SR 1004 (Brice's Creek Road/Madam Moore Road) between SR 1167 (Kelso Road) and south of SR 1186 (Baron Point Road). Initial construction funds are needed for widening, shoulder improvements, and pavement marking revisions. File 02-13-23721C	\$259,406.00
New Hanover Co. Div. 3 SS-4903BJ	WBS 43975.3.1 US 117/NC 132 (N. College Road) and SR 1318 (Blue Clay Road). Initial construction funds are needed for turn lane construction and traffic signal revisions. File 03-13-12273C	\$22,705.00

**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Spot Safety Improvement 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 Improvement Projects.

Town/ County Division PROJ. CATEGORY	Project Description	Estimated Cost
Wilmington/ New Hanover Co. Div. 3 SS-4903BK	WBS 43976.3.1 US 421/US 17 Business (Third Street) and US 76 West Bound (Wooster Street). Initial construction funds are needed for traffic signal revisions. File 03-13-24254C	\$46,120.00
Wilmington/ New Hanover Co. Div. 3 SS-4903BL	WBS 43977.3.1 US 117 (Shipyard Boulevard) and SR1209 (Independence Boulevard). Initial construction funds are needed for traffic signal revisions. File 03-13-24240C	\$8,000.00
Johnston Co. Div. 4 SS-4904CM	WBS 43978.3.1 US 301 between north of SR 2144 (Bagley Road) and south of SR 2399 (Truck Stop Road). SR 2127 (Shoeheel Road) southwest of SR 1934 (Old Beulah Road). Initial construction funds are needed for guardrail installation. File 04-13-24875C	\$112,000.00
Johnston Co. Div. 4 SS-4904CO	WBS 43980.3.1 SR 1143 (Strickland's Crossroads Road) between US 701 and SR 1009 (Devil's Racetrack Road). Initial construction funds are needed for widening. File 04-13-23863C	\$257,200.00
Goldsboro/ Wayne Co. Div. 4 SS-4904CN	WBS 43979.3.1 SR 1556 (Wayne Memorial Drive) between US 70 westbound ramps/SR 1555 (11th Street) and SR 1569 (Country Day Road). Initial construction funds are needed for median island construction. File 04-13-25130C	\$300,000.00

**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Spot Safety Improvement 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 Improvement Projects.

Town/ County Division PROJ. CATEGORY	Project Description	Estimated Cost
Raleigh/ Wake Co. Div. 5 SS-4905CB	WBS 43981.3.1 SR 2000 (Falls of Neuse Road) at Springfield Commons Drive. Initial construction funds are needed for directional crossover construction. File 05-13-6027C	\$40,000.00
Wake Co. Div. 5 SS-4905CC	WBS 43982.3.1 SR 1006 (Old Stage Road) near Waterville Street. Initial construction funds are needed for realignment, superelevation improvements, and shoulder revisions. File 05-13-6065C	\$176,000.00
Wake Co. Div. 5 SS-4905CC	WBS 43982.2.1 SR 1006 (Old Stage Road) near Waterville Street. Initial right of way and utilities funds are needed for realignment, superelevation improvements, and shoulder revisions. File 05-13-6065R	\$20,000.00
Wake Forest/ Wake Co. Div. 5 SS-4905CD	WBS 43983.2.1 Westbound US 1A (Main Street) at US 1 (Capital Boulevard). Initial right of way and utilities funds are needed for widening and turn lane construction. File 05-13-2995R	\$4,000.00
Wake Forest/ Wake Co. Div. 5 SS-4905CD	WBS 43983.3.1 Westbound US 1A (Main Street) at US 1 (Capital Boulevard). Initial construction funds are needed for widening and turn lane construction. File 05-13-2995C	\$117,600.00

**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Spot Safety Improvement 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 Improvement Projects.

Town/ County Division PROJ. CATEGORY	Project Description	Estimated Cost
Bladen Co. Div. 6 SS-4906BV	WBS 43985.2.1 SR 1150 (Peanut Plant Road) near Blue Heron Road. Initial right of way and utilities funds are needed for superelevation improvements and guardrail installation. File 06-13-26161R	\$800.00
Bladen Co. Div. 6 SS-4906BV	WBS 43985.3.1 SR 1150 (Peanut Plant Road) near Blue Heron Road. Initial construction funds are needed for superelevation improvements and guardrail installation. File 06-13-26161C	\$84,000.00
Robeson Co. Div. 6 SS-4906BU	WBS 43984.3.1 SR 1945 (Meadow Road) at SR 1984 (Linkhaw Road) and SR 1003 (Chicken Road) at SR 1339 (Deep Branch Road). Initial construction funds are needed for all-way stop installations. File 06-13-26081C	\$8,000.00
Hillsborough/ Orange Co. Div. 7 SS-4907AZ	WBS 43987.3.1 NC 86 (Churton Street) at SR 1150/SR 1002 (King Street), and NC 86 (Churton Street) at Margaret Street. Initial construction funds are needed for traffic signal and curb ramp revisions. File 07-13-866C	\$37,600.00
Rockingham Co. Div. 7 SS-4907AY	WBS 43986.3.1 NC 87/65 and SR 2413 (Vance Street) near Reidsville. Initial construction funds are needed for traffic signal installation. File 07-13-698C	\$27,200.00

**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Spot Safety Improvement 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 Improvement Projects.

Town/ County Division PROJ. CATEGORY	Project Description	Estimated Cost
Rockingham Co. Div. 7 SS-4907AY	WBS 43986.2.1 NC 87/65 and SR 2413 (Vance Street) near Reidsville. Initial right of way and utilities funds are needed for traffic signal installation. File 07-13-698R	\$800.00
Randolph Co. Div. 8 SS-4908AL	WBS 43988.3.1 US 220 Business at SR 2114 (Providence Church Road). Initial construction funds are needed for roundabout construction. File 08-13-6066C	\$108,000.00
Randolph Co. Div. 8 SS-4908AL	WBS 43988.2.1 US 220 Business at SR 2114 (Providence Church Road). Initial right of way and utilities funds are needed for roundabout construction. File 08-13-6066R	\$52,000.00
Davidson Co. Div. 9 SS-4909BB	WBS 43989.3.1 NC 150 south of SR 1158 (Wilson Road) near Lexington. Initial construction funds are needed for widening and superelevation improvements. File 09-13-597C	\$128,000.00
Davidson Co. Div. 9 SS-4909BB	WBS 43989.2.1 NC 150 south of SR 1158 (Wilson Road) near Lexington. Initial right of way and utilities funds are needed for widening and superelevation improvements. File 09-13-597R	\$1,600.00

**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Spot Safety Improvement 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 Improvement Projects.

Town/ County Division PROJ. CATEGORY	Project Description	Estimated Cost
Charlotte/ Mecklenburg Co. Div. 10 SS-4910BN	WBS 43990.3.1 SR 2935 (The Plaza) and Plaza Walk. Initial construction funds are needed for directional crossover installation. File 10-13-221C	\$88,000.00
Union Co. Div. 10 SS-4910BO	WBS 43991.2.1 NC 218 from SR 1525 (Mill Grove Road) to US 601 near Monroe. Initial right of way and utilities funds are needed for rumble strip installation, and turn lane installation and revisions. File 10-13-207R	\$60,000.00
Union Co. Div. 10 SS-4910BO	WBS 43991.3.1 NC 218 from SR 1525 (Mill Grove Road) to US 601 near Monroe. Initial construction funds are needed for rumble strip installation, and turn lane installation and revisions. File 10-13-207C	\$234,800.00
Longview/ Catawba Co. Div. 12 SS-4912AZ	WBS 43992.3.1 SR 1306 (2nd Avenue NW) at SR 1305 (23rd Street NW). Initial construction funds are needed for flashing beacon installation. File 12-13-204C	\$8,000.00
Dallas/ Gaston Co. Div. 12 SS-4912BB	WBS 43994.3.1 US 321 Bus./Dallas High Shoals at NC 275/NC 279/SR 1343. Initial construction funds are needed for traffic signal revisions. File 12-13-205C	\$24,000.00

**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Spot Safety Improvement 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 Improvement Projects.

Town/ County Division PROJ. CATEGORY	Project Description	Estimated Cost
Dallas/ Gaston Co. Div. 12 SS-4912BB	WBS 43994.2.1 US 321 Bus./Dallas High Shoals at NC 275/NC 279/SR 1343. Initial right of way and utilities funds are needed for traffic signal revisions. File 12-13-205R	\$4,000.00
Iredell Co. Div. 12 SS-4912BA	WBS 43993.3.1 SR 1100 (Brawley School Road) at SR 1178 (Blume Road). Initial construction funds are needed for traffic signal installation. File 12-13-203C	\$175,200.00
Iredell Co. Div. 12 SS-4912BA	WBS 43993.2.1 SR 1100 (Brawley School Road) at SR 1178 (Blume Road). Initial right of way and utilities funds are needed for traffic signal installation. File 12-13-203R	\$800.00
Buncombe Co. Div. 13 SS-4913BP	WBS 43995.3.1 NC 63 at SR 1384 (South Turkey Creek Road). Initial construction funds are needed for signing and sight distance improvements, and flasher installation. File 13-13-211C	\$36,000.00
Buncombe Co. Div. 13 SS-4913BP	WBS 43995.2.1 NC 63 at SR 1384 (South Turkey Creek Road). Initial right of way and utilities funds are needed for signing and sight distance improvements, and flasher installation. File 13-13-211R	\$4,000.00

**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Spot Safety Improvement 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 Improvement Projects.

Town/ County Division PROJ. CATEGORY	Project Description	Estimated Cost
Cherokee Co. Div. 14 SS-4914BP	WBS 43996.2.1 NC 141 from south of SR 1554 to north of SR 1554. Initial right of way and utilities funds are needed for turn lane construction and superelevation improvements. File 14-13-209R	\$12,000.00
Cherokee Co. Div. 14 SS-4914BP	WBS 43996.3.1 NC 141 from south of SR 1554 to north of SR 1554. Initial construction funds are needed for turn lane construction and superelevation improvements. File 14-13-209C	\$208,000.00
ITEM L SUMMARY	37 PROJECTS	\$2,773,631.00

**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 1

National Highway

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Bertie Co. R-5506 STATEWIDE	45457.3.FS1, NHS-0017(119) US 17 from SR 1364 to the Chowan River Bridge, 7.220 miles. \$4,000,000.00 has previously been approved for construction. Funds need to be decreased (\$787,056.00) to reflect the low bid received on October 15, 2013.	-\$787,056.00 Cost -\$629,645.00 Fed. -\$157,411.00 State

Bridge

Dare Co. B-5014C REGIONAL	41470.3.4, BRNHS-0012(53) Bridge #11 over the Oregon Inlet on NC 12. \$2,115,440.00 has previously been approved for construction. Additional funds are needed for emergency repair to construct additional scour protection at Bent #166.	\$1,575,000.00 Cost \$1,260,000.00 Fed. \$315,000.00 State
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Safety

Gates Co. W-5201A DIVISION	45331.3.FD1, HRRR-1212(7) SR 1212 (Reynoldson Road) and SR 1216 (Eure Road) at US 13. Funds are needed for construction for pavement removal, grading, and resurfacing.	\$95,000.00 Cost \$85,500.00 Fed. \$9,500.00 State
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**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 2

National Highway

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Beaufort Co. K-3800 STATEWIDE	38748.3.FS1, NHS-0017(32) US 17 - Beaufort County Rest Area, 0.374 mile. Funds are needed for construction based on the estimate from the 12-Month Tentative Letting List published November 05, 2013.	\$4,950,000.00 Cost \$3,960,000.00 Fed. \$990,000.00 State
Carteret Co. R-4436BF STATEWIDE	34625.2.FS49, NHPP-0024(65) NC 24 east of Cedar Point Commercial Court. Funds are needed for construction using State Forces to construct one stormwater BMP for compliance with NPDES Permit NCS000250.	\$22,000.00 Cost \$17,600.00 Fed. \$4,400.00 State

Bridge

Greene Co. B-4755 DIVISION	38527.3.FD1, BRZ-1215(2) Replace Bridge #65 over Appletree Swamp on SR 1215, 0.047 mile. \$1,275,000.00 has previously been approved for construction. Funds need to be decreased (\$116,431.00) to reflect the low bid received on October 15, 2013.	-\$116,431.00 Cost -\$93,145.00 Fed. -\$23,286.00 State
Pitt Co. B-5111 DIVISION	42249.3.FD1, BRZ-1588(2) Replace Bridge #111 over Briery Swamp on SR 1588, 0.072 mile. Funds are needed for construction based on the estimate from the 12-Month Tentative Letting List published November 05, 2013.	\$650,000.00 Cost \$520,000.00 Fed. \$130,000.00 State

**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 2 (Continued)

Bridge

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Pitt Co. BD-5102Y DIVISION	45348.2.FD25, BRZ-1108(17) Replace Bridge #415 over a Branch of Swift Creek on SR 1108. Funds are needed for full right of way and utilities.	\$50,000.00 Cost \$40,000.00 Fed. \$10,000.00 State

Safety

Carteret Co. SR-5001AY REGIONAL	40924.3.50, SRS-0024(60) Safe Routes to School. Funds need to be reduced (\$46,594.00) for construction for a shared-use path along the north side of NC 24 (WB McLean Drive) from White Oak Elementary School to Anita Forte Drive to serve White Oak Elementary School in Cape Carteret to match terms of agreement. \$241,198.00 has previously been approved for construction.	-\$46,594.00 Cost -\$46,594.00 Fed.
Carteret Co. SS-4902BI DIVISION	43973.1.FD1, HSIP-1124(7) SR 1124 (Nine Mile Road / Nine Foot Road) at SR 1125 (Lake Road). Funds are needed for preliminary engineering.	\$2,500.00 Cost \$2,250.00 Fed. \$250.00 State
Craven Co. SS-4902BH REGIONAL	43972.1.FR1, HSIP-0055(56) NC 55 at SR 1659 (Blueberry Road) and SR 1663 (Galloway Road). Funds are needed for preliminary engineering.	\$10,000.00 Cost \$9,000.00 Fed. \$1,000.00 State

**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 2 (Continued)

Safety

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Craven Co. SS-4902BJ DIVISION	43974.1.FD1, HSIP-1004(56) SR 1004 (Brice's Creek Road / Madam Moore Road) from SR 1167 (Kelso Road) to south of SR 1186 (Baron Point Road). Funds are needed for preliminary engineering.	\$10,000.00 Cost \$9,000.00 Fed. \$1,000.00 State

**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 3

Bridge

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Duplin Co. B-5143 DIVISION	42304.3.FD1, BRZ-1105(20) Replace Bridge #408 over Stewarts Creek on SR 1105, 0.137 mile. Funds are needed for construction based on the estimate from the 12-Month Tentative Letting List published November 05, 2013.	\$550,000.00 Cost \$440,000.00 Fed. \$110,000.00 State

Safety

New Hanover Co. SS-4903BJ REGIONAL	43975.1.FR1, HSIP-0117(25) US 117 / NC 132 (North College Road) and SR 1318 (Blue Clay Road). Funds are needed for preliminary engineering.	\$3,000.00 Cost \$2,700.00 Fed. \$300.00 State
New Hanover Co. SS-4903BK STATEWIDE	43976.1.FS1, HSIP-0421(80) US 421 / US 17 Business (Third Street) and US 76 westbound (Wooster Street). Funds are needed for preliminary engineering.	\$6,000.00 Cost \$5,400.00 Fed. \$600.00 State
New Hanover Co. SS-4903BL STATEWIDE	43977.1.FS1, HSIP-0117(26) US 117 (Shipyard Boulevard) and SR 1209 (Independence Boulevard). Funds are needed for preliminary engineering.	\$1,000.00 Cost \$900.00 Fed. \$100.00 State

**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 3 (Continued)

Safety

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Onslow Co. W-5203W STATEWIDE	45333.1.FS23, HSIP-0017(137) US 17 at SR 1327 (Kellum Loop Road) and SR 1410 (Halltown Road). Funds are needed for preliminary engineering.	\$72,500.00 Cost \$65,250.00 Fed. \$7,250.00 State
Onslow Co. W-5203X STATEWIDE	45333.1.FS24, HSIP-0017(138) US 17 (New Bern Highway) and SR 1407 (Wolf Swamp Road) and SR 1326 (Drummer Kellum Road). Funds are needed for preliminary engineering.	\$130,000.00 Cost \$117,000.00 Fed. \$13,000.00 State

**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 4

Urban

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Clayton/ Johnston Co. U-5530LA DIVISION	44111.1.F5, STPDA-0406(7) North O'Neil Street / Sam's Branch Greenway. Funds are needed for preliminary engineering.	\$70,000.00 Cost \$56,000.00 Fed. \$14,000.00 Local
Clayton/ Johnston Co. U-5530LB DIVISION	44111.1.F6, STPDA-0406(8) North O'Neil Street to Legend Park at City Road. Funds are needed for preliminary engineering.	\$125,000.00 Cost \$100,000.00 Fed. \$25,000.00 Local

Bridge

Halifax Co. B-5533 DIVISION	55033.3.FD1, BRZ-1424(9) Replace Bridge #87 over Deep Creek on SR 1424. Funds are needed for construction.	\$875,000.00 Cost \$700,000.00 Fed. \$175,000.00 State
Wilson Co. BD-5104H DIVISION	45350.3.FD9, BRZ-1658(4) Replace Bridge #26 over Black Creek on SR 1658. Funds are needed for construction.	\$750,000.00 Cost \$600,000.00 Fed. \$150,000.00 State

**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 4 (Continued)

Safety

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Johnston Co. SS-4904CM REGIONAL	43978.1.FR1, HSIP-0301(35) US 301 from SR 2144 (Bagley Road) to SR 2399 (Truck Stop Road); and SR 2127 (Shoeheel Road) to south of SR 1934 (Old Beulah Road). Funds are needed for preliminary engineering.	\$10,000.00 Cost \$9,000.00 Fed. \$1,000.00 State
Johnston Co. SS-4904CO DIVISION	43980.1.FD1, HSIP-1143(11) SR 1143 (Strickland's Crossroads Road) from US 701 to SR 1009 (Devil's Racetrack Road). Funds are needed for preliminary engineering.	\$5,000.00 Cost \$4,500.00 Fed. \$500.00 State
Johnston Co. W-5204G DIVISION	45334.1.FD6, HSIP-1330(10) SR 1330 (Polenta Road) from SR 1010 (Cleveland Road) to SR 1514 (McLemore Road); SR 1330 (Raleigh Road) from SR 1510 (Sonny Road) to SR 1514 (McLemore Road), and north along SR 1514 (McLemore Road) to SR 3162 (Lassiter Farm Road). Funds are needed for preliminary engineering.	\$140,000.00 Cost \$126,000.00 Fed. \$14,000.00 State
Wayne Co. SS-4904CN DIVISION	43979.1.FD1, HSIP-1556(8) SR 1556 (Wayne Memorial Drive) from US 70 / SR 1555 (11th Street) and SR 1569 (Country Day Road). Funds are needed for preliminary engineering.	\$25,000.00 Cost \$22,500.00 Fed. \$2,500.00 State

**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 5

National Highway

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Wake Co. I-5338CA STATEWIDE	46157.3.FS3, NHPP-000S(756) Traffic Mitigation (Buses) I-440 / I40. Funds are needed for implementation of the Bus Program for Traffic Mitigation for the I-440 / I-40 reconstruction project.	\$10,500,000.00 Cost \$8,400,000.00 Fed. \$2,100,000.00 State

Surface Transportation

Louisburg/ Franklin Co. R-2814 REGIONAL	34506.1.1, STP-0401(4) From north of SR 2044 (Ligon Mill Road) to NC 39. \$7,235,986.00 has previously been approved for preliminary engineering. Funds need to be reduced (\$388,330.00) for preliminary engineering.	-\$388,330.00 Cost -\$310,664.00 Fed. -\$77,666.00 State
Wake Co. I-5338CB STATEWIDE	46157.3.FS4, STP-000S(757) Traffic Mitigation (Vans) - I-440 / I-40. Funds are needed for implementation of the Van Program for Traffic Mitigation for the I-440 / I-40 reconstruction project.	\$500,000.00 Cost \$400,000.00 Fed. \$100,000.00 State

Urban

Holly Springs / Wake Co. U-5529 DIVISION	44107.1.F1, STPDA-0510(8) SR 1115 (Avent Ferry Road) from SR 1101 (Piney Grove- Wilbon Road) to West Elm Avenue. Funds are needed for preliminary engineering.	\$180,000.00 Cost \$144,000.00 Fed. \$36,000.00 Local
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**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 5 (Continued)

Bridge

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Franklin Co. B-5325 DIVISION	46039.2.FD1, BRZ-1116(11) Replace Bridge #12 over Cedar Creek on SR 1116. Funds are needed for full right of way and utilities.	\$55,000.00 Cost \$44,000.00 Fed. \$11,000.00 State
Granville Co. B-5151 DIVISION	42312.2.FD1, BRZ-1432(5) Replace Bridge #215 over Little Grassy Creek on SR 1432. Funds are needed for full right of way and utilities.	\$80,000.00 Cost \$64,000.00 Fed. \$16,000.00 State
Wake Co. B-5113 DIVISION	42251.2.FD1, BRZ-1942(1) Replace Bridge #157 over Smith Creek on SR 1942. Funds are needed for full right of way and utilities.	\$50,000.00 Cost \$40,000.00 Fed. \$10,000.00 State
Warren Co. B-4666 DIVISION	38459.3.FD1, BRZ-1314(4) Replace Bridge #80 over Hawtree Creek on SR 1314, 0.076 mile. Funds are needed for construction based on the estimate from the 12-Month Tentative Letting List published November 05, 2013.	\$775,000.00 Cost \$620,000.00 Fed. \$155,000.00 State

**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 5 (Continued)

Safety

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Wake Co. SS-4905CB DIVISION	43981.1.FD1, HSIP-2000(8) SR 2000 (Falls of Neuse Road) at Springfield Commons Drive. Funds are needed for preliminary engineering.	\$15,000.00 Cost \$13,500.00 Fed. \$1,500.00 State
Wake Co. SS-4905CC DIVISION	43982.1.FD1, HSIP-1006(45) SR 1006 (Old Stage Road) near Waterville Street. Funds are needed for preliminary engineering.	\$60,000.00 Cost \$54,000.00 Fed. \$6,000.00 State
Wake Co. SS-4905CD STATEWIDE	43983.1.FS1, HSIP-001A(2) Westbound 1A (Main Street) at US 1 (Capital Boulevard). Funds are needed for preliminary engineering.	\$19,000.00 Cost \$17,100.00 Fed. \$1,900.00 State
Wake Co. W-5205F DIVISION	45335.3.FD6, HSIP-1829(2) SR 1829 (Strickland Road) at Harvest Oaks Road. Funds are needed for construction for the installation of a traffic signal.	\$146,000.00 Cost \$131,400.00 Fed. \$14,600.00 State

**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 5 (Continued)

Safety

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Wake Co. W-5205L REGIONAL	45335.3.FR12, HSIP-0401(242) US 401 over Swift Creek (Bridges #86 and #89) and paved median just north of the bridges. Funds are needed for construction to regrade shoulders, reset/install guardrail, and install flexible delineator posts.	\$260,000.00 Cost \$234,000.00 Fed. \$26,000.00 State
Wake Co. W-5205W DIVISION	45335.1.FD24, HSIP-1375(5) SR 1375 (Lake Wheeler Road) at SR 1390 (Optimist Farm Road). Funds are needed for preliminary engineering.	\$5,000.00 Cost \$4,500.00 Fed. \$500.00 State
Wake Co. W-5205X DIVISION	45335.1.FR25, HSIP-1728(6) SR 1728 (Wade Avenue) from Scales Street to US 70 (Glenwood Avenue). Funds are needed for preliminary engineering.	\$10,000.00 Cost \$9,000.00 Fed. \$1,000.00 State

**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 6

Surface Transportation

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Cumberland Co. R-5512 STATEWIDE	45465.3.FS1, STP-0024(53) NC 24 from I-95/US 301 Business to SR 1006 (Clinton Road/Maxwell Road), combined for letting with R-5513, NC 24/87 from Rowan Street to the US 401 Bypass, 15.300 miles. Funds are needed for construction based on the estimate from the 12-Month Tentative Letting List published November 05, 2013.	\$6,400,000.00 Cost \$5,120,000.00 Fed. \$1,280,000.00 State

Bridge

Bladen Co. B-4436 DIVISION	38363.3.FD1, BRZ-1806(1) Replace Bridge #31 over Browns Creek on SR 1806, 0.133 mile. \$725,000.00 has previously been approved for construction. Funds need to be increased \$159,157.00 to reflect the low bid received on October 15, 2013.	\$159,157.00 Cost \$127,326.00 Fed. \$31,831.00 State
Columbus Co. B-4478 DIVISION	38383.3.FD1, BRZ-1700(9) Replace Bridge #216 over Welch Creek on SR 1700, 0.095 mile. Funds are needed for construction based on the estimate from the 12-Month Tentative Letting List published November 05, 2013.	\$850,000.00 Cost \$680,000.00 Fed. \$170,000.00 State
Columbus Co. B-5115 DIVISION	42255.3.FD1, BRSTP-1005(20) Replace Bridge #94 & #95 over Grissett Creek on SR 1005, 0.317 mile. \$1,350,000.00 has previously been approved for construction. Funds need to be increased \$155,203.00 to reflect the low bid received on October 15, 2013.	\$155,203.00 Cost \$124,162.00 Fed. \$31,041.00 State

**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 6 (Continued)

Bridge

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost	
Cumberland Co. B-4490 STATEWIDE	33727.2.FSU1, BRNHS-0024(24) Replace Bridge #116 over CSX Railroad, North South Railroad, and Hillsboro Street on NC 24/210. Funds are needed for utilities.	\$860,000.00 \$688,000.00 \$172,000.00	Cost Fed. State
Cumberland Co. B-4490 STATEWIDE	33727.2.FS1, BRNHS-0024(24) Replace Bridge #116 over CSX Railroad, North South Railroad, and Hillsboro Street on NC 24/210. Funds are needed for full right of way.	\$12,125,000.00 \$9,700,000.00 \$2,425,000.00	Cost Fed. State

Safety

Bladen Co. SS-4906BV DIVISION	43985.1.FD1, HSIP-1150(9) SR 1150 (Peanut Plant Road) near Blue Heron Road. Funds are needed for preliminary engineering.	\$5,000.00 \$4,500.00 \$500.00	Cost Fed. State
Columbus Co. W-5518 STATEWIDE	43741.1.FS1, HSIP-0074(155) US 74 at SR 1574 (Old US 74). Funds are needed for preliminary engineering.	\$300,000.00 \$270,000.00 \$30,000.00	Cost Fed. State

**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 6 (Continued)

Safety

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Fayetteville/ Cumberland Co. W-5519 REGIONAL	45849.1.FR1, HSIP-095-2(128)46 I-95 Bus / US 301 from NC 87 south to NC 59. Funds are needed for preliminary engineering.	\$400,000.00 Cost \$360,000.00 Fed. \$40,000.00 State
Divisionwide W-5206AI DIVISION	45336.3.FD35, HSIP-000S(767) Lane Departure Systemic Improvements using pavement markings. Funds are needed for construction for safety improvements.	\$650,000.00 Cost \$585,000.00 Fed. \$65,000.00 State
Harnett Co. W-5206AJ REGIONAL	45336.1.FR36, HSIP-0210(32) NC 210 at SR 2215 (Harnett Central Road) and SR 2215 from NC 210 to Harnett Central Middle School Driveway. Funds are needed for preliminary engineering.	\$50,000.00 Cost \$45,000.00 Fed. \$5,000.00 State
Harnett Co. W-5206Q REGIONAL	45336.2.FR17, HSIP-0210(29) NC 210 from SR 2047 (Hayes Road) to SR 2048 (Bethal Baptist Road). Funds are needed for full right of way and utilities.	\$45,000.00 Cost \$40,500.00 Fed. \$4,500.00 State

**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 6 (Continued)

Safety

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Robeson Co. SS-4906BU DIVISION	43984.1.FD1, HSIP-1945(7) SR 1945 (Meadow Road) at SR 1984 (Linkhaw Road) and SR 1003 (Chicken Road) at SR 1339 (Deep Branch Road). Funds are needed for preliminary engineering.	\$1,000.00 Cost \$900.00 Fed. \$100.00 State

Bicycle and Pedestrian

Fayetteville/ Cumberland Co. EB-5541 DIVISION	45550.1.FD1, STPDA-0620(26) Big Cross Creek Greenway from Little Cross Creek to Smith Lake in Fort Bragg. Funds are needed for preliminary engineering.	\$800,000.00 Cost \$640,000.00 Fed. \$80,000.00 State \$80,000.00 Local
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**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 7

Interstate Maintenance

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Orange Co. I-5312 STATEWIDE	47033.3.FS1, IMS-085-4(120)164 I-85 from east of I-40 to the Durham County Line, 7.465 miles. \$4,300,000.00 has previously been approved for construction. Funds need to be decreased (\$2,018,711.00) to reflect the low bid received on October 15, 2013.	-\$2,018,711.00 Cost -\$1,614,969.00 Fed. -\$403,742.00 State

Bridge

Alamance Co. B-4400 DIVISION	33680.3.FD1, BRZ-1122(4) Replace Bridge #160 over the South Prong of Stinking Quarter Creek on SR 1122, 0.131 mile. Funds are needed for construction based on the estimate from the 12-Month Tentative Letting List published November 05, 2013.	\$950,000.00 Cost \$760,000.00 Fed. \$190,000.00 State
Alamance Co. B-4953 DIVISION	40078.2.FD1, BRZ-1912(2) Replace Bridge #64 over Quaker Creek on SR 1912. Funds are needed for full right of way and utilities.	\$60,000.00 Cost \$48,000.00 Fed. \$12,000.00 State
Caswell Co. B-5162 DIVISION	42337.3.FD1, BRZ-1523(7) Replace Bridge #35 over Rattlesnake Creek on SR 1523 (Blanch Road), 0.148 mile. \$1,350,000.00 has previously been approved for construction. Funds need to be increased \$498,439.00 to reflect the low bid received on October 15, 2013.	\$498,439.00 Cost \$398,751.00 Fed. \$99,688.00 State

**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 7 (Continued)

Bridge

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Guilford Co. B-5119 STATEWIDE	42261.2.FS1, BRIMS-040-4(138)259 Replace Bridge #349 and Bridge #291 over US 29/70/220 on I-40/I-85. Funds are needed for full right of way.	\$550,000.00 Cost \$440,000.00 Fed. \$110,000.00 State
Guilford Co. B-5119 STATEWIDE	42261.2.FSU1, BRIMS-040-4(138)259 Replace Bridge #349 and Bridge #291 over US 29/70/220 on I-40/I-85. Funds are needed for utilities.	\$108,000.00 Cost \$86,400.00 Fed. \$21,600.00 State
Rockingham Co. B-4621 STATEWIDE	38439.3.FS1, BRNHS-220B(4) Replace Bridge #150 over US 220 Business on US 220, 0.343 mile. \$5,800,000.00 has previously been approved for construction. Funds need to be increased \$2,908,281.00 to reflect the low bid received on October 15, 2013.	\$2,908,281.00 Cost \$2,326,625.00 Fed. \$581,656.00 State
Rockingham Co. B-4803 DIVISION	38573.2.FD1, BRZ-1925(2) Replace Bridge #97 over Wolf Island Creek on SR 1925. Funds are needed for full right of way and utilities.	\$182,000.00 Cost \$145,600.00 Fed. \$36,400.00 State

**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 7 (Continued)

Bridge

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Rockingham Co. B-5163 DIVISION	42338.3.FD1, BRZ-1354(2) Replace Bridge #160 over Buffalo Creek on SR 1354 (Bennett Road), 0.155 mile. \$1,000,000.00 has previously been approved for construction. Funds need to be increased \$66,689.00 to reflect the low bid received on October 15, 2013.	\$66,689.00 Cost \$53,351.00 Fed. \$13,338.00 State
Rockingham Co. BD-5107W DIVISION	45353.3.FD24, BRZ-2221(1) Replace Bridge #269 over Buffalo Creek on SR 2221. Funds are needed for construction.	\$650,000.00 Cost \$520,000.00 Fed. \$130,000.00 State

Safety

Alamance Co. W-5207D REGIONAL	45337.3.FR4, STP-0062(11) NC 62 at SR 1545 (Old Glencoe Road) intersection. Funds are needed for construction to improve alignment, sight distance and left turn lanes.	\$575,000.00 Cost \$517,500.00 Fed. \$57,500.00 State
Orange Co. SS-4907AZ REGIONAL	43987.1.FR1, HSIP-0086(17) NC 86 (Churton Street) at SR 1150 / SR 1002 (King Street), and NC 86 (Churton Street) at Margaret Street in Hillsborough. Funds are needed for preliminary engineering.	\$3,000.00 Cost \$2,700.00 Fed. \$300.00 State

**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 7 (Continued)

Safety

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Orange Co. W-5207E DIVISION	45337.3.FD5, STP-1734(8) SR 1734 (Erwin Road) at SR 1791 (Mount Moriah Road). \$350,000.00 has previously been approved for construction. Additional funds are needed for construction to construct a roundabout.	\$290,000.00 Cost \$261,000.00 Fed. \$29,000.00 State
Rockingham Co. SS-4907AY REGIONAL	43986.1.FR1, HSIP-0087(31) NC 87/65 and SR 2413 (Vance Street) near Reidsville. Funds are needed for preliminary engineering.	\$3,500.00 Cost \$3,150.00 Fed. \$350.00 State

**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 8

National Highway

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Richmond Co. R-3421C STATEWIDE	34542.3.FS5, HPPNHS-0220(65) I-73/74 from 0.2 miles southwest of SR 1304 (Harrington Road) to I-73/74 Interchange south of Ellerbe, 3.724 miles. Funds are needed for construction based on the estimate from the 12-Month Tentative Letting List published November 05, 2013. This is a four-year (4) cash flow project with \$14,925,000.00 in FFY14, \$14,925,000.00 in FFY15, \$14,925,000.00 in FFY16 and \$14,925,000.00 in FFY17.	\$59,700,000.00 Cost \$47,760,000.00 Fed. \$11,940,000.00 State

Bridge

Chatham Co. B-4731 DIVISION	38504.3.FD1, BRZ-2159(1) Replace Bridge #129 over Harlands Creek on SR 2159, 0.125 mile. Funds are needed for construction based on the estimate from the 12-Month Tentative Letting List published November 05, 2013.	\$925,000.00 Cost \$740,000.00 Fed. \$185,000.00 State
Randolph Co. B-4799 DIVISION	38569.3.FD1, BRZ-1311(8) Replace Bridge #37 over Jackson Creek on SR 1311, 0.185 mile. \$1,050,000.00 has previously been approved for construction. Funds need to be increased \$13,834.00 to reflect the low bid received on October 15, 2013.	\$13,834.00 Cost \$11,067.00 Fed. \$2,767.00 State
Scotland Co. B-5551 REGIONAL	43684.3.FR1, BRSTP-0501(29) Replace Bridge #18 over Leith's Creek on US 501, 0.370 mile. \$2,300,000.00 has previously been approved for construction. Funds need to be increased \$252,097.00 to reflect the low bid received on October 15, 2013.	\$252,097.00 Cost \$201,678.00 Fed. \$50,419.00 State

**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 8 (Continued)

Safety

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Randolph Co. SS-4908AL REGIONAL	43988.1.FR1, HSIP-0220(73) US 220 Business at SR 2114 (Providence Church Road). Funds are needed for preliminary engineering.	\$25,000.00 Cost \$22,500.00 Fed. \$2,500.00 State

**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 9

Urban

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Winston- Salem/ Forsyth Co. U-4741K DIVISION	39745.3.11, STPDA-0918(57) Shoppes at Little Creek on Hanes Mall Boulevard along the east side of Little Creek to Atwood Road. \$448,000.00 has previously been approved for construction. Additional funds are needed to construct forty-eight hundred feet of greenway.	\$440,000.00 Cost \$352,000.00 Fed. \$88,000.00 Local
Clemmons/ Forsyth Co. U-4741PC DIVISION	39745.3.F15, STPDA-0926(6) Village Point Greenways along Reynolds Pond Road and the new Frank Morgan Elementary School. Funds are needed for construction for the installation of a greenway.	\$765,000.00 Cost \$612,000.00 Fed. \$153,000.00 Local

Bridge

Forsyth Co. BD-5109O DIVISION	45355.3.FD15, BRSTP-2014(4) Replace Bridge #68 over a Branch of Belews Creek on SR 2014. Funds are needed for construction.	\$475,000.00 Cost \$380,000.00 Fed. \$95,000.00 State
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Safety

Davidson Co. SS-4909BB REGIONAL	43989.1.FR1, HSIP-0150(35) NC 150 south of SR 1158 (Wilson Road) southwest of Lexington. Funds are needed for preliminary engineering.	\$4,000.00 Cost \$3,600.00 Fed. \$400.00 State
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**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 10

Urban

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Matthews / Mecklenburg Co. U-5511 REGIONAL	45531.2.FR1, TCSP-0051(32) Intersection of NC 51 and Matthews-Mint Hill Road. Funds are needed for right of way and utilities.	\$50,000.00 Cost \$40,000.00 Fed. \$10,000.00 State

Bridge

Cabarrus Co. B-4720 DIVISION	38494.3.FD1, BRZ-2610(1) Replace Bridge #113 over Dutch Buffalo Creek on SR 2610, 0.076 mile. Funds are needed for construction based on the estimate from the 12-Month Tentative Letting List published November 05, 2013.	\$700,000.00 Cost \$560,000.00 Fed. \$140,000.00 State
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Safety

Concord/ Cabarrus Co. SR-5001BN DIVISION	40924.3.F65, SRS-1004(54) Safe Routes to School. Funds are needed for construction for a multi-use path (portion of the northwest phase of the Rocky River Greenway) from Alexia Court to the intersection of a sidewalk/extension off of Astoria Lane in the Moss Creek subdivision to serve Odell Elementary and Harris Road Middle School.	\$100,000.00 Cost \$100,000.00 Fed.
Kannapolis/ Cabarrus Co. W-5210J REGIONAL	45340.1.FR10, HSIP-0073(35) NC 73 from SR 1529 (Riding Trail) to SR 1507 (Laforest Road). Funds are needed for preliminary engineering.	\$10,000.00 Cost \$9,000.00 Fed. \$1,000.00 State

**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 10 (Continued)

Safety

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Charlotte/ Mecklenburg Co. W-5210I DIVISION	45340.1.FD9, HSIP-4982(8) SR 4982 (Old US 421/Lancaster Highway) at SR 4039 (Lullingstone Road/Wynhollow Downs Lane). Funds are needed for preliminary engineering.	\$25,000.00 Cost \$22,500.00 Fed. \$2,500.00 State
Mecklenburg Co. SS-4910BN DIVISION	43990.1.FD1, HSIP-2935(1) SR 2935 (The Plaza) and Plaza Walk in Charlotte. Funds are needed for preliminary engineering.	\$10,000.00 Cost \$9,000.00 Fed. \$1,000.00 State
Union Co. SS-4910BO REGIONAL	43991.1.FR1, HSIP-0218(14) NC 218 from SR 1525 (Mill Grove Road) to US 601 near Monroe. Funds are needed for preliminary engineering.	\$21,500.00 Cost \$19,350.00 Fed. \$2,150.00 State
Union Co. W-5210F DIVISION	45340.2.FD6, HRRR-1001(58) SR 1001 (Love Mill Road) at SR 1637 (Lawyers Road), SR 1618 (Tom Heims Road), and SR 1606 (Sikes Mill Road). Funds are needed for full right of way and utilities.	\$75,000.00 Cost \$67,500.00 Fed. \$7,500.00 State

**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 10 (Continued)

Safety

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Union Co. W-5210G REGIONAL	45340.2.FR7, HSIP-0084(19) NC 84 and SR 1349 (Airport Road). Funds are needed for full right of way and utilities.	\$85,000.00 Cost \$76,500.00 Fed. \$8,500.00 State
Union Co. W-5520 STATEWIDE	50092.1.FS1, HSIP-0074(156) US 74 from Fairview Road to Wesley Chapel Stouts Road in Indian Trail. Funds are needed for preliminary engineering.	\$585,000.00 Cost \$526,500.00 Fed. \$58,500.00 State

Bicycle and Pedestrian

Monroe/ Union Co. EB-5011 DIVISION	41125.1.F1, STPEB-1015(14) Bearskin Creek Greenway from Dickenson Park to Creft Park. Funds are needed for preliminary engineering.	\$220,000.00 Cost \$176,000.00 Fed. \$44,000.00 Local
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**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 11

Interstate Maintenance

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Surry Co. I-5603 STATEWIDE	45825.3.1, IMPP-0771-1(213)95 Interstate Maintenance and Preservation Program. I-77 from Mile Marker 95 to Mile Marker 99, 4.000 miles. \$1,850,000.00 has previously been approved for construction. Funds need to be increased \$1,235,068.00 to reflect the low bid received on October 15, 2013.	\$1,235,068.00 Cost \$988,054.00 Fed. \$247,014.00 State

Surface Transportation

Alleghany Co. R-3101 REGIONAL	37044.3.FR1, STP-0021(14) US 21 from SR 1100 (Oklahoma Road) to SR 1121 (Pine Swamp Road), 9.684 miles. Funds are needed for construction based on the estimate from the 12-Month Tentative Letting List published November 05, 2013. This is a two-year (2) cash flow project with \$9,500,000.00 in FFY14, and \$9,500,000.00 in FFY15.	\$19,000,000.00 Cost \$15,200,000.00 Fed. \$3,800,000.00 State
Watauga- Ashe Cos. R-2915 STATEWIDE	34518.1.1, HPPSTP-0221(13) US 221 from US 421 in Watauga County to US 221 Bus / NC 88 in Jefferson. \$2,150,012.00 has previously been approved for preliminary engineering. Additional funds are needed to cover expenditures that have or will exceed the previously authorized budget.	\$2,500,000.00 Cost \$2,000,000.00 Fed. \$500,000.00 State

Bridge

Ashe Co. B-4705 DIVISION	38480.3.FD1, BRZ-1376(2) Replace Bridge #69 over Little Helton Creek on SR 1376, 0.061 mile. Funds are needed for construction based on the estimate from the 12-Month Tentative Letting List published November 05, 2013.	\$300,000.00 Cost \$240,000.00 Fed. \$60,000.00 State
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**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 11 (Continued)

Bridge

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Caldwell Co. B-5138 REGIONAL	42299.3.FR1, BRSTP-321A(3) Replace Bridge #6 over Little Gunpowder Creek on US 321A, 0.038 mile. Funds are needed for construction based on the estimate from the 12-Month Tentative Letting List published November 05, 2013.	\$775,000.00 Cost \$620,000.00 Fed. \$155,000.00 State
Caldwell Co. BD-5111AE DIVISION	45357.2.FD31, BRZ-1715(4) Replace Bridge #95 over Brushy Fork on SR 1715. Funds are needed for full right of way and utilities.	\$15,000.00 Cost \$12,000.00 Fed. \$3,000.00 State
Wilkes Co. B-4846 DIVISION	38616.3.FD1, BRZ-2418(1) Replace Bridge #5 over Little Hunting Creek on SR 2418, 0.077 mile. Funds are needed for construction based on the estimate from the 12-Month Tentative Letting List published November 05, 2013.	\$675,000.00 Cost \$540,000.00 Fed. \$135,000.00 State
Wilkes Co. B-5146 DIVISION	42307.3.FD1, BRZ-1562(2) Replace Bridge #302 over Middle Fork of Reddies River on SR 1562, 0.115 mile. Funds are needed for construction based on the estimate from the 12-Month Tentative Letting List published November 05, 2013.	\$1,000,000.00 Cost \$800,000.00 Fed. \$200,000.00 State

**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 11 (Continued)

Bridge

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Wilkes Co. BD-5111AC DIVISION	45357.2.FD29, BRZ-2488(1) Replace Bridge #41 over Moravian Creek on SR 2488. Funds are needed for full right of way and utilities.	\$15,000.00 Cost \$12,000.00 Fed. \$3,000.00 State
Yadkin Co. BD-5111AB DIVISION	45357.2.FD28, BRZ-1546(20) Replace Bridge #98 over Hall Creek on SR 1546. Funds are needed for full right of way and utilities.	\$15,000.00 Cost \$12,000.00 Fed. \$3,000.00 State

**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 12

Congestion Mitigation

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Gastonia / Gaston Co. C-5562 EXEMPT	44109.1.F1, CMS-1213(35) Bike and Pedestrian improvements between Downtown and Lineberger Park. Funds are needed for preliminary engineering.	\$63,000.00 Cost \$50,400.00 Fed. \$12,600.00 Local
Mooreville/ Iredell Co. C-5200 EXEMPT	46251.1.F1, CMS-1226(17) NC 115 and NC 150. Funds are needed for preliminary engineering.	\$96,842.00 Cost \$73,600.00 Fed. \$23,242.00 Local

Bridge

Catawba Co. B-5101 DIVISION	42223.3.FD1, BRZ-1149(5) Replace Bridge #83 over Clark Creek on SR 1149, 0.128 mile. Funds are needed for construction based on the estimate from the 12-Month Tentative Letting List published November 05, 2013.	\$1,050,000.00 Cost \$840,000.00 Fed. \$210,000.00 State
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Safety

Alexander Co. W-5212L DIVISION	45342.1.FD12, HRRR-1135(10) SR 1135 (Wayside Church Road) at NC 16. Funds are needed for preliminary engineering.	\$80,000.00 Cost \$72,000.00 Fed. \$8,000.00 State
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**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 12 (Continued)

Safety

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Catawba Co. SS-4912AZ DIVISION	43992.1.FD1, HSIP-1306(27) SR 1306 (2nd Avenue Northwest) at SR 1305 (23rd Street Northwest). Funds are needed for preliminary engineering.	\$2,000.00 Cost \$1,800.00 Fed. \$200.00 State
Catawba Co. W-5212M DIVISION	45342.1.FD13, HSIP-1005(35) SR 1005 (Startown Road) at SR1165 (Settlemyre Bridge Road). Funds are needed for preliminary engineering.	\$25,000.00 Cost \$22,500.00 Fed. \$2,500.00 State
Gaston Co. SS-4912BB REGIONAL	43994.1.FR1, HSIP-0321(31) US 321 Business / Dallas High Shoals at NC 275 / NC 279 / SR 1343 (Gaston College Road). Funds are needed for preliminary engineering.	\$5,000.00 Cost \$4,500.00 Fed. \$500.00 State
Iredell Co. SS-4912BA DIVISION	43993.1.FD1, HSIP-1100(33) SR 1100 (Brawley School Road) at SR 1178 (Blume Road). Funds are needed for preliminary engineering.	\$5,000.00 Cost \$4,500.00 Fed. \$500.00 State

**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 13

Safety

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Buncombe Co. SS-4913BP REGIONAL	43995.1.FR1, HSIP-0063(8) NC 63 at SR 1384 (South Turkey Creek Road). Funds are needed for preliminary engineering.	\$7,000.00 Cost \$6,300.00 Fed. \$700.00 State
Burke Co. W-5213E DIVISION	45343.3.FD6, HSIP-1576(3) SR 1576 (Meytre Avenue) from SR 1538 (Enon Road) to SR 1515 (Smokey Creek Road) near Valdese. \$35,000.00 has previously been approved for construction. Additional funds are needed for construction based on the latest estimate for the installation of a steel beam guardrail.	\$5,375.00 Cost \$4,838.00 Fed. \$537.00 State

**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 14

Urban

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Waynesville/ Haywood Co. U-4412 DIVISION	35022.3.FD1, STP-1184(4) SR 1184 (Howell Mill Road) from US 276 to US 23 Business, 1.420 miles. \$11,500,000.00 has previously been approved for construction. Funds need to be increased \$1,829,201.00 to reflect the low bid received on October 15, 2013.	\$1,829,201.00 Cost \$1,463,361.00 Fed. \$365,840.00 State

Bridge

Henderson Co. B-4765 DIVISION	38537.3.FD1, BRZ-1574(4) Replace Bridge #113 over Kyles Creek on SR 1574, 0.323 mile. \$2,275,000.00 has previously been approved for construction. Funds need to be decreased (\$159,166.00) to reflect the low bid received on October 15, 2013.	-\$159,166.00 Cost -\$127,333.00 Fed. -\$31,833.00 State
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Safety

Cherokee Co. SS-4914BP REGIONAL	43996.1.FR1, HSIP-0141(7) NC 141 from south of SR 1554 (Rowland Hill Road). Funds are needed for preliminary engineering.	\$25,000.00 Cost \$22,500.00 Fed. \$2,500.00 State
Haywood Co. W-5315 STATEWIDE	46138.3.FS1, STPNHS-0074(117) US 74 - Exit 98 in Haywood County to 0.1 miles west of the Jackson/Haywood County Line, 4.856 miles. \$2,950,000.00 has previously been approved for construction. Funds need to be increased \$2,582,172.00 to reflect the low bid received on October 15, 2013.	\$2,582,172.00 Cost \$2,323,955.00 Fed. \$258,217.00 State

**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 14 (Continued)

Safety

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Polk Co. W-5214N DIVISION	45344.1.FD14, HSIP-1107(20) SR 1107 (Country Club Road) from US 176 to the end of state maintenance. Funds are needed for preliminary engineering.	\$5,000.00 Cost \$4,500.00 Fed. \$500.00 State

Municipal Bridge

Brevard/ Transylvania Co. B-5550 DIVISION	43653.1.F1, BRSTP-1402(11) Bridge #102 on Railroad Avenue over Kings Creek. Funds are needed for preliminary engineering.	\$104,000.00 Cost \$83,200.00 Fed. \$20,800.00 Local
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Bicycle and Pedestrian

Andrews/ Cherokee Co. EB-3314I DIVISION	33935.1.FD9, STPEB-1401(6) Sidewalk on Locust Street. Funds are needed for preliminary engineering.	\$15,000.00 Cost \$12,000.00 Fed. \$3,000.00 State
Hendersonville / Henderson Co. EB-5537 DIVISION	50052.1.FD1, STPEB-1413(15) Oklawaha Greenway from Patton Park to Balfour Road / Berkley Mills. Funds are needed for preliminary engineering.	\$100,000.00 Cost \$80,000.00 Fed. \$20,000.00 State

**NCDOT January 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Statewide

Project Mitigation

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost	
Statewide	34634.1.3, STP-000S(710)	\$300,000.00	Cost
R-9999WM	Improvements to NCDOT's Wetland Prediction Model.	\$240,000.00	Fed.
STATEWIDE	\$62,473,651.00 has previously been approved for preliminary engineering. Additional funds are needed to cover expenditures that have or will exceed the previously authorized budget.	\$60,000.00	State

ITEM M SUMMARY - 119 PROJECT(S) - (TOTAL FEDERAL AND STATE) \$144,820,428.00

HIGHWAY PROGRAM

STIP ADDITIONS

DIVISION 5

* C-5565	VARIOUS, TRIANGLE J COUNCIL OF GOVERNMENTS	IMPLEMENTATION	FY 2015 -	\$867,000	(CMAQ)
GRANVILLE	TRANSPORTATION DEMAND MANAGEMENT		FY 2015 -	\$861,000	(L)
CHATHAM	PROGRAM - PHASE II		FY 2016 -	\$1,029,000	(CMAQ)
FRANKLIN	<u>PROJECT ADDED AT REQUEST OF TRANSPORTATION</u>		FY 2016 -	\$993,000	(L)
JOHNSTON	<u>PLANNING BRANCH.</u>		FY 2017 -	\$620,000	(CMAQ)
ORANGE			FY 2017 -	\$579,000	(L)
DURHAM			FY 2018 -	\$640,000	(CMAQ)
WAKE			FY 2018 -	\$603,000	(L)
PROJ.CATEGORY					
EXEMPT				\$6,192,000	

DIVISION 7

* B-5348	SR 1005 (OLD GREENSBORO ROAD), REPLACE BRIDGE	RIGHT-OF-WAY	FY 2017 -	\$95,000	(STPON)
ORANGE	NO. 85 OVER PHIL'S CREEK.	CONSTRUCTION	FY 2018 -	\$950,000	(STPON)
PROJ.CATEGORY	<u>PROJECT PREVIOUSLY DELETED IN ERROR.</u>			\$1,045,000	
DIVISION					

DIVISION 11

* W-5521	US 421 NEAR SR 1301 (FALL CREEK ROAD).	RIGHT-OF-WAY	FY 2015 -	\$320,000	(HSIP)
WILKES	REALIGNMENT, MEDIAN BARRIER INSTALLATION, AND	CONSTRUCTION	FY 2016 -	\$2,900,000	(HSIP)
PROJ.CATEGORY	RUMBLE STRIPS.			\$3,220,000	
STATEWIDE	<u>PROJECT ADDED AT THE REQUEST OF NCDOT</u>				
	<u>MOBILITY AND SAFETY DIVISION.</u>				

STIP MODIFICATIONS

DIVISION 1

EB-4991	ELIZABETH CITY, US 17 BYPASS TO PRITCHARD	CONSTRUCTION	FY 2014 -	\$550,000	(STPEB)
PASQUOTANK	STREET. CONSTRUCT GREENWAY.			\$550,000	
PROJ.CATEGORY	<u>DELAY CONSTRUCTION FROM FY 13 TO FY 14 TO</u>				
DIVISION	<u>ALLOW ADDITIONAL TIME TO COMPLETE DESIGN AND</u>				
	<u>ACQUIRE NECESSARY EASEMENTS.</u>				

K-4700	US 158/NC 168, REST AREA ON NEW LOCATION TO	RIGHT-OF-WAY	FY 2014 -	\$2,000,000	(NHP)
CURRITUCK	REPLACE EXISTING FACILITY TO ACCOMMODATE	CONSTRUCTION	FY 2018 -	\$5,600,000	(NHP)
PROJ.CATEGORY	SEWER SYSTEM AND FUTURE BUILDING AND PARKING			\$7,600,000	
STATEWIDE	NEEDS.				
	<u>DELAY RIGHT-OF-WAY FROM FY 13 TO FY 14 TO</u>				
	<u>ALLOW TIME TO EVALUATE PRELIMINARY RESULTS</u>				
	<u>FROM PRIORITIZATION 3.0 AND DETERMINE</u>				
	<u>LIKELIHOOD THAT PROJECT WILL ADVANCE TO</u>				
	<u>CONSTRUCTION.</u>				

* INDICATES FEDERAL AMENDMENT

Thursday, January 09, 2014

**HIGHWAY PROGRAM
STIP MODIFICATIONS**

DIVISION 1

R-3826	NC 125, SR 1182 (EAST COLLEGE ROAD) TO NC 125	UTILITIES	FY 2014 -	\$255,000	(STP)
MARTIN	NORTHWEST OF WILLIAMSTON. TWO LANES, MOST	RIGHT-OF-WAY	FY 2014 -	\$2,400,000	(STP)
PROJ.CATEGORY	ON NEW LOCATION.	CONSTRUCTION	FY 2016 -	<u>\$10,800,000</u>	(STP)
REGIONAL	<u>DELAY CONSTRUCTION FROM FY 15 TO FY 16 TO</u> <u>ALLOW TIME TO EVALUATE PRELIMINARY RESULTS</u> <u>FROM PRIORITIZATION 3.0 AND DETERMINE THE</u> <u>LIKELIHOOD THAT PROJECT WILL ADVANCE TO</u> <u>CONSTRUCTION.</u>			\$13,455,000	

DIVISION 2

E-5500	VARIOUS, CSS NEUSE HISTORIC SITE. DEVELOPMENT	CONSTRUCTION	FY 2014 -	\$183,000	(STPE)
LENOIR	AND INSTALLATION OF VISITOR EXHIBITS THAT		FY 2014 -	<u>\$91,000</u>	(O)
PROJ.CATEGORY	HIGHLIGHT TRANSPORTATION.			\$274,000	
DIVISION	<u>DELAY CONSTRUCTION FROM FY 13 TO FY 14 TO</u> <u>ALLOW ADDITIONAL TIME TO COORDINATE WITH</u> <u>DEPARTMENT OF CULTURAL RESOURCES.</u>				

R-2250A	NC 11- 903 GREENVILLE SOUTHWEST BYPASS, NC 11	UTILITIES	FY 2015 -	\$1,010,000	(T)
PITT	TO SOUTH OF NC 102	RIGHT-OF-WAY	FY 2015 -	\$6,700,000	(T)
PROJ.CATEGORY	<u>DELAY RIGHT-OF-WAY AND CONSTRUCTION FROM FY</u> <u>14 TO FY 15 TO ALLOW ADDITIONAL TIME TO</u> <u>COORDINATE WITH CITY OF GREENVILLE ON</u> <u>FINANCING PLAN.</u>	CONSTRUCTION	FY 2015 -	\$6,875,000	(T)
REGIONAL			FY 2016 -	\$6,875,000	(T)
			FY 2017 -	\$6,875,000	(T)
			FY 2018 -	\$6,875,000	(T)
				\$35,210,000	

R-2250B	NC 11- 903 GREENVILLE SOUTHWEST BYPASS, SOUTH	UTILITIES	FY 2015 -	\$620,000	(T)
PITT	OF NC 102 TO SOUTH OF SR 1126 (FORLINES ROAD)	RIGHT-OF-WAY	FY 2015 -	\$21,000,000	(T)
PROJ.CATEGORY	<u>DELAY RIGHT-OF-WAY AND CONSTRUCTION FROM FY</u> <u>14 TO FY 15 TO ALLOW ADDITIONAL TIME TO</u> <u>COORDINATE WITH CITY OF GREENVILLE ON</u> <u>FINANCING PLAN.</u>	CONSTRUCTION	FY 2015 -	\$13,025,000	(T)
REGIONAL			FY 2016 -	\$13,025,000	(T)
			FY 2017 -	\$13,025,000	(T)
			FY 2018 -	\$13,025,000	(T)
				\$73,720,000	

R-2250C	NC 11-903 GREENVILLE SOUTHWEST BYPASS, SOUTH	UTILITIES	FY 2015 -	\$1,940,000	(T)
PITT	OF SR 1126 (FORLINES ROAD) TO US 264 (GREENVILLE	RIGHT-OF-WAY	FY 2015 -	\$26,300,000	(T)
PROJ.CATEGORY	BYPASS)	CONSTRUCTION	FY 2015 -	\$23,725,000	(T)
REGIONAL	<u>DELAY RIGHT-OF-WAY AND CONSTRUCTION FROM FY</u> <u>14 TO FY 15 TO ALLOW ADDITIONAL TIME TO</u> <u>COORDINATE WITH CITY OF GREENVILLE ON</u> <u>FINANCING PLAN.</u>		FY 2016 -	\$23,725,000	(T)
			FY 2017 -	\$23,725,000	(T)
			FY 2018 -	<u>\$23,725,000</u>	(T)
				\$123,140,000	

DIVISION 9

* W-5313	SR 1221 (OLD BEATTY FORD ROAD), SR 2335 (LOWER	UTILITIES	FY 2014 -	\$5,969,000	(HSIP)
ROWAN	STONE CHURCH ROAD) TO SR 1337 (LENTZ ROAD).	RIGHT-OF-WAY	FY 2014 -	\$5,400,000	(HSIP)
PROJ.CATEGORY	WIDEN AND INSTALL RUMBLE STRIPS.	MITIGATION	FY 2015 -	\$98,000	(HSIP)
DIVISION	<u>DELAY CONSTRUCTION FROM FY 15 TO FY 16 TO</u> <u>ALLOW ADDITIONAL TIME FOR PLANNING AND</u> <u>DESIGN.</u>	CONSTRUCTION	FY 2016 -	<u>\$7,000,000</u>	(HSIP)
				\$18,467,000	

* INDICATES FEDERAL AMENDMENT

**HIGHWAY PROGRAM
STIP MODIFICATIONS**

DIVISION 12

C-5195 CATAWBA PROJ.CATEGORY EXEMPT	CONSTRUCT SIDEWALKS AT VARIOUS LOCATIONS IN CLAREMONT. <u>DELAY CONSTRUCTION FROM FY 13 TO FY 14 TO ALLOW ADDITIONAL TIME FOR DESIGN.</u>	CONSTRUCTION	FY 2014 - \$496,000 (CMAQ) FY 2014 - <u>\$124,000</u> (C) \$620,000
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C-5505 GASTON PROJ.CATEGORY EXEMPT	BELMONT, RAIL TRAIL, WOODLAWN AVENUE TO BELMONT ABBEY COLLEGE AND DOWNTOWN. CONVERT ABANDONED NCDOT RAILROAD LINE TO A PEDESTRIAN TRAIL. <u>DELAY CONSTRUCTION FROM FY 13 TO FY 14 TO ALLOW ADDITIONAL TIME FOR COORDINATION WITH RAILROAD.</u>	CONSTRUCTION	FY 2014 - \$1,040,000 (CMAQ) FY 2014 - <u>\$260,000</u> (C) \$1,300,000
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C-5508 GASTON PROJ.CATEGORY EXEMPT	DALLAS, DALLAS-HIGH SHOALS ROAD (OLD US 321), DALLAS CHERRYVILLE HIGHWAY TO PARK ROAD AND EAST ON PARK ROAD TO SAM RHYME COURT. CONSTRUCT SIDEWALKS. <u>DELAY CONSTRUCTION FROM FY 13 TO FY 14 TO ALLOW ADDITIONAL TIME FOR DESIGN.</u>	CONSTRUCTION	FY 2014 - \$190,000 (CMAQ) FY 2014 - <u>\$47,000</u> (C) \$237,000
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DIVISION 14

R-2822B GRAHAM PROJ.CATEGORY REGIONAL	NC 143, WEST BUFFALO CREEK TO NC 143 BUSINESS. UPGRADE CORRIDOR. <u>DELAY RIGHT-OF-WAY FROM FY 17 TO FY 19 AND CONSTRUCTION FROM FY 19 TO FY 21 TO ALLOW ADDITIONAL TIME FOR PLANNING.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2019 - \$2,200,000 (DP) FY 2021 - <u>\$17,000,000</u> (DP) \$19,200,000
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STIP DELETIONS

DIVISION 2

W-5134 LENOIR PROJ.CATEGORY STATEWIDE	US 70, WEST OF US 70 BUSINESS/US 258 BUSINESS/NC 58 NORTH (QUEEN STREET) AND US 258 SOUTH TO WEST NC 58 SOUTH. CONSTRUCT RAISED MEDIAN WITH LEFT TURNS AT US 258 SOUTH AND SR 1357 (MEADOWBROOK DRIVE) AND RESURFACE.	<u>DELETE AT THE REQUEST OF DIVISION 2.</u>
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DIVISION 3

B-5518 SAMPSON PROJ.CATEGORY DIVISION	SR 1636 (ROANOKE ROAD), REPLACE BRIDGE NO. 189 OVER COHARIE CREEK.	<u>DELETE, WORK TO BE ACCOMPLISHED UNDER DIVISION BRIDGE PROJECT.</u>
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* INDICATES FEDERAL AMENDMENT

Thursday, January 09, 2014

HIGHWAY PROGRAM

STIP DELETIONS

DIVISION 5

* B-5328
FRANKLIN
PROJ.CATEGORY
DIVISION

SR 1406 (HIGHTOWER ROAD), REPLACE BRIDGE NO.
129 OVER SANDY CREEK.

DELETE AT DIVISION REQUEST, BASED ON
CURRENT SERVICEABILITY AND ELIGIBILITY FOR
LOW-IMPACT BRIDGE PROGRAM.

DIVISION 12

* C-5130
CATAWBA
PROJ.CATEGORY
EXEMPT

CONOVER, MULTI-MODAL TRANSIT FACILITY
REHABILITATION ASSISTANCE IN CONOVER.

DELETE AT THE REQUEST OF THE CITY OF
CONOVER.

* C-5506
GASTON
PROJ.CATEGORY
EXEMPT

BESSEMER CITY, REPLACE TWO PICK-UP TRUCKS
WITH HYBRID VEHICLES IN BESSEMER CITY.

DELETE, PROJECT HAS BEEN CANCELLED.

* C-5556
IREDELL
PROJ.CATEGORY
EXEMPT

SR 2395 MAZEPPA ROAD, AT NC 115. EXTEND RIGHT
TURN LANE.

DELETE, PROJECT COMPLETED WITH FUNDING
OTHER THAN CMAQ.

DIVISION 14

* B-4347
JACKSON
PROJ.CATEGORY
DIVISION

SR 1107 (WHITE SIDE COVE) - FH 82. REPLACE
BRIDGE NO. 3 OVER NORTON MILL CREEK.
NANTAHALA NATIONAL FOREST, PFH 1107(7).

DELETE. PROJECT WAS FUNDED WITH FEDERAL
FOREST HIGHWAY FUNDING AND THIS PROGRAM
WAS NOT CONTINUED IN MAP-21. BRIDGE WILL BE
RE-PRIORITIZED FOR FUNDING USING CURRENTLY
AVAILABLE FUNDING SOURCES.

* B-4854
CLAY
PROJ.CATEGORY
DIVISION

SR 1311 (MOSTELLER ROAD), FH 66. REPLACE BRIDGE
NO. 81 OVER TUNI CREEK. NANTAHALA NATIONAL
FOREST.

DELETE. PROJECT WAS FUNDED WITH FEDERAL
FOREST HIGHWAY FUNDING AND THIS PROGRAM
WAS NOT CONTINUED IN MAP-21. BRIDGE WILL BE
RE-PRIORITIZED FOR FUNDING USING CURRENTLY
AVAILABLE FUNDING SOURCES.

* INDICATES FEDERAL AMENDMENT

Thursday, January 09, 2014

HIGHWAY PROGRAM

ITEM N SUMMARY

ADDITION S	3	PROJECTS	\$10,457,000
MODIFICATION S	12	PROJECTS	
DELETION S	8	PROJECTS	\$5,668,000
	23	PROJECTS	\$4,789,000

* INDICATES FEDERAL AMENDMENT

Thursday, January 09, 2014

NCDOT January 9, 2014 Board of Transportation Agenda

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

Division 1

Carolina Coastal Railway
(CLNA)
Norfolk Southern Railway Co.
(NSR)
Washington, Wilson, Nash,
Johnston, Wake Counties
44119

This Agreement provides for the approval of payment of grant funds for the named short line railroad to improve infrastructure, health, safety and operating efficiency of the rail corridor. The Department shall participate in the Project to the extent of Fifty Percent (50%) of the total Project costs or up to One Hundred Ninety-One Thousand Three Hundred Ninety-Three Dollars (\$191,393), whichever is less. The funding was approved by the Board of Transportation on July 11, 2013.

Division 2

County of Pamlico
48106

This Project consists of new construction/paving of a driveway access for the Goose Creek Island Fire Department in Pamlico County. The County shall be responsible for all phases of the project. The Department shall reimburse the County \$24,500 for the work. The estimated total cost of the project is \$24,500. Costs which exceed this amount shall be borne by the County.

Division 5

City of Raleigh
Wake County
U-4432
35029.3.FD1

This Project consists of roadway improvements on SR 1370 (Tryon Road) from west of Bridge No. 259 over Norfolk Southern Railway to US 70/US 401/NC 50 (Wilmington Street) in Wake County. The Municipality shall reimburse the Department for said utility work. The estimated cost to the Municipality for the utility work is \$321,250.

Norfolk Southern Railway
Company (NSR)
North Carolina Railroad
Company (NCRR)
Wake County
P-5500

The Department, NSR and NCRR on November 5, 2013 executed a Preliminary Engineering Reimbursement Agreement for NSR and NCRR to review preliminary engineering plans prepared by the Department and for the detailed design and construction of track and signal improvements at Southern Junction and Boylan, which are associated with the construction of the Raleigh Union Station. This Supplement No. 1 to the Preliminary Engineering Reimbursement Agreement allows the Department to authorize a total expenditure of up to \$1,209,000 toward the cost of the Project.

NCDOT January 9, 2014 Board of Transportation Agenda

Division 6

City of Fayetteville
Cumberland County
U-2519CB
34817.3.S8

This Project consists of improvements to the Fayetteville Outer Loop from south of SR 1400 (Cliffdale Road) to east of SR 1415 (Yadkin Road). The Department shall prepare the environmental and/or planning document, project plans and specifications, construct the project, and acquire any needed right of way. The Municipality shall relocate and adjust any municipally owned utilities. At the request of the Municipality, the Department shall include in its contract the construction of sidewalks. The Municipality shall reimburse the Department 50% (\$51,874) of the actual cost of the work. The estimated cost of the sidewalks is \$103,749.

Division 7

Piedmont Authority for Regional
Transportation (PART)
Guilford County
C-5561
44103.1.1

This Project consists of the replacement and expansion of 11 vanpool vehicles traveling from and to the Burlington-Graham MPO area. PART shall be responsible for all aspects of the project. The Department shall reimburse an amount not to exceed 80% (\$224,000) from the CMAQ funds allocation. PART shall be responsible for providing the 20% (\$56,000) matching funds for the CMAQ funds authorized and all costs that exceed the total estimated cost.

Town of Elon
Alamance County
U-3110 B
34901.3.6
3707.3.21
43655

This Project consists of the installation of landscape plantings on Cook Road Extension (University Drive) from Westbrook Avenue to NC 100 in front of the Beth Schmidt Park in Alamance County. The Municipality shall develop the landscape design and prepare the landscape plans and specifications. The Department shall prepare the site and furnish and install the plantings. The Department is responsible for funding 100% up to a maximum amount of \$175,000. The Municipality shall be responsible for all funding that exceeds the \$175,000. The Municipality shall assume maintenance of the plantings upon completion of the project.

NCDOT January 9, 2014 Board of Transportation Agenda

Division 7 cont.

National Heritage Academies
Guilford County
R-2413C
34429.3.7

This Project consists of roadway improvements in conjunction with Project R-2413C in Guilford County. The Developer has requested the Department to add a left turn lane and taper as well as a right turn lane and taper at the Developer's physical location. The Developer shall prepare the environmental and/or planning document, project plans and specifications. The Department shall construct the project, and acquire any needed right of way. There are no utilities to be relocated. The Developer shall reimburse the Department one hundred percent (100%) of the actual cost of said work. The estimated reimbursement to the Department for the project is \$109,929.26.

City of Eden
Rockingham County
ER-2971G
3607.3.12
7CR.20791.53

This Project consists of the construction of curb and gutter, sidewalks, electrical conduit and boxes for future street lighting and resurfacing on SR 3005 (Morgan Road) in Rockingham County. The Municipality will be responsible for providing a portion of the plans, right of way and utilities. The Department will provide the final plans, environmental document, let and fund the construction and provide contract administration. The Municipality will provide maintenance of the sidewalk and future lighting upon final acceptance of the project. The Department shall participate in the actual construction and engineering costs of the project not to exceed \$285,000. Costs which exceed this amount shall be borne by the Municipality.

Division 8

Aberdeen & Rockfish Railroad
(AR)
Hoke County
44117

This Agreement provides for the approval of payment of grant funds for the named short line railroad to improve infrastructure, health, safety and operating efficiency of the rail corridor. The Department shall participate in the Project to the extent of Fifty Percent (50%) of the total Project costs or up to Fifty Thousand Three Hundred One Dollars (\$50,301), whichever is less. The funding was approved by the Board of Transportation on July 11, 2013.

Laurinburg & Southern Railroad
(LRS)
Hoke County
44122

This Agreement provides for the approval of payment of grant funds for the named short line railroad to improve infrastructure, health, safety and operating efficiency of the rail corridor. The Department shall participate in the Project to the extent of Fifty Percent (50%) of the total Project costs or up to Nine Thousand Two Hundred Fifteen Dollars (\$9,215), whichever is less. The funding was approved by the Board of Transportation on July 11, 2013.

NCDOT January 9, 2014 Board of Transportation Agenda

Division 8 cont.

Aberdeen Carolina & Western
Railway (ACWR)
Norfolk Southern Railway Co.
(NSR)
Moore and Stanly Counties
44118

This Agreement provides for the approval of payment of grant funds for the named short line railroad to improve infrastructure, health, safety and operating efficiency of the rail corridor. The Department shall participate in the Project to the extent of Fifty Percent (50%) of the total Project costs or up to One Hundred Forty-Four Thousand Fifty Dollars (\$144,050), whichever is less. The funding was approved by the Board of Transportation on July 11, 2013.

Town of Troy
Montgomery County
EB-5521
50037.1.1
50037.3.1

This Project consists of the construction of concrete sidewalk along NC 134 (N. Main Street)/SR 1005 (S. Main Street) from SR 1323 (Okeewemee Road) to Barnhill Street in Montgomery County. The Municipality shall be responsible for all phases of the project. The Department shall participate up to \$572,000 in Federal Enhancement funds, plus \$143,000 in state match. The Municipality shall provide all costs that exceed the total estimated cost of \$715,000.

Moore County
R-2812
34504.2.3

This Project consists of improvements along NC 211 from west end to the traffic circle in Pinehurst within Moore County. This Supplemental Agreement is to modify the original funding. The County's original participation was \$117,000.00. The County agrees to reimburse the Department an additional \$52,030.25. The costs are for relocation and adjustment of utility lines detailed in the responsibilities portion of the original Agreement. The adjusted total estimated cost to the County is \$169,030.25.

Division 9

Town of Denton
Davidson County
C-5560
50068.1.1

This Project consists of the purchase of an electric vehicle to replace an existing fleet vehicle used to conduct town business including utilities maintenance, code enforcement and monitoring/metering. Also, to purchase and install an electric vehicle charging station on the Town property for Town and public use. The Municipality shall be responsible for all aspects of the project. The Department shall reimburse an amount not to exceed 80% (\$30,176) from the CMAQ funds allocation. The Municipality shall be responsible for providing the 20% (\$7,544) matching funds for the CMAQ funds authorized and all costs that exceed the total estimated cost of \$37,720.

NCDOT January 9, 2014 Board of Transportation Agenda

Division 9 cont.

City of Kannapolis
Rowan County
P-5206 D
43217.3.STR04T4E

This Project consists of NCRR/NS Mainline Railroad Roadbed from north of Ryder Avenue (SR 1210, MP 345.4) to CP "North Kannapolis" (MP 348.3) in Rowan County. At the request of the Municipality, the Department shall include provisions in the construction contract for the contractor to adjust and relocate water and sewer lines. The Municipality shall reimburse the Department the entire cost of said utility work. Estimated cost to the Municipality is \$39,000.

City of Winston Salem
Forsyth County
36247.9.3

This Municipal Operations Agreement (Schedule C) consists of the operation of the traffic signals at certain intersections on the State Highway System within or near the City of Winston Salem in Forsyth County. The Department shall reimburse the Municipality based on an annual approved amount for the operation of the signals.

City of Salisbury
Rowan County
36247.9.3

This Municipal Operations Agreement (Schedule C) consists of the operation of the traffic signals at certain intersections on the State Highway System within or near the City of Salisbury in Rowan County. The Department shall reimburse the Municipality based on an annual approved amount for the operation of the signals.

Town of Lewisville
Forsyth County
U-4741 OL
39745.3.F29

This Project consists of the construction of sidewalks from Tullyries Lane to Riverwood Drive on the west side of Lewisville-Vienna Road in Lewisville. The Municipality is responsible for all phases of the project. The Department shall reimburse an amount not to exceed 80% (\$92,000) from the STP-DA funds allocation. The Municipality shall be responsible for providing the 20% (\$23,000) matching funds for the STP-DA funds authorized and all costs that exceed the total estimated cost of \$115,000.

Division 10

City of Monroe
Union County
B-4651
33817.3.FD1

This Project consists of the replacement of Bridge No. 251 over South Fork Crooked Creek on SR 1508 (Poplin Road) in Union County. The Department shall prepare the planning document, project plans and specifications, acquire any needed right of way, relocate and adjust utilities and construct the project. The Municipality shall relocate and adjust any municipally owned utilities and any utilities under franchise. The estimated cost to the Municipality for utility relocation is \$56,528.

NCDOT January 9, 2014 Board of Transportation Agenda

Division 10 cont.

Town of Wingate
Union County
ER-2971 J
3610.3.04

This Project consists of the construction of sidewalk along North Main Street and sidewalk along Haskins Drive in Union County. The Municipality shall be responsible for all phases of the project. The Department shall participate in the actual construction costs of the project in an amount not to exceed \$135,000 from Division Enhancement funds. Costs which exceed this amount shall be borne by the Municipality.

Town of Stallings
Union County
U-5112
42374.2.FD1
42374.3.FD1

This Project consists of widening improvements to Potters Road (SR 1357) and construction of selected turn lanes at its intersection with Pleasant Plains Road (SR 1364) in Stallings. The Municipality shall be responsible for all phases of the project. The Department shall allocate an amount not to exceed \$2,425,000 (\$1,600,000 from STP-DA funds and \$825,000 from HSIP funds). The Municipality shall provide the non-federal match to the STP-DA funds (\$400,000) and all costs that exceed the total estimated cost.

North Carolina Railroad
Company (NCRR)
Norfolk Southern Railway
Company (NSR)
City of Charlotte (Municipality)
Mecklenburg County
U-5008
57500

This Agreement provides for the commitment of funding by all Parties for the construction of a grade separation of the at-grade rail highway crossing at East Sugar Creek Road (SR 2975) (Crossing No. 715 352H, MP Main 347.02), and the additional closure of the at-grade crossing at East Craighead Road (Crossing No. 715 355D, MP Main 374.3). The Federal Railroad Administration will reimburse NCDOT 53.66% of the estimated project cost not to exceed \$22,000,000. NCRR's participation shall be \$10,000,000. NS's participation shall be 8% of the eligible total Project costs up to \$3,400,000. The Municipality's participation shall be \$5,000,000. The total estimated cost of the Project is \$43,000,000.

Siemens Energy, Inc.
Mecklenburg County
42819

This Agreement provides for the construction of rail improvements at Siemens gas turbine plant in Charlotte. This Supplemental Agreement allows the Department to use up to a maximum of \$400,000 toward the cost of the Project. The Board of Transportation authorized the use of Statewide Contingency Funds on November 7, 2013.

NCDOT January 9, 2014 Board of Transportation Agenda

Division 10 cont.

County of Mecklenburg
(County/Lessee)
City of Charlotte and
NCDOT(Municipality/
Department/Lessor)
32213

The Department and the Municipality (Lessors) jointly own the P&N Charlotte Rail Corridor and the Cedar Yard property in Mecklenburg County. On July 23, 2001, the Department and the County (Lessee) entered into a Lease Agreement, which was amended on June 25, 2002, for the use of a portion of the P&N corridor as a pedestrian facility. The County now wishes to enter into a new Lease Agreement to extend the pedestrian facility southward through the Cedar Yard parcel. The County shall be responsible for construction and maintenance. The new Lease Agreement will remain in effect for twenty-five years with up to two additional five-year extensions.

Charlotte-Mecklenburg Utilities
Mecklenburg County
B-4779
38550.3.FR1

This Project consists of the replacement of Bridge No. 147 (SBL) and Bridge No. 140 (NBL) over Mallard Creek on US 29 (N. Tryon Street) in Mecklenburg County. At the request of the Municipality, the Department shall include provisions in the construction contract for the contractor to adjust and relocate water lines. The Municipality shall reimburse the Department the entire cost of said utility work. The estimated cost to the Municipality is \$226,000.

City of Concord
Cabarrus County
I-3802A
36780.3.FS1

This Project consists of improvements on I-85 from NC 73 (Exit 55) to Lane Street (Exit 63) in Concord. The Department shall prepare the environmental and/or planning documents, project plans and specifications, construct the project, and acquire any needed right of way. At the request of the Municipality, the Department shall include in its contract the construction of sidewalks at various locations in Concord. The Municipality shall reimburse the Department 40% percent of the actual cost of the sidewalks, estimated at \$132,149. The total estimated cost for the sidewalks is \$330,372.

City of Kannapolis
Cabarrus County
I-3802A
36780.3.FS1

This Project consists of improvements on I-85 from NC 73 (Exit 55) to Lane Street (Exit 63) in Kannapolis. The Department shall prepare the environmental and/or planning documents, project plans and specifications, construct the project, and acquire any needed right of way. At the request of the Municipality, the Department shall include in its contract the construction of sidewalks at various locations in Kannapolis. The Municipality shall reimburse the Department 30% percent of the actual cost of the sidewalks estimated at \$40,862. The total estimated cost for the sidewalks is \$136,206.

NCDOT January 9, 2014 Board of Transportation Agenda

Division 11

Southeast Shortlines d/b/a
Caldwell County Railroad Co.
(CWCY)
Caldwell Railroad Commission
(CRC)
Caldwell, Burke, Catawba
Counties
44120

This Agreement provides for the approval of payment of grant funds for the named short line railroad to improve infrastructure, health, safety and operating efficiency of the rail corridor. The Department shall participate in the Project to the extent of Fifty Percent (50%) of the total Project costs or up to Fifty Thousand Dollars (\$50,000), whichever is less. The funding was approved by the Board of Transportation on July 11, 2013.

City of Gastonia
Gaston County
EB-5534
50049.3.1

This Project consists of the construction of the Catawba Creek Greenway Extension from Ferguson Park to Downtown Gastonia in Gaston County. The Municipality shall be responsible for all phases of the project. The Department shall participate up to a maximum amount of \$328,000, plus \$82,000 in state match. The Municipality shall provide all costs that exceed the total estimated cost of \$410,000.

Division 12

Town of Cramerton
Gaston County
C-5563
50086.3.1

This Project consists of retrofitting fourteen (14) police vehicles and six (6) other municipal vehicles with an LPG bi-fuel conversion kit. The project also includes installation of a fueling station in Cramerton. The Municipality shall be responsible for all phases of the Project. The Department shall reimburse an amount not to exceed 80% (\$120,000) from the CMAQ funds allocation. The Municipality shall be responsible for providing the 20% (\$30,000) matching funds for the CMAQ funds authorized and all costs that exceed the total estimated cost of \$150,000.

Division 14

Great Smoky Mountains
Railroad
Jackson and Swain Counties
44121

This Agreement provides for the approval of payment of grant funds for the named short line railroad to improve infrastructure, health, safety and operating efficiency of the rail corridor. The Department shall participate in the Project to the extent of Fifty Percent (50%) of the total Project costs or up to One Hundred Fourteen Thousand Five Hundred Thirty-Seven Dollars (\$114,537), whichever is less. The funding was approved by the Board of Transportation on July 11, 2013.

NCDOT January 9, 2014 Board of Transportation Agenda

Division 14 cont.

Norfolk Southern Railway
Company (NSR)
Transylvania County
17BP.14.R.12

This Agreement provides for the NSR to work within the operating railroad right-of-way on SR 1504 (old US 64), MP TR15.9 to TR16.1 including preliminary engineering and provide railroad flagging, if needed. This Agreement provides for the encroachment by NCDOT on the operating railroad right-of-way. The Department shall be responsible for all costs incurred by NSR. The estimated cost to the Department is \$18,000.00.

National Park Service/Great
Smoky Mountains National Park
Haywood County
C-5202
46286.1.1

This Project consists of educating visitors to the Great Smoky Mountains National Park about transportation choices and how that affects air quality in Haywood County. The Agency is responsible for all phases of the project. The Department shall reimburse an amount not to exceed 80% (\$270,000) from the CMAQ funds allocation. The Agency will be responsible for providing the 20% (\$67,500) matching funds for the CMAQ funds authorized and all costs that exceed the total estimated cost of \$337,500.

NCDOT January 9, 2014 Board of Transportation Agenda

SUMMARY: There are a total of 25 agreements for informational purposes only.

Statewide

NC DENR – Division of Air
Quality
C-4903
44003.3.1

This Project consists of the implementation of education and outreach programs through partnerships with local governments and health and environmental advocacy groups. This Supplemental Agreement extends the completion date for the Project to December 31, 2016, in lieu of June 20, 2015.

Solid Waste Enforcement
Officers Association

This Agreement consists of the NCDOT Office of Beautification providing the Solid Waste Enforcement Officers Association (SWEEOA) with the use of its Q-Star Technology FlashCam #FC 880K System with mounting brackets, hardware, remote control, #DB-2 Decoy, Manual, CD, Tools, Acer laptop SN 20809954576 and Pelican traveling case accompanied by the commercial Master lock and key for the use of the deterrence of littering and illegal dumping in various counties and site locations. This Supplemental Agreement extends the original terms by an additional year (December 17, 2014). There is no fee or cost associated with this Agreement.

Division 3

City of Wilmington
New Hanover County
EB-5544
45844.3.1

This Project consists of the construction and improvements for bicycle/pedestrian facilities beginning at S. 17th Street & John Barry Drive and ending at the entrance to Wade Park, with signal upgrades at S. College Road and S. 17th Street in New Hanover County. This Supplemental Agreement extends the completion date of the project to December 31, 2014 in lieu of December 31, 2013.

Division 5

Carolina Multifamily/Morrow
Construction Co., Inc.
Wake County
36249.3286

This Project consists of the installation of a new traffic signal utilizing metal poles and mast arms, protected/permissive phasing utilizing flashing yellow arrows and signalized pedestrian crossing at the site driveway on NC 54 (Chapel Hill Road) in Wake County. The Developer shall reimburse the Department one hundred percent (100%) of the actual cost of said work. The estimated reimbursement to the Department for review and inspection is \$10,000.

NCDOT January 9, 2014 Board of Transportation Agenda

Division 6

Branch Banking & Trust
Company
Cumberland County
36249.3306

The Project consists of revision to the existing signal at NC 24/87 (Bragg Boulevard) at McKenzie Street/New Street, in Spring Lake. This will include the relocation of a signal pole in the northeast quadrant, relocating signal heads, recutting signal loops and adjustments to fiber optic cables. The installation of a right-turn lane is also required, as well as the installation of thermoplastic pavement markings. The Department will revise the signal plans for the developer under this agreement. The Developer shall reimburse the Department one hundred percent (100%) of the actual cost of said work. The estimated reimbursement to the Department for review and inspection is \$10,000.

Town of White Lake
Bladen County
ER-2971F
3606.3.12

This Project consists of widening, curb & gutter and sidewalk along White Lake Drive (SR 1515) from Williams Street to Sycamore Lane in Bladen County. This Supplemental Agreement extends the completion date for the project to June 30, 2014 in lieu of December 8, 2013.

Division 7

City of Greensboro
Guilford County
R-4707
36599

This Project consists of developing a preliminary design plan for moving vehicular traffic along US 29 in Guilford County. This Supplemental Agreement extends the completion for the project to December 31, 2015, in lieu of December 31, 2013.

City of Greensboro
Guilford County
EL-5101 DG
41823.3.10

This Project consists of sidewalk improvements at various locations in Guilford County. This Supplemental Agreement extends the pre-construction activities completion date to March 31, 2014, in lieu of July 31, 2013.

City of Greensboro
Guilford County
EL-5101 DP
41823.3.18

This Project consists of sidewalk improvements at various locations in Guilford County. This Supplemental Agreement extends the pre-construction activities completion date to February 28, 2014, in lieu of June 30, 2013 and extends the completion date for the project to January 1, 2015 in lieu of January 31, 2014.

City of Greensboro
Guilford County
C-5555 A
45540.3.1

This Project consists of sidewalk improvements at various locations in Guilford County. This Supplemental Agreement extends the pre-construction activities completion date to February 28, 2014, in lieu of August 31, 2013 and extends the completion date for the project to March 31, 2015 in lieu of August 31, 2014.

NCDOT January 9, 2014 Board of Transportation Agenda

Division 7 cont.

City of Greensboro
Guilford County
U-5505
46290.2.1
46290.3.1

This Project consists of sidewalk improvements at various locations in Guilford County. This Supplemental Agreement extends the pre-construction activities completion date to March 31, 2014, in lieu of September 30, 2012 and extends the completion date for the project to October 31, 2015 in lieu of December 31, 2013.

City of Greensboro
Guilford County
U-5306 A
47026.2.2
47026.3.2

This Project consists of sidewalk improvements at various locations in Guilford County. This Supplemental Agreement extends the pre-construction activities completion date to November 30, 2014, in lieu of February 28, 2013 and extends the completion date for the project to January 31, 2016 in lieu of January 31, 2013.

Division 8

NNP Briar Chapel, LLC
Chatham County
36249.3295

This Project consists of the maintenance of existing guardrail and regulatory signs on state maintained roadways within the Briar Chapel Development in Chatham County. The Department shall own and be responsible for maintenance of the existing guardrail and regulatory signs on state maintained roadways.

Village of Pinehurst
Moore County
36249.3298

This Project consists of the temporary removal of four (4) overhead signs and structures to remove the lighting system, strip, paint, apply new sheeting, and reinstall at the traffic circle in Pinehurst within Moore County. The Department shall be responsible for all phases of the project. The Municipality shall reimburse the Department \$50,000 for work performed by the Department. The estimated total cost of project is \$50,000.

Division 9

City of Lexington
Davidson County
9.202912

This Municipal Maintenance Agreement (Schedule A) provides for the Municipality to contract with the Department for the installation, repair and maintenance of traffic control devices. The Municipality shall install and maintain signs and supports on the State Highway System Streets located within the Municipality. The Department shall be billed quarterly by the Municipality for the cost of signs and supports as per the Agreement.

NCDOT January 9, 2014 Board of Transportation Agenda

Division 9 cont.

City of Salisbury
Rowan County
9.208012

This Municipal Maintenance Agreement (Schedule A) provides for the Municipality to contract with the Department for the installation, repair and maintenance of traffic control devices. The Municipality shall install and maintain signs and supports on the State Highway System Streets located within the Municipality. The Department shall be billed quarterly by the Municipality for the cost of signs and supports as per the Agreement.

City of Winston Salem
Forsyth County
9.203412

This Municipal Maintenance Agreement (Schedule A) provides for the Municipality to contract with the Department for the installation, repair and maintenance of traffic control devices. The Municipality shall install and maintain signs and supports on the State Highway System Streets located within the Municipality. The Department shall be billed quarterly by the Municipality for the cost of signs and supports as per the Agreement.

City of Lexington
Davidson County
9.202912

This Municipal Maintenance Agreement (Schedule B) provides for the Municipality to maintain traffic control devices. The Municipality shall install and maintain pavement marking materials and pavement markers on the State Highway System Streets located within the Municipality. The Department shall be billed quarterly by the Municipality for the cost of signs and supports as per the Agreement.

City of Salisbury
Rowan County
9.208012

This Municipal Maintenance Agreement (Schedule B) provides for the Municipality to maintain traffic control devices. The Municipality shall install and maintain pavement marking materials and pavement markers on the State Highway System Streets located within the Municipality. The Department shall be billed quarterly by the Municipality for the cost of signs and supports as per the Agreement.

City of Winston Salem
Forsyth County
9.203412

This Municipal Maintenance Agreement (Schedule B) provides for the Municipality to maintain traffic control devices. The Municipality shall install and maintain pavement marking materials and pavement markers on the State Highway System Streets located within the Municipality. The Department shall be billed quarterly by the Municipality for the cost of signs and supports as per the Agreement.

NCDOT January 9, 2014 Board of Transportation Agenda

Division 10

City of Concord
Cabarrus County
SR-5001 BN
40924.3.65

This Project consists of federal Safe Routes to School funding for the greenway connection to serve Harris Road Middle School and Odell Elementary School in Cabarrus County. This Supplemental Agreement extends the completion date for the final PS&E package to December 31, 2013 in lieu of August 1, 2012 and to extend the completion date of the Project to September 30, 2014 in lieu of September 1, 2013. This Agreement supersedes the Agreement that was approved by the Board on September 6, 2012.

Division 11

Town of Seven Devils
Avery and Watauga Counties
11.209515

This Project provides for clean-up and routine mowing of the State maintained roadways within the corporate limits of the Municipality. This Supplemental Agreement is to extend the end date to December 31, 2016.

Division 12

Catawba County
DBA Catawba Valley Medical
Center
Catawba County
36249.3297

This Project consists of the inspection and review of proposed signal upgrade (signal 12-0312) at the intersection of SR 1476 (Fairgrove Church Road) and SR 2271 (Graystone Place) in Catawba County. The County shall reimburse the Department 100% of the actual cost of said work. The estimated reimbursement to the Department for review and inspection is \$7,500.

Division 13

City of Asheville
Buncombe County

This Agreement provides for the Municipality to utilize the area under Bridge #322 and Bridge #323 (I-240, Captain Jeff Bowen Bridges) for public parking only in Asheville. The Municipality shall be responsible for all maintenance and liability responsibilities, including security measures, lighting, fencing and landscaping. There is no fee or cost associated with this agreement.

NCDOT January 2014 Board of Transportation Agenda

Approval of Municipal Street System Changes

Deletions from the State Highway System

Division	County	Municipality	Road	Termini	Length
7	Guilford	High Point	SR 1471	To delete (SR 1471) Montlieu Ave	1.37

NCDOT January 2014 Board of Transportation Agenda

<u>No.</u>		<u>Enacted Page No.</u>
1	Preliminary Right of Way Plans	R-1 and R-2
2	Final Right of Way Plans	R-3 thru R-5
3	Revisions of Final Right of Way Plans	R-6
4	Approval of Conveyance of Highway Right of Way Residue	R-7
5	Approval of Revision in Control of Access	R-8
6	Approval of Conveyance of Permanent Utility Easement	R-9

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 Branch, 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 2)

Pamlico County; I.D. No. B-5129A; Project No. 42287.2.FR2:
Bridge No. 24 over the North Prong of Bay River on NC 304

Pitt County; I.D. No. BD-5102S; Project No. 45348.2.FD19:
Bridge No. 142 over Cross Swamp on SR 1777

Greene County; I.D. No. BD-5102R; Project No. 45348.2.FD18:
Bridge No. 9 over Sandy Run on SR 1324

(Division 6)

Harnett County; I.D. No. W-5206Q; Project No. 45336.2.FR17:
NC 210 from SR 2047 (Hayes Road) to SR 2048 (Bethal Baptist Road)

(Division 8)

Scotland County; I.D. No. B-5003; Project No. 41106.2.F1:
Bridge No. 81 on Common Wealth Avenue over Leith Creek

Preliminary Right of Way Plans (continued)

(Division 9)

Davidson County; I.D. No. B-4741; Project No. 38514.2.FD1:
Bridge No. 38 over Muddy Creek on SR 1493

(Division 11)

Caldwell County; I.D. No. BD-5111AE; Project No. 45357.2.FD31:
Bridge No. 95 over Brushy Fork on SR 1715

Yadkin County; I.D. No. BD-5111AB; Project No. 45357.2.FD28:
US 15/501 from the Moore Academy to Legacy Lake Way

Wilkes County; I.D. No. BD-5111AC; Project No. 45357.2.FD29:
Bridge No. 17 over Gum Swamp on US 15/US 401

(Division 12)

Iredell County; I.D. No. K-4908; Project No. 39894.2.FS1:
I-77 new rest area pair on new location

PRELIMINARY RIGHT OF WAY PLANS 10 PROJECTS

\$0.00

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 Branch 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 5)**Project No. 38521.2.1; Franklin County; I.D. No. B-4749:**

Grading, paving, drainage and structure on Bridge No. 27 over Middle Creek on SR 1200 (Wes Sandling Road) with the right of way indicated upon the final plans for said project, the same being identified as Addendum 1 of the January 9, 2014 Board of Transportation Meeting and incorporated herein by reference.

Project No. 38555.2.1; Person County; I.D. No. B-4784:

Grading, paving, drainage and structure on Bridge No. 31 over Aldridge Creek on SR 1134 (Satterfield Road) with the right of way indicated upon the final plans for said project, the same being identified as Addendum 2 of the January 9, 2014 Board of Transportation Meeting and incorporated herein by reference.

(Division 7)**Project No. 33681.2.1; Alamance County; I.D. No. B-4401:**

Grading, drainage, paving and structure on Bridge No. 161 over North Prong Stinking Quarter Creek on SR 1124 (Stafford Mill Road) with the right of way indicated upon the final plans for said project, the same being identified as Addendum 3 of the January 9, 2014 Board of Transportation Meeting and incorporated herein by reference.

Final Right of Way Plans (continued)

(Division 7 continued)

Project No. 38528.2.1; Guilford County; I.D. No. B-4756:

Grading, paving, drainage and structure on Bridge No. 120 over Reedy Fork Creek on SR 2128 (Bunch Road) with the right of way indicated upon the final plans for said project, the same being identified as Addendum 4 of the January 9, 2014 Board of Transportation Meeting and incorporated herein by reference.

(Division 8)

Project No. 38503.2.1; Chatham County; I.D. No. B-4730:

Grading, drainage, paving and structure on Bridge No. 108 over Terrell Creek on SR 1549 with the right of way indicated upon the final plans for said project, the same being identified as Addendum 5 of the January 9, 2014 Board of Transportation Meeting and incorporated herein by reference.

(Division 9)

Project No. 42244.2.1; Forsyth County; I.D. No. B-5107:

Grading, drainage, paving and structure on Bridge No. 34 over Abbott's Creek on SR 1003 (High Point Road) with the right of way indicated upon the final plans for said project, the same being identified as Addendum 6 of the January 9, 2014 Board of Transportation Meeting and incorporated herein by reference.

(Division 10)

Project No. 34811.2.3; Mecklenburg County; I.D. No. U-2507A:

Grading, drainage, paving, culvert and signals in Charlotte – SR 2467 (Mallard Creek Road) from SR 2480 (Sugar Creek Road) to SR 2665 (Harris Boulevard) with the right of way indicated upon the final plans for said project, the same being identified as Addendum 7 of the January 9, 2014 Board of Transportation Meeting and incorporated herein by reference.

Project No. 42246.2.1; Union County; I.D. No. B-5109:

Grading, paving, drainage and structure on Bridge No. 29 over Goose Creek on NC 218 with the right of way indicated upon the final plans for said project, the same being identified as Addendum 8 of the January 9, 2014 Board of Transportation Meeting and incorporated herein by reference.

Project No. 40097.2.1; Cabarrus County; I.D. No. B-4973:

Grading, drainage, paving and structure on Bridge No. 271 over Irish Buffalo Creek on SR 1157 (Wilshire Avenue SW) with the right of way indicated upon the final plans for said project, the same being identified as Addendum 9 of the January 9, 2014 Board of Transportation Meeting and incorporated herein by reference.

(Division 13)

Project No. 42294.2.1; Burke County; I.D. No. B-5135:

Grading, drainage, paving and structure on Bridge No. 1 over Hunting Creek on SR 1512 with the right of way indicated upon the final plans for said project, the same being identified as Addendum 10 of the January 9, 2014 Board of Transportation Meeting and incorporated herein by reference.

Final Right of Way Plans (continued)

(Division 14)

Project No. 35022.2.1; Haywood County; I.D. No. U-4412:
Grading, drainage, paving, signals, culvert and structure in Waynesville – SR 1184 (Howell Mill Road) from US 276 (Russ Avenue) to US 23 Business (Asheville Highway) with the right of way indicated upon the final plans for said project, the same being identified as Addendum 11 of the January 9, 2014 Board of Transportation Meeting and incorporated herein by reference.

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. 34416.2.2; I.D. No. R-2303A; Cumberland County:

Final Right of Way plans approved as Addendum 7 to the minutes of the June 6, 2013 Board of Transportation Meeting. Revised additional right of way, easements or control of access shown on Addendum 12 to the minutes of the January 9, 2014 Board of Transportation Meeting and incorporated herein by reference.

(Division 10)

Project No. 34408.2.6; I.D. No. R-2246B; Cabarrus County:

Final Right of Way plans approved as Addendum 8 to the minutes of the May 2, 2013 Board of Transportation Meeting. Revised additional right of way, easements or control of access shown on Addendum 13 to the minutes of the January 9, 2014 Board of Transportation Meeting and incorporated herein by reference.

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 Branch, that the following highway right of way conveyances are approved:

(Division 1)

Project 35488.2.1, Parcels R-2507A 037 and 037A, US 13/ US 158 Widening from US 158/ NC 45 Near Winton to the US 158 Bypass in Tarheel Gates County

Conveyance of an approximate 0.725-acre residue area to David A. Spruill and wife, Juanita Spruill as part settlement for a right of way claim, for no consideration.

(Division 8)

Project 34438.2.3, Parcel R-2502A 901, US 1 from South of SR 1001 (Marston Road) Richmond County

Conveyance of an approximate 1.230-acre residue area to the Town of Hoffman for the appraised value of \$12,300.00.

CONVEYANCE ROW RESIDUE

2 PROJECTS

\$12,300.00

Approval of Revision in Control of Access

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

(Division 3)

**Project 8.2250104 (36109.80.20), Parcel U-0092D 030, Smith Creek Parkway from NC 132 College Road East of Wilmington to US 74
New Hanover County**

Grant of a revision in the existing control of access for a shift of the current 62.31 foot break along US 74 (Eastwood Road), for no consideration.

(Division 12)

**Project 34517.2.2, Parcel R-2911A 100, US 70 in Iredell County
Iredell County**

Grant of a revision in the existing control of access for a new 60 foot break along US 70, for no consideration.

Approval of Conveyance of Permanent Utility Easement

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

(Division 4)

**Project 6.299002T (36109.TF), Parcel R-2111AB 000, Mitigation Site US Highway 64A and SR 1523 (Shiloh Farm Road)
Edgecombe County**

The Department was deeded a ±366 acre Mitigation site for Conservation Management, maintenance of fish and wildlife habitat and plant species in Edgecombe County. Martin-Edgecombe Electric Membership Corporation has requested the Department to allow them to have a 0.230 acre permanent utility easement adjacent to the right of way for SR 1523 (Shiloh Farm Road) for the installation of an electric line to connect to their existing line. The Department has determined this 0.230 acre area will have minimal if any impact on the Conservation Management goal of the mitigation area. Martin-Edgecombe Electric Membership Corporation has agreed to pay the appraised value of \$550.00 for conveyance of the easement.

CONVEYANCE OF PERMANENT UTILITY EASEMENT	1 PROJECT	\$550.00
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R-ITEM SUMMARY	28 PROJECTS	TOTAL: \$12,850.00
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NCDOT January 2014 Board of Transportation Agenda

**No Items for
Approval of Highway Needs Allocations**

December 6, 2013

MEMORANDUM TO: Board of Transportation
FROM: Transportation Planning Branch
SUBJECT: Submission of the Carteret County Comprehensive Transportation Plan for Mutual Adoption by the Board of Transportation

The Transportation Planning Branch has worked cooperatively with Carteret County and the municipalities contained within on the development of a Comprehensive Transportation Plan (CTP). The plan has been adopted by the County and each municipality and endorsed by the Down East RPO.

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=Carteret County](https://connect.ncdot.gov/projects/planning/Pages/CTP-Details.aspx?study_id=Carteret%20County)

The Transportation Planning Branch recommends the mutual adoption of the Carteret County Comprehensive Transportation Plan as shown on the attached map dated May 30, 2012 and revised August 1, 2013.

Sincerely,



Mike Bruff, P.E.
Manager, Transportation Planning Branch

Attachment

January 9, 2014

Adoption Sheet



Carteret County North Carolina RECOMMENDED Comprehensive Transportation Plan

Plan Date: May 30, 2012
Revised: August 1, 2013

- Sheet 1 Adoption Sheet
- Sheet 2 Highway Map
- Sheet 3 Public Transportation and Rail Map
- Sheet 4 Bicycle Map
- Sheet 5 Pedestrian Map

- County Boundaries
- Municipal Boundaries
- Roads
- Railroads
- Airports
- Hospitals/Medical Centers
- Schools
- Ferry

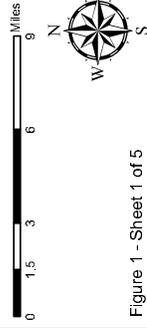
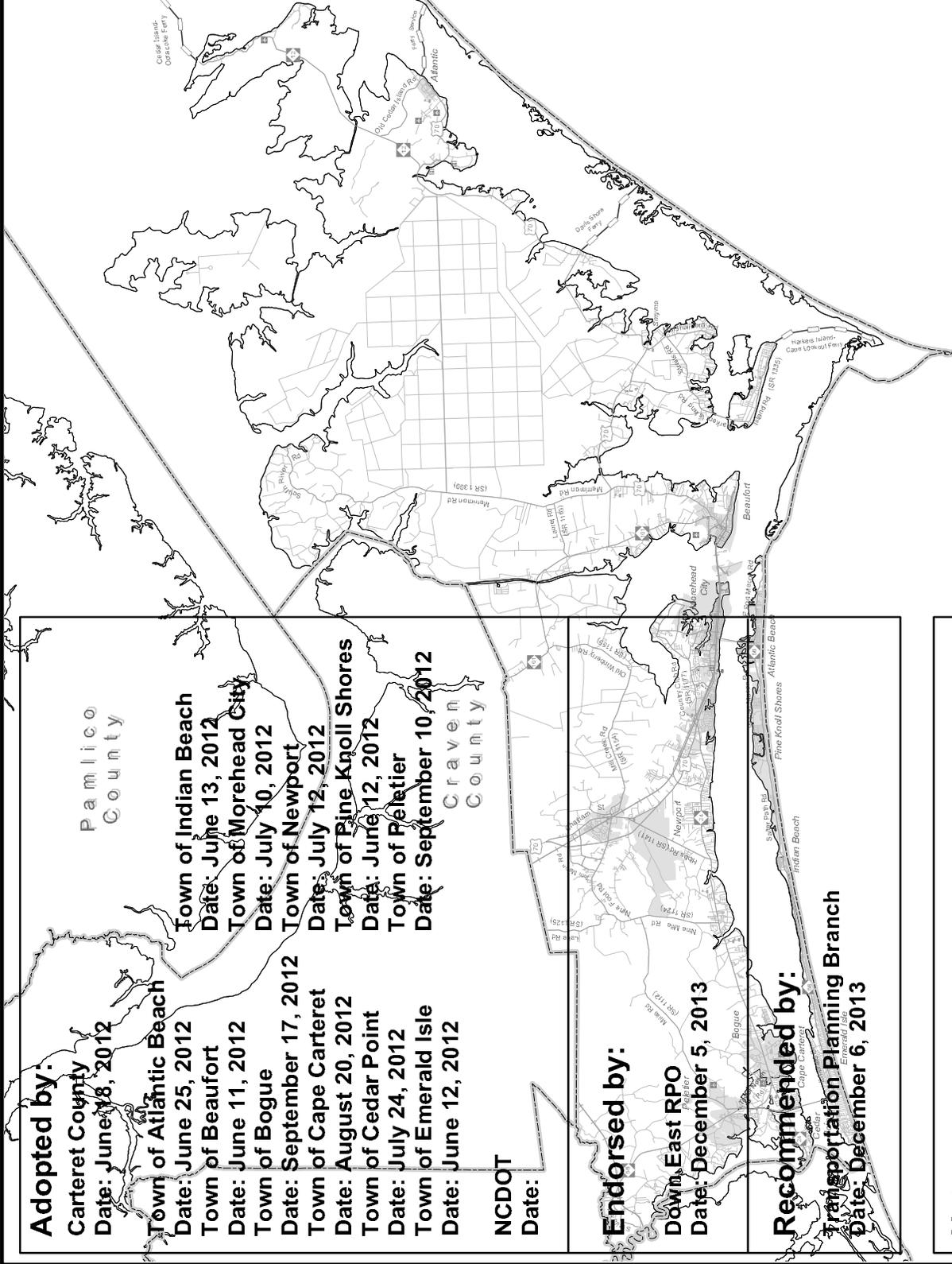


Figure 1 - Sheet 1 of 5
Base map date: November 30, 2011
Refer to CTP document for more details



Adopted by:

Carteret County
Date: June 18, 2012

Town of Atlantic Beach
Date: June 25, 2012

Town of Beaufort
Date: June 11, 2012

Town of Bogue
Date: September 17, 2012

Town of Cape Carteret
Date: August 20, 2012

Town of Cedar Point
Date: July 24, 2012

Town of Emerald Isle
Date: June 12, 2012

NCDOT

Date:

Endorsed by:

Down East RPO
Date: December 5, 2013

Recommended by:

Transportation Planning Branch
Date: December 6, 2013

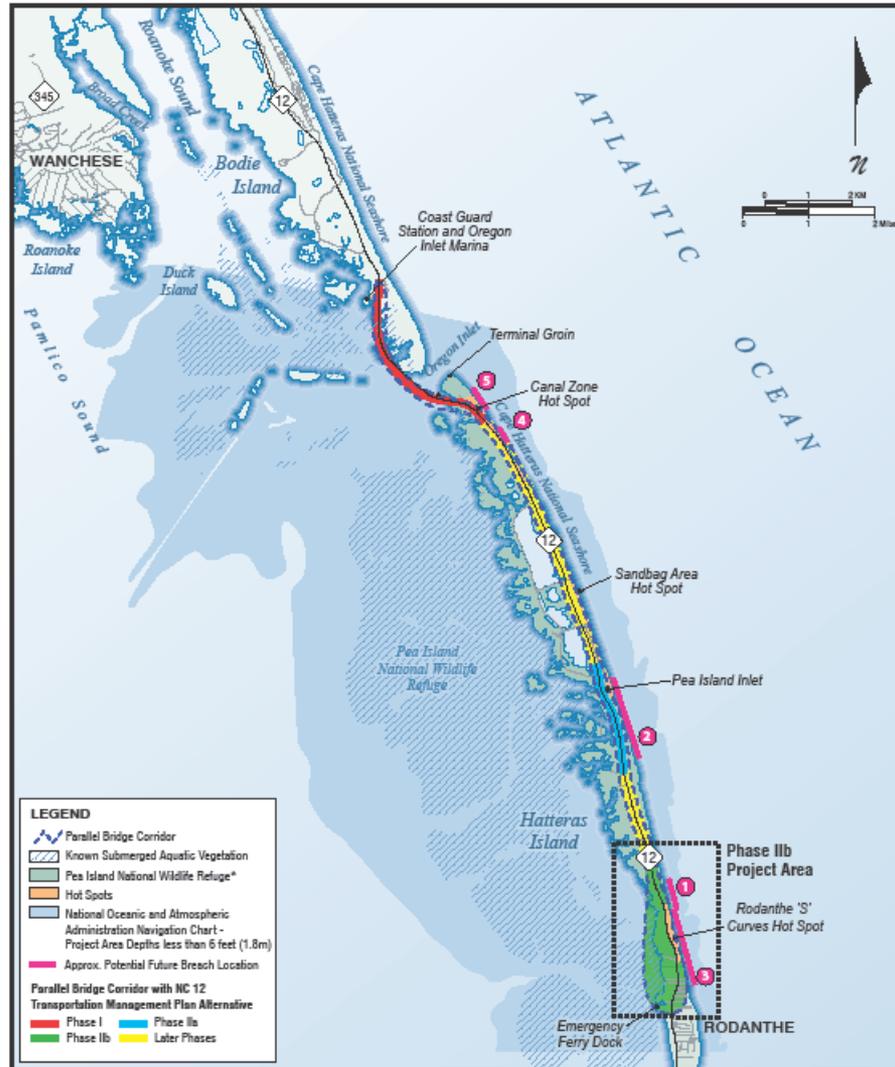
Notes:

Town of Morehead City re-adopted Highway Map on August 13, 2013

Atlantic Ocean



Bonner Bridge and NC 12 Update

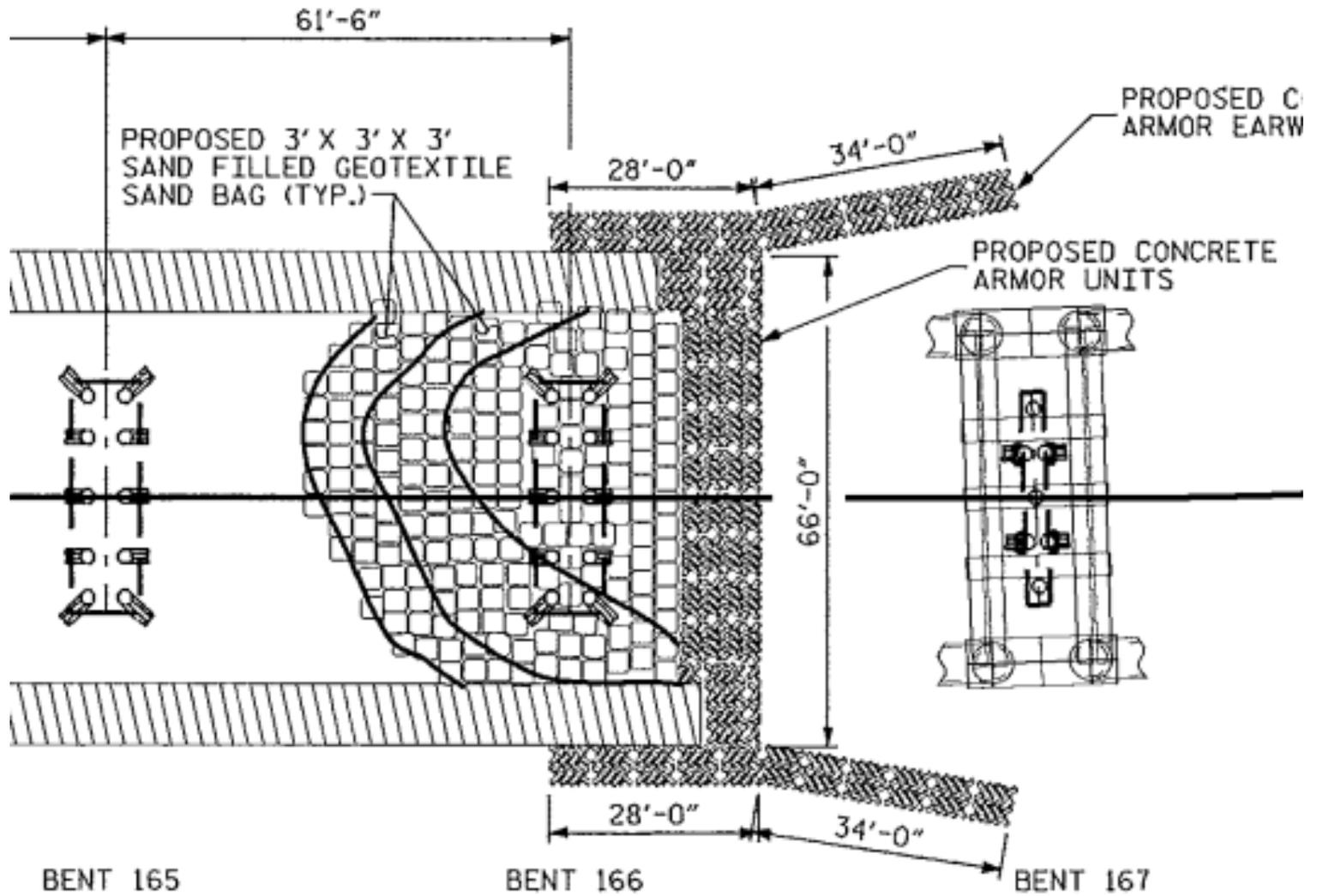


**PARALLEL BRIDGE CORRIDOR WITH NC 12
TRANSPORTATION MANAGEMENT PLAN ALTERNATIVE**

Figure
1

Bonner Bridge Repairs

- Status of current repairs
- Video simulation at Bent 166





Bonner Bridge Repairs



Spring 2008	B-5014A	Concrete Rehab and Repair	Coastal Gunite	\$14,394,155.95
Spring 2009	B-5014A	Fender System Rehab	Marine Technologies	\$711,383.00
Spring 2011	B-5014B	Scour Protection Bent 156-166	Marine Contracting	\$3,562,214.73
Fall 2011	B-5014A	Steel Repair Channel Spans	Astron General	\$748,447.00
Sum 2012	B-5014C	Crutch Bent159 & Scour Protection	American Bridge	1,266,945.50
Fall 2012	13701.102811	Cored Slab Rehab	Carolina Bridge	164,061.73
Spring 2013	B-5014D	Concrete Repair	Coastal Gunite	388,910.00
Fall 2013	B-5014E	Steel Crutch Bent Repairs	Smith Rowe	\$1,364,180.00
Fall 2013	B-5014C	Scour Protection Bent 166	Carolina Bridge	\$1,560,703.94
Fall 2013	B-5014C	Scour Protection	Great LakesDredge	\$850,000.00

Bonner Bridge Repairs

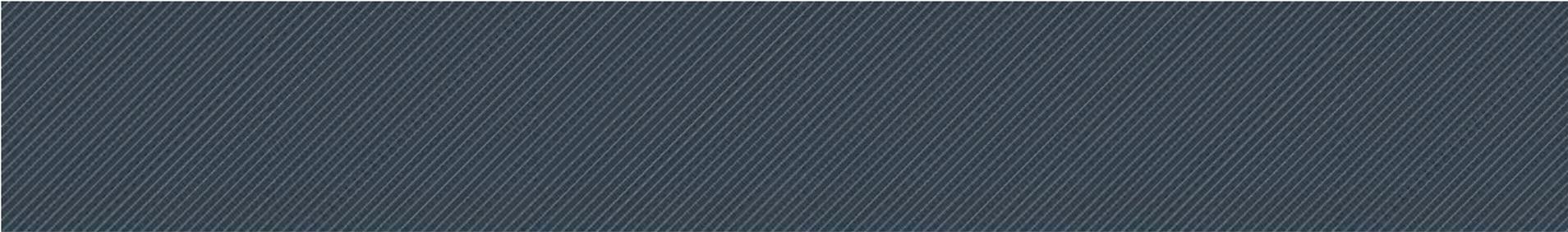
- Video of inlet migration

Bonner Bridge Replacement (B-2500)

- Design-build contract awarded to PCL Civil Constructors, Inc., in July 2011
- HDR Engineering, Inc. of the Carolinas- lead design firm
- Bid was \$215.8
- About 3 year construction time

Bonner Bridge Replacement (B-2500)

	<u>Old</u>	<u>New</u>
Bridge length (miles)	2.4	2.8
Number of Bents	207	83
Number of navigation spans	3	11
Navigation opening width (ft)	502	3550
Design lifespan (years)	30	100



North Carolina

DEPARTMENT OF TRANSPORTATION

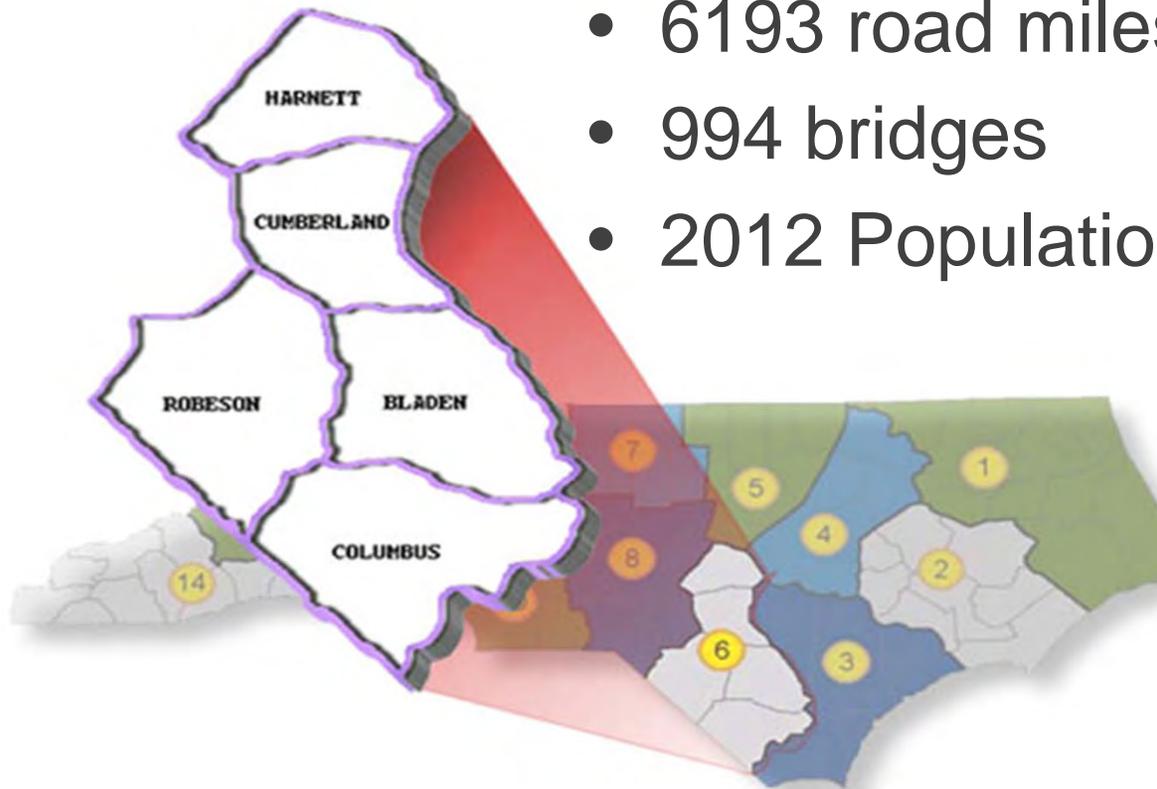
Division 6 update

January 9, 2014

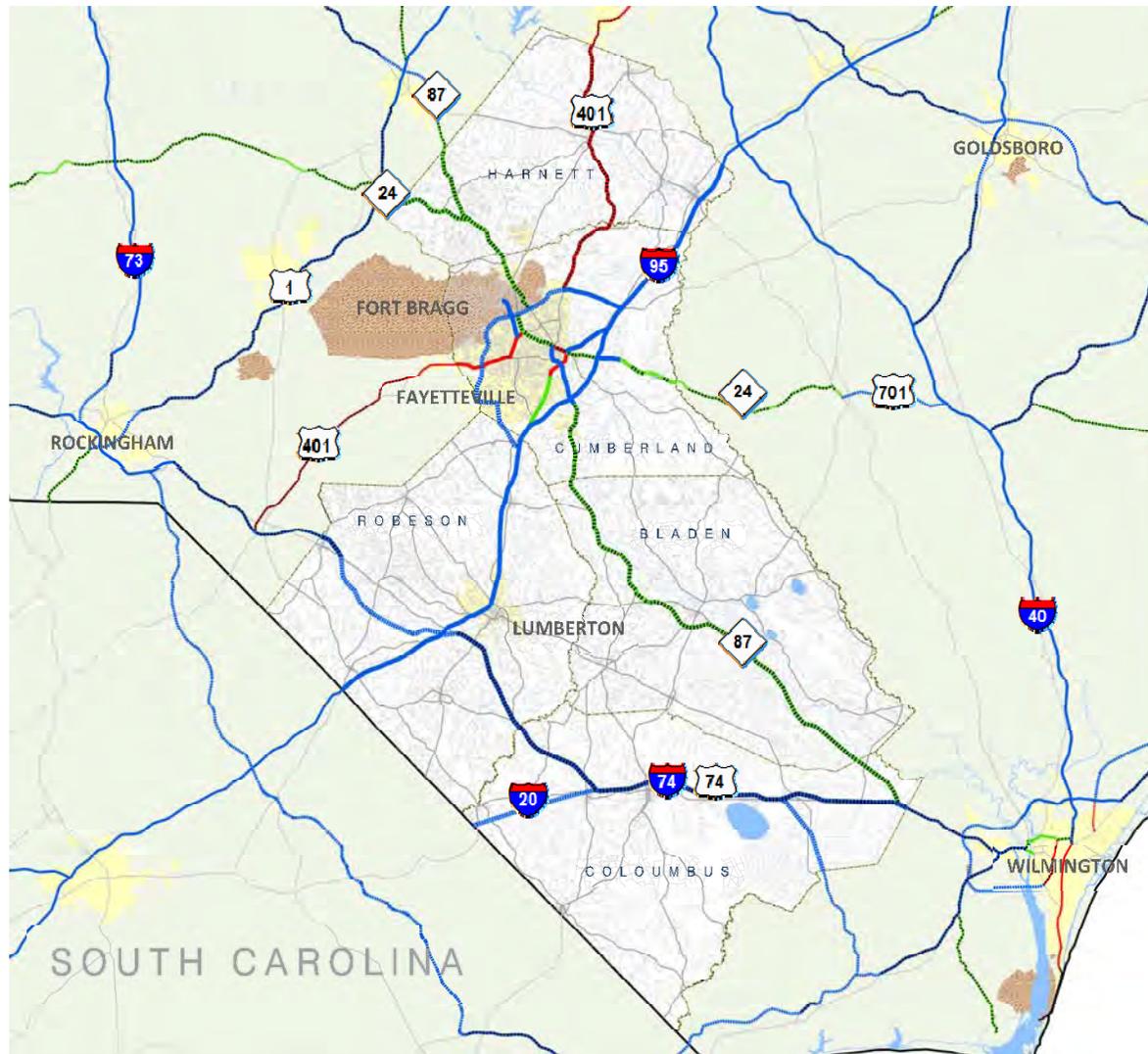


Division 6 - stats

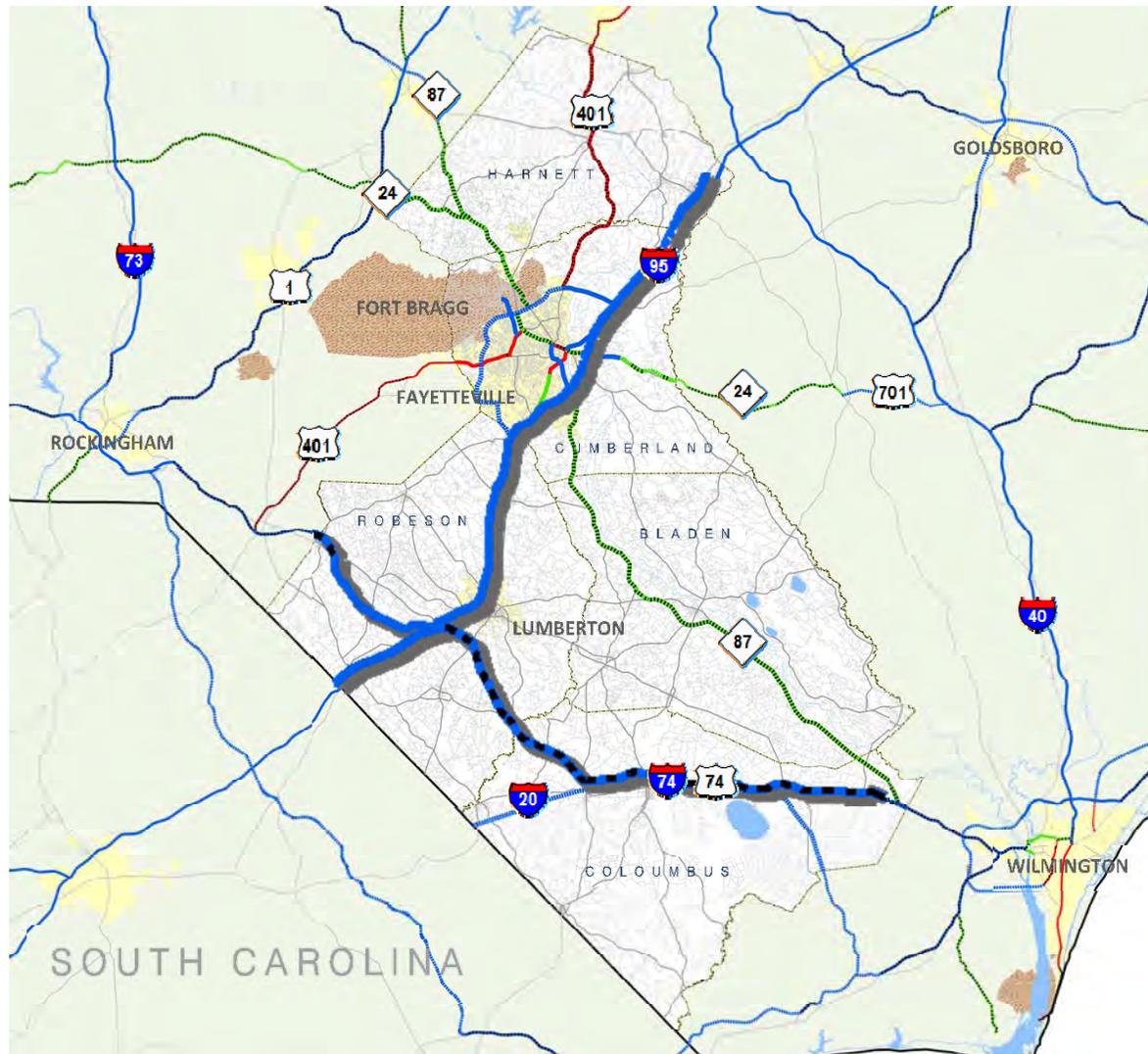
- 551 permanent employees
- 6193 road miles
- 994 bridges
- 2012 Population – 674,233



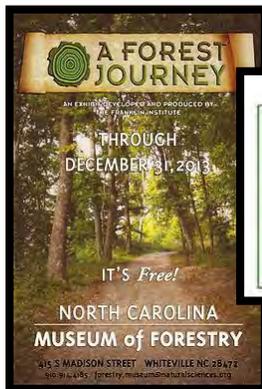
Div 6 - Strategic Highway Corridors



Div 6 - Strategic Highway Corridors



Division 6 – Columbus County



Division 6 – Robeson County



I-95 at I-74 Interchange



Welcome to North Carolina



Lumber River State Park



UNC Pembroke

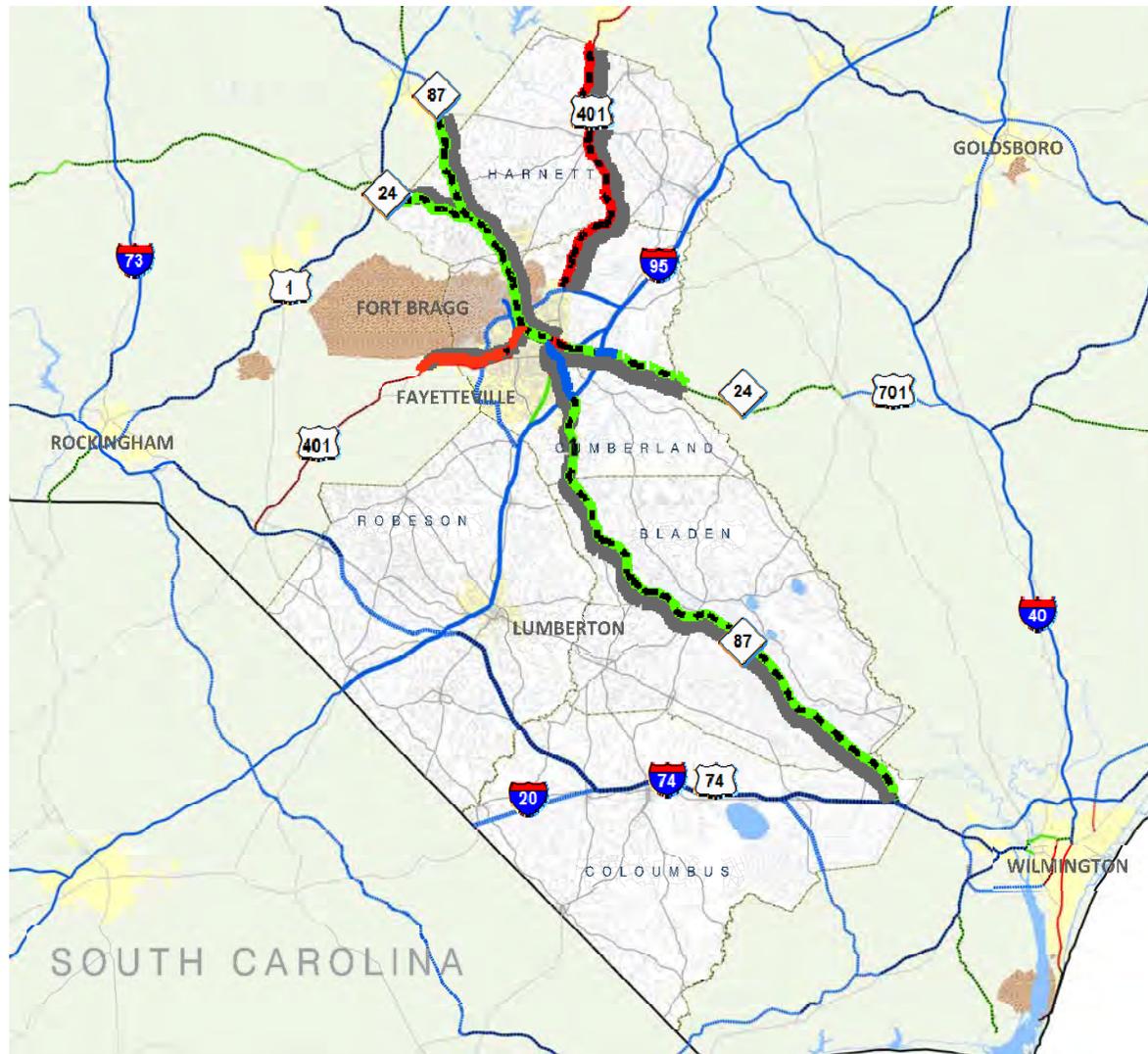


ROBESON
COMMUNITY COLLEGE



Lumberton Regional Airport 6

Div 6 - Strategic Highway Corridors



Bladen County Strategic Highway Corridor



Division 6 – Bladen County



Elizabethtown Airport



Tarheel Truss Bridge



Landmark Businesses



Elwell Ferry



White Lake



Smithfield Packing Plant

Elwell Ferry, Cape Fear River in Bladen County



Harnett County Strategic Highway Corridors



Division 6 – Harnett County



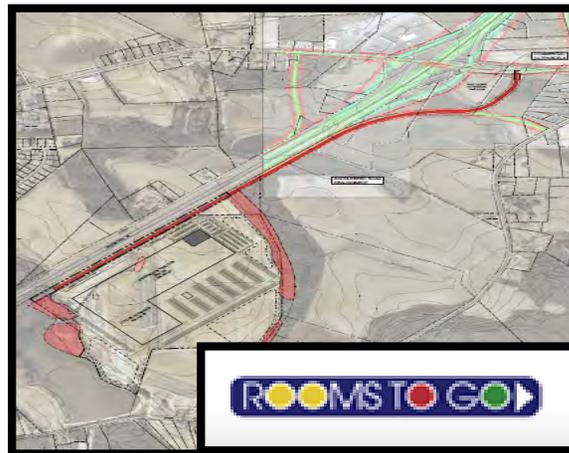
Central Harnett Hospital
Lillington



Raven Rock State Park



Aversboro Battleground



Rooms To Go Site in Dunn



Dunn-Erwin Trail

Division 6 – Harnett County



School of Osteopathic Medicine



Pedestrian Safety



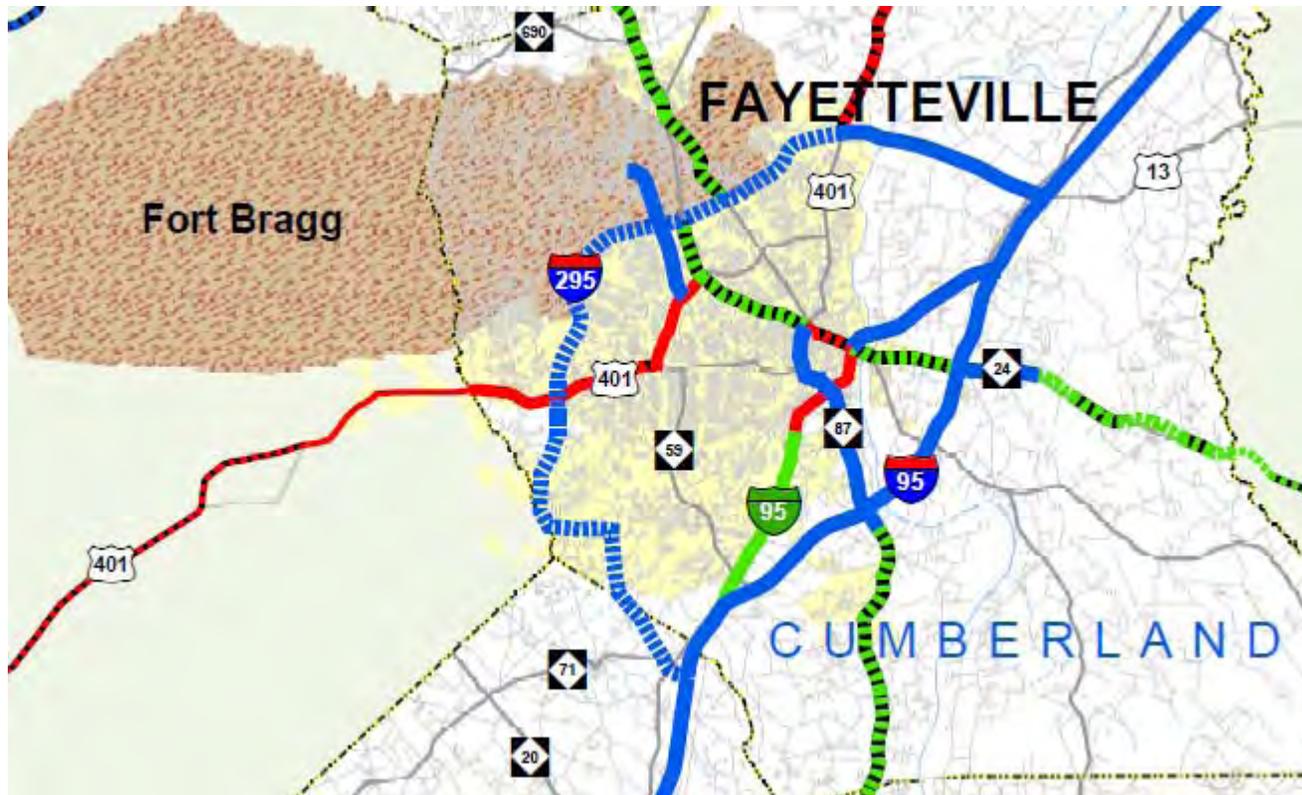
Football Stadium



Roundabout Projects



I-295



FORT BRAGG



HOME OF THE AIRBORNE & SPECIAL OPERATIONS



Fort Bragg Overview

Land	
Acres Total	162,816
Acres Training	138,713
Live Fire Ranges	80
Training Areas	85

Supported Population

Total Military	56,697
Active Duty	50,517
Reserve Comp	3,281
Students	2,899
DOD Civilians	14,515
Contract Empl	5,496
Mil Family Mem	76,786
Retiree & Families	98,357
Other Surr Pop	9,481
Total	261,332



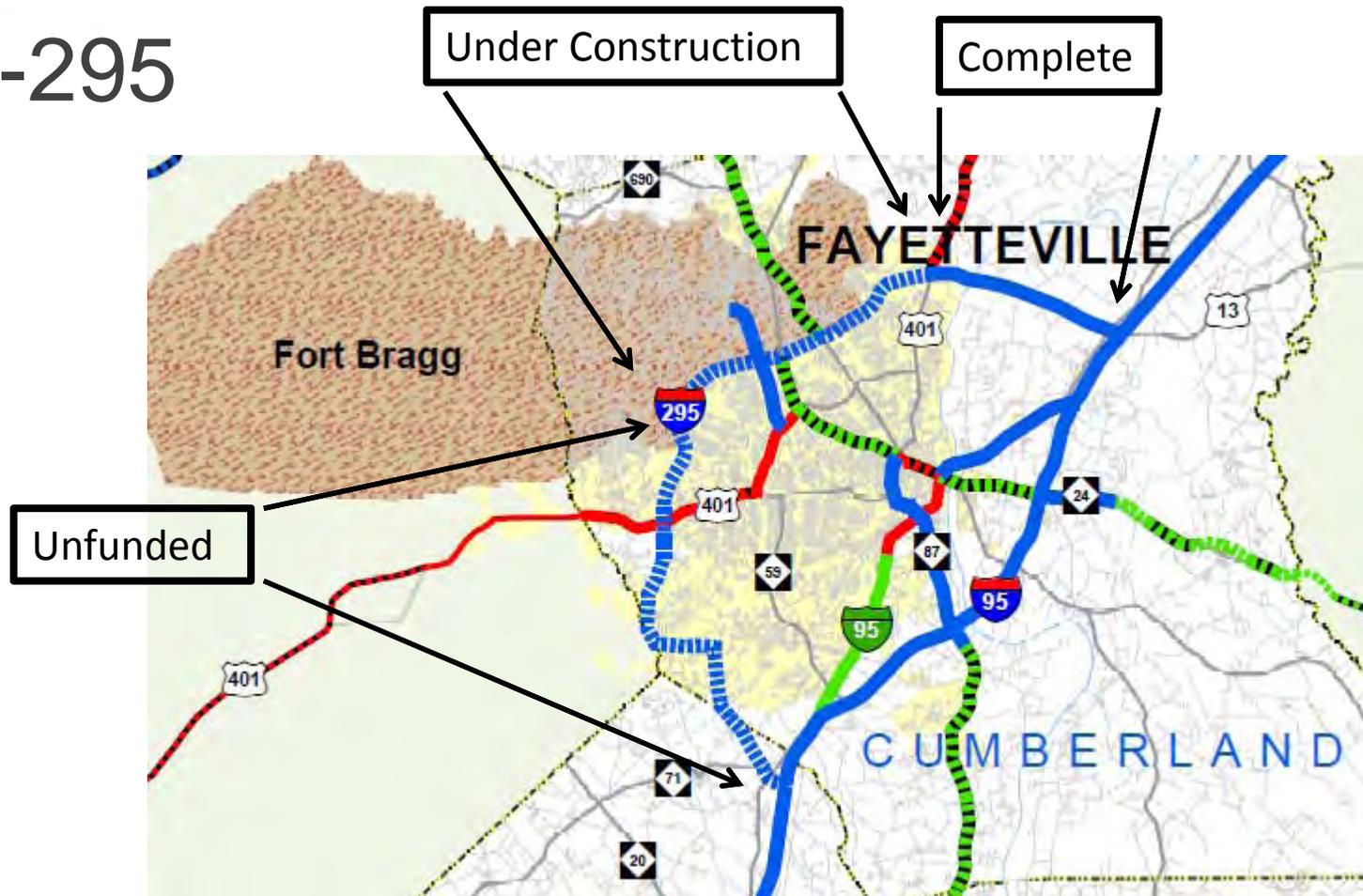
Infrastructure

Paved Road Lanes	1,462 Miles
Railroads	20 Miles
Electric & Water	2,071 Miles
Total Buildings	5,791
Building Space	49.3 M ft ²

Economic Impact

Annual Impact	\$10.9 Billion
Exchange Sales	\$280 Million
Commissary Sales	\$136 Million

I-295





STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

**Herbert C. Bonner Bridge Emergency Closure
NCDOT – Ferry Division
Emergency Ferry Operation
December 4th-December 15th 2014**

- The emergency ferry route runs between Stumpy Point (mainland Dare County) and Rodanthe (Outer Banks).
- The one way emergency route is 17-miles across the Pamlico Sound and takes approximately 2-hours to complete.
- 4-River Class ferries and 1-Hatteras Class ferries were used during the emergency operations from December 4th – December 15th.
- River Class ferries are 180-feet long and have a 38-car capacity. Hatteras Class Ferries are 150-feet long and have a 24-car capacity.
- The ferry boats used a total of 28,160-gallons of fuel during the event for a total of \$99,173.85.
- 14-five man crews (7-per shift) were used to run the vessels along the emergency route.
- Employees from all 7-ferry operations stretching from Currituck to Southport worked at the emergency route. The estimated labor cost was \$26,422 per day.
- Initially, there were 10-departures originally scheduled from Stumpy Point and Rodanthe. After close coordination with the locals, an extra departure was added on Wednesday December 11th to better accommodate the commuters that worked in the Northern Outer Banks.
- After coordination with the locals, a 3:30AM ferry departure was added to allow transport of the waste disposal trucks during non-peak travel periods.
- The Ferry Division ran a total of 254 total departures during the duration of the Bonner Bridge closure.
- During the duration of the event the Ferry Division moved a total of 5,660 vehicles and 9,399 passengers along the emergency route.
- Of the 5,660-vehicles moved, 661 were oversized delivery trucks greater than 20 feet long.

There were 1,233-vehicles that were from out of state that used the emergency ferry while it was in operation.

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
COMMUNICATIONS OFFICE
1503 MAIL SERVICE CENTER
RALEIGH NC 27699-1503

TELEPHONE: 919-707-2660
FAX: 919-733-9980
CUSTOMER SERVICE: 1-877-368-4968

LOCATION:
TRANSPORTATION BUILDING
1 SOUTH WILMINGTON STREET
RALEIGH NC

WEBSITE: WWW.NCDOT.GOV



Financial Update

Mark Foster, Chief Financial Officer
January 8, 2014

Financial Update

SFYTD 2014 as compared SFYTD 2013

Dollars in Millions	Year to Date				
	<u>November 13</u>	<u>November 12</u>	<u>November 13</u>	<u>November 12</u>	<u>% Change</u>
Revenue Collections	\$ 357	\$ 368	\$ 1,958	\$ 1,931	1.4%
Expenditures	<u>386</u>	<u>392</u>	<u>2,017</u>	<u>2,052</u>	-1.7%
Net Change	\$ (29)	\$ (24)	\$ (59)	\$ (121)	
	<u>November 13</u>	<u>November 12</u>			
Cash Balances:					
Trust Fund	\$ 733	\$ 494			
Highway Fund*	<u>284</u>	<u>447</u>			
Totals	<u><u>\$ 1,017</u></u>	<u><u>\$ 941</u></u>			

*Excludes bond proceeds held by Trustee

Revenue Summary November 2013

(\$ in Millions)

	November 2013	November 2012	Year Over Year				SFY to Budget		
			2013-2014 Actual	2012-2013 Actual	\$	%	Budget to Date	\$	%
State & Federal Receipts:									
Highway Fund *	\$ 160.4	\$ 160.9	\$ 844.7	\$ 821.2	\$ 23.5	3%	\$ 828.3	\$ 16.4	2%
Highway Trust Fund *	89.6	88.9	488.3	464.6	23.7	5%	458.7	29.6	6%
Federal Funds/Participation	96.4	102.0	509.8	516.4	(6.6)	-1%	491.0	18.8	4%
Total	\$ 346.4	\$ 351.8	\$ 1,842.8	\$ 1,802.2	\$ 40.6	2%	\$ 1,778.0	\$ 64.8	4%
GARVEE/NCTA/ARRA:									
GARVEE Reimbursement-Trustee	\$ -	\$ 5.6	\$ 40.5	\$ 30.0					
GARVEE Reimbursement-FHWA	-	-	13.4	14.5					
NCTA Bond Proceeds/TIFIA	0.3	4.4	13.9	55.9					
NCTA Toll Revenues	1.4	0.6	7.2	2.5					
Federal Funds - ARRA	8.6	5.9	40.0	25.4					
Total	\$ 10.3	\$ 16.5	\$ 115.0	\$ 128.3					
Total Receipts	\$ 356.7	\$ 368.3	\$ 1,957.8	\$ 1,930.5	\$ 27.3	1%			

* Memo	November 2013	November 2012	Year Over Year				SFY to Budget		
			2013-2014 Actual	2012-2013 Actual	\$	%	Budget to Date	\$	%
Highway Fund & Trust Fund Details									
Motor Fuel Taxes	\$ 163.5	\$ 162.8	\$ 810.0	\$ 804.4	\$ 5.6	1%	\$ 782.8	\$ 27.2	3%
Highway Use Tax	41.8	41.3	244.6	224.5	20.1	9%	222.7	21.9	10%
DMV/Other Revenue	44.4	45.3	276.8	255.3	21.5	8%	281.5	(4.7)	-2%
Investment Income	0.3	0.4	1.6	1.6	-	0%	1.9	(0.3)	-16%
Total	\$ 250.0	\$ 249.8	\$ 1,333.0	\$ 1,285.8	\$ 47.2	4%	\$ 1,288.9	\$ 44.1	3%

Expenditure Summary November 2013

(\$ in millions)

	November 2013	November 2012	Year Over Year				SFY to Budget		
			2013-2014 Actual	2012-2013 Actual	\$	%	2013-2014 Budget	\$	%
State & Federal Funded Programs:									
Construction *	\$ 182.6	\$ 178.3	\$ 890.8	\$ 855.6	\$ 35.2	4%	\$ 820.8	\$ 70.0	9%
Maintenance	105.5	95.6	591.1	543.1	48.0	9%	535.4	55.7	10%
Public Transportation	2.6	4.3	56.4	31.5	24.9	79%	37.8	18.6	49%
Other Modal/Other Programs	12.5	6.1	59.1	50.3	8.8	18%	47.0	12.2	26%
Administration	17.1	23.6	86.4	97.3	(10.9)	-11%	122.9	(36.4)	-30%
Municipal Aid	-	-	72.8	71.4	1.4	NA	72.8	-	NA
Transfers to Other Agencies	51.1	58.5	121.5	136.2	(14.7)	NA	122.5	(0.9)	NA
Totals	\$ 371.4	\$ 366.5	\$ 1,878.2	\$ 1,785.4	\$ 92.8	5%	\$ 1,759.1	\$ 119.1	7%
GARVEE/NCTA/Special Initiatives:									
NCTA Construction	2.4	9.6	10.7	66.2					
NCTA Financing Costs	-	-	47.7	51.5					
GARVEE Bond Expenditures	-	2.4	10.2	90.0					
Debt Service (GO & GARVEE)	2.5	4.7	20.5	21.6					
Ecosystem Enhancement Project	0.0	-	5.4	4.0					
FEMA	1.3	(0.2)	4.8	0.6					
ARRA- Rail	8.3	4.3	33.1	10.6					
ARRA - Highway Infrastructure/Public Transit	0.2	5.0	6.4	20.7					
SB 1005 Pavement/Public Transportation	0.0	-	-	0.3					
Moving Ahead	0.2	-	-	1.0					
Totals	\$ 14.9	\$ 25.8	\$ 138.9	\$ 266.5					
Total Expenditures	\$ 386.4	\$ 392.3	\$ 2,017.1	\$ 2,051.9	\$ (34.8)	-2%			

* See GARVEE bond expenditures below.

Year to Date Operations

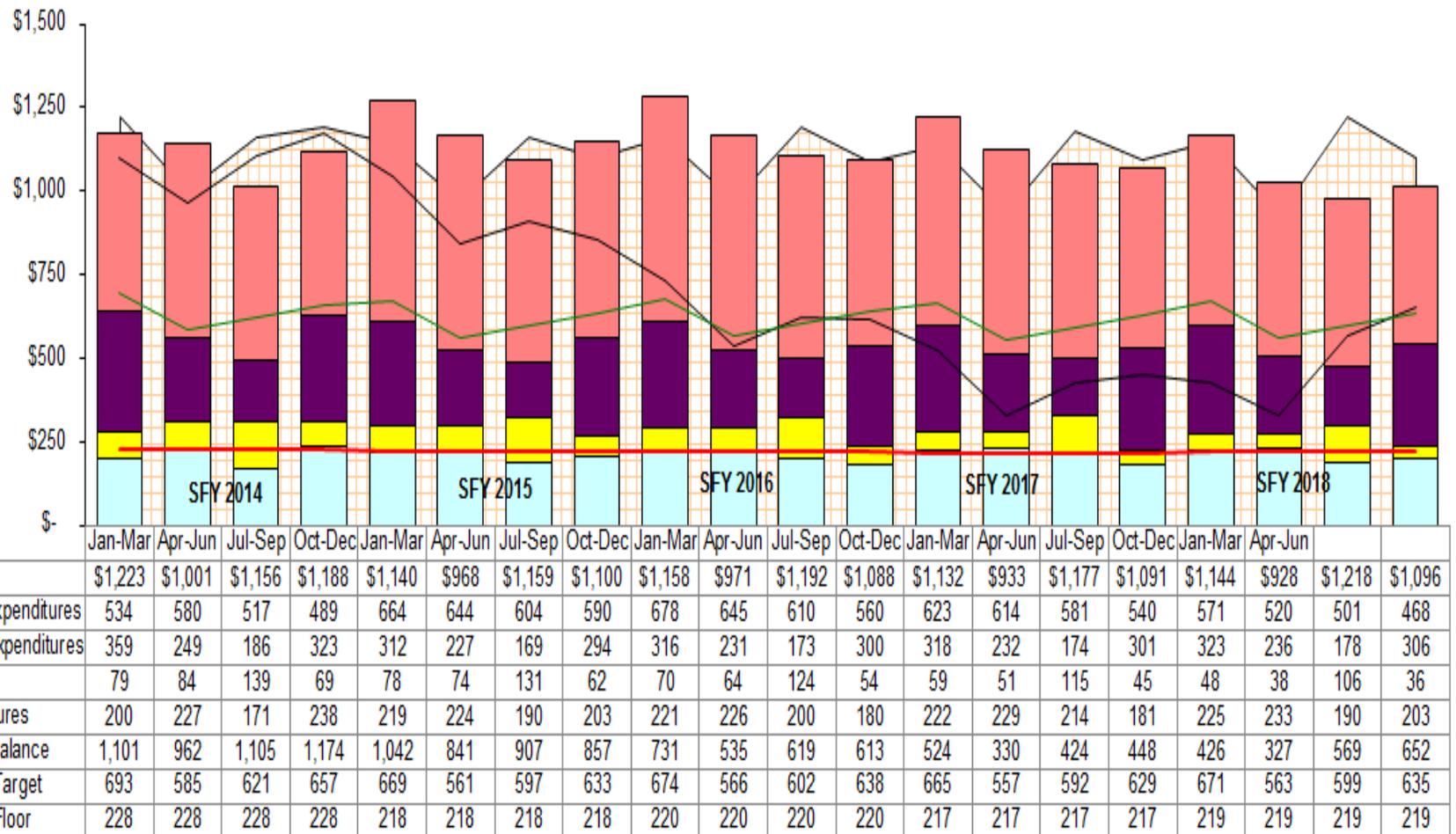
Change in Cash YTD as of November 30, 2013

Operating Cash Inflows	\$ <u>1,958</u>
State & Federal Funded Programs	\$ 1,878
GARVEE/NCTA/Special Initiatives	<u>139</u>
Operating Cash Outflows	\$ <u>2,017</u>
 Net Change on Operating Cash	 \$ <u><u>(59)</u></u>

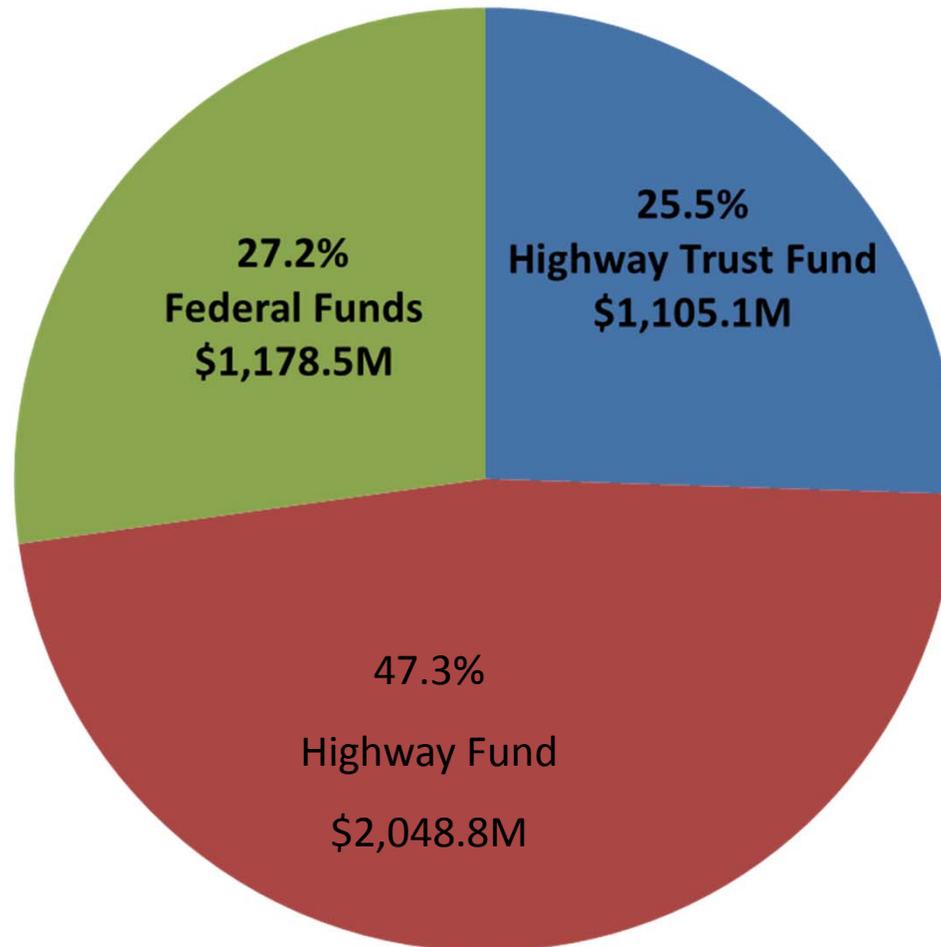
(\$ in Millions)

60 Month Cash Model

Projections as of November 2013



NCDOT Sources of Funds 2013-14 by Major Funding Source Total Funding = \$4.3 Billion



(Excludes Receipt Supported Funding of \$0.1B)

Uses of 2013-14 NCDOT Appropriations Total Funding = \$4.3 Billion

***Strategic Mobility Formula (SMF) \$1,837.3**

***SMF TIP Construction - \$1,780.5**

Bridge Preservation - \$179.6

Maintenance - \$940.9

Other Construction 1.4% - \$61.7

Secondary Roads	27.0
Contingency Funds	12.0
Spot Safety	12.1
Public Service/Small Urban	6.7
Economic Development	3.9

Debt Service - \$159.9
GO Bonds 73.6
GARVEE Bonds 86.3

NCTA 1.5% - \$65.0
Debt Service 49.0
*SMF 16.0

Other Modes - \$416.0

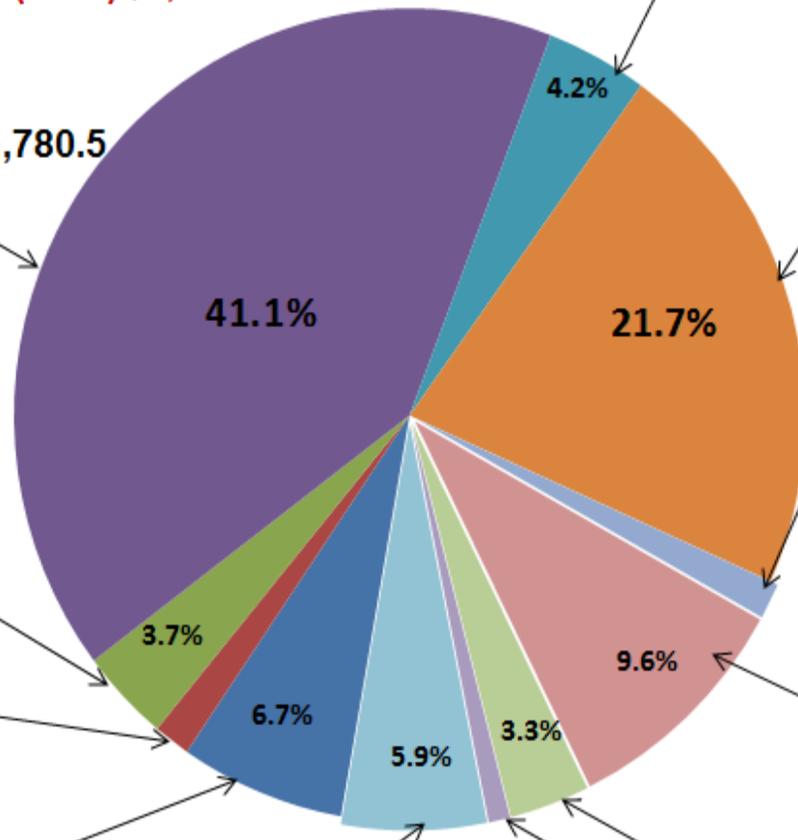
Aviation	46.7
Rail	171.3
Public Transit	116.3
Ferries	40.9
*SMF Bike	40.0
Bike Planning	.8

Administration - \$292.1
DOT 92.4
DMV 119.0
DOH 35.1
Trust Fund 43.5
NCTA 2.1

State Agency Transfers - \$256.5
General Fund 21.5
Highway Patrol 196.6
Public Instruction 26.1
Other Agencies 12.3

Municipal Aid - \$142.1

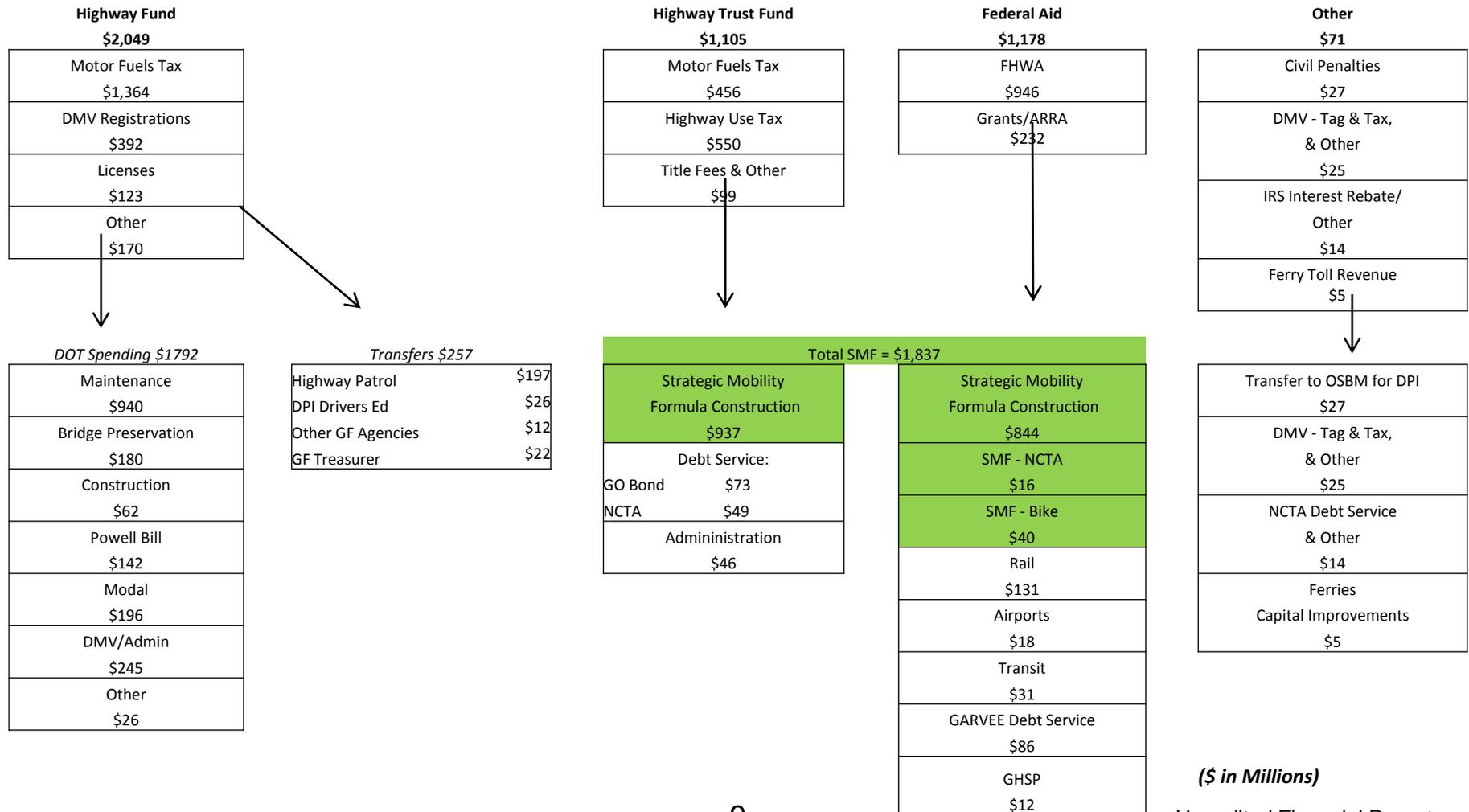
GHSP & Other .9% - \$37.9



(Excludes Receipt Supported Funding of \$0.1B)

2013-14 NCDOT Sources and Uses

Total Funding = \$4.4 Billion



(\$ in Millions)

Unaudited Financial Report

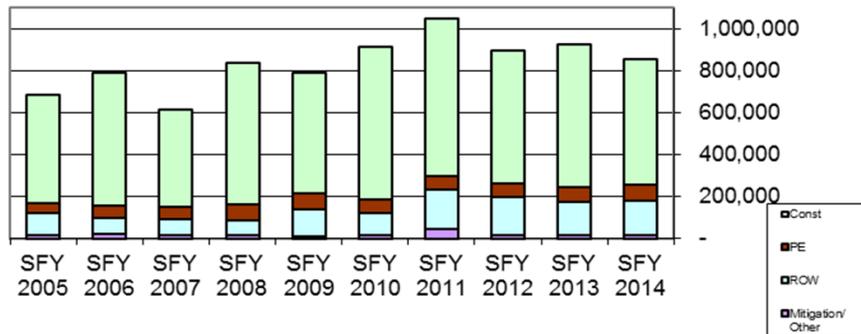
Comparison of TIP Projects

TIP vs. Statewide

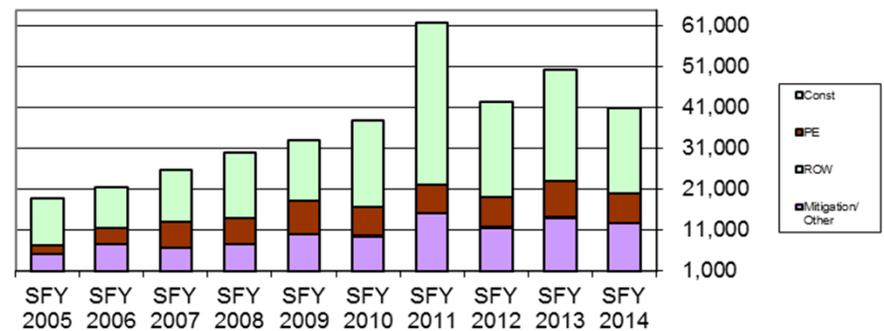
Total YTD - November TIP	PE		ROW		Const		Mitigation/ Other		Totals	
	Expenses	% Incr Over Prior Year	Expenses	% Incr Over Prior Year	Expenses	% Incr Over Prior Year	Expenses	% Incr Over Prior Year	Expenses	% Incr Over Prior Year
SFY 2014	73,225	0%	166,370	7%	601,211	-11%	13,499	-20%	854,304	-8%
SFY 2013	73,319	10%	155,379	-14%	679,099	7%	16,866	22%	924,663	3%
SFY 2012	66,508	2%	180,703	-5%	634,168	-15%	13,845	-68%	895,224	-15%
SFY 2011	65,070	0%	190,071	81%	749,825	3%	42,626	162%	1,047,591	15%
SFY 2010	65,028	-16%	104,860	-15%	726,073	26%	16,299	39%	912,260	15%
SFY 2009	77,417	8%	123,780	64%	577,098	-15%	11,714	-8%	790,009	-6%
SFY 2008	71,536	22%	75,466	-4%	678,684	47%	12,730	-7%	838,417	37%
SFY 2007	58,455	1%	78,224	-2%	461,536	-27%	13,654	-25%	611,868	-23%
SFY 2006	57,795	15%	79,693	-22%	636,390	23%	18,216	7%	792,095	15%
SFY 2005	50,280		101,947		517,396		16,947		686,571	

Total YTD - November Statewide TIP	Expenses	% of SW to Total TIP	Expenses	% of SW to Total TIP	Expenses	% of SW to Total TIP	Expenses	% of SW to Total TIP	Expenses	% of SW to Total TIP
SFY 2014	7,370	10%	12	0%	21,026	3%	12,601	93%	41,009	5%
SFY 2013	8,683	12%	372	0%	27,349	4%	13,858	82%	50,261	5%
SFY 2012	7,548	11%	112	0%	23,330	4%	11,558	83%	42,549	5%
SFY 2011	7,137	11%	81	0%	39,718	5%	14,995	35%	61,931	6%
SFY 2010	6,959	11%	284	0%	21,426	3%	9,337	57%	38,005	4%
SFY 2009	7,949	10%	1	0%	15,047	3%	10,107	86%	33,105	4%
SFY 2008	6,307	9%	6	0%	15,975	2%	7,617	60%	29,906	4%
SFY 2007	6,357	11%	7	0%	12,895	3%	6,580	48%	25,840	4%
SFY 2006	3,905	7%	-	0%	10,114	2%	7,525	41%	21,545	3%
SFY 2005	2,287	5%	-	0%	11,540	2%	4,983	29%	18,810	3%

TIP Construction November
\$ in thousands



SW TIP Construction November
\$ in thousands



Expenditures for TIP Projects

SFY2014, SFY2013 (Expenditures below include ARRA)

SFY 2014	PE	ROW	Const	Other	Monthly	
Jul-13	13,401,678	27,140,024	121,309,416	2,595,172	164,446,290	8%
Aug-13	14,237,793	34,645,879	107,955,853	3,073,680	159,913,206	8%
Sep-13	14,510,615	23,753,821	120,268,408	2,858,105	161,390,950	8%
Oct-13	17,272,249	36,998,241	137,871,597	2,969,591	195,111,678	10%
Nov-13	13,802,416	43,831,810	113,806,025	2,001,960	173,442,211	9%
Dec-13						0%
Jan-14						0%
Feb-14						0%
Mar-14						0%
Apr-14						0%
May-14						0%
Jun-14						0%

73,224,751	166,369,776	601,211,300	13,498,508	854,304,334
8.6%	19.5%	70.4%	1.6%	

SFY 2013	PE	ROW	Const	Other	Monthly	
Jul-12	11,592,519	31,824,724	139,909,943	6,892,142	190,219,328	10%
Aug-12	16,825,134	31,006,747	126,602,094	447,199	174,881,174	9%
Sep-12	13,111,788	30,259,675	139,876,324	3,280,481	186,528,268	9%
Oct-12	15,796,659	33,233,433	140,593,478	2,822,950	192,446,520	10%
Nov-12	15,992,770	29,054,902	132,117,200	3,423,153	180,588,025	9%
Dec-12	9,247,600	41,110,168	124,122,476	1,508,669	175,988,914	9%
Jan-13	16,794,355	21,097,770	103,715,835	3,181,059	144,789,018	7%
Feb-13	14,699,876	21,043,903	95,999,735	2,166,468	133,909,982	7%
Mar-13	14,550,761	26,518,787	80,033,526	3,242,518	124,345,592	6%
Apr-13	14,943,845	20,074,675	95,203,167	3,067,587	133,289,274	7%
May-13	16,394,117	30,408,128	124,765,370	4,262,259	175,829,873	9%
Jun-13	21,425,263	35,230,572	108,346,368	5,331,140	170,333,343	9%

181,374,686	350,863,484	1,411,285,515	39,625,626	1,983,149,310
9.1%	17.7%	71.2%	2.0%	

Right of Way & Preliminary Engineering Expenditures

SFY 2014 Period Ending November 2013

	1st Quarter SFY	2nd Quarter SFY	3rd Quarter SFY	4th Quarter SFY	SFY Totals	SFY Target	% of Target
Right of Way:							
TIP Projects (excluding GV)	\$ 75.4	\$ 74.0			\$ 149.4	\$ 250.0	60%
Garvee Projects (GV)	10.1	6.8			16.9	102.3	17%
Total TIP Projects	\$ 85.5	\$ 80.8	\$ -	\$ -	\$ 166.3	\$ 352.3	
Preliminary Engineering:							
TIP Projects (excluding TA)	\$ 41.1	\$ 30.6			\$ 71.7	\$ 165.0	43%
Toll Authority (TA) Projects	1.1	0.5			1.6	9.7	16%
Total TIP Projects	\$ 42.2	\$ 31.1	\$ -	\$ -	\$ 73.3	\$ 174.7	

MEMO: State Fiscal YTD Totals Exclude Specific Allocations

(\$ in Millions)

FFY 2013 Federal Rail Scorecard

As of November 30, 2013

ARRA Rail Grant Awards (Inception to Date)

GRANT DESCRIPTION	GRANT AWARD - BUDGET	PROJECT ALLOTMENTS	EXPENDITURES	FEDERAL REIMBURSEMENTS	AVAILABLE TO BILL	EXCEPTIONS
NCDOT Piedmont Third & Fourth Frequency Equipment Procurement & Rehabilitation SE High Speed Rail Corridor PE/NEPA - Richmond, Va to NCDOT Intercity Passenger Rail Congestion Mitigation	\$ 520,000,000	\$ 519,676,387	\$ 100,617,750	\$ 94,150,610	\$ 6,467,140	
	\$ 4,000,000	\$ 4,000,000	\$ 3,408,454	\$ 3,307,365	\$ 101,089	\$ -
	\$ 26,560,839	\$ 26,560,839	\$ 42,453	\$ 24,451	\$ 18,002	\$ -
TOTAL ARRA	\$ 550,560,839	\$ 550,237,226	\$ 104,068,657	\$ 97,482,426	\$ 6,586,231	\$ 2,247,997

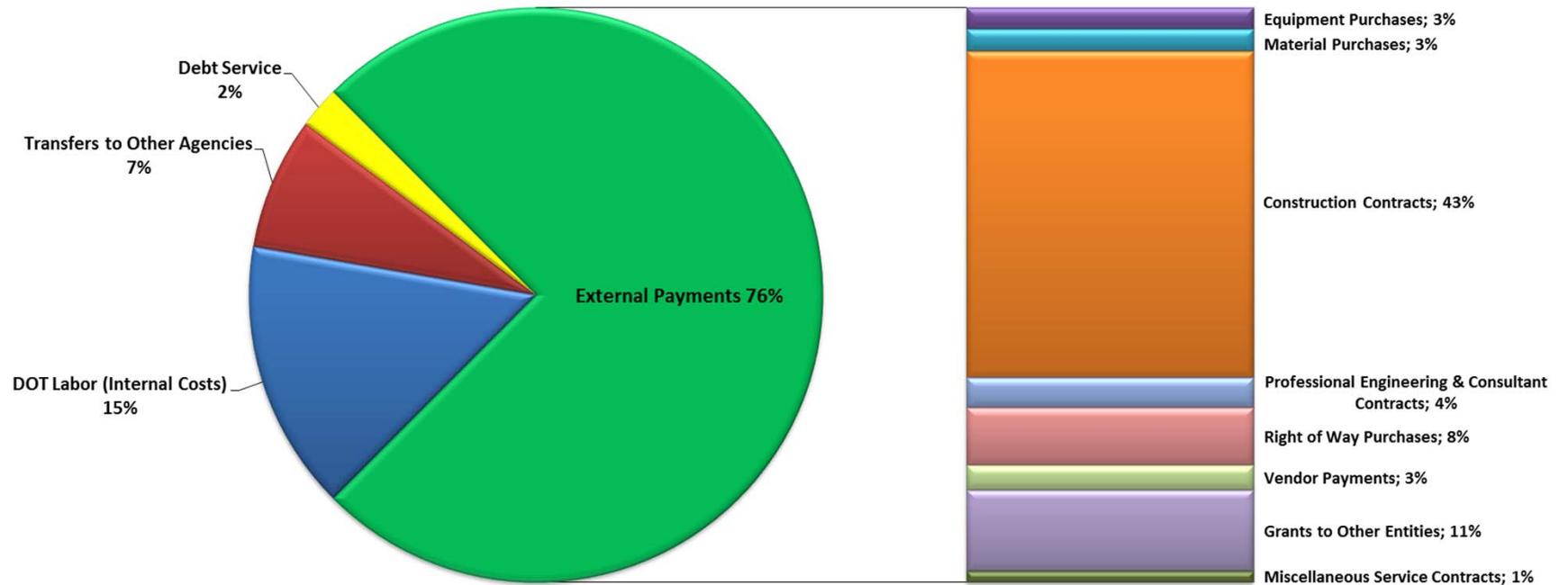
FEDERAL Rail Grant Awards (NON-ARRA)

GRANT DESCRIPTION	GRANT AWARD - BUDGET	PROJECT ALLOTMENTS	EXPENDITURES	FEDERAL REIMBURSEMENTS	AVAILABLE TO BILL	EXCEPTIONS
Traditional Rail Projects - Various	\$ 26,328,596	\$ 4,348,445	\$ 3,155,299	\$ 3,111,413	\$ 43,886	\$ (2,360,160)

*The large credit in exceptions is due to a refund check applied to a WBS

NCDOT Expenditures

SFYTD as of November 30, 2013



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

ADDITIONS to the Transit 2012-2018 STIP

STIP #	Transit Partner	DESCRIPTION	match	FUND	FY13 (000)	FY14 (000)	FY15 (000)	FY16 (000)	FY17 (000)	FY18 (000)	FY19 (000)
TQ--6782	Winston Salem Transit Authority	FTA 5310 Winston Salem Urban Area Allocation set aside for competitive grants to eligible agencies to assist in meeting the transportation needs of low income, disabled, and elderly populations.	FEPD	5310	\$297						
			Local	L	\$297						
TG-5224E	Fayetteville Area System of Transit	Routine Capital – ADA Services	FUZ	5307	\$293	\$332	\$260	\$260	\$260	\$260	\$260
			Local	L	\$74	\$83	\$66	\$66	\$66	\$66	\$66
		continued			FY20						
			FUZ	5307	\$260						
			Local	L	\$66						
TO-5144	Fayetteville Area System of Transit	Operating Assistance (<75 Buses)	FUZ	5307		\$300	\$300	\$600	\$600	\$600	\$600
			Local	L		\$300	\$300	\$600	\$600	\$600	\$600
		continued			FY 20						
			FUZ	5307	\$600						
			Local	L	\$600						
TQ-6514	Fayetteville Area System of Transit	Elderly and Disabled Transit Services	FEPD	5310				\$118	\$118	\$118	\$118
			Local	L				\$118	\$118	\$118	\$118
		continued			FY20						
			FEPD	5310	\$118						
			Local	L	\$118						
TA-5135	Fayetteville Area System of Transit	Elderly and Disabled Capital Projects	FEPD	5310			\$97	\$97	\$97	\$97	\$97
			Local	L			\$24	\$24	\$24	\$24	\$24
		continued			FY20						
			FEPD	5310	\$97						
			Local	L	\$24						

MODIFICATIONS to the Transit 2012-2018 STIP

STIP #	Transit Partner	DESCRIPTION	match	FUND	FY13 (000)	FY14 (000)	FY15 (000)	FY16 (000)	FY17 (000)	FY18 (000)	FY19 (000)
TD-4920D	Piedmont Authority for Regional Transportation	Van Pool Replacement to Support New Routes	FUZ	CMAQ			\$620				
			Local	L			\$155				

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

TL-5106	Winston Salem Transit Authority	Operating Assistance – Elderly and Disabled Persons	EDTAP	State	\$163	\$163	\$163	\$163	\$163	\$163	
TA-4948A	Fayetteville Area System of Transit	Replacement Buses (35')	FUZ	5307						\$1,080	\$2,282
			State	S						\$104	\$220
			Local	L						\$118	\$248
					FY 20						
		continued	FUZ	5307	\$2,282						
			State	S	\$220						
			Local	L	\$248						
TA-4990	Fayetteville Area System of Transit	Expansion Bus (35 ft)	FUZ	5307	\$597		\$515				
			State	S	\$58		\$50				
			Local	L	\$65		\$56				
TA-4743	Fayetteville Area System of Transit	Replacement Light Transit Vehicles (<30 ft)	FBUS	5339		\$166			\$176		\$187
			State	S		\$16			\$17		\$18
			Local	L		\$18			\$19		\$21
TA-4743B	Fayetteville Area System of Transit	Replacement Paratransit Vans	FBUS	5339	\$348		\$400		\$425		\$300
			State	S	\$34		\$38		\$41		\$29
			Local	L	\$38		\$44		\$46		\$33
TA-4955B	Fayetteville Area System of Transit	Expansion Paratransit Vans	FBUS	5339			\$133				
			State	S			\$13				
			Local	L			\$15				

REVISIONS TO THE 2012-2020 STIP

HIGHWAY PROGRAM
STIP ADDITIONS

DIVISION 7

* U-5542	ACCESS ROAD OFF SR 1182 (BEN WILSON ROAD).	CONSTRUCTION	2014	\$750,000	T
ORANGE	CONSTRUCT ROADWAY TO SERVE NEW INDUSTRIAL			\$750,000	
PROJ.CATEGORY	SITE NEAR MEBANE.				
DIVISION	<u>PROJECT ADDED AT REQUEST OF DIVISION - ECONOMIC DEVELOPMENT PROJECT.</u>				

DIVISION 9

* U-5539	STREETScape IMPROVEMENT PROJECTS IN THE	ENGINEERING	FY 2014 -	\$100,000	(STPDA)
DAVIE	WINSTON-SALEM URBAN AREA METROPOLITAN		FY 2014 -	\$25,000	(L)
STOKES	PLANNING ORGANIZATION (MPO) AREA.	RIGHT-OF-WAY	FY 2014 -	\$200,000	(STPDA)
DAVIDSON	<u>ADD PRELIMINARY ENGINEERING, RIGHT OF WAY</u>		FY 2014 -	\$50,000	(L)
FORSYTH	<u>AND CONSTRUCTION IN FY 14 NOT PREVIOUSLY</u>	CONSTRUCTION	FY 2014 -	\$700,000	(STPDA)
PROJ.CATEGORY	<u>PROGRAMMED, AT REQUEST OF MPO, AND CHANGE</u>		FY 2014 -	\$175,000	(L)
DIVISION	<u>PROJECT ID NUMBER (PREVIOUSLY EL-5108).</u>			\$1,250,000	

* U-5540	ACCESS ROAD OFF SR 1345 (INTERSTATE DRIVE).	CONSTRUCTION	2014	\$1,750,000	T
DAVIE	CONSTRUCT ROADWAY TO SERVE NEW			\$1,750,000	
PROJ.CATEGORY	MANUFACTURING SITE IN MOCKSVILLE.				
DIVISION	<u>PROJECT ADDED AT REQUEST OF DIVISION - ECONOMIC DEVELOPMENT PROJECT.</u>				

* U-5541	ACCESS ROAD OFF SR 2528 (HEILIG ROAD).	CONSTRUCTION	2014	\$583,000	T
ROWAN	CONSTRUCT ROADWAY TO SERVE NEW		2014	\$777,000	S(E)
PROJ.CATEGORY	MANUFACTURING SITE NEAR SALISBURY.			\$1,360,000	
DIVISION	<u>PROJECT ADDED AT REQUEST OF DIVISION - ECONOMIC DEVELOPMENT PROJECT. \$777K IS DEPARTMENT OF COMMERCE CDCBG FUNDS.</u>				

DIVISION 13

* B-5864	NC 80, REPLACE BRIDGE NO. 49 OVER BROWNS	RIGHT-OF-WAY	FY 2017 -	\$20,000	(STPON)
YANCEY	CREEK.	CONSTRUCTION	FY 2018 -	\$470,000	(STPON)
PROJ.CATEGORY	<u>ADD RIGHT-OF-WAY IN FY 17 AND CONSTRUCTION IN</u>			\$490,000	
REGIONAL	<u>FY 18 NOT PREVIOUSLY PROGRAMMED.</u>				

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2012-2020 STIP

HIGHWAY PROGRAM
STIP ADDITIONS

DIVISION 13

* B-5882	SR 1151 (BIG PINE ROAD), REPLACE BRIDGE NO. 145	RIGHT-OF-WAY	FY 2017 -	\$20,000	(STPON)
MADISON	OVER BIG PINE CREEK.	CONSTRUCTION	FY 2018 -	<u>\$300,000</u>	(STPON)
PROJ.CATEGORY	<u>ADD RIGHT-OF-WAY IN FY 17 AND CONSTRUCTION IN</u>			\$320,000	
DIVISION	<u>FY 18 NOT PREVIOUSLY PROGRAMMED.</u>				

DIVISION 14

* B-5905	US 23 BUSINESS, REPLACE BRIDGE NO. 27 OVER	RIGHT-OF-WAY	FY 2021 -	\$270,000	(STPON)
JACKSON	SCOTT CREEK AND SOUTHERN RAILROAD.	CONSTRUCTION	FY 2022 -	<u>\$5,400,000</u>	(STPON)
PROJ.CATEGORY	<u>ADD RIGHT-OF-WAY IN FY 21 AND CONSTRUCTION IN</u>			\$5,670,000	
REGIONAL	<u>FY 22 NOT PREVIOUSLY PROGRAMMED.</u>				

* B-5910	NC 116, REPLACE BRIDGE NO. 32 OVER SAVANNAH	RIGHT-OF-WAY	FY 2021 -	\$90,000	(STPON)
JACKSON	CREEK.	CONSTRUCTION	FY 2022 -	\$1,800,000	(STPON)
PROJ.CATEGORY	<u>ADD RIGHT-OF-WAY IN FY 21 AND CONSTRUCTION IN</u>			\$1,890,000	
REGIONAL	<u>FY 22 NOT PREVIOUSLY PROGRAMMED.</u>				

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2012-2020 STIP

HIGHWAY PROGRAM
STIP MODIFICATIONS

DIVISION 1

E-5501	VARIOUS, FREEDOM ROADS. INSTALL INTERACTIVE	CONSTRUCTION	FY 2014 -	\$96,000	(STPE)
BRUNSWICK	WAYSIDE SIGNAGE FOR DESIGNATED SITES.		FY 2014 -	\$128,000	(O)
PASQUOTANK	<u>DELAY CONSTRUCTION FROM FY 13 TO FY 14 TO</u>			\$224,000	
CAMDEN	<u>ALLOW ADDITIONAL TIME TO FINALIZE AGREEMENT.</u>				
WASHINGTON					
EDGECOMBE					
CRAVEN					
CHOWAN					
BEAUFORT					
DURHAM					
WAYNE					
HALIFAX					
DARE					
BUNCOMBE					
ALAMANCE					
GUILFORD					
LENOIR					
PROJ.CATEGORY					
DIVISION					

DIVISION 4

E-5503	VARIOUS, BENTONVILLE BATTLEFIELD. INSTALLATION	CONSTRUCTION	FY 2014 -	\$100,000	(STPE)
JOHNSTON	OF THREE VISITOR TOUR STOPS WITH WAYSIDE		FY 2014 -	\$80,000	(O)
PROJ.CATEGORY	EXHIBITS.			\$180,000	
DIVISION	<u>DELAY CONSTRUCTION FROM FY 13 TO FY 14 TO</u>				
	<u>ALLOW ADDITIONAL TIME TO FINALIZE AGREEMENT.</u>				

W-5332	US 117, SR 1120 (O'BERRY ROAD). INTERSECTION	CONSTRUCTION	FY 2019 -	\$675,000	(HSIP)
WAYNE	SAFETY IMPROVEMENTS.			\$675,000	
PROJ.CATEGORY	<u>DELAY CONSTRUCTION FROM FY 13 TO FY 19 TO</u>				
STATEWIDE	<u>ALLOW ADDITIONAL TIME TO COORDINATE WITH</u>				
	<u>PROJECT W-5204A.</u>				

DIVISION 5

U-5315	MORRISVILLE PARKWAY EXTENSION, SR 1600 / SR	<u>PROGRAMMED FOR PLANNING AND</u>
WAKE	1625 (GREEN LEVEL CHURCH ROAD) TO EAST OF NC	<u>ENVIRONMENTAL STUDY ONLY</u>
PROJ.CATEGORY	55 IN CARY. WIDEN FROM 2 TO 4 LANES AND	
DIVISION	CONSTRUCT INTERCHANGE AT NC 540 (TRIANGLE	
	EXPRESSWAY / WESTERN WAKE FREEWAY).	
	<u>MODIFY DESCRIPTION TO REFLECT CURRENT</u>	
	<u>DOCUMENT SCOPE.</u>	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2012-2020 STIP

HIGHWAY PROGRAM
STIP MODIFICATIONS

DIVISION 7

C-5184	RIVERWALK TRAIL, RIVERWALK TRAIL, PHASE III IN	RIGHT-OF-WAY	FY 2014 -	\$80,000	(CMAQ)
ORANGE	HILLSBOROUGH. CONSTRUCT A PAVED OFF-ROAD		FY 2014 -	\$20,000	(C)
PROJ.CATEGORY	TAIL ALONG ENO RIVER CONNECTING RIVER PARK,	CONSTRUCTION	FY 2014 -	\$360,000	(CMAQ)
EXEMPT	GOLD PARK AND THE OCCONEECHEE MOUNTAIN		FY 2014 -	\$90,000	(C)
	STATE NATURAL AREA, AND CONSTRUCT SIDEWALK			\$550,000	
	TO PROVIDE PEDESTRIAN AND BICYCLE				
	CONNECTIONS TO THE GREENWAY.				

DELAY RIGHT-OF-WAY FROM FY 13 TO FY 14 TO ALLOW TOWN ADDITIONAL TIME FOR PLANNING AND DESIGN.

C-5561	PIEDMONT AUTHORITY FOR REGIONAL	ACQUISITION	FY 2014 -	\$224,000	(CMAQ)
GUILFORD	TRANSPORTATION VANPOOL VEHICLE REPLACEMENT		FY 2014 -	\$56,000	(L)
PROJ.CATEGORY	/ EXPANSION.			\$280,000	
EXEMPT					

DELAY ACQUISITION FROM FY 13 TO FY 14 TO ALLOW ADDITIONAL TIME FOR EXECUTION OF MUNICIPAL AGREEMENT.

* EL-5101	PEDESTRIAN AND BICYCLE PROJECTS IN THE	RIGHT-OF-WAY	FY 2014 -	\$150,000	(STPDA)
GUILFORD	GREENSBORO URBAN AREA METROPOLITAN		FY 2014 -	\$37,500	(C)
PROJ.CATEGORY	PLANNING ORGANIZATION (GUAMPO).	CONSTRUCTION	FY 2014 -	\$3,040,000	(STPDA)
DIVISION			FY 2014 -	\$760,000	(C)
	<u>ADD RIGHT-OF-WAY IN FY 14 NOT PREVIOUSLY PROGRAMMED.</u>		FY 2015 -	\$1,600,000	(STPDA)
			FY 2015 -	\$400,000	(C)
				\$5,987,500	

U-5306C	US 220 (BATTLEGROUNDA AVENUE), INTERSECTION	RIGHT-OF-WAY	FY 2014 -	\$220,000	(NHP)
GUILFORD	WITH NEW GARDEN ROAD AND APPROACHES	CONSTRUCTION	FY 2015 -	\$1,000,000	(NHP)
PROJ.CATEGORY	<u>DELAY RIGHT-OF-WAY FROM FY 13 TO FY 14 TO ALLOW CITY ADDITIONAL TIME FOR PLANNING AND DESIGN.</u>			\$1,220,000	
REGIONAL					

DIVISION 9

C-5559	TRANSIT OPERATIONS SUPPORT FOR CITY OF	IMPLEMENTATION	FY 2014 -	\$144,000	(CMAQ)
DAVIDSON	LEXINGTON CIRCULATOR ROUTE AND THOMASVILLE /		FY 2014 -	\$36,000	(L)
PROJ.CATEGORY	LEXINGTON CONNECTOR ROUTE.			\$180,000	
EXEMPT					

DELAY IMPLEMENTATION FROM FY 13 TO FY 14 TO ALLOW ADDITIONAL TIME FOR EXECUTION OF MUNICIPAL AGREEMENT.

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2012-2020 STIP

HIGHWAY PROGRAM
STIP MODIFICATIONS

DIVISION 9

C-5560	TOWN OF DENTON. PURCHASE ELECTRIC VEHICLE	ACQUISITION	FY 2014 -	\$32,000	(CMAQ)
DAVIDSON	AND CHARGING STATION.		FY 2014 -	\$8,000	(C)
PROJ.CATEGORY	<u>DELAY ACQUISITION FROM FY 13 TO FY 14 TO ALLOW</u>				
EXEMPT	<u>ADDITIONAL TIME FOR EXECUTION OF MUNICIPAL</u>			\$40,000	
	<u>AGREEMENT.</u>				
* U-4741	BICYCLE, PEDESTRIAN, AND TRANSPORTATION	ENGINEERING	FY 2014 -	\$230,000	(STPDA)
DAVIE	ALTERNATIVES PROGRAM (TAP)-ELIGIBLE PROJECTS		FY 2014 -	\$80,000	(TA)
STOKES	IN THE WINSTON-SALEM URBAN AREA METROPOLITAN		FY 2014 -	\$78,000	(L)
DAVIDSON	PLANNING ORGANIZATION (MPO) AREA..		FY 2015 -	\$120,000	(STPDA)
FORSYTH	<u>CHANGE DESCRIPTION AT MPO REQUEST AND ADD</u>		FY 2015 -	\$30,000	(L)
PROJ.CATEGORY	<u>PRELIMINARY ENGINEERING AND RIGHT OF WAY IN</u>	RIGHT-OF-WAY	FY 2014 -	\$460,000	(STPDA)
DIVISION	<u>FY 14 AND FY 15 NOT PREVIOUSLY PROGRAMMED</u>		FY 2014 -	\$155,000	(TA)
			FY 2014 -	\$154,000	(L)
			FY 2015 -	\$240,000	(STPDA)
			FY 2015 -	\$60,000	(L)
		CONSTRUCTION	FY 2014 -	\$1,610,000	(STPDA)
			FY 2014 -	\$550,000	(TA)
			FY 2014 -	\$541,000	(L)
			FY 2015 -	\$840,000	(STPDA)
			FY 2015 -	\$210,000	(L)
				\$5,358,000	
* U-4742	INTERSECTION IMPROVEMENT PROJECTS IN THE	ENGINEERING	FY 2014 -	\$100,000	(STPDA)
DAVIE	WINSTON-SALEM URBAN AREA		FY 2014 -	\$25,000	(L)
STOKES	METROPOLITAN PLANNING		FY 2015 -	\$40,000	(STPDA)
DAVIDSON	ORGANIZATION (WSUAMPO) AREA.		FY 2015 -	\$10,000	(L)
FORSYTH	<u>ADD PRELIMINARY ENGINEERING, RIGHT OF WAY</u>	RIGHT-OF-WAY	FY 2014 -	\$200,000	(STPDA)
PROJ.CATEGORY	<u>AND CONSTRUCTION IN FY 14 AND FY 15 NOT</u>		FY 2014 -	\$50,000	(L)
DIVISION	<u>PREVIOUSLY PROGRAMMED, AT REQUEST OF MPO.</u>		FY 2015 -	\$80,000	(STPDA)
			FY 2015 -	\$20,000	(L)
		CONSTRUCTION	FY 2014 -	\$700,000	(STPDA)
			FY 2014 -	\$175,000	(L)
			FY 2015 -	\$280,000	(STPDA)
			FY 2015 -	\$70,000	(L)
				\$1,750,000	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2012-2020 STIP

HIGHWAY PROGRAM
STIP MODIFICATIONS

DIVISION 9

* U-5506	SMALL ROADWAY PROJECTS IN THE WINSTON-SALEM	ENGINEERING	FY 2015 -	\$560,000	(STPDA)
STOKES	URBAN AREA METROPOLITAN PLANNING		FY 2015 -	\$140,000	(L)
DAVIE	ORGANIZATION (MPO) AREA.	RIGHT-OF-WAY	FY 2015 -	\$1,120,000	(STPDA)
DAVIDSON	<u>ADD PRELIMINARY ENGINEERING, RIGHT OF WAY</u>		FY 2015 -	\$280,000	(L)
FORSYTH	<u>AND CONSTRUCTION IN FY 15 NOT PREVIOUSLY</u>	CONSTRUCTION	FY 2015 -	\$3,920,000	(STPDA)
PROJ.CATEGORY	<u>PROGRAMMED, AT REQUEST OF MPO.</u>		FY 2015 -	\$980,000	(L)
DIVISION				\$7,000,000	

DIVISION 10

B-5169	SR 1127 (OLD US 52), REMOVE BRIDGE NO. 309 OVER	CONSTRUCTION	FY 2014 -	\$60,000	(STPOFF)
ANSON	NORTH FORK JONES CREEK.			\$60,000	
PROJ.CATEGORY	<u>DELAY CONSTRUCTION FROM FY 13 TO FY 14 TO</u>				
DIVISION	<u>ALLOW ADDITIONAL TIME FOR DESIGN.</u>				

C-4916A	DALE EARNHARDT BOULEVARD, HUDSON STREET TO	CONSTRUCTION	FY 2014 -	\$272,000	(CMAQ)
CABARRUS	SOUTH CANNON BOULEVARD		FY 2014 -	\$68,000	(C)
PROJ.CATEGORY	<u>DELAY CONSTRUCTION FROM FY 13 TO FY 14 TO</u>			\$340,000	
DIVISION	<u>ALLOW ADDITIONAL TIME FOR DESIGN.</u>				

C-4918A	US 29, SR 1394 (POPLAR TENT ROAD) - INTERSECTION	CONSTRUCTION	FY 2014 -	\$662,000	(CMAQ)
CABARRUS	IMPROVEMENTS		FY 2014 -	\$165,000	(C)
PROJ.CATEGORY	<u>DELAY CONSTRUCTION FROM FY 13 TO FY 14 TO</u>			\$827,000	
DIVISION	<u>ALLOW ADDITIONAL TIME TO COMPLETE RIGHT OF</u>				
	<u>WAY ACQUISITION.</u>				

C-4918B	US 601, NC 3 - ADDITIONAL TURN LANES	CONSTRUCTION	FY 2014 -	\$826,000	(CMAQ)
CABARRUS	<u>DELAY CONSTRUCTION FROM FY 13 TO FY 14 TO</u>		FY 2014 -	\$206,000	(C)
PROJ.CATEGORY	<u>ALLOW ADDITIONAL TIME TO ACQUIRE RIGHT OF</u>			\$1,032,000	
DIVISION	<u>WAY.</u>				

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2012-2020 STIP

HIGHWAY PROGRAM
STIP MODIFICATIONS

DIVISION 10

C-5225 MECKLENBURG PROJ.CATEGORY EXEMPT	CHARLOTTE, TOBY CREEK GREENWAY (PHASE II). CONNECT UNCC TO NEARBY RETAIL AND RESIDENTIAL DEVELOPMENT. <u>DELAY CONSTRUCTION FROM FY 13 TO FY 14 TO ALLOW ADDITIONAL TIME FOR DESIGN.</u>	CONSTRUCTION	FY 2014 - \$1,274,000 (CMAQ) FY 2014 - \$700,000 (STPEB) FY 2014 - <u>\$319,000</u> (L) \$2,293,000
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P-5200EA MECKLENBURG PROJ.CATEGORY REGIONAL	P & N CORRIDOR REACTIVATION, THRIFT DEPOT RELOCATION <u>DELAY RIGHT-OF-WAY AND CONSTRUCTION FROM FY 13 TO FY 14.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2014 - \$320,000 (STPE) FY 2014 - \$80,000 (T2001) FY 2014 - \$240,000 (STPE) FY 2014 - <u>\$60,000</u> (T2001) \$700,000
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U-3440 CABARRUS PROJ.CATEGORY REGIONAL	NC 3, PROPOSED WEST SIDE BYPASS (U-2009) TO SR 1691 (LOOP ROAD) IN KANNAPOLIS. WIDEN TO A FOUR-LANE DIVIDED FACILITY. <u>CHANGE FUNDING SOURCE TO STATE TRUST (T) FUNDS.</u>	UTILITIES RIGHT-OF-WAY CONSTRUCTION	FY 2014 - \$420,000 (T) FY 2014 - \$9,000,000 (T) FY 2015 - <u>\$18,500,000</u> (T) \$27,920,000
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DIVISION 11

BK-5119 WATAUGA PROJ.CATEGORY DIVISION	SR 1225, REPLACE BRIDGE NO. 25 OVER CREEK. <u>DELAY CONSTRUCTION FROM FY 13 TO FY 14 TO FACILITATE A CONSTRUCTION SCHEDULE THAT MINIMIZES DISRUPTION TO A NEARBY SCHOOL.</u>	CONSTRUCTION	FY 2014 - <u>\$500,000</u> (STPOFF) \$500,000
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EB-5014 SURRY PROJ.CATEGORY DIVISION	MOUNT AIRY, MOUNT AIRY GREENWAY LOOP. <u>DELAY RIGHT-OF-WAY FROM FY 13 TO FY 15 AND CONSTRUCTION FROM FY 13 TO FY 15 TO ALLOW ADDITIONAL TIME FOR DESIGN.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2015 - \$56,000 (STPEB) FY 2015 - \$14,000 (S(M)) FY 2015 - \$1,464,000 (STPEB) FY 2015 - <u>\$366,000</u> (S(M)) \$1,900,000
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* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2012-2020 STIP

HIGHWAY PROGRAM
STIP MODIFICATIONS

DIVISION 12

C-5195	CLAREMONT, CONSTRUCT SIDEWALKS AT VARIOUS	CONSTRUCTION	FY 2014 -	\$496,000	(CMAQ)
CATAWBA	LOCATIONS IN CLAREMONT.		FY 2014 -	<u>\$124,000</u>	(C)
PROJ.CATEGORY	<u>DELAY CONSTRUCTION FROM FY 13 TO FY 14 TO</u>			\$620,000	
EXEMPT	<u>ALLOW ADDITIONAL TIME FOR DESIGN.</u>				

C-5505	BELMONT, RAIL TRAIL, WOODLAWN AVENUE TO	CONSTRUCTION	FY 2014 -	\$1,040,000	(CMAQ)
GASTON	BELMONT ABBEY COLLEGE AND DOWNTOWN.		FY 2014 -	<u>\$260,000</u>	(C)
PROJ.CATEGORY	CONVERT ABANDONED NCDOT RAILROAD LINE TO A			\$1,300,000	
EXEMPT	PEDESTRIAN TRAIL.				
	<u>DELAY CONSTRUCTION FROM FY 13 TO FY 14 TO</u>				
	<u>ALLOW FOR ADDITIONAL TIME TO NEGOTIATE WITH</u>				
	<u>THE RAILROAD.</u>				

* R-3100A	NC 16, SR 1895 (TOWER ROAD) TO SR 1814 (CALDWELL	UTILITIES	FY 2014 -	\$1,600,000	(STP)
CATAWBA	ROAD)	RIGHT-OF-WAY	FY 2014 -	\$8,500,000	(STP)
PROJ.CATEGORY	<u>DELAY CONSTRUCTION FROM FY 15 TO FY 16. RIGHT</u>	CONSTRUCTION	FY 2016 -	\$12,050,000	(STP)
REGIONAL	<u>OF WAY HAS BEEN DELAYED TO ALLOW TIME TO</u>		FY 2017 -	<u>\$12,050,000</u>	(STP)
	<u>EVALUATE RESULTS FROM PRIORITIZATION AND</u>			\$34,200,000	
	<u>DETERMINE LIKELYHOOD THAT PROJECT WILL</u>				
	<u>ADVANCE TO CONSTRUCTION. THIS DELAY IN RIGHT</u>				
	<u>OF WAY HAS ALSO DELAYED CONSTRUCTION.</u>				

* U-3633	NC 273 (SOUTH MAIN STREET), TUCKASEEGEE ROAD	UTILITIES	FY 2014 -	\$1,350,000	(NHP)
GASTON	(AT BEATTY DRIVE) TO HIGHLAND STREET (AT A & E	RIGHT-OF-WAY	FY 2014 -	\$2,500,000	(NHP)
PROJ.CATEGORY	DRIVE) IN MOUNT HOLLY. WIDEN TO MULTI-LANES.	CONSTRUCTION	FY 2016 -	\$6,200,000	(NHP)
REGIONAL	<u>DELAY CONSTRUCTION FROM FY 15 TO FY 16. RIGHT</u>		FY 2017 -	\$6,200,000	(NHP)
	<u>OF WAY HAS BEEN DELAYED TO ALLOW TIME TO</u>			\$16,250,000	
	<u>EVALUATE RESULTS FROM PRIORITIZATION AND</u>				
	<u>DETERMINE LIKELYHOOD THAT PROJECT WILL</u>				
	<u>ADVANCE TO CONSTRUCTION. THIS DELAY IN RIGHT</u>				
	<u>OF WAY HAS ALSO DELAYED CONSTRUCTION.</u>				

DIVISION 13

* R-3612	US 221A, SR 1920 (MAIN STREET) IN HENRIETTA TO SR	UTILITIES	FY 2014 -	\$300,000	(STP)
RUTHERFORD	1941 (MELTON STREET) IN CAROLEEN. WIDENING AND	RIGHT-OF-WAY	FY 2014 -	\$900,000	(STP)
PROJ.CATEGORY	RESURFACING.	CONSTRUCTION	FY 2016 -	<u>\$4,600,000</u>	(STP)
REGIONAL	<u>DELAY RIGHT-OF-WAY FROM FY 13 TO FY 14 AND</u>			\$5,800,000	
	<u>CONSTRUCTION FROM FY 15 TO FY 16 TO ALLOW</u>				
	<u>ADDITIONAL TIME FOR DESIGN.</u>				

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2012-2020 STIP

HIGHWAY PROGRAM
STIP MODIFICATIONS

DIVISION 14

R-5207C	SR 1006 (HOWARD GAP ROAD), SR 1539 (JACKSON	RIGHT-OF-WAY	FY 2014 -	\$100,000	(T)
HENDERSON	ROAD) TO US 25 IN FLETCHER	CONSTRUCTION	FY 2015 -	<u>\$850,000</u>	(T)
PROJ.CATEGORY	<u>DELAY RIGHT-OF-WAY FROM FY 13 TO FY 14 AND</u>			\$950,000	
DIVISION	<u>CONSTRUCTION FROM FY 14 TO FY 15 TO ALLOW</u>				
	<u>ADDITIONAL TIME FOR PLANNING AND DESIGN.</u>				

STIP DELETIONS

DIVISION 10

* C-4960	INDIAN TRAIL, INTERSECTION IMPROVEMENTS AT	CONSTRUCTION	FY 2013 -	\$510,000	(CMAQ)
UNION	INDIAN TRAIL AND OLD MONROE ROAD.		FY 2013 -	<u>\$128,000</u>	(C)
PROJ.CATEGORY	<u>DELETE PROJECT AT THE REQUEST OF THE MPO.</u>			\$638,000	
EXEMPT					

DIVISION 11

* B-5519	SR 1308 (ROUNDAABOUT ROAD), REPLACE BRIDGE NO.	RIGHT-OF-WAY	FY 2019 -	\$30,000	(STPOFF)
ASHE	130 OVER CREEK.	MITIGATION	FY 2019 -	\$2,000	(STPOFF)
PROJ.CATEGORY	<u>DELETE, WORK TO BE ACCOMPLISHED WITH OTHER</u>	CONSTRUCTION	FY 2020 -	<u>\$300,000</u>	(STPOFF)
DIVISION	<u>FUNDS.</u>			\$332,000	

DIVISION 13

* B-5514	SR 1617 (SLUDER BRANCH), REPLACE BRIDGE NO. 19	RIGHT-OF-WAY	FY 2019 -	\$180,000	(STPOFF)
BUNCOMBE	OVER NEWFOUND CREEK.	CONSTRUCTION	FY 2020 -	<u>\$1,800,000</u>	(STPOFF)
PROJ.CATEGORY	<u>DELETE, BRIDGE WAS REPLACED WITH OTHER</u>			\$1,980,000	
DIVISION	<u>FUNDS.</u>				

* INDICATES FEDERAL AMENDMENT

Proposed Revisions to the PPP Policy - Executive Summary

The current version of the Public Private Partnerships Policy and Procedures was adopted by the Board of Transportation on October 4, 2012. In the development of the Public Private Partnerships Policy and Procedures and the current proposed revisions thereto, the NCDOT followed practices consistent with those used for design-build to ensure considerable involvement by the Carolinas Associated General Contractors, Inc. and the American Council of Engineering Companies.

The Public Private Partnerships Policy and Procedures document essentially governs the procurement process for public private arrangements.

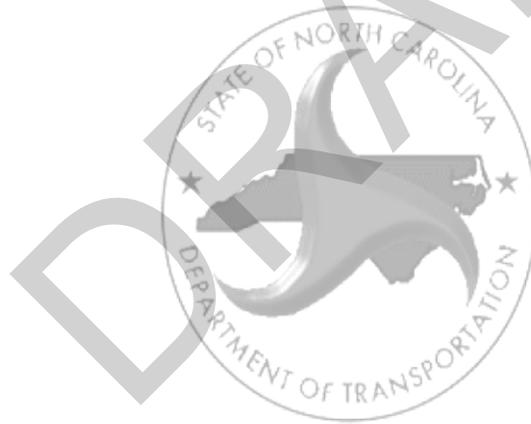
The Transportation Program Management Unit is currently proposing amendments to the attached policy that would (1) update the history of legislative authority to reflect Session Law 2013-183; and (2) outline a process by which the NCDOT could entertain unsolicited proposals. The proposed revisions would outline a process for the submission, consideration, and disposition of unsolicited proposals. The NCDOT would reserve the right to reject any unsolicited proposal or further that concept through a public advertisement. The proposed policy would also state NCDOT's right to issue a Request for Letters of Interest to ensure that adequate competition for a given concept is present in the marketplace prior to a formal public advertisement. Firms and contractors are incentivized to submit an unsolicited proposal by way of automatic inclusion on the short list of bidders provided that firm or contractor is prequalified by the Department to perform the work and that the unsolicited proposal is accepted by the Department and furthered to a public advertisement.

These draft revisions have been vetted by the Carolinas Associated General Contractors, Inc. and the American Council of Engineering Companies. and will likely go to the Board of Transportation later this year for discussion and consideration of adoption.

Proposed Amendments to the

**North Carolina Department of
Transportation**

**Public Private Partnerships
Policy & Procedures**



*Presented to the Board of Transportation
in December 2013 and provided to the Board of
Transportation in January 2014 for adoption.*

January 9, 2014

DRAFT

PUBLIC PRIVATE PARTNERSHIPS POLICY & PROCEDURES

PURPOSE

This document establishes the Department's process for soliciting, evaluating, selecting, procuring and administering contracts that include a partnership with one or more private entities that wish to develop, design, establish, enhance, finance, construct, operate, and/or maintain a transportation facility. The primary purpose of public private partnerships is to leverage public funds or other resources with private investment to accelerate, enhance, or otherwise improve the delivery, operation, or maintenance of public transportation infrastructure.

This policy is not intended to supercede or replace Department policies enabling private or public entities from funding transportation projects with no further financial interest upon completion of the project. These procedures are not intended to limit or otherwise apply to the Department's procurement of goods and services in the ordinary course of its operations. This policy document is independent of the policy adopted by the North Carolina Turnpike Authority.

SCOPE

This procedure affects all offices, departments, units, etc., associated with the planning, development, design, construction, operation or maintenance of roads, bridges, highways, or other Department of Transportation infrastructure.

AUTHORITY

Session Law 2008-164

Session Law 2007-357

Session Law 2007-439

Session Law 2012-184

Session Law 2013-183

General Statute §136-18(39)

General Statute §136-28.1(l)

General Statute §136-28.1(m)

General Statute §143B-350(f)(12a)

BACKGROUND

Session Law 2006-230 first authorized the Department to enter into agreements with private entities to finance the cost of acquiring, constructing, equipping, maintaining, and operating highways, roads, streets, and bridges, subject to the approval of the Board of Transportation. In the 2007 Legislative Session, this provision was revised to clarify that agreements may be made with private entities for transportation infrastructure projects, with priority given to highways, roads, streets and bridges. Session Law 2007-439 further requires that the Department report concurrently to the Board of Transportation and to the Chairs of the Joint Legislative Transportation Oversight Committee, the Chairs of the House of Representatives Appropriations Subcommittee on Transportation, and the Chairs of the Senate Appropriations Committee on Transportation regarding any such proposed agreement. Session Law 2008-164 expanded the Department's authority to expressly permit the Department to enter into agreements to plan, design, develop, acquire, construct, equip, maintain, and operate highways, roads, streets, bridges, and existing rail, as well as properties adjoining existing rail lines in this State. Furthermore, Session Law 2008-164 stipulates that any contracts for construction of highways, roads, streets, and bridges which are awarded pursuant to such an agreement entered shall comply with the competitive bidding requirements of Article 2 of Chapter 136 of the General Statutes. Session Law 2009-266 made adjustments to more generically refer to transportation infrastructure in lieu of reference to highways, roads, streets, bridges, existing rail, and properties adjoining existing rail lines.

Session Law 2007-439 specifically permits the use of Public Private Partnerships for two pilot projects for internet access at rest areas and two pilot projects for litter removal.

Session Law 2012-184 provides the Department with greater flexibility in regards to proposal, performance, and payment security requirements, as well as developer assignment, for one pilot project. This same session law provides the Department with the ability to fix, charge, revise, and collect tolls and to assign that ability to a third party developer for one pilot project. Session Law 2012-184 further requires that any projects with more than 18 months of post-construction capital cost payments to be approved by the Local Government Commission.

Session Law 2013-183 enables the Department to enter into three public-private partnerships and mandates the solicitation for proposals for agreements. Session Law 2013-183 further outlines reporting requirements prior to execution of comprehensive agreements and directs the Department to establish standards for such comprehensive agreements with private partners.

DEFINITIONS

Competitive Negotiation: A process commonly used in the selection and procurement of design services for transportation projects. Competitive negotiation involves the selection of a Proposer or Proposers based on technical merit or qualifications with or without regard to cost, followed by a period of negotiation with the selected Proposer(s).

Comprehensive Agreement: The assemblage of all contract documents and requirements, as defined below and incorporated by reference, the final finance arrangements, and other ancillary operating, financing, or encroachment agreements as may be executed by the Department and one or more private entities. The document may also be referred to as a Development Agreement or a Comprehensive Development Agreement. These agreements may include provisions for the permits, encroachment agreements, or lease of

rights-of-way in, and airspace over and under, highways, public streets, rail or related facilities.

- Contract:** The assemblage of all contractual documents and requirements that include the Request for Proposals, all addenda, a Proposal (both technical and financial), applicable NCDOT Standard Specifications and Drawings, and other documents as referenced in the Request for Proposals.
- Design-Build:** A project delivery method that combines construction and preconstruction services into one contract that may be suitable for public private partnerships. Design-Build may combine into a single contract the preconstruction, construction, construction engineering, operation, maintenance, inspection requirements and testing requirements for a project.
- Design-Build Team:** Any company, partnership, corporation, association, joint venture, or other legal entity permitted by law to practice engineering, architecture, and construction contracting, as appropriate, in the State of North Carolina.
- Interim Agreement:** An initial agreement that may be entered into by the Department and the successful Proposer upon completion of initial negotiations. This agreement typically defines the preconstruction activities and any compensation therefor that may be necessary to further the development of a Comprehensive Agreement.
- Letter of Interest:** A written response that is solicited from potential Proposers through advertisements. It is often employed in pre-qualifying Proposers for specific services, based on their resources and experience, before issuing a Request for Proposals.
- P3 Coordinator:** The Director of Transportation Program Management or a duly authorized representative tasked with facilitating the process of Unsolicited Proposals.
- Project:** The project to be planned, developed, designed, financed, constructed, operated and/or maintained in accordance with the Contract.
- Proposal:** The document submitted by a Proposer that may combine technical details, financing approach and costs in a negotiation or competitive negotiation procurement process. A Proposal may be comprised of a separate Technical Proposal and Price Proposal in a competitive procurement process.
- Price Proposal:** The sealed “bid” in a competitive procurement process that constitutes the Proposer’s price to complete the activities required by the Request for Proposals and the Proposer’s Technical Proposal. The Price Proposal may also be a component of an evaluated Financial Proposal.
- Project Manager:** The Department staff member assigned to coordinate the development of a project’s Request for Proposals and the review of the Proposer’s submittals. The Department may also elect to utilize a General

Engineering Consultant or other such technical expert to serve as the Project Manager.

- Proposer: An entity that has submitted a Statement of Qualifications, Proposal, or other submission in order to participate in the procurement of a public private partnership project.
- Request for Proposals: A document that describes the procurement process, provides the scope of services and requirements for the project, and may be used by the Proposer to submit their Proposal. The Request for Proposals typically forms or describes the basis for the Contract and the Agreement.
- Request for Qualifications: A document issued by the Department that solicits Statements of Qualifications or Letters of Interest from Proposers.
- Statements of Qualification: A document that is requested from a potential Proposer that describes the Proposer's qualifications to perform certain types of work including previous experience, licenses, certifications, personnel, equipment, etc. The Statement of Qualifications may also contain or include specific examples of previous work or financial/bonding capacity of the Proposer.
- Technical Proposal: The proposal as set forth by the Proposer that conveys its design, construction approach, services proposed, schedule, or other items as required by the Request for Proposals in a competitive procurement process. The Technical Proposal, in whole or in part, may be made a part of the Contract as stipulated in the RFP.
- Unsolicited Proposals: Any concept or submittal of a potential public-private partnership received by the Department that is not a result of a direct, specific advertisement.

PROJECT SELECTION

OVERSIGHT

An Oversight Committee will be maintained to guide the evaluation and selection of Public Private Partnership projects. The membership of the Oversight Committee will mimic that of the Design-Build Executive Committee and include Executive Department Staff such as representatives from the Office of the Secretary of Transportation and the Chief Engineer's office, Chief Financial Officer, Administrator of the Technical Services Division, Director of Preconstruction, Director of Transportation Program Management, etc. This Oversight Committee will also be responsible for general oversight of the Public Private Partnership Program, procedures, and performance measures as well as vetting unsolicited proposals.

APPLICABLE PROJECTS

The appropriate selection of projects for a Public Private Partnership is extremely important. Typically, Public Private Partnership projects may be considered if they fall into at least one of the following broad categories:

- 1) Projects where design and construction need to be expedited for the public good and innovative delivery and finance/partnership can facilitate acceleration.
- 2) Projects affording opportunities for innovation in design, construction, operation, maintenance, or financing of the transportation infrastructure.
- 3) Unusual projects that do not lend themselves to normal design-bid-build procedures, or design-build procedures with traditional funding readily available.
- 4) Projects where significant Department resources, which may include rights-of-way or air rights, are available to leverage with private investment.
- 5) Projects conducive to significant private investment.
- 6) Projects for which private investment would fulfill a critical financial need to complete the project.
- 7) Projects that may provide access to new private capital to deliver other critical transportation projects.
- 8) Projects need to be on local long range transportation plans and/or have demonstrated local support.
- 9) Projects for which a business case demonstrates that a Public Private Partnership can deliver the best value to the traveling public.

PROPOSAL SOLICITATION AND UNSOLICITED PROPOSALS

The Department may solicit interested parties for participation in a Public Private Partnership for any project presuming the project selection criteria includes public need, technical and financial feasibility, transportation efficiency or efficacy, cost effectiveness, available resources, or project acceleration. The selection process must appreciate economy and potential savings to the public, but selection of the successful Proposer will also consider the quality and technical merit of the proposal.

The Department must provide, to the greatest extent possible, for the solicitation of competitive proposals prior to entering into a Private Public Partnership agreement. Furthermore, in accordance with Session Law 2008-164, any contracts for construction of highways, roads, streets, and bridges which are awarded pursuant to such an agreement shall comply with the competitive bidding requirements of Article 2 of this Chapter 136 of the General Statutes. While finalization of details, such as Comprehensive Agreement terms and conditions, finance plans, lenders' agreements, etc. may occur following the determination of the successful Proposer and prior to the execution of a Comprehensive Agreement or other such contract, the cost and details of construction may not be negotiated except as is permitted in accordance with the Standard Specifications after contract award.

The Department is not required to respond in any manner to unsolicited proposals and reserves the right to reject any and all unsolicited proposals without exception. The Department does, however, encourage interested parties to suggest potential projects for Public Private Partnerships. If the Department elects to pursue a project, regardless of the manner in which it is suggested, the Department will issue a formal advertisement and/or Request for Proposals in accordance with this policy. Upon receipt of an unsolicited proposal, the disposition of such will be in accordance with the section herein entitled "Review of Unsolicited Proposals."

EVALUATION PROCESS

As outlined at the time of public advertisement, the Department may use a one-step or two-step process to evaluate Proposals and select a Proposer with which the Department intends to enter into an agreement to execute a project. The evaluation of Statements of Qualifications, Letters of Interest, and Proposals will be done by an Evaluation Committee selected on a project specific basis.

EVALUATION COMMITTEE

The Evaluation Committee is a critical element of the Proposer evaluation and selection process. The Evaluation Committee will be composed of at least five Department employees. To the greatest extent possible, the Evaluation Committee members should have significant NCDOT experience and a thorough understanding of Department procedures. These members will represent major areas of the project planning, design, construction, finance, and/or operation. The Evaluation Committee may also include third party representatives with legal, technical, financial, or otherwise specialized expertise. The Evaluation Committee will serve as a selection committee and is responsible for the evaluation of both (1) the Statements of Qualifications or Letters of Interest for the purpose of shortlisting and (2) the Proposals for the purpose of determining a committee consensus of the Proposal that addresses the cost and financing, as applicable, and performance that will provide the greatest overall benefit under the specified selection criteria. A confidentiality agreement will be signed by all members of the Evaluation Committee that limits their discussion on the Proposals to only those Department personnel or Proposer references that they deem necessary to assist in the evaluation.

In addition, other evaluation committees, such as a Financial Review Committee, may be used to review specific portions of a Proposal, provided the intent to use such committee(s) is outlined in the Request for Proposals. If a Technical Review Committee is used to review the Technical Proposals and a Financial Review Committee is used to review the Financial Proposals, then the review of the Financial Proposals and Technical Proposals may occur concurrently, but shall be done independently and the members of the Financial Review Committee shall not serve on any other review committee for that project. During their independent evaluation of the Proposals, sharing of information regarding the evaluation of the Proposals will be prohibited between the Financial Review and Technical Review Committees.

ONE-STEP PROCESS

The one-step process will include the distribution of a Request for Proposals or in some cases a Request for Qualifications. Otherwise, the evaluation of Proposals and the selection of the successful Proposer under a one-step process will be consistent with that of the second step of the two-step process as outlined below. Generally, a one-step process will be reserved for projects that are specialized in nature or do not require substantial investment to generate a Proposal.

TWO-STEP PROCESS

The two-step process entails the issuance of a Request for Qualifications (RFQ), the development of a short list of Proposers, the issuance of a Request for Proposals, and the determination of the successful Proposer.

REQUEST FOR QUALIFICATIONS

The Request for Qualifications will provide a general description of the work and the Proposers' responsibilities, and will include the prequalification requirements, any pre-Proposal conferences, Department point of contact, additional technical or financial qualifications desired, key Proposer firms,

contractors, and personnel to be identified, and the timeframe for Statements of Qualification or Letters of Interest to be submitted to the Department. Requirements in the Request for Qualifications shall be general and not require Proposers to provide technical evaluation or detailed scheduling of project specifics. Each project's Request for Qualifications should be modified to fit the unique needs of that project.

The Request for Qualifications will set forth basic evaluation criteria such as professional experience, technical competence, resources, staffing, management stability, legal contracting entity, organizational structure, and the financial capability and stability necessary to complete a project. The Request for Qualifications may also request other information deemed necessary by the Department.

The Request for Qualifications will include all weighted evaluation criteria to be used in assessing the Letters of Interest or Statements of Qualifications. The Evaluation Committee will review the responses to the Request for Qualifications and will identify those Proposers that are best suited for further consideration. This "shortlist" of Proposers will be invited to submit a conceptual or detailed Proposal in response to the Request for Proposals provided to them. The shortlist will typically consist of three Proposers but the Department may elect to shortlist as many as five Proposers.

At the Department's discretion, one additional Proposer may be designated by the Evaluation Committee as the shortlist alternate. In the event a shortlisted Proposer withdraws from further consideration on the project, the Department may invite the shortlist alternate to submit a Proposal. In this event, all previously shortlisted Proposers will be made aware of this invitation.

Unless specialized services are otherwise stipulated in the RFQ, the Department's standard pre-qualification requirements apply to each entity providing professional engineering services. Likewise, the standard contractor pre-qualification requirements apply to each contractor entity performing construction work within or utilized by the Proposer. Unless otherwise approved by the Department, each entity must be pre-qualified prior to the deadline for the submittal of the Statements of Qualification.

Any consultant engineers under contract, or previously under contract, with the Department to prepare preliminary plans, planning reports or other project development products for a project will not be allowed to participate in any capacity with the Proposer selected to complete that project. Exceptions to this policy may be granted by the Department, upon written request from the specific firm, if it is determined that the firm's involvement is in the best interest of the public and does not constitute an unfair advantage. This paragraph applies equally to the procurement of a public private partnership resulting from an unsolicited proposal.

REQUEST FOR PROPOSALS

The Request for Proposals (RFP) document contains the directives and scope description for any given project. Any desired project elements, finance, design, construction, operations and maintenance requirements, guiding documents, responsibilities of the Proposer, responsibilities of the Department, payment or compensation terms, as applicable, and the procurement process to be used for Proposer selection are typically stipulated within this document.

A draft Request for Proposals may be distributed to the shortlisted Proposers. If so designated by the Department, one or more meetings will be afforded to each shortlisted Proposer to address any questions it may have about the project, the requirements of the Request for Proposals, or the selection process. The meetings will be conducted individually with each Proposer. As a result of these meetings, the Request for Proposals may be modified and a Final Request for Proposals issued to all shortlisted

Proposers. Addenda to this Final Request for Proposals may be issued as needed to further refine the requirements of the Contract.

The Request for Proposals will solicit conceptual or detailed Proposals and designate the required contents of responsive Proposals, which may include, but not be limited to, the following information:

- (1) Additional information regarding the Proposer's qualifications and demonstrated technical and financial competence.
- (2) A discussion on the feasibility of developing the project as proposed.
- (3) Environmental documentation (NEPA, permitting, etc.) responsibilities
- (4) Detailed engineering or architectural designs.
- (5) Project Schedule and the Proposer's ability to maintain progress.
- (6) A detailed financial plan, including costing methodology, cost proposals, and project financing approach.
- (7) Ongoing or long term operation and maintenance issues related to the infrastructure.
- (8) Any other information the Department deems relevant or necessary.

REQUEST FOR PROPOSALS CONTENTS

The contents of the RFP vary on a project specific basis. However, the RFP, as a minimum should address the items outlined below:

- (1) Estimated Procurement Schedule
- (2) Instructions on Proposal Completion, Submission and Execution
- (3) Department Point of Contact During Procurement Phase
- (4) Notification of any Pre-Proposal Conferences
- (5) Proposal Evaluation Criteria
- (6) Proposer Selection Process
- (7) DBE or MB/WB Goals and Reporting Requirements
- (8) Oral Presentation Requirements (as applicable)
- (9) Planning, Design and Other Preconstruction Services Required
- (10) Submittal Requirements
- (11) Permits (as applicable)
- (12) Construction Services Required
- (13) Operations and Maintenance Services Required
- (14) Third Party Involvement or Restrictions
- (15) Information or Services to be Provided by the Department
- (16) Professional Insurance and Bonding
- (17) Financing/payment/compensation terms, as applicable
- (18) Specific requirements, as to the Proposer firms, contractors, or personnel to be identified in a Proposal
- (19) A description of limitations regarding changes to any short-listed Proposer construction or design firms, and the Department process for approving or denying proposed changes thereto.

SELECTION PROCESS

The selection process will generally consist of two phases. For a competitive procurement process, these phases will consist of complete evaluation of the Technical Proposals, and Financial Proposals, as applicable, followed by a determination of the most beneficial Proposal using a predetermined algorithm

that combines Technical Score, Financial Score, as applicable, and Price. For a negotiation or competitive negotiation procurement process, the phases will consist of evaluation of the Proposals or Statements of Qualifications if only a Request for Qualifications is used, followed by a period of negotiation.

PROPOSAL EVALUATION CRITERIA

The Request for Proposals will clearly outline the criteria to be used to evaluate the Proposals, regardless of procurement process. These criteria may include, but are not limited to:

- 1) Financial plan feasibility/credibility
- 2) Project schedule, milestones, and credibility thereof
- 3) Reasonableness of assumptions, including those related to ownership, legal liability, law enforcement, and operation and maintenance of the project
- 4) Financial exposure and benefit to the Department and the public
- 5) Forecasts
- 6) Compatibility with other existing or planned facilities
- 7) Compliance with DBE or MB/WB goals or good faith efforts
- 8) Proposer's demonstrated capabilities and past performance
- 9) Design features and approach
- 10) Construction approach
- 11) Operations and Maintenance approach
- 12) Financing approach
- 13) Likelihood of obtaining necessary third party approvals or support
- 14) Cost and pricing, including user fees and projected usage
- 15) Innovation in planning, development, design, construction, maintenance, or financing
- 16) Liability insurance provisions
- 17) Staffing and project coordination capabilities, including governmental liaison
- 18) Long term operations and maintenance considerations and life cycle costs
- 19) Traffic control
- 20) Safety records and plan
- 21) Quality control methods and/or project guarantees
- 22) Natural environment responsibility
- 23) Oral presentation (as applicable)

REVIEW OF PROPOSALS

The Evaluation Committee(s) will determine whether the Proposals are responsive to the requirements of the Request for Proposals. If any of the Proposals are considered non-responsive, the Department will notify the Proposer of that fact.

Each Proposal found to be responsive will be evaluated by the Evaluation Committee(s). The Evaluation Committee(s) may be provided tools to assist in the evaluation of the Proposals. The Evaluation Committee(s) may solicit input from other Department employees, independent third party technical, legal and financial advisors, or Proposer references regarding specific information that may be needed outside their experience or expertise.

A Department employee will serve as a facilitator to assist in the evaluation process. The facilitator serves in an ex officio capacity and facilitates the Evaluation Committee's discussion. The facilitator may answer questions regarding the evaluation criteria and process as well as specific questions about

Proposal contents. The role of the facilitator is to ensure that (1) the evaluation process occurs in a systematic and consistent manner, (2) false or irrelevant data is not used in the evaluation process, (3) to the greatest extent possible, the overall evaluations are properly valued as relates to the size and complexity of the project and (4) the Evaluation Committee(s) understands the confidential nature and outcome of its work.

Based on the evaluation process and evaluation criteria outlined in the Request for Proposals, the Evaluation Committee(s) will score or rank the Proposals.

Competitive Procurement Process

For projects using a competitive procurement process, the evaluation of the Technical Proposals will result in a consensus Technical Score (and/or Financial Score) for each Proposal and will be conducted in accordance with the Department's current Design-Build Policy and Procedures at the time of the project advertisement. For certain projects and if outlined in the RFP, the Department may use other recognized means of evaluating and scoring Proposals and combining Proposal quality with price in the determination of the best value Proposal.

Negotiated or Competitively Negotiated Procurement Process

For projects using a negotiated or competitively negotiated procurement process, the Evaluation Committee will rank the Proposals, or Statements of Qualifications if only a Request for Qualifications is issued, and will recommend for selection the Proposer whose Proposal offers the best value to the Department.

The Department will issue written notification to each Proposer regarding its rank and the rank order of Proposers will be made public.

NEGOTIATIONS

The Department may pursue a negotiated procurement process, competitive negotiations, or competitive bidding on select projects. The Request for Qualifications and/or Request for Proposals will outline the type of procurement to be used in the determination of the successful Proposer.

Competitive Procurement Process

For a competitive bid procurement process, no negotiations regarding construction costs will occur prior to contract award; however, finalization of details, such as Comprehensive Agreement terms and conditions, finance plans, etc. may occur following the determination of the successful Proposer and prior to the execution of a contract, Comprehensive Agreement, lenders' agreements, or other such instruments. This provision in no way negates the Department's ability to pursue a Best and Final Offer as outlined in the Design-Build Policy and Procedures, issue addenda any time prior to contract award or enact alterations of work after contract award as allowed by the Department's Standard Specifications for Roads and Structures.

Negotiated Procurement Process

Under the negotiated procurement process, the Department will attempt to negotiate an Interim Agreement, Comprehensive Agreement, or other such agreement with the Proposer with the highest ranked Proposal (or Statement of Qualification if only a Request for Qualifications is issued). Such

negotiations may include modifications to the Proposal. If any such agreement cannot be successfully negotiated with the Proposer with the highest ranked Proposal to the satisfaction of the Department, or if, in the course of negotiations, the Department deems that the highest ranked Proposal will not provide the Department with the anticipated benefit, the Department will formally end negotiations with the Proposer and, in the Department's sole discretion, either:

- 1) Reject all Proposals
- 2) Modify the Request for Proposals and request a new submission of Proposals
- 3) Attempt to negotiate an agreement to the Proposer with the next highest ranked Proposal
- 4) Discontinue the project indefinitely

Competitively Negotiated Procurement Process

The use of a competitively negotiated procurement process will typically be divulged in the Request for Proposals; however, in the event that (1) multiple Proposers have provided Proposals that are deemed comparable in value by the Evaluation Committee, or (2) the Department deems that it is in the best interest of the Department or the public to do so, the Department may elect to competitively negotiate with two or more Proposers any time after the evaluations of the Proposals. Such negotiations may include modifications to the Proposals. The Department may competitively negotiate with all Proposers or with only those deemed by the Evaluation Committee to be within a competitive range.

REVIEW OF UNSOLICITED PROPOSALS

The process for accepting and vetting unsolicited proposals will generally include two steps:

- 1) Meeting with NCDOT to informally discuss an idea for an Unsolicited Proposal (optional)
- 2) Submittal of a conceptual unsolicited proposal and Department screening thereof

Unsolicited Proposals will be kept confidential to the extent that is allowable in accordance with the North Carolina General Statutes until such time as the Unsolicited Proposal is accepted or rejected.

Informal Discussion with the Department

Prior to submitting a conceptual unsolicited proposal, individuals or firms may request a meeting with the Oversight Committee, through the Department's P3 Coordinator, to determine if a given concept is of merit and relevant to the Department's goals. This preliminary meeting is not required. In addition, the Department is not obligated to meet with potential proposers but may do so at its discretion.

Conceptual Unsolicited Proposals

A conceptual unsolicited proposal shall be submitted in accordance with these procedures. Proposers submitting a conceptual unsolicited proposal for screening by the Oversight Committee shall submit 12 hard copies and one electronic copy in PDF format to the Department's P3 Coordinator. The conceptual unsolicited proposal shall not exceed 20 pages in length including any cover letter, appendices, etc. This proposal shall include information regarding the key entity(ies) of the Proposer including contact information for the individual authorized to submit on behalf of the entity(ies).

Conceptual unsolicited proposals shall, at a minimum, address the following items:

- 1) Economic viability of the project, including the market outlook for private finance for the project

- 2) Requirements/expectations of the Department;
- 3) Project delivery constraints;
- 4) Risks to schedule, finance, and other elements;
- 5) Environmental impacts including NEPA/SEPA considerations, mitigation, permitting and any other related issues;
- 6) Any other information deemed appropriate by the Department based on preliminary conversations, previous submissions, and/or other project specific requests.

Upon receipt, the Oversight Committee may decide to perform an initial screening with assistance from other Department personnel or third party advisors, as needed. This initial screening will be broad and comprised of a preliminary review for legal allowances or restrictions, as well as technical, environmental, engineering, and financial considerations.

The Proposer will be advised of the Oversight Committee's determination as to whether or not the conceptual unsolicited proposal is viable and sufficiently related to the goals of the Department. In such case, the Department may gauge industry interest in the proposal concept through the issuance of a request for letters of interest. At the Department's sole discretion, the response to the request for letters of interest may be used to inform the decision as to whether the Department pursues procurement and implementation of the unsolicited proposal.

PROCUREMENT AND IMPLEMENTATION OF UNSOLICITED PROPOSALS

The Department reserves the right to further develop, competitively procure, and subsequently implement any conceptual unsolicited proposal without regard to the Proposer's involvement to date in the event that the conceptual unsolicited proposal is, in the Department's sole discretion, materially consistent with a concept previously identified, considered, or studied by the Department.

If so directed by the Secretary of Transportation, other necessary approvals (i.e. NCDOT Board of Transportation, FHWA, MPO/RPO, etc.) will be sought by the Department.

Procurement

Unsolicited proposals will be publicly and competitively procured in accordance with this Policy and Procedures document.

By virtue of providing an unsolicited proposal, the Proposer will be included on the list of Shortlisted Proposers for the subsequent procurement, provided however, that (1) the Proposer maintains its team as to the extent originally proposed unless exceptions to the original team have been approved by the Department; and (2) the Proposer is prequalified by the Department to perform the work that is anticipated to be performed by the Proposer. In this regard, an entity that proposes an unsolicited proposal may include other team members on the shortlisted team provided the new entities are not replacing an entity previously included in the original submittal without the Department's written consent.

In the event that more than one unsolicited proposal is submitted to the Department for any given concept, only the first Proposer, as evidenced by the submission date, will be afforded the automatic inclusion on the list of Shortlisted Proposers. For this purpose, the multiple unsolicited proposals on the same concept must be deemed by the Department, in its sole discretion, to be materially consistent, and therefore competing, with one another if they apply to the same project corridor, and within similar project limits within the corridor.

Procurement of a public private partnership resulting from an unsolicited proposal will proceed in a manner as outlined in this Public Private Partnerships Policy & Procedures document. If an unsolicited proposal, regardless of development level, does not result in a procurement or successful agreement with a private partner for any reason, yet remains a future viable concept as determined by the Department, the Department reserves the right to further the concept should restraining elements be resolved. In such case, the Proposer will retain its rights to the inclusion on the project's list of Shortlisted Proposers provided a new or revised procurement ensues within three years of the initial date of submittal of the Proposer's conceptual unsolicited proposal. All conceptual unsolicited proposals will become the intellectual property of the Department.

AGREEMENTS

The Department may enter into one or more agreements with the successful Proposer. The agreements may be Interim Agreements, covering primarily project development or preconstruction activities, Comprehensive Agreements, financing agreements, operating agreements, or any other agreement appropriate to the project.

The Department may seek policy, legal, financial, and/or technical advice as may be needed to successfully negotiate or execute the agreement(s).

The agreements may include, but not be limited to the following items:

- 1) Appropriation of responsibilities among parties
- 2) Allocation of risk among parties
- 3) Allocation of resources and costs among parties
- 4) Allocation of cost overruns
- 5) Penalties for non-performance
- 6) Incentives for performance
- 7) Invoicing and payment procedures
- 8) Bonding and insurance requirements
- 9) Limitations on user fees
- 10) Revenue sharing
- 11) Encroachment agreements
- 12) Environmental documentation (NEPA, permitting, etc.) requirements
- 13) Asset management requirements
- 14) Hand back provisions and expectations
- 15) Costs for third party constraints such as railroads and utility companies
- 16) Cooperation with other existing or planned facilities
- 17) Rights-of-Way dedicated and the Department's use of eminent domain
- 18) Planning, development, design, construction, operation and maintenance standards
- 19) Submittal requirements
- 20) Inspection requirements and rights
- 21) Terms of reimbursement for services provided by the Department
- 22) Maximum rate or return on investment
- 23) Default of contract provisions
- 24) Force Majeure
- 25) Liability for personal injury, facility repair and unknown hazardous waste remediation
- 26) Record retention and audit requirements
- 27) Submission and review of financial statements
- 28) Other requirements suitable to the type, size, complexity, and duration of the contract

Execution of the agreement(s) shall be subject to the concurrence of the Secretary of Transportation and the Board of Transportation. Execution of the Agreement(s) is also dependent on all necessary federal actions.

STIPEND

If applicable, the notice of a stipend and the amount of the stipend will be made available to all prospective Proposers. This stipend may be made as partial compensation for each unsuccessful shortlisted Proposer that submits a responsive Proposal or as otherwise outlined in the Request for Proposals. The stipend will be determined on a project specific basis and will be based on both the project size and complexity. No additional compensation will be made by the Department for the development of Letters of Interest, Statements of Qualifications, Proposals, Negotiations, or any type of agreement.

PROTECTION AGAINST DISCLOSURE

All Statements of Qualifications, Letters of Interest and Proposals submitted to the Department become the property of the Department upon their submission and may be, except as provided by North Carolina law, subject to the Public Records Act. If a Proposer wishes to provide the Department with information that the Proposer believes constitutes a trade secret, proprietary information or other information exempt from disclosure, the Proposer shall specifically designate that information as such in its Proposal. Further, the Proposer shall identify the statute on which the confidential status is claimed as well as the specific material that the Proposer believes is confidential under that statute.

The Proposer's designation shall not be determinative of the trade secret, proprietary, or exempted nature of the information so designated as a matter of law.

RESERVATIONS

The Department reserves all rights available to it by law in administering these policies and procedures, including without limitation the right in its sole discretion to:

- 1) Withdraw a Request for Qualifications or a Request for Proposals at any time and either issue a new request or suspend the solicitation indefinitely.
- 2) Reject any and all Statements of Qualifications, Letters of Interest or Proposals at any time.
- 3) Terminate evaluation of any and all Statements of Qualifications, Letters of Interest, or Proposals at any time.
- 4) Issue a Request for Qualifications and Request for Proposals for competing proposals for any project presented to the Department in the form of an Unsolicited Proposal.
- 5) Suspend, discontinue, or terminate negotiations with any Proposer at any time prior to the actual authorized execution of a final development agreement by all parties.
- 6) Negotiate with a Proposer or Proposers without being bound by any provision in its Proposal.
- 7) Negotiate with a Proposer to include in the development agreement any aspect of unsuccessful Proposals.
- 8) Request or obtain additional information about any Technical Proposal from any source at any time.
- 9) Modify or issue addenda to any Request for Qualifications or Request for Proposals at any time, including after review of competing Proposals.
- 10) Permit or request clarifications or supplements to Statements of Qualifications and Proposals, either for responsive or non-responsive Proposals.

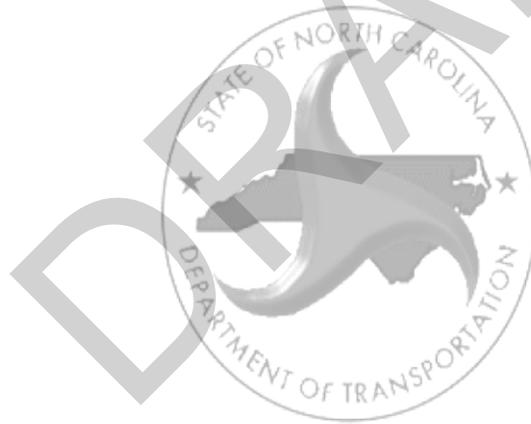
- 11) Information provided to Proposers is done so for convenience and is without representation or warranty of any kind.
- 12) Enter into a contract with a Proposer with the next best value Proposal (or next highest ranked proposer) in the event that the Department cannot finalize a contract, including financial close as applicable, with the Proposer with the best value Proposal (or highest ranked Proposer) or the Proposer fails to satisfy all obligations to be performed prior to contract execution, including financial close as applicable, as described in the RFP.
- 13) Amend, supercede, or supplement any part of these Policy and Procedures, provided the amendment or supplement is clearly denoted in the Request for Qualifications or Request for Proposals as appropriate.
- 14) Reject any and all unsolicited proposals without exception.

DRAFT

Proposed Amendments to the

**North Carolina Department of
Transportation**

**Public Private Partnerships
Policy & Procedures**



*Presented to the Board of Transportation
in December 2013 and provided to the Board of
Transportation in January 2014 for adoption.*

~~October 4, 2012~~, [January 9, 2014](#)

DRAFT

PUBLIC PRIVATE PARTNERSHIPS POLICY & PROCEDURES

PURPOSE

This document establishes the Department's process for soliciting, evaluating, selecting, procuring and administering contracts that include a partnership with one or more private entities that wish to develop, design, establish, enhance, finance, construct, operate, and/or maintain a transportation facility. The primary purpose of public private partnerships is to leverage public funds or other resources with private investment to accelerate, enhance, or otherwise improve the delivery, operation, or maintenance of public transportation infrastructure.

This policy is not intended to supercede or replace Department policies enabling private or public entities from funding transportation projects with no further financial interest upon completion of the project. These procedures are not intended to limit or otherwise apply to the Department's procurement of goods and services in the ordinary course of its operations. This policy document is independent of the policy adopted by the North Carolina Turnpike Authority.

SCOPE

This procedure affects all offices, departments, units, etc., associated with the planning, development, design, construction, operation or maintenance of roads, bridges, highways, or other Department of Transportation infrastructure.

AUTHORITY

Session Law 2008-164

Session Law 2007-357

Session Law 2007-439

[Session Law 2012-184](#)

[Session Law 2013-183](#)

General Statute §136-18(39)

General Statute §136-28.1(l)

General Statute §136-28.1(m)

General Statute §143B-350(f)(12a)

BACKGROUND

Session Law 2006-230 first authorized the Department to enter into agreements with private entities to finance the cost of acquiring, constructing, equipping, maintaining, and operating highways, roads, streets, and bridges, subject to the approval of the Board of Transportation. In the 2007 Legislative Session, this provision was revised to clarify that agreements may be made with private entities for transportation infrastructure projects, with priority given to highways, roads, streets and bridges. Session Law 2007-439 further requires that the Department report concurrently to the Board of Transportation and to the Chairs of the Joint Legislative Transportation Oversight Committee, the Chairs of the House of Representatives Appropriations Subcommittee on Transportation, and the Chairs of the Senate Appropriations Committee on Transportation regarding any such proposed agreement. Session Law 2008-164 expanded the Department's authority to expressly permit the Department to enter into agreements to plan, design, develop, acquire, construct, equip, maintain, and operate highways, roads, streets, bridges, and existing rail, as well as properties adjoining existing rail lines in this State. Furthermore, Session Law 2008-164 stipulates that any contracts for construction of highways, roads, streets, and bridges which are awarded pursuant to such an agreement entered shall comply with the competitive bidding requirements of Article 2 of Chapter 136 of the General Statutes. [Session Law 2009-266 made adjustments to more generically refer to transportation infrastructure in lieu of reference to highways, roads, streets, bridges, existing rail, and properties adjoining existing rail lines.](#)

Session Law 2007-439 specifically permits the use of Public Private Partnerships for two pilot projects for internet access at rest areas and two pilot projects for litter removal.

Session Law 2012-184 provides the Department with greater flexibility in regards to proposal, performance, and payment security requirements, as well as developer assignment, for one pilot project. This same session law provides the Department with the ability to fix, charge, revise, and collect tolls and to assign that ability to a third party developer for one pilot project. Session Law 2012-184 further requires that any projects with more than 18 months of post-construction capital cost payments to be approved by the Local Government Commission.

[Session Law 2013-183 enables the Department to enter into three public-private partnerships and mandates the solicitation for proposals for agreements. Session Law 2013-183 further outlines reporting requirements prior to execution of comprehensive agreements and directs the Department to establish standards for such comprehensive agreements with private partners.](#)

DEFINITIONS

Competitive Negotiation: A process commonly used in the selection and procurement of design services for transportation projects. Competitive negotiation involves the selection of a Proposer or Proposers based on technical merit or qualifications with or without regard to cost, followed by a period of negotiation with the selected Proposer(s).

Comprehensive Agreement: The assemblage of all contract documents and requirements, as defined below and incorporated by reference, the final finance arrangements, and other ancillary operating, financing, or encroachment agreements as may be executed by the Department and one or more private entities. The document may also be referred to as a Development Agreement or a Comprehensive Development Agreement. These agreements may include provisions for the permits, encroachment agreements, or lease of

rights-of-way in, and airspace over and under, highways, public streets, rail or related facilities.

Contract: The assemblage of all contractual documents and requirements that include the Request for Proposals, all addenda, a Proposal (both technical and financial), applicable NCDOT Standard Specifications and Drawings, and other documents as referenced in the Request for Proposals.

Design-Build: A project delivery method that combines construction and preconstruction services into one contract that may be suitable for public private partnerships. Design-Build may combine into a single contract the preconstruction, construction, construction engineering, operation, maintenance, inspection requirements and testing requirements for a project.

Design-Build Team: Any company, partnership, corporation, association, joint venture, or other legal entity permitted by law to practice engineering, architecture, and construction contracting, as appropriate, in the State of North Carolina.

Interim Agreement: An initial agreement that may be entered into by the Department and the successful Proposer upon completion of initial negotiations. This agreement typically defines the preconstruction activities and any compensation therefor that may be necessary to further the development of a Comprehensive Agreement.

Letter of Interest: A written response that is solicited from potential Proposers through advertisements. It is often employed in pre-qualifying Proposers for specific services, based on their resources and experience, before issuing a Request for Proposals.

P3 Coordinator: The Director of Transportation Program Management or a duly authorized representative tasked with facilitating the process of Unsolicited Proposals.

Project: The project to be planned, developed, designed, financed, constructed, operated and/or maintained in accordance with the Contract.

Proposal: The document submitted by a Proposer that may combine technical details, financing approach and costs in a negotiation or competitive negotiation procurement process. A Proposal may be comprised of a separate Technical Proposal and Price Proposal in a competitive procurement process.

Price Proposal: The sealed “bid” in a competitive procurement process that constitutes the Proposer’s price to complete the activities required by the Request for Proposals and the Proposer’s Technical Proposal. The Price Proposal may also be a component of an evaluated Financial Proposal.

Project Manager: The Department staff member assigned to coordinate the development of a project’s Request for Proposals and the review of the Proposer’s submittals. The Department may also elect to utilize a General

Engineering Consultant or other such technical expert to serve as the Project Manager.

- Proposer: An entity that has submitted a Statement of Qualifications, Proposal, or other submission in order to participate in the procurement of a public private partnership project.
- Request for Proposals: A document that describes the procurement process, provides the scope of services and requirements for the project, and may be used by the Proposer to submit their Proposal. The Request for Proposals typically forms or describes the basis for the Contract and the Agreement.
- Request for Qualifications: A document issued by the Department that solicits Statements of Qualifications or Letters of Interest from Proposers.
- Statements of Qualification: A document that is requested from a potential Proposer that describes the Proposer's qualifications to perform certain types of work including previous experience, licenses, certifications, personnel, equipment, etc. The Statement of Qualifications may also contain or include specific examples of previous work or financial/bonding capacity of the Proposer.
- Technical Proposal: The proposal as set forth by the Proposer that conveys its design, construction approach, services proposed, schedule, or other items as required by the Request for Proposals in a competitive procurement process. The Technical Proposal, in whole or in part, may be made a part of the Contract as stipulated in the RFP.

Unsolicited Proposals: Any concept or submittal of a potential public-private partnership received by the Department that is not a result of a direct, specific advertisement.

~~Project Manager: The Department staff member assigned to coordinate the development of a project's Request for Proposals and the review of the Proposer's submittals. The Department may also elect to utilize a General Engineering Consultant or other such technical expert to serve as the Project Manager.~~

PROJECT SELECTION

OVERSIGHT

An Oversight Committee will be maintained to guide the evaluation and selection of Public Private Partnership projects. The membership of the Oversight Committee will mimic that of the Design-Build Executive Committee and include ~~such~~ Executive Department Staff such as representatives from the Office of the Secretary of Transportation and the Chief Engineer's office, Chief Financial Officer, Administrator of the Technical Services Division, Director of Preconstruction~~Preconstruction Branch Manager~~, Director of Transportation Program Management, etc. This Oversight Committee will also be responsible for general oversight of the Public Private Partnership Program, procedures, and performance measures as well as vetting unsolicited proposals.

APPLICABLE PROJECTS

The appropriate selection of projects for a Public Private Partnership is extremely important. Typically, Public Private Partnership projects may be considered if they fall into at least one of the following broad categories:

- 1) Projects where design and construction need to be expedited for the public good and innovative delivery and finance/partnership can facilitate acceleration.
- 2) Projects affording opportunities for innovation in design, construction, operation, maintenance, or financing of the transportation infrastructure.
- 3) Unusual projects that do not lend themselves to normal design-bid-build procedures, or design-build procedures with traditional funding readily available.
- 4) Projects where significant Department resources, which may include rights-of-way or air rights, are available to leverage with private investment.
- 5) Projects conducive to significant private investment.
- 6) Projects for which private investment would fulfill a critical financial need to complete the project.
- 7) Projects that may provide access to new private capital to deliver other critical transportation projects.
- 8) Projects need to be on local long range transportation plans and/or have demonstrated local support.
- 9) Projects for which a business case demonstrates that a Public Private Partnership can deliver the best value to the traveling public.

PROPOSAL SOLICITATION AND UNSOLICITED PROPOSALS

The Department may solicit interested parties for participation in a Public Private Partnership for any project presuming the project selection criteria includes public need, technical and financial feasibility, transportation efficiency or efficacy, cost effectiveness, available resources, or project acceleration. The selection process must appreciate economy and potential savings to the public, but selection of the successful Proposer will also consider the quality and technical merit of the proposal.

The Department must provide, to the greatest extent possible, for the solicitation of competitive proposals prior to entering into a Private Public Partnership agreement. Furthermore, in accordance with Session Law 2008-164, any contracts for construction of highways, roads, streets, and bridges which are awarded pursuant to such an agreement shall comply with the competitive bidding requirements of Article 2 of this Chapter 136 of the General Statutes. While finalization of details, such as Comprehensive Agreement terms and conditions, finance plans, lenders' agreements, etc. may occur following the determination of the successful Proposer and prior to the execution of a Comprehensive Agreement or other such contract, the cost and details of construction may not be negotiated except as is permitted in accordance with the Standard Specifications after contract award.

The Department is not required to respond in any manner to unsolicited proposals and ~~shall not do so formally as a matter of policy~~ reserves the right to reject any and all unsolicited proposals without exception. The Department does, however, encourage interested parties to suggest potential projects for Public Private Partnerships. If the Department elects to pursue a project, regardless of the manner in which it is suggested, the Department will issue a formal advertisement and/or Request for Proposals in accordance with this policy. -Upon receipt of an unsolicited proposal, the disposition of such will be in accordance with the section herein entitled "Review of Unsolicited Proposals."

EVALUATION PROCESS

~~The~~As outlined at the time of public advertisement, the Department may use a one-step or two-step process to evaluate Proposals and select a Proposer with which the Department intends to enter into an agreement to execute a project. The evaluation of Statements of Qualifications, Letters of Interest, and Proposals will be done by an Evaluation Committee selected on a project specific basis.

EVALUATION COMMITTEE

The Evaluation Committee is a critical element of the Proposer evaluation and selection process. The Evaluation Committee will be composed of at least five Department employees. To the greatest extent possible, the Evaluation Committee members should have significant NCDOT experience and a thorough understanding of Department procedures. These members will represent major areas of the project planning, design, construction, finance, and/or operation. The Evaluation Committee may also include third party representatives with legal, technical, financial, or otherwise specialized expertise. The Evaluation Committee will serve as a selection committee and is responsible for the evaluation of both (1) the Statements of Qualifications or Letters of Interest for the purpose of shortlisting and (2) the Proposals for the purpose of determining a committee consensus of the Proposal that addresses the cost and financing, as applicable, and performance that will provide the greatest overall benefit under the specified selection criteria. A confidentiality agreement will be signed by all members of the Evaluation Committee that limits their discussion on the Proposals to only those Department personnel or Proposer references that they deem necessary to assist in the evaluation.

In addition, other evaluation committees, such as a Financial Review Committee, may be used to review specific portions of a Proposal, provided the intent to use such committee(s) is outlined in the Request for Proposals. If a Technical Review Committee is used to review the Technical Proposals and a Financial Review Committee is used to review the Financial Proposals, then the review of the Financial Proposals and Technical Proposals may occur concurrently, but shall be done independently and the members of the Financial Review Committee shall not serve on any other review committee for that project. During their independent evaluation of the Proposals, sharing of information regarding the evaluation of the Proposals will be prohibited between the Financial Review and Technical Review Committees.

ONE-STEP PROCESS

The one-step process will include the distribution of a Request for Proposals or in some cases a Request for Qualifications. Otherwise, the evaluation of Proposals and the selection of the successful Proposer under a one-step process will be consistent with that of the second step of the two-step process as outlined below. Generally, a one-step process will be reserved for projects that are specialized in nature or do not require substantial investment to generate a Proposal.

TWO-STEP PROCESS

The two-step process entails the issuance of a Request for Qualifications (RFQ), the development of a short list of Proposers, the issuance of a Request for Proposals, and the determination of the successful Proposer.

REQUEST FOR QUALIFICATIONS

The Request for Qualifications will provide a general description of the work and the Proposers' responsibilities, and will include the prequalification requirements, any pre-Proposal conferences, Department point of contact, additional technical or financial qualifications desired, key Proposer firms,

contractors, and personnel to be identified, and the timeframe for Statements of Qualification or Letters of Interest to be submitted to the Department. Requirements in the Request for Qualifications shall be general and not require Proposers to provide technical evaluation or detailed scheduling of project specifics. Each project's Request for Qualifications should be modified to fit the unique needs of that project.

The Request for Qualifications will set forth basic evaluation criteria such as professional experience, technical competence, resources, staffing, management stability, legal contracting entity, organizational structure, and the financial capability and stability necessary to complete a project. The Request for Qualifications may also request other information deemed necessary by the Department.

The Request for Qualifications will include all weighted evaluation criteria to be used in assessing the Letters of Interest or Statements of Qualifications. The Evaluation Committee will review the responses to the Request for Qualifications and will identify those Proposers that are best suited for further consideration. This "shortlist" of Proposers will be invited to submit a conceptual or detailed Proposal in response to the Request for Proposals provided to them. The shortlist will typically consist of three Proposers but the Department may elect to shortlist as many as five Proposers.

At the Department's discretion, one additional Proposer may be designated by the Evaluation Committee as the shortlist alternate. In the event a shortlisted Proposer withdraws from further consideration on the project, the Department may invite the shortlist alternate to submit a Proposal. In this event, all previously shortlisted Proposers will be made aware of this invitation.

Unless specialized services are otherwise stipulated in the RFQ, the Department's standard pre-qualification requirements apply to each entity providing professional engineering services. Likewise, the standard contractor pre-qualification requirements apply to each contractor entity performing construction work within or utilized by the Proposer. Unless otherwise approved by the Department, each entity must be pre-qualified prior to the deadline for the submittal of the Statements of Qualification.

Any consultant engineers under contract, or previously under contract, with the Department to prepare preliminary plans, planning reports or other project development products for a project will not be allowed to participate in any capacity with the Proposer selected to complete that project. Exceptions to this policy may be granted by the Department, upon written request from the specific firm, if it is determined that the firm's involvement is in the best interest of the public and does not constitute an unfair advantage. [This paragraph applies equally to the procurement of a public private partnership resulting from an unsolicited proposal.](#)

REQUEST FOR PROPOSALS

The Request for Proposals (RFP) document contains the directives and scope description for any given project. Any desired project elements, finance, design, construction, operations and maintenance requirements, guiding documents, responsibilities of the Proposer, responsibilities of the Department, payment or compensation terms, as applicable, and the procurement process to be used for Proposer selection are typically stipulated within this document.

A draft Request for Proposals may be distributed to the shortlisted Proposers. If so designated by the Department, one or more meetings will be afforded to each shortlisted Proposer to address any questions it may have about the project, the requirements of the Request for Proposals, or the selection process. The meetings will be conducted individually with each Proposer. As a result of these meetings, the Request for Proposals may be modified and a Final Request for Proposals issued to all shortlisted

Proposers. Addenda to this Final Request for Proposals may be issued as needed to further refine the requirements of the Contract.

The Request for Proposals will solicit conceptual or detailed Proposals and designate the required contents of responsive Proposals, which may include, but not be limited to, the following information:

- (1) Additional information regarding the Proposer's qualifications and demonstrated technical and financial competence.
- (2) A discussion on the feasibility of developing the project as proposed.
- (3) Environmental documentation (NEPA, permitting, etc.) responsibilities
- (4) Detailed engineering or architectural designs.
- (5) Project Schedule and the Proposer's ability to maintain progress.
- (6) A detailed financial plan, including costing methodology, cost proposals, and project financing approach.
- (7) Ongoing or long term operation and maintenance issues related to the infrastructure.
- (8) Any other information the Department deems relevant or necessary.

REQUEST FOR PROPOSALS CONTENTS

The contents of the RFP vary on a project specific basis. However, the RFP, as a minimum should address the items outlined below:

- (1) Estimated Procurement Schedule
- (2) Instructions on Proposal Completion, Submission and Execution
- (3) Department Point of Contact During Procurement Phase
- (4) Notification of any Pre-Proposal Conferences
- (5) Proposal Evaluation Criteria
- (6) Proposer Selection Process
- (7) DBE or MB/WB Goals and Reporting Requirements
- (8) Oral Presentation Requirements (as applicable)
- (9) Planning, Design and Other Preconstruction Services Required
- (10) Submittal Requirements
- (11) Permits (as applicable)
- (12) Construction Services Required
- (13) Operations and Maintenance Services Required
- (14) Third Party Involvement or Restrictions
- (15) Information or Services to be Provided by the Department
- (16) Professional Insurance and Bonding
- (17) Financing/payment/compensation terms, as applicable
- (18) Specific requirements, as to the Proposer firms, contractors, or personnel to be identified in a Proposal
- (19) A description of ~~any~~ limitations regarding changes to any short-listed Proposer construction or design firms, [and the Department process for approving or denying proposed changes thereto.](#)

SELECTION PROCESS

The selection process will generally consist of two phases. For a competitive procurement process, these phases will consist of complete evaluation of the Technical Proposals, and Financial Proposals, as applicable, followed by a determination of the most beneficial Proposal using a predetermined algorithm

that combines Technical Score, Financial Score, as applicable, and Price. For a negotiation or competitive negotiation procurement process, the phases will consist of evaluation of the Proposals or Statements of Qualifications if only a Request for Qualifications is used, followed by a period of negotiation.

PROPOSAL EVALUATION CRITERIA

The Request for Proposals will clearly outline the criteria to be used to evaluate the Proposals, regardless of procurement process. These criteria may include, but are not limited to:

- 1) Financial plan feasibility/credibility
- 2) Project schedule, milestones, and credibility thereof
- 3) Reasonableness of assumptions, including those related to ownership, legal liability, law enforcement, and operation and maintenance of the project
- 4) Financial exposure and benefit to the Department and the public
- 5) Forecasts
- 6) Compatibility with other existing or planned facilities
- 7) Compliance with DBE or MB/WB goals or good faith efforts
- 8) Proposer's demonstrated capabilities and past performance
- 9) Design features and approach
- 10) Construction approach
- 11) Operations and Maintenance approach
- 12) Financing approach
- 13) Likelihood of obtaining necessary third party approvals or support
- 14) Cost and pricing, including user fees and projected usage
- 15) Innovation in planning, development, design, construction, maintenance, or financing
- 16) Liability insurance provisions
- 17) Staffing and project coordination capabilities, including governmental liaison
- 18) Long term operations and maintenance considerations and life cycle costs
- 19) Traffic control
- 20) Safety records and plan
- 21) Quality control methods and/or project guarantees
- 22) Natural environment responsibility
- 23) Oral presentation (as applicable)

REVIEW OF PROPOSALS

The Evaluation Committee(s) will determine whether the Proposals are responsive to the requirements of the Request for Proposals. If any of the Proposals are considered non-responsive, the Department will notify the Proposer of that fact.

Each Proposal found to be responsive will be evaluated by the Evaluation Committee(s). The Evaluation Committee(s) may be provided tools to assist in the evaluation of the Proposals. The Evaluation Committee(s) may solicit input from other Department employees, independent third party technical, legal and financial advisors, or Proposer references regarding specific information that may be needed outside their experience or expertise.

A Department employee will serve as a facilitator to assist in the evaluation process. The facilitator serves in an ex officio capacity and facilitates the Evaluation Committee's discussion. The facilitator may answer questions regarding the evaluation criteria and process as well as specific questions about

Proposal contents. The role of the facilitator is to ensure that (1) the evaluation process occurs in a systematic and consistent manner, (2) false or irrelevant data is not used in the evaluation process, (3) to the greatest extent possible, the overall evaluations are properly valued as relates to the size and complexity of the project and (4) the Evaluation Committee(s) understands the confidential nature and outcome of its work.

Based on the evaluation process and evaluation criteria outlined in the Request for Proposals, the Evaluation Committee(s) will score or rank the Proposals.

Competitive Procurement Process

For projects using a competitive procurement process, the evaluation of the Technical Proposals will result in a consensus Technical Score (and/or Financial Score) for each Proposal and will be conducted in accordance with the Department's current Design-Build Policy and Procedures at the time of the project advertisement. For certain projects and if outlined in the RFP, the Department may use other recognized means of evaluating and scoring Proposals and combining Proposal quality with price in the determination of the best value Proposal.

Negotiated or Competitively Negotiated Procurement Process

For projects using a negotiated or competitively negotiated procurement process, the Evaluation Committee will rank the Proposals, or Statements of Qualifications if only a Request for Qualifications is issued, and will recommend for selection the Proposer whose Proposal offers the best value to the Department.

The Department will issue written notification to each Proposer regarding its rank and the rank order of Proposers will be made public.

NEGOTIATIONS

The Department may pursue a negotiated procurement process, competitive negotiations, or competitive bidding on select projects. The Request for Qualifications and/or Request for Proposals will outline the type of procurement to be used in the determination of the successful Proposer.

Competitive Procurement Process

For a competitive bid procurement process, no negotiations regarding construction costs will occur prior to contract award; however, finalization of details, such as Comprehensive Agreement terms and conditions, finance plans, etc. may occur following the determination of the successful Proposer and prior to the execution of a contract, Comprehensive Agreement, lenders' agreements, or other such instruments. This provision in no way negates the Department's ability to pursue a Best and Final Offer as outlined in the Design-Build Policy and Procedures, issue addenda any time prior to contract award or enact alterations of work after contract award as allowed by the Department's Standard Specifications for Roads and Structures.

Negotiated Procurement Process

Under the negotiated procurement process, the Department will attempt to negotiate an Interim Agreement, Comprehensive Agreement, or other such agreement with the Proposer with the highest ranked Proposal (or Statement of Qualification if only a Request for Qualifications is issued). Such

negotiations may include modifications to the Proposal. If any such agreement cannot be successfully negotiated with the Proposer with the highest ranked Proposal to the satisfaction of the Department, or if, in the course of negotiations, the Department deems that the highest ranked Proposal will not provide the Department with the anticipated benefit, the Department will formally end negotiations with the Proposer and, in the Department's sole discretion, either:

- 1) Reject all Proposals
- 2) Modify the Request for Proposals and request a new submission of Proposals
- 3) Attempt to negotiate an agreement to the Proposer with the next highest ranked Proposal
- 4) Discontinue the project indefinitely

Competitively Negotiated Procurement Process

The use of a competitively negotiated procurement process will typically be divulged in the Request for Proposals; however, in the event that (1) multiple Proposers have provided Proposals that are deemed comparable in value by the Evaluation Committee, or (2) the Department deems that it is in the best interest of the Department or the public to do so, the Department may elect to competitively negotiate with two or more Proposers any time after the evaluations of the Proposals. Such negotiations may include modifications to the Proposals. The Department may competitively negotiate with all Proposers or with only those deemed by the Evaluation Committee to be within a competitive range.

REVIEW OF UNSOLICITED PROPOSALS

The process for accepting and vetting unsolicited proposals will generally include two steps:

- 1) Meeting with NCDOT to informally discuss an idea for an Unsolicited Proposal (optional)
- 2) Submittal of a conceptual unsolicited proposal and Department screening thereof

Unsolicited Proposals will be kept confidential to the extent that is allowable in accordance with the North Carolina General Statutes until such time as the Unsolicited Proposal is accepted or rejected.

Informal Discussion with the Department

Prior to submitting a conceptual unsolicited proposal, individuals or firms may request a meeting with the Oversight Committee, through the Department's P3 Coordinator, to determine if a given concept is of merit and relevant to the Department's goals. This preliminary meeting is not required. In addition, the Department is not obligated to meet with potential proposers but may do so at its discretion.

Conceptual Unsolicited Proposals

A conceptual unsolicited proposal shall be submitted in accordance with these procedures. Proposers submitting a conceptual unsolicited proposal for screening by the Oversight Committee shall submit 12 hard copies and one electronic copy in PDF format to the Department's P3 Coordinator. The conceptual unsolicited proposal shall not exceed 20 pages in length including any cover letter, appendices, etc. This proposal shall include information regarding the key entity(ies) of the Proposer including contact information for the individual authorized to submit on behalf of the entity(ies).

Conceptual unsolicited proposals shall, at a minimum, address the following items:

- 1) Economic viability of the project, including the market outlook for private finance for the project

- 2) Requirements/expectations of the Department;
- 3) Project delivery constraints;
- 4) Risks to schedule, finance, and other elements;
- 5) Environmental impacts including NEPA/SEPA considerations, mitigation, permitting and any other related issues;
- 6) Any other information deemed appropriate by the Department based on preliminary conversations, previous submissions, and/or other project specific requests.

Upon receipt, the Oversight Committee may decide to perform an initial screening with assistance from other Department personnel or third party advisors, as needed. This initial screening will be broad and comprised of a preliminary review for legal allowances or restrictions, as well as technical, environmental, engineering, and financial considerations.

The Proposer will be advised of the Oversight Committee's determination as to whether or not the conceptual unsolicited proposal is viable and sufficiently related to the goals of the Department. In such case, the Department may gauge industry interest in the proposal concept through the issuance of a request for letters of interest. At the Department's sole discretion, the response to the request for letters of interest may be used to inform the decision as to whether the Department pursues procurement and implementation of the unsolicited proposal.

PROCUREMENT AND IMPLEMENTATION OF UNSOLICITED PROPOSALS

The Department reserves the right to further develop, competitively procure, and subsequently implement any conceptual unsolicited proposal without regard to the Proposer's involvement to date in the event that the conceptual unsolicited proposal is, in the Department's sole discretion, materially consistent with a concept previously identified, considered, or studied by the Department.

If so directed by the Secretary of Transportation, other necessary approvals (i.e. NCDOT Board of Transportation, FHWA, MPO/RPO, etc.) will be sought by the Department.

Procurement

Unsolicited proposals will be publicly and competitively procured in accordance with this Policy and Procedures document.

By virtue of providing an unsolicited proposal, the Proposer will be included on the list of Shortlisted Proposers for the subsequent procurement, provided however, that (1) the Proposer maintains its team as to the extent originally proposed unless exceptions to the original team have been approved by the Department; and (2) the Proposer is prequalified by the Department to perform the work that is anticipated to be performed by the Proposer. In this regard, an entity that proposes an unsolicited proposal may include other team members on the shortlisted team provided the new entities are not replacing an entity previously included in the original submittal without the Department's written consent.

In the event that more than one unsolicited proposal is submitted to the Department for any given concept, only the first Proposer, as evidenced by the submission date, will be afforded the automatic inclusion on the list of Shortlisted Proposers. For this purpose, the multiple unsolicited proposals on the same concept must be deemed by the Department, in its sole discretion, to be materially consistent, and therefore competing, with one another if they apply to the same project corridor, and within similar project limits within the corridor.

Procurement of a public private partnership resulting from an unsolicited proposal will proceed in a manner as outlined in this Public Private Partnerships Policy & Procedures document. If an unsolicited proposal, regardless of development level, does not result in a procurement or successful agreement with a private partner for any reason, yet remains a future viable concept as determined by the Department, the Department reserves the right to further the concept should restraining elements be resolved. In such case, the Proposer will retain its rights to the inclusion on the project's list of Shortlisted Proposers provided a new or revised procurement ensues within three years of the initial date of submittal of the Proposer's conceptual unsolicited proposal. All conceptual unsolicited proposals will become the intellectual property of the Department.

AGREEMENTS

The Department may enter into one or more agreements with the successful Proposer. The agreements may be Interim Agreements, covering primarily project development or preconstruction activities, Comprehensive Agreements, financing agreements, operating agreements, or any other agreement appropriate to the project.

The Department may seek policy, legal, financial, and/or technical advice as may be needed to successfully negotiate or execute the agreement(s).

The agreements may include, but not be limited to the following items:

- 1) Appropriation of responsibilities among parties
- 2) Allocation of risk among parties
- 3) Allocation of resources and costs among parties
- 4) Allocation of cost overruns
- 5) Penalties for non-performance
- 6) Incentives for performance
- 7) Invoicing and payment procedures
- 8) Bonding and insurance requirements
- 9) Limitations on user fees
- 10) Revenue sharing
- 11) Encroachment agreements
- 12) Environmental documentation (NEPA, permitting, etc.) requirements
- 13) Asset management requirements
- 14) Hand back provisions and expectations
- 15) Costs for third party constraints such as railroads and utility companies
- 16) Cooperation with other existing or planned facilities
- 17) Rights-of-Way dedicated and the Department's use of eminent domain
- 18) Planning, development, design, construction, operation and maintenance standards
- 19) Submittal requirements
- 20) Inspection requirements and rights
- 21) Terms of reimbursement for services provided by the Department
- 22) Maximum rate or return on investment
- 23) Default of contract provisions
- 24) Force Majeure
- 25) Liability for personal injury, facility repair and unknown hazardous waste remediation
- 26) Record retention and audit requirements
- 27) Submission and review of financial statements
- 28) Other requirements suitable to the type, size, complexity, and duration of the contract

Execution of the agreement(s) shall be subject to the concurrence of the Secretary of Transportation and the Board of Transportation. Execution of the Agreement(s) is also dependent on all necessary federal actions.

STIPEND

If applicable, the notice of a stipend and the amount of the stipend will be made available to all prospective Proposers. This stipend may be made as partial compensation for each unsuccessful shortlisted Proposer that submits a responsive Proposal or as otherwise outlined in the Request for Proposals. The stipend will be determined on a project specific basis and will be based on both the project size and complexity. No additional compensation will be made by the Department for the development of Letters of Interest, Statements of Qualifications, Proposals, Negotiations, or any type of agreement.

PROTECTION AGAINST DISCLOSURE

All Statements of Qualifications, Letters of Interest and Proposals submitted to the Department become the property of the Department upon their submission and may be, except as provided by North Carolina law, subject to the Public Records Act. If a Proposer wishes to provide the Department with information that the Proposer believes constitutes a trade secret, proprietary information or other information exempt from disclosure, the Proposer shall specifically designate that information as such in its Proposal. Further, the Proposer shall identify the statute on which the confidential status is claimed as well as the specific material that the Proposer believes is confidential under that statute.

The Proposer's designation shall not be determinative of the trade secret, proprietary, or exempted nature of the information so designated as a matter of law.

RESERVATIONS

The Department reserves all rights available to it by law in administering these policies and procedures, including without limitation the right in its sole discretion to:

- 1) Withdraw a Request for Qualifications or a Request for Proposals at any time and either issue a new request or suspend the solicitation indefinitely.
- 2) Reject any and all Statements of Qualifications, Letters of Interest or Proposals at any time.
- 3) Terminate evaluation of any and all Statements of Qualifications, Letters of Interest, or Proposals at any time.
- 4) Issue a Request for Qualifications and Request for Proposals for competing proposals for any project presented to the Department in the form of an Unsolicited Proposal.
- 5) Suspend, discontinue, or terminate negotiations with any Proposer at any time prior to the actual authorized execution of a final development agreement by all parties.
- 6) Negotiate with a Proposer or Proposers without being bound by any provision in its Proposal.
- 7) Negotiate with a Proposer to include in the development agreement any aspect of unsuccessful Proposals.
- 8) Request or obtain additional information about any Technical Proposal from any source at any time.
- 9) Modify or issue addenda to any Request for Qualifications or Request for Proposals at any time, including after review of competing Proposals.
- 10) Permit or request clarifications or supplements to Statements of Qualifications and Proposals, either for responsive or non-responsive Proposals.

- 11) Information provided to Proposers is done so for convenience and is without representation or warranty of any kind.
- 12) Enter into a contract with a Proposer with the next best value Proposal (or next highest ranked proposer) in the event that the Department cannot finalize a contract, including financial close as applicable, with the Proposer with the best value Proposal (or highest ranked Proposer) or the Proposer fails to satisfy all obligations to be performed prior to contract execution, including financial close as applicable, as described in the RFP.
- 13) Amend, supercede, or supplement any part of these Policy and Procedures, provided the amendment or supplement is clearly denoted in the Request for Qualifications or Request for Proposals as appropriate.
- 14) [Reject any and all unsolicited proposals without exception.](#)

DRAFT

**NC BOARD OF TRANSPORTATION
AUDIT COMMITTEE**

AGENDA

Wednesday, January 8, 2014

11:30 AM - Noon

Call to Order

Ned Curran, Chair

**OIG Overview
Audit Risk Assessment**

**Mary Morton, Inspector
General**

Adjourn

Ned Curran, Chair

Meeting Location:
Conference Room 160
Transportation Building
Raleigh, NC

Board of Transportation
Economic Development & Intergovernmental Relations
Room 150, Transportation Building
Raleigh, NC
December 4, 2013
1:00 – 3:00 p.m.

Board Members in Attendance: Mike Smith, Hugh Overholt, Ferrell Blount, Michael Lee, Ed Grannis, Jake Alexander, John Collett, Lou Wetmore, Larry Kernea, Edward Curran

Others in Attendance: Amy Simes, Terry Arellano, Susan Pullium, Wally Bowman, Dan Thomas, E.A. Green, Greg Burns, Beth Leonard McKay, Karen Eason Fussell, Mark Boggs, Bryce Ball, Kate Asquith, S. Baker, John Rouse, Tim Little, Rob Hanson, Helen Landi, Jim Humphrey, Jed McMillan, Zane Hedgecock, Robert Hosford, Will Best

Mike Smith called the meeting to order.

Mr. Blount introduced North Carolina Agriculture Commissioner Steve Troxler to the committee. Mr. Troxler spoke with the Committee about the importance of transportation to the agricultural industry in North Carolina. He concentrated on the importance of the NC Ports to get agriculture goods to customers around the world. A cold storage facility at the Wilmington Port will be a major boost for the export of poultry and pork. Improvements to the ports would also help support the military, which is a major economic driver in eastern North Carolina. Commissioner Troxler also emphasized the importance of rail to the movement of agricultural goods. The Wallace – Castle Hayne rail connection is a critical project. Maintaining and improving the infrastructure for trucks is also important. The Harvey Parkway serving the Global Transpark will help this facility become a freight hub. There was a discussion concerning the future of the wood pellet industry, funding for projects at the ports, and implementing future rail projects. There was consensus that continued coordination between NCDOT and Department of Agriculture would be of great benefit to the State.

Mr. Overholt introduced Will Best with the Department of Commerce. Mr. Best discussed a joint land use study in eastern North Carolina. The purpose of the study is to identify land use strategies that may be appropriate for areas that lie in the flight paths of Seymour Johnson Air Force Base.

Mark Boggs with Atkins Consulting gave an update on the North Carolina Transportation Network (NCTN) development process. Mr. Boggs discussed the framework for the NCTN and the identification of activity centers with the Committee. The two most significant changes to the activity centers are the use of employment centers instead of MPOs (population) and the addition of high priority economic development sites. For high priority economic development sites, “Logistics Villages” from the Seven Portals Study were stratified by site preparedness and economic sector participation. There was discussion to look at lowering the statewide threshold for universities and a concern about the lack of activity centers in the southwest and northwest. The Committee also wanted to make sure we are looking at providing connections to activity centers outside of North Carolina. For areas outside of North Carolina the development team is looking at deep water ports (Charleston and Norfolk), major employment centers and major trauma centers as they develop activity centers. There was consensus by the Committee to support the strategic corridors framework and modal mobility structure. Mr. Boggs indicated that the team would continue with next steps and would be prepared to provide the next update at the February ED&IR Committee meeting.

The meeting was adjourned at 3:00.

North Carolina Board of Transportation
Economic Development & Intergovernmental Relations Committee
January 8, 2013 – Room 150

Purpose: The Economic Development and Intergovernmental Relations Committee will:

- Foster collaboration and relationships with military partners, legislative leaders, and state agencies (such as DENR, Commerce, and Agriculture) to increase BOT understanding of the impact of other groups' goals and actions on our priority to connect people, products and services that provide NC the infrastructure needed to be the economic super hub of the southeast.
- Provide oversight and policy guidance in development of and updates to the Statewide Multimodal Transportation Plan (STP); direct the implementation of the STP through policy recommendations to the Board; review implementation items from the STP; and provide policy oversight in the identification and visioning of strategic corridors.
- Review and provide guidance for the development of strategic visions that guide DOT investment and operations plans.
- Review proposals for the reorganization of DMV and the customer service initiatives included in that effort. Evaluate capital planning for the DOT's non-transportation related infrastructure, including DMV and other office and maintenance facilities.
- Evaluate the effectiveness of the various economic development promoting grant programs carried out by NCDOT at the division level.

Goals: By the end of the session, members will have:

- Had an opportunity to learn more about the economic development opportunities present at our North Carolina ports
- Had an opportunity to learn more about activities in the North Carolina Department of Commerce and identify potential avenues for partnership in promoting economic development initiatives

Agenda:

What	How	Who	When
Call to order and approval of meeting notes		Mike Smith, Chair	1:00-1:05
Economic Development Ports Presentation	Presentation/ Discussion	Mike Lee, Member	1:05-2:00
Intergovernmental Relations NC Department of Commerce Presentation	Presentation/ Discussion	Mike Smith, Chair	2:00-2:55
Closure	Next steps Announcements	Mike Smith, Chair	2:55-3:00

Next Meeting: February 5, 2013 (1:00-3:00 pm)

Minutes
North Carolina Board of Transportation
Funding and Appropriations Strategies Committee
December 4, 2013

Committee Attendance:

Cheryl McQueary, Chair Jim Crawford, Co-Chair James R. Palermo David Brown	David Burns John D. Lennon Andrew M. Perkins, Jr. Mark L. Foster, Committee Staff
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Chairman McQueary opened the meeting by reviewing the meeting agenda and indicated there would be a reading assignment from the 2040 plan to be discussed at a future meeting. She followed by presenting the November minutes and asking if corrections were needed. Mr. Burns moved to approve the minutes as presented which was seconded by Mr. Palermo and approved unanimously.

Mark Foster gave a brief introduction of NCDOT's overall asset structure indicating that it was the State's largest and how KPMG had been retained to study how these assets could be leverage for additional revenues.

Jim Ray along with Michael Cowan of KPMG provided a detailed presentation of process and evaluation methodology that identified the list of potential assets (slide 12) that could be leverage for additional revenues. There were questions about if esthetics were taken into account before listing them (billboards and cell towers). There was a detailed conversation about leveraging the ferry shipyard facilities.

After a 10 minute recess there was a detailed conversation about the surplus of land disposition and how the proceeds were dispersed. Staff was charged with an action item to research and report. There was a question about if costs would increase after an initial decrease of outsourcing services. In addition there were several questions about the fleet management potential.

There was a general consensus reached that KPMG would return at the January meeting to continue the dialog and present additional specific information. Chairman McQueary reiterated the 2040 Financial Plan reading assignment. There being no further business, the meeting was unanimously adjourned at 2:55 PM.



**NORTH
CAROLINA
PORTS**

Ports Overview

Economic Development and
Intergovernmental Relations Committee
January 8, 2014



**These aren't just any ports,
these are *your* ports.**

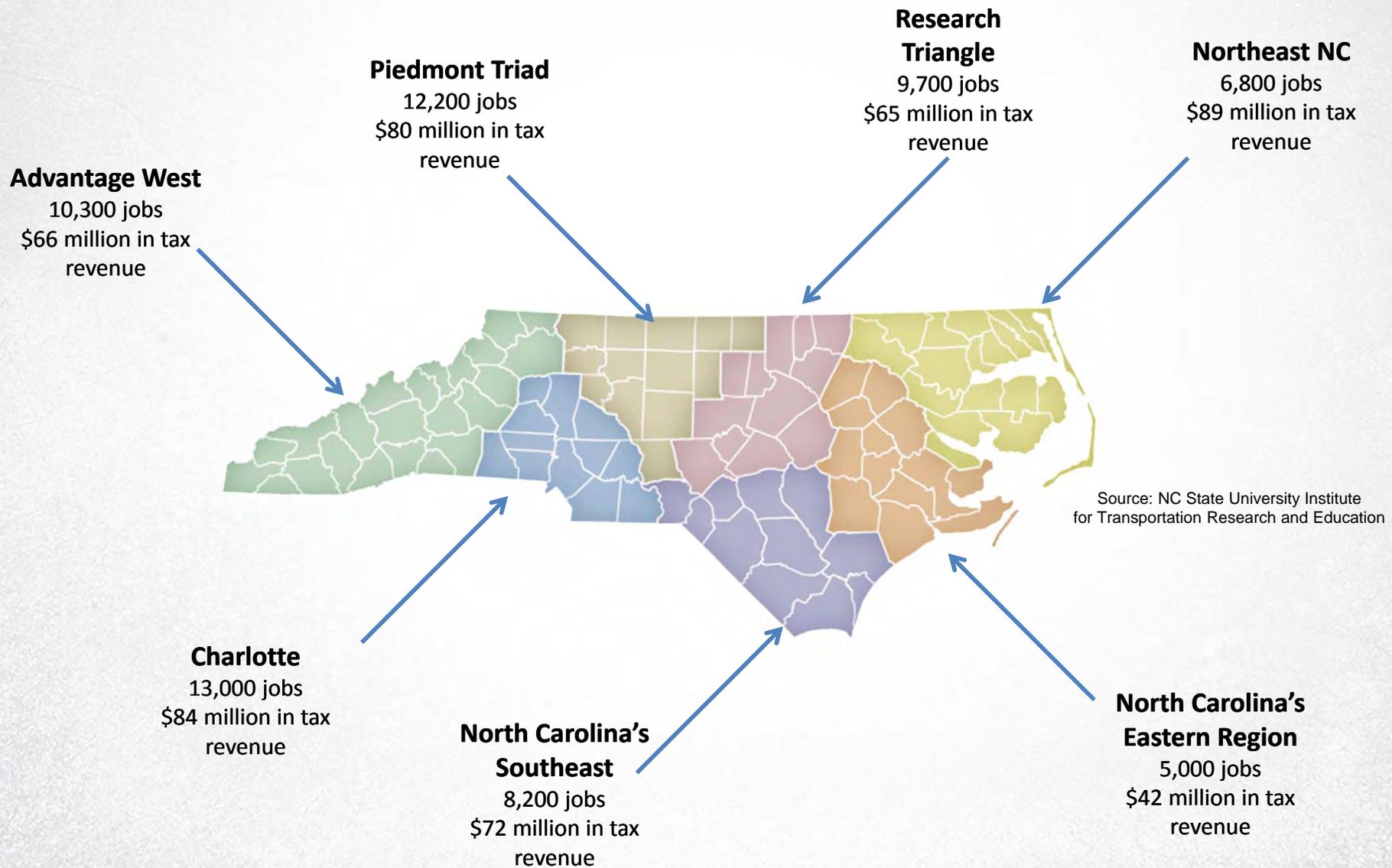
About your Ports

- **Enterprise Agency of the State (NCGS §136-260)**
- **Employs approx. 240; Handles 3M tons and 150,000 containers annually; generates revenue between \$35M and \$45M**
- **Promotes, markets and sells port services**
- **Generates earnings that more than cover day-to-day operating expenses**

About your Ports

- **The mission of the NC Ports is to grow the economy of North Carolina by supporting and improving the state's global logistics network.**

Enhancing the economy, *statewide*



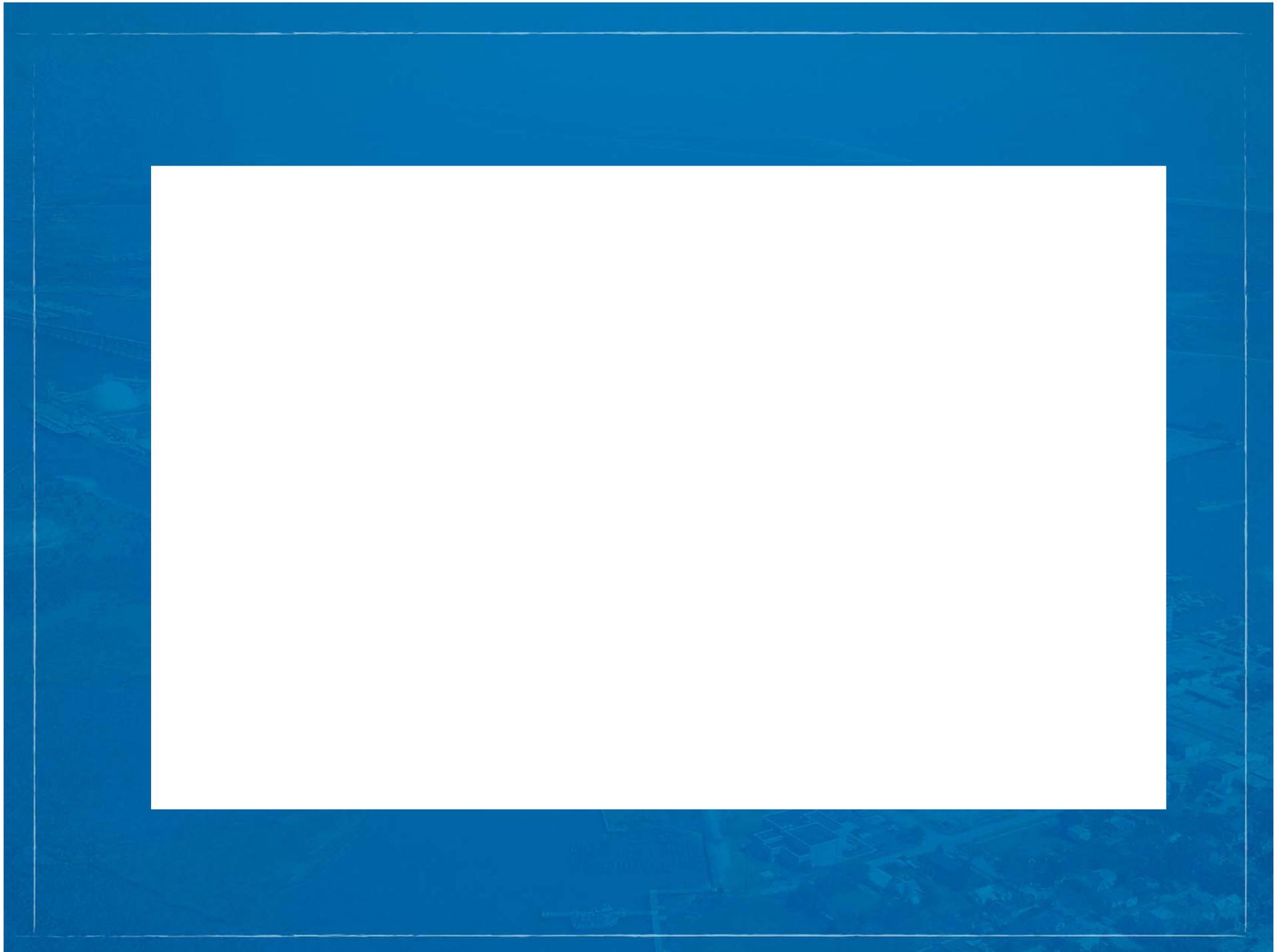
Vital Partners

- **Ocean Carriers**
- **International Longshoremen's Association**
- **Stevedoring contractors & private terminal operators**
- **USCG, CBP, USDA**
- **United States Army Corps of Engineers**
- **Motor carriers**
- **Class I Rail Carriers and short line rail roads**
- **Cape Fear River and Morehead City Harbor Pilots**
- **Tug operators**
- **Agents / Brokers**

An Operating Port with a highly skilled, professional workforce

- Operates terminals
- Provides security and police protection
- Provides professional engineering
- Manages finances
- Manages back-office administration, HR & IT







Port of Wilmington



Port of Morehead City



Charlotte Inland Terminal



Greensboro Inland Terminal

The Port of Wilmington

Terminal

- 284 acres (1.2 sq km)
- Navigation Channel: 42' (12.8 m)
- 500,000 TEU Annual Throughput Capacity
- 3 Berths for Panamax and Post-Panamax Vessels
- 7 Cranes including 4 new Post-Panamax Cranes
- NC Ports employees perform terminal operations
- On dock Rail



- **Fast, Efficient ...**
- Vessel/Truck Turnaround
- Crane Productivity
- Gate Productivity

Container Services at the Port of Wilmington

 MAERSK LINE	Frequency	Base Ports	North Bound to Wilmington	South Bound from Wilmington	Vessel Capacity
	SAE Weekly	Santo Tomas de Castilla	8 Days	5 Days	4 Ships at 1,700 TEU
		Puerto Cortes	9 Days	6 Days	
		Puerto Moin	13 Days	8 Days	
		Manzanillo	12 Days	9 Days	
 K LINE YANG MING LINE HANJIIN SHIPPING	Frequency	Base Ports	East Bound to Wilmington	West Bound from Wilmington	Vessel Capacity
	AWH Weekly	Ningbo	30 Days	41 Days	10 Ships up to 4,400 TEU
		Shanghai	28 Days	42 Days	
		Pusan	26 Days	37 Days	
 K LINE YANG MING LINE HANJIIN SHIPPING	Frequency	Base Ports	East Bound to Wilmington	West Bound from Wilmington	Vessel Capacity
	AWY Weekly	Pusan	28 Days	29 Days	9 Ships up to 4,400 TEU
		Ningbo	31 Days	31 Days	
		Shanghai	30 Days	32 Days	
 ICL 7 INDEPENDENT CONTAINER LINE	Frequency	Base Ports	West Bound to Wilmington	East Bound from Wilmington	Vessel Capacity
	Trans-Atlantic Weekly	Liverpool	12 Days	15 Days	1 Ships at 1,400 TEU
		Antwerp	15 Days	11 Days	3 Ships at 2,400 TEU

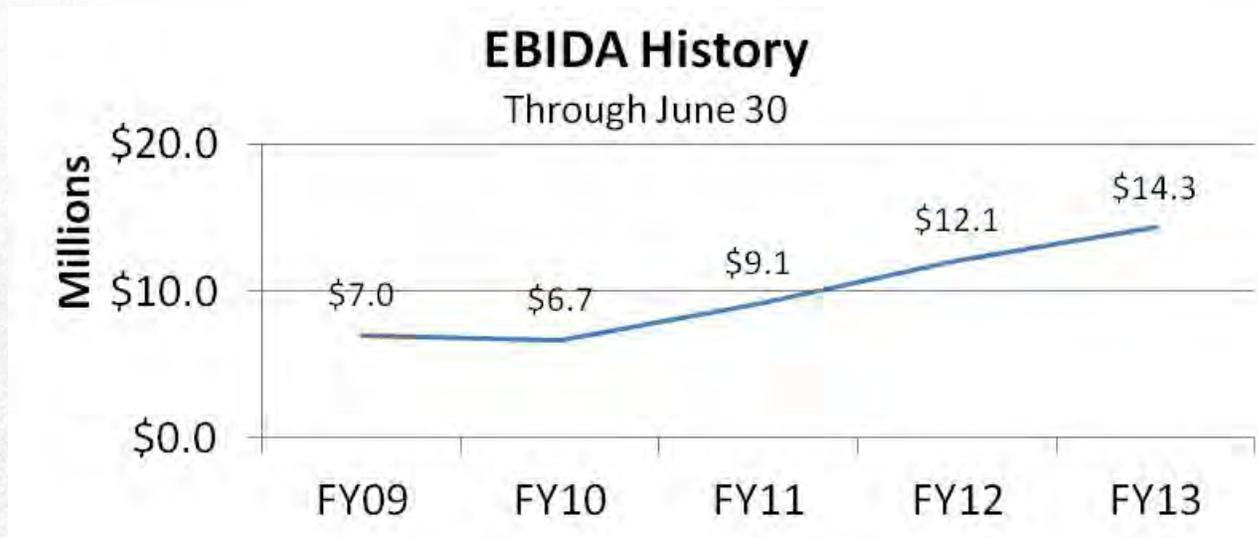
The Port of Morehead City

- One of the deepest ports on the U.S. East Coast
- Located just four miles from the Atlantic Ocean
- The second largest US port for the import of natural rubber which supports the tire manufacturing industry
- Handles both breakbulk and bulk cargo
- Leading US port for the export of phosphate
- New woodchip export terminal



FY13 Financial Results

<i>year-to-date in millions</i>	FY12	Budget	FY13
Revenue	\$39.9	\$40.1	\$44.7
Operating Expense	\$36.1	\$37.3	\$38.6
Operating Income	\$3.8	\$2.8	\$6.1
Net Income	\$0.4	\$2.0	\$0.8



FY13 Financial Ratios

Liquidity Measure

Current Ratio: 4.9/1.0 (current)

Peer Ports Average: 3.0/1.0 (FY 12)

Leverage Measures

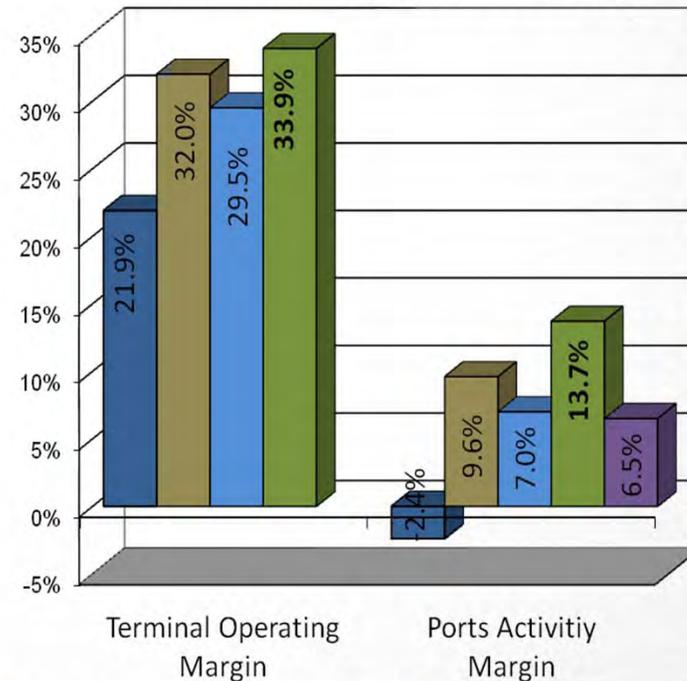
Debt to Equity Ratio: 0.43/1.0 (current)

Peer Ports Average: 0.69/1.0 (FY 12)

Debt Service Ratio: 2.37/1.0 (actual FY13)

*** Peer ports included VA, SC, GA, and Jacksonville**

Operating Margin Ratio Analysis



■ 3 Year Average
■ Budget
■ Peer Ports Average (FY 12)
■ 2012
■ 2013 Actual

FY 2014 Projection

North Carolina State Ports Authority Projected per FY 2014 Operating Budget

Revenues	\$	40.7	million
Current Expenses	\$	28.8	million
Cash Flow Available for Debt Service	\$	11.9	million
Debt Service	\$	6.5	million
Cash Flow Available for Reinvestment generated from FY 2014 Operations	\$	5.4	million
Debt Service Coverage	\$	1.83	times

The Authority has ample cash flow to pay debt service and reinvest in its facilities during FY 2014.

Strategic Initiatives

Wood Pellets

- Active Projects in Morehead City and Wilmington



Port of Morehead City Export Pellet Facility

- **Wood Fuels North Carolina**
 - Long term lease on port property
 - Design, finance, build port facilities, \$25M
 - Contract NCSPA as Terminal Operator
 - Commence exports late 2014
 - \$75M investment in plant (Sims, NC)

Port of Morehead City Export Pellet Facility



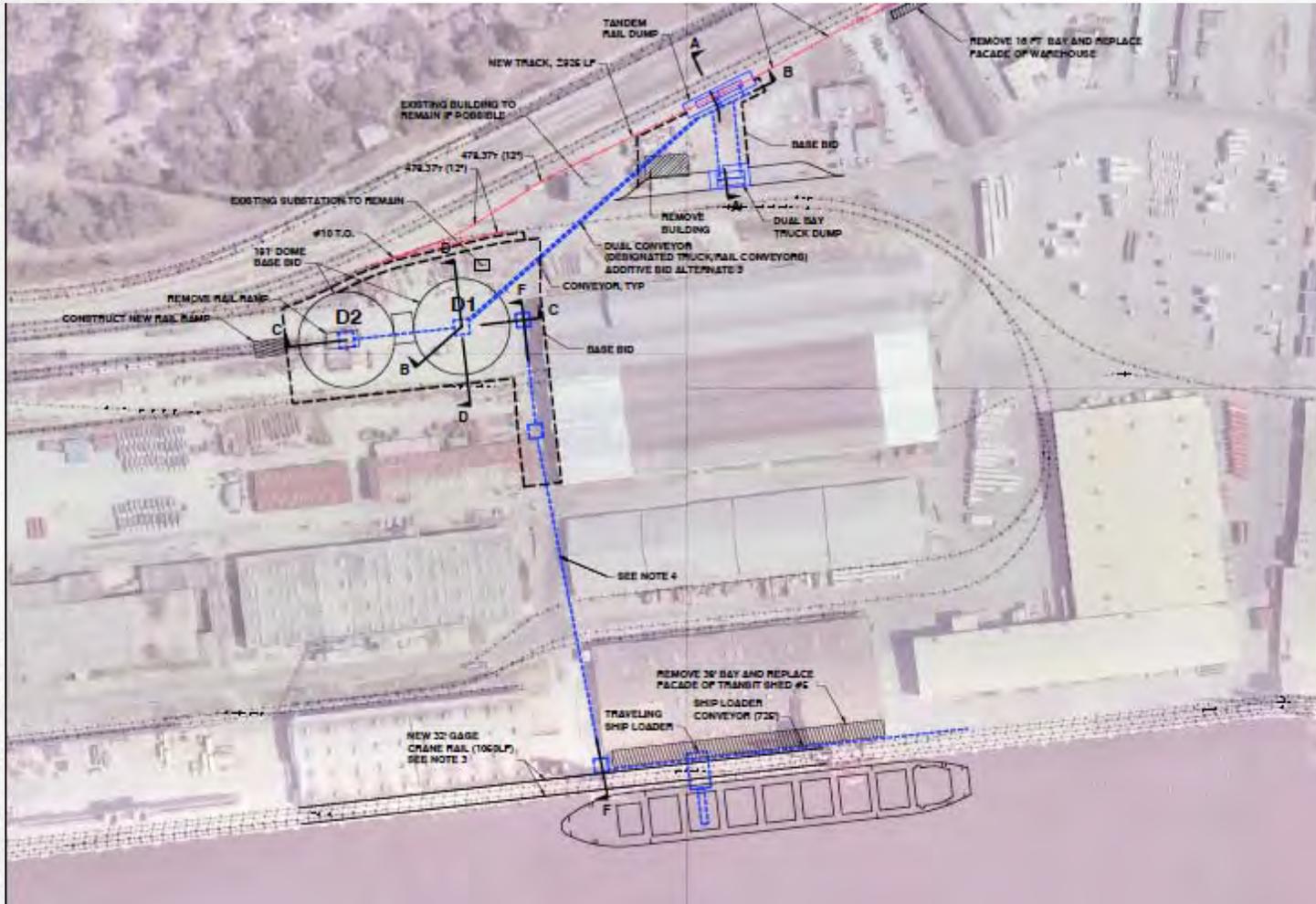
Port of Wilmington Export Pellet Facility

- **Enviva**

- Long term lease on port property
- Design, finance, build facilities, \$35M
- Commence exports in 2015



Port of Wilmington Export Pellet Facility



Port of Wilmington Cold Storage



A collage of images showing port operations. The top left shows a large blue gantry crane at the Port of Wilmington with stacks of shipping containers from COSCO and HANJIN. The top right is an aerial view of a port facility. The middle left shows a large yard filled with colorful shipping containers. The middle right shows a crane lifting a large, dark, dome-shaped object. The bottom left shows a worker in a hard hat and safety vest standing next to a large white cylindrical object being lifted by a crane. The bottom right shows a wide view of the Port of Wilmington with multiple cranes and a body of water.

**NORTH
CAROLINA
PORTS**

Thank You

Agenda
North Carolina Board of Transportation
Funding & Appropriations Strategies Committee (FAST)
Wednesday – January 8, 2014
1:00 PM - Meeting Location: EIC

1	Call to Order; Approval of December meeting notes	Cheryl L. McQueary, Chair
2	Asset Management Scan (Part 2) – Presentation	KPMG Staff
3	Comments and Wrap-up	Cheryl L. McQueary, Chair

DRAFT – FOR DISCUSSION PURPOSES ONLY

NCDOT Asset Scan Program – Addendum (December 4, 2013)



NC Board of Transportation Funding and Appropriation Strategy Committee

January 8, 2014

DRAFT – FOR DISCUSSION PURPOSES ONLY

Agenda

1 Board Meeting 12-04-2013

2 Overview of Key Findings and Considerations

3 Legislation Hurdles

4 Business Process Hurdles

5 Questions

Board Meeting 12-04-2013

- KPMG and the Department presented an overview of the Asset Scan Program:
 - The Asset Scan program was initiated in July 2012.
 - Over fifty (50) assets were identified as part of the long list of opportunities.
 - Initially, twenty (20) opportunities moved through various stages of the Phase 1 scan process:
 - Of these, twelve (12) opportunities exceed \$1m or more.
 - Identified and continued to monitor opportunities for readiness to advance through Phase 1:
 - Managed Lanes; Tolling Operations; Asset Management; Ports and Alternative Project Delivery.
 - Since July 2013, NCDOT has advanced eight (8) opportunities to Phase 2:
 - Residue and Surplus Property (includes Encroachments); Telecommunications (Cell Infrastructure); Facilities; Fleet Management; Ferry Shipyard; Renewable Energy (Solar); Rail and Managed lanes (e.g., I-485 and I-40/440).
- **Request for follow-up briefing in January 2014, for an overview of key findings related to state legislation and business process hurdles.**

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Of the twenty* (20) opportunities analyzed to date, twelve or more exceed \$1 million

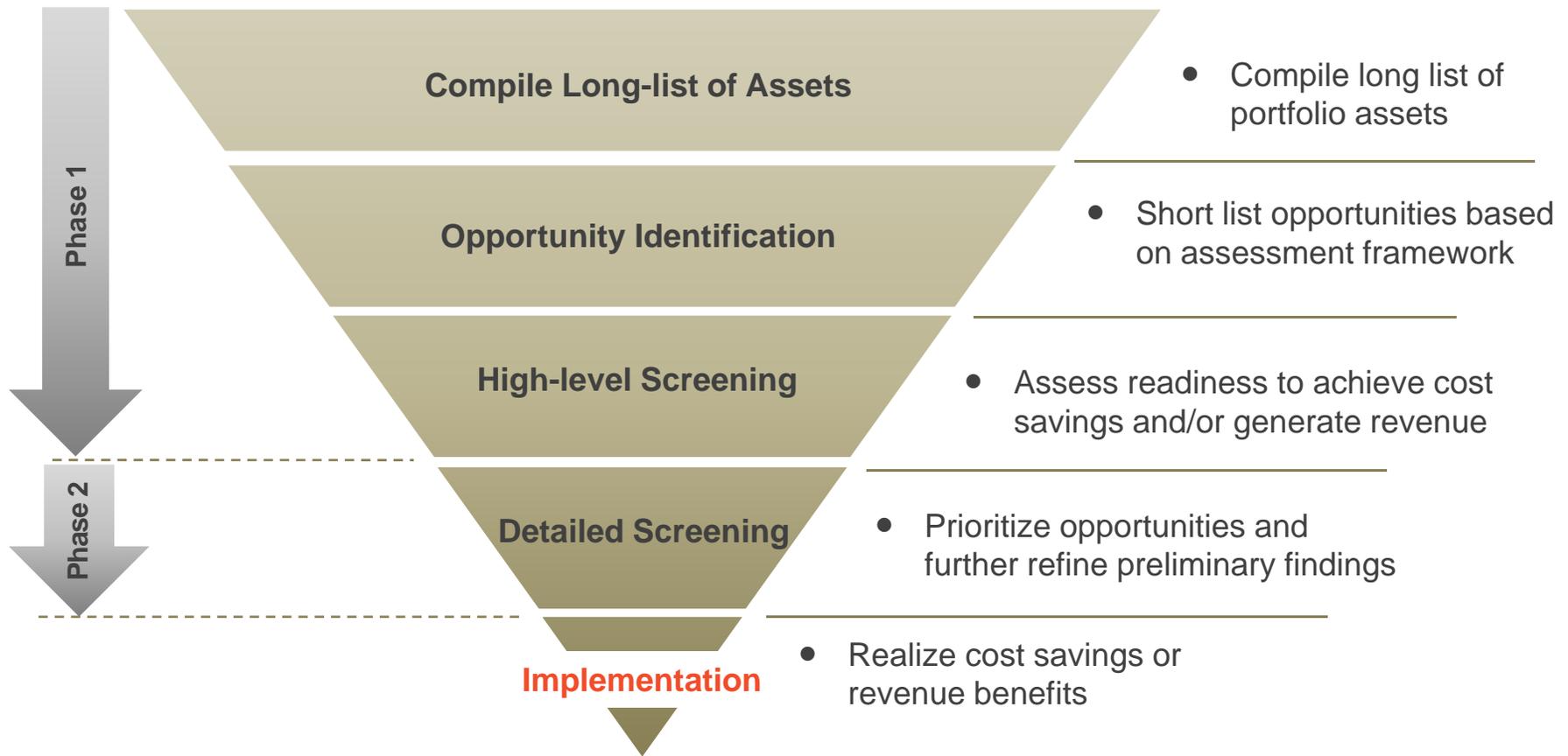
#	Asset	Approximate Cost Savings/ Revenue Opportunities	Potential Constraints		Meets or Exceeds \$1m	Phase
1	Surplus Land Disposition	\$28 million total book asset value	✓	●	Yes	Phase 2
2	Encroachments ¹	\$15 million - \$39 million per year	✓	●	Yes	Phase 2
3	Traffic Management Centers	\$3 million per year		●	Yes	Phase 1
4	511	\$1 million - \$2 million per year		●	Yes	Phase 1
5	Ferry Operations and Maintenance	\$8 million per year	✓	●	Yes	Phase 1
6	IMAP Vehicle Sponsorship	\$800,000 - \$2.2 million per year		●	Yes	Phase 1
7	Rail	\$1.1 million per year		●	Yes	Phase 2
8	Ferry Shipyard	\$500,000 - \$1 million per year	✓	●	Yes	Phase 2
9	Solar/ Renewable Energy	\$1 million net present value		●	Yes	Phase 2
10	Telecommunications/ Cell Towers ¹	\$5 million - \$11 million per year	✓	●	Yes	Phase 2
11	Billboards ¹	TBD (\$2,000 -\$25,000 per location per year)	✓	●		Phase 1
12	I-5110 and Taxiway (PTI)	TBD (accelerated project delivery and whole life costing)		n/a		Phase 1
13	Ferry Revenue	\$82,000 - \$145,000 per year	✓	●		Phase 1
14	Highway Lighting	\$50,000 - \$100,000 per year	✓	n/a		Phase 1
15	Fleet Management	\$14 to \$35 million per year \$35 to \$36.7 million one-time revenue from disposition		●	Yes	Phase 1
16	Facilities Management	TBD (additional data needed)		●		Phase 2
17	Dredging Operations	\$550,000 to \$830,000 per year \$7 million in one-time cost savings		●	Yes	Phase 1
18	Fuel	TBD (less than \$1 million)		n/a		Phase 1
19	Highly Reflective Sign Sheeting	TBD (less than \$1 million)	✓	n/a		Phase 1
20	Rest Areas	TBD (further analysis required)	✓	●		Phase 1
	Total Opportunities (Assets 1-9, 12-20)	\$115 million - \$165 million				
	Total Recurring (Assets 2-8, 15, 17)¹	\$43 million - \$91 million per year				

¹ Encroachments include revenues from cell towers, billboards and utilities.

* Five (5) assets have been added

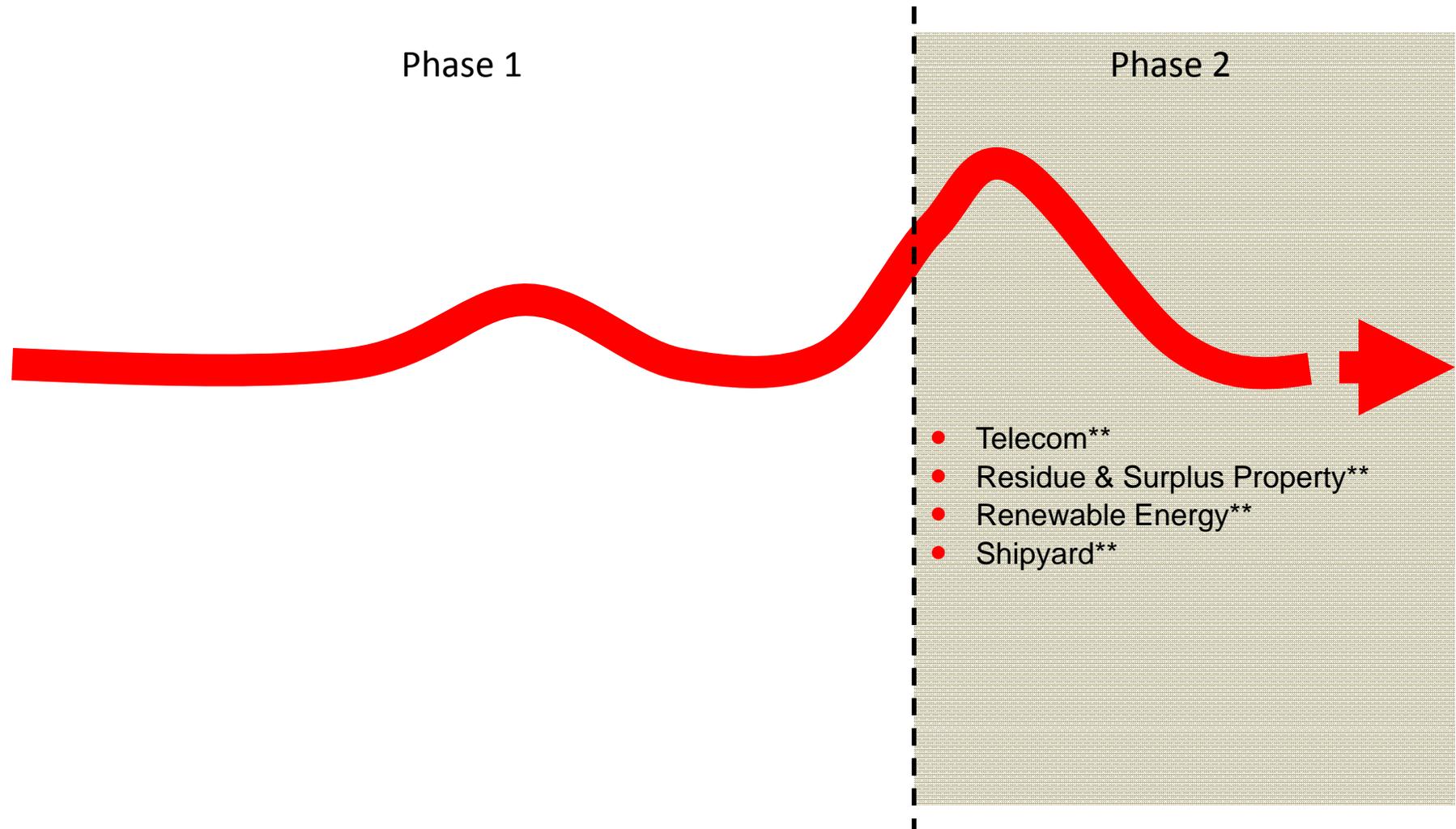
DRAFT – FOR DISCUSSION PURPOSES ONLY

Asset Scan Approach



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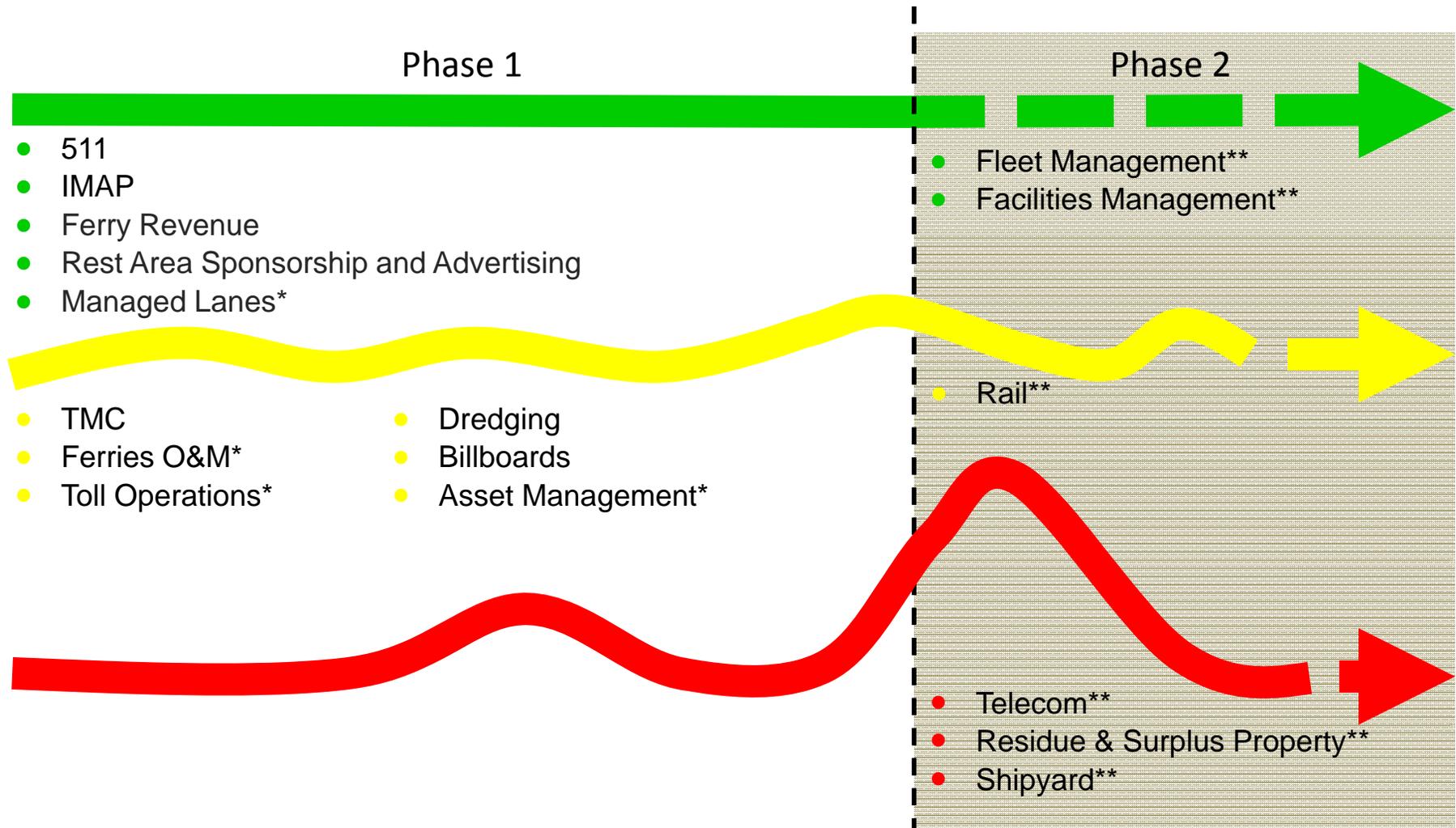
Summary of Legislation Hurdles



* In Phase 1 and currently active or ** In Phase 2 and currently active

DRAFT – FOR DISCUSSION PURPOSES ONLY

Summary of Business Process Hurdles



* In Phase 1 and currently active or ** In Phase 2 and currently active

Legislation Hurdles

North Carolina
DEPARTMENT OF TRANSPORTATION

ncdot.gov

With Legislation Hurdles

Telecom**

- Current legislation does not allow NCDOT to collect revenue from utilities or telecommunications for the use of or encroachment on ROW.

Residue & Surplus Property**

- Maintain the NCDOT's general authority the ability to maximize revenue from unused and unneeded assets including land, for reinvestment into the transportation system.
- Clear definitions of "residue" and "surplus" reflecting the meanings used by the NCDOT and made consistent throughout the statutes, regulations and manuals.
- Clear authority in the NCDOT to determine which land is surplus and to dispose of it by sale or lease under its regulations without further approval.

Shipyard**

- The Umstead Act may prevent NCDOT from providing a service that puts the Department into competition with the private sector.
- No such exemption for the Umstead Act exists for alternative uses of the Shipyard.

Renewable Energy**

- Current legislation does not allow NCDOT to collect revenue from utilities or telecommunications for the use of or encroachment on ROW.
- Further due diligence is required to understand NCDOT's authority to enter into a Power Purchase Agreement ("PPA") for its own power consumption.

* In Phase 1 and currently active or ** In Phase 2 and currently active

Business Process Hurdles



ncdot.gov

Without Business Process Hurdles

511

- Sponsorship and revenue share provisions may offset operations costs.
- The current 511 system is telephonic, NCDOT may maximize benefits by accommodating changing technology (i.e. website and mobile applications etc.).

IMAP

- Sponsorship and revenue share provisions may offset operations costs.
- Implementation of IMAP sponsorship program may require temporary staff augmentation to prepare for procurement.

Ferry Revenue

- Operational deficit related to ferry operations may be partially offset by revenue opportunities such as expanding vending opportunities; collecting fees for wireless/ telecom services along the routes; advertising on ferry fleet; and naming rights.

Fleet
Management**

- Fleet assets and operation policies present several opportunities to explore cost recovery and operation efficiencies such as rightsizing the fleet and competitively procuring fleet maintenance.

Without Business Process Hurdles

Facilities Management**

- Preliminary inventory and costs analysis indicates opportunity to deploy a comprehensive, systematic approach to market and monetize operating facilities.
- Performance contracts and outsourcing portions of facilities maintenance may provide controls around actual spend levels.

Managed Lanes*

- I-485 and I-440/40 were identified as potential candidates for further screening of managed lanes projects to be delivered.¹

Rest Areas

- Rest area sponsorship and advertising opportunities exist.
- Recent federal guidance is evidence of increasing flexibility for sponsorship acknowledgements and agreements.

¹Depending on the delivery method business process and/or legislative hurdles may exist.

* In Phase 1 and currently active or ** In Phase 2 and currently active

Minimal Business Process Hurdles

TMC

- Modern traffic management technology practices make it possible for NCDOT's TMC's to be operated from one central location.
- While there are reoccurring operational benefits, new (not quantified in Phase 1) capital or operational costs may be associated.

Ferries O&M*

- Output based performance models may provide opportunities for NCDOT to engage the private sector to operate and maintain the ferry fleet and incentivize efficiencies.
- Further assessment of the market is required to understand the value for money analysis.
- While there are reoccurring operational benefits, new (not quantified in Phase 1) capital or operational costs may be associated.

Rail**

- Competitive procurement of operations and maintenance of the Carolinian and Piedmont rail services may improve service delivery, transparency and provide increase efficiencies (market studies indicate potential cost savings of 15%).
- NC Railroad organization structure and agreements requires additional due diligence to understand hurdles.
- Hurdles to private competition with Amtrak may exist, but appear to have resolutions.

* In Phase 1 and currently active or ** In Phase 2 and currently active

Minimal Business Process Hurdles

Toll Operations*

- Current tolling policies may limit the value for money related to interoperability and operations and opportunities may exist to deploy leading international practices.
- Hurdles to implementing innovative structures may exist for current contracts with service providers.

Dredging

- Market analysis of the port's navigable channel dredging needs (not including ferry channel) presents broad and viable opportunities to competitively procure dredging operations.
- Deeper understanding of future dredging expenditures and formally conducting market outreach is required.

Billboards

- NCDOT may collect revenue from billboard advertisements (non-highway facing).
- Current business practices do not encourage leasing of real properties for billboards.
- Properties acquired with federal funds may require approval from FHWA.

Asset Management*

- Optimal asset management practices suggest use of needs-based budgeting methodologies.
- Further understanding of the department's goals such as target service levels, strategic objectives and performance outcomes will help to understand needs within and across asset classes.

* In Phase 1 and currently active or ** In Phase 2 and currently active

With Business Process Hurdles

Telecom**

- There is no streamlined telecommunications leasing program.
- Lease and license documents currently in use by NCDOT do not sufficiently protect the agency.

Residue & Surplus Property**

- Clear definitions of “residue” and “surplus” reflecting the meanings used by the NCDOT and made consistent throughout the statutes, regulations and *manuals*.
- The existing real property database is incomplete and inconsistent and does not provide tools to realize the full potential of a program.

Shipyard**

- Current NCDOT business arrangements with a private enterprise to charge for use of the Shipyard may require legislative action or partnership with the Port Authority to leverage existing legal authority.

Legislation Considerations Details



DRAFT – FOR DISCUSSION PURPOSES ONLY

State Hurdles

Legislative Considerations – Residue & Surplus Property

RESIDUE AND SURPLUS PROPERTY		
CONSIDERATIONS	IMPLICATION TO NCDOT	STATUTES, REGULATIONS AND PROCEDURES AFFECTED
Clear definitions of “residue” and “surplus” reflecting the meanings used by the NCDOT and made consistent throughout the statutes, regulations, and manuals.	NCDOT must be able to clearly identify and categorize property available to sell.	NCGS §136-19(a), 19(b), 19(c) 19A NCAC 02B.0143 NCGS §136 [Add new section via amendment with larger scope than proposed HB 313] NCDOT, Division of Highways, Right of Way Branch, Right of Way Manual (2011), Chapter 14-“Property Management”, sections 14.23, 14.24, 14.29
Add categories of property for potential disposition to include facilities, materials pits and other excess parcels.	There is currently no a mindset to market property that is excess to NCDOT needs. These categories of properties exist in the lexicon of NCDOT staff. All categories should be evaluated for availability for sale and clearly defined.	
Clear authority in the NCDOT to determine which land is surplus and to dispose of it by sale or lease under its regulations without further approval for parcels with value up to \$100,000 (sale price) and \$100,000 (lease annual rent).	The current cumbersome process for selling property is set at very low thresholds that require numerous layers of oversight and approvals. Streamlining this process (with appropriate checks and balances within the agency) makes the property more marketable. “Time is of the essence in real estate.”	NCGS §136 [Add new section via amendment with larger scope than proposed HB 313] NCGS §143B-350(f), (g) NCGS §146-74, 75, 76, 78 19A NCAC 02B.0143 01 NCAC 06B.0303, 0304, 0306 NCDOT, Division of Highways, Right of Way Branch, Right of Way Manual (2011), Chapter 14-“Property Management”, sections 14.23, 14.24, 14.29

Note: This document does not include the provision of legal advice or legal services

DRAFT – FOR DISCUSSION PURPOSES ONLY

State Hurdles

Legislative Considerations – Residue & Surplus Property

RESIDUE AND SURPLUS PROPERTY		
CONSIDERATIONS	IMPLICATION TO NCDOT	STATUTES, REGULATIONS AND PROCEDURES AFFECTED
Clear exemption from the requirements of NCGS chapter 146 and 01 NCAC 06B, but importing the best practices of those sections into the revised chapter 136, with emphasis on more discretion and flexibility in assembling parcels for potential development, and getting the larger parcels proactively to the market and to closing efficiently.	The exemption found at NCGS section 146-65 for NCDOT dispositions is currently applied very limitedly. This will make NCDOT property more marketable and maximize value.	NCGS §146-65 NCGS §136
Full retention of the net proceeds in the NCDOT budget.	NC Highway Fund proceeds were generally used to purchase properties. The net proceeds go back to NCDOT for transportation purposes when the source of funds is confirmed. However, if session law applies in certain circumstances, NCDOT's State Highway Fund may not retain 100% of the funds from a disposition.	NCGS §136-16 Session Law 2011-373 § 146-30
Add to the NCDOT's general authority the authority to maximize revenue from unused and unneeded assets, including land, for reinvestment into the transportation system.	Formalizing the authority and the directive to maximize revenues from all non-tax and non-toll sources should come from the legislature which will make these kinds of initiatives a strategic mandate.	NCGS §143B-346

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State Hurdles

Legislative Considerations – Residue & Surplus Property

RESIDUE AND SURPLUS PROPERTY		
CONSIDERATIONS	IMPLICATION TO NCDOT	STATUTES, REGULATIONS AND PROCEDURES AFFECTED
Eliminate the “upset bid” practice.	This will enhance the competitive environment; shorten the disposition process; is more in line with market practices and the practices of other states with successful disposition programs.	01 NCAC 06B.0304
Streamline or limit the former owners’ rights of first offer / refusal when not required by deed.	This removes an obstacle to efficient marketability, especially for assembly of smaller parcels.	NCGS §136-19(a), 19(b), 19(c) 19A NCAC 02B.0143

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State Hurdles Legislative Considerations – Telecommunications

TELECOMMUNICATIONS		
CONSIDERATIONS	IMPLICATION TO NCDOT	STATUTES, REGULATIONS AND PROCEDURES AFFECTED
Currently, there is no streamlined telecommunications leasing program.	This will focus the agency on revenue producing activities, streamline processes, and enhance marketability to the industry.	NCGS §146-29, 29.1, 29.2 NCDOT Leasing Protocol (Jan. 2013) NCDOT Policies and Procedures for Accommodating Utilities on Highway Rights of Way, Division of Highways, (Revised 4/1/93)
Either through legislation or through a formal agreement with the State Property Office, a program of leasing telecommunications facilities should be established that eliminates the various dollar amount thresholds that dictate the division of labor between NCDOT and the State Property Office.	The Leasing Protocol of January 2013 sets forth an onerous procedure for leasing NCDOT property. Establishing a clear and reasonable protocol firmly grounded within NCDOT will enhance marketability by ensuring the prospective tenant that NCDOT can act quickly and efficiently to close transactions.	NCGS §146-27, 28, 29 01 NCAC 06B.0306 NCDOT Leasing Protocol (Jan. 2013)

Note: This document does not include the provision of legal advice or legal services

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State Hurdles Legislative Considerations – Telecommunications

TELECOMMUNICATIONS		
CONSIDERATIONS	IMPLICATION TO NCDOT	STATUTES, REGULATIONS AND PROCEDURES AFFECTED
Current legislation does not allow NCDOT to collect revenue from utilities or telecommunications (which is defined as a utility under NC Law) for the use of or encroachment on ROW; it is recommended that NCDOT support legislation that explicitly authorizes them to collect revenue for this use and retain that revenue within the Department budget.	While it would be difficult to get other types of highly regulated utilities such as electric and gas to pay for use of the ROW, telecommunications firms, as more commercial enterprises, are used to paying for use of ROW in other states.	NCGS §136-18(9), 18(2), 18(10) NCGS §136-19(e), 19.5(a) NCGS §62-180, 182.1 NCGS §143B-346 NCGS §146-30
Lease and license documents currently in use by NCDOT do not sufficiently protect the agency; it is recommended that NCDOT create standard documents with strengthened terms	NCDOT should be using property documents which are commercially reasonable and acceptable to the industry while still protecting the agency in critical areas. The recommended changes to terms and conditions are best practices commonly required by public landlords in other states and have been demonstrated to be acceptable to the industry.	NCDOT Leasing Protocol (Jan. 2013) NCGL §146-29.2

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State Hurdles Legislative Considerations – Shipyard

FERRY SHIPYARD		
CONSIDERATIONS	IMPLICATION TO NCDOT	STATUTES, REGULATIONS AND PROCEDURES AFFECTED
<p>The <i>Umstead Act</i> may prevent NCDOT from providing a service that puts the Department into competition with the private sector.</p> <p>Although the legislature has provided NCDOT with an <i>Umstead Act</i> exemption for municipalities to perform dredging activities, no such exemption exists for alternative uses of the Shipyard.</p>	<p>It appears that there may be exemptions related to leases with a private partner that may vary by type of service provided. For example, NCDOT <i>may not</i> be in conflict with <i>Umstead Act</i> if the Shipyard is used for boats that cannot be served by the private market (e.g. boats that are too large for private shipyards).</p> <p>In order to quantify and qualify the viability of potential options, understanding the legislative restrictions, exemptions and recommendations that enable NCDOT to receive maximum benefit are necessary.</p>	<p><i>Umstead Act</i></p>

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Questions?

NCDOT Asset Scan Program



**NC Board of Transportation Funding and
Appropriation Strategy Committee**

December 4, 2013

Agenda

1

Asset Scan Background and Approach

2

Phase 1 – Summary of Preliminary Findings (Completed)

3

Phase 1 – Recently Added Opportunities (In Progress)

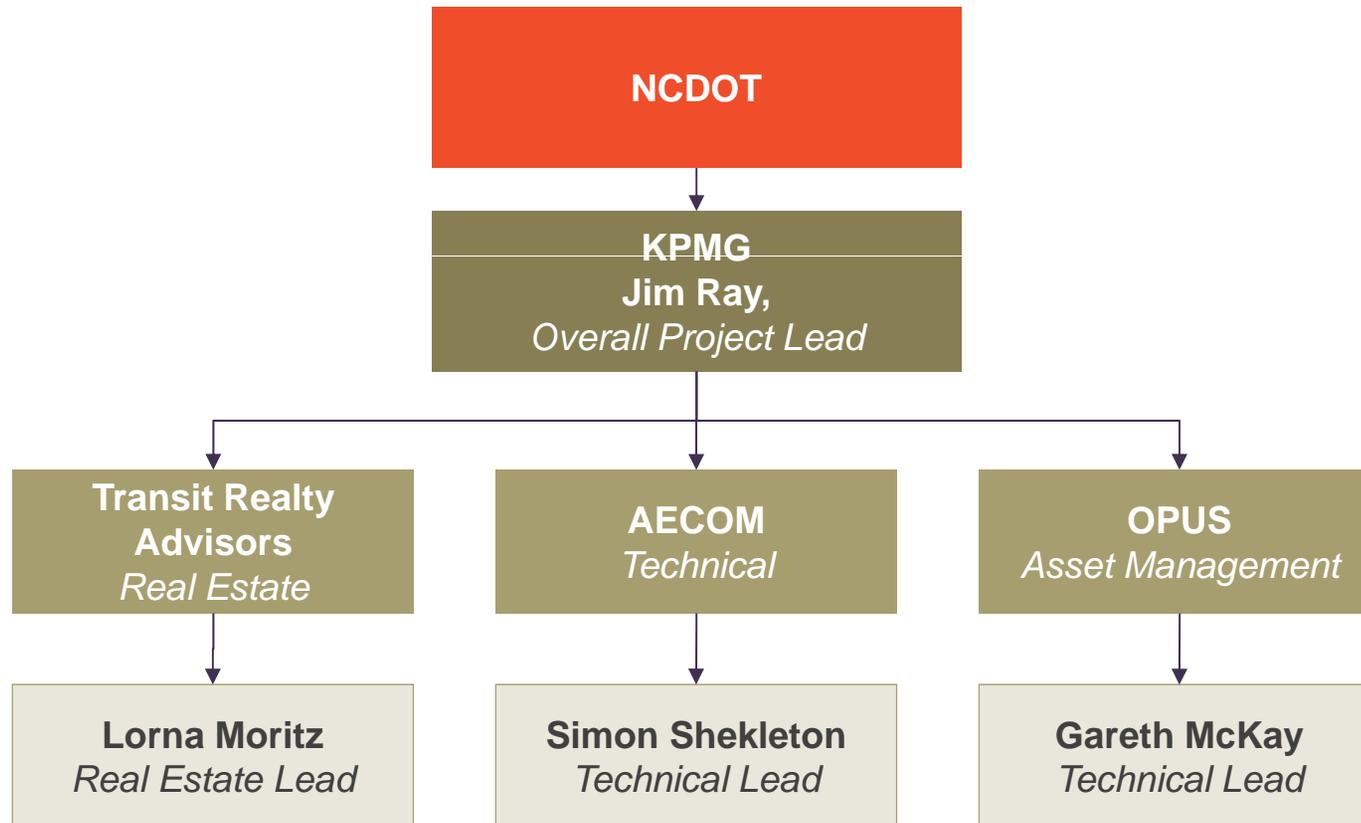
4

Phase 2 – Objectives, Findings to Date and Next Steps (In Progress)

5

Questions

Asset Scan Team



History of the Asset Scan Project

- The North Carolina Department of Transportation (NCDOT) sought to **obtain sponsorship of a North Carolina rest area** to generate revenue to support operations and maintenance.
- NCDOT's effort was **denied by the Federal Highway Administration (FHWA)** based on federal law that restricts commercialization of rest areas.
- The North Carolina General Assembly was frustrated by this outcome. The **General Assembly and DOT management set aside funding** to further examine the issue.

What defines an “Asset”?

- Real infrastructure
- Input elements that make-up the infrastructure
- Related output services of the infrastructure
- Processes and strategies involved with maintaining and using the infrastructure

Initiating a Portfolio Approach to Asset Scan

- NCDOT determined the best use of the funding was to **examine a broad range of assets for cost savings and revenue opportunities**, ranging from real infrastructure assets to the related services provided.
- NCDOT **issued a Request for Information (RFI) and competitively selected** the KPMG team to lead the Asset Scan project and kicked-off the project in July 2012.
- The preliminary focus of the RFI was to:
 - Inventory, identify and research potential and marketable P3 opportunities throughout the Department.
 - Estimate the likely revenue or offset of costs that may be attainable for each identified concept.
 - Assist the department determine the viability of each opportunities.

Benchmark: *NCDOT is a leader in implementing a programmatic approach to assess cost savings and revenue opportunities in its **asset portfolio**.*

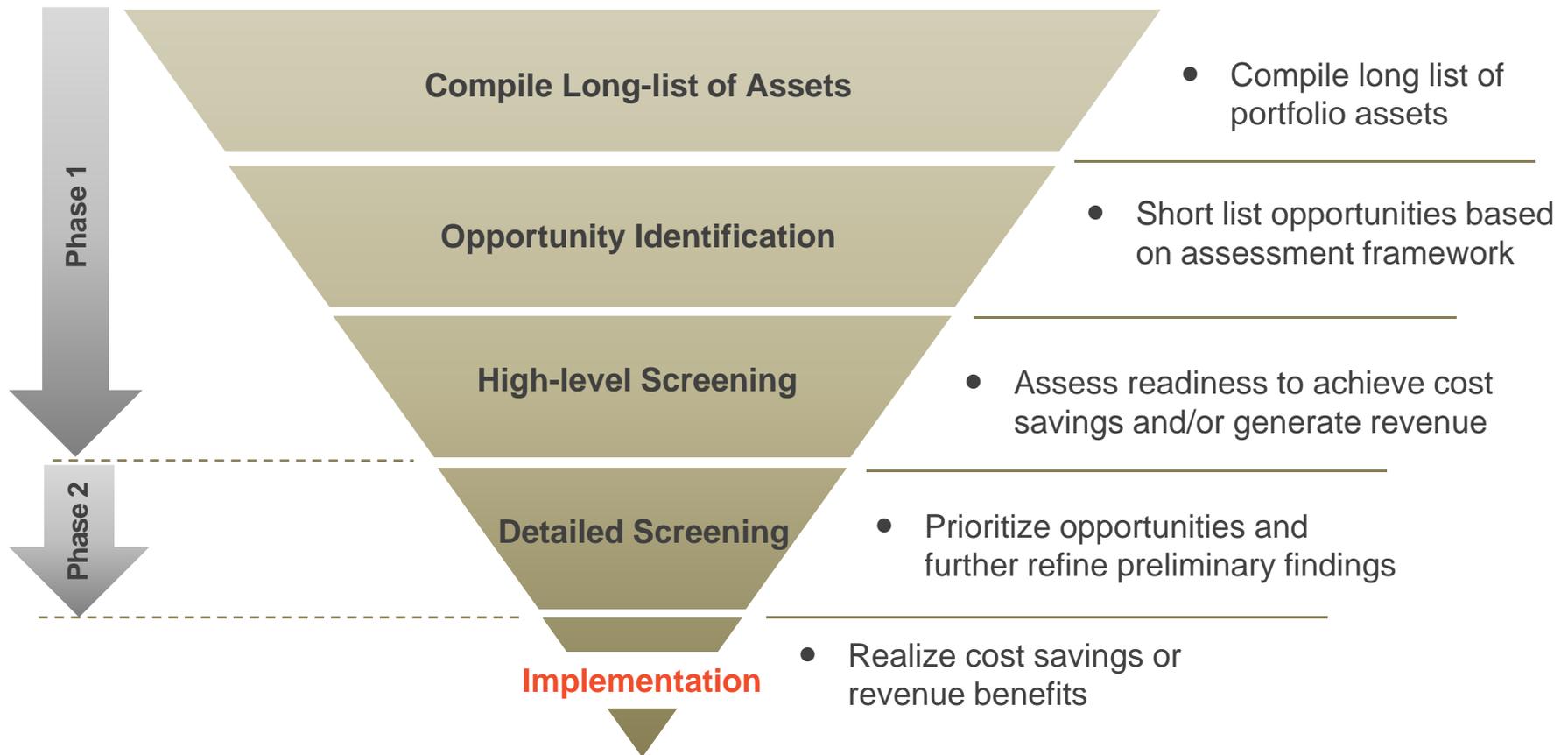
What is the Asset Scan?

- The asset scan identifies opportunities to optimize current assets:
 - **Raise new revenue *and/or***
 - **Reduce operational costs**
- Key benefits of the asset scan includes:
 - ✓ New sources of revenue
 - ✓ Dispose of surplus assets
 - ✓ Improve efficiency
 - ✓ Risk transfer to private sector
 - ✓ Create value for money
- The framework used to assess opportunities considers multiple aspects that include:
 - **Fundamental** – e.g., legal, policy, stakeholders
 - **Commercial** – e.g., technical feasibility, marketability
 - **Financial** – e.g., investment, returns, incremental value

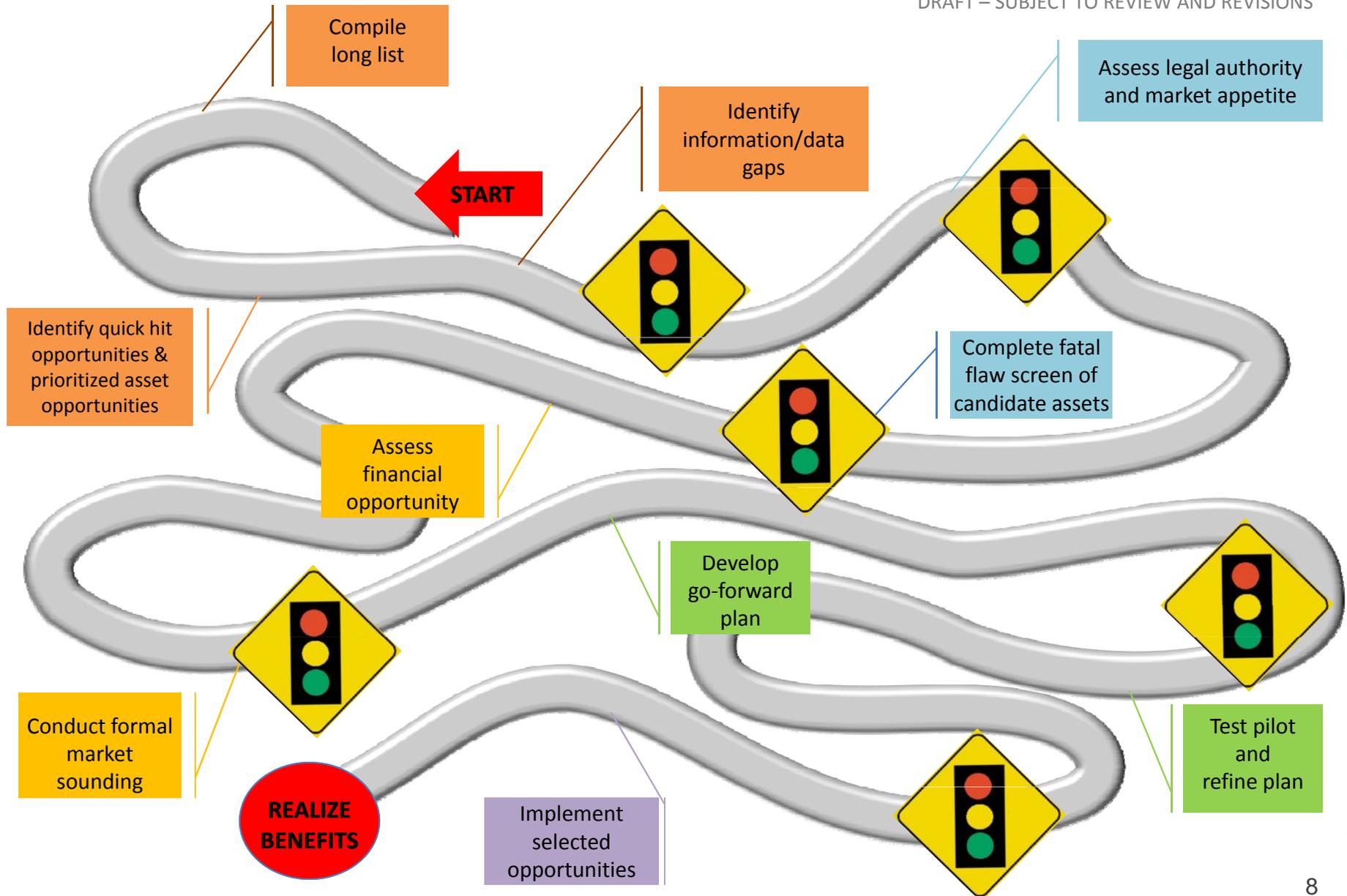
Scan Criteria

- What are the operational challenges and benefits?
- Is their market interest?
- What is the impact to the public and will there be acceptance?
- Does this provide incremental revenue or cost savings opportunities?
- Are their legal or public policy constraints?
- Can this be scaled-up over time?
- What is the timeframe for implementation?

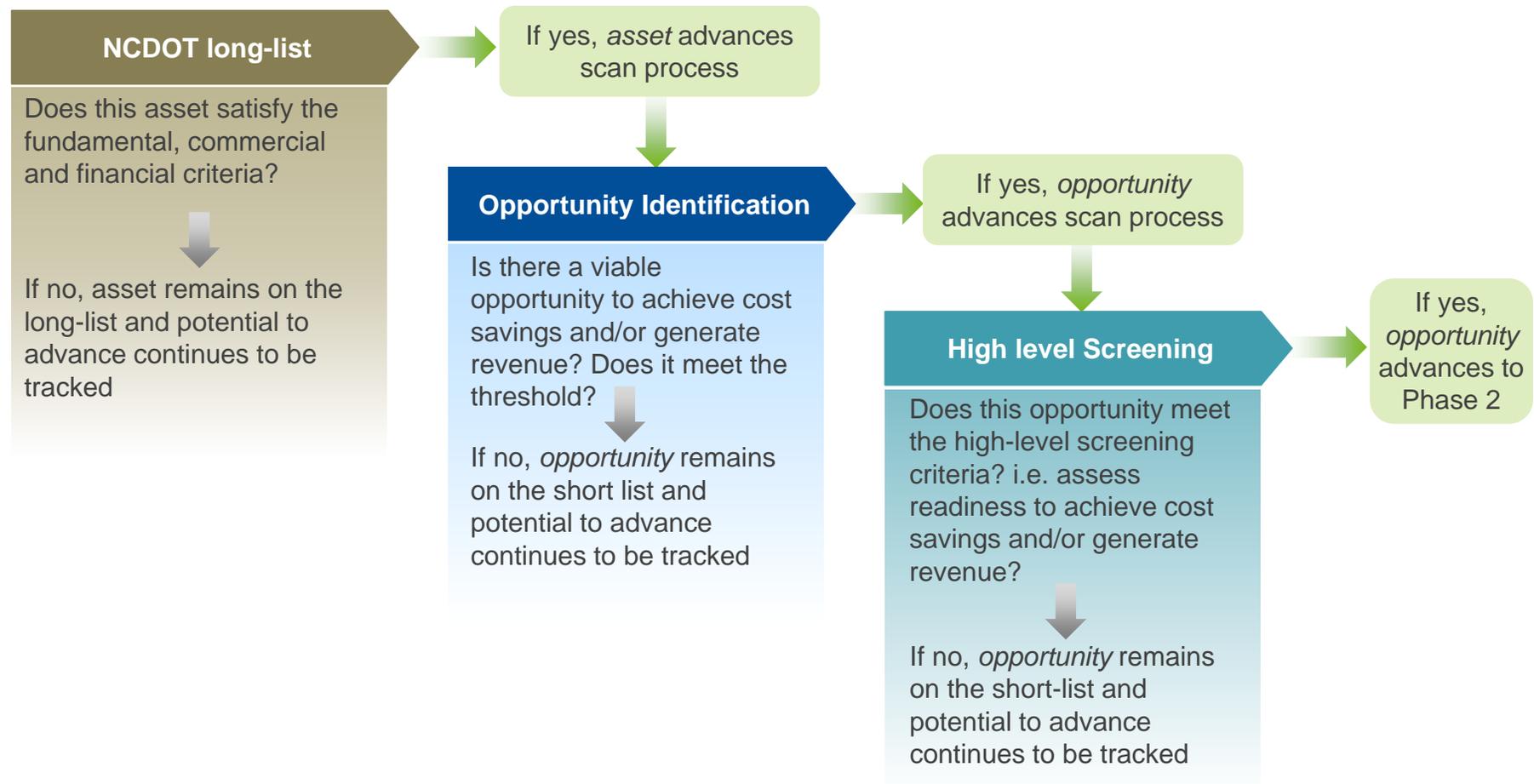
Asset Scan Approach



DRAFT – SUBJECT TO REVIEW AND REVISIONS



Telecommunications Example: Phase 1 Methodology



Telecommunications Example: Phase 2 Methodology

Detailed screening

What are the issues or hurdles and can they be overcome? Are their elements that further enhance the opportunity to achieve cost savings and/or generate revenue?



If no, *opportunity* remains on the short-list and potential to advance continues to be tracked

If yes, *opportunity* is shortlisted for implementation

Preliminary findings in detailed screening process (in progress):

- Current legislation **does not allow NCDOT to collect revenue** from utilities or telecommunications for the use of or encroachment on ROW.
- **Lease and license documents currently in use by NCDOT do not sufficiently protect the agency.**
- There is no streamlined telecommunications leasing program.
- NCDOT's **general authority limits the ability to maximize revenue from unused and unneeded assets** such as land for reinvestment into the transportation system.
- **Market is accustomed to paying** similar fees and appetite is sufficient to implement robust program.
- **FHWA is promoting state partnership** with utilities to enhance services to users.

Asset Scan Update

- In July 2012, NCDOT developed a **long-list of assets that consisted over fifty (50) assets**
 - Initially, Twenty (20) opportunities moved through various stages of the Phase 1 scan process.
 - **In parallel, potential opportunities continued to be monitored** for readiness to advance through Phase 1. The additional assets include:
 - Managed Lanes
 - Tolling operations
 - Asset Management
 - Ports
 - Alternative Project Delivery

- **Since July 2013, NCDOT has advanced eight (8) opportunities to Phase 2**, these include:
 1. Residue and Surplus Property (includes Encroachments)
 2. Telecommunications (Cell Infrastructure)
 3. Facilities
 4. Fleet Management
 5. Ferry Shipyard
 6. Renewable Energy (Solar)
 7. Rail
 8. Managed lanes (e.g., I-485 and I-40/440)

DRAFT – SUBJECT TO REVIEW AND REVISIONS

Of the twenty* (20) opportunities analyzed to date, twelve or more exceed \$1 million

#	Asset	Approximate Cost Savings/ Revenue Opportunities	Potential Constraints	Meets or Exceeds \$1m	Phase
1	Surplus Land Disposition	\$28 million total book asset value	✓	Yes	Phase 2
2	Encroachments ¹	\$15 million - \$39 million per year	✓	Yes	Phase 2
3	Traffic Management Centers	\$3 million per year		Yes	Phase 1
4	511	\$1 million - \$2 million per year		Yes	Phase 1
5	Ferry Operations and Maintenance	\$8 million per year	✓	Yes	Phase 1
6	IMAP Vehicle Sponsorship	\$800,000 - \$2.2 million per year		Yes	Phase 1
7	Rail	\$1.1 million per year		Yes	Phase 2
8	Ferry Shipyard	\$500,000 - \$1 million per year	✓	Yes	Phase 2
9	Solar/ Renewable Energy	\$1 million net present value		Yes	Phase 2
10	Telecommunications/ Cell Towers ¹	\$5 million - \$11 million per year	✓	Yes	Phase 2
11	Billboards ¹	TBD (\$2,000 -\$25,000 per location per year)	✓		Phase 1
12	I-5110 and Taxiway (PTI)	TBD (accelerated project delivery and whole life costing)			Phase 1
13	Ferry Revenue	\$82,000 - \$145,000 per year	✓		Phase 1
14	Highway Lighting	\$50,000 - \$100,000 per year	✓		Phase 1
15	Fleet Management	\$14 to \$35 million per year \$35 to \$36.7 million one-time revenue from disposition		Yes	Phase 1
16	Facilities Management	TBD (additional data needed)			Phase 2
17	Dredging Operations	\$550,000 to \$830,000 per year \$7 million in one-time cost savings		Yes	Phase 1
18	Fuel	TBD (less than \$1 million)			Phase 1
19	Highly Reflective Sign Sheeting	TBD (less than \$1 million)	✓		Phase 1
20	Rest Areas	TBD (further analysis required)	✓		Phase 1
	Total Opportunities (Assets 1-9, 12-20)	\$115 million - \$165 million			
	Total Recurring (Assets 2-8, 15, 17)¹	\$43 million - \$91 million per year			

¹ Encroachments include revenues from cell towers, billboards and utilities.

* Five (5) assets have been added

Phase 1 – Summary of Preliminary Findings (Completed)

North Carolina
DEPARTMENT OF TRANSPORTATION

ncdot.gov

Phase 1: Residual Land Analysis and Real Estate Transfer

Asset	Asset Leveraging Opportunity	Alignment with NCDOT Public Policy Objectives	High Level Market Sounding Analysis	Opportunity Priority	Critical Path for Implementation	Cost Savings/ Revenue Opportunities
Surplus Land Disposition	High	High	No	Med - Long	Formalize and initiate disposition program	\$28 million total asset book value

Summary of Key Findings

Potential value to NCDOT: \$28 million book value with potential for significantly higher market value

- NCDOT identified set of residual properties available for disposition with book value of approximately \$28 million, and market value may be significantly higher
- Tax values for three properties in Mecklenburg County total \$439,610 while book value for the properties is \$39,390, understating asset value by \$400,220
- NCDOT has not yet developed a comprehensive, systematic approach to monetize its surplus real assets
- Opportunities for cost savings and revenue generation include:
 - By updating valuations, evaluating properties for highest and best use and marketing accordingly, the valuation of certain surplus properties could increase significantly from their current valuations
 - Future maintenance costs savings and reduced liabilities exposure with disposition of facilities
- Similar transportation authorities have realized significant capital gains from surplus real estate

Benchmark: MBTA, NY State Thruway, CTA

Phase 1: Encroachments

Asset	Asset Leveraging Opportunity	Alignment with NCDOT Public Policy Objectives	High Level Market Sounding Analysis	Opportunity Priority	Critical Path for Implementation	Cost Savings/ Revenue Opportunities
Encroachments	High	High	No	Short - Med	Implement asset management policy	\$15 million - \$39 million per year

Summary of Key Findings

Potential incremental revenue: \$15 million to \$39 million annually

- Potential revenues from telecommunications, concessions, billboards, utilities and other land agreements
- Currently, the NCDOT does not maintain a consistent and systematic approach toward managing access to rights of way documentation and billings across its divisions
- NCDOT's considerable real estate assets are not marketed in a proactive manner to encourage maximum revenue generation for the Department
- Implementing a comprehensive tenant management program presents an opportunity for the Department to produce millions of dollars per year in recurring revenues

Benchmark: MBTA

Phase 1: Traffic Management Centers

Asset	Asset Leveraging Opportunity	Alignment with NCDOT Public Policy Objectives	High Level Market Sounding Analysis	Opportunity Priority	Critical Path for Implementation	Cost Savings/ Revenue Opportunities
Traffic Management Centers	High	High	No	Medium	Finalize strategy, go to market, RFI	\$3.3 million per year

Summary of Key Findings

Potential cost savings: \$3.3 million per year

- Potential annual costs savings in reducing the number of NCDOT TMCs operating within the state from three (i.e., Triangle TMC & STOC, Triad TMC, Metrolina TMC) to one (i.e., Triangle TMC & STOC) is \$3,306,699 per year or 36%
- A benefit analysis is needed for any additional TMCs and their associated capital and operating costs
- NCDOT procures most services for its TMCs at the region level, rather than through a central office which would support a consistent, statewide vision for operations
- NCDOT TMCs will benefit from establishment of a clear strategic vision and operational objectives

Phase 1: 511 Operations and Sponsorship

Asset	Asset Leveraging Opportunity	Alignment with NCDOT Public Policy Objectives	High Level Market Sounding Analysis	Opportunity Priority	Critical Path for Implementation	Cost Savings/ Revenue Opportunities
511 Operations and Sponsorship	High	High	No	Medium	Go to market, RFI	\$2 million per year

Summary of Key Findings

Potential revenue: \$2 million per year

- NCDOT could potentially offset some of its costs of 511 operations by competitively procuring an operator under an agreement that would include 511 sponsorship and a revenue-sharing provision
- Based on benchmarks and market projects, sponsorship arrangements could generate revenue for NCDOT of \$2 million annually

Benchmark: VDOT

Phase 1: Ferry O&M/Outsourcing

Asset	Asset Leveraging Opportunity	Alignment with NCDOT Public Policy Objectives	High Level Market Sounding Analysis	Opportunity Priority	Critical Path for Implementation	Cost Savings/ Revenue Opportunities
Ferry Operations and Maintenance	Medium	Medium	No	Med - Long	Develop performance measures, RFI	\$8 million per year

Summary of Key Findings

Potential cost savings: Up to \$8 million annually

- Analysis of the competitive procurement of NorthLink Ferries in Scotland shows potential for 23% cost savings from outsourcing ferry operations and maintenance
- NC Ferry Division labor costs as a percentage of total costs were above industry average 69% to 60% and represent approximately \$8.4 million in potential cost savings
 - Non-labor/non-fuel costs are lower (better) than similar ferry services
- Six alternative conceptual delivery model options were identified and may offer cost and capital savings to NCDOT

Phase 1: IMAP Vehicle Sponsorship

Asset	Asset Leveraging Opportunity	Alignment with NCDOT Public Policy Objectives	High Level Market Sounding Analysis	Opportunity Priority	Critical Path for Implementation	Cost Savings/ Revenue Opportunities
IMAP Vehicle Sponsorship	High	High	No	Short	Go to market, RFI	\$800,000 - \$2.2 million per year

Summary of Key Findings

Potential incremental revenue: \$800,000 to \$2 million annually

- At least 12 states have similar contracts of two to three years with renewal options, and key characteristics of contracts include:
 - Key value driver for contract dollar amount is average daily traffic
 - Fixed lump sum payment to state each year (no revenue sharing)
 - Vehicles, roadside signs, driver uniforms, and comment cards may serve as sponsor materials
 - State Farm is the sponsor of nearly all sponsored programs

Benchmark: NJDOT, MdOT, InDOT, NYSDOT, GDOT, FDOT, PA Turnpike, MassDOT

Phase 1: Rail

Asset	Asset Leveraging Opportunity	Alignment with NCDOT Public Policy Objectives	High Level Market Sounding Analysis	Opportunity Priority	Critical Path for Implementation	Cost Savings/ Revenue Opportunities
Rail	High	Medium	Yes	Medium	Analysis, procurement strategy	\$1.1 million per year

Summary of Key Findings

Potential cost savings: \$1.1 million annually (could range from \$625,000 to \$1.5 million)

- Competitive procurement of the Piedmont services may offer a potential 15% cost savings
- Hurdles to private competition with Amtrak exist, but appear to be resolvable in North Carolina, particularly for the Piedmont route
- Based on industry outreach, market interest exists to compete for an operations and maintenance contract for NCDOT passenger rail

Phase 1: Ferry Shipyard

Asset	Asset Leveraging Opportunity	Alignment with NCDOT Public Policy Objectives	High Level Market Sounding Analysis	Opportunity Priority	Critical Path for Implementation	Cost Savings/ Revenue Opportunities
Ferry Shipyard	High	Medium	Yes	Medium	Analysis, go to market, RFI	\$500,000 to \$1 million

Summary of Key Findings

Potential incremental revenue: \$500,000 to \$1 million annually

- Market interest exists among seafood and luxury industry for maintenance and repair of vessels
- Two opportunities to generate revenue or reduce costs were identified
 - Charge private entities to use the shipyard for vessel repairs
 - Enter into long-term agreement for operations and maintenance of shipyard
- Several potential limitations/constraints to private sector involvement were identified
 - Ease of access and depth of Oregon Inlet
 - Capacity to service private vessels may not exist or may be limited
 - NCDOT may not have legal authority to provide this service if there is private competition (Umstead Act)

Phase 1: Solar Energy

Asset	Asset Leveraging Opportunity	Alignment with NCDOT Public Policy Objectives	High Level Market Sounding Analysis	Opportunity Priority	Critical Path for Implementation	Cost Savings/ Revenue Opportunities
Solar Energy	High	High	No	Short	Analysis, go to market, RFI	\$1 million present value

Summary of Key Findings

Potential cost savings: \$1 million present value

- Benchmarking comparison with MBTA indicates potential for cost savings of greater than \$1 million present value for outsourcing two solar PV projects over 20 years
 - Seeking to expand use of renewable energy and reduce costs, MBTA will install solar PV arrays on two transit related properties
 - MBTA entering into 20 year PPA for private development and generation of solar electricity whereby MBTA will purchase all electricity produce by the PV from the bidder during the term
- Net metering and tax incentives associated with renewable energy programs in North Carolina suggest positive market conditions for solar development
- Opportunities to capture land lease or revenue sharing from a private party solar development
- NCDOT’s surplus real properties, which include contaminated sites, provide an initial inventory to evaluate for solar power development

Phase 1: Cell Towers

Asset	Asset Leveraging Opportunity	Alignment with NCDOT Public Policy Objectives	High Level Market Sounding Analysis	Opportunity Priority	Critical Path for Implementation	Cost Savings/ Revenue Opportunities
Cell Towers	High	High	No	Short	Analysis, go to market	\$5 million - \$11 million per year

Summary of Key Findings

Potential incremental revenue: \$5 million to \$11 million annually

- Benchmarking indicates annual revenues from cell and fiber optic leasing and licensing between \$5 million and \$11 million
- Current practices have resulted in nominal revenue levels from the cell/telco sources
- Broadband demand is growing significantly
- With changes in land use policies and streamlining of procedures, NCDOT is well positioned to capture its share of planned infrastructure investments by carriers

Benchmark: VDOT, Caltrans, MBTA, MassDOT, NJDOT

Phase 1: Billboards

Asset	Asset Leveraging Opportunity	Alignment with NCDOT Public Policy Objectives	High Level Market Sounding Analysis	Opportunity Priority	Critical Path for Implementation	Cost Savings/ Revenue Opportunities
Billboards	Med to High	High	Yes	Short	Analysis, go to market	\$2,000 -\$25,000 per location per year

Summary of Key Findings

Potential incremental revenue: TBD (\$2,000 to \$25,000 annually per billboard)

- Land leases for non-digital, non-highway facing billboards in the North Carolina market generally range from approximately \$2,000 for secondary arterial to \$15,000 to \$25,000 for high visibility locations
- NCDOT’s portfolio of roadways, real property and buildings creates a significant scale of opportunities for billboards, similar advertising or sponsorships
- Market sounding was conducted for non-highway facing single-side billboard leases at three (3) locations nearby large shopping centers in Raleigh, Winston-Salem and Concord. The annual revenue for a single-sided billboard within these three respective locations could range from approximately \$5K to \$24K/year
- Generating significant revenues from billboards on NCDOT real properties will likely require a dense billboard program coupled with an evaluation and alignment of policies that encourage billboard land leases

Phase 1: I-5110 and Taxiway (PTI)

Asset	Asset Leveraging Opportunity	Alignment with NCDOT Public Policy Objectives	High Level Market Sounding Analysis	Opportunity Priority	Critical Path for Implementation	Cost Savings/ Revenue Opportunities
I-5110 and Taxiway	High	High	No	Short - Medium	Analysis, market sounding, procurement strategy	N/A (accelerated project delivery)

Summary of Key Findings

Potential value/savings to NCDOT: TBD

- The timing of available funds inhibits NCDOT from meeting its proposed delivery schedule
- DBF may bridge financing needs and deliver larger scope project however, NCDOT funding still needed for long term operations and maintenance (O&M) and lifecycle renewal of facility
- Project may be suitable for an AP model to address long term O&M and lifecycle needs (i.e. DBFOM)
- DBFOM/ AP model performance based contracting encourages private developer to efficiently manage whole life costing and provide greater value for money to NCDOT

Phase 1: Ferry Revenue

Asset	Asset Leveraging Opportunity	Alignment with NCDOT Public Policy Objectives	High Level Market Sounding Analysis	Opportunity Priority	Critical Path for Implementation	Cost Savings/ Revenue Opportunities
Ferry Revenue	Low	High	No	Short	Pursue screening of revenue opportunities	\$82,000 - \$145,000 per year

Summary of Key Findings

Potential incremental revenue: \$82,000 to \$145,000 system-wide

- Six revenue opportunities have been identified
 - Develop surplus real estate (using excess land for commercial/retail development)
 - Expand vending opportunities (including ATMs)
 - Charge for alternative uses of facilities
 - Provide Wi-Fi / wireless telecom
 - Authorize advertising
 - Sell naming rights

Phase 1: Highway Lighting

Asset	Asset Leveraging Opportunity	Alignment with NCDOT Public Policy Objectives	High Level Market Sounding Analysis	Opportunity Priority	Critical Path for Implementation	Cost Savings/ Revenue Opportunities
Highway Lighting	Low	High	No	Med - Long	Complete market sounding	\$50,000 - \$100,000 per year

Summary of Key Findings

Potential cost savings: \$50,000 to \$100,000 per year

- Potential for operating cost savings is limited based on the following factors
 - Bundled outsourcing of initial system repair / capital improvement with long term O&M obligations could benefit Division 7; however, work must have already been programmed and funded based on its urgency
 - Moderate savings of possibly up to \$50-100k per year may be found in outsourcing of lighting operations and maintenance in Division 10

Phase 1: Fleet Management

Asset	Asset Leveraging Opportunity	Alignment with NCDOT Public Policy Objectives	High Level Market Sounding Analysis	Opportunity Priority	Critical Path for Implementation	Cost Savings/ Revenue Opportunities
Fleet Management	High	High	Yes	Med - Long	Analysis, go to market, RFI	\$14 to \$35 million per year

Summary of Key Findings

Potential cost savings: \$14 million to \$35 million per year*

- One opportunity to achieve recurring cost savings was identified:
 - Competitively procure fleet maintenance services – Based on limited market benchmarks, the potential cost savings could range from 10% to 25%, or \$14 to \$35 million
- Two opportunities to generate one-time or recurring revenue were identified:
 - Dispose of under-utilized vehicles (half of those used 15% or less), which could generate \$1.7 million at the average sales price
 - Dispose or lease excess fleet maintenance facilities. Based on leading practices, NCDOT could eliminate 43 repair shops and generate as much as \$35 million.
- Further investigation of utilization, geographic need, valuation and marketability would be required to confirm potential value of disposition of both fleet and facilities.

Benchmark: VDOT, City of San Diego, New Jersey, City of Richmond

Phase 1: Facilities Management

Asset	Asset Leveraging Opportunity	Alignment with NCDOT Public Policy Objectives	High Level Market Sounding Analysis	Opportunity Priority	Critical Path for Implementation	Cost Savings/ Revenue Opportunities
Facilities Management	Med to High	High	Yes	Med - Long	Analysis, go to market, RFI	TBD

Summary of Key Findings

Potential cost savings: TBD

- NCDOT currently does not have a complete inventory of all the buildings in its portfolio. It is estimated that the Department has approximately 3,700 facilities, of which about 2,300 are identified in the State Property Office database.
- NCDOT has not yet developed and deployed a comprehensive, systematic approach to market and monetize its surplus real estate assets, including its operating facilities.
- NCDOT operating reports do not transparently reflect building conditions or spend levels on operations and maintenance and capital maintenance.
- Benchmarking has identified other cities and states that outsourced portions of their facilities maintenance and management functions and were able to achieve cost savings as a result.
 - The State of Missouri executed a performance contract with a private facilities management company to upgrade facilities and control and information management systems in approximately 1,000 state-owned and operated buildings.
 - The performance contract guaranteed the state \$9.5 million in annual cost savings. Actual annual cost savings reached approximately \$35.6 million, or 12% of the state’s \$300 million budget to operate and maintain existing buildings.

Benchmark: Missouri

Phase 1: Dredging Operations

Asset	Asset Leveraging Opportunity	Alignment with NCDOT Public Policy Objectives	High Level Market Sounding Analysis	Opportunity Priority	Critical Path for Implementation	Cost Savings/ Revenue Opportunities
Dredging Operations	High	High	Yes	Med - Long	Analysis, go to market, RFI	\$550,000 to \$830,000 per year

Summary of Key Findings

Potential cost savings: \$550,000 to \$830,000 per year

- If NCDOT wishes to outsource ferry channels dredging operations in future, there is a broad and viable marketplace of service providers that would be willing to bid for and perform this work.
 - Nine dredging companies or contractors active in the Mid-Atlantic or Eastern seaboard expressed interest in dredging the NCDOT ferry channels, and the capacity to perform required work.
 - A comparable market does not appear to exist for port navigable channels dredging operations due to the specialized equipment required for navigable channels
- Quotes received from two dredging companies indicated costs may be as low as \$870,000 to \$1.15 million. Relative to the all-in cost of NCDOT ferry dredging estimated at \$1.7 million*, savings to NCDOT could be \$550,000 to \$830,000.

* NCDOT cost of \$1.7 million was estimated through Asset Scan analysis and has not been verified by NCDOT staff.

Phase 1 – Recently Added Opportunities (In Progress)



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Phase 1: Asset Management

NCDOT's Objectives for Phase 1

- Evaluate current asset management practices in the highway division and assess potential to leverage leading practices across a broader portfolio.
- **Examine leading practices and assess potential cost savings and efficiencies for highway assets.**
- Identify opportunities to achieve the Department's strategic goals while **efficiently managing maintenance costs and capital investments.**

Key Findings to Date and Next Steps

- Several current asset **management practices in the Highway Division equal or exceed leading practices.**
- Across other transportation modes, there is **little framework around asset management practices**; budgets are typically allocated based on historical needs, staff knowledge and available funding.
- The highway division is currently transitioning to needs-based budgeting; however, **opportunities exist to maximize the flexibility necessary for optimizing asset management** needs, including:
 - **Transition to needs-based budgeting.**
 - **Link performance measures to strategic outcomes.**
 - **Implement a whole life costing approach.**
 - Develop a Transportation Asset Management Plan.
 - Expand asset management practices to all transportation modes.

Phase 1: I-40/440 and I-485 Managed Lanes Project

NCDOT's Objectives for Phase 1

- **Integrate financial perspectives into the planning and scoping phase for I-485 and I-40/440 managed lanes projects;** and
- Enhance NCDOT's feasibility studies by incorporating market typical commercial and financial processes such as financial review of traffic and revenue (T&R)

Key Findings to Date and Next Steps

- **Existing Feasibility Studies processes do not evaluate managed lanes projects for delivery under alternative methods** (e.g. concession or availability payment).
- PEDEA and/or **Feasibility Studies are focused on technical aspects** with limited evaluation of commercial and/or financial considerations.
- Sketch level T&R studies have commenced for both projects with completion expected around **March 2014 for I-40/440 (performed by CDM Smith) and April 2014 for I-485** (performed by Stantec).
- **To assess procurement options and financial feasibility, high-level financial analysis for I-485 and I-40/440 will be required.**

Phase 1: Innovative Project Delivery

NCDOT's Objectives for Phase 1

- Assess potential options to **promote innovative project delivery mechanisms for transportation projects;**
- Evaluate leading practices that NCDOT may implement to establish innovative project delivery capabilities, **identify and screen projects and monitor performance and contracts;** and
- Prepare summary report on innovative project delivery strategy options available to NCDOT.

Key Findings to Date and Next Steps

- NCDOT has **not yet established a formal framework for innovative project delivery.**
- Based on leading practices and suitability, **several potential structures for an Innovative Project Delivery Office will be presented to NCDOT** for its evaluation and decisions.
- Developing key elements of an Innovative Project Delivery Office will require efforts to advance:
- **A programmatic plan for future projects;**
- A business plan with implementation strategy and timetable;
- **Governance tools** such as manuals and guidelines; and
- Developing and **screening NCDOT's project pipeline.**

Phase 1: Tolling Systems

NCDOT's Objectives for Phase 1

- Identify and **compare NCDOT's performance metrics to benchmarks** for costs per transactions, back office functions, system capacity, account management (overhead costs), bundling of contracts;
- Identify potential public and private tolling back office models including contract bundling, open standards that would **enhance revenue generation or provide cost savings**;
- Evaluate current contracts to **assess opportunities to right size, promote performance base contracting**, and integration with future P3 projects; and
- Assess opportunities to **expand interoperability** by strengthening regional alliances.

Key Findings to Date and Next Steps

- Research studies of other tolling agencies have shown that **bundling of O&M contracts** (back office operations such as customer care center, toll collection system, transponder operations and other technological operations) can **result in significant cost savings**.
- To **facilitate performance comparisons**, collect data related to administration, current contracts, financial and other studies or reports.
- Conduct high level analysis of contracts and operations models to **identify opportunities to enhance the state's back office operations**.

Phase 2 – Objectives, Findings to Date and Next Steps (In Progress)

North Carolina
DEPARTMENT OF TRANSPORTATION

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Phase 2: Residue and Surplus Land Disposition

Summary Assessment Phase 1							
Asset	Asset Leveraging Opportunity	Alignment with NCDOT Public Policy Objectives	High Level Market Sounding Analysis	Opportunity Priority	Critical Path for Implementation	Cost Savings/ Revenue Opportunities	Implementation Timeline
Residue and Surplus Land Disposition	High	High	No	Med - Long	Formalize and initiate disposition program	\$28 million total asset book value	6-12 months

NCDOT's objectives

- Develop a programmatic approach to residue and surplus property disposition;
- Identify and assess the **potential opportunities associated with the disposition of NCDOT's residue and surplus properties**; and
- **To complete one or more related disposition transactions.**

Key findings to date and next steps

- **Property databases are not sufficient** for managing a pro-active disposition program; enhancements to existing data, databases and website functionality should be implemented.
- Certain **enabling statutes and regulations limit NCDOT's authority and discretion** to convert excess real estate assets into revenue (e.g. approval thresholds, land assemblage, and retention of proceeds).
- The **excess property portfolio offers significant revenue opportunities**; additional efforts are necessary.
- Next steps to **convert property to revenue** include due diligence, additional data collection, proposing changes to existing laws and setting up enhanced database systems.

Phase 2: Telco (Cell Infrastructure)

Summary Assessment Phase 1							
Asset	Asset Leveraging Opportunity	Alignment with NCDOT Public Policy Objectives	High Level Market Sounding Analysis	Opportunity Priority	Critical Path for Implementation	Cost Savings/ Revenue Opportunities	Procurement Timeline
Cell Towers	High	High	No	Short	Analysis, go to market	\$5 million - \$11 million per year	3-6 months

NCDOT's objectives

- Create a **systematic approach to managing tenants and leasing opportunities for telco** occupations on NCDOT lands and identify potential revenue generating opportunities;
- Enable a **market based pricing** and leasing scheme to attract telco business to NCDOT lands; and
- Perform a procurement process that secures a preferred vendor to develop telco infrastructure.

Key findings to date and next steps

- **Existing NC laws inhibit NCDOT from realizing revenues** from its right of way and **limit its potential revenue retention to 25% of revenues** from telco leasing on NCDOT real property.
- With significant telco infrastructure expansions planned for 2014, **today's marketplace affords NCDOT opportunities to capture revenues** from telco installations on its surplus, residue and facility locations.
- A **market study is needed** to establish standard rates and charges for telco providers.
- To **pursue additional revenue opportunities**, NCDOT should **take action** to create standard form documents, evaluate changes to existing laws and market NCDOT property to telco industry.
- Updates and improvements to NCDOT property databases will also be critical for future telco revenues.

Phase 2: Facilities Management

Summary Assessment Phase 1							
Asset	Asset Leveraging Opportunity	Alignment with NCDOT Public Policy Objectives	High Level Market Sounding Analysis	Opportunity Priority	Critical Path for Implementation	Cost Savings/ Revenue Opportunities	Procurement Timeline
Facilities Management	Med to High	High	Yes	Med - Long	Analysis, go to market, RFI	6-12 months	6-12 months

NCDOT's objectives

- Collect and **evaluate relevant NCDOT building portfolio** data;
- **Identify potential cost savings and service level improvement** opportunities associated with NCDOT's delivery of facilities management;
- Initiate a procurement process to **secure a preferred vendor to assume facilities management services** from NCDOT; and
- Assist NCDOT in achieving contractual commitments that will achieve NCDOT's objectives.

Key findings to date and next steps

- Based on the analysis to date, **gaps in NCDOT data result in an incomplete picture of FM spend**. Four un-quantified cost categories have been noted (labor, divisions, administration, deferred maintenance).
- Data analysis points to gaps in certain systems and practices that constrain management reporting.
- The **appropriateness of the NCDOT's building portfolio size, its utilization and efficiency are not readily known** within the existing data and management reports.
- More precise facilities spend **data must be obtained from Divisions** and other sources to establish NCDOT's baseline facilities management costs, conduct benchmarking, **market the NCDOT's building portfolio** and **gauge the private sector's interests** in delivering facilities management services.

Phase 2: Renewable Energy (Solar)

Summary Assessment Phase 1							
Asset	Asset Leveraging Opportunity	Alignment with NCDOT Public Policy Objectives	High Level Market Sounding Analysis	Opportunity Priority	Critical Path for Implementation	Cost Savings/ Revenue Opportunities	Procurement Timeline
Solar Energy	High	High	No	Short	Analysis, go to market, RFI	\$1 million present value	3-6 months

NCDOT's objectives for Phase 2

- Evaluate **renewable energy cost savings opportunities** to determine whether a renewable energy (e.g. solar, wind, etc.) program would be beneficial or commercially viable for NCDOT; and
- Conduct a procurement process to **secure a preferred vendor to deliver a suitable renewable energy program.**

Key findings to date and next steps

- **Two options** have been evaluated for NCDOT: **(1) Leasing surplus real estate** to a third party renewable developer and **(2) undertaking a power purchase agreement** with a third party renewable developer.
- It appears that **option (1) is not commercially feasible** due to restrictions on the use of real estate under the department's jurisdiction.
- With respect to option (2), there are a pool of traffic control systems that are paying relatively high power costs that may benefit from a renewable power purchase agreement ("PPA"). NCDOT should **explore the option of procuring solar power** for this pool of high cost traffic control systems in conjunction with a Net Metering Agreement with an Investor Owned or Municipal Utility.

Further evaluation is required to evaluate the renewable opportunities available to NCDOT, which could include:

- Engage Investor Owned and/or Municipal Utilities to **determine the net metering requirements** for a solar installation that would serve to offset power use at specified traffic control locations.
- **Conduct cost savings analysis** for procuring renewable energy and net metering to offset rates currently paid by NCDOT. Undertake market sounding to refine the range of renewable energy power purchase prices (\$/kWh).
- **Gauge solar developers' interests** in structuring the financing of a solar facility that allows the monetization of tax benefits that are unavailable to NCDOT.

Phase 2: Fleet Management

Summary Assessment Phase 1							
Asset	Asset Leveraging Opportunity	Alignment with NCDOT Public Policy Objectives	High Level Market Sounding Analysis	Opportunity Priority	Critical Path for Implementation	Cost Savings/ Revenue Opportunities	Implementation Timeline
Fleet Management	High	High	Yes	Med - Long	Analysis, go to market, RFI	\$14 to \$35 million per year	6-12 months

NCDOT's objectives for Phase 2

- Collect and **evaluate the amount and quality of existing data** through interviews with staff and identify gaps between the existing fleet management data available and the requirements to allow for a full evaluation of fleet management delivery options.
- **Analyze potential cost savings and cost recovery opportunities** through effective fleet management, which includes fleet procurement and fleet maintenance.

Key findings to date and next steps

- Data collection has commenced on the current fleet management program including financial, operational and performance data sources.
- **Cost savings and performance improvement opportunities are being evaluated through benchmarking** private sector metrics for equipment utilization and other performance measures.
- **Evaluation of alternative fleet management delivery options** will be focused on understanding what gaps in existing data must be overcome to complete this analysis.
- To evaluate NCDOT's equipment utilization standards to industry benchmarks, private sector standards will be compared to NCDOT's current processes.

Phase 2: Ferry Shipyard

Summary Assessment Phase 1							
Asset	Asset Leveraging Opportunity	Alignment with NCDOT Public Policy Objectives	High Level Market Sounding Analysis	Opportunity Priority	Critical Path for Implementation	Cost Savings/ Revenue Opportunities	Procurement Timeline
Ferry Shipyard	High	Medium	Yes	Medium	Analysis, go to market, RFI	\$500,000 to \$1 million	6-8 months

NCDOT's objectives for Phase 2

- **Identify delivery alternatives for Shipyard operations** that will improve operational efficiencies and create additional capacity at the Shipyard;
- Evaluate the current shipyard facilities and operations and identify any potential issues under each of the delivery alternatives; and
- Develop Business Case analysis to **assess the potential feasibility and value to NCDOT** of the various delivery alternatives for the Shipyard.

Key findings to date and next steps

- **Two opportunities were identified** for the Shipyard during the Asset Scan phase:
 1. **Lease excess capacity** of dry docks
 2. Enter into **long-term agreement for operations and maintenance** of the Shipyard
- A kick-off meeting is scheduled for October 28, 2013 and the evaluation of Shipyard opportunities will commence.

Phase 2: Rail

Summary Assessment Phase 1							
Asset	Asset Leveraging Opportunity	Alignment with NCDOT Public Policy Objectives	High Level Market Sounding Analysis	Opportunity Priority	Critical Path for Implementation	Cost Savings/ Revenue Opportunities	Procurement Timeline
Rail	High	Medium	Yes	Medium	Analysis, procurement strategy	\$1.1 million per year	6-8 months

NCDOT's objectives for Phase 2

- Identify **revenue generating and cost saving service enhancements** to existing rail services.
- Analyze funding options, develop financial analysis and a supporting business case for alternative delivery options related to rail operations and maintenance functions of NCDOT sponsored Amtrak intercity services including the Carolinian and Piedmont routes.

Key findings to date and next steps

- **Competitive procurement** of the Piedmont services may offer a **potential 15% cost savings**.
- Hurdles to private competition with Amtrak exist, but appear to be resolvable in North Carolina, particularly for the Piedmont route.
- Based on industry outreach, **market interest exists to compete for an operations and maintenance contract for NCDOT passenger rail**.

DRAFT – SUBJECT TO REVIEW AND REVISIONS

Questions?

Minutes of the December 4, 2013 Meeting of the Highways Committee

Attendees: Chairman Jake Alexander, David Burns, Jim Palermo, David Brown, Ed Grannis, Jim Crawford, Hugh Overholt, Larry Kernea

Additional attendees: Ned Curran

Chairman Alexander called the meeting to order. The minutes of the November 6th meeting were approved with no changes or corrections.

Jeff Lackey, Scenic Byways Coordinator, presented the 2012 Annual Report on the Scenic Byway Program. An overview of the program and criteria was given. There is one recommendation for addition as a Scenic Byway designation, Airlie Road in Wilmington. The route begins at the intersection of Wrightsville Avenue (SR 1411), Oleander Drive/Military Cutoff Road (US 76) and Airlie Road and ends at Wrightsville Avenue. Motion by was made by Board Member Ed Grannis, seconded by Board Member Hugh Overholt, and the recommendation was approved by the committee. This will be presented to the full board for approval on Thursday. (Handout materials included)

Tom Childrey, Right of Way Manager, discussed the department's Right of Way Branch organization and functions. This month's presentation covered laws and regulations, process overview, appraisal process, and negotiations. Next month will be a discussion of relocation benefits, condemnation (eminent domain), trial experience, and settlement statistics.

The department had 2850 right of way claims in 2012, 2500 were settled prior to litigation. A number of claims (950) were settled within less than a 5% increase over the approved appraisal. Board Member Palermo asked what a property owner gains from hiring an attorney. Mr. Childrey said some owners are uncomfortable with the negotiation process and want guidance.

The department's offer is based on a before and after analysis of the property as impacted by the project. Chairman Alexander stated that private appraisers use a different approach. Mr. Childrey stated the appraisal process is set out in state and federal policies and statute. Board Member Brown asked if the department hires private appraisers, which the department does contract with.

Hugh Thompson, Area Negotiator, discussed the negotiation process with property owners. The right of way staff makes every effort to have continuous communication

with the property owners, tenants, and businesses to ensure they understand the project scope and what their rights are during the acquisition process. (Handout materials included)

Mike Stanley, Program Development Branch Central Region Engineer, gave a presentation on moving from prioritization to programming for the strategic transportation investments. The draft STIP will be released for public comment in December 2014. The proposed project list for the statewide projects will be released in April or May and the regional and division project list at the end of 2014. Chairman Alexander asked staff to include a discussion on how the statewide projects will be ranked at the January committee meeting. He wants to make sure to have this discussion before the review and ranking is completed. The board members will need to be able to explain to citizens how these priorities were determined. (Handout materials included)

Kevin Lacy, Director of Transportation Safety & Mobility Branch, gave an overview of the Spot Safety Program. Fatalities in 2013 were at the 1959 level. We are making progress in reducing fatalities on our roadways. Staff is making a concerted effort to get the spot safety funds on the street faster. A typical project is twelve months. This is a competitive program and there are always more needs than funding. We do try to leverage state and federal funding with external funding opportunities. Mr. Lacy explained how the benefit/cost analysis is computed.

Being no further business, the meeting was adjourned at 10:50 AM.

Highways Meeting
NCDOT Board of Transportation
Meeting Agenda
9:00 AM - 1.08.14 – EIC Room

AGENDA ITEMS

- I. Call to Order – Chairman Alexander
- II. Approval of December Minutes
- III. Old Business –
- IV. New Business –
 - A. Right of Way Policy & Procedures (Part II) – Tom Childrey, Manager,
Right of Way Branch
 - B. Road Additions – Delbert Roddenberry, PE, Operations Program Manager
 - C. Life Cycle Cost Analysis in Pavement Type Selection – Judy Corley-Lay,
Ph.D., PE, State Pavement Management Engineer
 - D. Project Prioritization – Don Voelker, Director of Prioritization

Adjourn

Staff Contact: Terry Gibson

PRIORITIZATION 3.0

SCORING CRITERIA, WEIGHTS, AND DEFINITIONS FOR ALL MODES

Highway Scoring

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Statewide Mobility	<p>[Travel Time] Benefit/Cost = 30%</p> <ul style="list-style-type: none"> Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT <p>Congestion = 30%</p> <ul style="list-style-type: none"> Comparison of the existing traffic volume to the existing capacity of the roadway (depending on data availability, Congestion may be measured by comparing congested travel speeds to uncongested speeds) <p>Economic Competitiveness = 10%</p> <ul style="list-style-type: none"> Estimate of the number of long-term jobs and the % change in economic activity within the NCDOT Division the project is expected to provide over 30 years <p>Safety = 10%</p> <ul style="list-style-type: none"> Evaluation of the number, severity, and frequency of crashes along the roadway <p>Multimodal [& Freight + Military] = 20%</p> <ul style="list-style-type: none"> Measure of existing congestion along key military and truck routes, and routes that provide connections to transp. terminals <p>Total = 100%</p>	--	--
Regional Impact	<p>[Travel Time] Benefit/Cost = 25%</p> <ul style="list-style-type: none"> Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT <p>Congestion = 25%</p> <ul style="list-style-type: none"> Comparison of the existing traffic volume to the existing capacity of the roadway (depending on data availability, Congestion may be measured by comparing congested travel speeds to uncongested speeds) <p>Accessibility/Connectivity = 10%</p> <ul style="list-style-type: none"> Three component formula using commute times by census tracts, upgrade of travel function of roadway, and Department of Commerce County Tier designations <p>Safety = 10%</p> <ul style="list-style-type: none"> Evaluation of the number, severity, and frequency of crashes along the roadway <p>Total = 70%</p>	15%	15%
Division Needs	<p>[Travel Time] Benefit/Cost = 20%</p> <ul style="list-style-type: none"> Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT <p>Congestion = 20%</p> <ul style="list-style-type: none"> Comparison of the existing traffic volume to the existing capacity of the roadway <p>Safety = 10%</p> <ul style="list-style-type: none"> Evaluation of the number, severity, and frequency of crashes along the roadway <p>Total = 50%</p>	25%	25%

Note: Divisions 1, 2, 3, 4 have approved different criteria and weights for their respective areas

Aviation Scoring

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Statewide Mobility	<p>NCDOA Project Rating = 40%</p> <ul style="list-style-type: none"> Projects prioritized and classified within NC Division of Aviation (NCDOA) established project categories. Assigns point values based on priority of the project and need of the project. <p>FAA Airport Capital Improvement Plan = 40%</p> <ul style="list-style-type: none"> Federal Aviation Administration Airport Capital Improvement Plan (ACIP) Rating. Ratings based on critical airport development and capital needs within National Airspace System (NAS). <p>Local Investment Index = 10%</p> <ul style="list-style-type: none"> A measurement of the project's local funds compared to state funds and provides greater points for projects that have a higher % of local funding sources (i.e. local or public-private funds). <p>Federal Investment Index = 10%</p> <ul style="list-style-type: none"> A measurement of the project's federal funds compared to state funds and provides greater points for projects with higher % of federal funds verses state funds. <p>Total = 100%</p>	--	--
Regional Impact	<p>NCDOA Project Rating = 40%</p> <ul style="list-style-type: none"> Projects prioritized and classified within NC Division of Aviation (NCDOA) established project categories. Assigns point values based on priority of the project and need of the project. <p>FAA Airport Capital Improvement Plan = 20%</p> <ul style="list-style-type: none"> Federal Aviation Administration Airport Capital Improvement Plan (ACIP) Rating. Ratings based on critical airport development and capital needs within National Airspace System (NAS). <p>Local Investment Index = 5%</p> <ul style="list-style-type: none"> A measurement of the project's local funds compared to state funds and provides greater points for projects that have a higher % of local funding sources (i.e. local or public-private funds). <p>Federal Investment Index = 5%</p> <ul style="list-style-type: none"> A measurement of the project's federal funds compared to state funds and provides greater points for projects with higher % of federal funds verses state funds. <p>Total = 70%</p>	15%	15%
Division Needs	<p>NCDOA Project Rating = 30%</p> <ul style="list-style-type: none"> Projects prioritized and classified within NC Division of Aviation (NCDOA) established project categories. Assigns point values based on <u>priority</u> of the project and <u>need</u> of the project. <p>FAA Airport Capital Improvement Plan = 10%</p> <ul style="list-style-type: none"> Federal Aviation Administration Airport Capital Improvement Plan (ACIP) Rating. <p>Local Investment Index = 5%</p> <ul style="list-style-type: none"> A measurement of the project's local funds compared to state funds and provides greater points for projects that have a higher % of local funding sources (i.e. local or public-private funds). <p>Volume/Demand Index = 5%</p> <ul style="list-style-type: none"> Index representing traffic (aircraft operations) plus employment density (jobs near the airport). Identifies projects where there is more traffic and in areas with more user demand. <p>Total = 50%</p>	25%	25%

Bicycle & Pedestrian Scoring

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Division Needs	<p>Access = 10%</p> <ul style="list-style-type: none"> This criterion measures community benefit as a result of constructing the proposed project, and is measured by the quantity and significance of destinations associated with the proposed project. Access benefit is also measured by the proximity of the proposed project to the most important end destination <p>Constructability = 5%</p> <ul style="list-style-type: none"> This criterion measures the readiness of a project to be constructed in the near term. Factors such as secured right-of-way, environmental impact, and preliminary engineering work complete are used to calculate this score <p>Safety = 15%</p> <ul style="list-style-type: none"> This criterion uses bicycle and pedestrian crash data and speed limit information along project corridors to determine the existing safety need <p>Demand Density = 10%</p> <ul style="list-style-type: none"> This criterion measures user benefit as a result of constructing the proposed project, and it is measured by the density of population and employment within a walkable or bike-able distance of the proposed project <p>Benefit/Cost = 10%</p> <ul style="list-style-type: none"> This criterion adds the Access and Demand scores together to create a combined benefit score, and then the benefit is divided into the cost of the project to NCDOT. <p>Total = 50%</p>	25%	25%

Ferry Scoring

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Regional Impact <i>(Note: all vessels are excluded from this category)</i>	<p>Safety [Route Health Index] = 15%</p> <ul style="list-style-type: none"> The safety analysis of the ferry route based an Asset Health Index that is determined based on the condition ratings of the vessels and the ramps & gantries <p>Benefit/Cost [Travel Time] = 15%</p> <ul style="list-style-type: none"> Travel time savings determined by comparing the travel hours saved by utilizing the various ferry routes instead of taking the shortest available alternative route <p>Accessibility/Connectivity = 10%</p> <ul style="list-style-type: none"> A measurement of the accessibility and connectivity provided by the various routes based on the number of points of interest within travel radii of 10, 20, & 30 miles. <p>Asset Efficiency = 10%</p> <ul style="list-style-type: none"> An evaluation of the cost effectiveness of asset operations in respect to continued maintenance on an asset versus the replacement costs of the subject asset. <p>Capacity/Congestion = 20%</p> <ul style="list-style-type: none"> A measure of the capacity/congestion by an evaluation of the vehicles that are left behind each time a ferry vessel departs compared to the total numbers of vehicles carried by the route in a year. <p>Total = 70%</p>	15%	15%
Division Needs	<p>Safety [Route Health Index] = 15%</p> <ul style="list-style-type: none"> The safety analysis of the ferry route based an Asset Health Index that is determined based on the condition ratings of the vessels and the ramps & gantries <p>Benefit/Cost [Travel Time] = 15%</p> <ul style="list-style-type: none"> Travel time savings determined by comparing the travel hours saved by utilizing the various ferry routes instead of taking the shortest available alternative route <p>Accessibility/Connectivity = 10%</p> <ul style="list-style-type: none"> A measurement of the accessibility and connectivity provided by the various routes based on the number of points of interest within travel radii of 10, 20, & 30 miles. <p>Asset Efficiency = 10%</p> <ul style="list-style-type: none"> An evaluation of the cost effectiveness of asset operations in respect to continued maintenance on an asset versus the replacement costs of the subject asset. <p>Total = 50%</p>	25%	25%

Public Transit Scoring (Expansion)

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Regional Impact	<p>Benefit/Cost = 45%</p> <ul style="list-style-type: none"> Assesses the projected ridership for the life of the expansion vehicle relative to the cost of the vehicle to the state <p>Vehicle Utilization Data = 5%</p> <ul style="list-style-type: none"> Examines how systems are maximizing current fleet <p>System Safety = 5%</p> <ul style="list-style-type: none"> Compares system safety statistics to the national average <p>Connectivity = 5%</p> <ul style="list-style-type: none"> Measures the connectivity of the proposed expansion of service to destinations (education, medical, employment, retail, other transfers) <p>System Operational Efficiency = 10%</p> <ul style="list-style-type: none"> Compares the number of trips to revenue hours reported <p>Total = 70%</p>	15%	15%
Division Needs	<p>Benefit/Cost = 25%</p> <ul style="list-style-type: none"> Assesses the projected ridership for the life of the expansion vehicle relative to the cost of the vehicle to the state <p>Vehicle Utilization Data = 5%</p> <ul style="list-style-type: none"> Examines how systems are maximizing current fleet <p>System Safety = 5%</p> <ul style="list-style-type: none"> Compares system safety statistics to the national average <p>Connectivity = 5%</p> <ul style="list-style-type: none"> Measures the connectivity of the proposed expansion of service to vital destinations <p>System Operational Efficiency = 10%</p> <ul style="list-style-type: none"> Compares the number of trips to revenue hours reported <p>Total = 50%</p>	25%	25%

Public Transit Scoring (Facilities)

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Regional Impact	<p>Age of Facility, Facility Demand, Park & Ride, Bus Shelter = 40%</p> <ul style="list-style-type: none"> Age: examines the age of the facility compared to the useful life of the facility Facility Demand: measures the demand for new or expanded maintenance and operations facilities Park & Ride: compares utilization to cost to state to construct Bus Shelter: examines current demand (boardings and alightings) at the proposed shelter location <p>Benefit-Cost = 5%</p> <ul style="list-style-type: none"> Examines the benefit (trips) relative to the cost of the project to the state. <p>System Operational Efficiency = 5%</p> <ul style="list-style-type: none"> Compares the number of trips to revenue hours reported <p>Facility Capacity = 20%</p> <ul style="list-style-type: none"> Identifies the need for additional capacity by comparing proposed capacity, current usage, and current capacity <p>Total = 70%</p>	15%	15%
Division Needs	<p>Age of Facility, Facility Demand, Park & Ride, Bus Shelter = 30%</p> <ul style="list-style-type: none"> Age: examines the age of the facility compared to the useful life of the facility Facility Demand: measures the demand for new or expanded maintenance and operations facilities Park & Ride: compares utilization to cost to state to construct Bus Shelter: examines current demand (boardings and alightings) at the proposed shelter location 	25%	25%

	<p>Benefit-Cost = 5%</p> <ul style="list-style-type: none"> Examines the benefit (trips) relative to the cost of the project to the state. <p>System Operational Efficiency = 5%</p> <ul style="list-style-type: none"> Compares the number of trips to revenue hours reported <p>Facility Capacity = 10%</p> <ul style="list-style-type: none"> Identifies the need for additional capacity by comparing proposed capacity, current usage, and current capacity <p>Total = 50%</p>		
--	--	--	--

Public Transit Scoring (Fixed Guideway)

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Regional Impact	<p>Mobility = 20%</p> <ul style="list-style-type: none"> Measures the project usage (annual trips) <p>Cost Effectiveness = 15%</p> <ul style="list-style-type: none"> Measures the cost effectiveness of the project per trip over the life of the project <p>Economic Development = 20%</p> <ul style="list-style-type: none"> Measures the new employment and population growth in the fixed guideway corridor over 20 years <p>Congestion Relief = 15%</p> <ul style="list-style-type: none"> Travel time savings the project is expected to provide over 30 years divided by the cost of the project <p>Total = 70%</p>	15%	15%
Division Needs	<p>Mobility = 15%</p> <ul style="list-style-type: none"> Measures the project usage (annual trips) <p>Cost Effectiveness = 15%</p> <ul style="list-style-type: none"> Measures the cost effectiveness of the project per trip over the life of the project <p>Economic Development = 10%</p> <ul style="list-style-type: none"> Measures the new employment and population growth in the fixed guideway corridor over 20 years <p>Congestion Relief = 10%</p> <ul style="list-style-type: none"> Travel time savings the project is expected to provide over 30 years divided by the cost of the project <p>Total = 50%</p>	25%	25%

Rail Scoring (Track and Structures)

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Statewide Mobility (Class I Freight Only)	<p>Benefit/Cost = 20%</p> <ul style="list-style-type: none"> Benefits associated with emissions savings, fuel savings, travel time savings divided by the project cost to the state. <p>Economic Competitiveness = 10%</p> <ul style="list-style-type: none"> High-level relative measure of the anticipated statewide benefits of project improvements in numbers of jobs <p>Capacity/Congestion = 15%</p> <ul style="list-style-type: none"> Percentage that the existing track segment is over-capacity. <p>Safety = 15%</p> <ul style="list-style-type: none"> Crash potential for railroad/highway at-grade crossings <p>Accessibility = 10%</p> <ul style="list-style-type: none"> Measures the potential for new or improved accessibility to rail service for industries by a freight rail project <p>Connectivity = 10%</p> <ul style="list-style-type: none"> Values projects on strategic corridors, carrying military, ports, intermodal and transload traffic <p>Mobility = 20%</p> <ul style="list-style-type: none"> Measures either the change in percentage of available capacity or travel time savings provided by project <p>Total = 100%</p>	--	--
Regional Impact (Freight / Passenger)	<p>Benefit/Cost = 10% (freight) / 10% (passenger)</p> <ul style="list-style-type: none"> Benefits associated with emissions savings, fuel savings, travel time savings divided by the project cost to the state. <p>Capacity/Congestion = 15% (freight) / 25% (passenger)</p> <ul style="list-style-type: none"> Percentage that the existing track segment is over-capacity. <p>Safety = 15% (freight) / 15% (passenger)</p> <ul style="list-style-type: none"> Crash potential for railroad/highway at-grade crossings <p>Accessibility = 10% (freight only)</p> <ul style="list-style-type: none"> Measures the potential for new or improved accessibility to rail service for industries by a freight rail project <p>Connectivity = 5% (freight only)</p> <ul style="list-style-type: none"> Values projects on strategic corridors, carrying military, ports, intermodal and transload traffic <p>Mobility = 15% (freight) / 20% (passenger)</p> <ul style="list-style-type: none"> Measures either the change in percentage of available capacity or travel time savings provided by project <p>Total = 70%</p>	15%	15%
Division Needs (Freight / Passenger)	<p>Benefit/Cost = 10% (freight) / 10% (passenger)</p> <ul style="list-style-type: none"> Benefits associated with emissions savings, fuel savings, travel time savings divided by the project cost to the state. <p>Capacity/Congestion = 10% (freight) / 15% (passenger)</p> <ul style="list-style-type: none"> Percentage that the existing track segment is over-capacity. <p>Safety = 10% (freight) / 10% (passenger)</p> <ul style="list-style-type: none"> Crash potential for railroad/highway at-grade crossings <p>Accessibility = 5% (freight only)</p> <ul style="list-style-type: none"> Measures the potential for new or improved accessibility to rail service for industries by a freight rail project <p>Connectivity = 5% (freight only)</p> <ul style="list-style-type: none"> Values projects on strategic corridors, carrying military, ports, intermodal and transload traffic <p>Mobility = 10% (freight) / 15% (passenger)</p> <ul style="list-style-type: none"> Measures either the change in percentage of available capacity or travel time savings provided by project <p>Total = 50%</p>	25%	25%

Rail Scoring (Freight Intermodal Facilities / Intercity Passenger Service & Stations)

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Regional Impact (Intercity Passenger Service Only)	<p>Benefit/Cost = 15%</p> <ul style="list-style-type: none"> Benefits associated with emissions savings, fuel savings, travel time savings divided by the project cost to the state. <p>Capacity/Congestion = 25%</p> <ul style="list-style-type: none"> Percentage that the existing facility is over-capacity. <p>Connectivity = 10%</p> <ul style="list-style-type: none"> Values projects based on type and value of connections to intercity passenger service, commuter service, bus service and parking <p>Mobility = 20%</p> <ul style="list-style-type: none"> Values daily volumes in relation to catchment area population <p>Total = 70%</p>	15%	15%
Division Needs (Facilities/ Intercity Passenger Service & Stations)	<p>Benefit/Cost = 10%</p> <ul style="list-style-type: none"> Benefits associated with emissions savings, fuel savings, travel time savings divided by the project cost to the state. <p>Capacity/Congestion = 15%</p> <ul style="list-style-type: none"> Percentage that the existing facility is over-capacity. <p>Connectivity = 10%</p> <ul style="list-style-type: none"> Values passenger projects based on type and value of connections to intercity passenger service, commuter service, bus service and parking Values projects serving military, port, intermodal and transload traffic and % of NC population in catchment area <p>Mobility = 15%</p> <ul style="list-style-type: none"> Values daily volumes in relation to catchment area population <p>Total = 50%</p>	25%	25%

ALTERNATE CRITERIA FOR DIVISIONS 1 & 4 - PRIORITIZATION 3.0

Highway Scoring

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Statewide Mobility	<p>[Travel Time] Benefit/Cost = 30%</p> <ul style="list-style-type: none"> Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT. <i>Toll revenues anticipated from the project will reduce the cost to NCDOT and therefore increase the score in this criteria.</i> <p>Congestion = 30%</p> <ul style="list-style-type: none"> Comparison of the existing traffic volume to the existing capacity of the roadway (depending on data availability, Congestion may be measured by comparing congested travel speeds to uncongested speeds). <p>Economic Competitiveness = 10%</p> <ul style="list-style-type: none"> Estimate of the number of long-term jobs and the % change in economic activity within the NCDOT Division the project is expected to provide over 30 years. <p>Safety = 10%</p> <ul style="list-style-type: none"> Evaluation of the number, severity, and frequency of crashes along the roadway. <p>Multimodal [& Freight + Military] = 20%</p> <ul style="list-style-type: none"> Measure of existing congestion along key military and truck routes, and routes that provide connections to transportation terminals. <p>Total = 100%</p>	N/A	N/A
Regional Impact	<p>[Travel Time] Benefit/Cost = 20%</p> <ul style="list-style-type: none"> Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT. <i>Toll revenues anticipated from the project will reduce the cost to NCDOT and therefore increase the score in this criteria</i> <p>Congestion = 15%</p> <ul style="list-style-type: none"> Comparison of the existing traffic volume to the existing capacity of the roadway (depending on data availability, Congestion may be measured by comparing congested travel speeds to uncongested speeds). <p>Safety = 15%</p> <ul style="list-style-type: none"> Evaluation of the number, severity, and frequency of crashes along the roadway. <p>Lane Width = 10%</p> <ul style="list-style-type: none"> Comparison of existing lane width to NCDOT Design standards. The greater the difference the higher the points awarded. <p>Shoulder Width = 10%</p> <ul style="list-style-type: none"> Comparison of existing paved shoulder width to NCDOT Design standards. The greater the difference the higher the points awarded. <p>Total = 70%</p>	15%	15%
Division Needs	<p>[Travel Time] Benefit/Cost = 10%</p> <ul style="list-style-type: none"> Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT. <i>Toll revenues anticipated from the project will reduce the cost to NCDOT and therefore increase the score in this criteria.</i> <p>Congestion = 10%</p> <ul style="list-style-type: none"> Comparison of the existing traffic volume to the existing capacity of the roadway (depending on data availability, Congestion may be measured by comparing congested travel speeds to uncongested speeds). <p>Safety = 10%</p> <ul style="list-style-type: none"> Evaluation of the number, severity, and frequency of crashes along the roadway. <p>Lane Width = 10%</p> <ul style="list-style-type: none"> Comparison of existing lane width to NCDOT Design standards. The greater the difference the higher the points awarded. <p>Shoulder Width = 10%</p> <ul style="list-style-type: none"> Comparison of existing paved shoulder width to NCDOT Design standards. The greater the difference the higher the points awarded. <p>Total = 50%</p>	25%	25%

ALTERNATE CRITERIA FOR DIVISIONS 2 & 3 - PRIORITIZATION 3.0

Highway Scoring

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Statewide Mobility	<p>[Travel Time] Benefit/Cost = 30%</p> <ul style="list-style-type: none"> Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT. <i>Toll revenues anticipated from the project will reduce the cost to NCDOT and therefore increase the score in this criteria.</i> <p>Congestion = 30%</p> <ul style="list-style-type: none"> Comparison of the existing traffic volume to the existing capacity of the roadway (depending on data availability, Congestion may be measured by comparing congested travel speeds to uncongested speeds). <p>Economic Competitiveness = 10%</p> <ul style="list-style-type: none"> Estimate of the number of long-term jobs and the % change in economic activity within the NCDOT Division the project is expected to provide over 30 years. <p>Safety = 10%</p> <ul style="list-style-type: none"> Evaluation of the number, severity, and frequency of crashes along the roadway. <p>Multimodal [& Freight + Military] = 20%</p> <ul style="list-style-type: none"> Measure of existing congestion along key military and truck routes, and routes that provide connections to transportation terminals. <p>Total = 100%</p>	N/A	N/A
Regional Impact	<p>[Travel Time] Benefit/Cost = 20%</p> <ul style="list-style-type: none"> Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT. <i>Toll revenues anticipated from the project will reduce the cost to NCDOT and therefore increase the score in this criteria</i> <p>Safety = 25%</p> <ul style="list-style-type: none"> Evaluation of the number, severity, and frequency of crashes along the roadway. <p>Multimodal [& Freight + Military] = 25%</p> <ul style="list-style-type: none"> Measure of existing congestion along key military and truck routes, and routes that provide connections to transportation terminals. <p>Total = 70%</p>	15%	15%
Division Needs	<p>Congestion = 20%</p> <ul style="list-style-type: none"> Comparison of the existing traffic volume to the existing capacity of the roadway (depending on data availability, Congestion may be measured by comparing congested travel speeds to uncongested speeds). <p>Safety = 20%</p> <ul style="list-style-type: none"> Evaluation of the number, severity, and frequency of crashes along the roadway. <p>Multimodal [& Freight + Military] = 10%</p> <ul style="list-style-type: none"> Measure of existing congestion along key military and truck routes, and routes that provide connections to transportation terminals. <p>Total = 50%</p>	25%	25%



Life Cycle Cost Analysis in Pavement Type Selection

Terry R. Gibson, PE
January 8, 2014

Background

- NCDOT must report to the legislature by February 1 about our Life Cycle Cost Analysis work.
 - Report to include % use of LCCA
 - Comparison of NCDOT's LCCA to others
 - Report on stakeholder involvement
 - Statutory or regulatory impediments.

Definition

- Life cycle cost analysis is an engineering and economic evaluation of the relative economic value of various pavement alternatives considering initial cost and future treatment costs over an analysis period.
- Used for **pavement type selection**.

Other considerations in Pavement Type Selection

- Length of project
- Number of driveways and businesses
- Utility issues: presence of manholes, etc.
- Existing curb and gutter
- Adjacent pavement types.

History

- NCDOT has used LCCA since the early 1990's and applied LCCA to projects with a structural number >6 . This was the value above which concrete pavement was cost effective at that time. Generally included interstate highways and major primary routes. TIP projects.
- NCDOT made pavement type decisions during design process.

Pavement Management System enabled a more data driven approach

- PMU used limited but high quality data sets to evaluate time to treatment for various options including flexible pavement, thin overlays on concrete, etc.
- 2009- Desire to reach a data driven process was heightened by Toll Authority bonding requirements.

History (continued)

- 2009-2011 Nine meetings with stakeholders, NCDOT and Turnpike engineers.
- Dec, 2011 Independent review by outside expert.
- 2012 SAS evaluation of PMS data
- 2012 Follow-up review by expert.

NCDOT Goal

- Our goal is to select the most appropriate material for each roadway project at reasonable cost.
- Small changes in LCCA can result in changes in the balance between the flexible and rigid pavements, so LCCA refinements can be contentious.

2013: Reengagement

- FHWA issued Technical Advisory (TA) on Alternate Bidding that reopened discussion on items including design life, use of asphalt price adjustments, user costs, etc.
- NCDOT has met with FHWA and both rigid and flexible industries have submitted “position papers” on the TA.

Recent work

- Identified guiding principles.
- Met with concrete industry and asphalt industry; met with FHWA.
- Working on our next recommendation
- Plan to meet jointly with both industries for feedback.
- NCDOT will seek endorsement from FHWA.

Why you are being briefed...

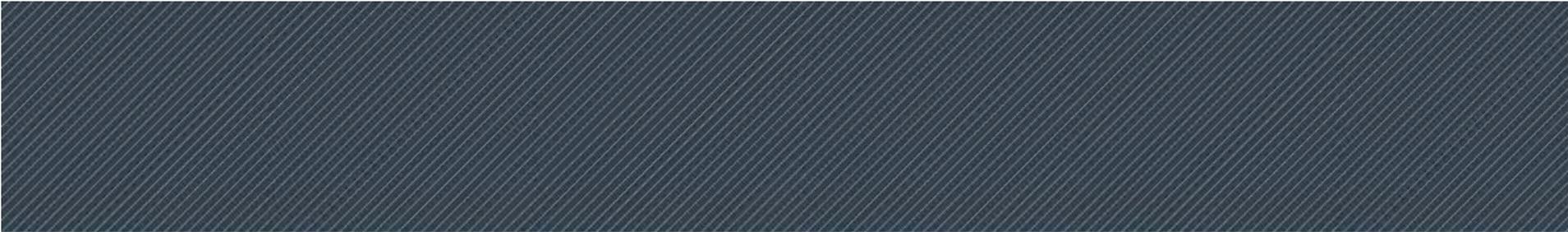
- You may hear about LCCA from contacts in the legislature or from industry representatives.
- We want you to feel comfortable that the process has been inclusive.
- Industry concerns about impacts to their businesses.

Conclusions

- LCCA is an engineering and economic analysis that is used as input to the pavement type selection process.
- Even after the report to the legislature, the LCCA will continue to be refined over time to reflect the performance of pavements in NC.

Thank you for your attention.

Are there any questions?



North Carolina

DEPARTMENT OF TRANSPORTATION

Board of Transportation Division of Highways Committee

Road Additions

Delbert Roddenberry, Operations Programs Manager

January 8, 2014



Topics

Brief Historical Content

Basic Road Addition Requirements

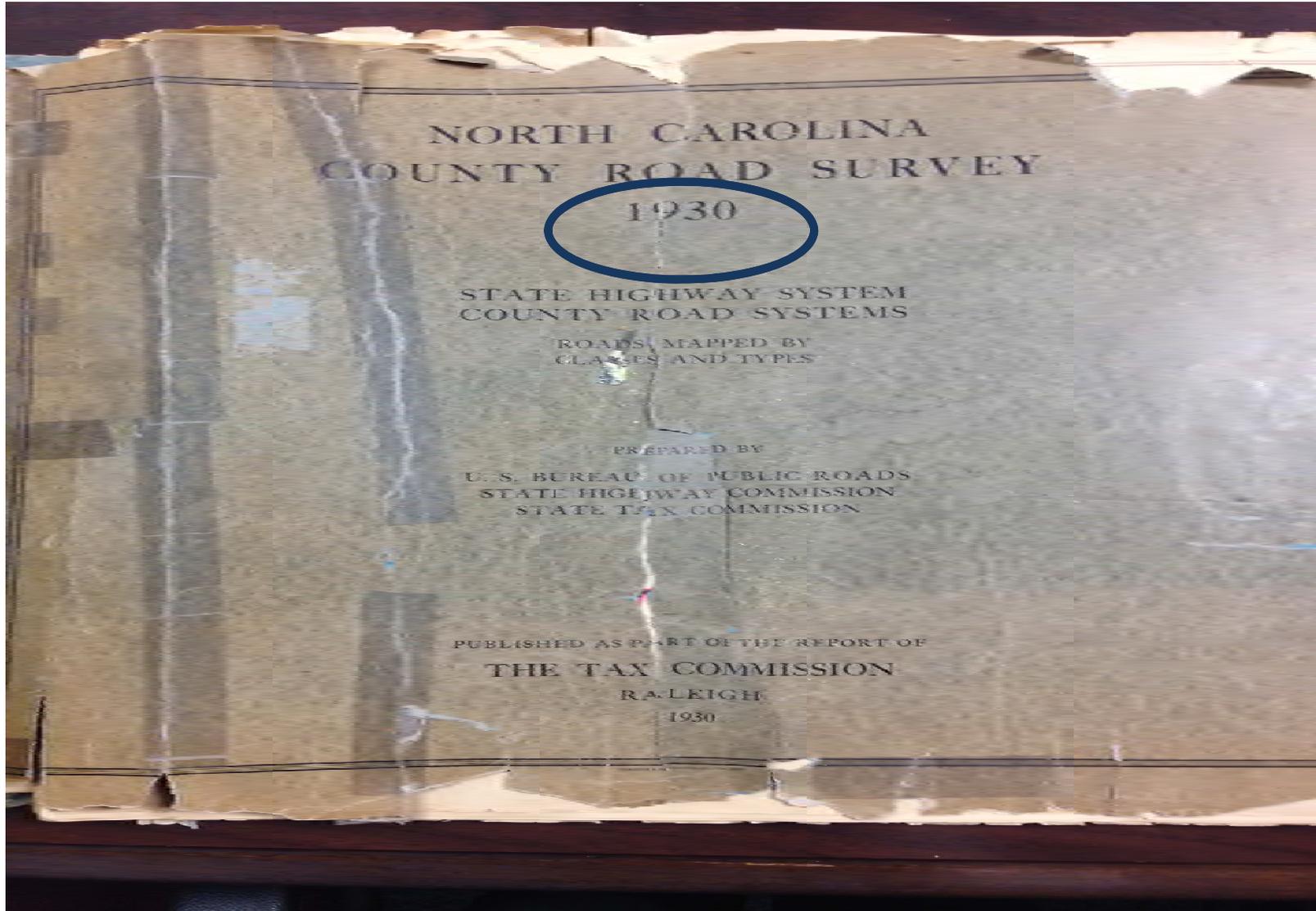
General Statutes (1975)

Road Addition Process

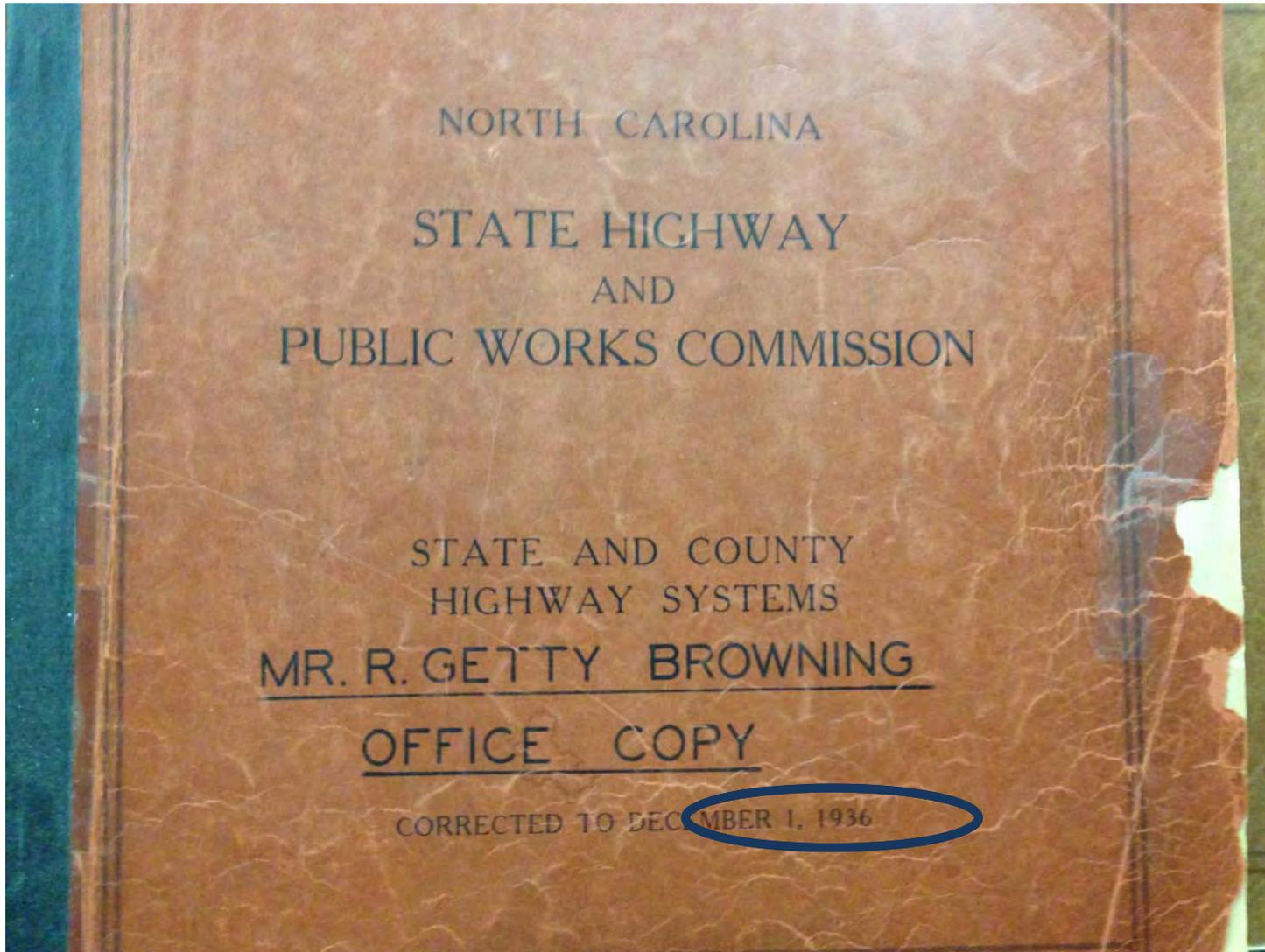
Examples

Update on SW Paving Priority List (Action Item)

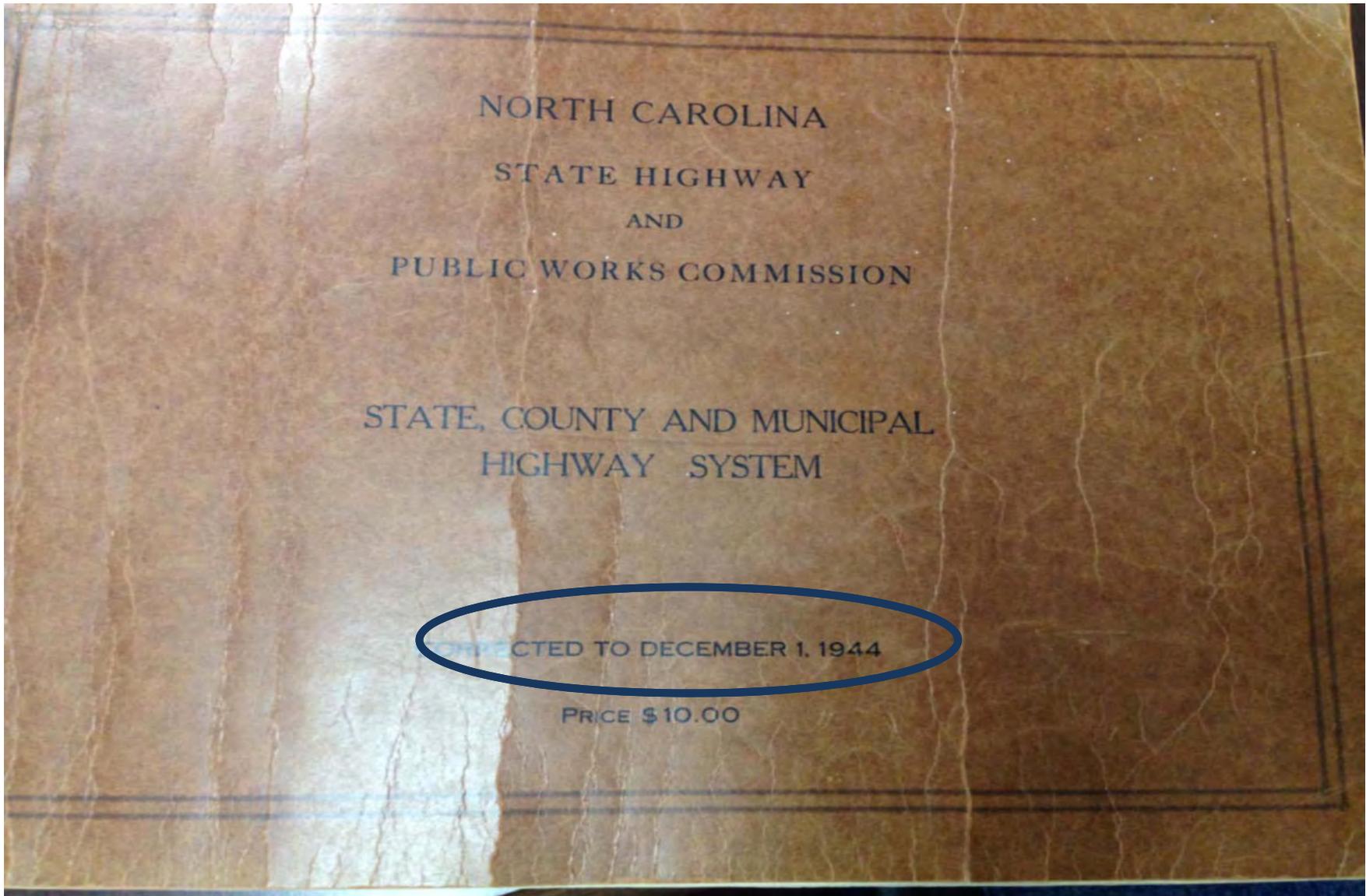
Original SR System - 1931



1936 Maps (corrections to earlier version)

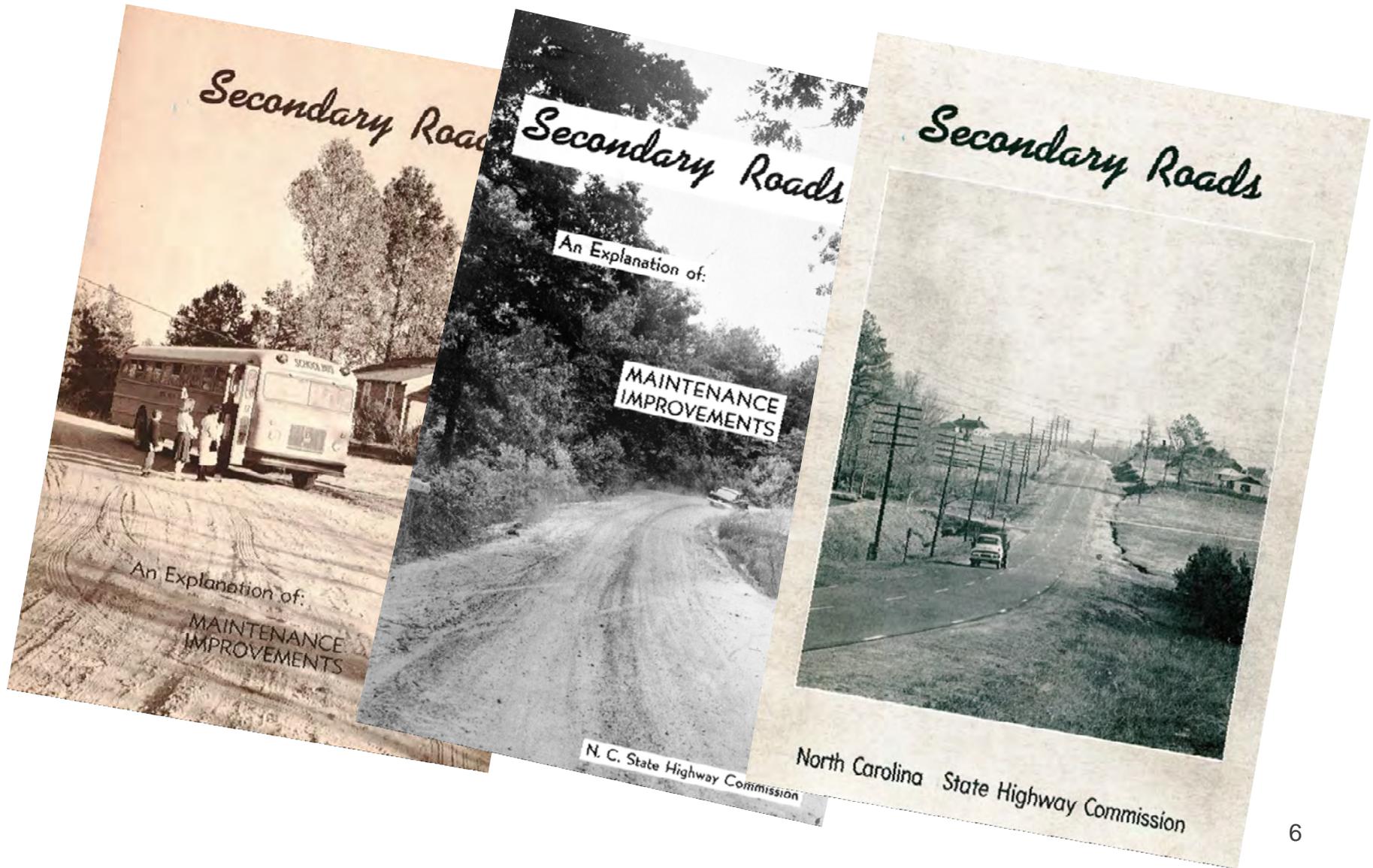


1944 Maps – 100 County Affirmations



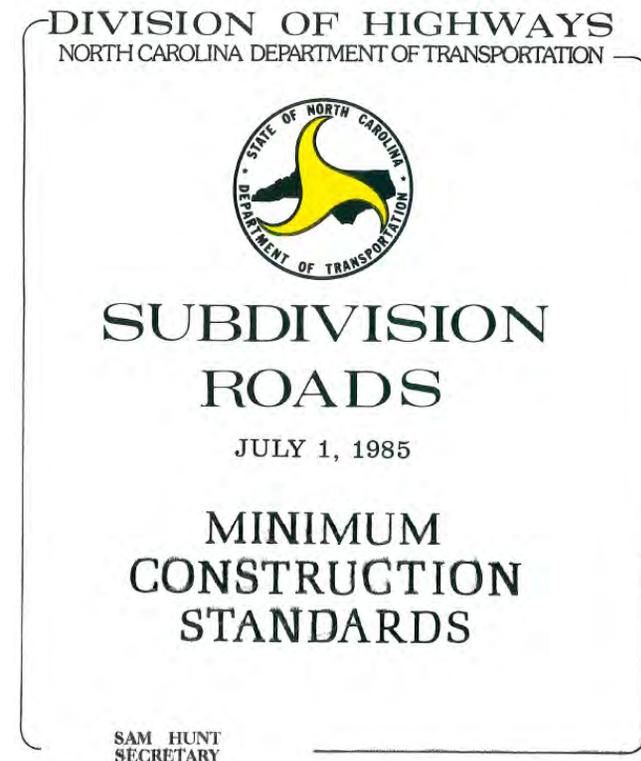
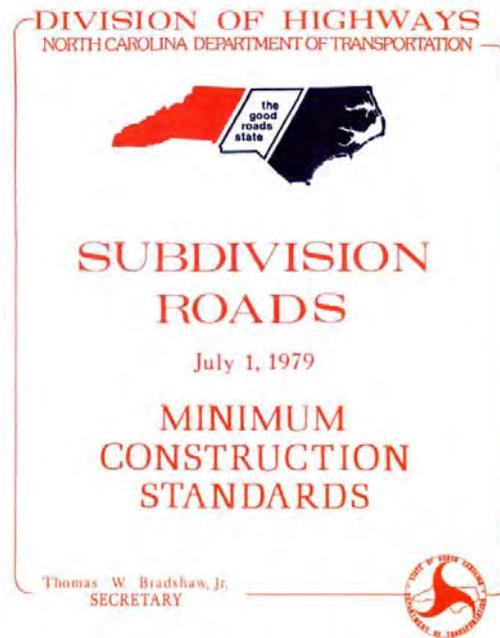
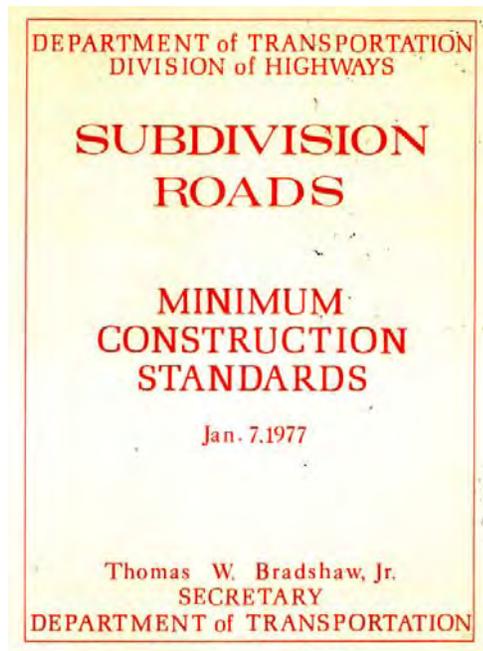
1950's

1960's

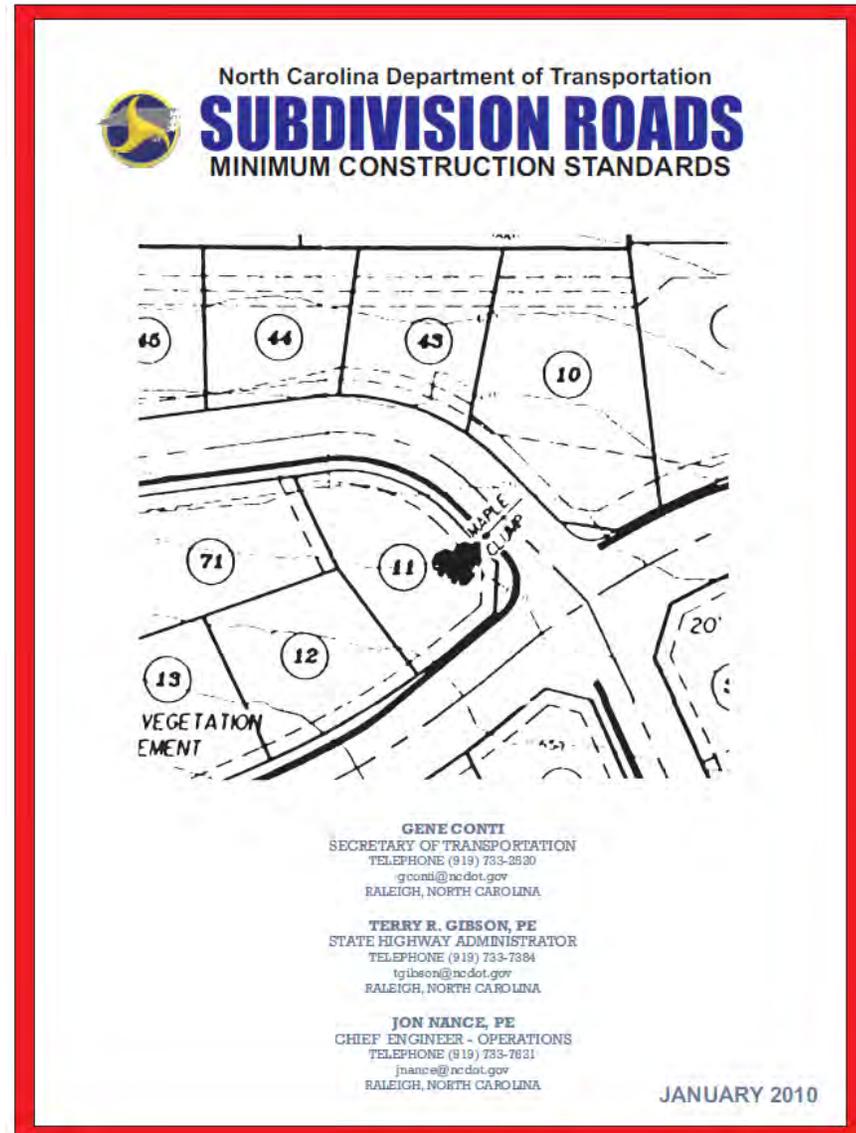
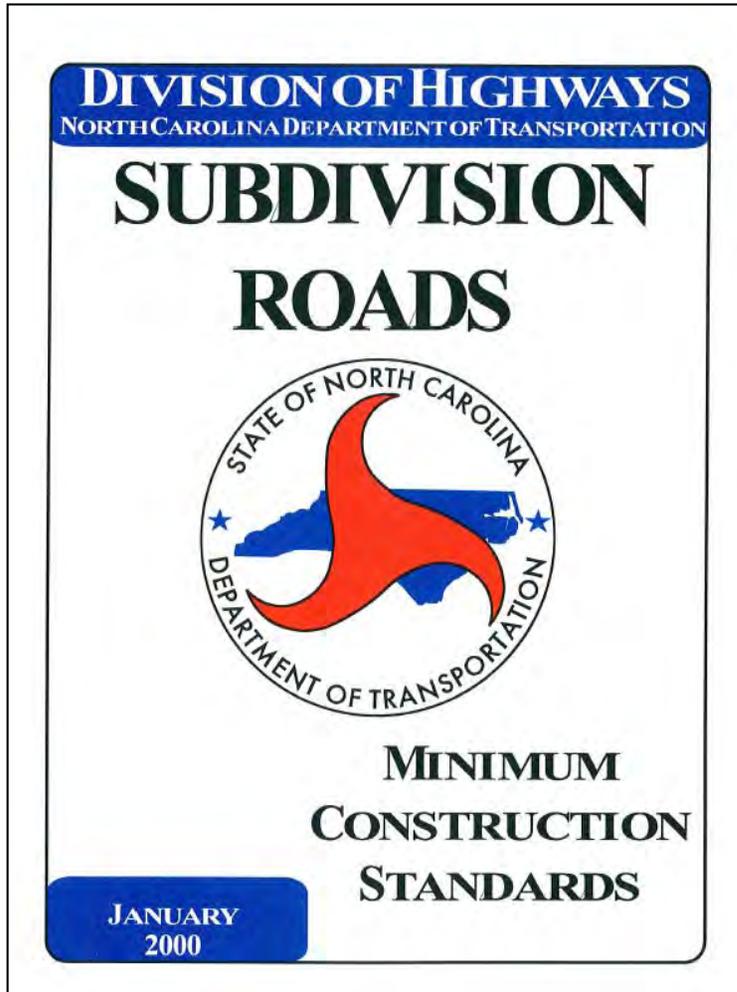


1970's

1980's



21st Century



Road Addition Criteria (the basics)

Subdivision Roads

- Dedicated Right of Way
- 20% of lots individually owned
- Minimum of 4 occupied homes & average of 2 homes per 10th mile
- Construction to minimum standards
(Drainage, graded width, alignment, adequate base and surface)

Rural Roads

- Dedicated Right of Way
- Minimum of 5 homes for roads < 1 mile
- Average of 5 homes per mile for roads > 1 mile
- At least 2 individual property owners
- Cost to add must not be excessive for amount of service it will render

General Statute - 1975

§ 136-102.6. Compliance of subdivision streets with minimum standards of the Board of Transportation required of developers.

Purpose: To insure that new subdivision streets dedicated to the public will comply with the State standards for placing subdivision streets on the State highway system for maintenance, or that full and accurate disclosure of the responsibility for construction and maintenance of private streets be made.

Road Addition Process

Petition

Investigation Report

Package

Board Agenda

Petition to Add (SR-1)

- Initiated by property owners or developer
- Agree to dedicate all right of way and easements necessary to maintain roadway (may include drainage easements, site distances)
- Agree to provide right of way clear of all obstructions (fences, trees...etc)
- Encroachments required for utilities in R/W

North Carolina Department of Transportation
Division of Highways
Petition for Road Addition

ROADWAY INFORMATION: (Please Print/Type)

County: _____ Road Name: _____
(Please list additional street names and lengths on the back of this form.)

Subdivision Name: _____ Length (miles): _____

Number of occupied homes having street frontage: _____ Located (miles): _____

miles N S E W of the intersection of Route _____ and Route _____
(Check one) (SR, NC, US) (SR, NC, US)

We, the undersigned, being property owners and/or developers of _____ in _____ County, do hereby request the Division of Highways to add the above described road.

CONTACT PERSON: Name and Address of First Petitioner. (Please Print/Type)

Name: _____ Phone Number: _____

Street Address: _____

Mailing Address: _____

PROPERTY OWNERS

Name	Mailing Address	Telephone

INSTRUCTIONS FOR COMPLETING PETITION:

1. Complete Information Section
2. Identify Contact Person (This person serves as spokesperson for petitioner(s)).
3. Attach two (2) copies of recorded subdivision plat or property deeds, which refer to candidate road.
4. Adjoining property owners and/or the developer may submit a petition. Subdivision roads with prior NCDOT review and approval only require the developer's signature.
5. If submitted by the developer, encroachment agreements from all utilities located within the right of way shall be submitted with the petition for Road addition. However, construction plans may not be required at this time.
6. Submit to District Engineer's Office.

FOR NCDOT USE ONLY: Please check the appropriate block

Rural Road Subdivision platted prior to October 1, 1975 Subdivision platted after September 30, 1975

REQUIREMENTS FOR ADDITION

If this road meets the requirements necessary for addition, we agree to grant the Department of Transportation a right-of-way of the necessary width to construct the road to the minimum construction standards of the NCDOT. The right-of-way will extend the entire length of the road that is requested to be added to the state maintained system and will include the necessary areas outside of the right-of-way for cut and fill slopes and drainage. Also, we agree to dedicate additional right-of-way at intersections for sight distance and design purposes and execute said right-of-way agreement forms that will be submitted to us by representatives of the NCDOT. The right-of-way shall be cleared at no expense to the NCDOT, which includes the removal of utilities, fences, other obstructions, etc.

General Statute 136-102.6 states that any subdivision recorded on or after October 1, 1975, must be built in accordance with NCDOT standards in order to be eligible for addition to the State Road System.

ROAD NAME	HOMES	LENGTH	ROAD NAME	HOMES	LENGTH

Road Investigation (SR-4)

Specific road file information

- Road name(s)
- Road characteristics (length, width, base and surface)
- List of large pipe, bridges, retaining walls
- R/W width
- Cost (if any) to bring to minimal condition
- County concurrence
- Appropriate signatures

North Carolina Department of Transportation
Division of Highways
Secondary Road Addition Investigation Report

County: Co. File No: Date:
Township: Div. File No: Div. No:

Local Name: Subdivision Name:
Length: Width: Surface Type: PVMT Condition:
Surface Thickness: Base Type: Base Thickness:

*Bridges Yes No *Pipe > 48" Yes No *Retaining Walls Within Right of Way Yes No

*** If Yes -Include Bridge Maintenance Investigation Report**

Is this a subdivision street subject to the construction requirements for such streets?

Recording Date: Book: Page:
Number of homes having entrances into road:
Other uses having entrances into road:

Right-of-Way Width: If right-of-way is below the desired width, give reasons under "Remarks and Recommendations."

Is petition (SR-1) attached?
Is the County Commissioners Approval (SR-2) attached? If not, why not?
Is a map attached indicating information for reference in locating road by the Planning Department?

Cost to place in acceptable maintenance condition: Total Cost: \$
Grade, drain, stabilize: \$ Drainage: \$ Other: \$
Remarks and Recommendations:

Submitted by: DISTRICT ENGINEER Reviewed and Approved: DIVISION ENGINEER

Reviewed and Approved
BOARD OF TRANSPORTATION MEMBER:

	Do not write in this space- For Use by Secondary Roads Unit
	Petition #

Road Addition Package

- Division Office Cover Letter
- Petition
- Road Investigation Report
- Vicinity Map
- Map of road geometrics
- Name of Subdivision and Road Name
- Right of way certification
- Documents for Pre 1975 roads

North Carolina Department of Transportation
Division of Highways
Secondary Road Addition Investigation Report

County: Orange Ch. File No: 0-11-01 Date: 6-17-13
Township: Hillsborough & Eno Div. File No: Div. No: 7

MEMORANDUM
FROM: Local Name: Berryman Boulevard Subdivision Name: Churton Grove Phase 4
Length: 0
Surface: 0
Thickness: 0

Attached are resolutions and additions:

*Bridges
* If Yes-Is this a sub
Recording C
Number of H
Other uses
Right-of-Wa
Is person (S
to the Count
is a map an
Planning De
Cost to plac
Grade, drain
Remarks an
Submitted
Reviewed and BOARD OF TR

CC: Ms. Ch
Mr. So
Mr. Ke
Mr. Ch
Ms. Da
Mr. M

Form 3864 (12/08)

DEPARTMENT OF TRANSPORTATION INTEROFFICE MEMO

Phone: 336-314
MEMO TO:
MEMO FROM: November 13, 2013
COUNTY: Department of Transportation
SUBJECT: State of North Carolina
C. N. Edwards, District Engineer
P.O. Box 786
Graham, North Carolina 27253-0766

I have examined Orange County for the roads in a

Dear Mr. Edwards:

At the November 5, 2013 Board of County Commissioners' regular meeting, the petition for the addition of Subdivision roads (listed below) to the State Maintenance Program - Secondary Road System was approved.

Churton Grove Phase 4 Subdivision:
Berryman Boulevard
East Hatterleigh Avenue
West Hatterleigh Avenue
Biddington Court
Waborough Court
Rolleyby Court
Asleberry Court
Maddington Place
Endstone Court
Hopeworth Court
Coach House Lane

I have attached the original requests sent from your office. If you have any further questions, please call me at (919) 245-2130.

Thank you.

Sincerely,
Donna S. Baker
Donna S. Baker, CMC
Clerk to the Board

Monthly Board Agenda (Items G & P)

**PROJECTS LIST
NORTH CAROLINA BOARD OF TRANSPORTATION
RALEIGH, NORTH CAROLINA
December 4 - 5, 2013**

Delegated Authority	
(Item C) Award of Highway Construction Contracts from November 19, 2012	
(Item D) Award of Contracts to Private Firms for Engineering Services	
(Item E) Approval of Funds for Secondary Road Improvement Projects Highway Fund and Highway Trust Fund	
(Item H) Approval of Funds for Division-wide Small Construction, Statewide Contingency, Economic Development, Public Access and Senate Bill 1005 Discretionary	
(Item L) Approval of Funds for Specific Spot Safety Improvement Projects	
Action	
(Item G) Additions and Abandonments to State Secondary Road System	
(Item I) Public Transportation Program	
(Item I-1) Public Transportation	
(Item I-2) Rail Division	
(Item J) Approval of Specific State Funds for Construction Projects	
(Item K) Approval of Strategic Transportation Investments Fund and North Carolina Trust Funds	
(Item M) Approval of Funds for Specific Federal-Aid Projects	
(Item N) TIP Amendments	
(Item O) Municipal and Special Agreements	
(Item P) Municipal Street System Changes	
(Item Q) Right of Way Resolutions and Ordinances	
(Item S) Maintenance Allocations	
(Item T) Submission of Comprehensive Transportation Plans for Mutual Adoption by the Board of Transportation	

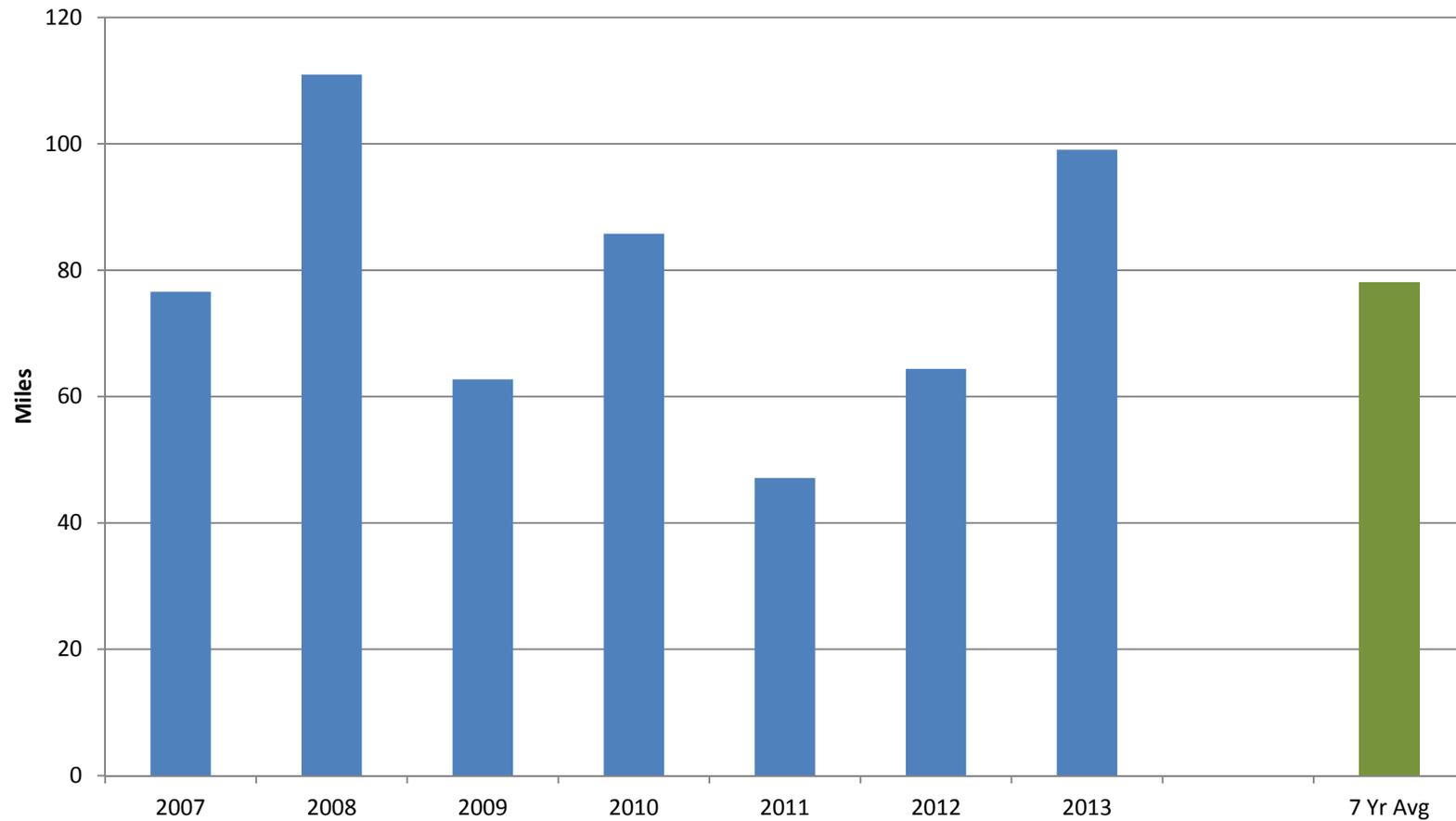
NCDOT December 2013 Board of Transportation Agenda

G-1

Road Additions:

County	Pet. No.	Length (Miles)	Description	Date of Report
Division 2 Carteret	50385			
Carteret	50386	0.03	Conner Village Subdivision Lincoln Drive, SR 1293 Ext.	6/26/13
Division 5 Wake	50387	0.07	Spooner's Creek North Subdivision Henson Court	10/3/13
Wake	50388	0.40 0.27 0.16	Duncan's Ridge Subdivision Duncan's Ridge Way Lauraca Lane Liserin Woods Lane	10/15/13
Division 7 Alamance	50389	0.05	Woodsong Subdivision Rabbitwood Lane	10/1/13
Guilford	50390	0.21	Red Oak Acres Subdivision Mackenzie Drive	8/28/13
Guilford	50391	0.27	Beaver Creek Subdivision Bison Drive	9/27/12
Orange	50392	0.10	Candace Ridge Subdivision Waldridge Court	4/2/13
		0.24	Mallory Place Subdivision Casey Lane	7/23/13

Net Growth of Secondary Road System



Road Additions in General

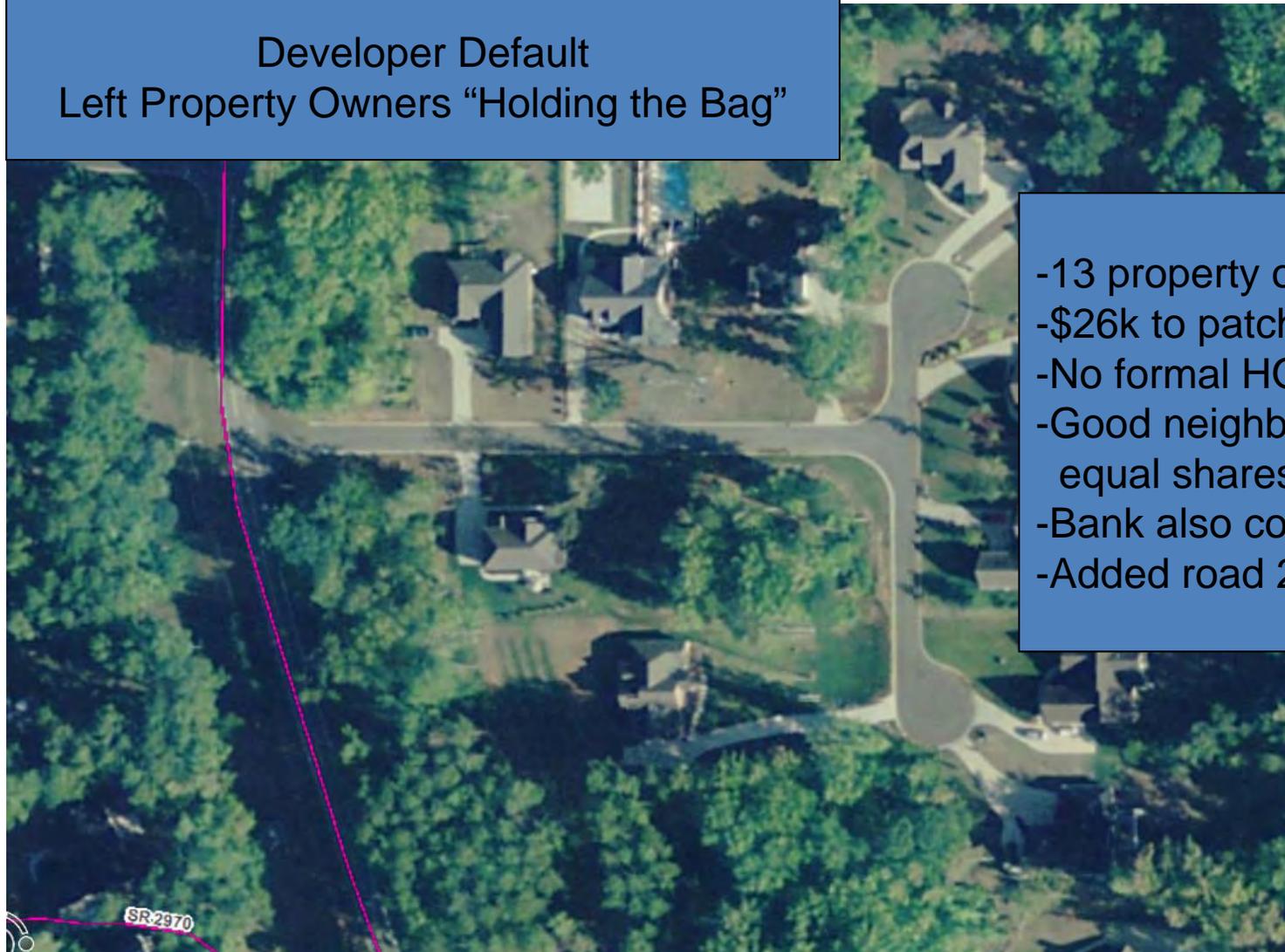


Interesting Road Additions



Interesting Road Addition Discussion

Developer Default
Left Property Owners "Holding the Bag"



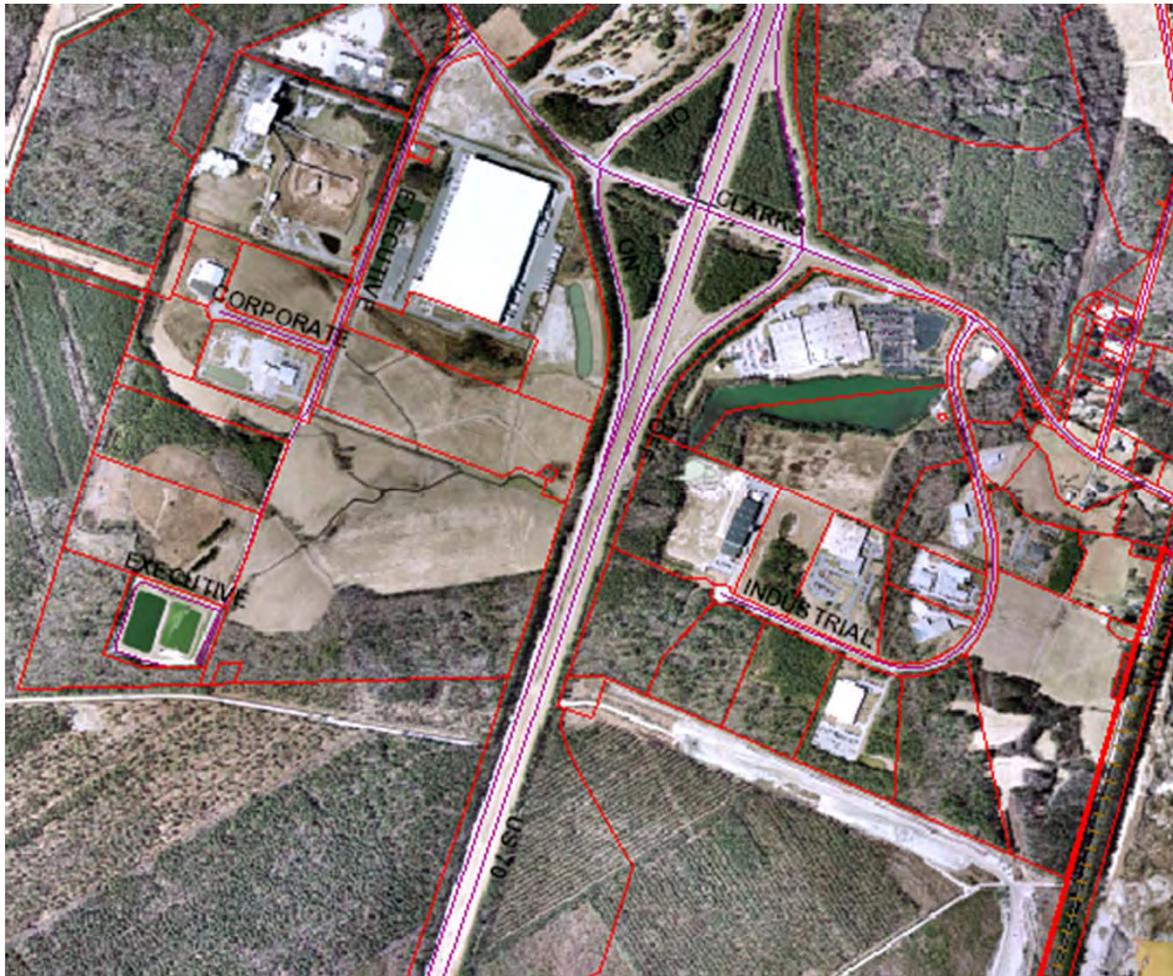
- 13 property owners
- \$26k to patch and resurface
- No formal HOA
- Good neighbors contributed equal shares
- Bank also contributed on 2 lots
- Added road 2010

Interesting Road Addition Discussions



Limited Access

Industrial Park Road Additions



- Traffic Volume
- Number of Businesses
- Location of Business on the road
- Funded by NCDOT
- Land Use (Industry vs. Commercial/Office Complex)



Update on SW Paving Priority List

Summary of All Unpaved Roads

Division	# Roads	Miles	% Roads	% Miles
1	320	283.00	6%	8%
2	246	208.84	5%	6%
3	103	87.09	2%	3%
4	134	97.43	3%	3%
5	300	212.38	6%	6%
6	221	178.89	4%	5%
7	489	198.43	10%	6%
8	388	283.27	8%	8%
9	364	148.54	7%	4%
10	143	84.79	3%	2%
11	984	760.58	19%	22%
12	318	170.87	6%	5%
13	461	262.24	9%	8%
14	649	459.88	13%	13%
	5120	3436.23		

Update on SW Paving Priority List Mileage Analysis

	# Roads	# Miles
< 1 Mile	4060	1662.47
1-2 Miles	814	1071.06
2-3 Miles	169	390.92
3-4 Miles	51	172.24
4-5 Mile	15	64.52
> 5 Mile	11	75.02
	5120	3436.23

Update on SW Paving Priority List

Summary of Initial \$12M (HB 817)

Division	# Roads	Miles
1	1	0.20
2	0	0.00
3	2	0.29
4	4	0.51
5	0	0.00
6	1	0.24
7	2	0.58
8	2	0.15
9	7	0.94
10	0	0.00
11	9	5.26
12	1	0.02
13	32	5.53
14	39	13.39
	100	27.11



Right of Way Procedures, Part II

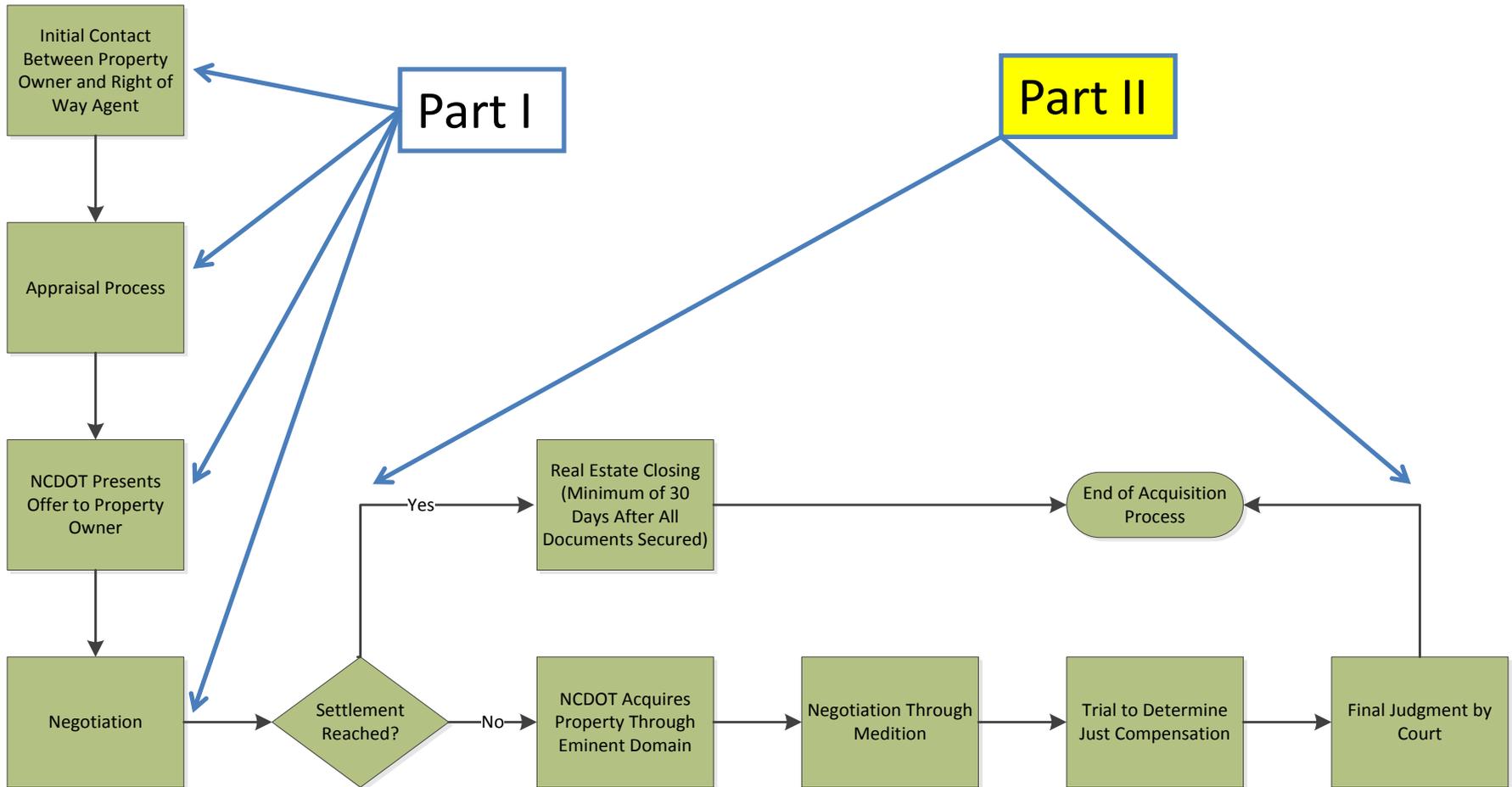
Tom Childrey, Manager, Right of Way Unit

January 8, 2013

RIGHT OF WAY PROCEDURES

- Last Month's Topics (Part I)
 - Laws & Regulations
 - Process Overview
 - Appraisals
 - Negotiations
- Today's Topics (Part II):
 - Condemnation (Eminent Domain)
 - Trial Experience
 - Settlement Statistics

Right of Way Acquisition Process



CONDEMNATION PROCESS

- Legal Services provided by Attorney General's Office
- Two Subsections of AG's office
- Lands/Condemnations
- Contracts

Eminent Domain is
the right of government to acquire
private property for public use without
the landowner's consent upon
payment of just compensation.

Fifth Amendment - U.S. Constitution:

“ . . . nor shall private property be taken for public use without just compensation.”

N.C. Constitution, Art. I, Sec. 19:

“No person shall be . . . disseized of his freehold . . . or in any manner deprived of his property, but by the law of the land.”

Taking of Property by NCDOT . . .

- * Must be for public purpose
- * Must pay just compensation

Condemnation Statute

Chapter 136, Article 9, used by NCDOT

**Thousands of condemnation claims at
NCDOT each year.**

**Only 20-25% of these claims require
legal action . . .**



**thanks to efforts of Right of
Way Appraisers and
Negotiators**

CONDEMNATION ACTION

**File COMPLAINT and
DECLARATION OF TAKING in
Superior Court where land located**



COMPLAINT MUST CONTAIN:

1. description of entire tract
2. description of interest taken (i.e., fee simple, drainage easement, etc.)
3. description of area taken
4. listing of all having interest in land
5. listing of liens and encumbrances

Estimated just compensation is deposited with Court at time of filing

“QUICK-TAKE” PROCEDURE (PER CHAPTER 136)

***Complaint, Declaration of Taking and
just compensation filed . . .***

***title to land then vests
in NCDOT, and public is
given notice by filing of
action in local Register of
Deeds***



Plat showing area taken and area affected by taking must be filed with Court **within 90 days of Answer**





“108” HEARING

G.S. §136-108 provides for hearing to resolve issues other than damages

Purpose: make sure only one issue at trial – what constitutes just compensation?

Lawsuit filed . . .

Answer filed . . .

Map filed . . .

**and all issues except
compensation determined**

NEXT THE TRIAL

FIRST STEP: JURY SELECTION

Attorneys will question potential jurors and try to determine:



- 1. If juror is willing to follow the law**
- 2. If juror will render decision not based on sympathy**
- 3. If juror will keep an open mind**

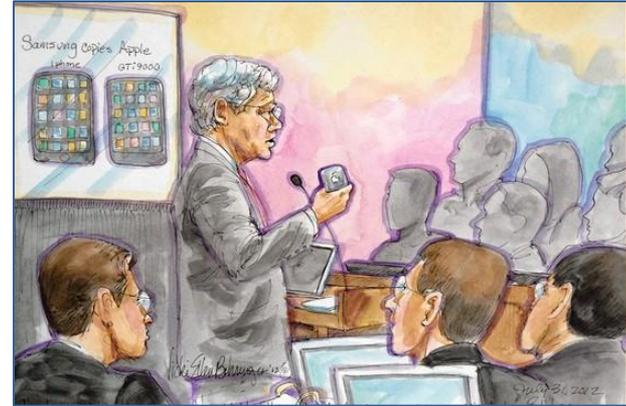


WHO IS ON THE JURY?

**Some more favorable to
NCDOT (condemnor) than
others**

- Tax-conscious people (i.e., accountants, small business owners)
- Bankers, corporate executives
- Persons with above-average incomes
- Retired people and pensioners
- Civil service employees
- Active or retired commissioned officers

SECOND STEP: OPENING STATEMENT



- * **Both parties allowed to make an opening statement**
- * **Preview of case – summary of evidence to be presented**

THIRD STEP: PRESENT EVIDENCE

Evidence by landowner **FIRST**

Expert witness testimony on **FOUR**
QUESTIONS:

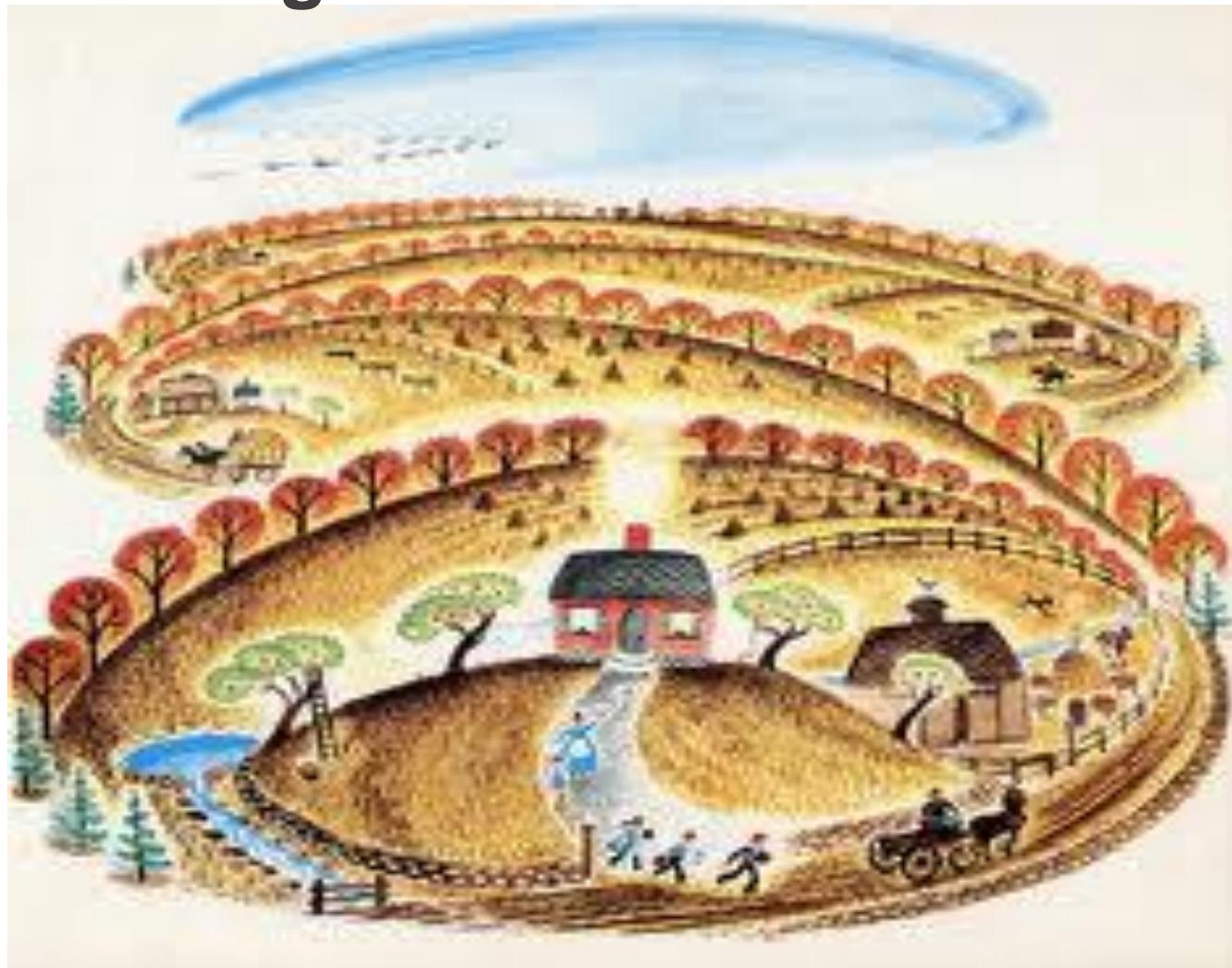
1. highest and best use of property before taking
2. highest and best use of property after taking
3. value of the entire property before the taking
4. value of the remaining property immediately after the taking



“Just compensation” is the
difference between the two figures



Highest and Best Use



Department of Justice – Transportation Section

Not Highest and Best Use



Department of Justice – Transportation Section

Step 3 Closing Argument:

- * Review and summarize testimony
- * Emphasize testimony most favorable to client
- * Emphasize weaknesses in defendant's case

Two restrictions:

- 1. cannot go outside evidence*
- 2. attorneys cannot offer personal opinion*

STEP 4: INSTRUCTIONS TO JURY

Given by Judge . . .

1. reviews nature of action
2. reminds of one issue to be decided
3. reviews witness credibility
4. emphasizes burden of proof
5. reviews taking and damages
6. defines fair market value (FMV)
7. emphasizes highest and best use
8. reviews value testimony (both sides)

4th STEP: JURY DELIBERATION

“ . . . the side with the best case always wins . . . ”



-- Judge Morris Hoffman

TRIAL EXPERIENCE & SETTLEMENT STATISTICS

Trial Results 2010-2013

- Jury verdicts were compared to the initial deposit in each case. (32 trials since 2012 were studied)
- The average percentage by which the verdict exceeded the initial deposit was 222%.
- The median percentage by which the verdict exceeded the initial deposit was 140%.
- The 25th percentile percentage by which the verdict exceed the initial deposit was 48%.

Observations

- ▣ Historically, there is a 75% probability that the verdict in a given trial will exceed the deposit by 48% or more.
- ▣ Historically, there is a 50% probability that the verdict in a given trial will exceed the deposit by 140% or more.
- ▣ Verdicts often represent a split between the DOT trial evidence and the owner's trial evidence.
- ▣ Excessive verdicts tend to result from a variety of factors that cannot be controlled or eliminated including exorbitant appraisals by owner's appraisers, sympathetic property owners whose lives and businesses have been seriously disrupted by the government, severe damages caused to property by the government, and the inherent vagaries and unpredictability of the jury system.

Conclusions & Recommendations

- ▣ Mediated settlements are usually better than jury trials

- ▣ Appropriate settlement determination factors:
 - ▣ Historical objective jury verdict data
 - ▣ Evidence to be presented to jury
 - ▣ Available witnesses
 - ▣ Potential jury pool
 - ▣ Opposing counsel
 - ▣ Judge

- ▣ Assigned professional staff reviews and makes recommendations regarding settlements



Strategic Transportation Investments Law - Prioritization Criteria

Don Voelker

January 8, 2014

Highway System Eligible Routes - STI

	Statewide	Regional	Division
Highway	<ul style="list-style-type: none"> • Interstates and Future Interstates • Routes on the NHS as of July 1, 2012 • Routes on Department of Defense Strategic Highway Network (STRAHNET) • Appalachian Development Highway System Routes • Uncompleted Intrastate projects • Designated Toll Facilities 	<ul style="list-style-type: none"> • Other US and NC Routes 	<ul style="list-style-type: none"> • All SR Routes

BOT Approved Highway Scoring Criteria and Weights

Funding Category	<u>QUANTITATIVE</u>	<u>LOCAL INPUT</u>	
	Data	Division Rank	MPO/RPO Rank
Statewide Mobility	[Travel Time] Benefit/Cost = 30%	--	--
	Congestion = 30%		
	Economic Competitiveness = 10%		
	Safety = 10%		
	<u>Multimodal [& Freight + Military] = 20%</u>		
	Total = 100%		
Regional Impact	[Travel Time] Benefit/Cost = 25%	15%	15%
	Congestion = 25%		
	Safety = 10%		
	<u>Accessibility/Connectivity = 10%</u>		
	Total = 70%		
Division Needs	[Travel Time] Benefit/Cost = 20%	25%	25%
	Congestion = 20%		
	<u>Safety = 10%</u>		
	Total = 50%		

BOT Approved Highway Scoring Criteria and Weights – Div 1 & 4

Funding Category	<u>QUANTITATIVE</u> Data	<u>LOCAL INPUT</u>	
		Division Rank	MPO/RPO Rank
Statewide Mobility	[Travel Time] Benefit/Cost = 30% Congestion = 30% Economic Competitiveness = 10% Safety = 10% Multimodal [& Freight + Military] = 20% Total = 100%	--	--
Regional Impact	[Travel Time] Benefit/Cost = 20% Congestion = 15% Safety = 15% Lane Width = 10% <u>Shoulder Width = 10%</u> Total = 70%	15%	15%
Division Needs	[Travel Time] Benefit/Cost = 10% Congestion = 10% Safety = 10% Lane Width = 10% <u>Shoulder Width = 10%</u> Total = 50%	25%	25%

BOT Approved Highway Scoring Criteria and Weights – Div 2 & 3

Funding Category	<u>QUANTITATIVE</u>	<u>LOCAL INPUT</u>	
	Data	Division Rank	MPO/RPO Rank
Statewide Mobility	[Travel Time] Benefit/Cost = 30% Congestion = 30% Economic Competitiveness = 10% Safety = 10% <u>Multimodal (& Freight + Military) = 20%</u> Total = 100%	--	--
Regional Impact	[Travel Time] Benefit/Cost = 20% Safety = 25% <u>Multimodal (& Freight + Military) = 25%</u> Total = 70%	15%	15%
Division Needs	Congestion = 20% Safety = 20% <u>Multimodal (& Freight + Military) = 10%</u> Total = 50%	25%	25%

Non-Highway Mode Scoring Criteria

- Separate criteria for the following:

Aviation

Bike-Ped

Ferry

Public Transit

- Expansion of Service

- Facilities

- Fixed Guideways

Rail

- Freight Terminals and Passenger Stations

- Track and Structures

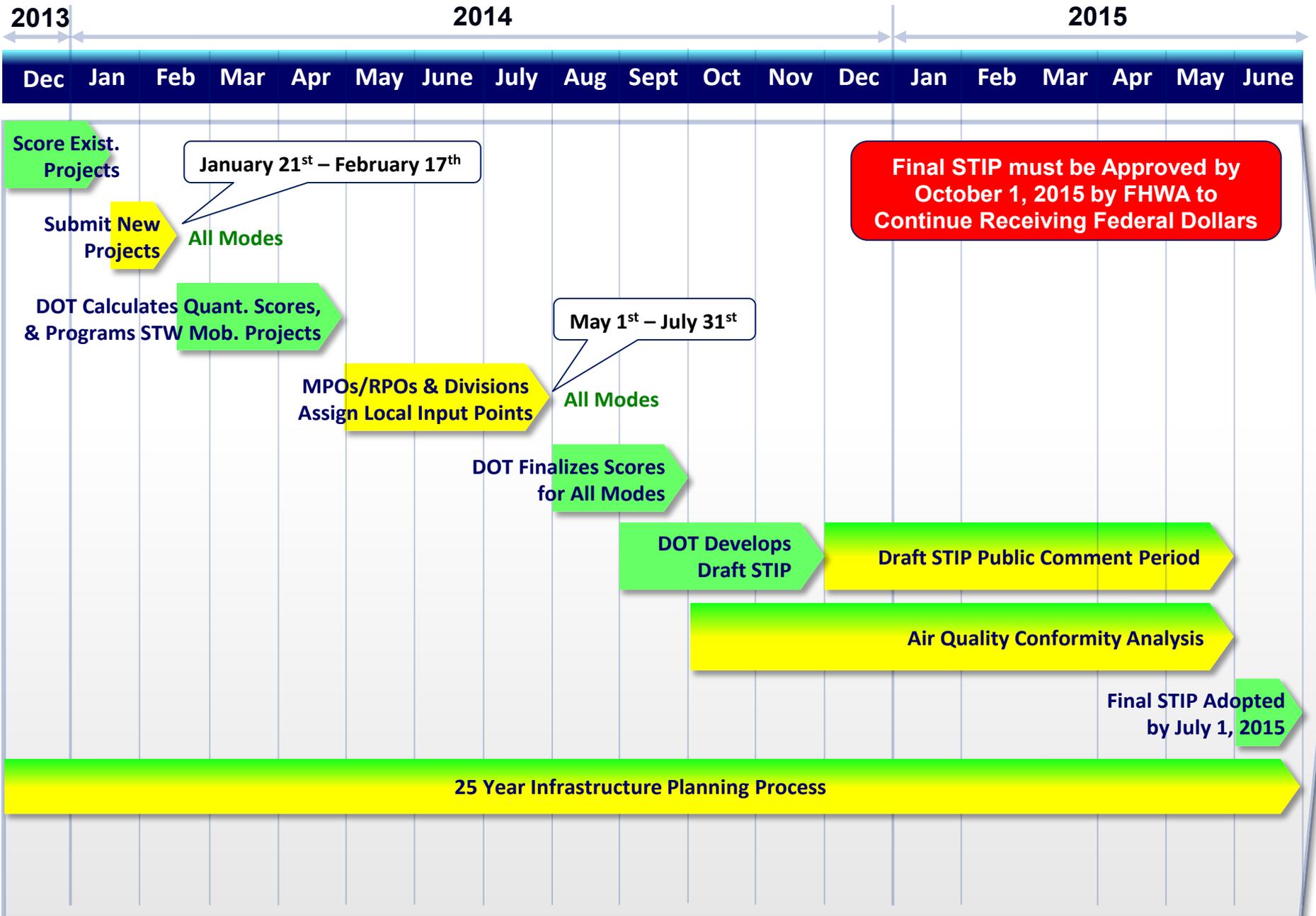
Prioritization 3.0 Schedule - 2014

- January 21- February 17: New candidate projects submitted. Quantitative scores for existing highway projects available.
- May 1: All highway and non-highway project scores available.
- May 1: Statewide Mobility Category of projects selected by Program Development.

Prioritization 3.0 Schedule - 2014

- May 1- July 31: Remaining projects will be assigned local input points by MPOs/RPOs/Division Engineers
 - Local Input Points
 - Regional Impact- 30% of total project score (equal split)
 - Division Needs- 50% of total project score (equal split)
- September - All final project scores available. Draft STIP being developed by Program Development

Prioritization 3.0 Schedule



MULTIMODAL COMMITTEE MEETING
December 4, 2013
9:00-11:00 Board Room

John Collett, Chair, called the meeting to order.

Board Members in attendance: John Collett, Andrew Perkins, Malcolm Fearing, John Lennon, Cheryl McQueary, Mike Smith, Gus Tulloss and Lou Wetmore.

A motion to approve November 4, 2013, Multimodal Committee Meeting minutes was made by Andrew Perkins and seconded by Cheryl McQueary. The motion was approved.

Public Transportation Division Funding – Cheryl Leonard

- Item I-1-1
 - Requests approval for 14-XXX – Allocation of the FY2013-14 annual maintenance cost for the department's SAP financial management system – \$717,956 State funds

A motion to approve was made by Andrew Perkins and seconded by Lou Wetmore. The motion was approved.

- Item I-1-2
 - Division 6 – Fayetteville – Requests approval for 14-09-514 – Federal Transit Administration Urbanized Area Formula Program 5307 capital and planning grant– \$252,560 Federal/\$31,570 State/\$31,570 Local Funds

A motion to approve was made by Andrew Perkins and seconded by Cheryl McQueary. The motion was approved.

- Item I-1-1A & Item I-1-1B
 - See attachment A and B

A motion to approve was made by John Lennon and seconded by Cheryl McQueary. The motion was approved.

Rail Division Funding – Paul Worley

- Item I-2
 - Statewide – Requests approval to conduct a Ridership and Revenue Study for Passenger Rail Service between Selma and downtown Raleigh - \$55,000 State funds

November 2013 Multimodal Committee Minutes

- Statewide – Requests approval for the development of a Positive Train Control Development Plan, which is necessary for compliance with Federal Law under 49CFR236 - \$300,000 State funds
- Statewide – Requests approval of State Rail funds for marketing and promotion of the Division's passenger train program including expenses and advertising costs to cover the 12-month period ending June 30, 2014 - \$80,000 State funds
- Statewide – Requests approval of State Rail funds for the NC Volunteer Train Host Association to cover the administrative expenses for the 12-month period ending June 30, 2014- \$10,000 State funds
- Statewide – Requests approval of State Rail funds for station operating costs including shared maintenance costs, station attendants, telephone expenses and leases to cover the 12-month period ending June 30, 2014 - \$350,000 State funds
- Statewide – Requests approval of State Rail funds for administrative salaries, operations and maintenance expenses covering the 12-month period ending June 30, 2014- \$450,000 State funds
- Division 5 – Wake County – Requests approval of State Rail funds for partial cost of constructing a rail industrial access spur to serve TT&E Iron Metal, Inc. - \$95,000 State funds

A motion to approve was made by Cheryl McQueary and seconded by Lou Wetmore. The motion was approved.

Ferry Division – Richard Walls

- Ferry Update on Programs and Initiatives
- Ferry Tolling Methodology Presentation – See Attachment C

A motion to approve was made by Cheryl McQueary and seconded by Lou Wetmore. The motion to send resolution to the full Board was approved.

Bike & Pedestrian Division – Lauren Blackburn

- Request approval for WalkBikeNC plan and bike routes to go before the full Board

A motion to approve was made by Andrew Perkins and seconded by Mike Smith. The motion was approved.

Rail Division – Paul Worley

- The Rail Report
- PIP Construction Progress Presentation – Jason Orthner & Jahmal Pullen – See attachment D

Aviation Division – Bobby Walston

- NC Airport Association Conference – April 23-25, Asheville at The Grove Park Inn – The new NC Airport Association President is Ray Blackman.
- Held the UAS Forum on November 20th

Meeting adjourn.

MEETING AGENDA

Multimodal Committee

Wednesday, January 8, 2014, from 9:00-11:00

Board Room

- Call to Order John Collett
- Approval of Minutes Committee Members
- Funding Items Cheryl Leonard
- Ferry Division Harold Thomas
 - Division Update & Presentation – Emergency Service
 - Bicycle & Pedestrian Division Lauren Blackburn
 - Presentation – 2 Year Statewide Work Plan
- Rail Division Paul Worley
 - Rail Report
- Aviation Division Bobby Walston
 - Presentation – Statewide Wildlife Program
- Public Transportation Division Cheryl Leonard
 - No Updates
- Adjourn





**Bicycle and Pedestrian Division
2014-15 Statewide Project Action Plan**

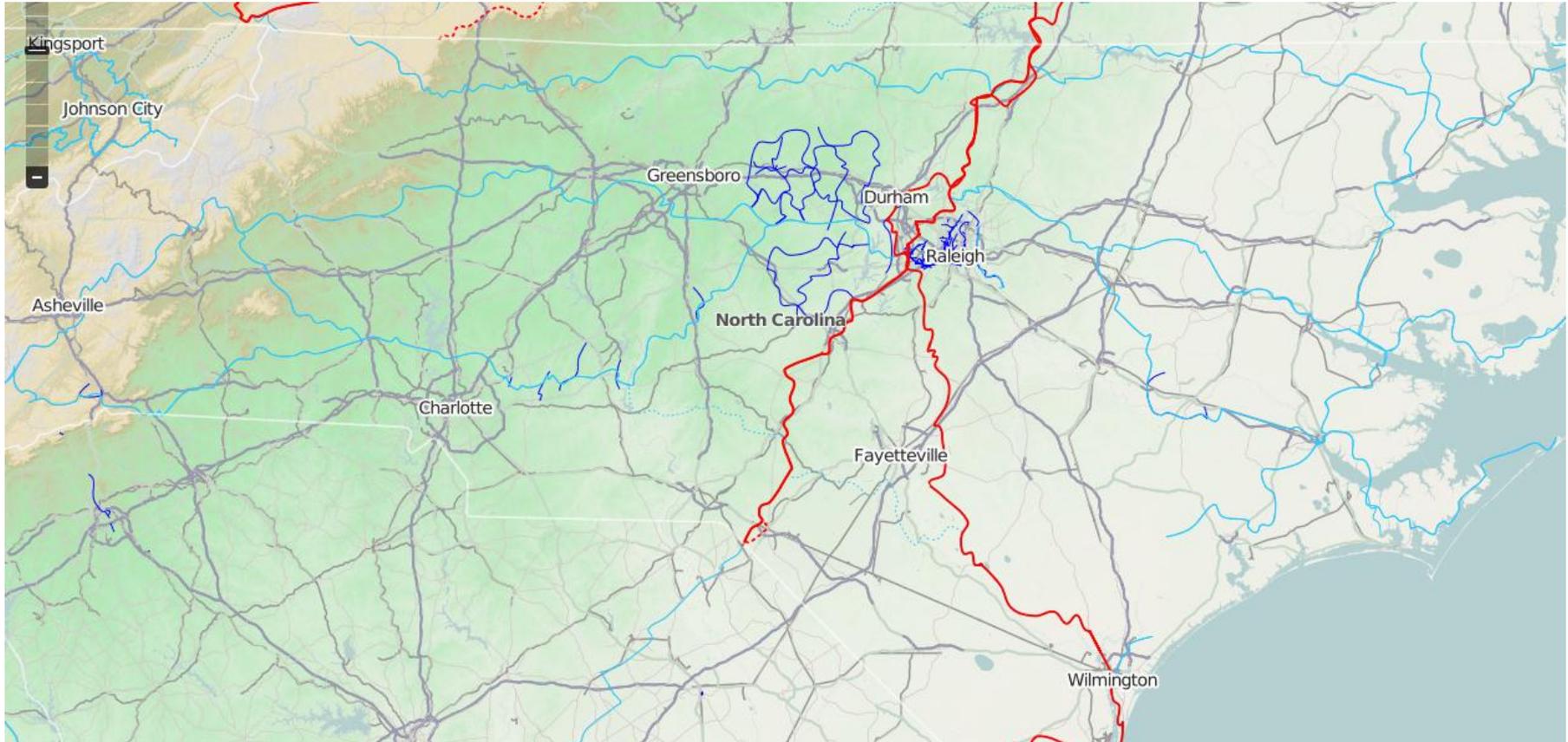
Lauren Blackburn

Presentation to the Multimodal Committee, NCDOT Board of Transportation
January 8, 2014

List of 2014-2015 Statewide Projects

- Walk Bike NC: Online Map for Bicycle Routes
- Bicycle and Pedestrian GIS Database project
- Bicycle and Pedestrian Crash Analysis and Geocoding project
- Watch for Me NC: bicycle and pedestrian safety program
- Active Routes to School (ARTS): DHHS + NCDOT program
- Bicycle and Pedestrian Traffic Counts: Triad pilot project
- Complete Streets Training program
- FY 14-15 Statewide Bicycle and Pedestrian Improvements

Online Map for Bicycle Routes

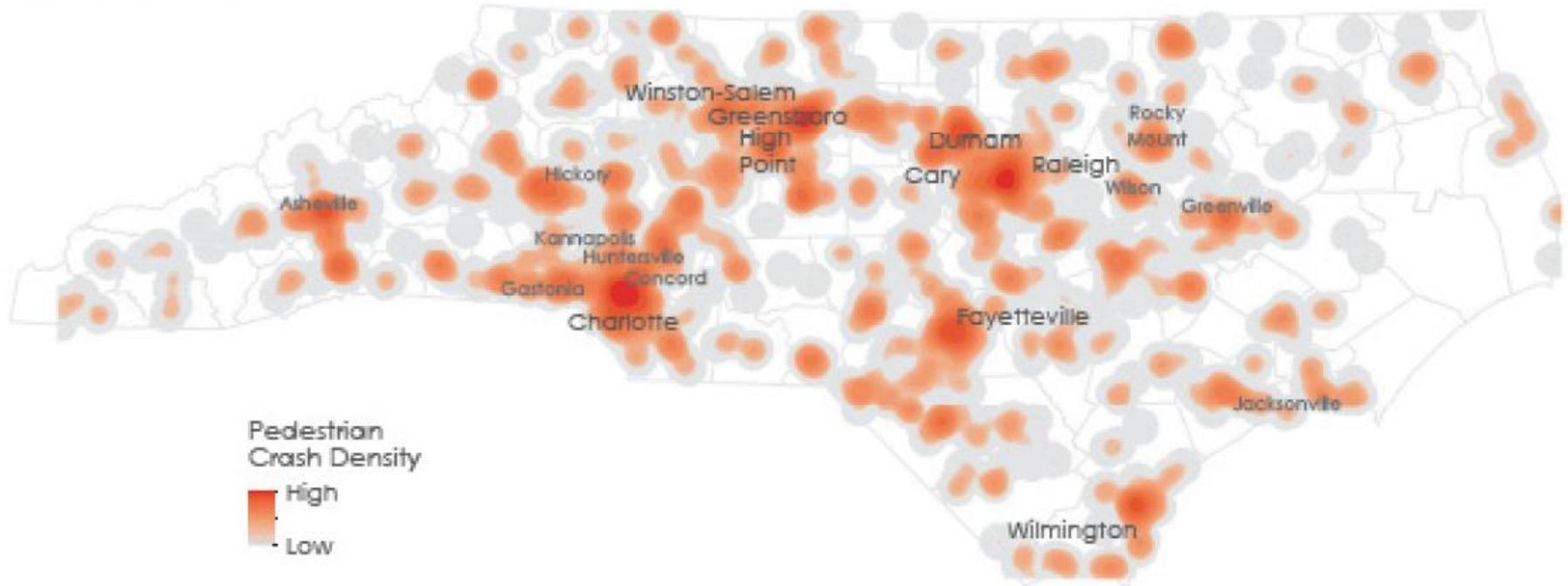


- Add new data and establish graphic conventions within ArcGIS online viewer
- Link to WalkBikeNC.com website

Crash Data Reporting and Geocoding

2010 Pedestrian and Bicycle Crash Density Maps, NC

Source: 2010 NCDOT Crash Data*



- Provide updated data sets to locals
- Use in SPOT process and Watch for Me NC safety campaign

WATCH FOR ME - NC

The logo features three orange icons: a pedestrian, a car, and a bicycle, arranged vertically to the right of the text.

January-April:

- Seek partners for statewide program
- Technical assistance

May-August:

- Officer training
- Material purchase and deliver

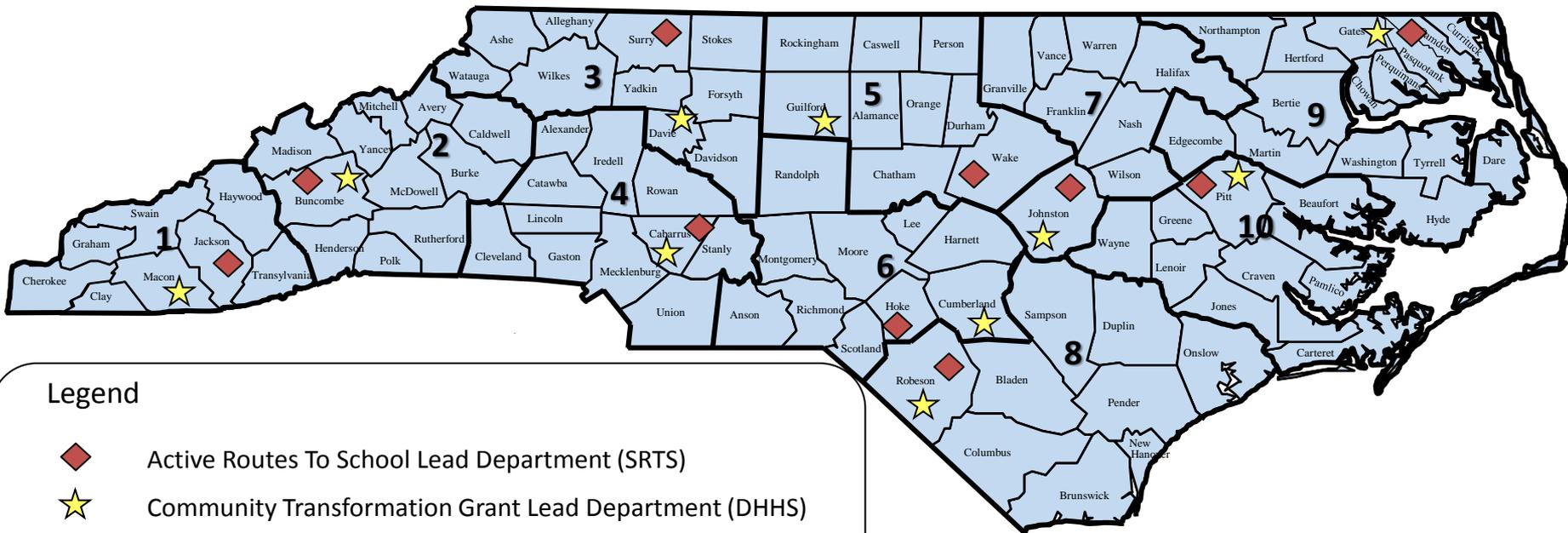
September-November:

- Enforcement focus
- Media push
- Data collection
- Material distribution
- Evaluation



September 3 Bike Safety Ride
Kick Off Event

Active Routes to School & Community Transformation Grant Project



Legend

- ◆ Active Routes To School Lead Department (SRTS)
- ★ Community Transformation Grant Lead Department (DHHS)
- Counties
- Regions

- Staff and train regional ARTS staff
- Evaluate success of ARTS program

North Carolina Department of Transportation Complete Streets Planning and Design Guidelines



- 2-3 additional training courses
- One-day summit for case study review and local policy exchange



FY 14-15 Statewide Bicycle and Pedestrian Improvements

9 Pedestrian Improvements:

- Identified and managed by the divisions
- \$100-300,000 range

9 Bicycle-Shoulder Improvements:

- Identified and managed by the divisions, mostly in conjunction with a resurfacing project
- \$400,000-\$1.5 m range

Examples:

- Sidewalk in Elizabeth City
- Greenway in Kinston- MST
- Bike Lanes along Wrightsville Avenue in Wilmington
- Bike route/shoulder improvements in Durham
- Pedestrian improvements in Archdale
- Shoulder Improvements in Union County
- Pedestrian Improvements in West Jefferson
- Bike route/shoulder improvements near Gardner-Webb campus
- Pedestrian signal improvements in Asheville
- Bicycle route/shoulder improvements along US 23-74 in Haywood County



Boone, NC



North Carolina

DEPARTMENT OF TRANSPORTATION

Ferry Division Emergency Operations (Stumpy Point – Rodanthe)

Presented By: Jed Dixon, Ferry Division Deputy Director

1/08/2014

Emphasis

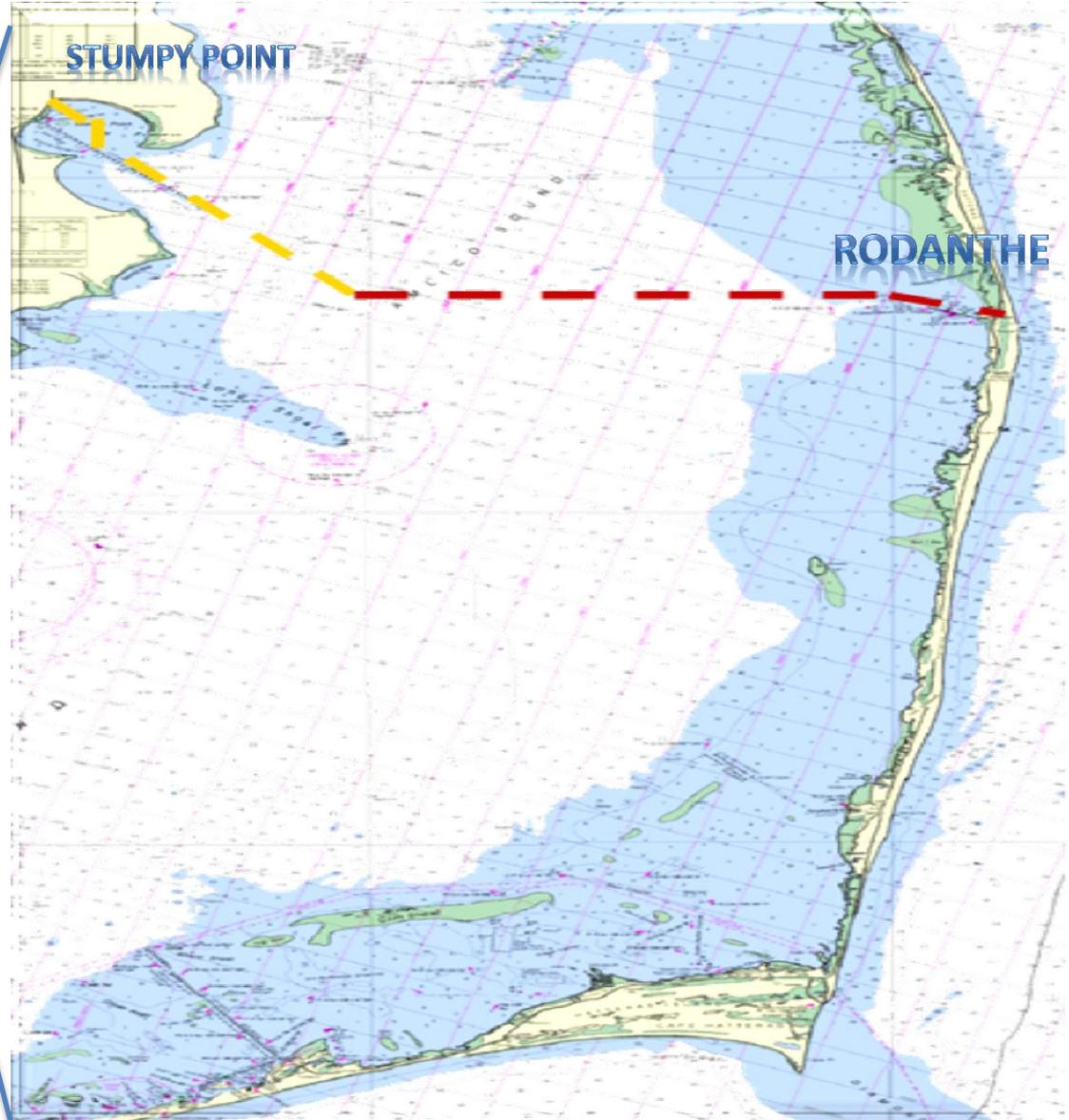
- Emergency Route
- Transportation Data
- Cost of Operations
- Secretary Tata Visit
- Public Feedback

Five Passenger
Ferries are
currently
operating



Trip Time:
Two Hours

Distance: 17 miles



First Four Days of Data

TRAFFIC SUMMARY EMERGENCY ROUTE Event Bonner Bridge Scour	TOTAL VEHICLES	PASSENGERS
Rodanthe	1320	2315
Stumpy Point	1101	1861
COMBINED	2421	4176

On December 9, we added one additional Ferry to the route to help alleviate traffic backups when they occur.

Cost of Operations

Estimated cost of labor per day	\$ 21,726.00
Estimated total relative to response through 12/11/2013 minus travel	\$ 201,998.00
Estimated travel (has NOT been processed/approved.)	\$ 26,400.00
Estimated total relative to response through 12/11/2013	\$ 228,398.00

Secretary Tata visit on 12/4/13





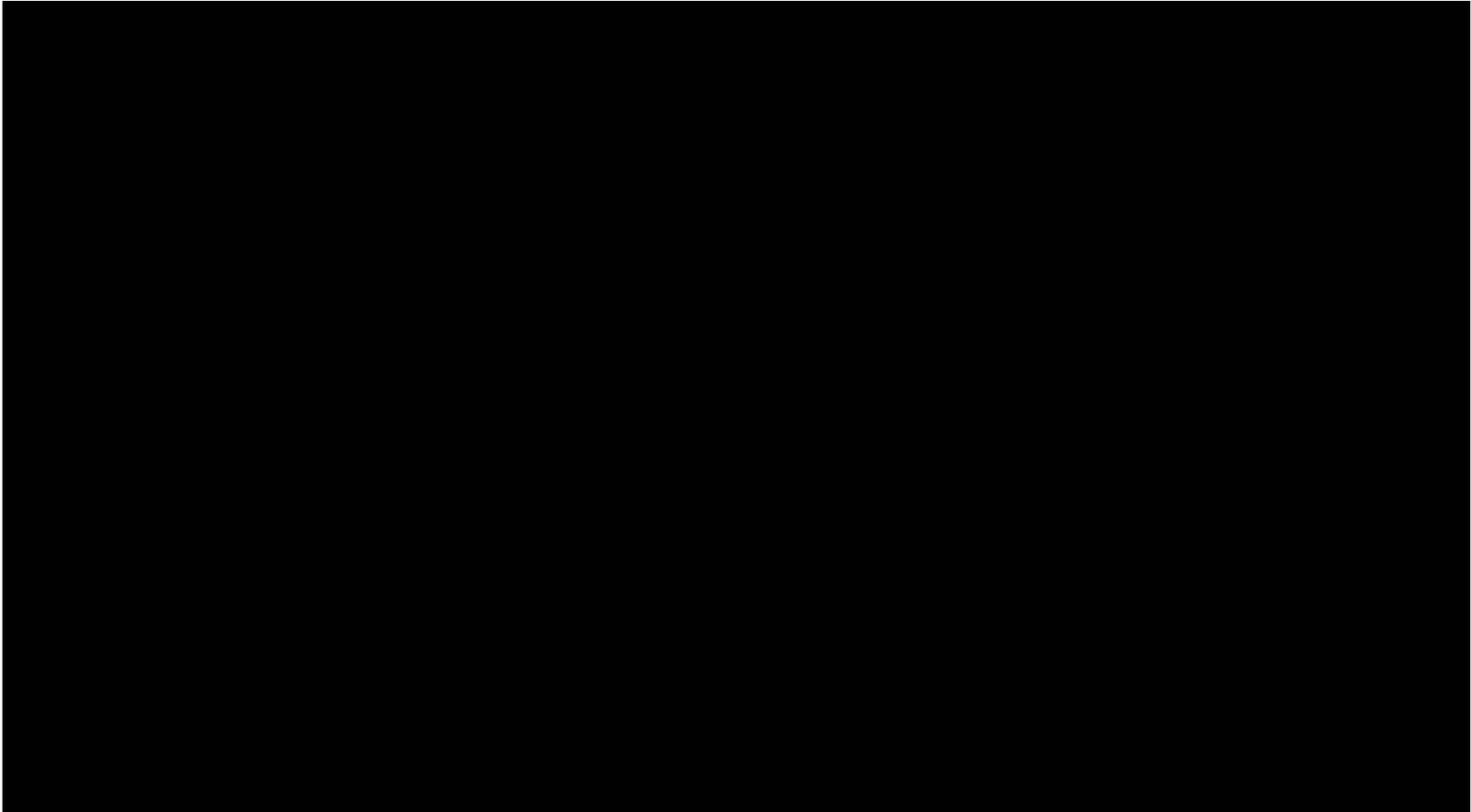
Stumpy Point Command Center



Rodanthe Command Center









Clinton Brown Great job folks good updates on the stumpy pt to rodanthe and back

Like · Reply · Yesterday at 12:37pm via mobile



Lynne Murray

Thank you for being our life line to and from Hatteras and Ocracoke Islands. Will there be webcams at Rodanthe and Stumpy Point?

Like · Comment · December 4 at 2:08pm

2 people like this



Bobbie Stager I am on the Stumpy point to Rodanthe run. Expected an 8am ferry, but arrived at 7:20 drove right on and left early at 7:25! Yeah ferry division!

Like · Reply · 2 · 5 hours ago via mobile



Kathy Felty McGuinness Thank you for keeping the emergency ferry moving today. So happy mother nature gave us break with the fog out here so far today.

Like · Reply · 19 minutes ago



DareCoEM

Dec 03, 9:39pm via Twitter for iPhone

Special thanks to @NCDOT_Ferry for getting emergency services up and running so quickly for #Hatteras ncdot.gov/ferry/

5 retweets



Al Adam Jed heard the request last night and his agency reacted today. Very nice work! Working with many DOTS east of the Mississippi for almost 40 years gives me a great appreciation for the NCDOT group. They are top shelf.

Like · Reply · 6 minutes ago



Marjorie White You know, I stopped there yesterday just to ask a few questions about the ferry runs. The young man at the entrance was one of the most friendly, courteous, and helpful ferry employees I have ever met. But come to think of it, I don't think I've ever met a rude ferry worker! It's a tough job and they always seem to smile even when the weather is bad, the sound is rough, and the people are growling! Thanks for making a difficult situation better!

Like · Reply · December 7 at 9:21am

You are awesome! Always so quick to respond to the needs of the Dare County Citizens. This is great and "Thank You" for taking such quick action to help the Hatteras folks.

Appreciate all that you do.

Bob

Robert L. "Bob" Woodard, Sr.

Commissioner

Dare County

woodard@darenc.com

252-216-8240



ATTACHMENT B

**FERRY DIVISION
MONTHLY ANALYSIS**

Includes Single Hwy Trust Transfer of \$2M

Report Period: Nov-13 Fiscal Year: FY 13 - 14

	Current Year	Previous Year
Annual Appropriation**	\$39,707,920	\$41,038,132

	Current Month	Current Month Previous Year	Fiscal Year Current Year-to-date	Fiscal Year Previous Year-to-date	Capital Reserve Accounts for Ferry Vessel Project Funding per SB 402 Recorded capital		
					ROUTE	MONTH	Y-T-D
Pay Periods	2	2	11	11			
Expenditures-Gross	\$2,799,973	\$2,900,006	\$18,722,995	\$17,423,253	Southport-Fort Fisher	\$54,143	\$404,856
Toll Income	-\$77,363	-\$122,614	-\$1,077,133	-\$1,075,065	Cherry Br.- Minnesott	\$0	\$16,581
Other Cptl Rcts	-\$17,386	N/A	-\$134,763	N/A	Pamlico River	\$0	\$3,331
Designated Capital	-\$94,749	N/A	-\$1,201,428	N/A	Cedar Island - OI	\$33,639	\$205,361
Non-Capital Rcts	-\$473	-\$2,006,504	-\$10,668	-\$2,076,642	Ocracoke - CI	\$33,224	\$171,722
Net Operations	\$2,705,225	\$770,888	\$17,521,567	\$14,271,546	Ocracoke - Swan Qtr	\$28,246	\$209,547
Transported	92,276	84,073	1,060,373	1,036,019	Hatteras Inlet	\$0	\$50,891
Vehicles	47,653	44,441	439,344	423,120	Currituck - Knotts Is	\$0	\$3,056
Passengers	92,276	84,073	1,060,373	1,036,019	Not Yet Distributed	\$165,702	\$172,768
					CAPITAL RESERVES	\$314,954	\$1,238,113

Permanent Employees
 Temporary Employees
 Vacant Positions*
 *Actions on

**Annual Appropriation distributed to Ferry Division WBS numbers upon budget certification based on historical & projected requirements 85%. 'Current Year' includes \$ 1,150,000 state funding Spoil Site Refurbishment. \$ 38,557,920 for Ops & Maint.

Active Projects:
 ADA Elevator Install- MV Pamlico
 Dredge Replacement
 Tier 3 Engine Upgrades
 Facility and Ramp/Gantry R & R

ATTACHMENT A							
2013-2014							
SUMMARY REPORT							
	TOTAL	TOTAL	GRAND TOTAL	GRAND TOTAL	GRAND TOTAL	PERCENT	PERCENT
	N.C.	OUT-OF-STATE	VEHICLES	SPACES	PASSENGERS	FROM N.C.	OUT-OF-STATE
	ALL SITES	ALL SITES	ALL SITES	ALL SITES	ALL SITES	ALL SITES	ALL SITES
JULY	66,616	52,357	118,973	124,358	326,945	55.99%	44.01%
AUGUST	61,117	48,711	109,828	115,417	287,698	55.65%	44.35%
SEPTEMBER	54,069	39,520	93,589	98,417	210,989	57.77%	42.23%
OCTOBER	44,579	24,722	69,301	74,100	142,465	64.33%	35.67%
NOVEMBER	35,229	12,424	47,653	50,971	92,276	73.93%	24.37%
DECEMBER	-	-	-	-	-		
JANUARY	-	-	-	-	-		
FEBRUARY	-	-	-	-	-		
MARCH	-	-	-	-	-		
APRIL	-	-	-	-	-		
MAY	-	-	-	-	-		
JUNE	-	-	-	-	-		
TOTAL	261,610	177,734	439,344	463,263	1,060,373	*Ferry System affected by Scour at Bonner Bridge. EM Route efforts underway 12/3/13 - In Progress	
Y-T-D PREVIOUS YEAR	260,238	165,882	426,120	449,095	1,036,019		
PERCENT CHANGE	0.53%	7.14%	3.10%	3.15%	2.35%		
SUMMARY REPORT							
	TOTAL	TOTAL	GRAND TOTAL	GRAND TOTAL	GRAND TOTAL	PERCENT	PERCENT
	N.C.	OUT-OF-STATE	VEHICLES	SPACES	PASSENGERS	FROM N.C.	OUT-OF-STATE
	ALL SITES	ALL SITES	ALL SITES	ALL SITES	ALL SITES	ALL SITES	ALL SITES
JULY	68,229	50,371	118,600	124,367	325,874	57.53%	42.47%
AUGUST	60,291	45,752	106,043	110,927	277,530	56.86%	43.14%
SEPTEMBER	52,350	35,733	88,083	93,130	203,851	59.43%	40.57%
OCTOBER	44,835	24,118	68,953	73,380	144,691	65.02%	34.98%
NOVEMBER	34,533	9,908	44,441	47,291	84,073	77.71%	22.29%
DECEMBER	29,829	6,139	35,968	37,969	64,630	82.93%	17.07%
JANUARY	30,809	5,396	36,205	38,235	61,751	85.10%	14.90%
FEBRUARY	27,696	4,623	32,319	34,130	55,362	85.70%	14.30%
MARCH	39,233	11,586	50,819	53,751	102,277	77.20%	22.80%
APRIL	45,642	19,625	65,267	69,527	144,472	69.93%	30.07%
MAY	54,511	31,740	86,251	92,095	192,925	63.20%	36.80%
JUNE	59,575	42,101	101,676	107,136	265,664	58.59%	41.41%
TOTAL	547,533	287,092	834,625	881,938	1,923,100		
Y-T-D PREVIOUS YEAR	607,275	259,563	866,838	914,078	1,985,698		
PERCENT CHANGE	-9.84%	10.61%	-3.72%	-3.52%	-3.15%		



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

January 8, 2014

MEMORANDUM

TO: Multimodal Committee

FROM: Harold B. Thomas, Director
N.C. Ferry Division

SUBJECT: Ferry Update on Programs and Initiatives

The purpose of this memo is to provide an outline of current North Carolina Ferry Division programs and initiatives. We will be happy to provide any additional information and details if requested.

- **Traffic – Attachment A**
To date the Division has transported **439,344** vehicles **3.10%** more vehicles than this time last year and **1,060,373** passengers **2.35%** more passengers than this time last year.
- **Monthly Analysis of Ferry Operations – Attachment B**
Expenditures for the month of November were **\$2,799,973**. With rising fuel cost, the division will continue to monitor expenditures.
- **Missed Trip Report**
The November total for scheduled runs was **5,306** with **178** missed runs for a **96.65%** completion rate. We have completed **29,130** of our **29,573** scheduled runs for a completion rate of **98.50%**. We will continue to seek out and implement initiatives that will help to lower this missed trip percentage even further.
- **NCDOT Shipyard Staffing Contracts**
The Shipyard has an extremely busy schedule in refurbishing 10 ferries to meet the spring and summer schedule. Each vessel must be inspected by the United States Coast Guard before being allowed go back into service. The NCDOT Shipyard has the help of Highway Division I where we now have in place, an on-call labor contract for general laborers (sanders and painters) and also one for on-call welders on an as needed basis. This is a great help so, vessels will be ready for our peak seasons.

- Through Division I there are Invitation of Bid on Purchase Order Contracts for on-call general laborers and on-call welders posted that will enable the Ferry Division to utilize already appropriated Federal funding. This is for projects with Federal funding attached. The bid opening on both of these contracts is December 18, 2013.
- The contracts will benefit in operational cost savings by elimination overtime. The Shipyard has been understaffed primarily to private industry and the USCG increasing the certified inspection of Ferries from 8 ferries several years ago to now all 22 ferries which has increased the work load tremendously.
- The NC DOT State Shipyard embraces every opportunity to enter into any and all possible short term Private/Public contracts that will generate a revenue source for the Ferry Division anytime there is space available.

HBT/lps

Attachments



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

November 27, 2013

NOTICE TO PROSPECTIVE BIDDERS

Subject: Invitation of Bid on Purchase Order Contract

Project Description: Labor Contract for Contract Welder

Contract Number: 11327792

Federal Aid Number: FBD-0012(49)

WBS Number: 45447.3.1

The North Carolina Department of Transportation is requesting bids for *Labor Contract for Contract Welder at the Ferry Division / Shipyard, located in Manns Harbor, NC.*

The date of availability for this project will be the date the Purchase Order is issued.

The completion date for this contract is December 31, 2014.

A Copy of this proposal can be downloaded in a PDF format from the NCDOT Division One website at <http://www.ncdot.org/doh/operations/division1/> or you may request a hard copy from the contact person below.

The proposal with the bid sheet still attached shall be placed in a sealed envelope and shall have been delivered to and received in the Division Engineer's office at 113 Airport Drive, Edenton, NC 27932, Attn: Barry Hobbs, P.E. by 2:00 p.m. on Wednesday, December 18, 2013. Bids must be submitted on the official bid sheet included in the proposal. The following statement must be prominently displayed on the front of the envelope:

QUOTATION FOR 11327792 – LABOR CONTRACT FOR CONTRACT WELDER, TO BE OPENED AT 2:00 P.M. ON WEDNESDAY, DECEMBER 18, 2013

The North Carolina Department of Transportation, in accordance with the provision of Title VI of the Civil Rights Act of 1964 (78 Stat. 252) and the Regulations of the Department of Transportation (49 C.F.R., Part 21), issued pursuant to such act, hereby notifies all bidders that it will affirmatively insure that the contract entered into pursuant to this notice will be awarded to the lowest responsible bidder without discrimination on the grounds of sex, race, color, or national origin.

113 Airport Drive, Suite 100, Edenton, NC 27932, Phone (252) 482-1850, Fax (252) 482-8722



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

November 27, 2013

NOTICE TO PROSPECTIVE BIDDERS

Subject: Invitation of Bid on Purchase Order Contract

Project Description: Labor Contract for General Laborers

Contract Number: 11327791

Federal Aid Number: FBD-0012(49)

WBS Number: 45447.3.1

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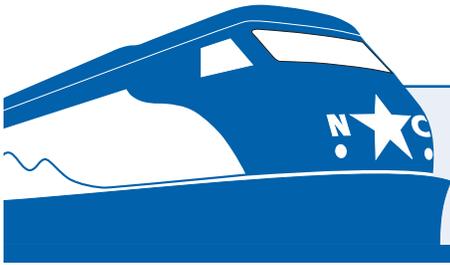
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113 Airport Drive, Suite 100, Edenton, NC 27932, Phone (252) 482-1850, Fax (252) 482-8722



You've got more options with our new and improved website – ncbytrain.org
Now you can buy tickets, check fares, schedules and train status, all online.

The Rail Report

NCDOT Rail Division



January 2014



Thanksgiving Week Ridership on the *Piedmont & Carolinian* trains was more than 11,000.
November 25 – December 1, 2013



North Carolina Train Station Summit

The City of Raleigh and NCDOT Rail Division co-hosted the first ever NC Train Station summit on Nov. 20 in Raleigh. The summit brought together stakeholders from around the state to discuss train station improvements funding, maintenance, operations, and sustainability.

Attendees heard presentations on existing stations in Greensboro and Salisbury, as well as proposed stations in Raleigh, Charlotte, Lexington and Goldsboro. The list of attendees included representatives from towns and municipalities, consulting firms, Amtrak and NCDOT.



On December 12, 2013, the first of seven locomotives purchased from GO Transit in Canada arrived in Raleigh. Two of the locomotives will be rebuilt and five converted into cab control units using ARRA funds.

BeRailSafe Crossing Safety Blitzes

The N.C. Department of Transportation's Rail Division has been taking the message of rail safety to the streets to educate passing motorists on the importance of staying safe near the railroad tracks. In total, 2,800 safety tip cards in English and Spanish have been distributed to drivers since early November at blitzes held in Harrisburg, Raleigh and Faison.

Crossing blitzes have been held periodically across in an effort to combat the unusually high number of vehicular and trespasser deaths that have occurred on railroad tracks in 2013. Since January, 27 people have died on North Carolina's railways. The blitzes specifically target locations with the highest rates of train-car collisions as well as busy intersections.

Learn more about rail safety at NCDOT's BeRailSafe website, berailsafe.org.

Short Line Infrastructure Assistance

Through January 8, 2014, NCDOT will be accepting applications for Short Line Industrial Access (SIAP) grants, which provide funding to help short line railroads to upgrade and modernize their track infrastructure. The projects will be funded through the Freight Rail & Rail Crossing Safety Improvement Fund, which is allocated to NCDOT by the General Assembly and derived from dividends paid to the State through ownership of the North Carolina Railroad Company. Grant awards will be based on need and the project's economic and transportation benefits to North Carolina.

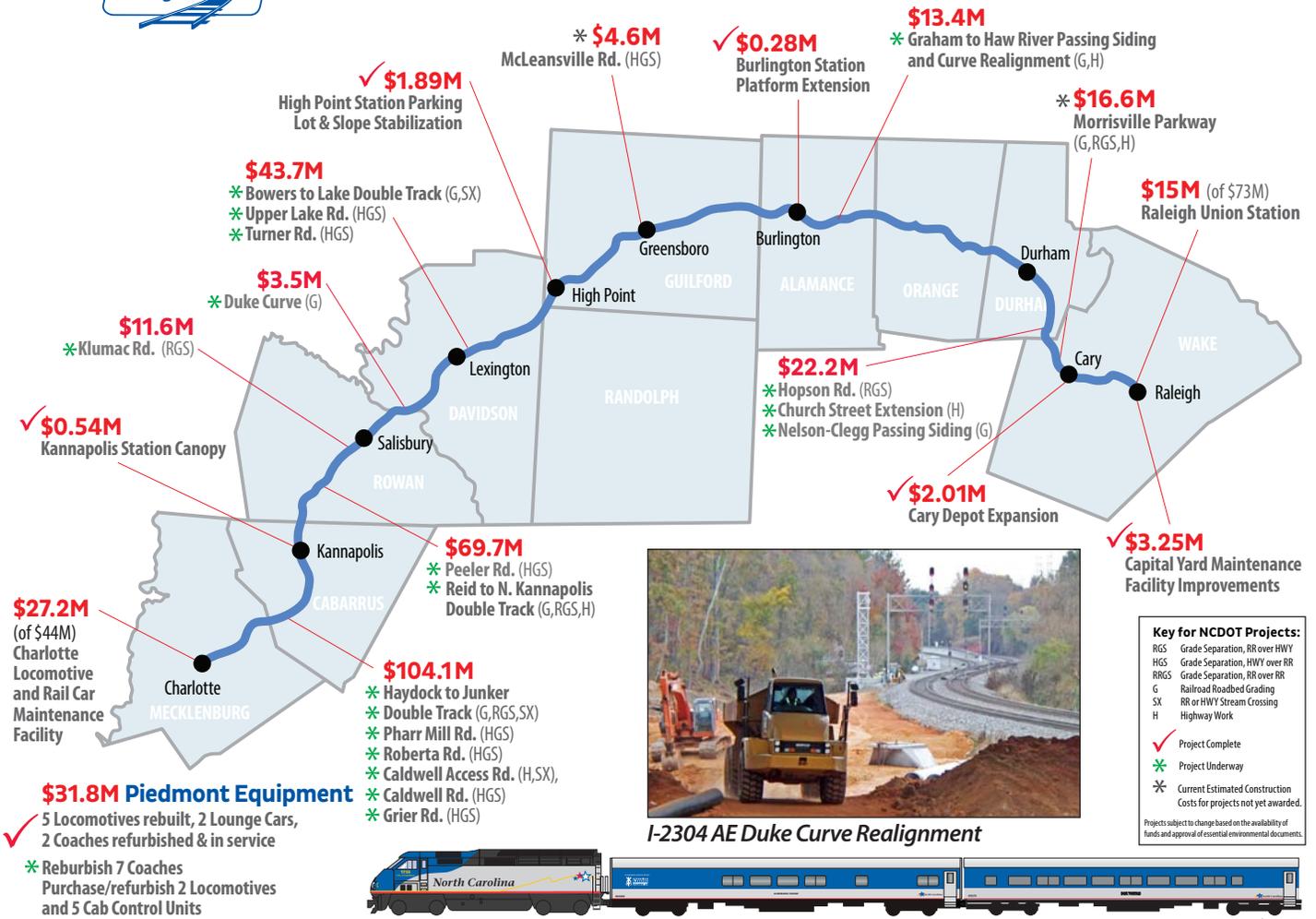
Twenty-one short lines currently operate about 930 miles or 29 percent of freight railroads in North Carolina.

Eastern Infrastructure Improvement Studies Underway

NCDOT Rail planners have begun data gathering and meetings with stakeholders. The study team had meetings with NCRR, Class I railroads, Global TransPark, NC Ports and departments of Commerce and Agriculture.



Current Status of PIP Projects



ARRA Funds Spent to Date (effective 11/30/2013)

Component	
PD&A	\$ 30,414,709.05
Equipment Procurement & Rebuild	\$ 21,866,715.14
Stations & Facilities	\$ 10,116,852.09
Track & Structures	\$ 40,794,321.37
CRISP	\$ 1,884,801.31
Program Totals	\$105,077,398.96 <i>of \$546,500,000 awarded FRA Grant Funds</i>

PIP Projects Update: Morrisville Parkway Project was let on December 17, 2013.

South End Main Line Forum

On November 26th, 2013 local government officials, NCR staff, NCDOT staff and community leaders gathered for the third quarterly South End Rail Forum at the Harrisburg Town Hall.

Harrisburg Mayor Tim Hagler and Rail Division Director Paul Worley opened the Forum. Project updates were given by Jason Orthner, PE, Rail Division Manager of Design and Construction. Harrisburg Town Engineer, Derek Slocum and Planning Director, Josh Watkins discussed best practices for state and local coordination.

Table discussions followed which identified current and future issues regarding PIP project construction.

The NCDOT initiated these periodic forums to inform communities about progress of PIP projects and to improve planning and coordination among all partners of the NC Railroad Company's rail corridor in the Salisbury to Charlotte region.



Wildlife Hazard Management Program

Jennifer Fuller, P.E., Airport Project Manager

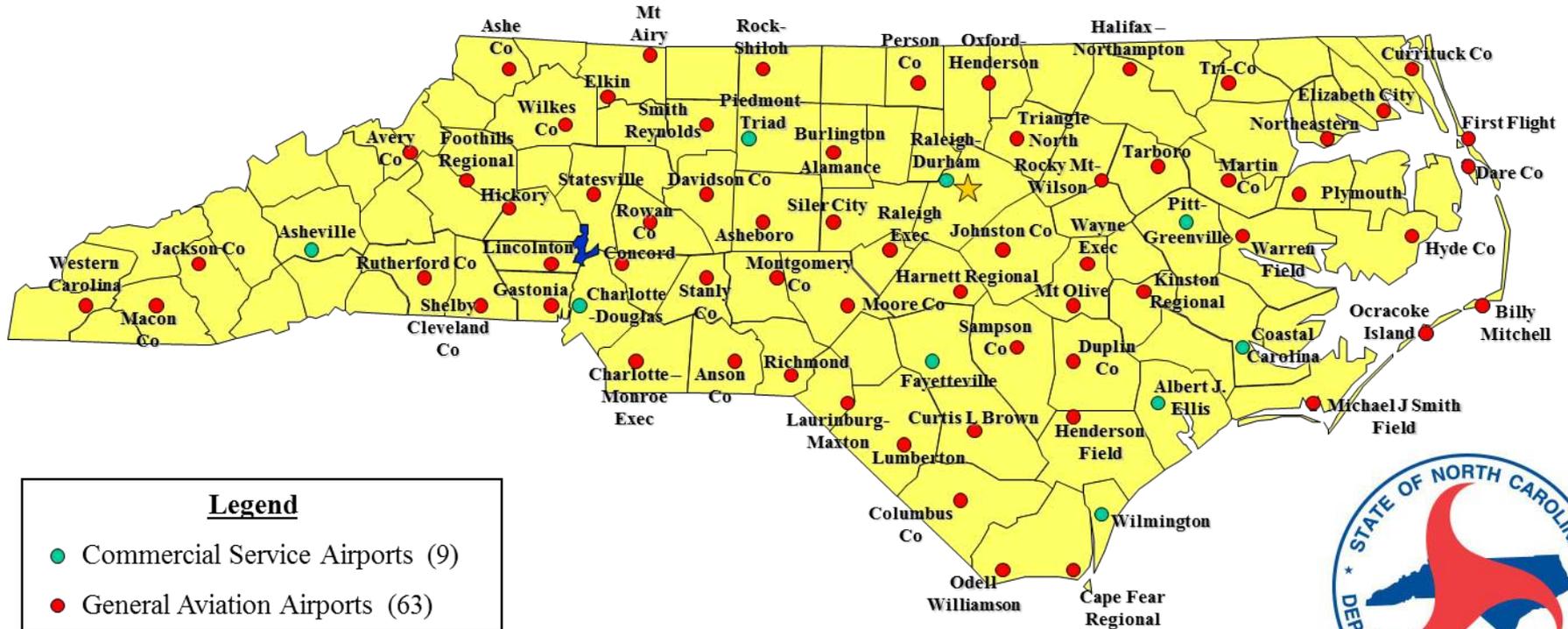
NCDOT Division of Aviation

January 2014



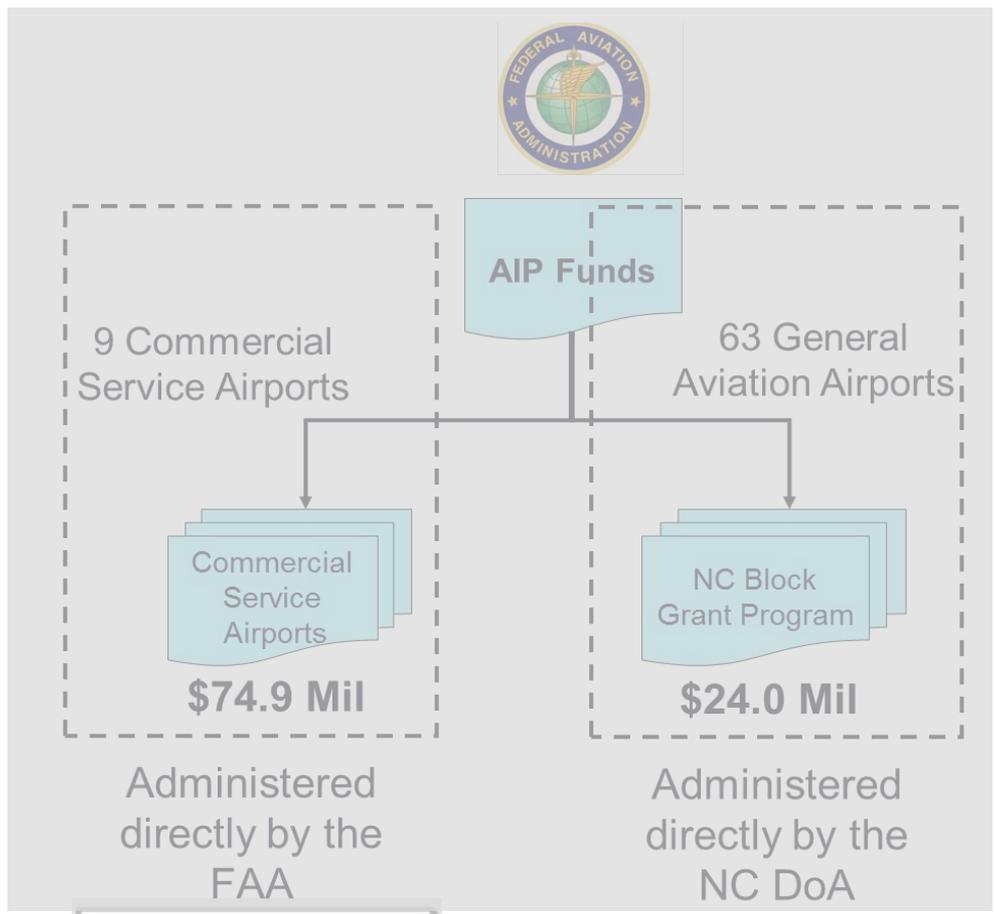
North Carolina Airports

(72 Publicly Owned / Publicly Operated Airports)





Total Annual Program Funding



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

State Aid to Airports

\$26.5 Mil



Wilbur Wright sustained the first recorded bird strike as noted in his diary on September 7, 1905.





January 15, 2009



There is some audio here of the Hudson landing tower to pilot- about 10 seconds

NCDOT -Division of Aviation started a wildlife hazard management program in 2004





Wildlife Strikes...Did you know?

- ...Cost USA civil aviation over \$957 million/year
- ...Were reported 10,726 times for USA civil aircraft in 2012
- ...Occur 73% of the time at or below 500 feet AGL
- ...Over 1,030 civil aircraft collisions with deer and 400 collisions with coyotes were reported in the USA, 1990-2012
- ...The North American population of greater snow geese increased from about 90,000 birds in 1970 to over 1,000,000 birds in 2012
- ...A 12-lb Canada goose struck by a 150-mph aircraft at lift-off generates the kinetic energy of a 1,000-lb weight dropped from a height of 10 feet
- ...From 1990-2012, 482 different species of birds and 42 species of terrestrial mammals were involved in strikes with civil aircraft in USA that were reported to the FAA
- ...About 90% of all bird strikes in the U.S. are by species federally protected under the Migratory Bird Treaty Act.



FAA & NTSB Directives



Federal Aviation
Administration

U.S. Department of Transportation
Federal Aviation Administration

Subject: HAZARDOUS ATTRACTION AIRPORTS

1. PURPOSE: To provide information on airports that have also discussed and renewed Appendix 1
2. APPLICABILITY: Title 14, Code of Federal Regulations, may be used to comply with the requirements of the Passenger Safety Act. Certified assistance use the standard guidance in activities of
3. CERTIFICATION: Pursuant to the requirements of the Act, airports require an Airport Safety Program near federal Wildlife Hazard Areas certified under C.F.R. §135.17
4. PRIORITIZATION: Grant Assistance biologists and land uses

CERTALERT



DATE:
TO:
TOPIC:

Purpose: To Hazard Assessment

Background: wildlife species and adapted to species in North Carolina (migratory) Cat per year movements in Part 139 require experience at

According to

"In a Wildlife near the

(1) An in this aircraft charac replace

(3) An with paragraph airport



National Transportation Safety Board Washington, D.C. 20594

Safety Recommendation

Date: September 29, 2009

In reply refer to: A-09-72 through -81 and A-06-23 (Restoration)

The Honorable J. Randolph Babbitt
Administrator
Federal Aviation Administration
Washington, D.C. 20591

A. General

1. Title
2. Title
3. Title

B. Duration

1. A
2. P

On March 4, 2008, about 1515 central standard time,¹ a Cessna 500, N113SH, registered to Southwest Orthopedic & Sports Medicine Clinic PC of Oklahoma City, Oklahoma, entered a takeoff from Wiley Post Airport (PWA) in Oklahoma City,² and the three passengers were killed, and the airplane was destroyed by impact forces and postcrash fire. The flight was operated under 14 Code of Federal Regulations (CFR) Part 91 with an instrument flight rules (IFR) flight plan filed. Visual meteorological conditions prevailed. The flight originated from the ramp of Interstate Helicopters (a 14 CFR Part 135 on-demand helicopter operator at PWA) and was en route to Mankato Regional Airport (MKT), Mankato, Minnesota, carrying company executives who worked for United Engines and United Holdings, LLC.

The flight departed from PWA and climbed to its assigned altitude of 3,000 feet. The flight's assigned heading and altitude carried it over the southeast corner of Lake Overholser at an altitude of about 1,800 feet above ground level. Witnesses near the lake reported seeing the airplane roll to the left and spiral nose-down to the ground about 4 miles from PWA. One witness reported seeing bird remains fall into the water. A security camera located about 1/2 mile southwest of the accident site captured images of the accident airplane descending steeply, nose down to the ground.

¹ All times are central standard time unless otherwise indicated.
² For more information, see National Transportation Safety Board, *Crash of Cessna 500, N113SH Following an In-Flight Collision with Large Birds, Oklahoma City, Oklahoma, March 4, 2008, Aircraft Accident Report* (NTSB/AAR-09-02) (Washington, DC:NTSB, 2009). The public docket for this accident is available from the NTSB's website at <http://www.ntsb.gov/dockets/aviation/DFW06MA076/default.html>.
³ The terms "pilot" and "second pilot" are used (rather than more traditional terms, such as "pilot-in-command" and "copilot") to avoid inaccurate descriptions based on any regulatory interpretation of the flight's operation.





COOPERATIVE SERVICE AGREEMENT
between
NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION
DIVISION OF AVIATION (NCDOTDA)
and
UNITED STATES DEPARTMENT OF
AGRICULTURE
ANIMAL AND PLANT HEALTH INSPECTION
SERVICE (APHIS)
WILDLIFE SERVICES (WS)
ARTICLE 1

The purpose of this Cooperative Service Agreement is to provide services to the NC DOA. The services are designed to assist the flying public of North Carolina by conducting operational services, Initial Consultations, Wildlife Hazard Assessments, training, and when requested, Wildlife Hazard Management Plans including recommendations to mitigate wildlife hazards to aviation at airports throughout the state.

WS activities are described in the Work and Financial Plans (Attachments A and B). Wildlife Hazard Management, Training, and Mitigation provided by WS will follow as recommended and detailed in the following FAA guidance

What does USDA do for us?

- 🐦 **Wildlife Hazard Assessments**
- 🐦 **Wildlife Hazard Site Visits**
- 🐦 **Training Days**
- 🐦 **“Flash Points”- immediate assistance**
- 🐦 **Wildlife Hazard Management Plans**





Training



MANAGING WILDLIFE HAZARDS At Airports



Who:
Any personnel from NC airports tasked to handle wildlife hazards to aviation. If you represent a CFR Part 139 Airport, this training will assist you in meeting your 14 CFR 139.303 training requirements.

When/Where:
Wednesday, February 20, 2013 Kinston Regional Airport (ISO)
Friday, April 5, 2013 Wilmington International Airport (ILM)
Friday, June 28, 2013 Asheville Regional Airport (AVL)
Friday, September 13, 2013 Concord Regional Airport (JFQ)
Wednesday, October 30, 2013 Rocky Mount Wilson Regional Airport (RWT)
Wednesday, December 4, 2013 Moore County Airport (SOP)

What:
USDA Animal and Plant Health Inspection Service- Wildlife Services, in cooperation with the NCDOT- Division of Aviation, will provide technical outreach and other services designed to increase safety at NC airports. There is no cost for attendees of this training. Training days typically run from 8am to 4pm, with lunch on your own at local restaurants. Seating is limited, please register early, registration is on a first come first serve basis. More info will be provided upon registration regarding directions and itinerary.

Topics:

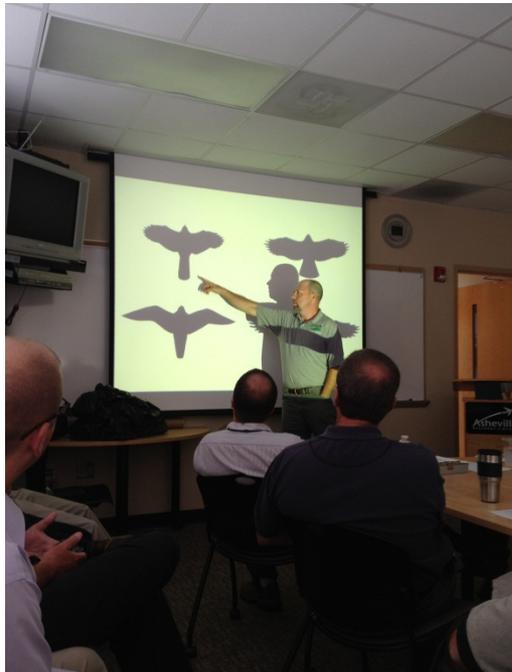
- Topics contained in FAA DRAFT Advisory circular 150/5200-33c will be discussed
- General overview of wildlife hazards to aviation in our state and nationally
- Review of the Wildlife Hazard Assessment and Wildlife Hazard Management Plan Process
- Rules, regulations, legal reminders, wildlife permits
- Basic bird and mammal identification
- Wildlife attractants and habitat management
- Integrated management of wildlife hazards
- Record Keeping and communications
- Safety issues with equipment and procedures

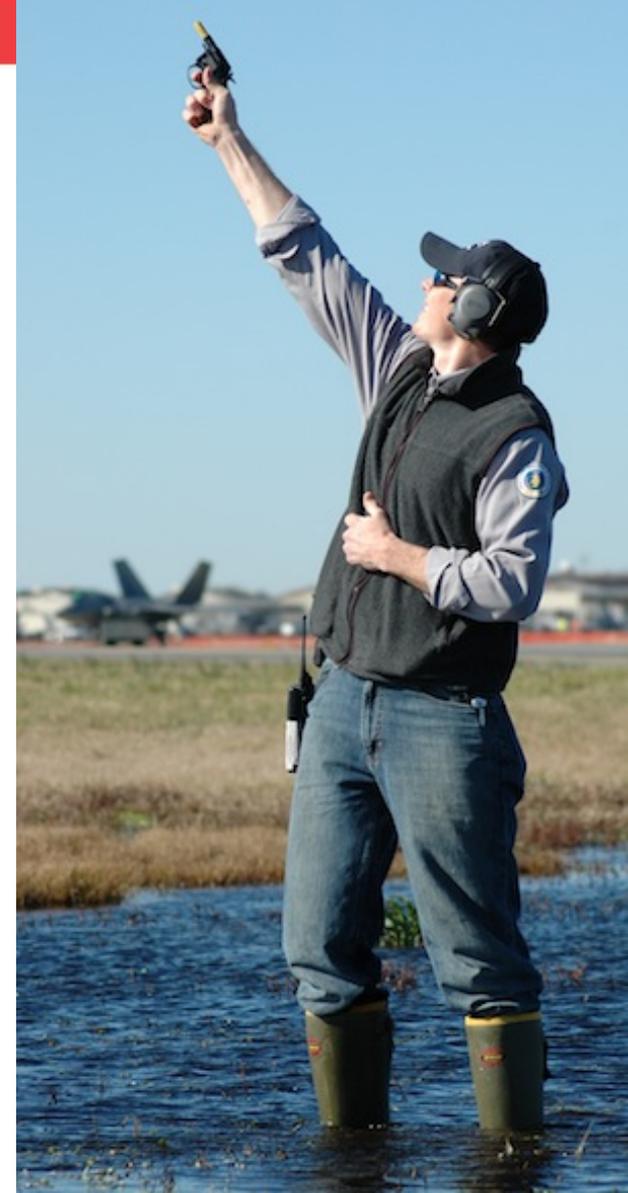
To pre-register call:
Contact Jennifer Fuller NCDOT Division of Aviation (919) 814-0560
or email jmfuller@ncdot.gov

For information about the training please call:
Mark Lowles (336) 6682859 or email
Mark.A.Lowles@aphis.usda.gov




2013 Training Dates







Wildlife Hazard Assessment (WHA)

- ✦ 12 month on-site data collection
- ✦ 10-12 survey locations on and off property
- ✦ Detailed report- historical and real time strikes
- ✦ Species surveys/counts/trends
- ✦ Habitat/attractant assessment and land use evaluation
- ✦ Management recommendations for hazard, habitat, population, **REPORTING**
- ✦ Sometimes followed by a detailed **Wildlife Hazard Management Plan (WHMP)**



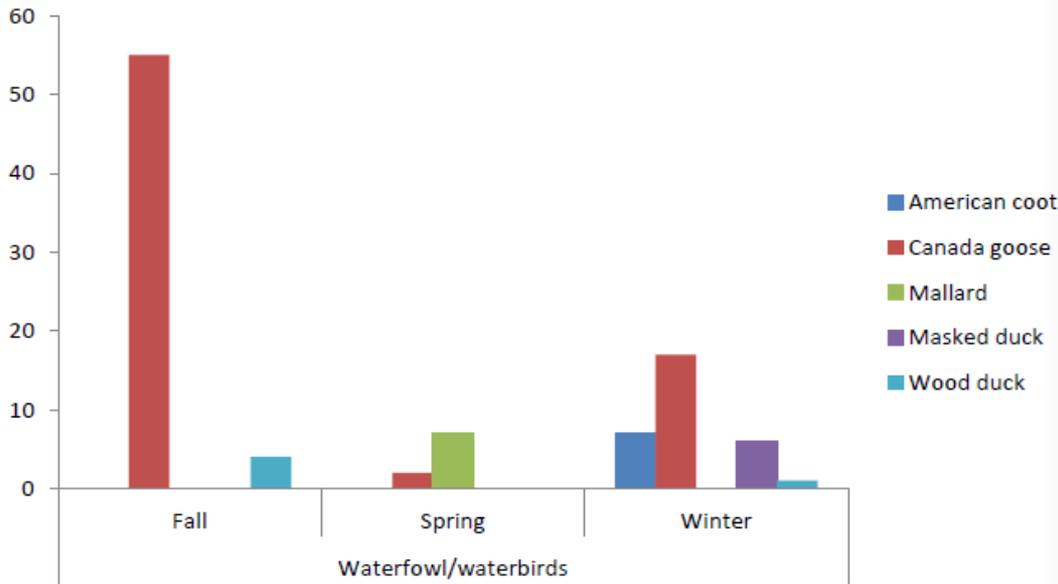


Figure 15. Waterfowl observations by species and season, bird point count surveys, Kinston Regional Jetport, Lenoir County, North Carolina, December 2009-December 2010.

Table 2. Mammal observations by species and season, night spotlight surveys, Kinston Regional Jetport, Lenoir County, North Carolina, December 2009-December 2010.

Species	Spring	Summer	Fall	Winter	Total
Beaver	1	1		6	8
Bobcat	1			3	4
Cottontail rabbit	10	1	4	10	25
Coyote	3	4			7
Feral cat	2	5	1	9	17
Feral dog			2	6	8
Gray fox	1	1	2	4	8
Nutria				1	1
Raccoon		2	5	2	9
Virginia opossum	3	2	1	3	9
White-tailed deer	195	73	97	204	569
Total	216	89	112	248	665

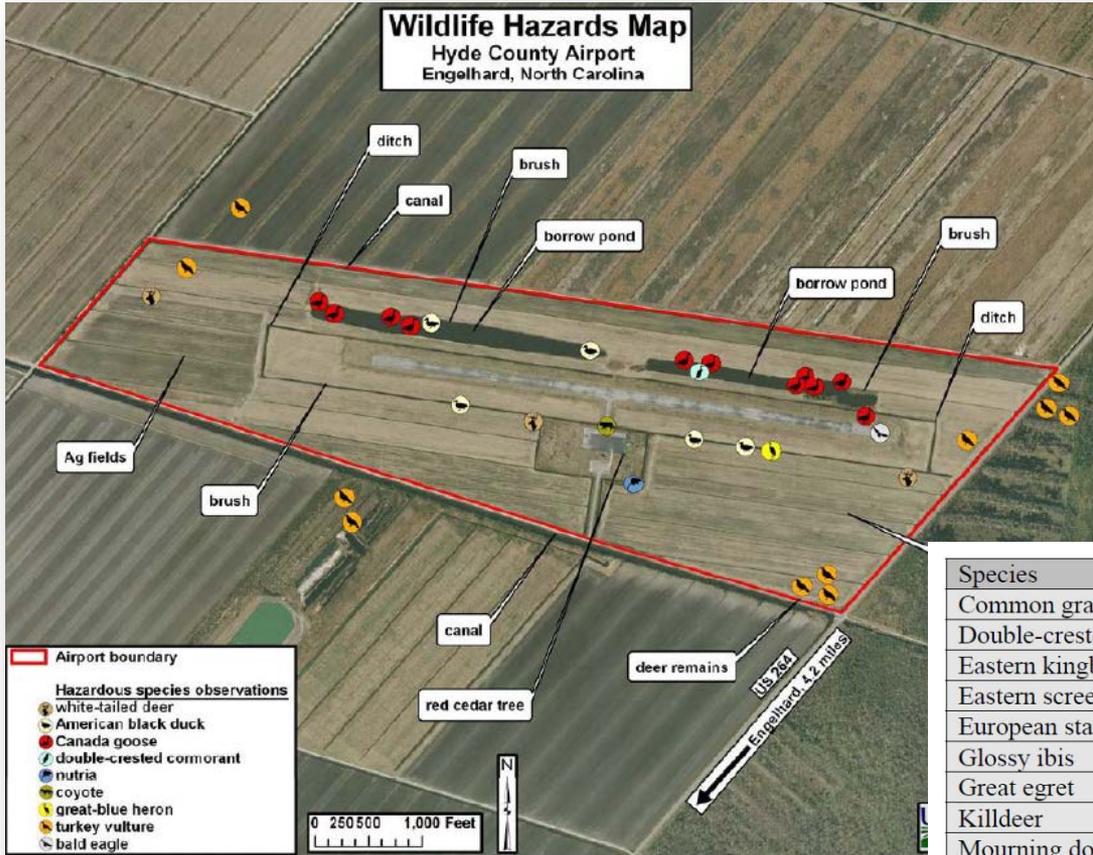
Wildlife Hazard Assessment Data Tables



Wildlife Hazard Site Visit (WHSV)

- 🦅 2-day on-site data collection
- 🦅 One night spotlight survey
- 🦅 Report is a “snap-shot”
- 🦅 Bird & Mammal survey
- 🦅 Habitat assessment land use evaluation
- 🦅 Recommendations- permits, logbook, harassment, exclusion, depredation, **REPORTING**





Wildlife Hazard Site Visit

Species	Flying	Not Flying	Total
Common grackle	2	-	2
Double-crested cormorant	1	-	1
Eastern kingbird	1	-	1
Eastern screech owl	-	1	1
European starling	2	39	41
Glossy ibis	-	2	2
Great egret	-	1	1
Killdeer	10	31	41
Mourning dove	4	84	88
Pileated woodpecker	2	-	2
Purple martin	1	36	37
Unknown gull	3	-	3
Unknown tern	1	-	1
Total Observed (13 species)	27	194	221



Wildlife Hazard Management Plan (WHMP)

- ✎ **Blueprint for wildlife hazard mitigation**
- ✎ **Authorities and responsibilities**
- ✎ **Target dates**
- ✎ **Management procedures**
- ✎ **Habitat management and land use**
- ✎ **Recommendations and resources- permits, logbook, harassment, exclusion, depredation**
- ✎ **Training & REPORTING**
- ✎ **WHMP review and evaluation**





**Kinston Regional Jetport (ISO)
WILDLIFE HAZARD MANAGEMENT PLAN**

CFR Title 14 FAR Part 139.337

Developed by:



Kinston Regional Jetport
2780 Jetport Road, Suite A
Kinston, NC 28504

In Cooperation with:



U.S. Department of Agriculture
Animal and Plant Health Inspection Service
Wildlife Services
6213-E Angus Drive
Raleigh, NC 27617

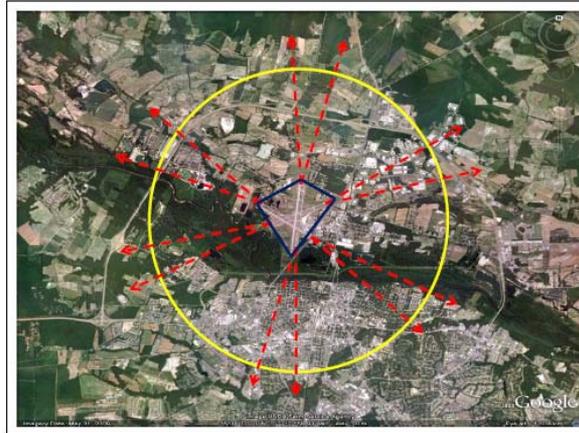


Figure 1. PGV Wildlife Hazard Assessment 10,000 foot circumference boundary (yellow solid) from AOA, perimeter fence (blue solid) and 5 mile extension (red dashed) from runway approaches.

6.4 BIRD HAZARD MANAGEMENT

Several species of birds are present at PGV and represent the most significant potential for causing damaging strikes. The Prevention and Control of Wildlife Damage manual and WS's species-specific damage management leaflets describe effective and practical methods that will be used to harass birds away from the airport. These documents will be available in the Wildlife Coordinator's office. PGV will maintain current versions of all manuals and leaflets. An integration of multiple methods will be employed for maximum effectiveness. Properly applied, the techniques discussed in these documents and the FAA Wildlife Hazard Management at Airports manual should reduce most hazards involving species of concern at PGV.

Canada geese, American kestrels, red-tailed hawks and smaller open field birds including killdeer and swallows are among the most frequently observed species at PGV. Due to their size and flight behavior, geese and raptors represent the most hazardous bird species documented and observed at PGV. This section will discuss specific management techniques to reduce the strike hazards for these species. Management for other species such as gulls, starlings and blackbirds will also be discussed in a more general manner.

Wildlife Hazard Management Plan





Land Use





Wildlife Strike Reporting- since 1990



Federal Aviation Administration

<http://wildlife.faa.gov/strikenew.aspx>

Wildlife Strike Database and Reporting System

→ Search the Database

→ **Submit a Strike Report**

→ Edit a Strike Report

Wildlife Hazard Mitigation Program

→ Wildlife Strike Database

→ Wildlife Strike Questions and Answers

→ Wildlife Strike Gallery

→ The Wildlife Strike Problem

→ Wildlife Strike Research and Development

→ Wildlife Management

→ FAA Guidance on Wildlife

→ Wildlife Strike Resources

→ Wildlife Strike News

Submit a Wildlife Strike Report

To complete a Wildlife Strike Report:

1. In the form below, complete as many fields as possible.
2. At the bottom of the form, click **Submit Strike Report**. You will see a confirmation page with a Strike Report Confirmation number and a link to your report. Note the confirmation number so you can view, edit, or print your report in the future.
3. On the confirmation page, click the link and then print a copy of your report.
4. If you are reporting a bird strike, please submit bird remains for identification. [Please click here for instructions on how to collect remains.](#)



Form Approved OMB No. 2120-0045

1. Name of Operator/Carrier <input type="text"/> <i>Type in a few letters contained within the Operator name or Operator ID. Add more if/as req'd. If found, click that Operator Name from the listing so that appear in the entry box. If not found, type in the Operator Name and if known, the 3/4 letter Operator ID.</i>	2. Aircraft Make/Model <input type="text"/>	3. Engine Make/Model <input type="text"/>
4. Aircraft Registration <input type="text"/>	5. Date of Incident <input type="text"/> mm / dd / yyyy	6. Local Time of Incident NA ▾ : NA ▾ NA ▾ <input type="text"/> ▾
6A. Flight Number <input type="text"/>	6B. Wildlife/Bird Remains: <input type="checkbox"/> Collected <input type="checkbox"/> Sent to Smithsonian	
7. Airport Name/ID <input type="text"/> <i>Type in a few letters contained within the</i>	8. Runway Used <input type="text"/>	9. Location if En Route and/or Distance from Airport (Nearest Town/Reference & State/Airport) <input type="text"/>



Collecting “SNARGE”

snarge

/snärj/

noun

The residue smeared on an airplane after a bird/plane collision. The snarge is generally all that is left of the bird.

Every day numerous samples are taken off of airplanes and sent in for DNA testing to help map out what kinds of birds are colliding with airplanes. Both the FFA and military have a vested interest in these results.





Where is the bird lab?

The Bird DNA Lab is located at the National Museum of Natural History in Washington D.C.

Who tests those samples?

Dr. Carla DOVE of course!







commonly seen at airports...

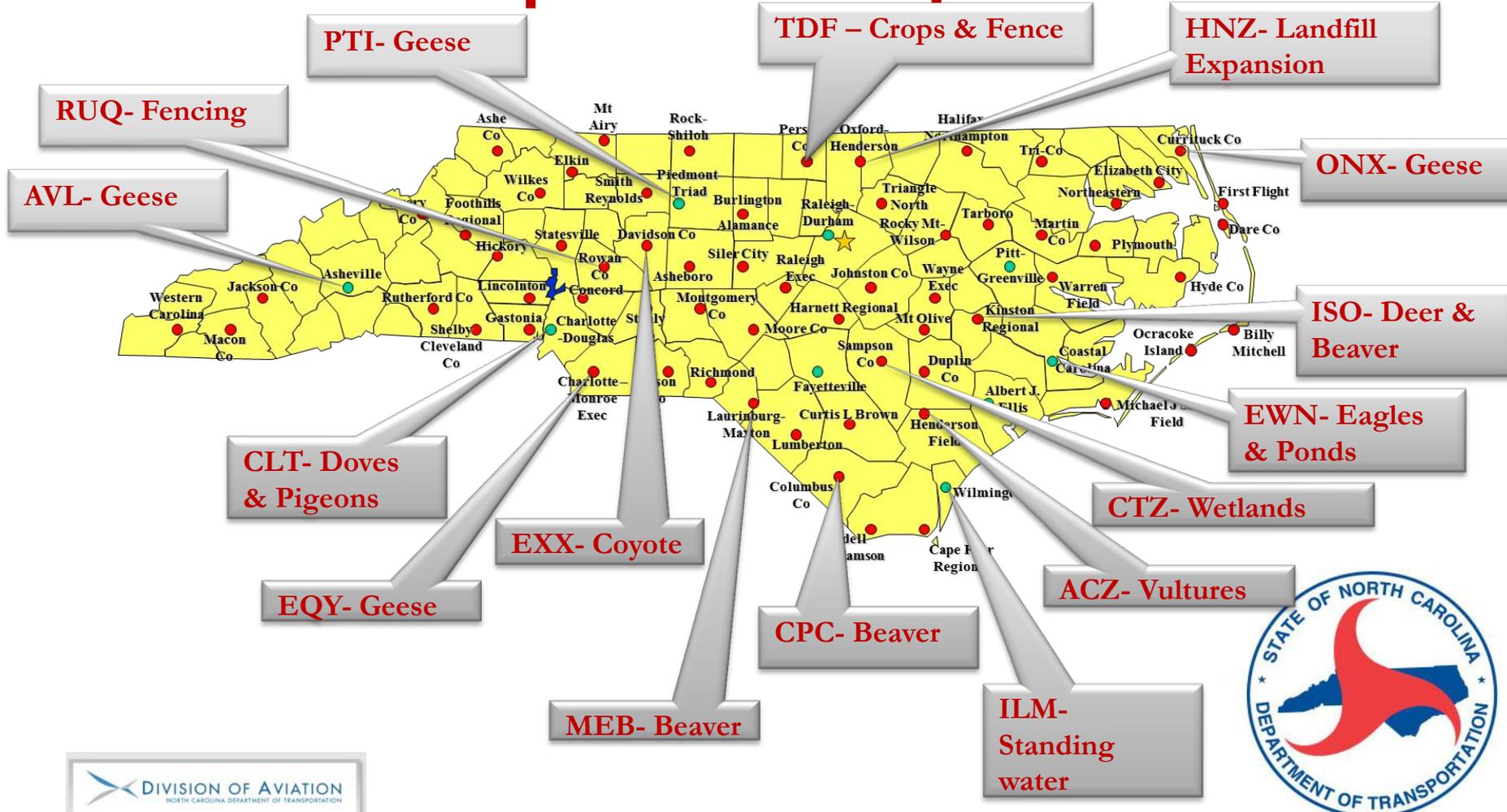




...and not so commonly seen at airports...



Flashpoints examples





Since 2004, The Division of Aviation has invested nearly \$1.5 Million in the Wildlife Hazard Management Program which has allowed USDA Wildlife Biologists to...

- ✎ Conduct Site Visits at 52 General Aviation airports
- ✎ Produce WHA and WHMP at ten certificated airports
- ✎ Train over 600 airport personnel
- ✎ Provide over 300 requests for technical assistance
- ✎ Increase strike reporting by almost three-fold



2012
BIRD STRIKE COMMITTEE
 BEYOND THE FENCE—OPERATIONS AND OFF AIRPORT HAZARDS
 USA Meeting
 August 13-16, 2012 | Memphis, Tennessee





**Mark Lowles, USDA
Wildlife Biologist:**

Piedmont Triad International has seen an estimated (50%) decrease in strikes over the past ten years.

FAA:

"It is important to note that reported damaging strikes are down despite [the fact that] total reported strikes are increasing. This is attributed to the many professionally managed wildlife hazard mitigation programs in place at airports."



A Results Oriented Program

**Tom Braaten, Director of
Coastal Carolina
Regional Airport**

"Wildlife Hazard Management and Education provided by the Division of Aviation has ultimately made Coastal Carolina a safer airport."





What's on the horizon?

- ✈ Focus on General Aviation
- ✈ Radar Technology
- ✈ Funding
- ✈ Environmental Regulatory Agencies
- ✈ Research



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QUESTIONS?



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919.814.0560



Special Committee on Road, Bridge, and Ferry Namings
North Carolina Department of Transportation

11:00 AM – Room 160
Wednesday, January 8, 2014

- 1) **Dr. George L. Edwards, Jr.** – Bridge #201 on US 70 West over Industrial Drive; Lenoir County; resolution from the county; (Hugh Overholt)

RESOLUTION FOR OFFICER OWEN MESSERSMITH

WHEREAS, the North Carolina Board of Transportation has allowed bridges throughout North Carolina to be named after fallen law enforcement officers as a fitting and proper way to honor them; and

WHEREAS, it has been recognized that Officer Owen Messersmith gave his life in the line of duty while protecting and serving the citizens of Rutherford County; and

WHEREAS, Officer Owen Messersmith was killed on May 31, 1979 while answering a call for assistance during a domestic disturbance call; and

WHEREAS, the Rutherford County Board of Commissioners desires to dedicate a bridge in honor of Officer Messersmith.

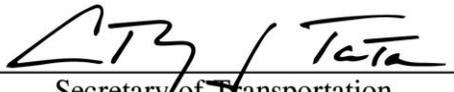
NOW, THEREFORE, BE IT RESOLVED:

That the North Carolina Board of Transportation names Bridge 2213, which is on U.S.74, in Rutherford County as the *Officer Owen Messersmith Bridge*.

That appropriate signs be erected at a suitable time.

Adopted, this the ninth day of January 2014 by the North Carolina Board of Transportation.


Chairman


Secretary of Transportation

RESOLUTION FOR OFFICER ROY HUSKEY

WHEREAS, the North Carolina Board of Transportation has allowed bridges throughout North Carolina to be named after fallen law enforcement officers as a fitting and proper way to honor them; and

WHEREAS, it has been recognized that Officer Roy Huskey gave his life in the line of duty while protecting and serving the citizens of Rutherford County; and

WHEREAS, Officer Roy Huskey was killed on May 31, 1979 while answering a domestic disturbance call; and

WHEREAS, the Rutherford County Board of Commissioners desires to dedicate a bridge in honor of Officer Huskey.

NOW, THEREFORE, BE IT RESOLVED:

That the North Carolina Board of Transportation names Bridge 2169, which is on U.S. 74 Bypass, in Rutherford County as the *Officer Roy Huskey Bridge*.

That appropriate signs be erected at a suitable time.

Adopted, this the ninth day of January 2014 by the North Carolina Board of Transportation.


Chairman


Secretary of Transportation