

**North Carolina Board of Transportation
Wednesday, August 6 and Thursday, August 7, 2014
Agenda**

WEDNESDAY, AUGUST 6, 2014

9:00AM – 10:30AM

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

10:30AM – 11:00AM

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

10:45AM – 11:15AM

<i>Optional Break-out Session</i>	<i>Location</i>
Social Media 101	EIC

11:00AM **Lunch is Available**
11:30AM – 1:30PM **Working Lunch – Full Board Attendance** **Room 150**

- Oregon Inlet Task Force Update Malcolm Fearing
- Policies and Procedures for Accommodating Utilities
on Highway Right of Way Debbie Barbour
- Office of Inspector General Update Mary Morton
- DMV Update Randy Dishong
- IT Update David Ulmer
- Local Input Chris Lukasina, CAMPO
- Policies & Procedures for Naming Roads/Bridges/Ferries Missy Pair
- Sponsorship Policy Rodger Rochelle

1:30PM – 3:00PM

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

3:00PM – 3:30PM

<i>Optional Break-out Session</i>	<i>Location</i>
Social Media 101	EIC

3:00PM Meeting - Board Chair and Committee Chairs Room 152

3:00PM – 4:00PM General Meeting Time Various Locations

THURSDAY, AUGUST 7, 2014 – 8:30AM

Call to Order

Invocation

Approval of July Board Minutes

Ethics Declaration

Room 150

Chairman Curran

Ferrell Blount

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

Dock T. "Dockie" Brendle Presentation

Legislative Update

Budget Update

Division 3 Update

Keith Weatherly

David Tyeryar

Michael Lee

Action

Chairman Curran

Policies and Procedures for Accommodating Utilities on Highway Right of Way

Policies & Procedures for Naming Roads/Bridges/Ferries

2015 Board Meeting Dates

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 I-4) Aviation
- (Item J) Specific State Funds for Construction Projects
- (Item K) Strategic Transportation Investments Funding and Specific North Carolina Trust Funds
- (Item M) Funds for Specific Federal-Aid Projects
- (Item N) TIP Amendments
- (Item O) Municipal and Special Agreements
- (Item R) Right of Way Resolutions and Ordinances

Committee Reports

Chairman Curran

Other Business

Adjourn

PROJECTS LIST
NORTH CAROLINA BOARD OF TRANSPORTATION
RALEIGH, NORTH CAROLINA
August 6 - 7, 2014

Delegated Authority Secretary Tata

- (Item C) Award of Highway Construction Contracts from July 15, 2014 Letting
- (Item D) Award of Contracts to Private Firms for Engineering Services
- (Item E) Funds for Secondary Road Improvement Projects – Highway Fund and Highway Trust Fund
- (Item H) Funds for Division-wide Small Construction, Statewide Contingency, Economic Development, Public Access and Senate Bill 1005 Discretionary
- (Item L) Funds for Specific Spot Safety Improvement Projects

Action Chairman Curran

- (Item G) Additions and Abandonments to State Secondary Road System
- (Item I) Public Transportation Program
 - (Item I-1) Public Transportation
 - (Item I-2) Rail Program
 - (Item I-3) Bicycle and Pedestrian
 - (Item I-4) Aviation
- (Item J) Specific State Funds for Construction Projects
- (Item K) Strategic Transportation Investments Funding and Specific North Carolina Trust Funds
- (Item M) Funds for Specific Federal-Aid Projects
- (Item N) Revisions to the 2012-2020 STIP
- (Item O) Municipal and Special Agreements
- (Item P) Municipal Street System Changes
- (Item R) Right of Way Resolutions and Ordinances
- (Item S) Maintenance Allocations
- (Item T) Submission of Comprehensive Transportation Plans for Mutual Adoption by the Board of Transportation

NCDOT Board of Transportation Agenda

ITEM C

JULY 2014

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.
JULY 15, 2014
DIVISION 00006

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ITEM C

C203407
33593.3.FD1
BRZ-2237(1)
ROBESON
B-4251

PROPOSAL LENGTH 0.133 MILES

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

LOCATION BRIDGE #94 OVER OLD FIELD SWAMP ON SR-2237.

EST CONST PROGRESS.... FY-2015..100% OF BID

RPN 001

8 BIDDER(S)

DBE GOAL 9.00 %

ESTIMATE 761,547.24

DATE AVAILABLE AUG 25 2014

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

FINAL COMPLETION OCT 12 2015

	\$ TOTALS	% DIFF
SMITH-ROWE, LLC MOUNT AIRY, NC	758,969.89	-0.3
S & C CONSTRUCTION LLC GARLAND, NC	776,270.48	+1.9
DANE CONSTRUCTION, INC. MOORESVILLE, NC	782,575.83	+2.8
S. T. WOOTEN CORPORATION WILSON, NC	786,267.10	+3.2
DELLINGER, INC. MONROE, NC	801,410.48	+5.2
T. A. LOVING COMPANY GOLDSBORO, NC	809,900.00	+6.3
THE HURLEY GROUP LLC DURHAM, NC	810,669.60	+6.5
PALMETTO INFRASTRUCTURE INC GREENVILLE, SC	872,680.38	+14.6

HIGHWAY LETTING
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 RALEIGH N.C.
 JULY 15, 2014
 DIVISION 00008

C203408
 38449.3.FR1
 BRSTP-15(18)
 SCOTLAND
 B-4639

PROPOSAL LENGTH 0.207 MILES

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

LOCATION BRIDGE #17 OVER GUM SWAMP ON US-15/401.

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

RPN 002 10 BIDDER(S) DBE GOAL 8.00 %
 ESTIMATE 1,851,821.28

DATE AVAILABLE AUG 25 2014
 INTER COMPLETION NOV 15 2015 COMPLETE ALL WORK EXCEPT PLANTING/REFORESTATION OR
 PERMANENT VEGETATION ESTABLISHMENT
 FINAL COMPLETION MAY 13 2016

	\$ TOTALS	% DIFF
SANFORD CONTRACTORS, INC. SANFORD, NC	1,806,750.00	-2.4
SMITH-ROWE, LLC MOUNT AIRY, NC	1,837,264.02	-0.8
DELLINGER, INC. MONROE, NC	1,851,415.75	+0.0
DANE CONSTRUCTION, INC. MOORESVILLE, NC	1,871,928.70	+1.1
T. A. LOVING COMPANY GOLDSBORO, NC	1,876,877.00	+1.4
PALMETTO INFRASTRUCTURE INC GREENVILLE, SC	1,915,836.96	+3.5
S. T. WOOTEN CORPORATION WILSON, NC	2,020,871.82	+9.1
CAROLINA BRIDGE CO., INC. ORANGEBURG, SC	2,340,608.26	+26.4
HRI INC DBA HRI BRIDGE COMPANY STATE COLLEGE, PA	2,540,430.45	+37.2
LEE CONSTRUCTION COMPANY OF THE CAROLINAS, INC. CHARLOTTE, NC	2,546,906.36	+37.5

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
JULY 15, 2014
DIVISION 00008

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C203577
8CR.10621.24, 8CR.10631.24, 8CR.20621.24, 8CR.20631.24
STATE FUNDED
MONTGOMERY, MOORE

PROPOSAL LENGTH 22.696 MILES

TYPE OF WORK MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.

LOCATION NC-211 FROM MOORE CO TO US-220ALT, US-1 FROM N OF PINEBLUFF CIT LIMIT TO N OF BRIDGE, AND 8 SECTIONS OF SECONDARY ROADS.

EST CONST PROGRESS.... FY-2015..100% OF BID

RPN 003 2 BIDDER(S) MBE GOAL 5.00 % WBE GOAL 6.00%
ESTIMATE 3,276,870.67

DATE AVAILABLE AUG 25 2014

FINAL COMPLETION JUN 24 2015

	\$ TOTALS	% DIFF
RILEY PAVING INC CARTHAGE, NC	3,024,940.58	-7.7
S. T. WOOTEN CORPORATION WILSON, NC	3,265,002.13	-0.4

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
JULY 15, 2014
DIVISION 00008

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C203578
8CR.10771.24, 8CR.20771.24
STATE FUNDED
RICHMOND

PROPOSAL LENGTH 15.130 MILES

TYPE OF WORK MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.

LOCATION US-1 FROM SR-1606 TO PROJECT R-2501C, US-74 BYPASS FROM SCOTLAND CO LINE TO
NC-38 & 8 SECTIONS OF SECONDARY ROADS.

EST CONST PROGRESS.... FY-2015..100% OF BID

RPN 004 2 BIDDER(S) MBE GOAL 5.00 % WBE GOAL 5.00%
ESTIMATE 1,795,905.89

DATE AVAILABLE AUG 25 2014

FINAL COMPLETION JUN 24 2015

	\$ TOTALS	% DIFF
HUDSON PAVING, INC. ROCKINGHAM, NC	1,646,088.66	-8.3
BARNHILL CONTRACTING COMPANY TARBORO, NC	1,701,892.94	-5.2

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
JULY 15, 2014
DIVISION 00009

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C203574
9CR.10801.150, 9CR.20801.150
STATE FUNDED
ROWAN

PROPOSAL LENGTH 19.320 MILES

TYPE OF WORK MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.

LOCATION US-601 FROM BRIDGE OVER I-85 TO PAST BURGER KING ENTRANCE, AND 5 SECTIONS OF SECONDARY ROADS.

EST CONST PROGRESS.... FY-2015..100% OF BID

RPN 005 5 BIDDER(S) MBE GOAL 5.00 % WBE GOAL 6.00%
ESTIMATE 3,848,323.76

DATE AVAILABLE AUG 25 2014

FINAL COMPLETION MAY 29 2015

	\$ TOTALS	% DIFF
J. T. RUSSELL & SONS, INC. ALBEMARLE, NC	3,445,371.24	-10.5
APAC - ATLANTIC, INC. THOMPSON ARTHUR DIVISION GREENSBORO, NC	3,499,948.58	-9.1
LARCO CONSTRUCTION A DIVISION OF BRANSCOME INC WINSTON SALEM,	3,772,675.40	-2.0
THE LANE CONSTRUCTION CORP CHESHIRE, CT	3,983,107.06	+3.5
BLYTHE CONSTRUCTION, INC. CHARLOTTE, NC	3,993,158.44	+3.8

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
JULY 15, 2014
DIVISION 00009

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C203576
9CR.10851.150, 9CR.20851.150
STATE FUNDED
STOKES

PROPOSAL LENGTH 21.905 MILES

TYPE OF WORK MILLING, RESURFACING & SHOULDER RECONSTRUCTION.

LOCATION NC-89 FROM NC-66 TO SURRY CO LINE, NC-704 FROM NC-8 TO SR-1434 AND 8 SECTIONS OF SECONDARY ROADS.

EST CONST PROGRESS.... FY-2015..100% OF BID

RPN 006 3 BIDDER(S) MBE GOAL 4.00 % WBE GOAL 5.00%
ESTIMATE 2,520,080.15

DATE AVAILABLE AUG 25 2014

FINAL COMPLETION MAY 29 2015

	\$ TOTALS	% DIFF
APAC - ATLANTIC, INC. THOMPSON ARTHUR DIVISION GREENSBORO, NC	2,259,559.50	-10.3
LARCO CONSTRUCTION A DIVISION OF BRANSCOME INC WINSTON SALEM,	2,317,683.12	-8.0
ADAMS CONSTRUCTION COMPANY ROANOKE, VA	2,502,627.30	-0.7

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
JULY 15, 2014
DIVISION 00011

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*RELET FROM JUN 17 2014

* C203598
43761.3.FD1
APD-1103(29)
WATAUGA
R-5525

PROPOSAL LENGTH 0.485 MILES

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

LOCATION ACCESS ROAD TO POST ACUTE CARE FACILITY IN BLOWING ROCK.

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

RPN 009 3 BIDDER(S) DBE GOAL 11.00 %

ESTIMATE 3,962,870.05

DATE AVAILABLE AUG 25 2014

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

SEP 24 2014 COMPLETE ALL WORK REQUIRED OF PHASE I, STEP 2

FINAL COMPLETION MAY 12 2016

	\$ TOTALS	% DIFF
THE J.W. HAMPTON COMPANY BOONE, NC	4,221,328.35	+6.5
VECELLIO & GROGAN INC BECKLEY, WV	4,268,099.77	+7.7
DEVERE CONSTRUCTION COMPANY, INC ALPENA, MI	4,581,159.48	+15.6

JUNE 17, 2014 LETTING

43761.3.1
APD-1103(29)
WATAUGA
R-5525
RPN 016

GRADING, DRAINAGE, PAVING AND STRUCTURE.

DATE AVAILABLE JULY 28 2014
FINAL COMPLETION MAR 29 2016

ENGINEER'S ESTIMATE

\$3,557,975.05

	\$ TOTALS	% DIFF
MILLER ENGINEERING COMPANY, INC MARION, NC	4,267,998.45	+20.0
VECELLIO & GROGAN INC BECKLEY, WV	4,294,603.09	+20.7
MAYMEAD, INC. MOUNTAIN CITY, TN	4,299,335.85	+20.8
THE J.W. HAMPTON COMPANY BOONE, NC	4,461,028.54	+25.4
NHM CONSTRUCTORS, LLC ASHEVILLE, NC	4,990,224.42	+40.3

JULY 15, 2014 LETTING

43761.3.FD1
APD-1103(29)
WATAUGA
R-5525
RPN 009

GRADING, DRAINAGE, PAVING AND STRUCTURE.

DATE AVAILABLE AUG 25 2014
FINAL COMPLETION MAY 12 2016

ENGINEER'S ESTIMATE

\$3,962,870.05

	\$ TOTALS	% DIFF
THE J.W. HAMPTON COMPANY BOONE, NC	4,221,328.35	+6.5
VECELLIO & GROGAN INC BECKLEY, WV	4,268,099.77	+7.7
DEVERE CONSTRUCTION COMPANY, INC ALPENA, MI	4,581,159.48	+15.6

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
JULY 15, 2014
DIVISION 00012

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C203579
12CR.10551.12, 12CR.20551.19
STATE FUNDED
LINCOLN

PROPOSAL LENGTH 19.710 MILES

TYPE OF WORK MILLING, RESURFACING & SHOULDER RECONSTRUCTION.

LOCATION US-321 SB FROM BRIDGE #269 TO NORTH OF NC-27 AND 6 SECTIONS OF SECONDARY
ROADS.

EST CONST PROGRESS.... FY-2015..100% OF BID

RPN 007 4 BIDDER(S) MBE GOAL 5.00 % WBE GOAL 6.00%
ESTIMATE 3,212,837.50

DATE AVAILABLE AUG 25 2014

FINAL COMPLETION MAY 30 2015

	\$ TOTALS	% DIFF
BLYTHE CONSTRUCTION, INC. CHARLOTTE, NC	2,976,331.00	-7.4
MIDSTATE CONTRACTORS, INC. HICKORY, NC	3,049,391.45	-5.1
J. T. RUSSELL & SONS, INC. ALBEMARLE, NC	3,200,096.98	-0.4
THE LANE CONSTRUCTION CORP CHESHIRE, CT	3,668,716.50	+14.2

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
JULY 15, 2014
DIVISION 00013

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C203573
17BP.13.R.151
STATE FUNDED
BUNCOMBE, MITCHELL, MADISON

PROPOSAL LENGTH 0.861 MILES

TYPE OF WORK DESIGN BUILD.

LOCATION REPLACEMENT OF 4 BRIDGES IN BUNCOMBE COUNTY, 3 BRIDGES IN MADISON COUNTY,
AND 4 BRIDGES IN MITCHELL COUNTY.

EST CONST PROGRESS.... FY-2015..37% OF BID
FY-2016..34% OF BID
FY-2017..23% OF BID
FY-2018..06% OF BID

RPN 010 4 BIDDER(S) MBE GOAL 3.00 % WBE GOAL 5.00%
ESTIMATE 10,425,806.00

DATE AVAILABLE AUG 25 2014

FINAL COMPLETION NOV 01 2017

	\$ TOTALS	% DIFF
DANE CONSTRUCTION, INC. MOORESVILLE, NC	11,373,160.00	+9.1
CROWDER CONSTRUCTION COMPANY CHARLOTTE, NC	11,998,454.00	+15.1
NHM CONSTRUCTORS, LLC ASHEVILLE, NC	12,499,978.37	+19.9
WRIGHT BROTHERS CONSTRUCTION COMPANY, INC. CHARLESTON, TN	14,254,000.00	+36.7

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
JULY 15, 2014
DIVISION 00014

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C203409
38408.3.FS1
BRZ-1705(1)
JACKSON
B-4554

PROPOSAL LENGTH 0.421 MILES

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

LOCATION BRIDGE #145 OVER SR-1705, SOUTHERN RAILROAD, AND SCOTT CREEK ON US-23/74.

EST CONST PROGRESS.... FY-2015..52% OF BID
FY-2016..40% OF BID
FY-2017..08% OF BID

RPN 008 7 BIDDER(S) DBE GOAL 7.00 %
ESTIMATE 6,293,712.46

DATE AVAILABLE AUG 25 2014

INTER COMPLETION NOV 01 2016 COMPLETE ALL WORK EXCEPT PLANTING/REFORESTATION OR
PERMANENT VEGETATION ESTABLISHMENT

FINAL COMPLETION MAY 01 2017

	\$ TOTALS	% DIFF
NHM CONSTRUCTORS, LLC ASHEVILLE, NC	6,452,707.13	+2.5
SIMPSON CONSTRUCTION CO., INC. CLEVELAND, TN	6,521,430.79	+3.6
BUCKEYE BRIDGE, LLC CANTON, NC	6,691,971.62	+6.3
WRIGHT BROTHERS CONSTRUCTION COMPANY, INC. CHARLESTON, TN	6,950,821.42	+10.4
PCL CIVIL CONSTRUCTORS INC RALEIGH, NC	7,799,826.40	+23.9
CAROLINA BRIDGE CO., INC. ORANGEBURG, SC	8,516,696.36	+35.3
BELL & ASSOCIATES CONSTRUCTION LP BRENTWOOD, TN	10,570,389.62	+68.0

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
JULY 15, 2014
DIVISION 00014

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C203529
17BP.14.R.129
STATE FUNDED
JACKSON, HAYWOOD

PROPOSAL LENGTH 0.385 MILES

TYPE OF WORK DESIGN BUILD.

LOCATION REPLACEMENT OF 2 BRIDGES IN HAYWOOD COUNTY AND 4 BRIDGES IN JACKSON COUNTY.

EST CONST PROGRESS.... FY-2015..37% OF BID
FY-2016..35% OF BID
FY-2017..23% OF BID
FY-2018..05% OF BID

RPN 011 4 BIDDER(S) MBE GOAL 2.00 % WBE GOAL 5.00%
ESTIMATE 4,314,371.00

DATE AVAILABLE AUG 25 2014

FINAL COMPLETION NOV 01 2017

	\$ TOTALS	% DIFF
SIMPSON CONSTRUCTION CO., INC. CLEVELAND, TN	5,472,099.00	+26.8
OWLE CONSTRUCTION, LLC WHITTIER, NC	5,798,190.00	+34.4
WRIGHT BROTHERS CONSTRUCTION COMPANY, INC. CHARLESTON, TN	6,485,718.80	+50.3
PALMETTO INFRASTRUCTURE INC GREENVILLE, SC	6,605,716.35	+53.1

ESTIMATE TOTAL	42,264,146.00	
LETTING TOTAL	43,437,305.35	+2.8

NCDOT August 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

Preconstruction

Roadway Design

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

DIVISION 6

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

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

DIVISION 11

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

August 7, 2014

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

Project Development and Environmental Analysis – Human Environment

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

STATEWIDE

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

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

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

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

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

August 7, 2014

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

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

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

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

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

Project Development and Environmental Analysis – Project Development

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

DIVISION 10

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

August 7, 2014

Turnpike Authority

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

STATEWIDE

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

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

Asset Management

Pavement Management

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

STATEWIDE

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

Field Support

Structures Management

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

DIVISION 5

Project:	34745.1.1 (U-0071) Durham County Durham-East End Connector from north of NC 98 to NC 147 (Buck Dean Freeway)
Scope of Work:	Structure Design for the bridge on –DFFLY- over Durham Freeway and bridge on –LDFEB- over Durham Freeway westbound
Estimated Construction Cost:	\$140,700,000.00
Firm:	HDR Engineering Inc. of the Carolinas, Raleigh, NC
Original Engineering Fee:	\$527,139.65
Supplemental Fee:	\$ 47,728.16
Supplemental Work:	Additional Structural Engineering Effort for Design Changes
SPSF Utilization:	0%

NCDOT August 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
Brunswick Div. 3	1570 Jack & Jill Road	GDB&P Increase Funds WBS 3C.010061	\$29,500.00
Harnett Div. 6	Various	Spot Improvements Increase Funds WBS 6C.043024	\$500,000.00
Harnett Div. 6	2170 Peacock/ Mallard Rd	GDB&P Increase Funds WBS 3C.043087	\$140,411.51
Haywood Div. 14	1366 Wesley Creek	GDB&P Increase Funds WBS 14C.044076	\$4,808.71

Closings

Division	County	WBS Element	Road Number / Name	Amount
Div. 3	Brunswick	3C.010008	Countywide Surveys, Plans and Right of Way Signatures. Increase and Close.	\$14,044.46

Deletions

County	SR No.	Reason	Amount
Gaston Div. 12	2003 Spencer Mountain Rd	Intersection Improvements. Insufficient Funds to complete project WBS 12C.036099	\$100,000.00

Road Additions:

County	Pet. No.	Length (Miles)	Description	Date of Report
Division 3				
Brunswick	50548	0.24	Sunset Harbor Subdivision Seventh Street	4/28/14
New Hanover	50549	0.10 0.18 0.07	Deer Crossing Subdivision Soaring Spirit Drive Whispering Doe Drive Fawn Settle Drive	6/9/14
Onslow	50550	1.23 0.19 0.12 0.30 0.21 0.57 0.09	The Bluffs on New River Subdivision River Winding Road Big Fish Run Little Rabbit Way Fawns Creek Chase Cozy Crow Trail Foggy River Way Old Pond Court	6/2/14
Onslow	50551	0.92 0.10 0.12 0.07 0.08	Simpson's Crossing Subdivision Christy Drive Chandler Simpson Court Caleb Court Serena Mariah Court Dylan Court	7/1/14
Division 4				
Nash	50552	0.31 0.20	Baybrook Subdivision Baybrook Road Ashbrook Road	5/12/14
Johnston	50553	0.40 0.05 0.10	Carriage Creek Subdivision Carriage Creek Drive Steep Hill Court Smithsanders Court	6/25/14
Johnston	50554	0.26 0.24 0.20 0.13	Heritage Farms Subdivision Adelaide Drive Lars Lane Carson Drive Tia Place	5/29/14
Johnston	50555	0.35	Langdon Pointe Subdivision Langdon Pointe Drive	6/4/14
Johnston	50556	0.34	Roberts Trail	5/21/14

August 7, 2014

Division 5				
Franklin	50557		Winston Ridge Subdivision	6/17/14
		0.08	Scarlet Bell Drive	
		0.10	Medowrue Lane	
Division 6				
Harnett	50558		Tingen Pointe Subdivision	5/30/14
		0.64	Juno Drive	
Division 7				
Guilford			High Meadows Subdivision	7/2/14
	50559	0.06	High Meadows Court	
Guilford			Ridgecrest Subdivision	7/16/14
	50560	0.14	Sawtooth Court	
Division 9				
Forsyth	50561		Glenmore Creek Subdivision	6/20/14
		0.36	Glenmore Creek Drive	
		0.25	Arrowcrest Place	
		0.22	Redfern Place	
Forsyth	50562		River Downs Subdivision	7/10/14
		0.12	Ocoee Drive	
Forsyth	50563		Salem Quarter Subdivision	6/30/214
		0.12	Asheby Drive	
Rowan	50564		Ashford Woods Subdivision	7/11/14
		0.15	Pinnacle Drive	
Division 10				
Union	50565		Williamsburg Subdivision	5/28/14
		0.40	Lafayette Park Lane	
		0.06	Botetourt Court	
		0.46	James Madison Drive	
		0.03	Thomas Payne Alley	
		0.27	Gloucester Street	
Division 11				
Caldwell	50566		Twin Oaks Subdivision	5/18/14
		0.76	South Oaks Circle	
		0.18	Twin Oaks Place	
		0.04	Little Oak Court	
Division 12				
Iredell	50567		Georgia Mills Plantation Subdivision	4/11/14
		0.11	Colonial Congress Way	
		0.65	Mills Plantation Circle	
		0.05	Kings Mountain Court	
Iredell	50568	0.32	Lakeshore School Road	6/23/14
Iredell	50544		The Pointe Subdivision	5/27/14
		0.03	Masthead Court	

Division 13	50569		Patterson Farms Subdivision	4/30/14
Buncombe		0.38	Willow Bend Drive	
		0.24	Cedar Bluff Court	

**NCDOT AUGUST 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 4 Halifax	Town of Enfield – WBS 75018 was established (09/13) to grade, drain, base, pave, and erosion control on 0.28 miles of unpaved roadway in the southern end of the Enfield City Limits off of US-301; project begins in the existing pavement of Randolph St and ties into the beginning pavement of Martin Luther King Ave Increase & close	Contingency <hr/> TOTAL	\$14,513.64 <hr/> \$14,513.64
Div 13 Burke	Paving of the driveway for the newly completed expansion of the Enola Volunteer Fire Department off of SR 1922 (Enola Rd) WBS 44253	Public Access <hr/> TOTAL	\$16,824.00 <hr/> \$16,284.00

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

**NCDOT August 2014 Board of Transportation Agenda
Public Transportation Program**

Town/County Division	5317 - New Freedom Program	Estimated Cost	
3	15-NF-052A - The Cape Fear Public Transportation Authority will use Section 5317 New Freedom Funds to design, purchase, and install eight (8) ADA accessible bus shelters along the fixed route lines.	\$116,424	Total
		\$93,139	Federal
		\$0	State
		\$23,285	Local
Town/County Division	Demonstration Grant	Estimated Cost	
5 & 7	14-DG-105 - The Research Triangle Regional Public Transportation Authority (Triangle Transit) is requesting funding to complete Phase Two of the Regional Branding Study. The funding will be used to define improvements needed for websites, brochures, etc. and to develop color schemes, designs, and naming options that may range from a regional logo to a common bus paint scheme and logo.	\$30,000	Total
		\$0	Federal
		\$30,000	State
		\$0	Local
AMENDMENTS			
Project #	5311 F (Amendment) - InterCity Bus	Estimated Cost	
15-IC-010	Horizon Service; Charlotte to Wilmington - Amended from April 2014 BOT Approval. Greyhound is providing the Local (in-kind match)	\$839,629	Total
		\$419,815	Federal
		(\$419,815)	State
		\$839,629	Local (in-kind match)
		\$0	Fares
15-IC-001	Greyhound Service: Raleigh to Norfolk, VA via US 64, US 258. Amended from April 2014 BOT Approval.	\$329,382	Total
		\$164,691	Federal
		\$0	State
		\$164,691	Local (in-kind match)
		\$0	Fares
15-IC-002	Greyhound Service: Raleigh to Wilmington. Amended from April 2014 BOT Approval.	\$327,472	Total
		\$163,736	Federal
		\$0	State
		\$163,736	Local (in-kind match)
		\$0	Fares

15-IC-003	Greyhound Service: Raleigh to Jacksonville. Amended from April 2014 BOT Approval.	\$389,459 \$194,730 \$0 \$194,729 \$0	Total Federal State Local (in-kind match) Fares
15-IC-004	Greyhound Service: Raleigh to Myrtle Beach SC. Amended from April 2014 BOT Approval.	\$694,727 \$347,364 \$0 \$347,363 \$0	Total Federal State Local (in-kind match) Fares
15-IC-005	Greyhound Service: Raleigh to Norfolk, VA via US 64, US 301, US264, US17. Amended from April 2014 BOT Approval.	\$463,642 \$231,821 \$0 \$231,821 \$0	Total Federal State Local (in-kind match) Fares
Town/County Division	5311 Capital (Amendment) - New Freedom	Estimated Cost	
DIVISION 6	14-CT-040 - Harnett County (operating as Harnett Area Rural Transit System - HARTS) provides community transportation services to human service agencies and to the general public. Three (3) lift vans were budgeted with the lettering option and addition funds are needed.	\$1,050 \$840 \$105 \$105	Total Federal State Local

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

ADDITIONS to the Transit 2012-2018 STIP

STIP #	Transit Partner	DESCRIPTION	match	FUND	FY13 (000)	FY14 (000)	FY15 (000)	FY16 (000)	FY17 (000)	FY18 (000)	FY19 (000)
TA-5149	Tar River Transit	Expansion Bus	FUZ	5307		256					
			Local	L		64					
TM-5310	Durham Area Transit Authority	Expanded Service to Brier Creek	JARC	5316		\$231					
			Local	L		\$231					
TM-5311	Triangle Transit	Sunday Routes (400, 700, & 800)	JARC	5316		\$235					
			Local	L		\$235					
TQ-6783	Greensboro Transit Authority	5310 Capital Projects	FEDP	5310		\$236	\$118	\$118	\$118	\$118	
			Local	L		\$59	\$29	\$29	\$29	\$29	
TM-5312	Greensboro Transit Authority	5316 Operating – GTA supplemental service to GTCC Jamestown Campus	JARC	5316			\$64				
			Local	L			\$64				
TM-5313	Piedmont Area Transportation Authority	5316 Operating – PART: Career Express Deviated Fixed Route Service					\$250	\$250			
							\$250	\$250			
TM-5314	Mountain Projects (Haywood County)	5316 Operating for employment trips to Buncombe County	JARC	5316		\$40					
			Local	L		\$40					
TM-5315	Asheville Transit	Asheville Transit – Limited Sunday Service on Nine Routes – operating funding	JARC	5316		\$80					
			Local	L		\$80					
TN-5135	Cape Fear Transportation Authority	Design, Engineer, and install 8 bus stop shelters	FNF	5317			93				
			Local	L			23				

MODIFICATIONS to the Transit 2012-2018 STIP

STIP #	Transit Partner	DESCRIPTION	match	FUND	FY13 (000)	FY14 (000)	FY15 (000)	FY16 (000)	FY17 (000)	FY18 (000)	FY19 (000)
TO-5127	Tar River Transit	Operating Assistance	FUZ	5307	392	210	392	392	392	392	392
			State	SMAP	270	105	270	270	270	270	270
			Local	L	123	105	123	123	123	123	123
TG-4785A	Tar River Transit	Operating Assistance ADA	FUZ	5307	74	64	74	74	74	74	74
			Local	L	18	16	18	18	19	19	19

TG-4785B	Tar River Transit	Preventive Maintenance	FUZ	5307	279	324	279	279	279	279	279
			Local	L	70	81	70	70	70	70	70
TM-5136	Capital Area Transit	Job Access Reverse Commute operating assistance	JARC	5316	225	311	225	225	225	225	225
			Local	L	225	311	225	225	225	225	225
TM-5132	Chapel Hill Transit	Operating Assistance for Chapel Hill Pittsboro Express (PX Route)	JARC	5316		\$99					
			Local	L		\$99					
TM-5311	Chapel Hill Transit	Operating Assistance for CHT extension of service hours HS/Rogers Road	JARC	5316		\$72					
			Local	L		\$72					
TM-5307	City of Durham	City of Durham planning and program administration of 5316 JARC Projects	JARC	5316		\$90					
TO-6139	Greensboro Transit Authority	5310 Operating Assistance	FEPD	5310		\$118	\$97	\$97	\$97	\$97	\$97
			Local	L		\$118	\$97	\$97	\$97	\$97	\$97
TQ-7000	Greensboro Transit Authority	Section 5310 Program Administration	FEFPD	5310		\$45	\$21	\$21	\$21	\$21	\$21
TD-5265	Asheville Transit	City of Hendersonville – US 64 Pedestrian Access to Bus Stop Improvements (Sidewalk and Crosswalks) for FY 2013-2016	FNF	5317	197	18					
			Local	L	49	5					
TM-5138	Asheville Transit	Black Mountain Trailblazer Service – JARC Operating Assistance	JARC	5316	\$102	\$115					
			Local	L	\$102	\$115					
TM-5163	Asheville Transit	City of Asheville Administrative Oversight of 5316 JARC projects in Asheville Urbanized Area for FY 2013-2016	JARC	5316	\$23	\$21					
TD-5269	Capital Area Transit	Facility – Transit Center. Union Station Bus Component	STPDA	STPDA		1,215					
			Local	L		304					
			FUZ	5307			1,200	1,200	1,200	1,200	
			Local	L			300	300	300	300	
TA-4767	Greensboro Transit Authority	Hybrid Replacement Paratransit Buses	FBUS	5339			553	553	553		
			State	S			55	55	55		
			Local	L			62	62	62		
			CMAQ	CMAQ		350	140				
			State	S		44	18				
			Local	L		44	18				

TG-4731B	Chapel Hill Transit	Preventive Maintenance, Transit Enhancements	FUZ	5307	1,013	1,945	2,145	2,345	2,545	2,745	2,945
			Local	L	253	486	536	586	636	686	736

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

NCDOT August 2014 Board of Transportation Agenda

Rail Program

Town/County Division	Project Description	Estimated Cost
	There will be no items presented for approval at the August 7, 2014 Board of Transportation meeting.	

ITEM I-2 SUMMARY – 0 PROJECTS – (TOTAL FEDERAL AND STATE) \$0.00

NCDOT August 2014 Board of Transportation Agenda

Bicycle & Pedestrian Program

Town/County Division	Project Description	Estimated Cost
	There will be no items presented for approval at the August 7, 2014 Board of Transportation meeting.	

ITEM I-3 SUMMARY – 0 PROJECTS – (TOTAL FEDERAL AND STATE) \$0.00

NCDOT August 2014 Board of Transportation Agenda

Aviation Program

Town/County Division	Project Description	Estimated Cost
Division 4 Johnston County	Airfield Lighting Replacement – Grant Adjustment 36237.28.10.8	\$77,040 Fed \$8,560 Local \$85,600 Total
Division 11 Surry County	Holly Springs Road Relocation (construction) – Grant Adjustment 36237.59.12.1	\$260,320 Fed \$28,924 Local \$289,244 Total
Division 11 Surry & Wilkes County	Terminal Area Taxilane, Hangars, RSA Extension (RW 25) – Grant Adjustment 36244.68.2.1	\$30,753 State \$3,417 Local \$34,170 Total
Division 11 Wilkes County	Apron Rehabilitation (construction) – Grant Adjustment 36244.67.3.1	\$157,652 State \$17,517 Local \$175,169 Total

ITEM I-4 SUMMARY – 4 PROJECTS – (TOTAL FEDERAL AND STATE) \$584,183.00

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

Town/ County Division PROJ. CATEGORY	Project Description	Estimated Cost
Mecklenburg Co. Div. 10 R-2555 DIVISION	WBS 34462.1.1 SR 2697 from NC 73 (Sam Furr Road) to I-77 at Cornelius. \$1,052,983.00 has previously been approved for preliminary engineering. Additional funds are needed to cover expenditures that have or will exceed the previously authorized budget.	\$170,000.00
Statewide M-0451 STATEWIDE	WBS 43534.1.1 Statewide Landscape Plans for STIP Construction projects. \$262,000.00 has previously been approved for preliminary engineering. \$150,000.00 is requested for annual funding for SFY 2015.	\$150,000.00
ITEM J SUMMARY	2 PROJECTS	\$320,000.00

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

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

**NCDOT August 2014 Board of Transportation Agenda
Approval of Strategic Transportation Investment Funds
(For projects previously identified as Intrastate Trust Fund projects)**

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

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

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

Division 1

Enhancement

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

Bridge

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

Division 2

Enhancement

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

Bridge

Lenoir Co. B-4565 REGIONAL	33773.2.1, BRSTP-70B(5) Bridges #42, #43, #26 & #28 over the Neuse River Overflow on US 70 / 258 Business (South Queens Street). \$893,000.00 has previously been approved for right of way and utilities. Additional funds are needed for utility relocation.	\$500,000.00 Cost \$400,000.00 Fed. \$100,000.00 State
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**NCDOT August 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 3

Enhancement

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

Urban

Brunswick Co. U-5534I DIVISION	44096.1.F10, STPDA-0332(51) Leland - Village Road Multi-Use Path Extension. Funds are needed for preliminary engineering.	\$15,204.00 Cost \$10,643.00 Fed. \$4,561.00 Local
Brunswick Co. U-5534J DIVISION	44096.1.F11, STPDA-0332(52) Leland - Old Fayetteville Village Road Pedestrian Loop. Funds are needed for preliminary engineering.	\$30,035.00 Cost \$21,025.00 Fed. \$9,010.00 Local
Brunswick Co. U-5534K DIVISION	44096.1.F12, STPDA-0332(53) Leland - Leland Middle School Sidewalk. Funds are needed for preliminary engineering.	\$24,881.00 Cost \$19,905.00 Fed. \$4,976.00 Local

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

Division 3 (Continued)

Urban

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Wilmington / New Hanover Co. U-5527B DIVISION	50077.1.F3, TAP-0332(50) 5th Avenue at the Dawson Street and Wooster Street Intersection. Funds are needed for preliminary engineering.	\$17,000.00 Cost \$13,600.00 Fed. \$3,400.00 Local
Wilmington/ New Hanover Co. U-5527C DIVISION	50077.1.F4, TAP-0332(55) Middle Sound Greenway - Extension to Middle Sound Village. Funds are needed for preliminary engineering.	\$24,000.00 Cost \$19,200.00 Fed. \$4,800.00 Local
Wilmington / New Hanover Co. U-5534G DIVISION	44096.1.F8, STPDA-0332(48) Hooker Road from Wrightsville Avenue to Mallard Drive / Rose Avenue Intersection. Funds are needed for preliminary engineering.	\$44,000.00 Cost \$35,200.00 Fed. \$8,800.00 Local
Wilmington / New Hanover Co. U-5534H DIVISION	44096.1.F9, STPDA-0332(49) Hinton Avenue from Park Avenue to Greenville Avenue. Funds are needed for preliminary engineering.	\$55,000.00 Cost \$44,000.00 Fed. \$11,000.00 State

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

Division 3 (Continued)

Bridge

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

Safety

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

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

Division 4

Enhancement

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

Urban

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

Johnston Co. W-5204I DIVISION	45334.1.FD8, HSIP-1934(2) SR 1934 (Old Beulah Road) south of NC 42 and NC 39. Funds are needed for preliminary engineering.	\$5,000.00 Cost \$4,500.00 Fed. \$500.00 State
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**NCDOT August 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-5708 STATEWIDE	50124.1.FS1, NHPP-0440(20) I-440 / US 1 and SR 2000 (Wake Forest Road) Intersection in Raleigh. Funds are needed for preliminary engineering.	\$500,000.00 Cost \$400,000.00 Fed. \$100,000.00 State
Wake Co. I-5710 STATEWIDE	50125.1.FS1, NHPP-0540(30) I-540 from SR 1829 (Leesville Road) to SR 2000 (Falls of Neuse Road) in Raleigh. Funds are needed for preliminary engineering.	\$500,000.00 Cost \$400,000.00 Fed. \$100,000.00 State

Congestion Mitigation

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

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

Division 5 (Continued)

Enhancement

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

Urban

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

Franklin Co. W-5509 DIVISION	49011.1.1, HRRR-1211(3) SR 1211 (West River Road) from the Franklinton Town Limits to the Louisburg Town Limits. \$20,000.00 has previously been approved for preliminary engineering. Additional funds are needed based on the latest estimate.	\$85,000.00 Cost \$76,500.00 Fed. \$8,500.00 State
Franklin Co. W-5509 DIVISION	49011.3.FD1, HRRR-1211(3) SR 1211 (West River Road) from the Franklinton Town Limits to the Louisburg Town Limits. Funds are needed for construction to construct paved shoulders.	\$2,200,000.00 Cost \$1,980,000.00 Fed. \$220,000.00 State

**NCDOT August 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-5205E REGIONAL	45335.1.5, HSIP-0050(13) NC 50 from I-540 to SR 1381 (Old Creedmoor Road). \$25,000.00 has previously been approved for preliminary engineering. Additional funds are needed based on the latest estimate.	\$105,000.00 \$94,500.00 \$10,500.00	Cost Fed. State
Wake Co. W-5205J DIVISION	45335.3.FD10, HSIP-0070(164) SR 2558 (Guy Road) at US 70 Business. Funds are needed for construction for turn lanes and signal revision.	\$272,000.00 \$244,800.00 \$27,200.00	Cost Fed. State
Wake Co. W-5205P DIVISION	45335.3.FD16, HSIP-2000(7) SR 2000 (Wake Forest Road) at the I-440 westbound off-ramp. Funds are needed for construction for an additional turn lane.	\$275,000.00 \$247,500.00 \$27,500.00	Cost Fed. State

Bicycle and Pedestrian

Durham Co. EB-4411D DIVISION	36333.3.FD4, STPEB-000S(752) Division 5 - SR 1110 (Farrington Road and Barbee Chapel Road) and SR 1107 (Stagecoach Road) in Durham County. Funds are needed for construction for paved shoulders and overlay.	\$1,600,000.00 \$1,280,000.00 \$320,000.00	Cost Fed. State
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**NCDOT August 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 6

Enhancement

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

Bridge

Bladen Co. B-5117 REGIONAL	42258.3.FR1, BRSTP-0210(19) Replace Bridge #47 over Lake Creek on NC 210, 0.388 mile. Funds are needed for construction based on the estimate from the 12-Month Tentative Letting List published June 3, 2014.	\$1,500,000.00 Cost \$1,200,000.00 Fed. \$300,000.00 State
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**NCDOT August 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
Cumberland Co. W-5206AH DIVISION	45336.2.FD34, HSIP-1403(16) SR 1403 (Reilly Road) from SR 1400 (Cliffdale Road) to Willowbrook/Kimridge in Fayetteville. Funds are needed for full right of way and utilities.	\$120,000.00 Cost \$108,000.00 Fed. \$12,000.00 State
Cumberland Co. W-5206AK STATEWIDE	45336.3.FS37, HSIP-1007(28) SR 1007 (All American) from the Santa Fe interchange to the Morganton Road interchange. Funds are needed for construction for milling, wedging, resurfacing, reinstall all existing traffic controls to include rumble strips.	\$1,000,000.00 Cost \$900,000.00 Fed. \$100,000.00 State
Harnett Co. W-5206AJ REGIONAL	45336.2.FR36, HSIP-0210(32) NC 210 at SR 2215 (Harnett Central Road) and SR 2215 from NC 210 to Harnett Central Middle School Driveway. Funds are needed for full right of way and utilities.	\$100,000.00 Cost \$90,000.00 Fed. \$10,000.00 State

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

Division 7

Enhancement

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

Bridge

Alamance Co. BD-51070 DIVISION	45353.3.FD16, BRZ-1134(5) Replace Bridge #280 over Beaver Creek on SR 1134 (Beaver Creek Road). Funds are needed for construction.	\$555,000.00 \$444,000.00 \$111,000.00	Cost Fed. State
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Safety

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

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

Division 8

Enhancement

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

Bridge

Moore Co. B-5164 DIVISION	42340.3.FD1, BRZ-1484(2) Replace Bridge #178 over Buffalo Creek on SR 1484, 0.074 mile. \$625,000.00 has previously been approved for construction. Funds need to be increased \$45,742.00 to reflect the low bid received May 20, 2014.	\$45,742.00 Cost \$36,594.00 Fed. \$9,148.00 State
Richmond Co. BD-5108AC DIVISION	45354.3.FD30, BRZ-1142(10) Replace Bridge #113 over Cartledge Creek on SR 1142. Funds are needed for construction.	\$500,000.00 Cost \$400,000.00 Fed. \$100,000.00 State

Safety

Scotland Co. W-5208M REGIONAL	45338.1.FR13, HSIP-0015(43) US 15 / 501 at NC 144. \$300,000.00 has previously been approved for preliminary engineering. Additional funds are needed based on the latest estimate.	\$100,000.00 Cost \$90,000.00 Fed. \$10,000.00 State
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**NCDOT August 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 9

Congestion Mitigation

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

Enhancement

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

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

Davidson Co. B-3159 REGIONAL	38331.2.FRU1, STPNHS-0052(31) Replace Bridge #27 over US 29-64-70 / I-85 Business Loop on US 52 / NC 8. Funds are needed for utilities.	\$2,066,000.00 Cost \$1,652,800.00 Fed. \$413,200.00 State
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**NCDOT August 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 9 (Continued)

Bridge

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Davidson Co. B-3159 REGIONAL	38331.2.FR1, STPNHS-0052(31) Replace Bridge #27 over US 29-64-70 / I-85 Business Loop on US 52 / NC 8. Funds are needed for full right of way.	\$6,525,000.00 Cost \$5,220,000.00 Fed. \$1,305,000.00 State

Safety

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

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

Division 10

Enhancement

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

Safety

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

Charlotte/ Mecklenburg Co. B-5378 DIVISION	46093.1.1, BRSTP-1003(97) Bridge #210 over Briar Creek on Michael Baker Road. \$160,000.00 has previously been approved for preliminary engineering. Additional funds are needed based on the latest estimate.	\$109,085.00 Cost \$87,268.00 Fed. \$21,817.00 Local
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**NCDOT August 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 11

Enhancement

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

Bridge

Surry Co. BD-5111V DIVISION	45357.3.FD22, BRZ-1809(5) Replace Bridge #244 over SR 1856 on SR 1809. \$1,715,000.00 has previously been approved for construction. Funds need to be decreased (\$1,715,000.00), project delayed due to 2 other projects in the same area that use this route as detours.	-\$1,715,000.00 Cost -\$1,372,000.00 Fed. -\$343,000.00 State
Wilkes Co. B-4676 DIVISION	33831.2.FDU1, BRZ-1001(29) Replace Bridge #29 over Cub Creek on SR 1001. Funds are needed for utilities.	\$40,000.00 Cost \$32,000.00 Fed. \$8,000.00 State
Wilkes Co. B-4676 DIVISION	33831.2.FD1, BRZ-1001(29) Replace Bridge #29 over Cub Creek on SR 1001. Funds are needed for full right of way.	\$10,000.00 Cost \$8,000.00 Fed. \$2,000.00 State

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

Division 11 (Continued)

Bicycle and Pedestrian

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

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

Division 12

National Highway

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Cleveland Co. R-2707AB STATEWIDE	34497.3.FS4, NHF-0074(142) US 74 (Shelby Bypass) from east of SR 1318 (Kimbrell Road) to east of SR 1315 (Plato Lee Road), 1.920 miles. \$14,100,000.00 has previously been approved for construction. Funds need to be decreased (\$4,023,330.00) to reflect the low bid received on May 20, 2014.	-\$4,023,330.00 Cost -\$3,218,664.00 Fed. -\$804,666.00 State
Cleveland Co. R-2707B STATEWIDE	34497.3.FS5, NHF-0074(107) US 74 (Shelby Bypass) from east of SR 1315 (Plato Lee Road) to east of NC 226, 3.323 miles. \$32,600,000.00 has previously been approved for construction. Funds need to be increased \$6,981,028.00 to reflect the low bid received on May 20, 2014.	\$6,981,028.00 Cost \$5,584,822.00 Fed. \$1,396,206.00 State

Congestion Mitigation

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

Divisionwide ER-5600 DIVISION	46305.3.FD12, TAP-CZIP(12) Division 12 - Vegetation Management - Clear Zone Improvement and Management. Funds are needed for construction (Project could be chosen from Statewide, Regional or Division category).	\$225,000.00 Cost \$180,000.00 Fed. \$45,000.00 State
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**NCDOT August 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
Alexander Co. W-5212L DIVISION	45342.2.FD12, HRRR-1135(10) SR 1135 (Wayside Church Road) at NC 16. Funds are needed for full right of way and utilities.	\$110,000.00 Cost \$99,000.00 Fed. \$11,000.00 State

Bicycle and Pedestrian

Cleveland Co. EB-4411K DIVISION	36333.3.FD11, STPEB-000S(764) Gardner Webb University - SR 2515 (Stadium Drive). Funds are needed for construction for bicycle shoulder improvements.	\$400,000.00 Cost \$320,000.00 Fed. \$80,000.00 State
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**NCDOT August 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 13

Enhancement

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

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

Division 14

Enhancement

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

Safety

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

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

Statewide

Congestion Mitigation

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

Enhancement

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

Planning and Research

Statewide M-0474 STATEWIDE	55068.1.F1, IBRD-000S(778) NCDOT Inventory and Management System. Funds are needed for preliminary engineering.	\$80,000.00 Cost \$80,000.00 Fed.
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**NCDOT August 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 15 (Continued)

Planning and Research

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost	
Statewide No ID STATEWIDE	44100.1, SPR-0RES(52) FY 2015 SPR-II Federal Aid Research Program. \$2,040,000.00 has previously been approved for preliminary engineering. Additional funds are needed for FY 2015 allocation.	\$2,040,000.00 \$1,632,000.00 \$408,000.00	Cost Fed. State
Statewide No ID STATEWIDE	44100.2, SPR-0RES(53) Contract Research. \$4,500,000.00 has previously been approved for preliminary engineering. Additional funds are needed for FY 2015.	\$4,814,000.00 \$3,851,200.00 \$962,800.00	Cost Fed. State

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

**REVISIONS TO THE 2012-2020 STIP
HIGHWAY PROGRAM
STIP ADDITIONS**

DIVISION 3

* W-5602 ONSLow PROJ.CATEGORY REGIONAL	NC 172, CAMP LEJEUNE GATE TO NC 210. CONVERT TWO LANE ROADWAY TO THREE LANE ROADWAY WITH A TWO WAY LEFT TURN LANE. <u>ADD RIGHT OF WAY IN FY 16 AND CONSTRUCTION IN FY 17 NOT PREVIOUSLY PROGRAMMED.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2016 - FY 2017 -	\$10,000 \$3,200,000 \$3,210,000	(HSIP) (HSIP)
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DIVISION 6

* EB-4539BC CUMBERLAND PROJ.CATEGORY DIVISION	FAYETTEVILLE, CAPE FEAR RIVER GREENWAY, NORTH OF CSX RAIL LINE TO SOUTH OF CSX RAIL LINE. CONSTRUCT THIRD PHASE OF AN OFF-ROAD MULTI- USE TRAIL. <u>ADD CONSTRUCTION IN FY 15 NOT PREVIOUSLY PROGRAMMED.</u>	CONSTRUCTION	FY 2015 - FY 2015 -	\$600,000 \$150,000 \$750,000	(TA) (C)
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DIVISION 7

* B-5553 GUILFORD PROJ.CATEGORY DIVISION	BALLENGER ROAD, REPLACE BRIDGE 400098 OVER A TRIBUTARY OF HORSEPEN CREEK IN GREENSBORO. <u>PROJECT ADDED AT REQUEST OF CITY, BASED ON PRIORITIZATION.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2016 - FY 2016 - FY 2017 - FY 2017 -	\$60,000 \$15,000 \$600,000 \$150,000 \$825,000	(STPOFF) (C) (STPOFF) (C)
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DIVISION 12

* EB-5546 CLEVELAND PROJ.CATEGORY EXEMPT	CLEVELAND COUNTY, CONSTRUCT SEGMENT OF GATEWAY TRAIL FROM GALILEE CHURCH ROAD TO BETHLEHEM ROAD. <u>PROJECT ADDED AS PART OF THE FEDERAL LANDS ACCESS PROGRAM.</u>	CONSTRUCTION	FY 2015 - FY 2015 -	\$496,000 \$124,000 \$620,000	(FLAP) (L)
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DIVISION 14

* B-5554 TRANSYLVANIA PROJ.CATEGORY EXEMPT	NC 215, REPLACE BRIDGE NO. 73 OVER NORTH FORK FRENCH BROAD RIVER. FEDERAL AID NUMBER: NC FLAP DOT 215(1). <u>PROJECT ADDED AS PART OF THE FEDERAL LANDS ACCESS PROGRAM.</u>	ENGINEERING RIGHT-OF-WAY CONSTRUCTION	FY 2014 - FY 2014 - FY 2014 - FY 2014 - FY 2015 - FY 2015 -	\$80,000 \$20,000 \$20,000 \$5,000 \$497,000 \$124,000 \$746,000	(FLAP) (S) (FLAP) (S) (FLAP) (S)
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* INDICATES FEDERAL AMENDMENT

Thursday, August 07, 2014

HIGHWAY PROGRAM

STIP ADDITIONS

DIVISION 14

* B-5555	NC 215, REPLACE BRIDGE NO. 46 OVER NORTH FORK	ENGINEERING	FY 2014 -	\$80,000	(FLAP)
TRANSYLVANIA	FRENCH BROAD RIVER. FEDERAL AID NUMBER: NC		FY 2014 -	\$20,000	(S)
PROJ.CATEGORY	FLAP DOT 215(2).	RIGHT-OF-WAY	FY 2014 -	\$20,000	(FLAP)
EXEMPT	<u>PROJECT ADDED AS PART OF THE FEDERAL LANDS</u>		FY 2014 -	\$5,000	(S)
	<u>ACCESS PROGRAM.</u>	CONSTRUCTION	FY 2015 -	\$616,000	(FLAP)
			FY 2015 -	\$154,000	(S)
				\$895,000	

STIP MODIFICATIONS

DIVISION 1

F-5501	SR 1242 (COURTHOUSE ROAD), CURRITUCK	CONSTRUCTION	FY 2015 -	\$1,400,000	(DP)
CURRITUCK	WELCOME CENTER. REPLACEMENT.		FY 2015 -	\$350,000	(S)
PROJ.CATEGORY	<u>DELAY CONSTRUCTION FROM FY 14 TO FY 15 TO</u>			\$1,750,000	
DIVISION	<u>ALLOW TIME TO RESOLVE ISSUES RELATED TO</u>				
	<u>IMPACTS TO HISTORIC CULTURAL RESOURCES.</u>				

R-5014	SR 1217 (COLLINGTON ROAD), KILL DEVIL HILLS, US	RIGHT-OF-WAY	FY 2017 -	\$500,000	(STP)
DARE	158 (CROATON HIGHWAY) TO DEAD END.	CONSTRUCTION	FY 2018 -	\$4,350,000	(STP)
PROJ.CATEGORY	OPERATIONAL-SAFETY IMPROVEMENTS.			\$4,850,000	
DIVISION	<u>DELAY RIGHT-OF-WAY FROM FY 15 TO FY 17 AND</u>				
	<u>CONSTRUCTION FROM FY 17 TO FY 18 TO ALLOW</u>				
	<u>ADDITIONAL TIME FOR PLANNING AND DESIGN.</u>				

DIVISION 2

R-2250	NC 11 - 903 (GREENVILLE SOUTHWEST BYPASS), NC 11	RIGHT-OF-WAY	FY 2015 -	\$27,000,000	(T)
PITT	TO US 264 (GREENVILLE BYPASS). FOUR LANE		FY 2016 -	\$27,000,000	(T)
PROJ.CATEGORY	DIVIDED FACILITY ON NEW LOCATION WITH BYPASS	UTILITIES	FY 2015 -	\$1,785,000	(T)
REGIONAL	OF WINTERVILLE.		FY 2016 -	\$1,785,000	(T)
	<u>COMBINE SEGMENTS A, B, AND C INTO ONE DESIGN</u>	CONSTRUCTION	FY 2015 -	\$43,625,000	(T)
	<u>BUILD CONTRACT.</u>		FY 2016 -	\$43,625,000	(T)
			FY 2017 -	\$43,625,000	(T)
			FY 2018 -	\$43,625,000	(T)
				\$232,070,000	

* INDICATES FEDERAL AMENDMENT

**HIGHWAY PROGRAM
STIP MODIFICATIONS**

DIVISION 3

* U-5525	VARIOUS, WILMINGTON URBAN AREA METROPOLITAN	ENGINEERING	FY 2015 -	\$200,000	(STPDA)
BRUNSWICK	PLANNING ORGANIZATION PLANNING ALLOCATION		FY 2015 -	<u>\$50,000</u>	(L)
PENDER	AND UNIFIED WORK PROGRAM.			\$250,000	
NEW HANOVER	<u>ADD ENGINEERING IN FY 15 NOT PREVIOUSLY</u>				
PROJ.CATEGORY	<u>PROGRAMMED.</u>				
DIVISION					

DIVISION 5

* C-4928	SR 1317 (MORREENE ROAD), NEAL ROAD TO SR 1320	ENGINEERING	FY 2014 -	\$425,000	(STPDA)
DURHAM	(ERWIN ROAD) IN DURHAM. CONSTRUCT BIKE LANES		FY 2014 -	\$106,000	(C)
PROJ.CATEGORY	AND SIDEWALKS.	CONSTRUCTION	FY 2016 -	\$444,000	(CMAQ)
EXEMPT	<u>DELAY CONSTRUCTION FROM FY 14 TO FY 16 TO</u>		FY 2016 -	<u>\$111,000</u>	(C)
	<u>REFLECT LOCAL TIP AMENDMENT.</u>			\$1,086,000	

* W-5323	SR 1152 (HOLLY SPRINGS ROAD), SR 1385 (LILLY	CONSTRUCTION	FY 2016 -	<u>\$500,000</u>	(HSIP)
WAKE	ATKINS ROAD) TO SR 1383 (CAMPBELL ROAD). WIDEN			\$500,000	
PROJ.CATEGORY	TO 3-LANE SECTION.				
DIVISION	<u>DELAY CONSTRUCTION FROM FY 15 TO FY 16 TO</u>				
	<u>ALLOW ADDITIONAL TIME FOR PLANNING AND</u>				
	<u>DESIGN.</u>				

DIVISION 7

* AV-5708	PIEDMONT TRIAD INTERNATIONAL, CONSTRUCT	CONSTRUCTION	FY 2015 -	\$500,000	(T)
GUILFORD	TAXIWAY OVER FUTURE I-73 EAST OF SR 2085 (BRYAN		FY 2015 -	<u>\$15,000,000</u>	(O)
PROJ.CATEGORY	BOULEVARD).			\$15,500,000	
STATEWIDE	<u>ADD CONSTRUCTION IN FY 15 NOT PREVIOUSLY</u>				
	<u>PROGRAMMED.</u>				

DIVISION 9

B-5004	REYNOLDS PARK ROAD, REPLACE BRIDGE NO. 86	CONSTRUCTION	FY 2015 -	\$3,560,000	(STPON)
FORSYTH	OVER SALEM CREEK AND BRIDGE NO. 87 OVER		FY 2015 -	\$890,000	(C)
PROJ.CATEGORY	BRUSHY FORK CREEK IN WINSTON-SALEM.			\$4,450,000	
DIVISION	<u>DELAY CONSTRUCTION FROM FY 14 TO FY 15 TO</u>				
	<u>REFLECT CITY'S DELIVERY TIMELINE.</u>				

* INDICATES FEDERAL AMENDMENT

Thursday, August 07, 2014

**HIGHWAY PROGRAM
STIP MODIFICATIONS**

DIVISION 9

C-5208	CITYWIDE, CITY OF LEXINGTON HEAVY DUTY HYBRID	ACQUISITION	FY 2014 -	\$284,000	(CMAQ)
DAVIDSON	REFUSE TRUCK. REPLACE EXISTING TRUCK WITH		FY 2014 -	\$71,000	(C)
PROJ.CATEGORY	HYBRID TRUCK.			\$355,000	
EXEMPT	<u><i>DELAY ACQUISITION FROM FY 13 TO FY 14 AT THE REQUEST OF TOWN AND TRANSPORTATION PLANNING BRANCH.</i></u>				
* C-5217	VARIOUS, BIKE AND PEDESTRIAN IMPROVEMENTS IN	ENGINEERING	FY 2015 -	\$42,000	(CMAQ)
DAVIDSON	VICINITY OF SCHOOL. BISECKER AND MIZE ROADS,		FY 2015 -	\$11,000	(C)
PROJ.CATEGORY	PROVIDE WIDE PAVED SHOULDERS AND CONSTRUCT	CONSTRUCTION	FY 2016 -	\$152,000	(CMAQ)
EXEMPT	SIDE-WALKS ON CORNELIA STREET AND HILLSIDE		FY 2016 -	\$38,000	(C)
	DRIVE IN LEXINGTON.			\$243,000	
	<u><i>DELAY ENGINEERING FROM FY 14 TO FY 15 AND CONSTRUCTION FROM FY 15 TO FY 16 AT THE REQUEST OF TRANSPORTATION PLANNING BRANCH TO REFLECT CITY DELIVERY SCHEDULE.</i></u>				
R-2247CD	WINSTON-SALEM NORTHERN BELTWAY, US 421	RIGHT-OF-WAY	FY 2016 -	\$3,200,000	(T)
FORSYTH	INTERCHANGE WITH SR 1891 / NON-SYSTEM (PEACE	MITIGATION	FY 2016 -	\$954,000	(T)
PROJ.CATEGORY	HAVEN ROAD) AND APPROACHES.	CONSTRUCTION	FY 2016 -	\$3,209,000	(T)
STATEWIDE	<u><i>ADD RIGHT-OF-WAY IN FY 16 AND CONSTRUCTION IN FY 16 NOT PREVIOUSLY PROGRAMMED TO REFLECT STI PRIORITIZATION AND DESIGN-BUILD DELIVERY.</i></u>		FY 2017 -	\$3,208,000	(T)
			FY 2018 -	\$3,208,000	(T)
				\$13,779,000	
R-2247EC	WINSTON-SALEM NORTHERN BELTWAY, US 52 /	RIGHT-OF-WAY	FY 2016 -	\$2,160,000	(T)
FORSYTH	FUTURE I-74 INTERCHANGE WITH NC 65.	CONSTRUCTION	FY 2016 -	\$4,500,000	(T)
PROJ.CATEGORY	RECONSTRUCT INTERCHANGE.		FY 2017 -	\$4,500,000	(T)
STATEWIDE	<u><i>ADD RIGHT-OF-WAY IN FY 16 AND CONSTRUCTION IN FY 16 NOT PREVIOUSLY PROGRAMMED TO REFLECT STI PRIORITIZATION AND DESIGN-BUILD DELIVERY.</i></u>		FY 2018 -	\$4,500,000	(T)
				\$15,660,000	
DIVISION 10					
* B-5009	WADESBORO (EAST WADE STREET), REPLACE BRIDGE	RIGHT-OF-WAY	FY 2014 -	\$8,000	(STPOFF)
ANSON	NO. 90 OVER		FY 2014 -	\$2,000	(C)
PROJ.CATEGORY	MOSS CREEK.	CONSTRUCTION	FY 2015 -	\$380,000	(STPOFF)
DIVISION	<u><i>ADD RIGHT-OF-WAY IN FY 14 AND CONSTRUCTION IN FY 15 NOT PREVIOUSLY PROGRAMMED.</i></u>		FY 2015 -	\$95,000	(C)
				\$485,000	

* INDICATES FEDERAL AMENDMENT

**HIGHWAY PROGRAM
STIP MODIFICATIONS**

DIVISION 10

* C-5543 MECKLENBURG PROJ.CATEGORY EXEMPT	SUNSET ROAD, SUNSET ROAD, I-77 TO STATESVILLE ROAD IN CHARLOTTE. CONSTRUCT SIDEWALKS ON SOUTH SIDE AND INSTALL SIDEWALK ON THE I-77 OVERPASS. <u>ACCELERATE RIGHT-OF-WAY FROM FY 15 TO FY 14 AND CONSTRUCTION FROM FY 16 TO 15 AT REQUEST OF CITY OF CHARLOTTE.</u>	ENGINEERING RIGHT-OF-WAY CONSTRUCTION	FY 2014 - FY 2014 - FY 2014 - FY 2014 - FY 2015 - FY 2015 -	\$234,000 (CMAQ) \$78,000 (C) \$79,000 (CMAQ) \$26,000 (C) \$1,073,000 (CMAQ) \$358,000 (C)	
				\$1,848,000	

R-2123CG MECKLENBURG PROJ.CATEGORY STATEWIDE	I-485, SEPARATE ITS CONTRACT FOR R-2123 CE <u>REVISE FUNDING SOURCE TO REFLECT USE OF CONGESTION MITIGATION AIR QUALITY (CMAQ) FUNDING.</u>	CONSTRUCTION	FY 2015 -	\$600,000 (CMAQ) \$600,000	
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R-2248EA MECKLENBURG PROJ.CATEGORY STATEWIDE	I-485, ITS FOR R-2248 E <u>REVISE FUNDING SOURCE TO REFLECT USE OF CONGESTION MITIGATION AIR QUALITY (CMAQ) FUNDING.</u>	CONSTRUCTION	FY 2015 -	\$1,500,000 (CMAQ) \$1,500,000	
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* U-0209BA MECKLENBURG PROJ.CATEGORY STATEWIDE	US 74 (INDEPENDENCE BOULEVARD), SEPARATE ITS CONTRACT FOR U-209 B <u>DELAY CONSTRUCTION FROM FY 14 TO FY 16 TO BETTER ALIGN THE SCHEDULE WITH THE MAIN CONTRACT COMPLETION.</u>	CONSTRUCTION	FY 2016 -	\$1,400,000 (CMAQ) \$1,400,000	
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DIVISION 12

I-5000 GASTON PROJ.CATEGORY STATEWIDE	I-85, I-85/US 321. GEOMETRIC SAFETY IMPROVEMENTS TO INTERCHANGE. <u>DELAY RIGHT-OF-WAY FROM FY 14 TO FY 15 AND CONSTRUCTION FROM FY 16 TO FY 17 TO ALLOW ADDITIONAL TIME FOR PLANNING.</u>	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2015 - FY 2015 - FY 2017 - FY 2018 -	\$4,700,000 (NHP) \$2,600,000 (NHP) \$6,900,000 (NHP) \$6,900,000 (NHP)	
				\$21,100,000	

* INDICATES FEDERAL AMENDMENT

HIGHWAY PROGRAM

STIP MODIFICATIONS

DIVISION 13

* I-4759	I-40, I-40/SR 1228 (LIBERTY ROAD). CONVERT GRADE	RIGHT-OF-WAY	FY 2019 -	\$16,100,000	(STP)
BUNCOMBE	SEPARATION TO AN INTERCHANGE AND CONSTRUCT	UTILITIES	FY 2019 -	\$2,300,000	(STP)
PROJ.CATEGORY	TWO LANE ROADWAY, US 19/US 23/NC 151 TO SR 1224	CONSTRUCTION	FY 2021 -	\$7,067,000	(STP)
STATEWIDE	WITH PART ON NEW LOCATION.		FY 2022 -	\$7,066,000	(STP)
	<u>DELAY RIGHT-OF-WAY FROM FY 15 TO FY 19 AND</u>		FY 2023 -	\$7,067,000	(STP)
	<u>CONSTRUCTION FROM FY 17 TO FY 21 TO ALLOW</u>			\$39,600,000	
	<u>ADDITIONAL TIME FOR PLANNING.</u>				

DIVISION 14

R-4416	US 64, CHUNKY GAL GAP WESTWARD FOR TWO	CONSTRUCTION	FY 2015 -	\$5,000,000	(STP)
CLAY	MILES. CONSTRUCT TRUCK CLIMBING LANE.			\$5,000,000	
PROJ.CATEGORY	<u>DELAY CONSTRUCTION FROM FY 14 TO FY 15 TO</u>				
STATEWIDE	<u>ALLOW ADDITIONAL TIME FOR DESIGN.</u>				

* W-5506	NC 191, SR 1381 (MOUNTAIN ROAD) TO NORTH OF SR	RIGHT-OF-WAY	FY 2015 -	\$155,000	(HSIP)
HENDERSON	1365 (NORTH RUGBY ROAD). CONSTRUCT A	CONSTRUCTION	FY 2016 -	\$1,975,000	(HSIP)
PROJ.CATEGORY	CONTINUOUS THREE-LANE SECTION, EXTEND RIGHT		FY 2016 -	\$2,500,000	(STP)
REGIONAL	TURN LANE INTO SCHOOL, REVISE AND INSTALL			\$4,630,000	
	GUARDRAIL AND CONSTRUCT PAVED SHOULDERS.				
	<u>DELAY RIGHT-OF-WAY FROM FY 14 TO FY 15 AND</u>				
	<u>CONSTRUCTION FROM FY 15 TO FY 16 TO ALLOW</u>				
	<u>ADDITIONAL TIME FOR PLANNING.</u>				

STIP DELETIONS

DIVISION 9

* C-5212	CITYWIDE, CITY OF LEXINGTON HYBRID YARD WASTE	ACQUISITION	FY 2014 -	\$94,000	(CMAQ)
DAVIDSON	TRUCK. REPLACE EXISTING DIESEL TRUCK WITH A		FY 2014 -	\$24,000	(C)
PROJ.CATEGORY	MEDIUM-DUTY DIESEL-ELECTRIC TRUCK.			\$118,000	
EXEMPT	<u>DELETE AT THE REQUEST OF TRANSPORTATION</u>				
	<u>PLANNING BRANCH; PROJECT DECLINED BY CITY.</u>				
* C-5214	CITYWIDE, CITY OF LEXINGTON COMPACT NATURAL	ACQUISITION	FY 2013 -	\$95,000	(CMAQ)
DAVIDSON	GAS (CNG) UTILITY TRUCKS. REPLACE TWO 2-TON		FY 2013 -	\$24,000	(C)
PROJ.CATEGORY	DIESEL WITH CNG TRUCKS.			\$119,000	
EXEMPT	<u>DELETE AT THE REQUEST OF TRANSPORTATION</u>				
	<u>PLANNING BRANCH; PROJECT DECLINED BY CITY.</u>				

* INDICATES FEDERAL AMENDMENT

HIGHWAY PROGRAM

STIP DELETIONS

DIVISION 10

* C-5109

UNION

MECKLENBURG

PROJ.CATEGORY

EXEMPT

COUNTYWIDE, CHARLOTTE-MECKLENBURG SCHOOLS, CONSTRUCTION FY 2010 - \$336,000 (CMAQ)
 CLEAN SCHOOL BUS INITIATIVE. \$336,000

DELETE SEGMENT A AT THE REQUEST OF MPO.

ITEM N SUMMARY

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

* INDICATES FEDERAL AMENDMENT

Thursday, August 07, 2014

NCDOT August 7, 2014 Board of Transportation Agenda

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

Division 2

Town of Hookerton
Greene County
M-0472
55066.1.F10

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

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

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

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

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

NCDOT August 7, 2014 Board of Transportation Agenda

Divisions 2 & 4

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

This Rail Agreement is to approve payment of grant funds for CLNA to improve rail infrastructure, health, safety, and operating efficiency. The specific projects funded by the grant include upgrading crosstie condition and replacement of rail. The Department shall participate in the project to the extent of 50% of the total project cost or up to \$574,026, whichever is less. The Department's participation in the project costs will be funded from the State's Freight Rail & Rail Crossing Safety Improvement Fund (FRRCSI). As a condition of the award of funds, NS and the Department shall enter into a Contingent Interest Agreement and Instrument of Indebtedness to secure a lien on the project assets for five (5) years.

Division 3

Town of Leland
Brunswick County
M-0472
55066.1.F4

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

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

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

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

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

NCDOT August 7, 2014 Board of Transportation Agenda

Division 4

City of Wilson
Wilson County
ER-2971 D
3500.3.04.098

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

Division 5

CSX Transportation Inc.
Durham County
U-0071
34745.1.1

This Rail Agreement is to widen and rehabilitate Bridge No. 189 on NC 147 and rehabilitate Bridge No. 188 on NC 147 beginning at Station 22+28.13 to Station 25+66.37 in Durham County and in connection therewith proposes to widen and rehabilitate existing grade separations, referred to as the "overheads" and appurtenant works across Railroad's right of way, tracks and other facilities near Railroad Milepost SDS-2.85.

CSX Transportation Inc.
Durham County
U-0071
34745.1.1

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

NCDOT August 7, 2014 Board of Transportation Agenda

Division 5 – cont.

Norfolk Southern Railway
Durham County
U-0071
34745.1.1

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

Norfolk Southern Railway
Durham County
U-0071
34745.1.1

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

Town of Youngsville
Franklin County
M-0472
55066.1.F9

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

Division 6

Town of Elizabethtown
Bladen County
M-0472
55066.1.F3

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

NCDOT August 7, 2014 Board of Transportation Agenda

Division 7

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

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

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

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

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

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

NCDOT August 7, 2014 Board of Transportation Agenda

Division 7 – cont.

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

This Project consists of the design of an extension of the existing Tanyard Branch Trail from Jay Street to Umstead Park/Umstead Drive in Chapel Hill. The Municipality is responsible for all phases of the Project. The Department shall allocate an amount not to exceed 80% (\$100,000) from the STP-DA funds allocation. The Municipality will be responsible for providing the 20% (\$25,000) matching funds for the STP-DA funds authorized and all costs that exceed the total estimated cost.

Town of Sedalia
Guilford County
M-0472
55066.1.F10

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

Division 8

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

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

NCDOT August 7, 2014 Board of Transportation Agenda

Division 8 – cont.

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

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

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

This Rail Agreement is to approve payment of grant funds for LRS to improve rail infrastructure, health, safety, and operating efficiency. The specific projects funded by the grant include upgrade of 2500 track feet of 67# and 100# rail and the replacement of 1,000 crossties at Milepost 3.3-3.8 and 0.1-4.0. The Department shall participate in the project to the extent of 50% of the total project cost or up to \$105,203, whichever is less. The Department's participation in the project costs will be funded from the State's Freight Rail & Rail Crossing Safety Improvement Fund (FRRCSI). As a condition of the award of funds, LRS and the Department shall enter into a Contingent Interest Agreement and Instrument of Indebtedness to secure a lien on the project assets for five (5) years.

Division 9

Village of Clemmons
Forsyth County
U-4741 PC
39745.1.15
39745.3.15

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

NCDOT August 7, 2014 Board of Transportation Agenda

Division 9 – cont.

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

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

Town of Kernersville
Forsyth County
ER-2973 I
3709.3.30

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

Town of Spencer
Rowan County
M-0472
55066.1.F6

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

Divisions 9 & 11

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

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

NCDOT August 7, 2014 Board of Transportation Agenda

Division 10

Town of Cornelius
Mecklenburg County
M-0472
55066.1.F2

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

Town of Indian Trail
Union County
C-4957A
44057.3.1

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

Town of Indian Trail
Union County
C-4957B
44057.3.2

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

Division 13

City of Marion
McDowell County
M-0472
55066.1.F5

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

NCDOT August 7, 2014 Board of Transportation Agenda

Division 13 – cont.

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

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

Town of Valdese
Burke County
M-0472
55066.1.F8

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

Division 14

City of Hendersonville
Henderson County
R-4430
34623.2.2

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

Town of Saluda
Polk County
M-0472
55066.1.F10

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

NCDOT August 7, 2014 Board of Transportation Agenda

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

Division 5

Pinellas Corporation
Durham County
5C.032067

This Project consists of additional widening and paving of the existing unpaved road to provide a 30-foot cross section. The Department shall be responsible for all phases of the project. The Developer shall reimburse the Department 100% of the actual cost of the work, estimated to be \$100,000.

Division 6

City of Fayetteville
Cumberland County
EB-5541
45550.1.1

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

Division 7

City of Greensboro
Guilford County
EL-5101 DD
41823.3.7

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

Division 9

City of Winston Salem
Forsyth County
U-4147 OF
39745.1.22

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

NCDOT August 7, 2014 Board of Transportation Agenda

Division 10

Novant Health, Inc.
Mecklenburg County
36249.3375

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

Aston Properties
Cabarrus County
36249.3376

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

Stanly County
36249.3378

The Project consists of widening improvements at the intersection of South Stanly School Road (SR 1922) and South Stanly School/Michelin driveway near Norwood in Stanly County. The Department is responsible for all phases of the Project. The County shall reimburse the Department 100% of the actual cost of all work performed by the Department. The estimated cost is \$227,157.44.

City of Charlotte
Mecklenburg County
44244

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

NCDOT August 7, 2014 Board of Transportation Agenda

Division 10 – cont.

UNC Charlotte
Mecklenburg County
44244

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

Division 11

Lees-McRae College
Avery County
44222

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

Town of Weaverville
Buncombe County
13.201111

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

Division 14

Haywood County
E-4975

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

NCDOT August 2014 Board of Transportation Agenda

Approval of Municipal Street System Changes

There will be no municipal street system changes presented for approval at the August 2014 Board meeting.

NCDOT August 2014 Board of Transportation Agenda

<u>No.</u>		<u>Enacted Page No.</u>
1	Preliminary Right of Way Plans	R-1
2	Final Right of Way Plans	R-2
3	Revisions of Final Right of Way Plans	R-3
4	Approval of Conveyance of Highway Right of Way Residue	R-4
5	Approval of Conveyance of Surplus Highway Right of Way	R-5
6	Advance Acquisition of Highway Right of Way	R-6 and R-7

Preliminary Right of Way Plans

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

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

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

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

(Division 6)

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

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

Cumberland County; I.D. No. W-5206AH; Project No. 45336.2.FD34:

SR 1403 (Reilly Road) from SR 1400 (Cliffdale Road) to Willowbrook / Kimbridge in Fayetteville

(Division 12)

Alexander County; I.D. No. W-5212L; Project No. 45342.2.FD12:

SR 1135 (Wayside Church Road) at NC 16

Final Right of Way Plans

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

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

(Division 6)

Project No. 33593.2.1; Robeson County; I.D. No. B-4251:

Grading, drainage, paving and structure on Bridge No. 94 over Old Field Swamp on SR 2237 with the right of way indicated upon the final plans for said project.

(Division 8)

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

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

(Division 14)

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

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

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 7)

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

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

(Division 11)

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

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

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

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

REVISION FINAL ROW PLANS

3 PROJECT(S)

\$0.00

Approval of conveyance of Highway Right of Way Residues

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

(Division 5)

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

Wake County

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

(Division 11)

Project 6.731020, Parcel R-2101AB 064, NC 18 from North of SR 1704 to Southwest of Wilkes County Line

Caldwell County

Conveyance of an approximate 0.190-acre residue area to David Oakes for the high bid amount of \$501.00.

CONVEYANCE ROW RESIDUE

2 PROJECT(S)

\$97,501.00

Approval of conveyance of Surplus Highway Right of Way

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

(Division 12)

Project 8.1640801, Parcel 031, I-77 Northbound near US 21 (Williamson Road) in Mooresville

Iredell County

Conveyance of an approximate 0.002-acre surplus right of way area to Spectrum Hospitality III, LLC for the appraised value of \$1,300.00.

Advance Acquisition of Highway Right of Way

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

Division 3

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

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

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

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

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

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

Advance Acquisition of Highway Right of Way (continued)

Division 3 (continued)

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

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

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

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

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

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

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

ITEM S

No Items for Approval of Highway Needs Allocations
at the August 2014 Board of Transportation Meeting

There are no Comprehensive Transportation Plans to be presented for approval at the August 7, 2014 Board of Transportation Meeting.

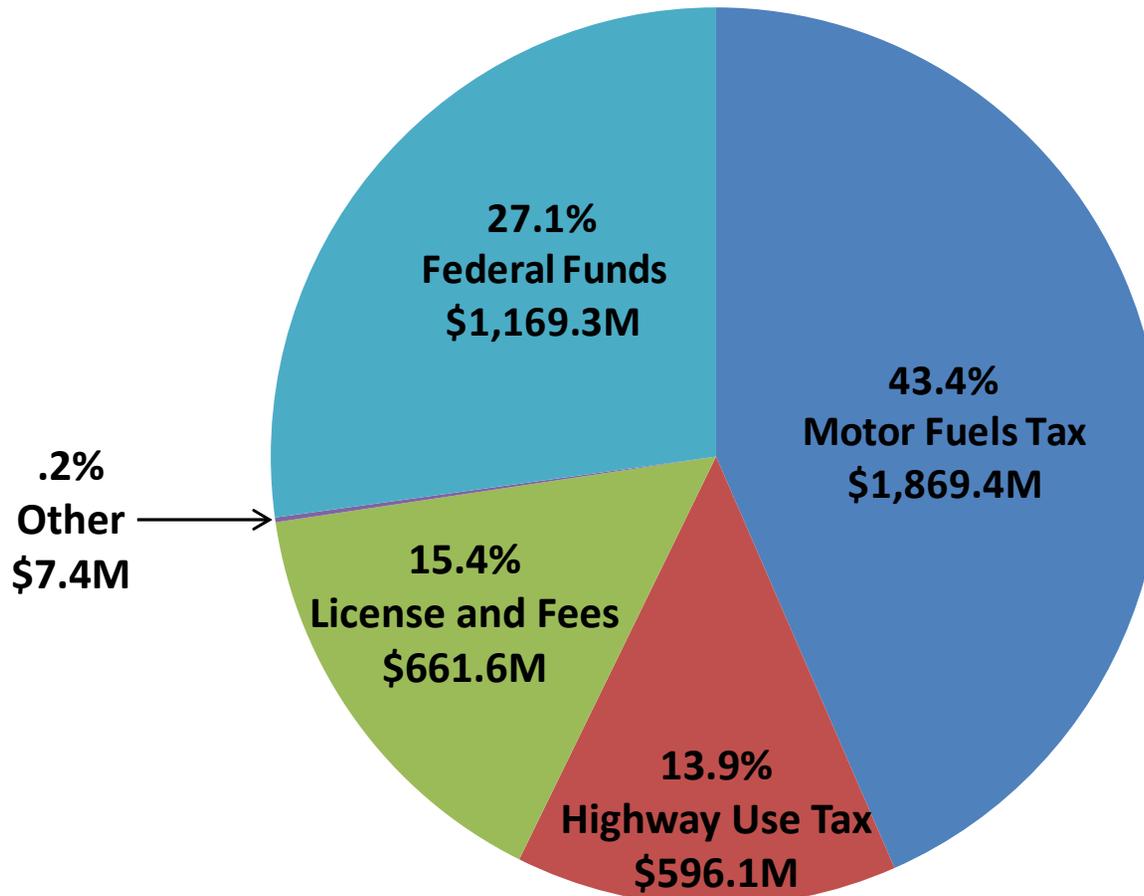


Budget Update

August 7, 2014

David Tyeryar
Chief Financial Officer

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



(\$ in millions) ²

Trust Fund Appropriations SFY 2015

	Certified 2014-15	Governor 2014-15 Recommended	Senate 2014-15 Recommended	House 2014-15 Recommended	Final (Preliminary) 2014-15 Recommended	Final Over / (Under) Certified	
						\$	%
Base Budgets	\$1,105,400,000	\$1,105,400,000	\$1,105,400,000	\$1,105,400,000	\$1,105,400,000	\$	-
Mandated Adjustments		-	-	-			-
Expansion Requests		57,911,818	73,661,890	67,993,140	67,993,140		67,993,140
Reductions		(911,818)	(11,000,000)	(11,000,000)	(11,000,000)		(11,000,000)
Total Recommended	<u>\$1,105,400,000</u>	<u>\$1,162,400,000</u>	<u>\$1,168,061,890</u>	<u>\$1,162,393,140</u>	<u>\$1,162,393,140</u>	<u>\$56,993,140</u>	5.16%

	Certified 2014-15	Senate Revised 2014-15	House Revised 2014-15	Final Recommended 2014-15
Motor Fuels Tax Assumptions: Effective Tax Rate(Cts/Gallon) @ 17.5Cents+7%Wholesale Price	36.5	37.0	37.0	37.0
TOTAL MOTOR FUELS	438.70	464.80	464.80	464.80
% CHANGE				5.9%
TOTAL HIGHWAY USE	565.30	601.80	596.10	596.10
% CHANGE				5.4%
TOTAL LICENSES & FEES	100.40	99.40	99.40	99.40
% CHANGE				-1.0%
INVESTMENT INCOME	1.00	2.00	2.00	2.00
% CHANGE				100.0%
TOTAL TRUST FUND	1,105.40	1,168.00	1,162.30	1,162.30
% CHANGE				5.1%

Trust Fund Appropriations Highlights

- Sources for Expansion
 - Increasing revenue
 - Reductions
- Expansions
 - Funding for STI
- Reductions
 - Trust Fund Administrative budget to prior year's actual spending

Highway Fund Appropriations SFY 2015

	Certified 2014-15	Governor 2014-15 Recommended	Senate 2014-15 Recommended	House 2014-15 Recommended	Final (Preliminary) 2014-15 Recommended	Final Over / (Under) Certified	
						\$	%
Base Budgets	\$1,916,310,500	\$1,916,310,500	\$1,916,310,500	\$1,916,310,500	\$1,916,310,500	\$0	
Mandated Adjustments		9,753,990	9,453,990	9,453,990	9,453,990	9,453,990	
Expansion Requests		77,552,093	99,269,707	88,706,456	91,711,897	91,711,897	
Reductions		(29,866,583)	(40,892,143)	(33,787,587)	(33,334,101)	(33,334,101)	
Total Recommended	\$1,916,310,500	\$1,973,750,000	\$1,984,142,054 *	\$1,980,683,359 *	\$1,984,142,286 *	\$67,831,786	3.54%

*Total includes \$12M Unreserved Fund Balance

	Certified 2014-15	Senate Revised 2014-15	House Revised 2014-15	Final Recommended 2014-15
Motor Fuels Tax Assumptions:				
Effective Tax Rate(Cts/Gallon) @ 17.5Cents+7% Wholesale Price	36.5	37.0	37.0	37.0
TOTAL MOTOR FUELS	1,327.40	1,404.60	1,401.10	1,404.60
% CHANGE				5.8%
TOTAL LICENSES & FEES	581.20	562.20	562.20	562.20
% CHANGE				-3.3%
INVESTMENT INCOME	7.80	5.40	5.40	5.40
% CHANGE				-30.8%
TOTAL HIGHWAY FUND	1,916.30	1,972.40	1,968.70	1,972.20
% CHANGE				2.9%

Highway Fund Appropriations Highlights

- Sources for Expansion
 - Increasing revenue
 - Unallotted and unexpended intermodal balances
 - Reductions
- Expansions
 - State Aid to localities - Powell Bill
 - Pavement Preservation
 - Information Technology
 - Compensation
- Reductions
 - 2% reductions submitted
 - Position eliminations
 - Fiscal management
 - Operating and grant funding for Aviation, Rail, Ferry, Bike & Pedestrian

SFY 2015 Budget Highlights

- Provides a \$1,000 annual recurring salary increase for permanent full-time employees
- Special Annual Leave Bonus- provides a one-time additional five days of annual leave effective September 1, 2014. Leave remains available until used.
- Position Reductions- 27 Highway Fund Admin, 270 field, equipment or Trust Fund Receipt supported positions vacant 180 days or longer and 1 vacant position in the Governance Office
- Reduces Program Administration in the Highway Trust Fund by \$11.0 Million
- Reduces Financial Management by \$4.2 Million
- Increases outsourcing for Preconstruction and Technical Services to 70%, Roadway Design to 50%, PDEA to 65% and Right of Way 5%
- Legal- Directs Department to increase utilization of outside counsel by 10% of new cases
- Establishes Pavement Preservation Program - \$65.0 Million- 20% to be used for projects outsourced to private contractors

SFY 2015 Special Provisions

- Participation with private developers
 - The Secretary shall report in writing, on a quarterly basis, to the Joint Legislative Commission on Governmental Operations on all agreements entered into between a private developer and the Department of Transportation for participation in private engineering and construction contracts...
- Out of State Travel
 - Expenditures for out-of-state travel 2014-2015 fiscal year and all subsequent fiscal years shall not exceed the amount expended during the 2009-2010 fiscal year
- DMV Hearing Fees
 - The Department of Transportation, Division of Motor Vehicles, shall develop a plan and proposed schedule of fees to recover the direct and indirect costs incurred for the performance of administrative hearings required by law or under rules adopted by the Board of Transportation

SFY 2015 Special Provisions

- Highway Maintenance

- The Board of Transportation - approve a schedule of State highway maintenance projects and their anticipated cost. This schedule is designated the Highway Maintenance Improvement Program and is established in G.S. 136-44.3A. The Board shall publish the schedule on the Department's Web site by April 1 of each year
- Report on the condition of the State highway system and maintenance funding needs

- DOT Staffing

- The Department of Transportation shall review the organization and staffing of the Division of Highways and the Division of Preconstruction and identify areas of unnecessary duplication within management structures and variations in the number of employees reporting to persons identified as supervisors. Based on its review, the Department shall create and implement a plan for staffing changes and staffing efficiencies
- The Department shall report JLTOC no later than December 1, 2014

SFY 2015 Special Provisions

- Study Fees, Sponsorship, and Privatization
 - reduce the use of public funds for services provided by the Department
- DOT Cash Management
 - The Department of Transportation shall maintain an available cash balance at the end of each month equal to at least seven and one-half percent (7.5%) of the total [State] appropriations
 - average daily cash balance of the Highway Fund and the Highway Trust Fund to an amount equal to between fifteen and twenty percent (15-20%) of the total appropriations for the current fiscal year from those funds
 - In any month in which the Department's total cash balance on hand from the Highway Fund and the Highway Trust Fund exceeds one billion dollars (\$1,000,000,000), the Department shall report the reasons the cash balance has exceeded the amount specified in this subsection, the actions to be taken by the Department to reduce the cash balance, and the estimated amount of time it will take to bring the cash balance to the target identified

SFY 2015 Special Provisions

- Economic Development Program Funds
 - \$4,036,171 in recurring funds for fiscal year 2014-2015 shall be used for prioritized transportation improvements and infrastructure that expedite commercial growth as well as either job creation or job retention.

Summary of Authorized Headcount and Positions Abolished Due to Legislation

Summary of Authorized Headcount and Positions Abolished Due to Legislation

	Admin Abolished FTE's	Field and Equipment Abolished FTE's	Total Abolished FTE's	Authorized FTE's as of June 30th	% Change
FY08	-	-		14,756	
FY09	-	-		14,759	0.02%
FY10	187	751	938	13,944	-5.52%
FY11	60	371	431	13,584	-2.58%
FY12	144	288	432	13,220	-2.68%
FY13	40	69	109	13,138	-0.62%
FY14	22	80	102	13,039	-0.75%
FY15-Long Session cuts	29	271	300	12,739	As of July 14th
FY15-Pending cuts	27	270	297	12,442	-4.58%
Total	509	2,100	2,609		-15.68%

Since FY08 DOT Headcount has decreased by 15.68% from 14,756 to 12,442 positions. Of this total Admin positions have decreased by 509 and Field positions by 2,100. Authorized totals include increase in headcount due to expansion and other abolishments requested internally and not by Legislation.

DBE/MB/WB LETTING SUMMARY

Federal Contract Awards Summary

Oct 2013 let through Jul 2014 let

Federal Fiscal Year 2013/2014

	Value Of Contract	DBE Goals Set		DBE Participation Submitted		DBE Participation Split			
						MB		WB	
						\$	%	\$	%
Monthly	13,239,755.37	1,128,882.91	8.5	1,145,102.40	8.6	29,000.00	0.2	1,116,102.40	8.4
FY to Date	1,051,581,777.13	118,609,506.55	11.3	115,860,907.80	11.0	22,411,513.80	2.1	93,449,394.00	8.9

State Contract Awards Summary

Jul 2014 let through Jul 2014 let

Begin State Fiscal Year 2014/2015

	Value Of Contract	MB Goals Set		MB Participation Submitted		WB Goals Set		WB Participation Submitted	
		\$	%	\$	%	\$	%	\$	%
		Monthly	27,731,223.78	1,095,655.73	4.0	784,537.00	2.8	1,604,343.93	5.8
FY to Date	27,731,223.78	1,095,655.73	4.0	784,537.00	2.8	1,604,343.93	5.8	1,661,422.30	5.3

Letting Date(s): July 15, 2014
 Award Date: August 7, 2014
 Award Subject to Secretary's Approval

				ADVERTISED GOALS SET		PARTICIPATION SUBMITTED		GOOD FAITH EFFORT AWARDED	AWARDED BY SECRETARY
33593.3.FD1 BRZ-2237(1) B-4251 C203407	ROBESON	GRADING, DRAINAGE, PAVING, AND STRUCTURE.	SMITH-ROWE, LLC	9.0		9.0			X
38449.3.FR1 BRSTP-15(18) B-4639 C203408	SCOTLAND	GRADING, DRAINAGE, PAVING, AND STRUCTURE.	SANFORD CONTRACTORS, INC.	8.0		8.0			X
8CR.10621.24 etc. C203577	MONTGOMERY, MOORE	MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.	RILEY PAVING INC		5.0 6.0		5.0 6.0		X
8CR.10771.24, etc. C203578	RICHMOND	MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.	HUDSON PAVING, INC.		5.0 5.0		5.0 5.0		X
9CR.10801.150, etc. C203574	ROWAN	MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.	J. T. RUSSELL & SONS, INC.		5.0 6.0		0.9 1.0	X	X
9CR.10851.150, etc. C203576	STOKES	MILLING, RESURFACING & SHOULDER RECONSTRUCTION.	APAC - ATLANTIC, INC. THOMPSON ARTHUR DIVISION		4.0 5.0		4.0 5.0		X
12CR.10551.12, etc. C203579	LINCOLN	MILLING, RESURFACING & SHOULDER RECONSTRUCTION.	BLYTHE CONSTRUCTION, INC.		5.0 6.0		5.0 6.0		X
38408.3.FS1 BRZ-1705(1) B-4554 C203409	JACKSON	GRADING, DRAINAGE, PAVING, AND STRUCTURE.	NHM CONSTRUCTORS, LLC		7.0		7.0		X
43761.3.FD1 APD-1103(29) R-5525 C203598	WATAUGA	GRADING, DRAINAGE, PAVING, AND STRUCTURE.	THE J.W. HAMPTON COMPANY		11.0		11.0		X
17BP.13.R.151 C203573	BUNCOMBE, MITCHELL, MADISON	DESIGN BUILD.	DANE CONSTRUCTION, INC.		3.0 5.0		2.7 5.0	X	X
17BP.14.R.129 C203529	JACKSON, HAYWOOD	DESIGN BUILD.	SIMPSON CONSTRUCTION CO., INC.		2.0 5.0		0.3 5.0	X	X

North Carolina

Department of Transportation



DIVISION 3

Brunswick, Duplin, New Hanover,
Onslow, Pender & Sampson Counties



Division 3

Population – 693,356

From 2000 to 2010: Brunswick County's population growth rate 46.9%, #1 in North Carolina & New Hanover County was #3 for population per sq. mile
(US Census Bureau)

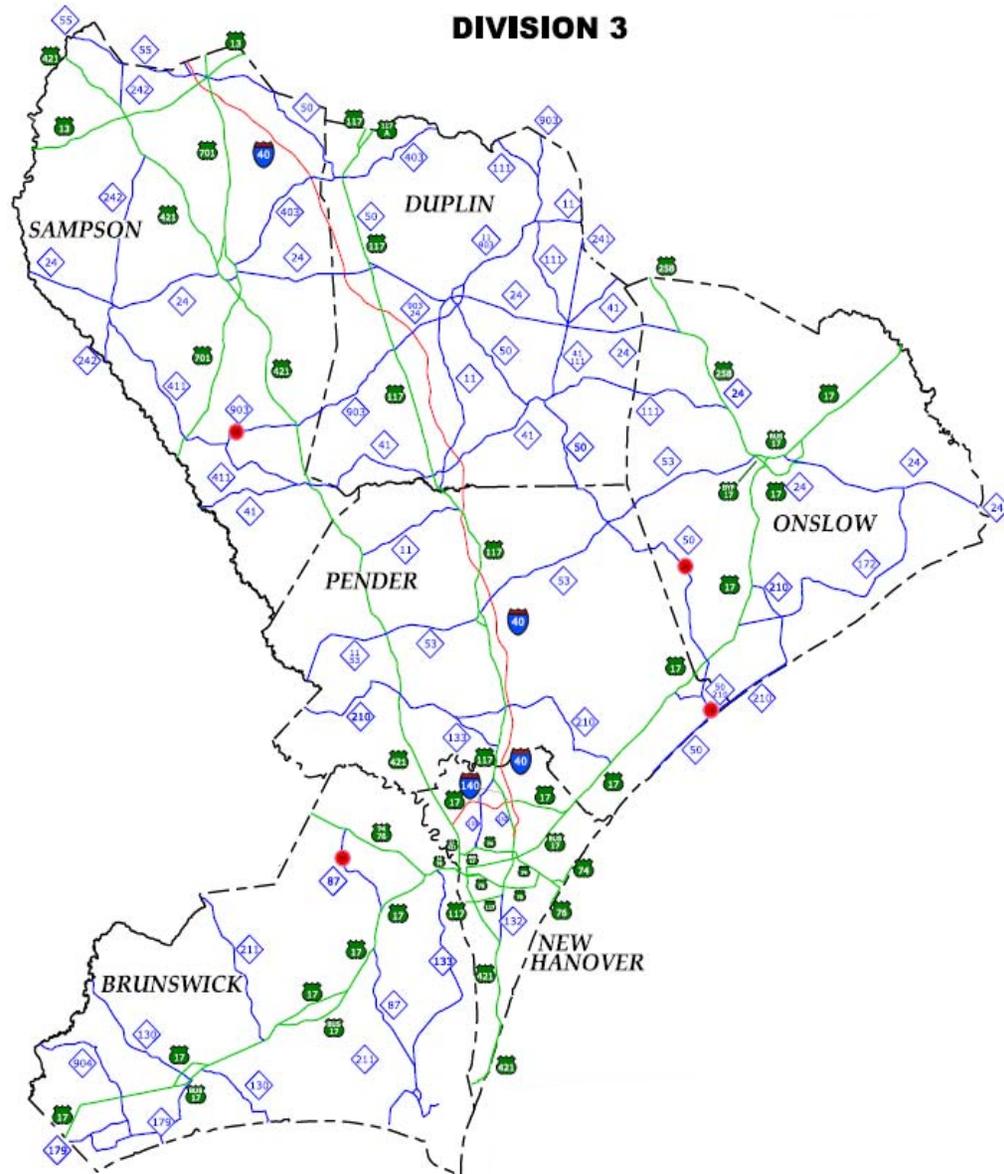
Division Employees - 463

Road Mileage

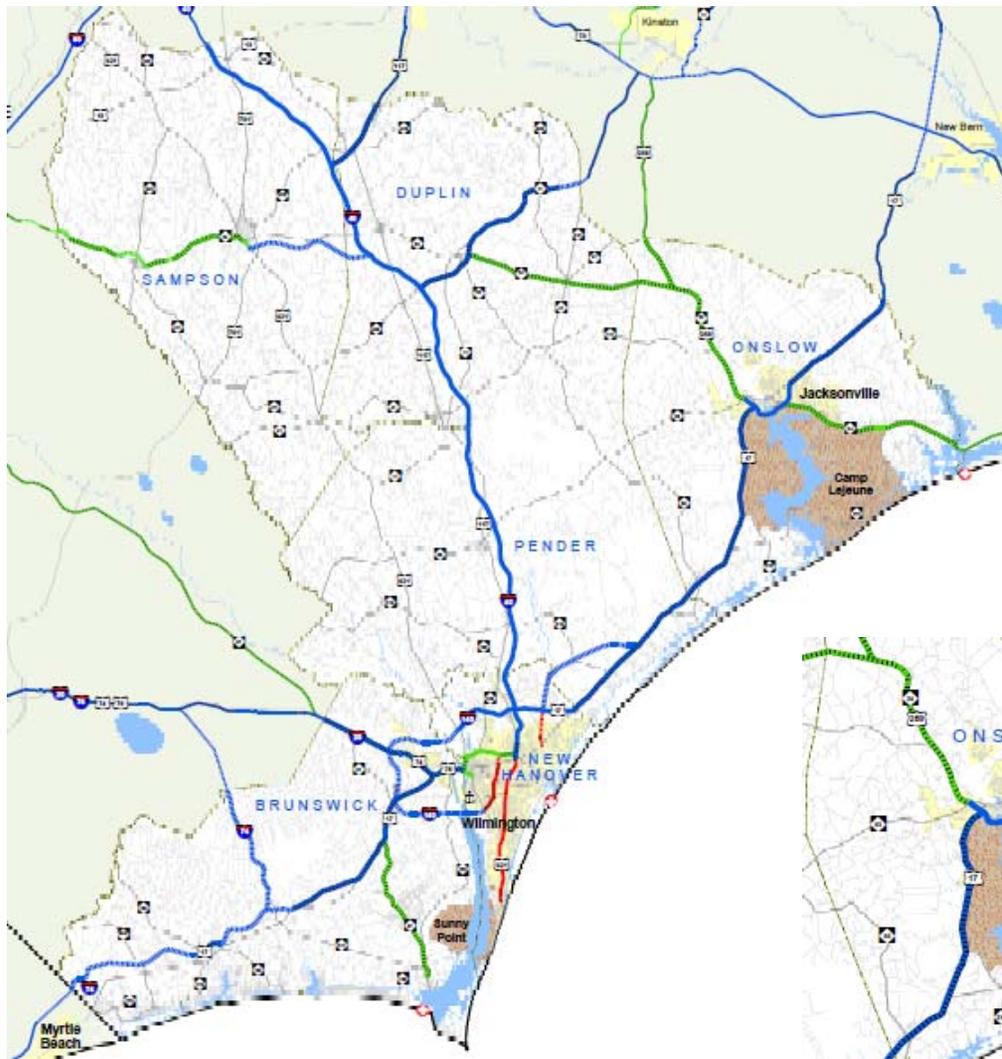
Interstate	87.04 miles
Primary	1,167.41 miles
Secondary	4,188.34 miles

Bridge Deck (sq-ft)

Interstate	1,126,578
Primary	4,174,429
Secondary	1,370,204



Division 3 Strategic Highway Corridors



Wilmington



Jacksonville

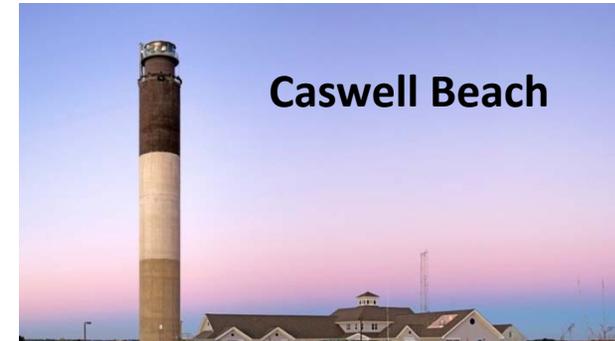


Division 3: Attractions

- **Diverse Work Force & Population**
Adaptive to Business interests; Telecommunications, Manufactory Industry, Tourist Industry, Military, Farming/Agriculture/Livestock, Film Industry, Fishing Industry, Historic Areas/Museums, Cultural Aspect, Retirees, Academia, Hunting/Fishing, Festivals, etc.
- **Education; UNC-W and Community Colleges Network**
Community colleges have ability to customize curriculums to suit industrial needs for existing or future businesses
- **Infrastructure**
Highways – interconnectivity to interstates, major US Routes & to our smaller communities within Division 3
Utilities – water, sewer, natural gas, telecommunications, etc.
North Carolina Ports – import/export capacity
Rail – enhances port’s ability to move freight
Wilmington International Airport (ILM) – passengers & freight
Albert J. Ellis (Jacksonville)
- These items and the natural quality of life attributes (like the environment & moderate temperatures) attracts businesses to our area, providing higher wage opportunities and completion. The following slides illustrate these points for the counties that make up Division 3:

Brunswick County

Top Employers: Brunswick County Board of Education – 1000+ County of Brunswick – 1000+ Progress Energy – 500 to 999 Wal-Mart – 500 to 999 Food Lion – 250 to 499 Brunswick Novant Medical Center – 250 to 499 Brunswick Community College – 250 to 499 Liberty Healthcare Group – 250 to 499 Doshier Memorial Hospital 250 to 499



Caswell Beach



Ocean Isle Beach



Orton Plantation



Southport



Gator's have right of way



Holden Beach



Calabash, NC



Sunset Beach Bridge



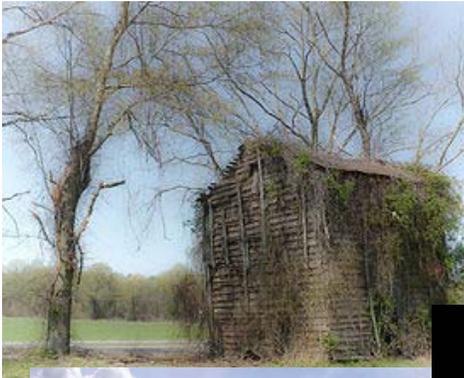
Shalotte



Oak Island Pier

Duplin County

Top Employers: Butterball – 1000+ Smithfield Foods – 1000+ Duplin County Schools – 1000+ House of Raeford – 1000+
Murphy Family Ventures – 500 to 999 Guilford Mills – 500 to 999 County of Duplin – 500 to 999
East Carolina Health – 250 to 499 Burch Equipment – 250 to 499 Johnson Breeders – 250 to 499



River Landing Golf Course



Duplin County Courthouse



Cowan Museum



STATE CHAMPIONS



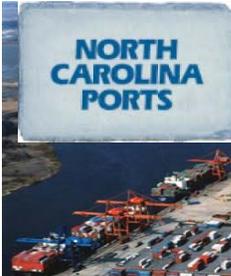
HOUSE OF RAEFORD



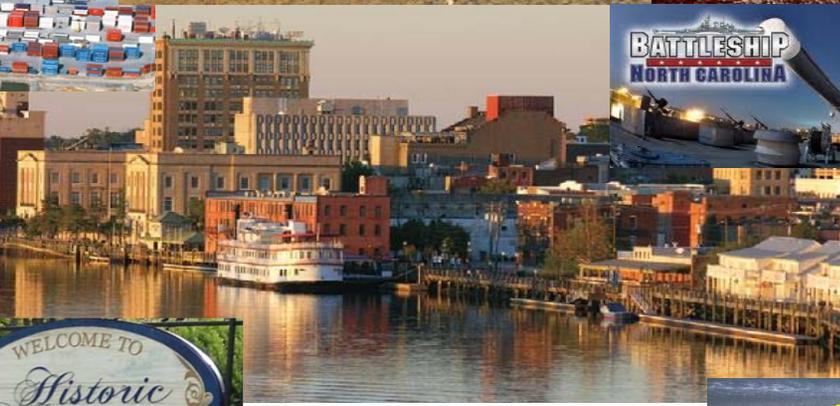
Livestock Farming

New Hanover County

Top Employers: New Hanover Regional Medical Center – 1000+ New Hanover County School System – 1000+ UNC-W – 1000+
PPD Development – 1000+ County of New Hanover – 1000+ Cape Fear Community College – 1000+ Wal-Mart – 1000+
City of Wilmington – 1000+ Corning Inc. – 500 to 999 Cellco Partnership – 500 to 999



Azalea Festival



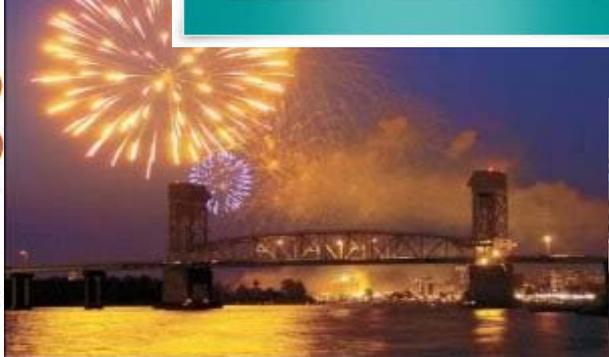
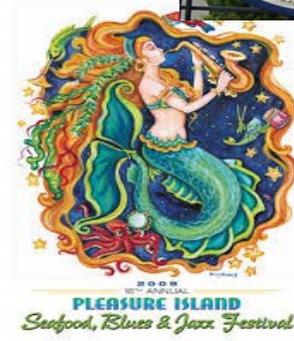
Michael

Jordan



Film Industry

Carolina Beach

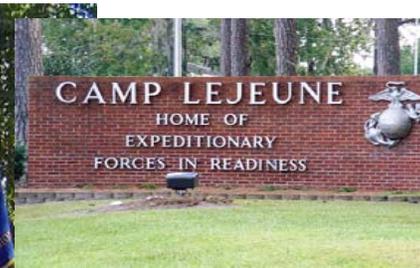


Onslow County

Top Employers: Department of Defense – 1000+ Onslow County Board of Education – 1000+ Camp Lejeune MCCA – 1000+ Onslow Memorial Hospital – 1000+ County of Onslow – 1000+ Wal-Mart – 1000+ Coastal Carolina Comm .College – 500 to 999 Food Lion – 500 to 999 Convergys Customer Group – 500 to 999 City of Jacksonville – 500 to 999



Beirut Memorial



National News Gator at Jacksonville citizen's dog



Richlands, NC
A Great Place to Grow



Jacksonville Freedom Fountain



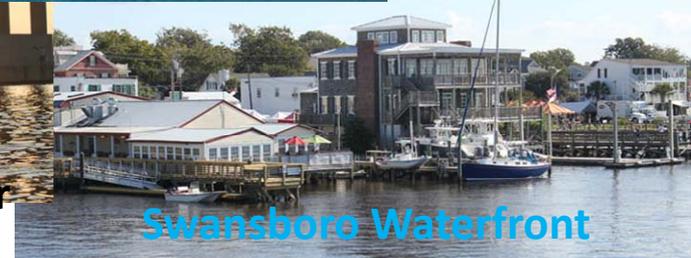
Mario Williams from Richlands'



US 17 over New River



North Topsail Beach



Swansboro Waterfront

Pender County

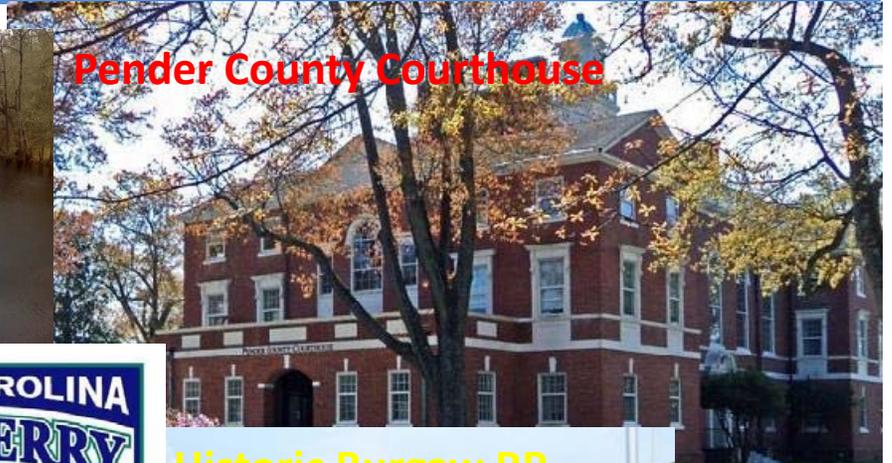
Top Employers: Pender County Board of Education – 1000+ Pender County – 250 to 499 Dept. of Public Safety – 250 to 499
Pender Memorial Hospital – 250 to 499 Food Lion - 100 to 249 LL Building Products – 100 to 249
Woodbury Wellness Center – 100 to 249 Pender Volunteer Emergency & Rescue – 100 to 249 Daybreak of Wilmington – 100 to 249
Lowes Home Centers – 100 to 249



Surf City Pier



Holly Shelter
Creek



Pender County Courthouse



Hurricane Earl



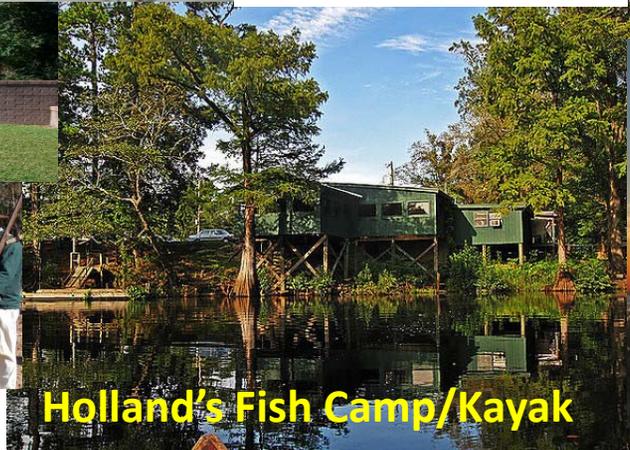
Historic Burgaw RR
Depot



Holly Shelter Game
Refuge



Moore's Creek Battlefield



Holland's Fish Camp/Kayak



Topsail Beach

Sampson County

Top Employers: Smithfield Foods – 1000+ Sampson County Schools – 1000+ Prestage Farms – 500 to 999
Sampson Regional Medical Center – 500 to 999 County of Sampson – 500 to 999 Clinton City Schools – 500 to 999
Hog Slat Co. – 500 to 999 Mossberg Sanitation – 250 to 499 Liberty Healthcare Group – 250 to 499 Dept. of Public Safety – 250 to 499



Sampson County Courthouse



Sampson County Community College



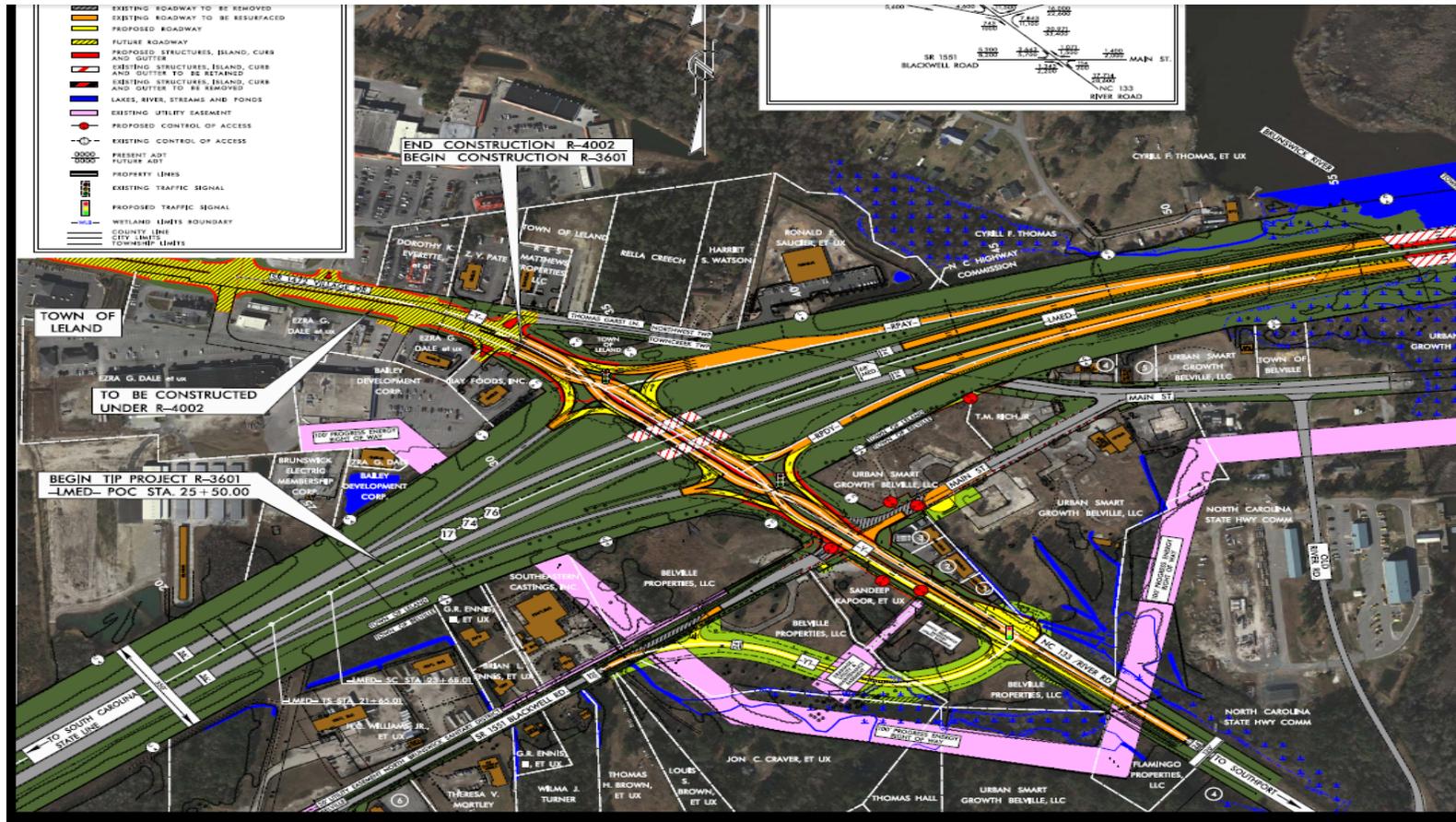
Newton Grove



Smithfield

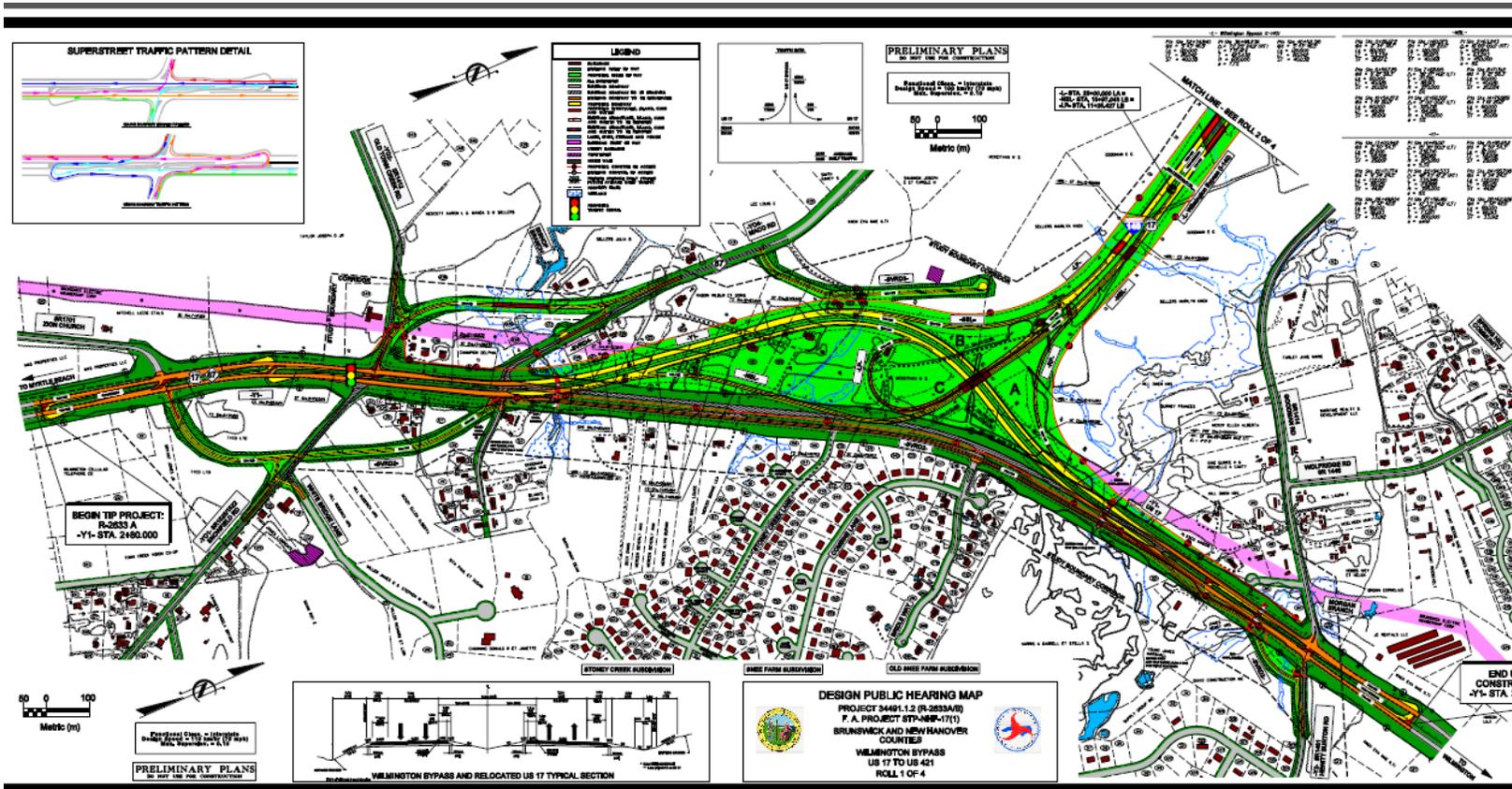
R-3601 Causeway Project

Widening of US 17/74/76 from Leland to interchange near Battleship North Carolina
Will be 1st project with diverging diamond interchange (DDI) in Division 3

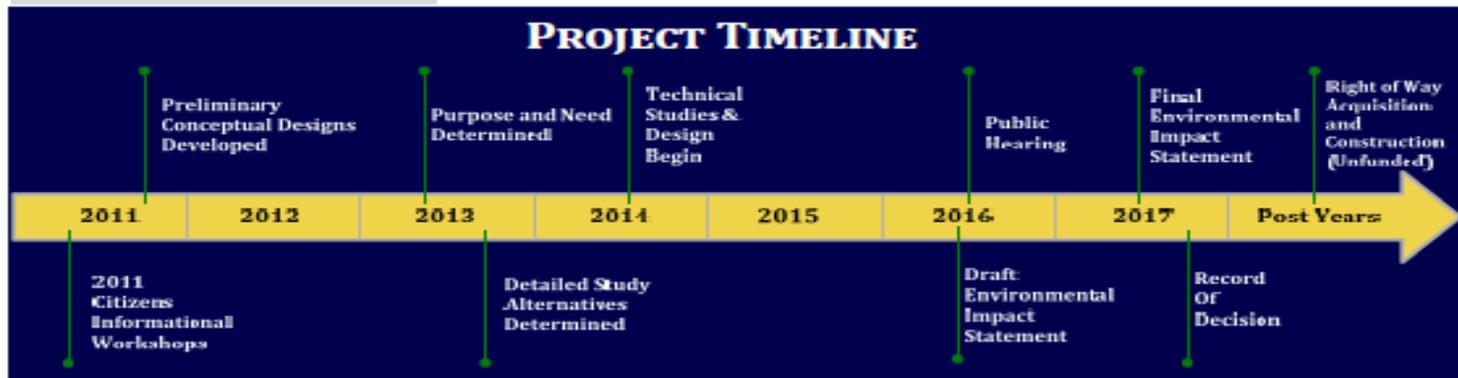
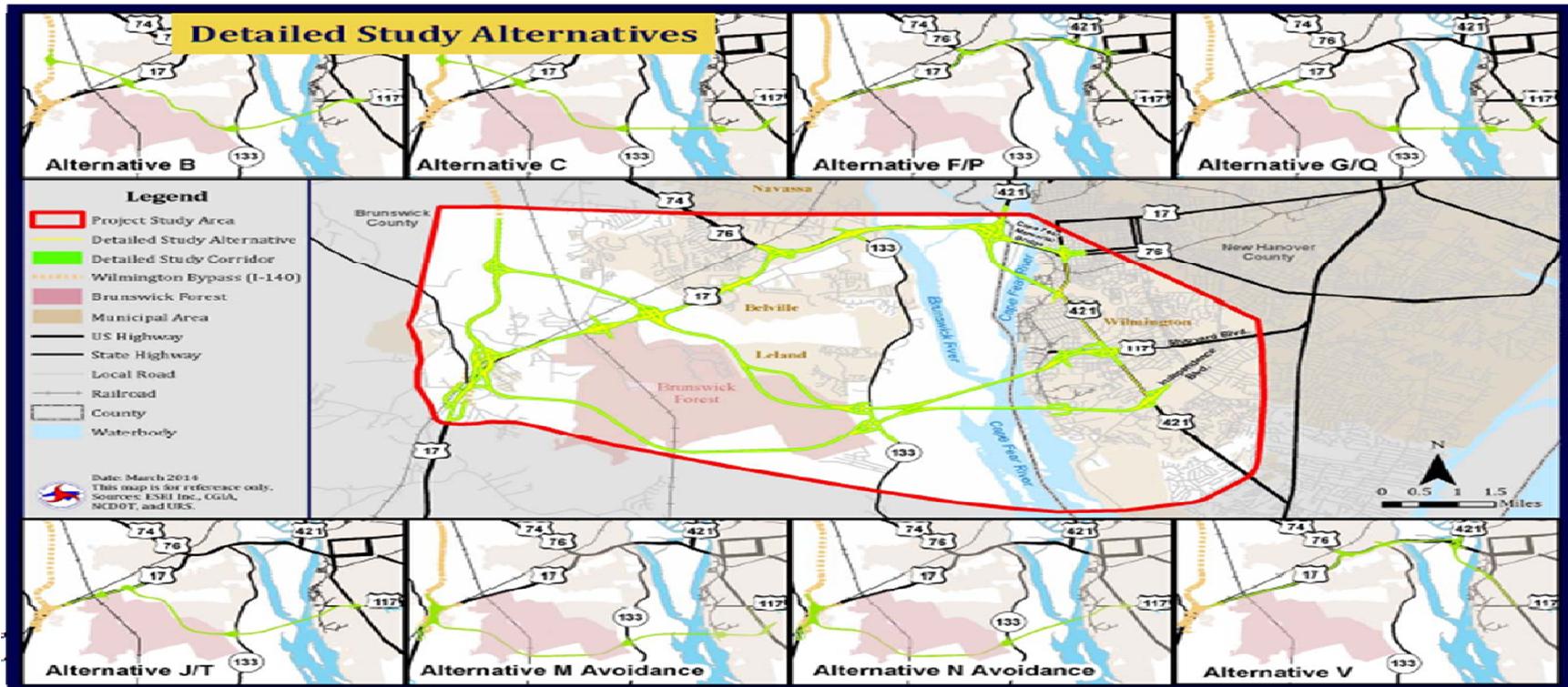


R-2633 Wilmington Bypass

R-2633 A will be 1st leg of Wilmington Bypass in Brunswick County Completion Fall 2014
R-2633 B will complete the Wilmington Bypass Open to traffic November 2017



Next Crossing of the Cape Fear River



Next Crossing of the Cape Fear River



Trying to avoid congestion issues & enhance the Port's ability to move freight



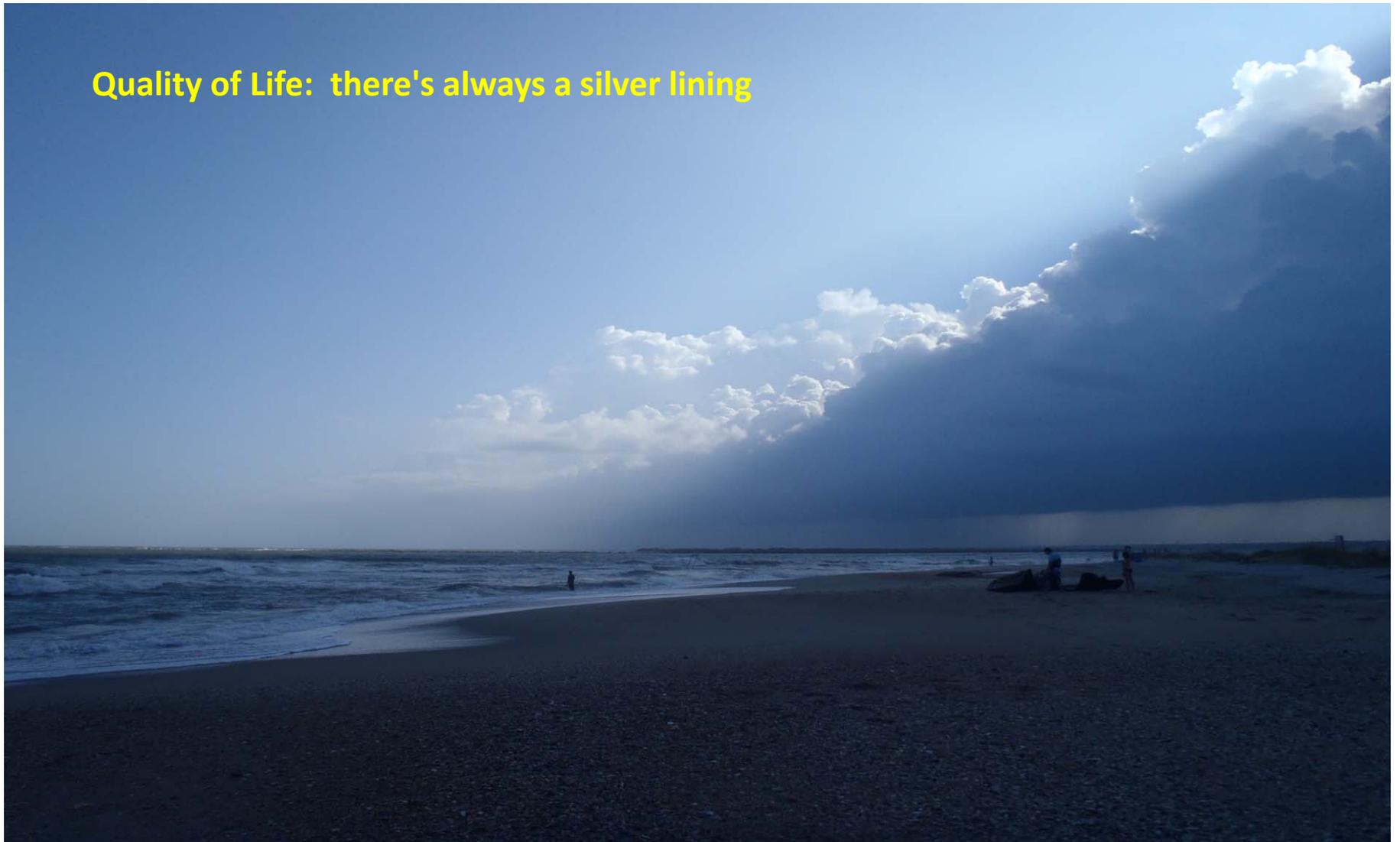
Division 3 Community Outreach

Habitat for Humanity, Wilmington Chapter



Division 3

Quality of Life: there's always a silver lining





DMV Long Session Preview Partnerships

Deputy Commissioner Randy Dishong

August 6, 2014

Five Point Reform



- **Customer Service**
 - Become a Customer Centric Organization
 - Increase Service Availability
- **Business Improvement**
 - Modernize our business practices
 - Partnerships
 - Create Additional Channels for Service

The following partnerships will increase state services availability to NC citizens through the creation of additional service channels.

Top three partnership opportunities

- Wildlife Resource Commission
- Department of Health & Human Resources
- Department of Public Safety & Federal Bureau of Prisons

Wildlife Resource Commission (WRC)

Provide watercraft owners the ability to:

- Register vessel(s) and trailers at one location

Benefits

- Customers – Consolidate services into a single location & transaction
- LPA's – Additional Transactions = Additional Revenue
- WRC – Additional outlet for offering services = Increased Efficiency
- DMV – Additional Revenue Opportunity

Department of Health & Human Services (DHHS)

Provide NC citizens the ability to:

- Obtain vital records at DMV offices (i.e. birth, marriage, death certificates)

Benefits

- Customers – Consolidated services into a single location & transaction
- DHHS – Additional outlet for offering services = Increased Efficiency
- DMV – Additional Revenue Opportunity

Department of Public Safety (DPS) NC Federal Bureau of Prisons (BOP)

Provide reintegration assistance for soon-to-be released inmates

Benefits

- Customers – Easier access to additional services and opportunities
- DPS/BOP – Streamlined process for inmate reintegration strategy
- DMV – Reduction of service/wait times by decreasing specialized service volumes from offices

North Carolina

DEPARTMENT OF TRANSPORTATION

DMV



Financial Update

David Tyeryar, Chief Financial Officer
August 6, 2014

Financial Update

SFYTD 2014 as compared SFYTD 2013

Dollars in Millions	June 14	June 13	Year to Date		
			June 14	June 13	% Change
Revenue Collections	\$ 423	\$ 402	\$ 4,787	\$ 4,519	5.9%
Expenditures	<u>509</u>	<u>368</u>	<u>4,653</u>	<u>4,538</u>	2.5%
Net Change	\$ (86)	\$ 34	\$ 134	\$ (19)	
Cash Balances:	<u>June 14</u>	<u>June 13</u>			
Trust Fund	\$ 837	\$ 598			
Highway Fund*	<u>321</u>	<u>469</u>			
Totals	<u>\$ 1,158</u>	<u>\$ 1,067</u>			

*Excludes bond proceeds held by Trustee

Revenue Summary June 2014

(\$ in Millions)

	June 2014	June 2013	Year Over Year				SFY to Budget		
			2013-2014 Actual	2012-2013 Actual	\$	%	Budget to Date	\$	%
State & Federal Receipts:									
Highway Fund *	\$ 180.9	\$ 168.1	\$ 2,006.4	\$ 1,951.5	\$ 54.9	3%	\$ 1,957.4	\$ 49.0	3%
Highway Trust Fund *	106.5	98.6	1,171.5	1,119.3	52.2	5%	1,105.1	66.4	6%
Total State Funds	287.4	266.7	3,177.9	3,070.8	107.1	3%	3,062.5	115.4	4%
Federal Funds/Participation	19.0	131.6	1,140.8	1,152.5	(11.7)	-1%	1,178.5	(37.7)	-3%
Total	\$ 306.4	\$ 398.3	\$ 4,318.7	\$ 4,223.3	\$ 95.4	2%	\$ 4,241.0	\$ 77.7	2%
GARVEE/NCTA/ARRA:									
GARVEE Reimbursement-Trustee	\$ -	\$ 1.4	\$ 40.5	\$ 58.1					
GARVEE Reimbursement-FHWA	94.4	-	294.2	86.3					
NCTA Bond Proceeds/TIFIA	14.0	0.5	34.0	76.5					
NCTA Toll Revenues	2.0	1.3	19.0	10.4					
Federal Funds - ARRA	6.1	-	80.7	64.3					
Total	\$ 116.5	\$ 3.2	\$ 468.4	\$ 295.6					
Total Receipts	\$ 422.9	\$ 401.5	\$ 4,787.1	\$ 4,518.9	\$ 268.2	6%			

* Memo	June 2014	June 2013	Year Over Year				SFY to Budget		
			2013-2014 Actual	2012-2013 Actual	\$	%	Budget to Date	\$	%
Highway Fund & Trust Fund Details									
Motor Fuel Taxes	\$ 168.7	\$ 165.5	\$ 1,889.3	\$ 1,867.6	\$ 21.7	1%	\$ 1,819.6	\$ 69.7	4%
Highway Use Tax	55.1	49.5	597.4	554.8	42.6	8%	550.2	47.2	9%
DMV/Other Revenue	62.7	51.0	686.3	643.9	42.4	7%	687.7	(1.4)	0%
Investment Income	0.9	0.7	4.9	4.5	0.4	9%	5.0	(0.1)	-2%
Total	\$ 287.4	\$ 266.7	\$ 3,177.9	\$ 3,070.8	\$ 107.1	3%	\$ 3,062.5	\$ 115.4	4%

Expenditure Summary June 2014

(\$ in millions)

	June 2014	June 2013	Year Over Year				SFY to Budget		
			2013-2014 Actual	2012-2013 Actual	\$	%	2013-2014 Budget	\$	%
State & Federal Funded Programs:									
Construction *	\$ 229.2	\$ 163.3	\$ 2,050.9	\$ 1,920.3	\$ 130.6	7%	\$ 1,842.2	\$ 208.7	11%
Maintenance	122.8	119.3	1,189.1	1,136.6	52.5	5%	1,120.5	68.6	6%
Public Transportation	6.8	5.4	141.0	97.0	44.0	45%	116.3	24.7	21%
Other Modal/Other Programs	17.0	15.2	154.9	137.7	17.2	12%	128.5	26.3	20%
Administration	52.3	27.6	264.0	231.9	32.1	14%	292.9	(28.9)	-10%
Municipal Aid	-	-	145.6	142.8	2.8	2%	145.6	-	0%
Transfers to Other Agencies	6.5	5.0	254.8	285.3	(30.5)	-11%	256.5	(1.7)	-1%
Totals	\$ 434.6	\$ 335.8	\$ 4,200.3	\$ 3,951.6	\$ 248.7	6%	\$ 3,902.5	\$ 297.8	8%
GARVEE/NCTA/Special Initiatives:									
NCTA Construction	16.5	3.3	52.1	95.3					
NCTA Financing Costs	-	-	76.0	80.0					
GARVEE Bond Expenditures	-	22.5	43.8	154.4					
Debt Service (GO & GARVEE)	30.6	1.3	159.4	162.0					
Ecosystem Enhancement Project	0.3	-	(10.4)	21.2					
FEMA	19.0	-	39.9	1.0					
ARRA- Rail	7.9	4.6	85.1	38.6					
ARRA - Highway Infrastructure/Public Transit	0.0	0.4	7.0	31.7					
SB 1005	0.0	-	-	0.4					
Moving Ahead	-	-	(0.3)	1.7					
Totals	\$ 74.3	\$ 32.1	\$ 452.7	\$ 586.3					
Total Expenditures	\$ 508.9	\$ 367.9	\$ 4,652.9	\$ 4,537.9	\$ 115.0	3%			

Year to Date Operations

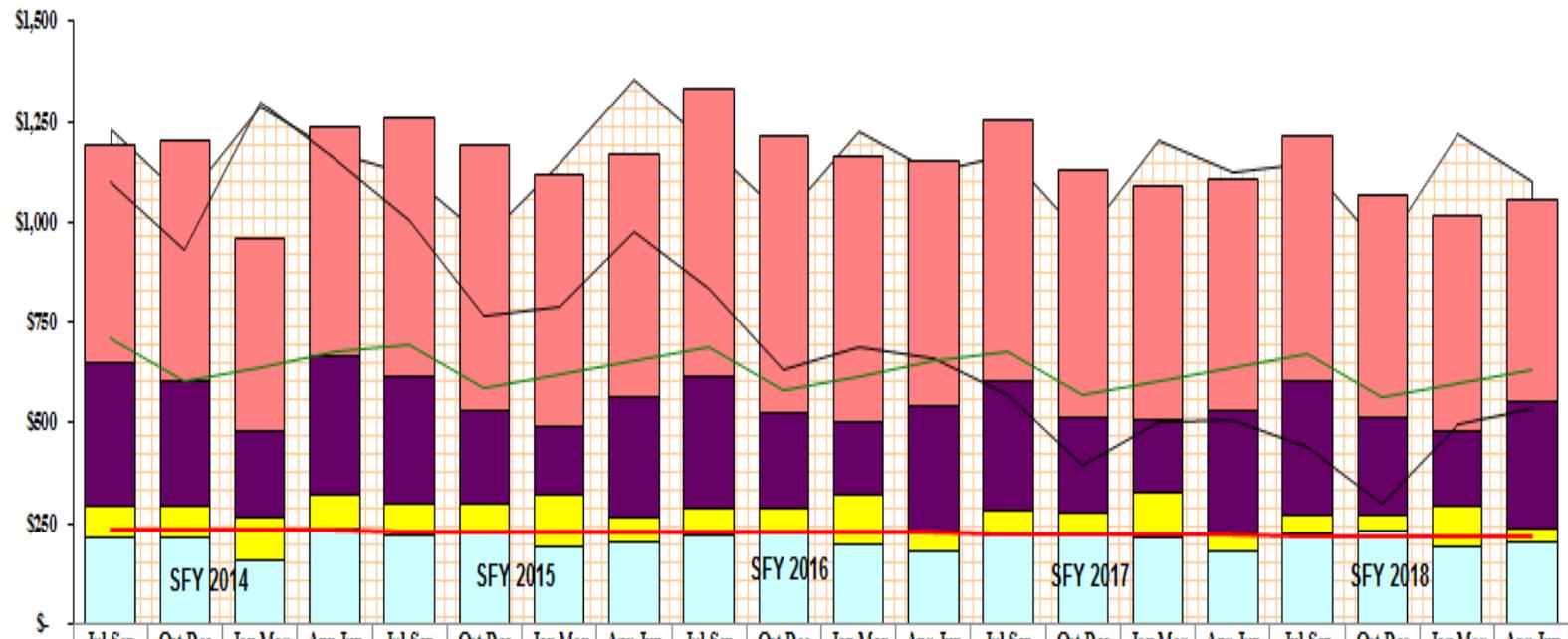
Change in Cash YTD as of June 30, 2014

Operating Cash Inflows	\$ <u>4,787</u>
State & Federal Funded Programs	\$ 4,200
GARVEE/NCTA/Special Initiatives	<u>453</u>
Operating Cash Outflows	\$ <u>4,653</u>
 Net Change on Operating Cash	 \$ <u><u>134</u></u>

(\$ in Millions)

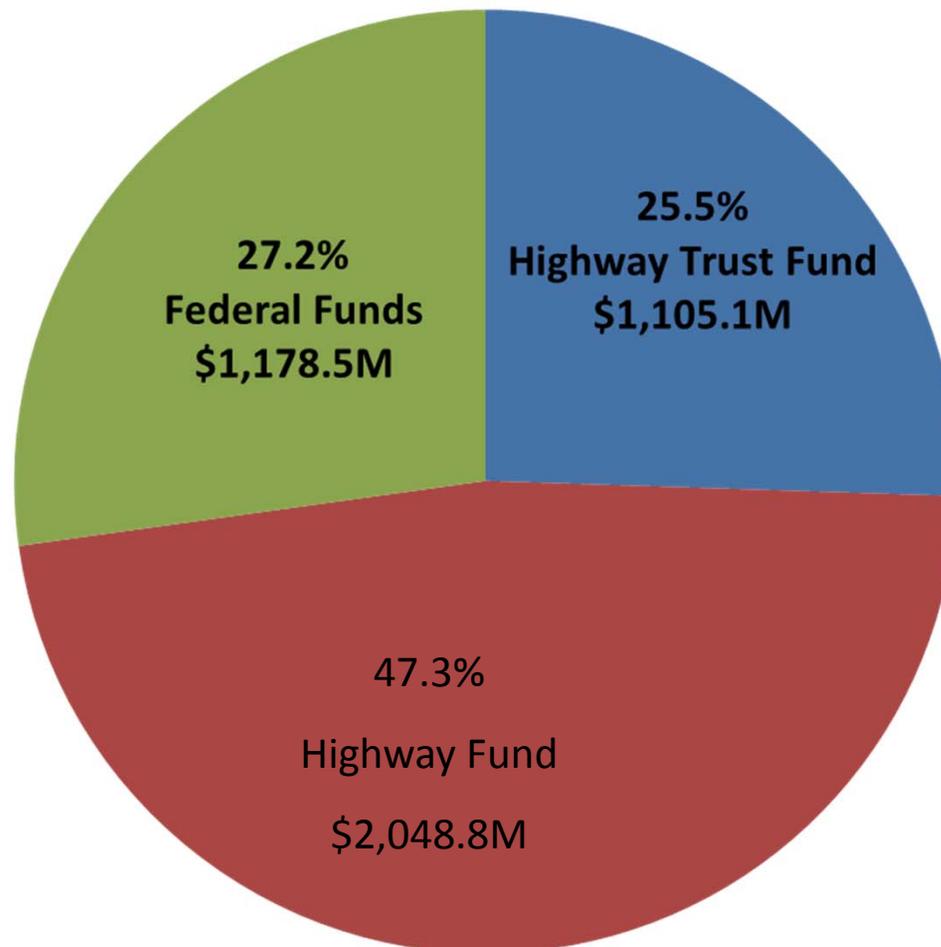
60 Month Cash Model

Projections as of June 2014



	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun																
Revenues	\$1,227	\$1,054	\$1,282	\$1,172	\$1,112	\$955	\$1,143	\$1,354	\$1,189	\$1,009	\$1,221	\$1,121	\$1,167	\$954	\$1,197	\$1,117	\$1,144	\$927	\$1,216	\$1,095
Construction Expenditures	539	599	478	575	648	664	623	604	718	687	664	610	652	614	585	576	612	556	536	506
Maintenance Expenditures	359	310	216	344	318	232	172	300	323	236	176	306	324	237	178	307	329	241	182	312
Other Modes	79	81	108	84	78	74	131	62	70	64	124	54	59	51	115	45	48	38	106	36
Other Expenditures	212	212	157	237	219	224	190	203	221	226	200	180	222	229	214	181	225	233	190	203
Closing Cash Balance	1,101	934	1,297	1,158	1,007	768	793	978	836	632	688	660	571	394	500	508	438	297	499	537
Cash Balance Target	713	605	641	677	693	585	620	656	690	582	617	654	677	570	605	641	671	563	598	635
Cash Balance Floor	237	237	237	237	228	228	228	228	227	227	227	227	222	222	222	222	219	219	219	219

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

(Excludes Receipt Supported Funding of \$0.1B)

***Strategic Transportation Investments (STI) \$1,837.3**

Bridge Preservation - \$179.6

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

Maintenance - \$940.9

Debt Service - \$159.9

GO Bonds 73.6
GARVEE Bonds 86.3

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

NCTA 1.5% - \$67.1

Debt Service 49.0
*STI 16.0
Admin 2.1

Other Modes - \$416.0

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

Administration - \$290.0

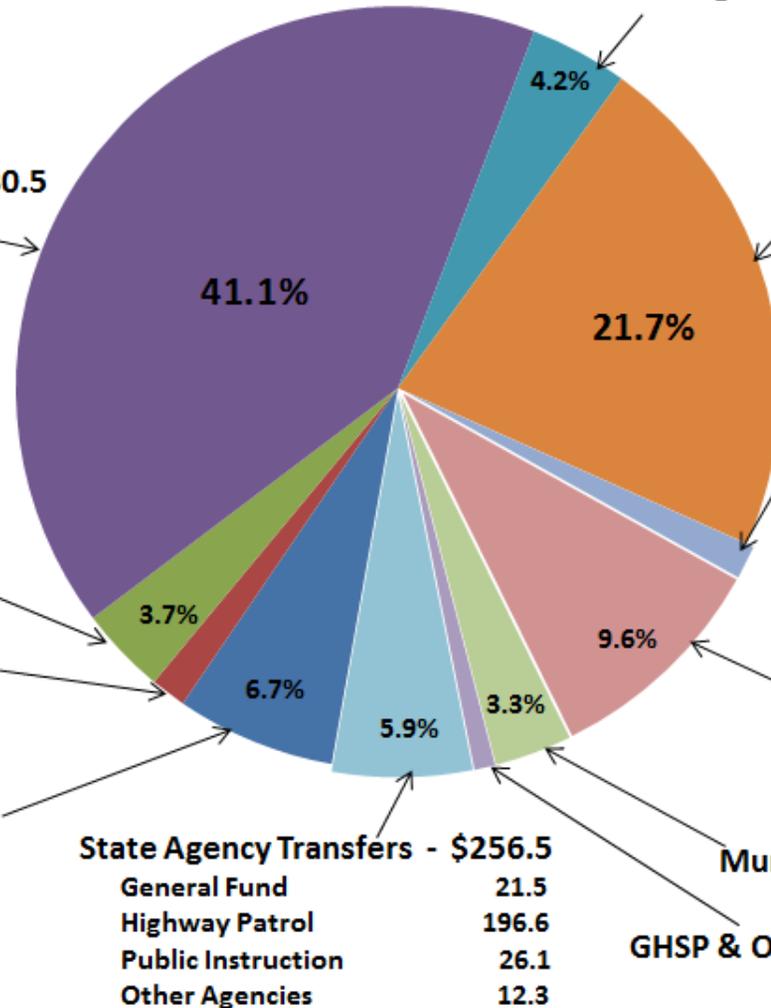
DOT 92.4
DMV 119.0
DOH 35.1
Trust Fund 43.5

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

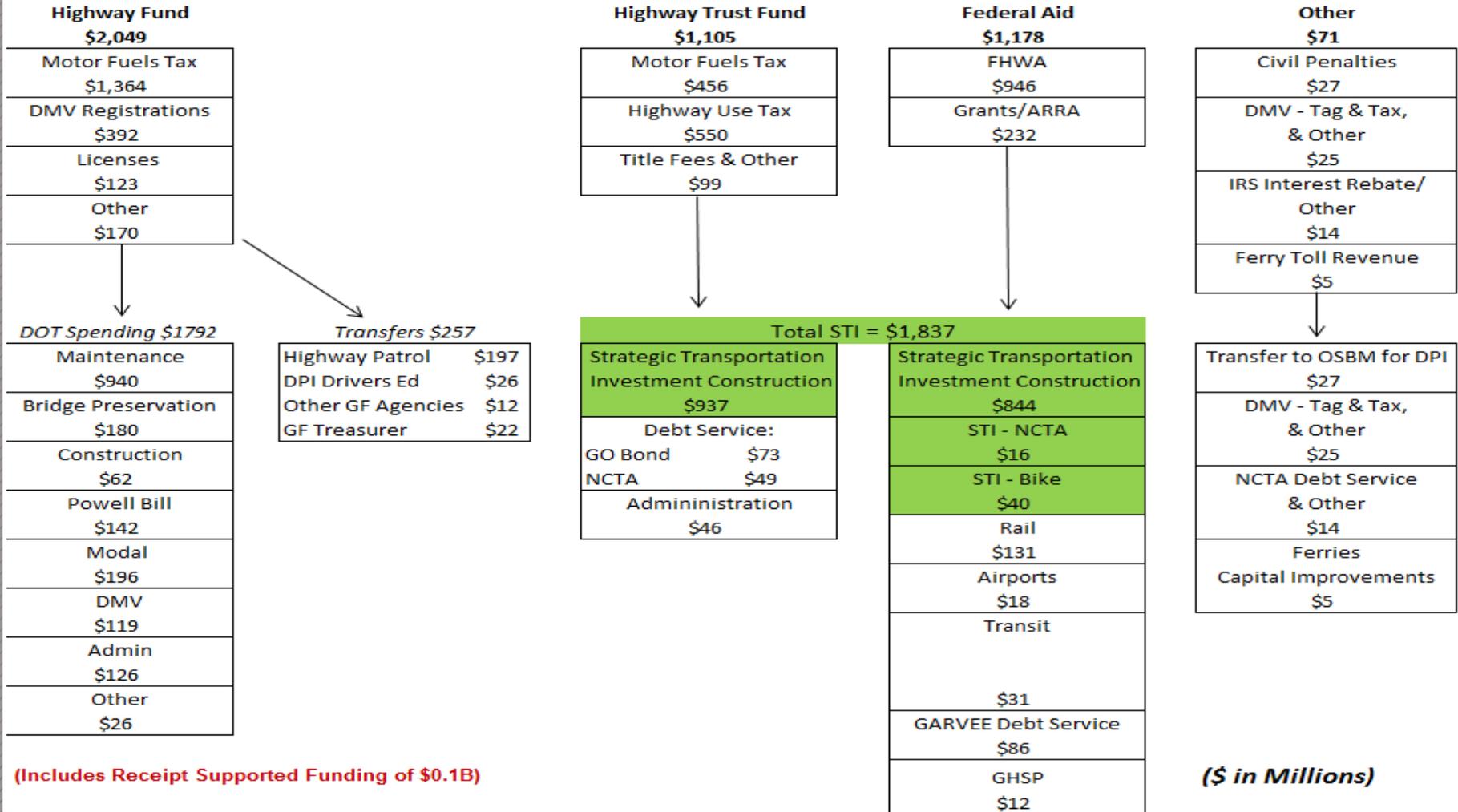


(\$ in millions)

Unaudited Financial Report

2013-14 NCDOT Sources and Uses

Total Funding = \$4.4 Billion



Right of Way & Preliminary Engineering Expenditures

SFY 2014 Period Ending June 2014

	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)	\$ 75.3	\$ 94.1	\$ 80.5	\$ 92.2	\$ 342.1	\$ 290.0	118%
Garvee Projects (GV)	8.7	12.0	1.4	2.2	24.3	101.9	24%
Total TIP Projects	\$ 84.0	\$ 106.1	\$ 81.9	\$ 94.4	\$ 366.4	\$ 391.9	
Preliminary Engineering:							
TIP Projects (excluding TA)	\$ 41.0	\$ 41.8	\$ 38.4	\$ 45.0	\$ 166.2	\$ 165.0	101%
Toll Authority (TA) Projects	0.9	1.4	1.1	1.0	4.4	9.7	45%
Total TIP Projects	\$ 41.9	\$ 43.2	\$ 39.5	\$ 46.0	\$ 170.6	\$ 174.7	

MEMO: State Fiscal YTD Totals Exclude Specific Allocations

(\$ in Millions)

FFY 2014 Federal Rail Scorecard

As of June 30, 2014

ARRA Rail Grant Awards (Inception to Date)

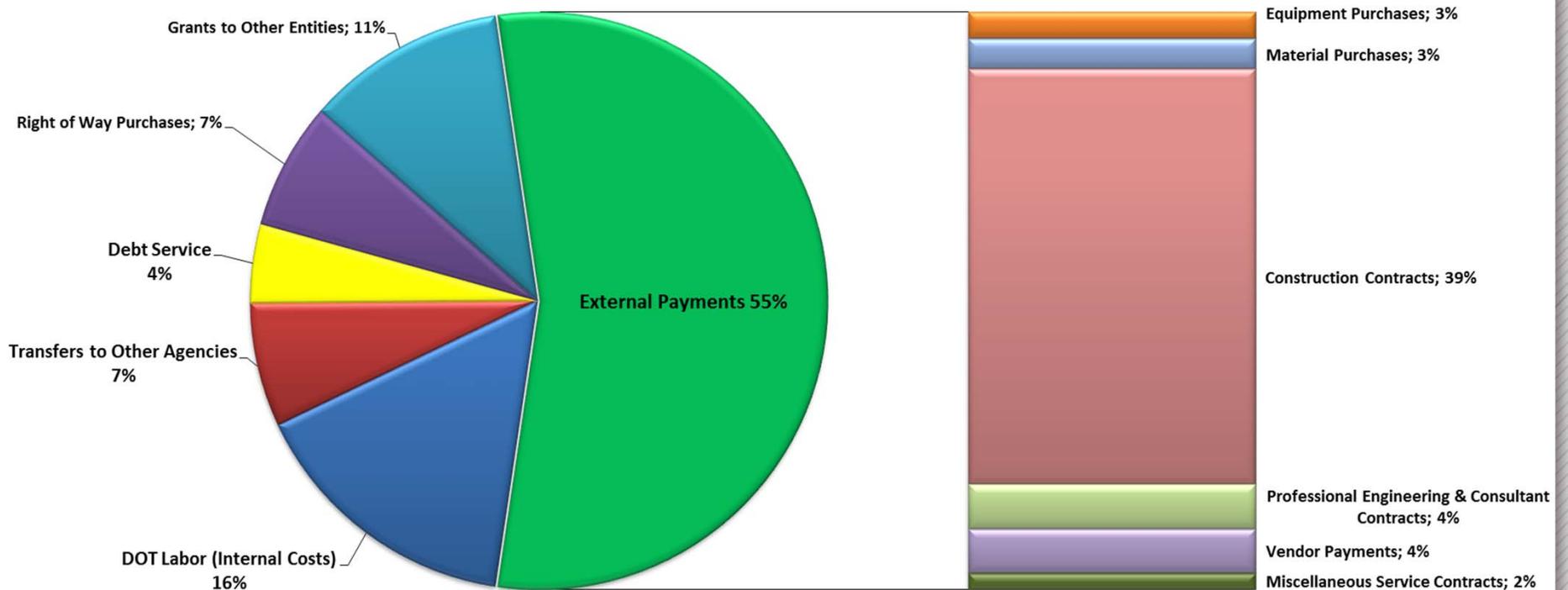
GRANT DESCRIPTION	GRANT AWARD - BUDGET	PROJECT ALLOTMENTS	EXPENDITURES	FEDERAL REIMBURSEMENTS	PENDING BILL AMOUNTS	AVAILABLE TO BILL	EXCEPTIONS
NCDOT Piedmont Third & Fourth Frequency Equipment Procurement & Rehabilitation Period of Performance End Date 9-30-2017	\$ 520,000,000	\$ 512,831,042	\$ 157,661,484	\$ 137,371,278	\$ 15,347,873	\$ 4,942,333	
SE High Speed Rail Corridor PE/NEPA - Richmond, Va to Raleigh, NC Period of Performance End Date 9-01-2015	\$ 4,000,000	\$ 4,000,000	\$ 3,544,893	\$ 3,454,852	\$ 90,041	\$ -	
NCDOT Intercity Passenger Rail Congestion Mitigation Period of Performance End Date 8-30-2014	\$ 26,560,839	\$ 26,560,839	\$ 616,030	\$ 514,955	\$ 36,964	\$ 64,111	
TOTAL ARRA	\$ 550,560,839	\$ 543,391,881	\$ 161,822,407	\$ 141,341,085	\$ 15,474,878	\$ 5,006,444	\$ 5,433,522

FEDERAL Rail Grant Awards (NON-ARRA)

GRANT DESCRIPTION	GRANT AWARD - BUDGET	PROJECT ALLOTMENTS	EXPENDITURES	FEDERAL REIMBURSEMENTS	PENDING BILL AMOUNTS	AVAILABLE TO BILL	EXCEPTIONS
Traditional Rail Projects - Various	\$ 23,433,450	\$ 4,326,338	\$ 1,061,137	\$ 1,055,783	\$ -	\$ 5,354	\$ (1,487,320)

NCDOT Expenditures

SFYTD as of June 30, 2014





North Carolina Department of Transportation

Information Technology Update

David H. Ulmer, CIO

July 29, 2014



1. **Portfolio Update (what we are doing)**
2. **Customer Service & Efficiency Activities (how we operate)**





Key Project Activities

DMV

- Credit Card for Driver Services
- Online Drivers License Renewal
- myDMV
- Driver Services Phase 1
- IVR Replacement Phase 2
- IRP Reciprocity
- *DMV Modernization et.al*

Division of Highways

- ROME Phase 2 to include all public roads
- Prioritization 4.0/Px
- Mobile Issues Reporting System
- Construction Team Sites w/ iPads

Web Services

- Ferry Updates (tolling & credit card)
- 25-Year Plan
- *Nearly all other projects in the portfolio*

Infrastructure/Security/Architecture

- Database Security/Data masking
- SOA Center
- Data Governance
- ITS Network Security (STOC & TMC)
- Helpdesk Improvement Initiative
- 5 Concurrent Audits
- *Nearly all other projects in the portfolio*

Agency-wide

- CPS – updating credit card functionality
- Enterprise Content Management
- R&R Website Rebuild
- Operational Financials
- Production Support/Issue Resolution
- SAP re-hosting project

...and

- 36 projects in the PMO plus legislative impacts



The Process, Rules & Standardize Work Hierarchy

The DOT IT Process Model

Is governed by

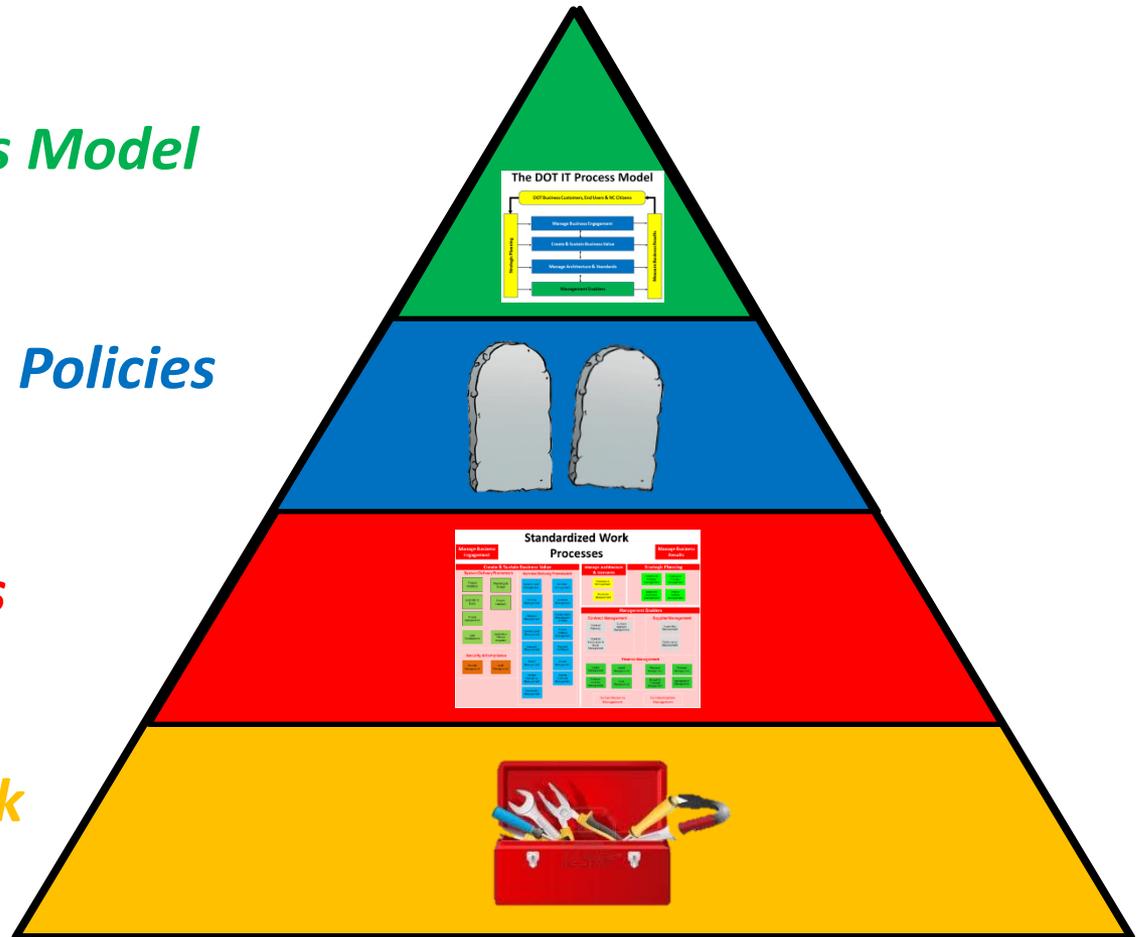
DOT IT Big Rules & Policies

which are reinforced by

Working Processes

as defined in

Standardized Work Rules



Standardized Work Processes Maturity

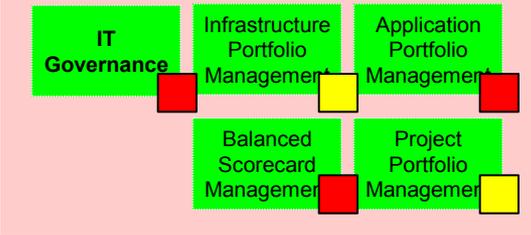
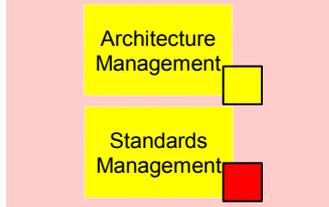
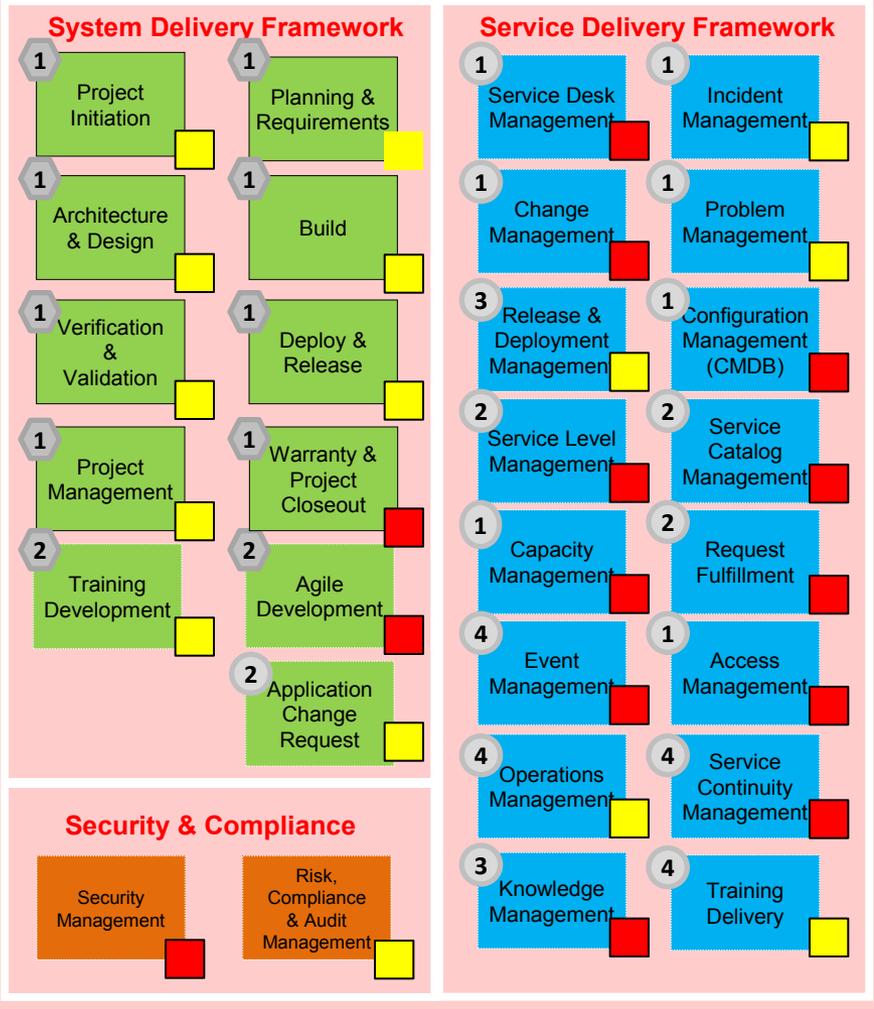
Manage Business Engagement

Manage Business Results

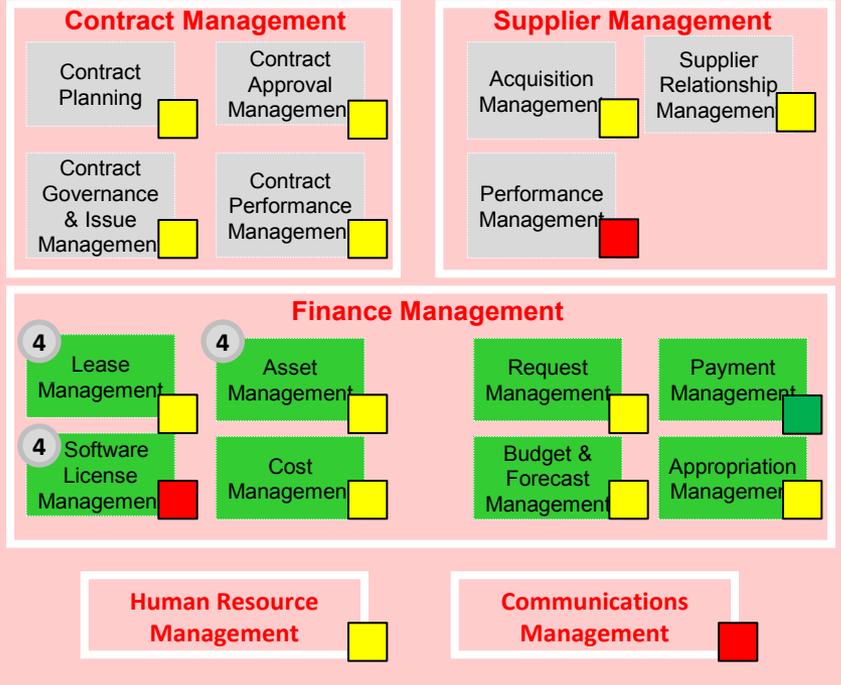
Create & Sustain Business Value

Manage Architecture & Standards

Strategic Planning



Management Enablers





Internal Capabilities Underway

- **Services Oriented Architecture (SOA)** – enabling reuse and speed to value; will drive dramatic improvements in development time, reduced costs to change and operate our core systems, and reduce risks (projects leveraging SOA are **3C** and **myDMV**)
- **Information Technology Service Management (ITSM)** – enables system and service delivery frameworks that do not exist today. Improves customer service, improves operational efficiencies, and employee morale
- **CAST Software** – innovative systems assessment toolset delivering objective measures on system and software quality. Will be used on internal systems and within contracts with 3rd party SW suppliers. Will drive efficiency and customer service
- **Microsoft Project Server** – will enable capacity planning with an 24 month moving window for all operations and project related resources. Will be part of the foundation for effective resource management by allowing us to “see into the future”
- **Enterprise Governance, Risk, and Compliance (eGRC)** – integrated system to house regulatory requirements and policies. Enables the governance team, IT governance, the IG’s office, internal & external audit, and HR

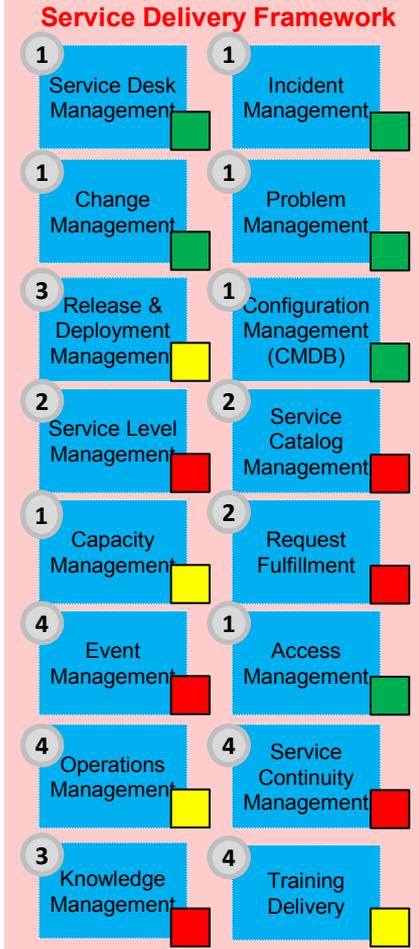
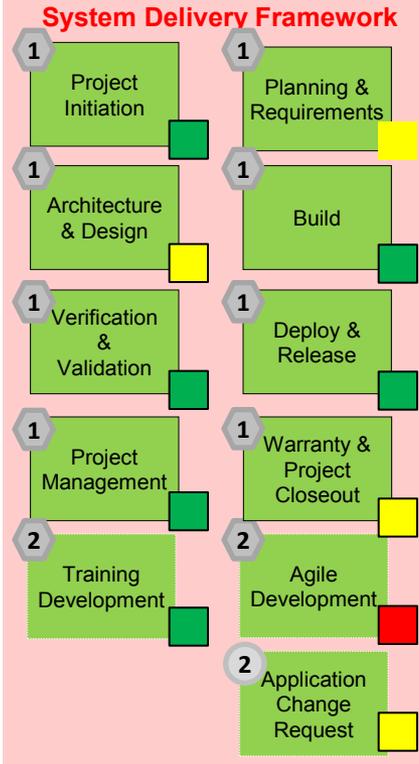


Standardized Work Processes Maturity

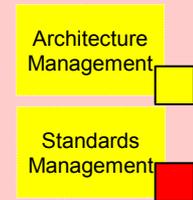
Manage Business Engagement

Manage Business Results

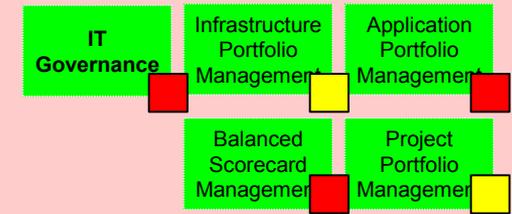
Create & Sustain Business Value



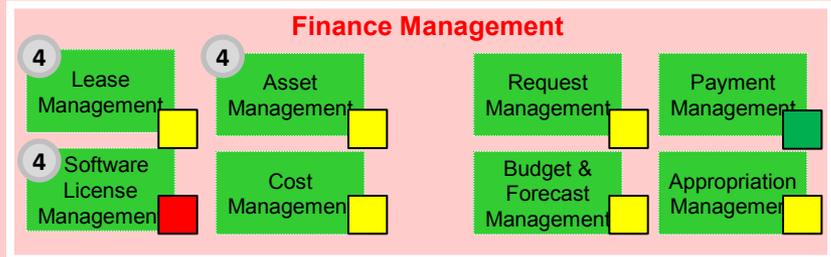
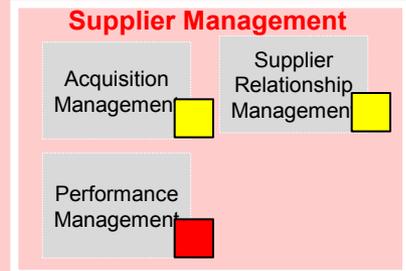
Manage Architecture & Standards



Strategic Planning



Management Enablers



Implemented with System Development Life Cycle Process

Implemented with ITSM, Implementation phase, blank implies no plan in place

Maturity Rating Red/Yellow/Green



Questions?



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)
TM-5320	Asheville Transit	FY 2011 FTA Section 5316 JARC (Statewide Allocation) Operating Assistance for JARC Projects in Asheville Urbanized Area including Mountain Mobility (Buncombe), Mountain Projects (Haywood and Asheville Transit)	JARC	5316		267					
			Local	L		267					
TM-5321	Asheville Transit	City of Asheville Section 5316 Program Administration of statewide allocation of 5316 funds	JARC	5316		\$21					
TG-4767	Greenville Area Transit	Routine Capital-bus stop shelters, benches, shop equipment, spare parts, engines, farebox, service vehicles, etc.	FUZ	5307	481	420	431	441	452	464	475
			Local	L	120	105	108	110	113	116	119
TA-4965	Greenville Area Transit	Replacement Bus	FUZ	5307		280	280			2,144	
			State	SMAP						268	
			Local	L		70	70			268	
TA-5150	Tar River Transit	Replacement of five 30 foot Low Floor Buses	FUZ	5307			2,059				
			Local	L			412				
TA-5151	Tar River Transit	Expansion of one 25 foot Light Transit Vehicle	FUZ	5307			80				
			Local	L			16				

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)
TG-5107B	Greenville Area Transit	Preventive Maintenance	FUZ	5307	540	500	513	525	538	552	566
			Local	L	135	125	128	131	135	138	141
TG-5107C	Greenville Area Transit	Operating Assistance – ADA Paratransit Service	FUZ	5307	120	162	166	170	174	179	183
			Local	L	30	41	42	43	44	45	46

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.

TO-4726	Greenville Area Transit	Operating Assistance	FUZ	5307	269	530	625	641	657	673	690
			State	SMAP	540	285	292	299	307	315	322
			Local	L	540	245	333	341	350	358	367

Item I-1B, 9 Projects, Total Federal/State/Local funds \$25,548,000

REVISIONS TO THE 2012-2020 STIP

HIGHWAY PROGRAM
STIP ADDITIONS

DIVISION 5

* W-5522	SR 1656 (TRINITY ROAD), SR 1658 (YOUTH CENTER DRIVE) INTERSECTION IN RALEIGH. CONSTRUCT PEDESTRIAN TUNNEL UNDER SR 1656 (TRINITY ROAD).	CONSTRUCTION	FY 2017 -	\$3,200,000	(HSIP)
WAKE				\$3,200,000	
PROJ.CATEGORY	<u>PROJECT ADDED AT REQUEST OF TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u>				
DIVISION					

STIP MODIFICATIONS

DIVISION 1

B-2500B	NC 12, PHASE II, LONG-TERM IMPROVEMENTS AT RODANTHE.	RIGHT-OF-WAY	FY 2015 -	\$1,530,000	(ER)
DARE			FY 2015 -	\$3,570,000	(NHP)
PROJ.CATEGORY	<u>DELAY RIGHT-OF-WAY FROM FY 14 TO FY 15 AND CONSTRUCTION FROM FY 14 TO FY 15 FOR PLANNING AND DESIGN.</u>	UTILITIES	FY 2015 -	\$250,000	(NHP)
REGIONAL		CONSTRUCTION	FY 2015 -	\$19,800,000	(ER)
			FY 2015 -	\$46,200,000	(NHP)
			FY 2016 -	\$19,800,000	(ER)
			FY 2016 -	\$46,200,000	(NHP)
			FY 2017 -	\$19,800,000	(ER)
			FY 2017 -	\$46,200,000	(NHP)
				\$203,350,000	

EB-4991	ELIZABETH CITY, US 17 BYPASS TO PRITCHARD STREET. CONSTRUCT GREENWAY.	CONSTRUCTION	FY 2015 -	\$550,000	(HP)
PASQUOTANK				\$550,000	
PROJ.CATEGORY	<u>DELAY CONSTRUCTION FROM FY 14 TO FY 15 TO ALLOW CITY OF ELIZABETH CITY TIME TO OBTAIN CONSTRUCTION EASMENTS.</u>				
DIVISION					

R-2545AA	US 64, EAST OF COLUMBIA TO WEST OF SR 1229 (OLD US 64) AT ALLIGATOR RIVER.	RIGHT-OF-WAY	FY 2017 -	\$1,730,000	(T)
TYRRELL		UTILITIES	FY 2017 -	\$1,250,000	(T)
PROJ.CATEGORY	<u>DELAY RIGHT-OF-WAY FROM FY 16 TO FY 17 AND CONSTRUCTION FROM FY 18 TO FY 19 TO ALLOW ADDITIONAL TIME TO RESOLVE WILDLIFE CROSSING ISSUES.</u>	CONSTRUCTION	FY 2019 -	\$5,934,000	(T)
STATEWIDE			FY 2020 -	\$5,933,000	(T)
			FY 2021 -	\$5,933,000	(T)
				\$20,780,000	

R-2545AB	US 64, WEST OF SR 1229 (OLD US 64) AT ALLIGATOR RIVER TO WEST OF ALLIGATOR RIVER.	RIGHT-OF-WAY	FY 2018 -	\$1,300,000	(T)
TYRRELL		UTILITIES	FY 2018 -	\$2,050,000	(T)
PROJ.CATEGORY	<u>DELAY RIGHT-OF-WAY FROM FY 16 TO FY 18 AND CONSTRUCTION FROM FY 18 TO FY 20 TO ALLOW ADDITIONAL TIME TO RESOLVE WILDLIFE CROSSING ISSUES.</u>	CONSTRUCTION	FY 2020 -	\$13,834,000	(T)
STATEWIDE			FY 2021 -	\$13,833,000	(T)
			FY 2022 -	\$13,833,000	(T)
				\$44,850,000	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2012-2020 STIP

HIGHWAY PROGRAM
STIP MODIFICATIONS

DIVISION 1

R-4467	US 17 BUSINESS/ NC 37, EAST OF PERQUIMANS RIVER	RIGHT-OF-WAY	FY 2017 -	\$975,000	(T)
PERQUIMANS	BRIDGE TO NC 37 IN HERTFORD. CONSTRUCT A NEW	UTILITIES	FY 2017 -	\$130,000	(T)
PROJ.CATEGORY	ROADWAY ON PILINGS AND REPLACE BRIDGE NO. 8.	CONSTRUCTION	FY 2019 -	\$9,400,000	(T)
REGIONAL	INCLUDES B-4923.		FY 2020 -	\$9,400,000	(T)
	<u>DELAY RIGHT-OF-WAY FROM FY 16 TO FY 17 AND</u>		FY 2021 -	\$9,400,000	(T)
	<u>CONSTRUCTION FROM FY 18 TO FY 19 TO ALLOW</u>			\$29,305,000	
	<u>ADDITIONAL TIME TO COORDINATE WITH TOWN OF</u>				
	<u>HERTFORD.</u>				

DIVISION 2

W-5008	SR 1306 (15TH STREET), US 17 BUSINESS (CAROLINA	CONSTRUCTION	FY 2015 -	\$2,250,000	(HSIP)
BEAUFORT	AVENUE) TO PEARCE STREET IN WASHINGTON.			\$2,250,000	
PROJ.CATEGORY	WIDEN TO FOUR LANE DIVIDED FACILITY WITH MEDIAN.				
DIVISION	<u>DELAY CONSTRUCTION FROM FY 14 TO FY 15 TO</u>				
	<u>ALLOW ADDITIONAL DESIGN TIME TO COORDINATE</u>				
	<u>WITH MUNICIPALITY.</u>				

DIVISION 3

R-5023B	NC 53 (BURGAW HIGHWAY), SR 1116 (ONSLow PINES	CONSTRUCTION	FY 2015 -	\$1,140,000	(STP)
ONSLow	ROAD) TO SR 1105 (HAWs RUN ROAD)			\$1,140,000	
PROJ.CATEGORY	<u>DELAY CONSTRUCTION FROM FY 14 TO FY 15 TO</u>				
REGIONAL	<u>ALLOW ADDITIONAL TIME FOR DESIGN BY DIVISION.</u>				

R-5023C	NC 53 (BURGAW HIGHWAY), SR 1105 (HAWs RUN	CONSTRUCTION	FY 2015 -	\$760,000	(STP)
ONSLow	ROAD) TO WEST OF SR 1109 (HOLLY SHELTER ROAD)			\$760,000	
PROJ.CATEGORY	<u>DELAY CONSTRUCTION FROM FY 14 TO FY 15 TO</u>				
REGIONAL	<u>ALLOW ADDITIONAL TIME FOR DESIGN BY DIVISION.</u>				

U-4751	SR 1409 (MILITARY CUTOFF ROAD EXTENSION), SR	RIGHT-OF-WAY	FY 2015 -	\$22,500,000	(T)
NEW HANOVER	1409 (MILITARY CUTOFF ROAD) TO US 17 IN		FY 2016 -	\$22,500,000	(T)
PROJ.CATEGORY	WILMINGTON. MULTI-LANES ON NEW LOCATION.	UTILITIES	FY 2015 -	\$650,000	(T)
STATEWIDE	<u>DELAY CONSTRUCTION FROM FY 17 TO FY 18 FOR</u>	MITIGATION	FY 2016 -	\$3,271,000	(T)
	<u>PLANNING AND DESIGN.</u>	CONSTRUCTION	FY 2018 -	\$14,750,000	(T)
			FY 2019 -	\$14,750,000	(T)
			FY 2020 -	\$14,750,000	(T)
			FY 2021 -	\$14,750,000	(T)
				\$107,921,000	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2012-2020 STIP

HIGHWAY PROGRAM
STIP MODIFICATIONS

DIVISION 5

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

U-5500	SR 1605 / SR 1615 (GREEN LEVEL WEST ROAD), SR
WAKE	1600 (GREEN LEVEL CHURCH ROAD) TO NC 55 IN
PROJ.CATEGORY	CARY. WIDEN FROM TWO TO FOUR LANES.
DIVISION	<u>REVISE PROJECT DESCRIPTION TO REFLECT</u>
	<u>PROPOSED CROSS SECTION AND ADD BREAKS AS</u>
	<u>INDICATED BELOW.</u>

U-5500A	SR 1605 / SR 1615 (GREEN LEVEL WEST ROAD), SR	RIGHT-OF-WAY	POST YR-	\$1,558,000	(C)
WAKE	1600 (GREEN LEVEL CHURCH ROAD) TO NC 540 IN	CONSTRUCTION	POST YR-	\$5,565,000	(C)
PROJ.CATEGORY	CARY. WIDEN TO 4-LANE DIVIDED FACILITY WITH 4 -			\$7,123,000	
DIVISION	FOOT PAVED SHOULDERS.				
	<u>ADD NEW PROJECT BREAK FOR PLANNING AND</u>				
	<u>ENVIRONMENTAL STUDY ONLY.</u>				

* U-5500B	SR 1605 / SR 1615 (GREEN LEVEL WEST ROAD), NC 540	RIGHT-OF-WAY	FY 2014 -	\$250,000	(C)
WAKE	TO NC 55 IN CARY. WIDEN TO 4-LANE DIVIDED	CONSTRUCTION	FY 2016 -	\$4,400,000	(C)
PROJ.CATEGORY	FACILITY WITH WIDE OUTSIDE LANES AND SIDEWALKS.			\$4,650,000	
DIVISION	<u>ADD NEW BREAK WITH RIGHT OF WAY IN FY 14 AND</u>				
	<u>CONSTRUCTION IN FY 16 NOT PREVIOUSLY</u>				
	<u>PROGRAMMED.</u>				

* U-5516	US 501 (ROXBORO ROAD), SR 1448 (LATTA ROAD) / SR	RIGHT-OF-WAY	FY 2017 -	\$2,000,000	(C)
DURHAM	1639 (INFINITY ROAD) INTERSECTION IN DURHAM.	CONSTRUCTION	FY 2018 -	\$2,100,000	(NHP)
PROJ.CATEGORY	ADD LANES THROUGH INTERSECTION.			\$4,100,000	
REGIONAL	<u>DELAY RIGHT-OF-WAY FROM FY 15 TO FY 17 AND</u>				
	<u>CONSTRUCTION FROM FY 16 TO FY 18 TO ALLOW</u>				
	<u>ADDITIONAL TIME FOR PLANNING AND DESIGN AND</u>				
	<u>TO DETERMINE COST PARTICIPATION BY CITY.</u>				

* W-5515	SR 1518 (STEWART FARM ROAD), HENDERSON CITY	RIGHT-OF-WAY	FY 2015 -	\$135,000	(HSIP)
VANCE	LIMIT TO SR 1515 (SOUTH COKESBURY ROAD).	CONSTRUCTION	FY 2016 -	\$1,350,000	(HSIP)
PROJ.CATEGORY	CONSTRUCT PAVED SHOULDERS.			\$1,485,000	
DIVISION	<u>DELAY RIGHT-OF-WAY FROM FY 14 TO FY 15 AND</u>				
	<u>CONSTRUCTION FROM FY 15 TO FY 16 TO ALLOW</u>				
	<u>ADDITIONAL TIME FOR PLANNING AND DESIGN.</u>				

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2012-2020 STIP

HIGHWAY PROGRAM
STIP MODIFICATIONS

DIVISION 7

* C-5181	JONES CREEK GREENWAY, CONSTRUCT A 100 FOOT	CONSTRUCTION	FY 2016 -	\$247,000	(CMAQ)
ORANGE	BRIDGE AND 650 FOOT PAVED TRAIL IN CARRBORO		FY 2016 -	\$61,000	(C)
PROJ.CATEGORY	TO FILL GAP BETWEEN THE UPPER BOLIN TRAIL AND	IMPLEMENTATION	FY 2017 -	\$10,000	(CMAQ)
EXEMPT	TWIN CREEKS GREENWAY AND IMPLEMENT PROGRAM		FY 2017 -	\$2,000	(C)
	TO SUPPORT NON-VEHICLE TRIPS TO MORRIS GROVE			\$320,000	
	ELEMENTRY SCHOOL.				
	<u>DELAY CONSTRUCTION FROM FY 14 TO FY 16 AND</u>				
	<u>IMPLEMENTATION FROM FY 15 TO FY 17 TO REFLECT</u>				
	<u>TOWN DELIVERY SCHEDULE.</u>				

W-5142	US 220, SR 1110 (ELLISBORO ROAD) SOUTH OF	RIGHT-OF-WAY	FY 2015 -	\$20,000	(HSIP)
ROCKINGHAM	MADISON. FIRST MEDIAN OPENING SOUTH OF	CONSTRUCTION	FY 2015 -	\$525,000	(HSIP)
PROJ.CATEGORY	INTERSECTION, PROVIDE A LIMITED MOVEMENT			\$545,000	
STATEWIDE	CROSSOVER, CONSTRUCT A BULB-OUT AND				
	UPGRADE TWO LEFT-TURN LANES.				
	<u>DELAY RIGHT-OF-WAY FROM FY 12 TO FY 15 AND</u>				
	<u>CONSTRUCTION FROM FY 14 TO FY 15 TO ALLOW</u>				
	<u>ADDITIONAL TIME FOR PLANNING AND DESIGN.</u>				

W-5143	SR 1004 (EFLAND- CEDAR GROVE ROAD), NORTH OF	CONSTRUCTION	FY 2015 -	\$325,000	(HSIP)
ORANGE	INTERSECTION WITH SR 1332 (HIGHLAND FARM			\$325,000	
PROJ.CATEGORY	ROAD). IMPROVE HORIZONTAL ALIGNMENT OF CURVE				
DIVISION	TO PROVIDE A MINIMUM OF 60 MPH DESIGN SPEED.				
	<u>DELAY CONSTRUCTION FROM FY 14 TO FY 15 TO</u>				
	<u>ALLOW ADDITIONAL TIME FOR PLANNING AND</u>				
	<u>DESIGN.</u>				

DIVISION 8

W-5513	US 1 US 1 BUSINESS US 15 / US 501, US 1 / US 15-501	RIGHT-OF-WAY	FY 2015 -	\$110,000	(HSIP)
LEE	INTERCHANGE. CONSTRUCT ROUNDABOUTS AT RAMP	CONSTRUCTION	FY 2015 -	\$1,850,000	(HSIP)
PROJ.CATEGORY	TERMINALS.			\$1,960,000	
STATEWIDE	US 1 BUSINESS / SR 1420 (AMOS BRIDGES ROAD)				
	INTERSECTION. CONSTRUCT LEFTOVER.				
	US 15-501 / SR 1444 (BEECHTREE ROAD)				
	INTERSECTION. CONSTRUCT LEFT TURN LANE.				
	<u>DELAY CONSTRUCTION FROM FY 14 TO FY 15</u>				
	<u>PENDING EXECUTION OF UTILITY AGREEMENT.</u>				

DIVISION 9

* W-5314	NC 801, SR 1951 (PARKS ROAD), NC 801 AT SR 2048	RIGHT OF WAY	FY 2015 -	\$119,000	(HSIP)
ROWAN	(COOL SPRINGS ROAD / WOODLEAF ROAD), SR 1951	CONSTRUCTION	FY 2016 -	\$800,000	(HSIP)
PROJ.CATEGORY	(PARKS ROAD) AT SR 2048 (WOODLEAF ROAD) AND NC			\$919,000	
REGIONAL	801 AT SR 2004 (WOODLEAF BARBER ROAD / QUARRY				
	ROAD). WIDENING, INTERSECTION REALIGNMENT,				
	TURN LANES AND GEOMETRIC IMPROVEMENTS.				
	<u>DELAY RIGHT-OF-WAY FROM FY 13 TO FY 15 AND</u>				
	<u>CONSTRUCTION FROM FY 15 TO FY 16 TO ALLOW</u>				
	<u>ADDITIONAL TIME FOR PLANNING AND DESIGN.</u>				

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2012-2020 STIP

HIGHWAY PROGRAM
STIP MODIFICATIONS

DIVISION 10

C-5538	CHARLOTTE, INTERSECTION OF TUCKASEEGEE-	ENGINEERING	FY 2014 -	\$240,000	(C)
MECKLENBURG	BERRYHILL-THRIFT ROADS IN CHARLOTTE.	RIGHT-OF-WAY	FY 2014 -	\$150,000	(C)
PROJ.CATEGORY	CONSTRUCT A TRAFFIC CIRCLE.	CONSTRUCTION	FY 2015 -	\$1,847,000	(CMAQ)
EXEMPT	<u>INCREASE FEDERAL FUNDING.</u>		FY 2015 -	\$563,000	(C)
				\$2,800,000	

* U-5108	NORTHCROSS DRIVE EXTENSION, END OF	RIGHT-OF-WAY	FY 2016 -	\$955,000	(STPDA)
MECKLENBURG	NORTHCROSS DRIVE TO WESTMORELAND ROAD IN		FY 2016 -	\$421,000	(C)
PROJ.CATEGORY	CORNELIUS. CONSTRUCT ROAD ON NEW LOCATION.	CONSTRUCTION	FY 2017 -	\$4,765,000	(STPDA)
DIVISION	<u>ADD RIGHT-OF-WAY IN FY 16 NOT PREVIOUSLY</u>		FY 2017 -	\$2,091,000	(C)
	<u>PROGRAMMED. DELAY CONSTRUCTION FROM FY 14</u>			\$8,232,000	
	<u>TO FY 17 AS REQUESTED BY THE TOWN OF</u>				
	<u>CORNELIUS.</u>				

U-5507B	RIDGE ROAD TO PROSPERITY CHURCH ROAD.	CONSTRUCTION	FY 2015 -	\$2,000,000	(STPDA)
MECKLENBURG	<u>DELAY CONSTRUCTION FROM FY 14 TO FY 15 AS</u>		FY 2015 -	\$2,580,000	(C)
PROJ.CATEGORY	<u>REQUESTED BY THE CITY OF CHARLOTTE TO ALLOW</u>			\$4,580,000	
DIVISION	<u>ADDITIONAL TIME TO ACQUIRE RIGHTS OF WAY.</u>				

DIVISION 12

U-4700A	US 321, US 70 IN HICKORY TO US 321A	RIGHT-OF-WAY	FY 2018 -	\$50,750,000	(NHP)
CALDWELL	<u>DELAY CONSTRUCTION FROM FY 20 TO FY 21 TO</u>		FY 2019 -	\$50,750,000	(NHP)
BURKE	<u>ALLOW ADDITIONAL TIME FOR PLANNING. NOTE</u>	MITIGATION	FY 2020 -	\$586,000	(NHP)
CATAWBA	<u>THAT DUE TO THE TIME HORIZON OF THE CURRENT</u>	CONSTRUCTION	POST YR-	\$8,350,000	(HP)
PROJ.CATEGORY	<u>STIP, PROJECT IS SHOWN IN POST YEARS.</u>		POST YR-	\$61,750,000	(NHP)
STATEWIDE				\$172,186,000	

W-5311	US 321, US 321 AT SR 2416 (ROBINSON ROAD), AND US	CONSTRUCTION	FY 2015 -	\$1,900,000	(HSIP)
GASTON	321 JUST NORTH OF SR 2416. REPLACE OVERHEAD			\$1,900,000	
PROJ.CATEGORY	RAILROAD BRIDGE TO ALLOW FOR CONSTRUCTION				
STATEWIDE	OF TWO-LANE, TWO-WAY ROAD FOR SR 2416,				
	CONSTRUCT RIGHT TURN LANE FOR US 321				
	NORTHBOUND APPROACH AND CONSTRUCT TWO				
	LIMITED MOVEMENT CROSSOVERS, AND REVISE				
	EXISTING FLASHER.				
	<u>DELAY RIGHT-OF-WAY FROM FY 14 TO FY 15 TO</u>				
	<u>ALLOW ADDITIONAL TIME FOR COORDINATION WITH</u>				
	<u>RAILROAD.</u>				

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2012-2020 STIP

HIGHWAY PROGRAM
STIP DELETIONS

DIVISION 6

B-5690	NC 410, REPLACE BRIDGE NO. 13 OVER BEAVERDAM	RIGHT-OF-WAY	FY 2020 -	\$24,000	(STPON)
COLUMBUS	SWAMP.	CONSTRUCTION	FY 2021 -	<u>\$486,000</u>	(STPON)
PROJ.CATEGORY	<u>DELETE, WORK TO BE ACCOMPLISHED UNDER</u>			\$510,000	
REGIONAL	<u>DIVISION PROJECT.</u>				

B-5697	SR 1005 (PEACOCK ROAD), REPLACE BRIDGE NO. 126	RIGHT-OF-WAY	FY 2021 -	\$24,000	(STPOFF)
COLUMBUS	OVER GUM SWAMP.	CONSTRUCTION	FY 2022 -	<u>\$475,000</u>	(STPOFF)
PROJ.CATEGORY	<u>DELETE, WORK TO BE ACCOMPLISHED UNDER</u>			\$499,000	
DIVISION	<u>DIVISION PROJECT.</u>				

DIVISION 9

* SF-4909G	NC 150, SR 1453 (WEST CENTER STREET EXTENSION).	RIGHT-OF-WAY	FY 2014 -	\$1,000	(HRRR)
DAVIDSON	CONSTRUCT TURN LANES.	CONSTRUCTION	FY 2015 -	<u>\$359,000</u>	(HRRR)
PROJ.CATEGORY	<u>PROJECT DELETED AT REQUEST OF DIVISION.</u>			\$360,000	
REGIONAL					

DIVISION 13

* B-4713	SR 1381 (RABBIT HOME ROAD), REPLACE BRIDGE NO.	RIGHT-OF-WAY	FY 2018 -	\$45,000	(STPOFF)
BUNCOMBE	30 OVER NEWFOUND CREEK.	CONSTRUCTION	FY 2019 -	<u>\$450,000</u>	(STPOFF)
PROJ.CATEGORY	<u>DELETE, WORK WAS ACCOMPLISHED BY STATE</u>			\$495,000	
DIVISION	<u>FORCES.</u>				

* INDICATES FEDERAL AMENDMENT



Office of Inspector General - Updates

Mary Morton, CPA
August 6, 2014

Team OIG-Primary Areas of Focus

- **Internal Audit (6)**
 - Any area of DOT's business operations
- **Single Audit Compliance (5)**
 - Pass through federal & state funding
- **Consultant, Utility, Rail & Turnpike (6)**
 - Overhead rates of consultants (professional services)
- **Investigations (2)**
 - Fraud, waste & abuse
 - PC Forensics

Team OIG-Updates

- **Internal Audit (6)**
 - Risk-based audit plan
 - Dual approach - compliance/operational
 - Alignment of OIG resources - dedicated auditor for DMV operations /building audit base
 - Collaborative audit approach
- **Single Audit Compliance (5)**
 - Risk-based audit plan - programmatic/dollar assurance
 - Lean Six-Sigma project - efficiency gains
 - Increased fieldwork presence
 - Collaborative audit approach
- **Consultant, Utility, Rail & Turnpike (6)**
 - Internal management change - evaluation of our workflow
 - Internal processes changes– review of consultant rates for aviation, utilities & rail
 - Collaborative audit approach
- **Investigations (2)**
 - Hotline (Internal/OSA) - progress/investigation plans/close out of cases
 - PC Forensics - increase in management requests
 - Collaborative audit approach

Team OIG-Work in progress

- **Internal Audit (6)**
 - NCTA, Inventory, Purchasing Cards, OCR, Management request (management turnover), EAGLE follow-up
- **Single Audit Compliance (5)**
 - 12 audits in progress of municipalities – grants/Powell Bill
 - Lean Six-Sigma project - efficiency gains
- **Consultant, Utility, Rail & Turnpike (6)**
 - Workflow evaluation
 - Internal processes changes– OIG’s review of consultant overhead rates for aviation, utilities & rail - meetings in progress
 - Resource alignment - impact of legislative mandate for outsourcing (+60-65%)
 - Evaluation of OIG processes - Lean Six Sigma focus
- **Investigations (2)**
 - Allegations - improper use of resources,
 - PC Forensics - use of DOT computing resources (personal vs. business use)

Team OIG-Work in progress/Strategy

- **All Units**
 - Standard operating procedures
 - Lean Six Sigma
 - Cross-functional approach of auditor resources
 - Multi-purpose approach to audits/investigations - leverage type
 - Continuous auditing - Data Analysis tools (IG currently evaluating vendor solutions)
- **Resource Challenges**
 - Investigations
 - CURT - workflow (outsourcing potential impact)
 - Internal audit - risk based
- **OIG Focus – Process Improvement: A stronger and more efficient NCDOT!**

North Carolina
DEPARTMENT OF TRANSPORTATION

Oregon Inlet Task Force Update

Malcolm Fearing
July 9, 2014





Session Law 2013-138 (House Bill 707)

SECTION 3.1. There is hereby created the **Oregon Inlet Land Acquisition Task Force** for the purpose of determining, reviewing, and considering the State's options for acquiring the federal government's right, title, and interest in Oregon Inlet and the real property adjacent thereto, including submerged lands. A more particular description of the property to be acquired is provided in section 3.8 of this act. Acquiring the property described in section 3.8 of this act will allow the State to preserve Oregon Inlet and to develop long-term management solutions for preserving and enhancing the navigability of Oregon Inlet, which is both a critical transportation corridor and a critical source of commerce for the State's Outer Banks. The Task Force shall have duties including the following:

(1) Consulting with the State Property Office and agencies and departments of the federal government, including the United States Department of Fish and Wildlife, United States National Park Service, Congressional Budget Office, and members of the North Carolina congressional delegation to establish the monetary value of Oregon Inlet and the real property adjacent thereto.

(2) Determining whether and to what degree the federal government will sell to the State Oregon Inlet and the real property adjacent thereto or exchange the property for State-owned real property. If the federal government expresses a willingness to exchange the property for State-owned property, the Task Force shall determine the identity of the State-owned property and the monetary value of the property.

(3) Exploring any and all options for acquiring Oregon Inlet and the real property adjacent thereto, including condemnation of the coastal lands conveyed to the federal government in a deed dated August 7, 1958, and recorded September 3, 1958, in the Dare County Registry of Deeds.

(4) Considering any other issues deemed relevant by the Task Force that are related to the acquisition of Oregon Inlet and the real property adjacent thereto.

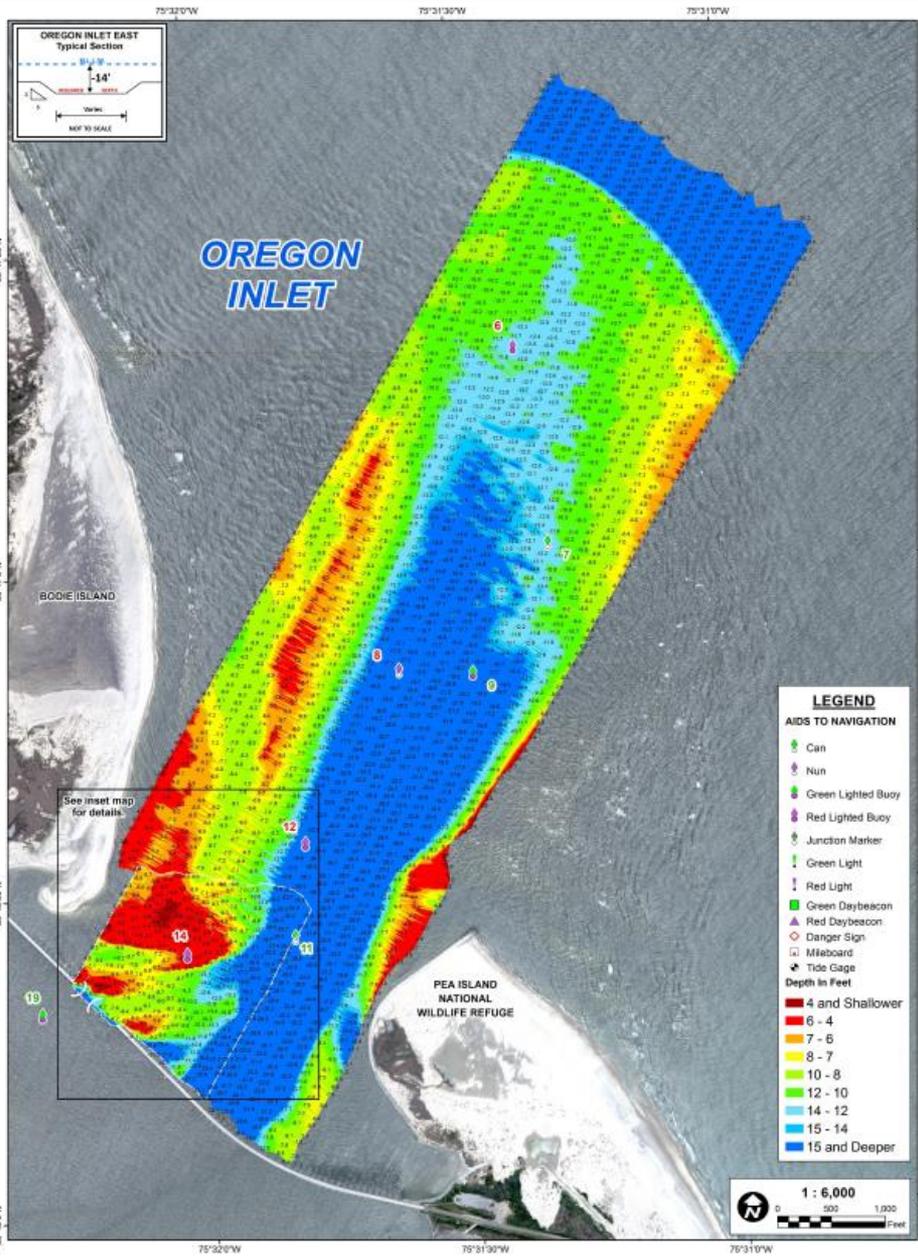
Members of Task Force:

The Task Force was comprised of the following members:

(1)	The Governor or the Governor's designee, who shall be chair.	Bill Daughtridge, Jr. Secretary Department of Administration
(2)	The Commissioner of Agriculture and Consumer Services or the Commissioner's designee.	Zane Hedgecock Chief of Staff
(3)	The Secretary of the Department of Administration or the Secretary's designee.	Speros Fleggas Senior Deputy Secretary
(4)	The Secretary of the Department of Commerce or the Secretary's designee.	Bob Peele Director Wanchese Seafood Industrial Park
(5)	The Secretary of the Department of Environment and Natural Resources or the Secretary's designee.	Neal Robbins Director of Legislative and Intergovernmental Affairs
(6)	The Secretary of the Department of Public Safety or the Secretary's designee.	Greg Baker Commissioner of the Law Enforcement Division
(7)	The Secretary of the Department of Transportation or the Secretary's designee.	Malcolm Fearing NC Board of Transportation Division 1
(8)	The Attorney General or the Attorney General's designee.	Elizabeth (Beth) Leonard McKay Special Deputy Attorney General Transportation Section
(9)	Two members of the Senate appointed by the General Assembly upon the recommendation of the President Pro Tempore of the Senate.	Senator Bill Cook Senator Bill Rabon
(10)	Two members of the House of Representatives appointed by the General Assembly upon the recommendation of the Speaker of the House of Representatives.	Representative Chris Millis Representative Paul Tine
(11)	The chair of the Dare County Board of Commissioners or the chair's designee.	Warren Judge Chairman



Federal land
identified in
legislation to
be acquired by
the State

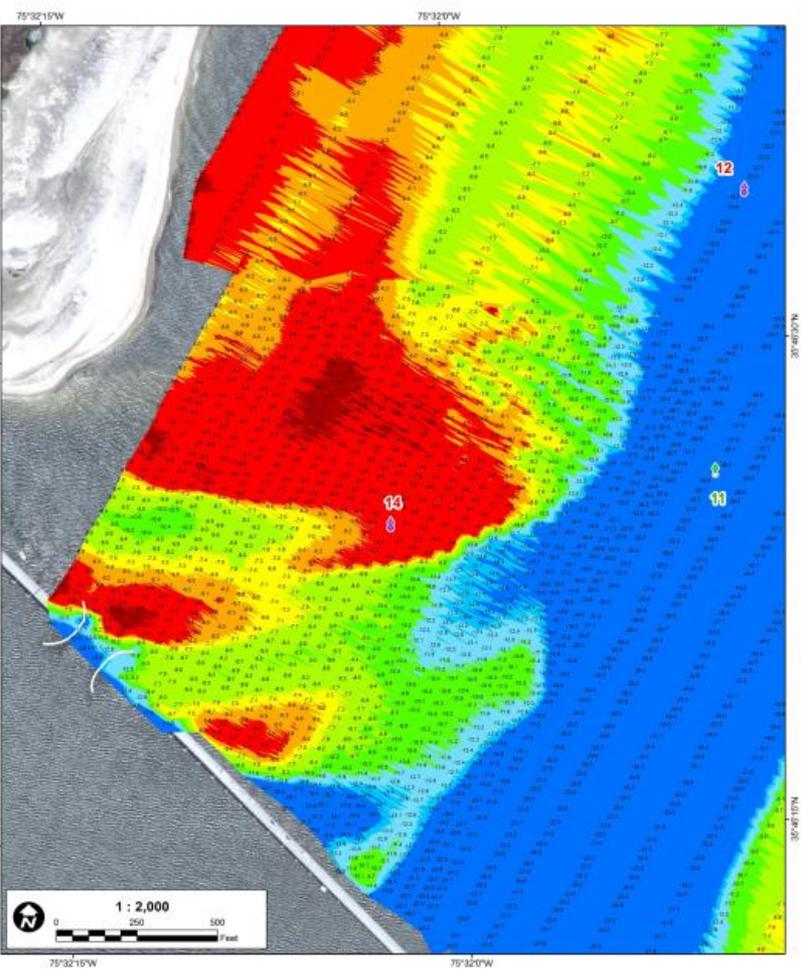


AIDS TO NAVIGATION

Type	Number	Survey Date	SP 1	SP 2	SP 3	SP 4	SP 5
Red Lighted Buoy	10	2014-06-26	803200	710115	70° 31' 53.20" W	35° 47' 20.20" N	
Can	11	2014-06-26	803180	710090	70° 31' 53.20" W	35° 47' 19.70" N	
Nun	12	2014-06-26	803162	710070	70° 31' 52.40" W	35° 47' 19.20" N	
Green Lighted Buoy	13	2014-06-26	803058	710050	70° 31' 52.00" W	35° 47' 18.80" N	
Can	14	2014-06-26	803042	710030	70° 31' 51.60" W	35° 47' 18.30" N	
Red Lighted Buoy	15	2014-06-26	803025	710010	70° 31' 51.20" W	35° 47' 17.80" N	
Red Lighted Buoy	16	2014-06-26	803008	709990	70° 31' 50.80" W	35° 47' 17.30" N	

NOTES:

1. SURVEYORS ARE IN REET AND TENTH AND REFER TO BOUNDARY REPORTS BEING DEVELOPED AND BEING RELATIVE TO THE NEAREST TIDE GAUGE.
2. PROJECT SUPERVISOR WITH DISTRICT SURVEY VESSEL, "FORTY-THREE", USING RTK GPS, HORIZONTAL POSITIONING EQUIPMENT AND 200 KHZ DEPTH SOUNDING EQUIPMENT.
3. HORIZONTAL DATUM AND THIS VERTICAL M.S.L.S.
4. TIDE GAUGE LOCATED AT 604 FINDER OF BOOIE BAY.
5. USE OF THIS MAP IS FOR THE GENERAL AND RESTRICTED TO QUALITY ASSURANCE PURPOSES FOR OVERCATCH OF RTK TIDES. THE NAVIGATION DISTRICT WILL ONLY USE DATA FROM TIDE GAUGE FOR FINAL SURVEYING AND QUANTITY CALCULATIONS BY RTK GPS IS UNAVAILABLE AT THE TIME OF SURVEY.
6. THIS PRODUCT WAS REVIEWED BY THE NAVIGATION DISTRICT OF THE U.S. ARMY CORPS OF ENGINEERS. THE INITIALS AND SIGNATURES AND REGISTRATION IDENTIFIERS OF THE QUALITY ASSURANCE ON THESE PROJECT DOCUMENTS WITHIN THE SCOPE OF THEIR EMPLOYMENT AS REQUIRED BY 33 CFR 328.302.
7. THE INFORMATION DERIVED ON THIS SURVEY MAP REPRESENTS THE RESULTS OF SURVEYS MADE ON THE DATE INDICATED AND CAN ONLY BE CONSIDERED AS INDICATING THE GENERAL CONDITIONS EXISTING AT THAT TIME. THESE CONDITIONS ARE SUBJECT TO RAPID CHANGE DUE TO SHALLOW EVENTS A PROJECT OWNER SHOULD NOT RELY EXCLUSIVELY ON THE INFORMATION PROVIDED HERE. REQUIRED BY 33 CFR 328.302.
8. FOR THE MOST UP TO DATE INFORMATION PLEASE CHECK OUR WEBSITE AT WWW.SWAGS.ARMY.MIL



SURVEY DATE(S): JUNE 26, 2014	SURVEYED BY: BRJ, DCH
MAP DATE: JULY 2, 2014	MAPPED BY: AGF
PRIMARY MAP SCALE: 1 : 6,000	
INSET MAP SCALE: 1 : 2,000	
IMAGERY DATE: MAY 11, 2014 © DIGITALGLOBE, INC.	MAP FILE NAME: OIE_2014-06-26CS.MXD

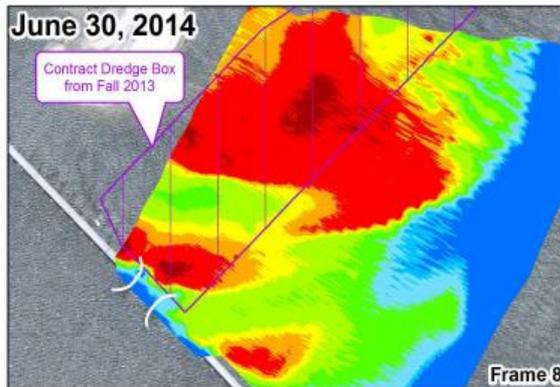
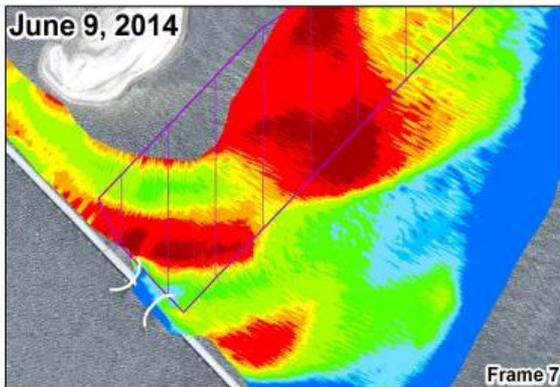
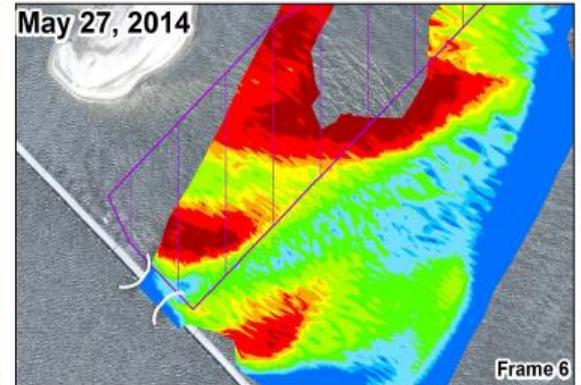
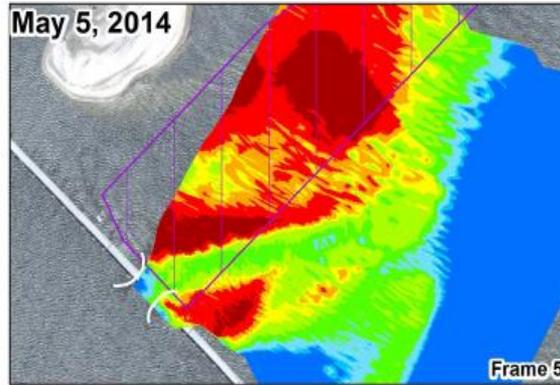
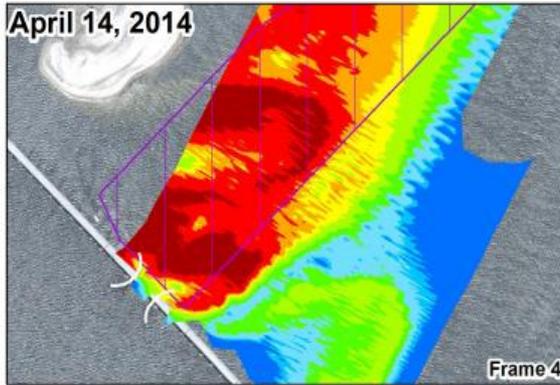
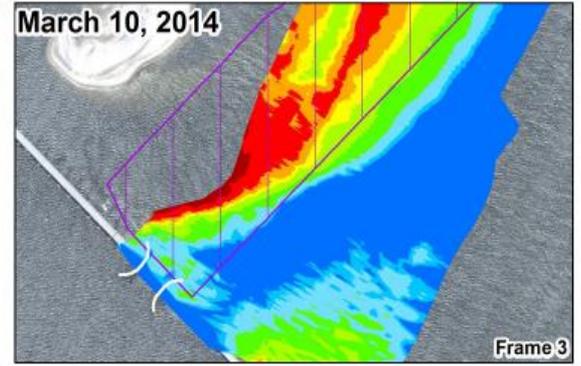
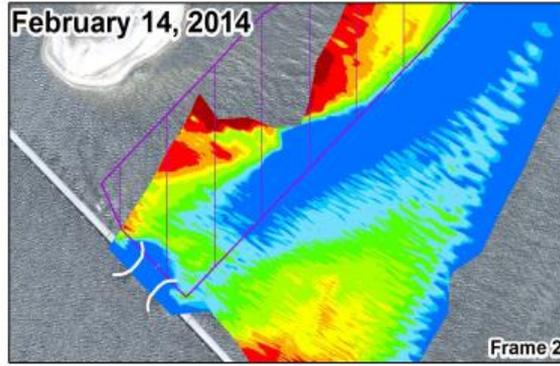
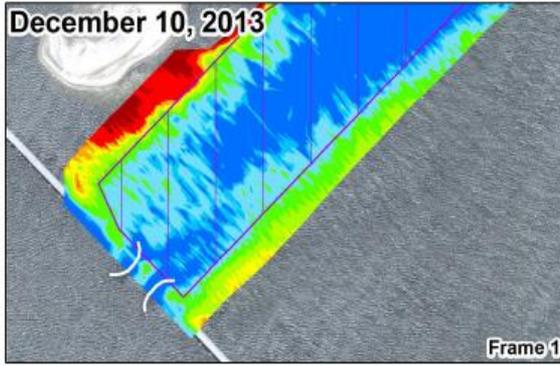
HYDROGRAPHIC SURVEY

U.S. ARMY ENGINEER DISTRICT
WILMINGTON, NORTH CAROLINA

MANTEO - SHALLOWBAG BAY

OREGON INLET

MANTEO, NORTH CAROLINA



 US Army Corps of Engineers
Wilmington District

Oregon Inlet

Map Date: July 2, 2014
Imagery Date: May 8, 2014 © Digital Globe Inc.
File Name: oie_sequence_11x17_2014-06-30.mxd

 0 500 1,000 Feet

Legend

Depth In Feet

-  4 and Shallower
-  6 - 4
-  7 - 6
-  8 - 7
-  10 - 8
-  12 - 10
-  14 - 12
-  15 - 14
-  15 and Deeper





OREGON INLET
LAND ACQUISITION
TASK FORCE

Report To The
2014 Session
Of the
North Carolina
General Assembly

May 2014

Recommendations:

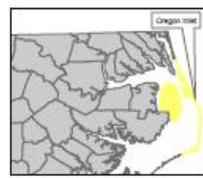
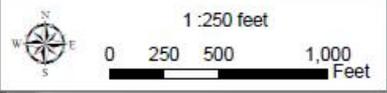
1. Continue discussions with federal officials on acquiring property or easements necessary for developing an effective and environmentally acceptable engineered solution to maintain the stability of Oregon Inlet
2. Continue the legal research regarding the title and ownership of the property north and south of the inlet within the description stated in Section 3.8 Session Law 2013-138
3. Assess the feasibility of various engineered alternatives to address sand management and navigational issues at Oregon Inlet

Recommendations (cont.):

4. Based on the selected engineering alternative, advance the project timeline and facilitate the permitting through preparation and documentation of relevant biological, physical, ecological and public trust information and dialogue with appropriate federal agencies involved in the permitting.
5. Undertake a larval transport study to address the known concerns of federal agencies related to this issue.

Excerpt taken from last page of the report:

“The situation involving the inlet has reached a critical point.....Human safety, economic viability and environmental safeguards can all be enhanced – but taking no action, is no longer an acceptable option.”



Map Date: September 26, 2013
Imagery Date: August 5, 2013
Map Scale: 1:250
Map Produced By: NCDOT Division 1 GIS

Oregon Inlet
North Carolina Department of Transportation
Division 1
Aerial Photo
Dare County, North Carolina

Questions?

POLICY AND PROCEDURES FOR NAMING ROADS/BRIDGES/FERRIES

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

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

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

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

IV. Process

- a. It is the responsibility of the individual seeking the road or bridge naming request to work directly with the local government to obtain the necessary resolution for submittal to the Board.
- b. Local government should contact District Engineer or Division Engineer to let him/her know of the intent. The District Engineer/Division Engineer/Chief Engineer's Office can help guide local governments through the process.
- c. Local government drafts resolution. Resolution should specify what facility is to be named, and who is to be honored, but not what name should appear on the sign. This will be worked out between NCDOT and the local governing body apart from the resolution.
- d. Local government passes resolution in a public forum
- e. If the facility to be named is in more than one jurisdiction, resolutions from both jurisdictions are required.
- f. Resolution(s), along with all required supporting documentation (see subsequent section "Locally Provided Documentation/Materials") are forwarded to NCDOT.
- g. NCDOT staff reviews the resolution and accompanying documentation for completeness and consistency with the criteria. NCDOT will communicate with the local government about any deficiencies or issues with the submitted information.
- h. If staff approves the submitted request, it is placed on an upcoming Board of Transportation Road and Bridge Naming Committee agenda for consideration. Road and Bridge Naming Committee agendas are posted publicly on the web.

- i. The Board member representing the area making the request must endorse request and present to Committee.
- j. If Committee approves the requested naming:
 - i. A naming request reviewed and recommended by the Committee will be “held” for at least one month before being considered by the full Board
 - ii. NCDOT Board drafts a resolution for Full Board action. The Board resolution will specify what facility is to be named and who is to be honored, but not what name should appear on the sign. This will be worked out between NCDOT and the local governing body apart from the resolution.
 - iii. This item is placed on a Full Board agenda for the month after the committee approved it, if timing criteria are met (such as construction completion date or death date in the case of a deceased honoree), or is held until such time as the timing criteria are met. The Board member representing the area making the request must endorse request and present to Board
 - iv. NCDOT reviews the requested name for the sign and the requested designation limits. NCDOT communicates with the local government regarding any problems with the requested name (e.g., too long) or with the requested limits (e.g., overlaps with an already designated facility or exceeds allowable length) and suggests satisfactory modifications. (See Sections IV.a and IV.b below for length specifications for name and designated facility, respectively.) NCDOT and local governments will concur in writing with mutually agreed upon name to be put on the sign and the limits of the designation.
- k. If/when the Full Board approves the requested naming:
 - i. The local government and the Division are notified in writing of the approval and the required payment. Payment is due to the Department upon notification that the honorary designation has been approved by the Board. Signs will not be manufactured until payment is received.
 - ii. The NCDOT Communications Office plans a naming ceremony if one is desired by the local government.
 - iii. Signs are installed. Honorary signs will be ground mounted; overhead signs will not be installed. Signs will be installed at the beginning and ending termini of the approved roadway segment, and will not be installed on exits, Y-lines, or intersecting roadways.

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

- a. **Requested name to be placed on sign.** Signs may include up to one title, one first name, one initial, one last name, and one suffix, to be designated by the local governing body, as long as length limits are met. The Department will communicate to the local governing body applicable text length limits. (The entire name is limited to one line of text; the font size of the text depends on the design speed of the road where the sign is to be installed.)

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

- VI. **Alternatives.** In the event the requested naming does not meet the criteria, or is not approved by the Board for any reason, the local government has options to honor the individual, including, but not limited to:
- a. **Adopt a Highway.** Local governments could consider the "Adopt a Highway" program as an alternative method of honoring an individual or group.
 - b. **Municipal road or bridge.** Municipalities may name municipally owned streets or bridges in honor of individuals or groups. This does not require DOT review or approval.
 - c. **Blue Star Memorial Highway.** The Department has over 1,000 miles designated as the Blue Star Highway Network including all interstates, US routes, and most NC routes. This extensive network honors all veterans and military groups in the state.

VII. Blue Star Memorial Highway Network

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

DRAFT

BLUE STAR MEMORIAL HIGHWAY INFORMATION

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

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

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

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

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

The Blue Star Highway designations in North Carolina:

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

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

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

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

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

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

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

RESOLUTION FOR CHARLES S. FELTS

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

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED:

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

That appropriate signs be erected at a suitable time.

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


Chairman


Secretary of Transportation

RESOLUTION FOR DOCK T. “DOCKIE” BRENDLE

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

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

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

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED:

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

That appropriate signs be erected at a suitable time.

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


Chairman


Secretary of Transportation

RESOLUTION FOR JOSEPH (JOE) EL-KHOURI

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

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

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

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED:

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

That appropriate signs be erected at a suitable time.

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


Chairman


Secretary of Transportation

North Carolina Board of Transportation
Economic Development & Intergovernmental Relations Committee
August 6, 2014 – Board Room
1:30-3:00 PM

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 update 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 proposals for customer service initiatives within DMV.
- 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:

- Guest Speaker from NC Department of Environment and Natural Resources (DENR) to provide information regarding agency goals and initiatives.
- Received an update and participated in discussions regarding economic development funding programs.
- Received an update of NCTN, to follow-up with feedback in future meeting.

What	How	Who	When
Call to Order		Mike Smith, Chair	1:30 – 1:35
Approval of Meeting Notes			
Department of Environment and Natural Resources	Presentation	Mitch Gillespie, DENR	1:35 – 2:20
Overview of DOT Economic Development Grant Programs	Presentation Q & A	Calvin Leggett, Program Development Delbert Roddenberry, Chief Engineer’s Office Paul Worley, Rail Division Sebastian Montagne, Strategic Planning	2:20 – 2:40
NCTN Update	Presentation	Mark Boggs, Atkins Terry Arellano, NCDOT	2:40 – 2:55
Next Steps/Closure		Mike Smith, Chair	2:55 - 3:00

Next Meeting: September 3, 2014 (1:00-3:00 p.m.)

North Carolina Board of Transportation
Economic Development & Intergovernmental Relations
Room 150, Transportation Building
Raleigh, NC
June 4, 2014
1:10 pm – 2:46 pm

Board Members in Attendance: Hugh Overholt, Ferrell Blount, Jake Alexander, John Collett, Lou Wetmore, Larry Kernea, and Chairman Ed Curran

Others in Attendance: Louis Mitchell, Pat Ivey, Ed Green, John Rouse, Beth McKay, Aurea Rodriguez, Ann Dishong, Dan Thomas, Karen Fussell, Greg Burns, Wally Bowman, Lisa Blair (Ports Authority), Paul Cozza (Ports Authority), Sebastian Montagne, Susan Pullium, Dan Madding and Dana Friedrichs

Vice-Chair Hugh Overholt called the meeting to order. Meeting started at 1:10 pm

Mr. Overholt introduced Mr. Paul Cozza, CEO for Ports Authority to provide an update of Port of Wilmington and Port of Morehead City, what their current financial contribution to the state's economy. Port of Wilmington contributes \$6.4B to the state's economy associated with goods moving through and Port of Morehead City contributes \$1.1B to the state's economy associated with goods moving through. Employees approximately 230 and generates revenue in excess of \$40 million. Update of what the Ports currently promotes, markets and sells port services. Port of Morehead City is the 2nd largest US port for the import of natural rubber which supports the tire manufacturing industry. Port of Wilmington import and export future possibilities. Infrastructure projects in progress Ports Authority working with CXS. Breakdown of how Ports enhance the economy statewide to provide jobs and revenue. Future steps and key initiatives to work closely with other state entities to attract and acquire new import/export facilities.

Sebastian Montagne, of NCDOT, has been gathering information regarding various economic development grant programs within DOT and in other agencies. Sebastian presented a Contingency Funds Summary explaining current programs and uses, and experts for each program. At next Board meeting will have a more detailed discussion with presentation of Economic Development funds and availability.

A motion to approve April 30, 2014, ED&IR meeting minutes was made by Larry Kernea and seconded by Chairman Curran. The motion was approved.

Meeting was adjourned at 2:46 pm.



**NORTH
CAROLINA
PORTS**

***North Carolina Board of Transportation
Economic Development &
Intergovernmental Relations Committee***

June 4, 2014



Quick Review- Fast Facts

- **NCSPA operates two international maritime port facilities**

- Port of Wilmington
- Port of Morehead City

- **Financial & volume statistics**

- ~ 150,000 containers annually
- More than 4 million tons of bulk cargo
- Generates revenue in excess of \$40 million
- Employs approx. 230
- Generates earnings and cash flow to meet annual operating requirements

- **Actively promotes, markets and sells port services**

- Cargo stevedoring
- Container and bulk cargo storage
- Staging & warehousing
- Packing & stripping of cargo

The Port of Wilmington

Terminal:

- **284** acres (1.2 sq km)
- Navigation Channel: **42'** (12.8 m)
- 500,000 TEU Annual Throughput Capacity (< **50% utilized**)
- 3 Berths for Panamax and Post-Panamax Vessels
- 7 Cranes including 4 Post-Panamax Cranes
- NC Ports employees perform terminal operations
- On dock Rail (**good bulk connectivity; container “intermodal” capability is needed**)



Contributes \$6.4B to the state's economy associated with goods moving through POW

- **Fast, Efficient ...**
- Vessel/Truck Turnaround
- Crane Productivity
- Gate Productivity

The Port of Morehead City

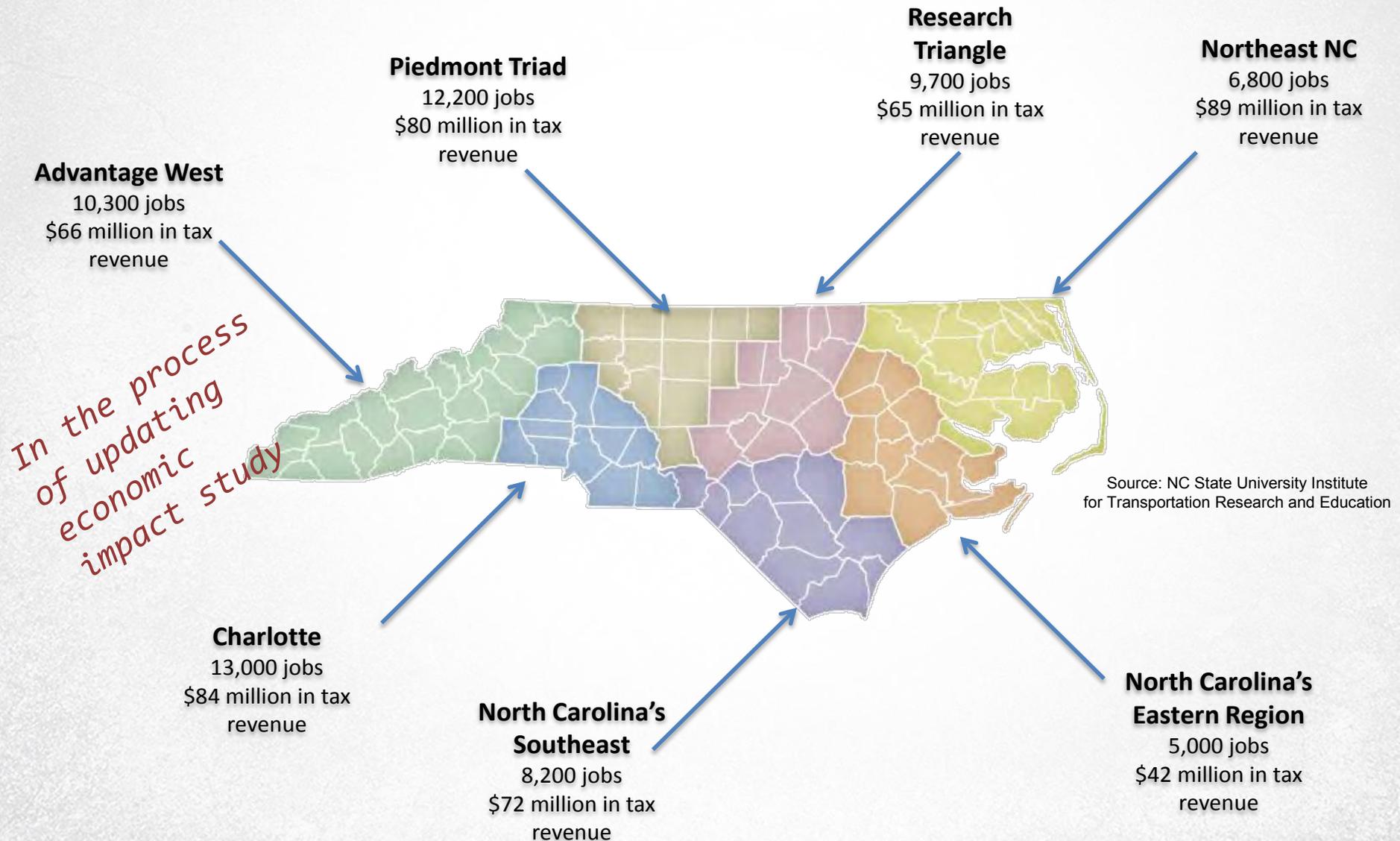
- Naturally deep port (~45') (*great connectivity to open water*)
- Located just four miles from the Atlantic Ocean
- The second largest US port for the import of natural rubber which supports the tire manufacturing industry
- Handles both breakbulk and bulk cargo
- New woodchip export terminal
- Radio Island- *Underdeveloped resource*



Contributes \$1.1B to the state's economy associated with goods moving through MHC

Enhancing the economy, statewide....

\$500 M tax revenue & > 65,000 jobs



Container Services at the Port of Wilmington

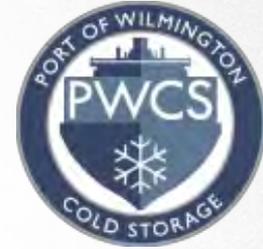
 <p>K LINE YANG MING LINE HANJIIN SHIPPING</p>	Frequency	Base Ports	East Bound to Wilmington	West Bound from Wilmington	Vessel Capacity
	AW1 Weekly	Ningbo	30 Days	40 Days	10 Ships up to 4,400 TEU
		Shanghai	28 Days	41 Days	
		Pusan	26 Days	37 Days	
 <p>K LINE YANG MING LINE HANJIIN SHIPPING</p>	Frequency	Base Ports	East Bound to Wilmington	West Bound from Wilmington	Vessel Capacity
	AW3 Weekly	Hong Kong	32 days	36 days	10 Ships up to 4,400 TEU
		Yantian	32 days	37 days	
		Kaohsiung	30 days	38 days	
		Shanghai	28 days	40 days	
		Pusan	26 days	42 days	
 <p>ICL INDEPENDENT CONTAINER LINE</p>	Frequency	Base Ports	West Bound to Wilmington	East Bound from Wilmington	Vessel Capacity
	Trans-Atlantic Weekly	Liverpool	12 Days	15 Days	2 Ships at 1,400 TEU
		Antwerp	15 Days	11 Days	2 Ships at 2,400 TEU

 <p>MAERSK LINE</p>	Frequency	Base Ports	North Bound to Wilmington	South Bound from Wilmington	Vessel Capacity
	SAE Weekly	Santo Tomas de Castilla	9 Days	5 Days	4 Ships up to 1,700 TEU
		Puerto Cortes	8 Days	6 Days	
		Puerto Moin	N/A	8 Days	
		Manzanillo	12 Days	9 Days	
		Cartagena	17 Days	11 Days	
		Barranquilla	16 Days	12 Days	
		Santa Marta	15 Days	13 Days	

Infrastructure Projects in Progress

Port of Wilmington Cold Storage

- Four bays, full capacity at 12,500 pallet positions
- Four-phase construction
- 102,000 sq. ft. initial construction; Phases 2-4 will each include 100,000 sq. ft. expansions
- Phase 1:
 - 56,000 sq. ft. of usable freezer space
 - 7,000 sq. ft. of temperature controlled loading dock



*Import & Export
Possibilities*

Inventory Mix to include:

- Pork & Poultry; Seafood; Sweet Potatoes
- Fruits
- Vegetables; Bananas

NC AG ranks nationally:

- #1 sweet potatoes
- #2 pork
- #2 turkey
- #5 poultry

North Carolina Agriculture Projects in Motion

▪ Wood Fiber “BioMass” as Energy

- European power production markets are ripe for **Wood Fiber Fuel** (U.K., Benelux, Scandinavian region)
- Nascent industry in the U.S. – *getting a lot of attention*
- North Carolina’s agricultural supply is positioned well
- NCSPA has identified this market a key strategic priority for growth



Current Wood Fiber Projects

Enviva:

Port of Wilmington- Export ~1.5 million tons of pellets annually, start-up 4th qtr 2015

Sourcing facilities: Sampson County/Richmond County



Woodfuels:

Port of Morehead City- Export ~ 0.5 million tons of pellets annually, start-up 1st qtr 2016

Sourcing facilities: Wilson County

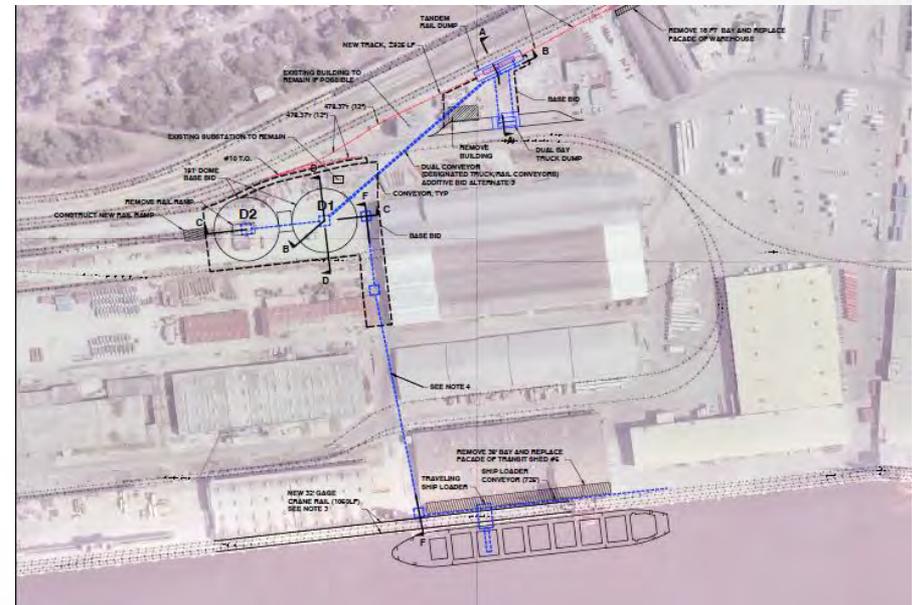


Export Pellet Facility Scenarios



Morehead City

Wilmington



Future Steps/Key Initiatives

Utilization of Available Capacity- Determine optimal use of capacity available

- ✓ Port of Wilmington
- ✓ Port of Morehead City
- ✓ Radio Island

Intermodal Rail- To improve service offerings to customers POW **must** obtain I/M rail via CSX

Capitalize on Economic Development Projects- Work closely with other entities in the state (Dept of Commerce/Agriculture/....)to attract and acquire new import/export facilities

Close coordination with NCDOT to align inland infrastructure with Ports capabilities (*cargo and commerce does not start or end at the port, we are a conduit*)

Harbor Deepening- Port of Wilmington's sustainable competitive edge will be greatly diminished without deeper draft capability



Thank You



North Carolina Department of Environment and Natural Resources

Mitch Gillespie
Assistant Secretary for
Environment

North Carolina Department of Environment and Natural
Resources





Taking DENR in a New Direction

- A new mission statement
- Emphasis on environmental protection
- Improving customer service





DENR Reorganizations

- The consolidation of DWR and DWQ will result in increased efficiencies in water permitting and savings of over 4 million dollars to the state and federal government.
- The integration of the water programs allows DENR to continue to improve protection for the state's waters through nutrient management strategies, integrated basin planning for quality and quantity, and long term water supply plans.



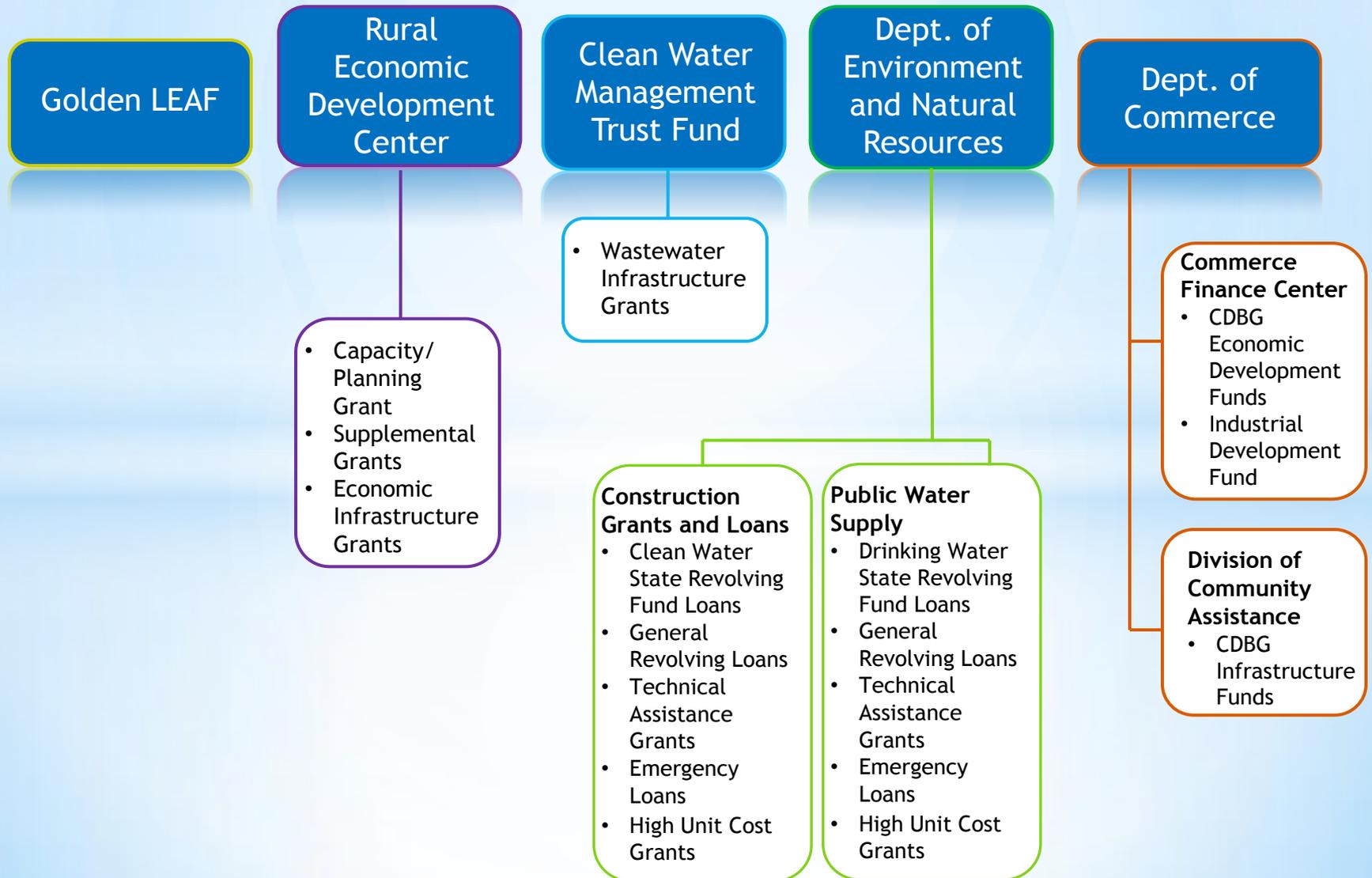


DENR Reorganizations

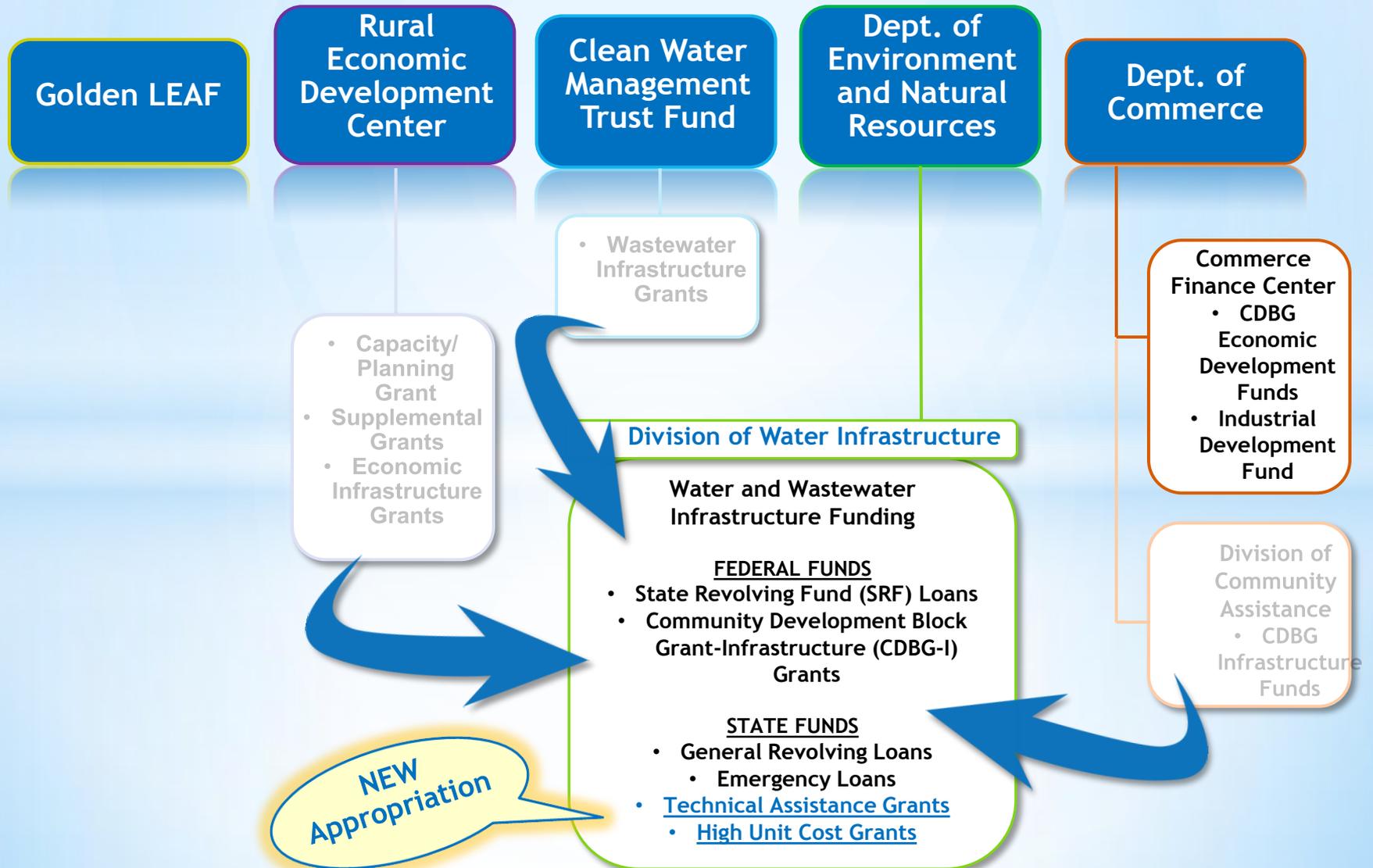
- Division of Water Infrastructure created to manage the following funds (approximate for FY 2014):
 - Clean Water State Revolving Fund: \$80 million
 - Drinking Water State Revolving Fund: \$70 million
 - Community Development Block Grant: \$26 million
 - General Fund Planning and Supplemental Grants: \$5 million



N.C. Water and Wastewater Infrastructure Funding



N.C. Water and Wastewater Infrastructure Funding





DENR Reorganizations

- Integrated Stormwater Permitting Program from the former Division of Water Quality with other DEMLR Land Quality Section environmental regulatory programs.
- The NC Sedimentation Control Commission (SCC) has granted a Delegated Program to the NCDOT for Erosion and Sediment Control.





DENR Reorganizations

- Integrated the State Energy Program and Weatherization Assistance Program from the Department of Commerce into DEMLR's new Energy Section.
- A plan is being developed to ensure long-term sustainability of the Weatherization Assistance Program with new accountability measures and an expansion in the scope of services provided.





DENR Reorganizations

- The Ecosystem Enhancement Program has been streamlined with a savings to DOT

<u>SUMMARY</u>					
cost saving from eliminating "active" positions					\$1,264,218
cost saving from eliminating "dormant" positions					\$314,040
total savings from eliminating positions					\$1,578,258
positions eliminated from other divisions/departments:				(3.5 FTEs)	\$325,581
IT savings					\$30,000
DOT-funded salary increases (\$104,112 + 51.58% burden)					\$157,812.97
				NET ANNUAL SAVINGS TO DOT	\$1,776,026.44





Future Environmental Initiatives

- Establishing the a modern regulatory program for the exploration of oil and natural gas.
- Providing additional guidance to complying with the State Environmental Policy Act.
- Eliminating delays to obtain Brownfields Agreements. In FY 2013, 41 Brownfields Agreements were completed compared to 27 in FY 2012.





Regulatory Reform

- Session Law 2013-413 (H74) requires state agencies to review all rules every 10 years.
- The RRC will establish a timetable by assigning each Title of the Admin Code a date by which review must be completed.
- Water Quality Rules are the first to go through the review process.





Interagency Cooperation

- Merger Process – process to bring together Corps, DENR, FHWA and NC DOT to discuss requirements of Clean Water Act during NEPA/SEPA decision making
 - Successful in getting environmental issues worked out early in the process
 - Streamlines transportation project development





Interagency Cooperation- Dredging

- DENR signed a long term Memorandum of Agreement with the U.S. Army Corps of Engineers in November 2013 that allows the State to provide up to \$4.0 million per year for maintenance dredging of the Federally authorized shallow draft navigation channels in N.C.
- In June 2014 NCDOT requested that DENR enter into an inter-agency agreement that would allow the NCDOT to provide funding to the USACE under the long term MOA.





Interagency Cooperation

- The Division of Coastal Management coordinates all CAMA Major Permit applications with NCDOT staff to ensure that permitted projects do not cause significant impacts to the State transportation system.
- Coastal Management has issued several Emergency Major Permits following hurricane and storm events generally within a week.





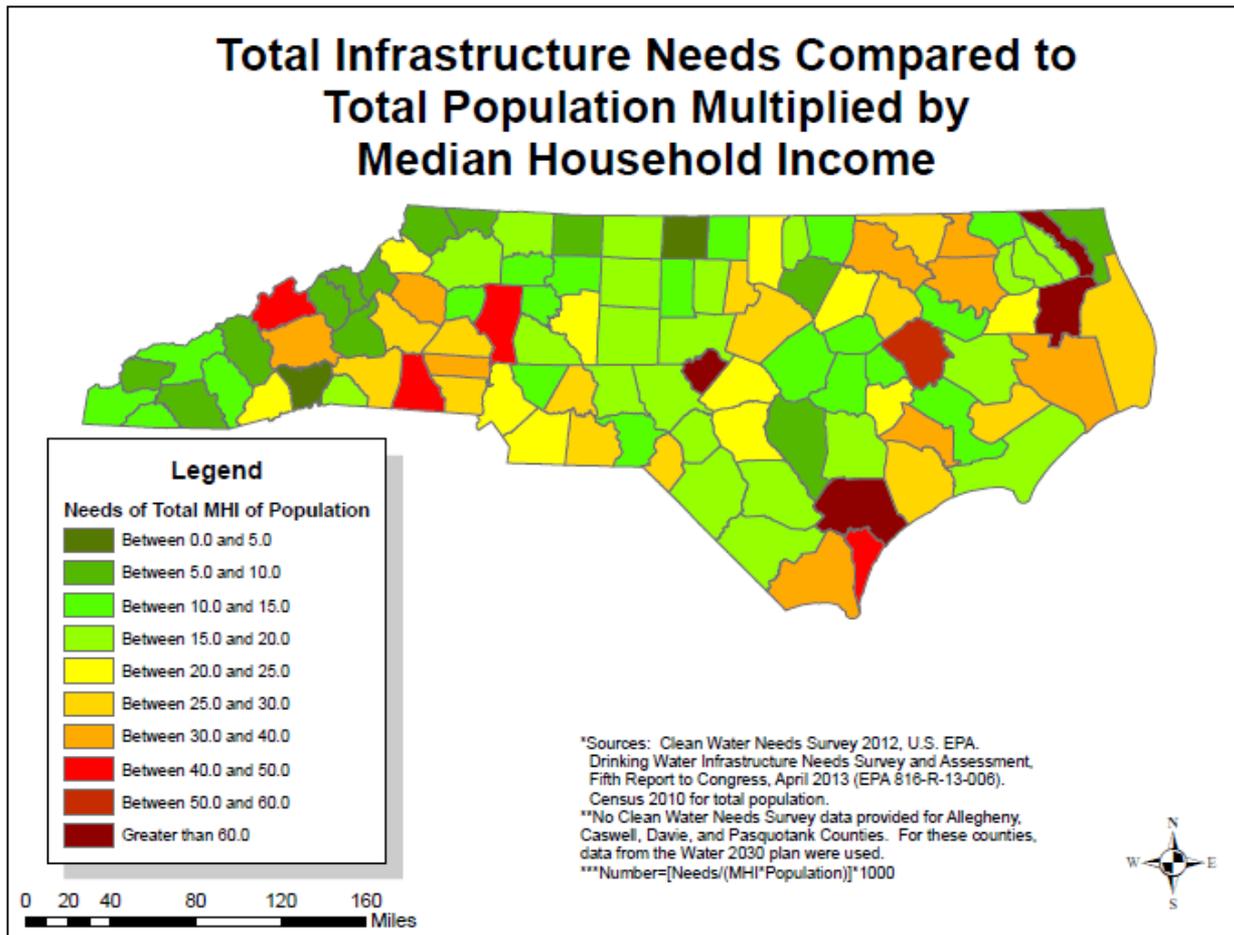
Questions?

Mitch Gillespie
Assistant Secretary for the Environment
(919) 707-8619
mitch.gillespie@ncdenr.gov



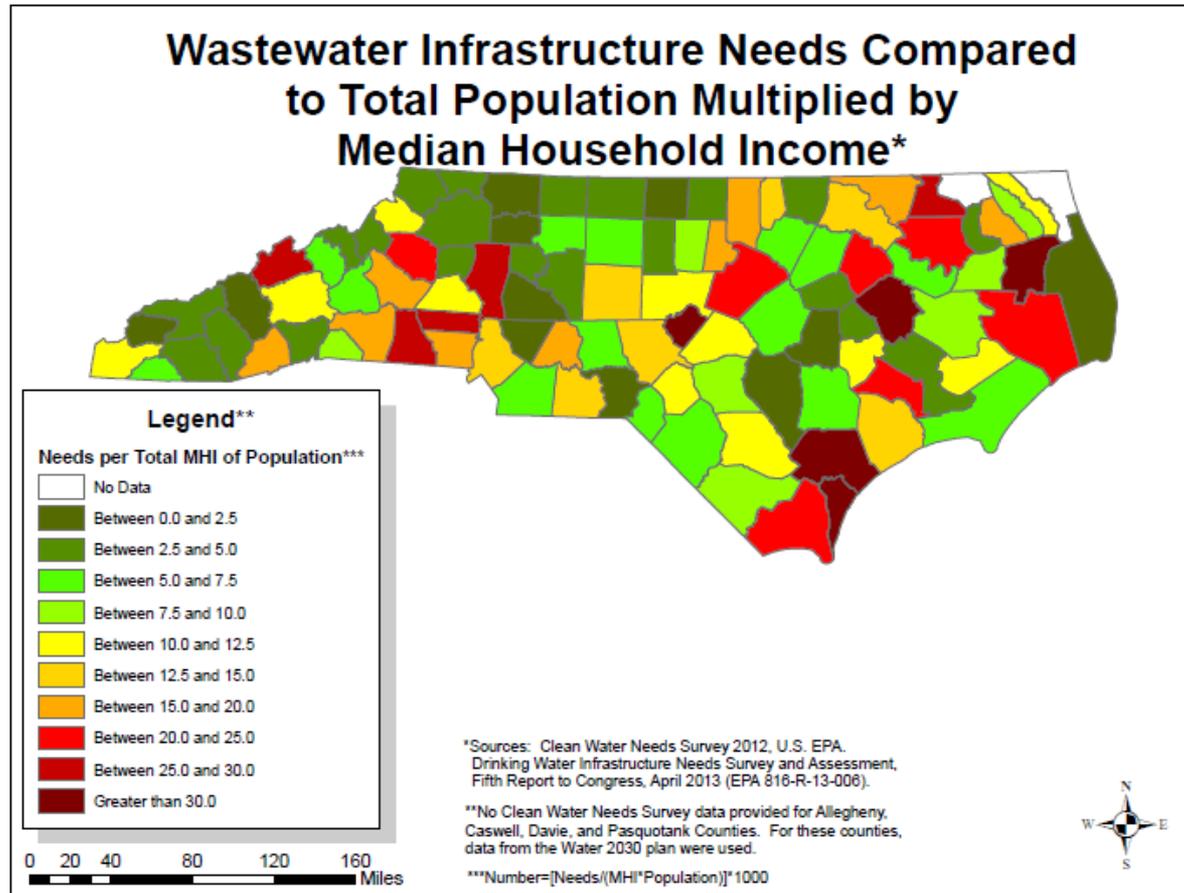


Water Infrastructure Map: Total Needs per MHI x POP



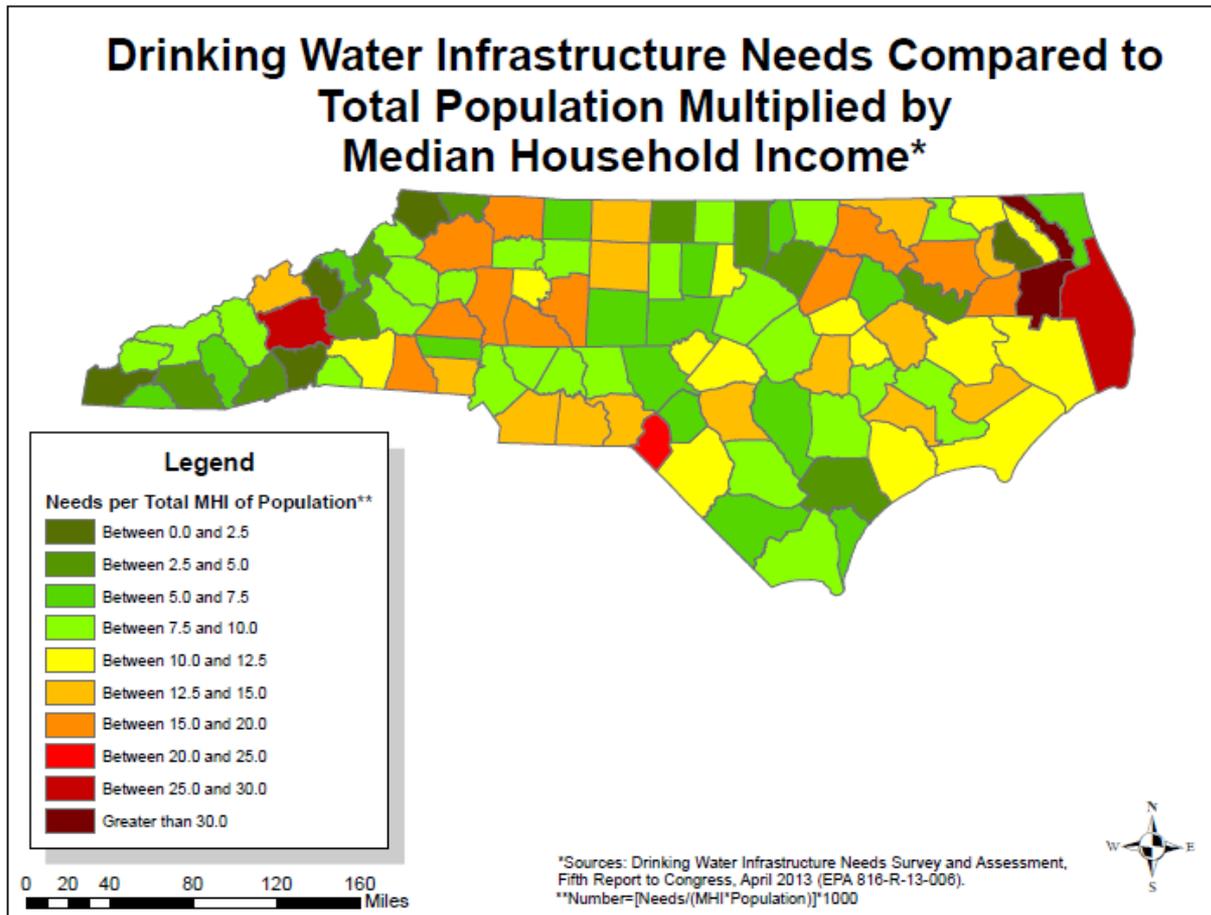


Water Infrastructure Map: Wastewater Needs per MHI x POP





Water Infrastructure Map: Drinking Water Need per MHI x POP



State Transportation Improvement Program (STIP) – Economic Development

NCDOT
Board of Transportation
Economic Development & Intergovernmental Relations
Committee

August 6, 2014

Calvin Leggett, P.E.
Program Development Branch Manager

§ 136-189.11. Transportation Investment Strategy Formula

b. Alternate criteria – Funding from the following programs shall be included in the computation of each of the Department division equal shares but shall be subject to alternate quantitative criteria:

4. Projects requested from the Department in support of a time-critical job creation opportunity, when the opportunity would be classified as transformational under the Job Development Investment Grant program established pursuant to G.S. 143B-437.52, provided that the total State investment in each fiscal year for all projects funded under this sub-subdivision shall not exceed ten million dollars (\$10,000,000) in the aggregate or five million dollars (\$5,000,000) per project.

Application

- The Economic Development Project Application form should be submitted to Program Development Branch. An analysis of the economic benefits of the potential project should be completed by the Department of Commerce and provided with the application.

Technical Review and Approval by NCDOT

- The appropriate Division will do a field inspection, determine traffic and safety concerns, and evaluate the projected cost of the project, supplying this to the Program Development Branch.

Program Tests

- The cost and economic development information will be used to support two threshold tests. The baseline criteria must be met in order to qualify for the limited economic development funding available.
- Candidate projects for funding must have a planned infrastructure investment of at least 5 times the expected STIP funds used in the Economic Investment Project, and/or
- The anticipated number of new jobs created must be of a sufficient number such that expected STIP funds used in the Economic Investment Project does not exceed \$10,000 per created job.

Program Mechanism

- Projects will be reviewed by the Program Development Branch, the appropriate Division Engineer and Board of Transportation member.
- A project that meets the threshold tests, and receives support from the Division will be submitted to the TIP Committee (an Internal Staff Committee made up of representatives from the Fiscal, Operations, Preconstruction and Program Development areas).
- If that Committee agrees the project is desirable and adequate resources are available to fund the project, a recommendation to add this project to the state TIP will be forwarded to the Secretary of Commerce and the Secretary of Transportation for their concurrence.
- When concurrence from both Secretary's is received, the project is presented to the Board of Transportation for approval.

Program Tracking

- When projects are approved for economic development funding, they will be assigned their own STIP number so that the STIP funding used on the project can be tracked.

Contingency, Public Access and Small Construction Funds

NCDOT

Board of Transportation

Economic Development & Intergovernmental Relations
Committee

August 6, 2014

Delbert Roddenberry, P.E.
Operations Program Manager

Overview – Contingency (\$12M)

- Created for statewide rural or small urban highway improvements and related transportation enhancements to public roads/public facilities, industrial access roads, and spot safety projects.
- The President Pro Tempore of the Senate, the Speaker of the House and the Secretary of Transportation sponsor project requests from this fund.

Overview - Public Access (\$1.7M)

- Created in 1959 to assist in attracting new industry and/or relocating or expanding industry. Funding for public school bus drives, access roads to public airports and medical facilities; driveways for rural fire district and rescue squad facilities.
- Requests received from schools, volunteer fire departments, and industrial entities.
- \$50,000 limit per public school site
- \$25,000 limit for Department driveway projects
- Industrial access projects - \$1,000 per employee for new or expanding industry

Overview - Small Construction (\$5M)

- Established 1985 to fund small projects in and around cities and towns which could not be funded in the Statewide Transportation Improvement Program
- Budget Bill provisions currently allow for use on variety of transportation projects for municipalities, counties, businesses, schools and industries throughout the State
- Appropriations equally allocated between 14 Highway Divisions
- Board Member Support included with request
- \$250,000 maximum amount per project per Fiscal Year

Program Mechanism

- Requests received from municipalities, counties, businesses, schools, citizens, legislative members, and NCDOT staff.
- Requests sent to the Division Engineer or Chief Engineer's Office providing technical information such as location, improvements being requested, timing, job and investment information, etc. for thorough review.
- Right-of-way and utility relocations should be provided at no cost to NCDOT

Program Mechanism

- Division Engineer performs field inspection and forwards documentation to Chief Engineer for review and presentation to the Project Review Committee.
- Documentation:
 - Project description/Scope of Work/Maps
 - Project justification
 - Cost estimates with all fund sources identified
 - Local Government resolution for projects >\$150k (G.S. 136-11.1)
 - Appropriate Signatures (Division Engineer, Board Member)
 - Senate/House Speaker sponsor letter for Contingency projects
- The Project Review Committee makes recommendation for further investigation or includes on the Board Agenda for action by the Secretary, NCDOT.

Program Examples (Economic Development)

County	Industry	Capital Investment	New Jobs	Project Type	Amount Small Project Funds
Halifax	Pelican Packing	37,700,000	400	New Access Road (1300')	356,000
Henderson	Empire Distributing	15,000,000	100	Upgrade Existing Road for Commercial Trucks	195,000
Buncombe	New Belgium Brewery	150,000,000	130	Improve the radii at the ramps from I-240	98,000
Robeson	Mountanaire Farms	34,500,000	325	Add Turn Lanes for Truck Traffic	385,000
Northampton	Enviva LP Wood Pellet Mill	60,000,000	60	New Access Road (1300')	160,000
Rutherford	Horsehead Corp. New Manufacturing Facility	300,000,000	240	Realign Secondary Road	240,000
Wake	Syngenta - Expansion	80,000,000	150	Road Strengthening and Widening	350,000
Orange	Moninaga American Food, Inc.	48,000,000	100	New Access Road	785,000

North Carolina

DEPARTMENT OF TRANSPORTATION

How do NCDOT's Economic Development Programs Compare?

Sebastian Montagne – Strategic Planning, Transportation Planning Branch

For the Economic Development and Intergovernmental Relations Committee Aug 2014

What does NCDOT have?

Name	Trend	Cost In Millions (by FY)	
State Transportation Improvement Program - Economic Development Program		FY 2008-09	\$ 39.3
		FY 2009-10	\$ 10.0
		FY 2012	\$ 10.0
		FY 2014 Eligible (Up To)	\$ 10.0
Contingency Fund		FY 2011	\$ 12.0
		FY 2012	\$ 12.0
		FY 2013 (Used unallotted Bal)	\$ 12.0
		FY 2014	\$ 12.0
Public Access Fund		FY 2011	\$ 1.9
		FY 2012	\$ 1.8
		FY 2013	\$ 1.8
		FY 2014	\$ 1.7
Economic Development Fund		FY 2014	\$ 3.8
		FY 2015	\$ 4.0
Freight Rail & Rail Crossing Safety Improvement Fund (1st Year)		FY 14	\$ 19.4
		FY 15*	\$ 3.5
		FY 16*	\$ 3.5
		*New Consolidated Fund, Forecasted Amounts used for the survey results	
Small Construction		FY 2011	\$ 7.0
		FY 2012	\$ 7.0
		FY 2013	\$ 7.0
		FY 2014	\$ 5.0

Each Program has a direct and/or indirect “jobs-created” requirement as a qualifier for approval, typically focused on ingress and egress of employees and/or freight to a company

Total, NCDOT has approximately \$36 Million

NC Department Of Commerce has approximately \$45 Million

Total, the State of North Carolina has approximately \$81 Million eligible for infrastructure projects which are fit within the Economic Development criteria and are reoccurring**

Separate from \$1.5B a year LET in Capital Improvements, which correlate to 20,000 Jobs*

Each Program has a different jobs requirement, but requires jobs to be the end goal

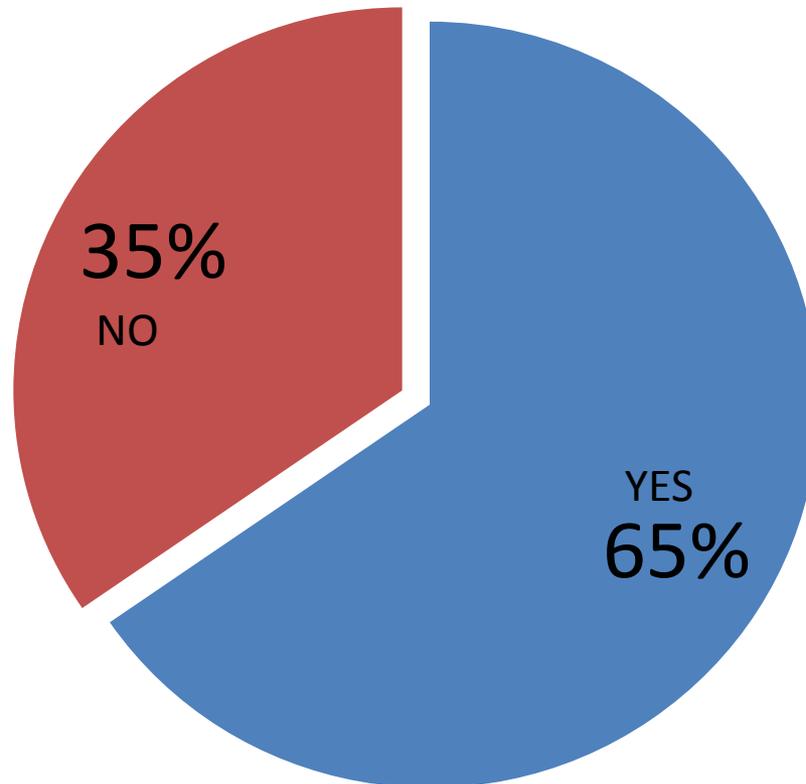
*Based on Latest FHWA estimates, retrieved from website @ <http://www.fhwa.dot.gov/policy/otps/pubs/impacts/>

**NC Fiscal Research, http://www.ncleg.net/fiscalresearch/inventories/2012_edi_2013-03-11.pdf

How do our Programs Compare?

Q: Does your state's Department of Transportation presently have a program(s), grant(s) or fund(s) that is reoccurring and serves the purpose of enabling access to job centers (e.g., industrial parks, specific companies, megasites), separate from the state's Transportation Improvement Program, to address time sensitive and job producing challenges.

Result:
Out of 26 States, 17 DOT's have Economic Development Programs



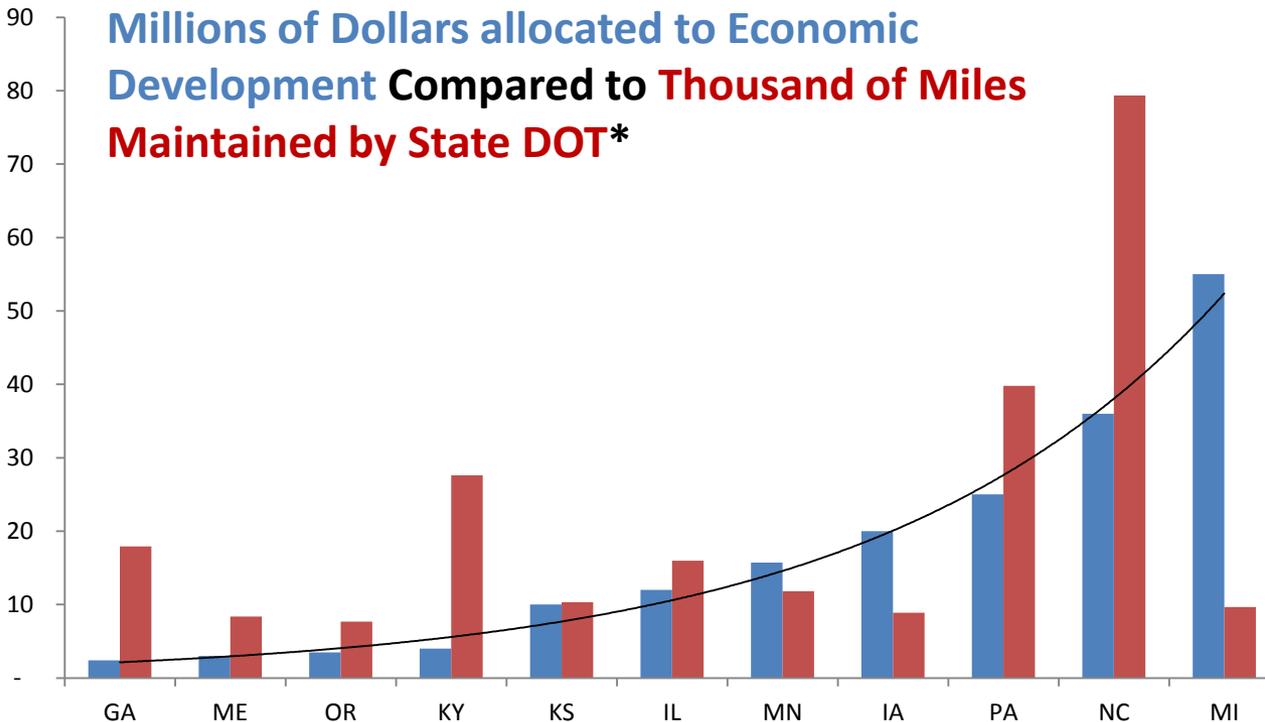
How do our Programs Compare? Part 2

Q: How much money do you have available to spend each year for these economic development programs?

Result

North Carolina's programs were the 2nd highest total amounts in the survey out of 11 respondents

Millions of Dollars allocated to Economic Development Compared to Thousand of Miles Maintained by State DOT*

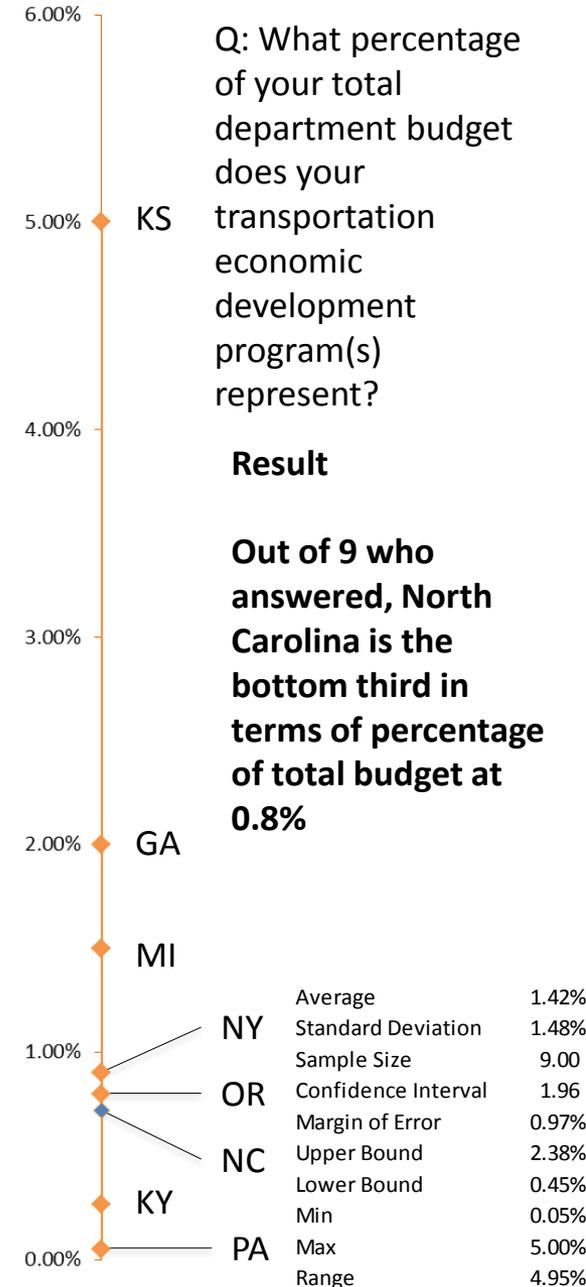


Average	\$ 16,642,727	Confidence Interval	1.96	Lower Bound	\$ 7,130,223	*Total Miles Maintained retrieved from FHWA website at: http://www.fhwa.dot.gov/policyinformation/statistics/2012/
Standard Deviation	\$ 16,096,636	Margin of Error	\$ 9,512,504	Min	\$ 2,400,000	
Sample Size	11.00	Upper Bound	\$26,155,231	Max	\$55,000,000	
				Range	\$52,600,000	

Q: What percentage of your total department budget does your transportation economic development program(s) represent?

Result

Out of 9 who answered, North Carolina is the bottom third in terms of percentage of total budget at 0.8%



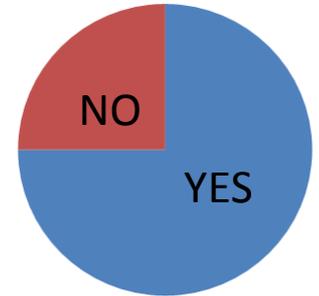
Average	1.42%
Standard Deviation	1.48%
Sample Size	9.00
Confidence Interval	1.96
Margin of Error	0.97%
Upper Bound	2.38%
Lower Bound	0.45%
Min	0.05%
Max	5.00%
Range	4.95%

Other Economic Deployment Programs

Q: Does your state have an economic development program in another state agency that can be used for transportation projects?

Result:

Out of 8 States, 6 States have economic development programs that can create infrastructure outside of their Department of Transportations



NORTH CAROLINA

DEPARTMENT OF COMMERCE

The Industrial Development Fund

The use of Utility Account funds are limited to **publicly-owned infrastructure only**, with the goal of creating direct or indirect jobs in either manufacturing and processing, warehousing and distribution, or data processing.



- \$14.5M
- \$500K Max Award
- 3 Projects in '10, 1 in '11, 2 in '12 and 2 in '14

Rural Development Grants

To construct critical water and wastewater facilities or to provide other infrastructure needs, including, but not limited to, natural gas, broadband, and **rail to sites** where these facilities will generate private job-creating investment.



- \$14.2M Total
- \$500K Max Award
- 4 Projects in '11, 2 in '12

CDBG Economic Development

Grants to local government to assist with construction of infrastructure (Water, sewer, **street**, natural gas lines, **rail** or municipal electrical Grants fund up to 75% of the need (100% for 25 most distressed counties) Local 25% cash match can come from private or public funds but must pass through local government CDBG \$ per job is based on level of distress in county where project located.

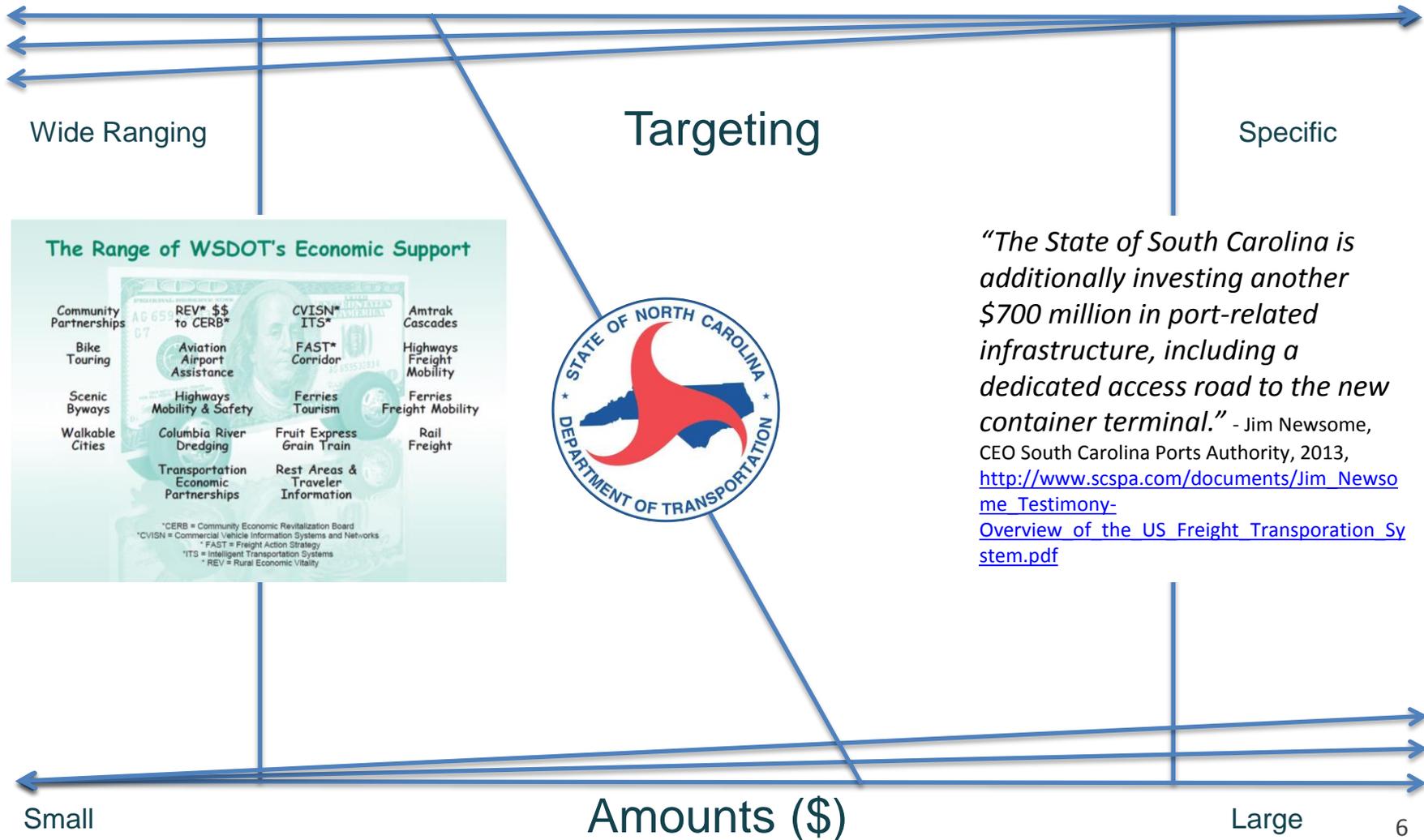


- \$16M Total*
- \$500K Max Award
- 3 Projects in '10, 2 in '12, 3 in '13 and 1 in '14

Other Economic Deployment Programs (Part 2)

Philosophical Investment Strategies

*Not to scale



“The State of South Carolina is additionally investing another \$700 million in port-related infrastructure, including a dedicated access road to the new container terminal.” - Jim Newsome, CEO South Carolina Ports Authority, 2013, http://www.scspsa.com/documents/Jim_Newsome_Testimony-Overview_of_the_US_Freight_Transporation_System.pdf

The Range of WSDOT's Economic Support

Community Partnerships	REV* \$\$ to CERB*	CVISN* ITS*	Amtrak Cascades
Bike Touring	Aviation Airport Assistance	FAST* Corridor	Highways Freight Mobility
Scenic Byways	Highways Mobility & Safety	Ferries Tourism	Ferries Freight Mobility
Walkable Cities	Columbia River Dredging	Fruit Express Grain Train	Rail Freight
	Transportation Economic Partnerships	Rest Areas & Traveler Information	

*CERB = Community Economic Revitalization Board
*CVISN = Commercial Vehicle Information Systems and Networks
*FAST = Freight Action Strategy
*ITS = Intelligent Transportation Systems
*REV = Rural Economic Vitality

Summary

- NCDOT spends less than most States surveyed when compared to percentages of total budget
- NCDOT programs relating to Economic Development are declining in purchasing power and funding
- Some States rely on large, specific economic development investment strategy
- North Carolina has broad, incremental and diverse economic development investment strategy

North Carolina Transportation Network

NCDOT

Board of Transportation

Economic Development & Intergovernmental Relations
Committee

August 6, 2014

Mark Boggs, Atkins
Terry C. Arellano, P.E.,
Transportation Planning Branch

BRIEFING OBJECTIVE

- To provide a summary of Regional Stakeholder input received on proposed Strategic Transportation Corridors
- To describe refinement process/next steps, including needed Board participation

REGIONAL MEETING SUMMARY

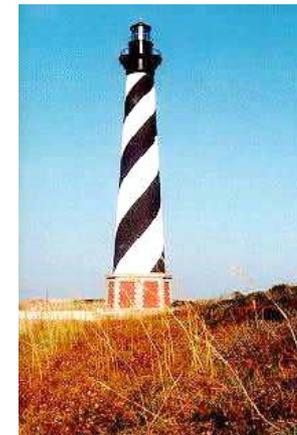
Objective: To gain Regional Stakeholder input on a proposed network of statewide and regional Strategic Transportation Corridors.



NC TRANSPORTATION NETWORK UPDATE REGIONAL MEETING

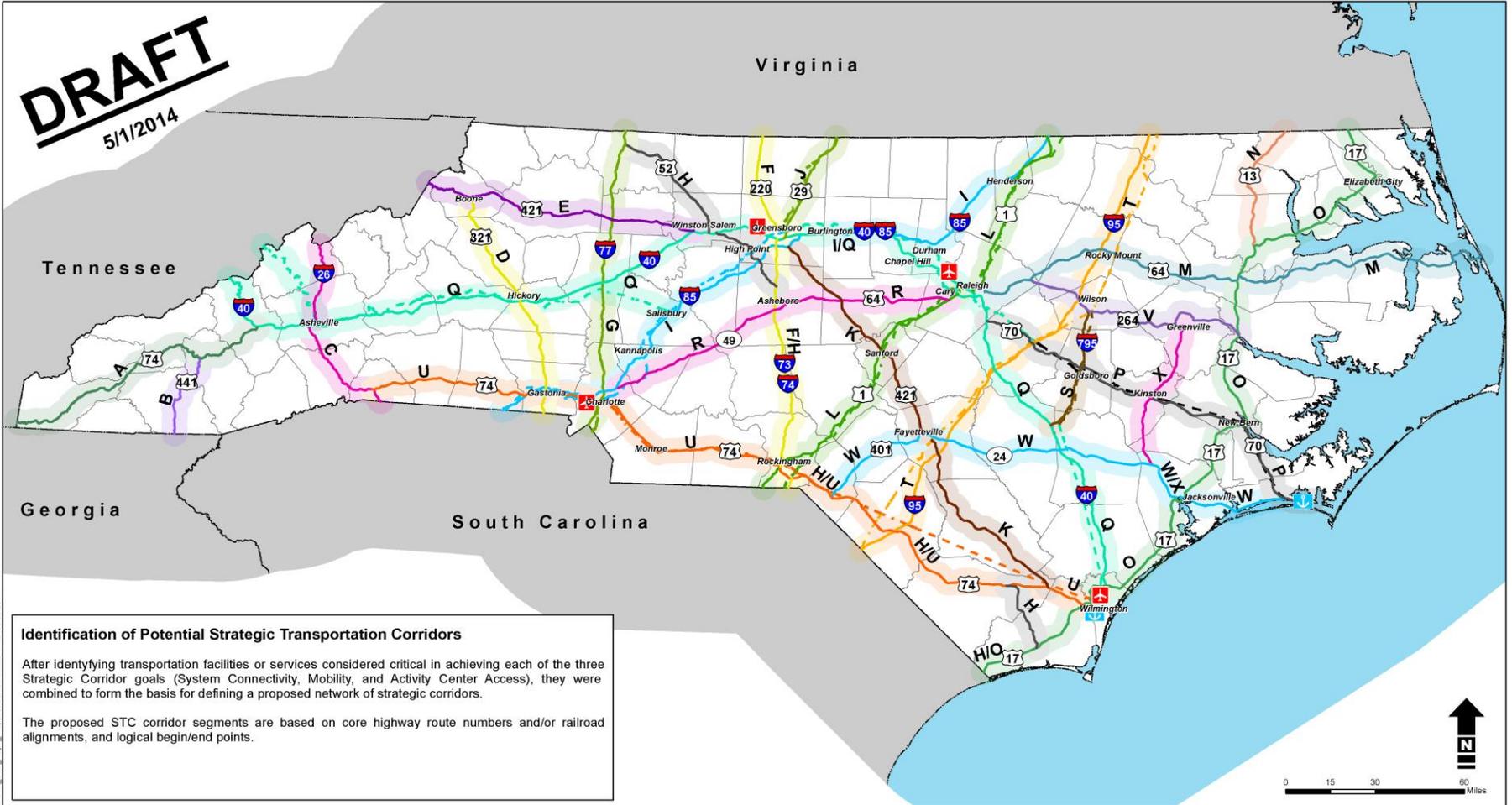
Regional Meetings:

- May 7: Edenton & Kinston
- May 12: Kernersville & Kannapolis
- May 13: Wake Forest & Lumberton
- May 19: Sylva
- May 20: Morganton
- June 10: Webinar



END-TO-END CORRIDORS

DRAFT
5/1/2014



Identification of Potential Strategic Transportation Corridors

After identifying transportation facilities or services considered critical in achieving each of the three Strategic Corridor goals (System Connectivity, Mobility, and Activity Center Access), they were combined to form the basis for defining a proposed network of strategic corridors.

The proposed STC corridor segments are based on core highway route numbers and/or railroad alignments, and logical begin/end points.

Proposed STCs (solid = highway; dashed = rail)

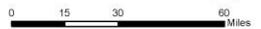
A (US74)	F (I73/Future I73)	K (US421/NC87)	P (US70)	U (US74W/US74E/Future I74)
B (US441)	G (I77)	L (US1)	Q (I40)	V (US264)
C (I26/US23)	H (I74/Future I74)	M (I495/US64)	R (US64/NC49)	W (US401/NC24/US258)
D (US321)	I (I85)	N (US13)	S (I795/US117)	X (US258/NC11)
E (US421W)	J (US29N)	O (US17)	T (I95)	

Legend

- NC Seaports
- NC Int'l or Major Freight Airports

STRATEGIC TRANSPORTATION CORRIDORS

PROPOSED CORRIDORS



NCTH_STC_Map_ProposedCorridors.mxd ANB 05/08/2014

SCORING SHEET

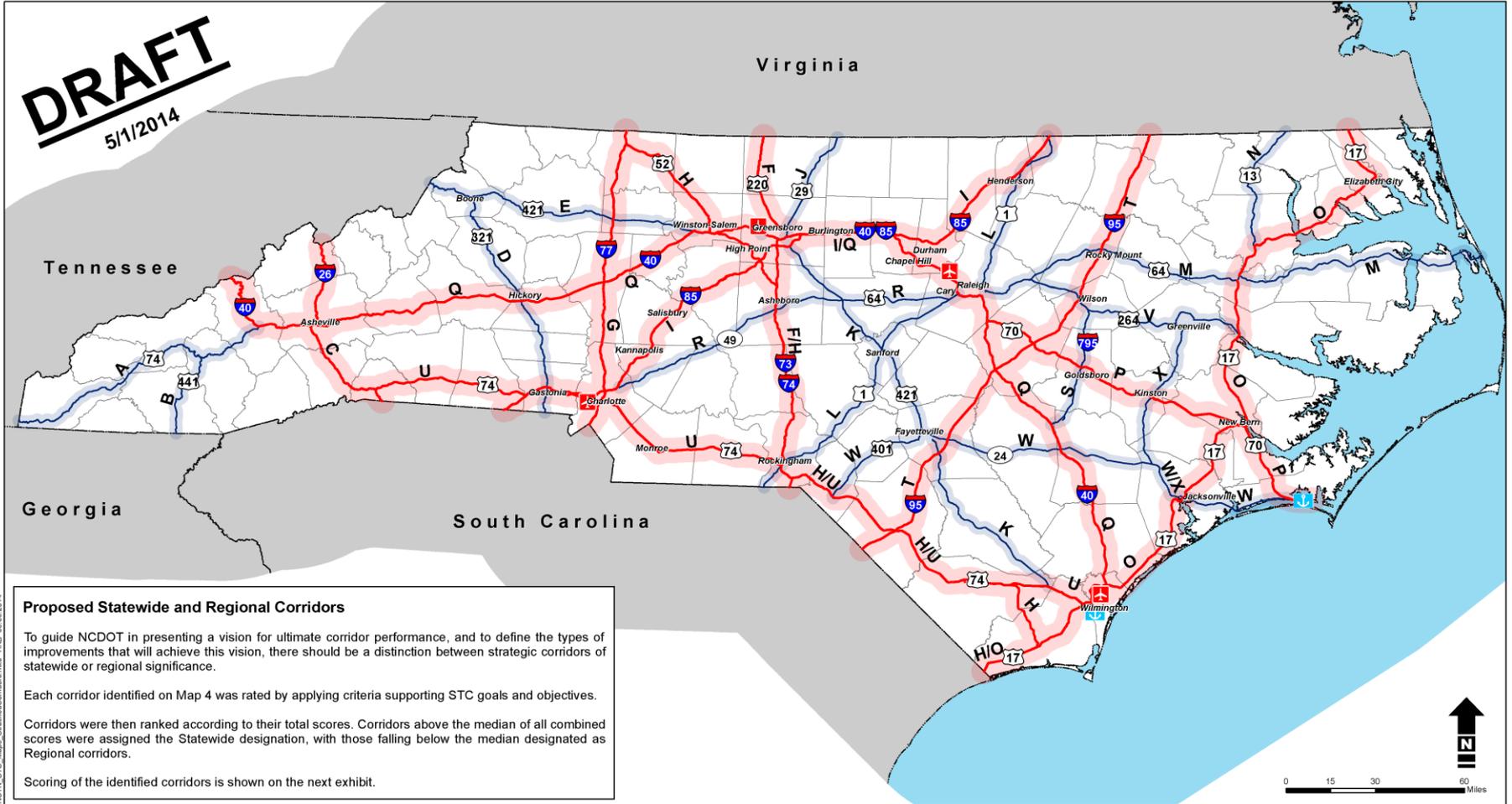
Corridors				Corridor Scoring			TOTAL CORRIDOR SCORE
ID	Name	Begin Point	End Point	System Connectivity	Mobility	Economic Prosperity	
I	I-85	SC State Line	VA State Line	10	8	8	26
Q	I-40	TN State Line	Wilmington	7	9	10	26
T	I-95	SC State Line	VA State Line	9	9	7	25
U	US 74 W/US 74 E /Future I-74	I-26	Wilmington	7	6	7	20
G	I-77	SC State Line	VA State Line	4	7	7	18
H	I-74/Future I-74	I-77	SC State Line (Brunswick Co.)	4	6	8	18
C	I-26/US 23	GA State Line	TN State Line	4	6	7	17
P	US 70	I-40 (Raleigh)	Morehead City Port	3	3	9	15
O	US 17	SC State Line	VA State Line	4	2	8	14
F	I-73/Future I-73	SC State Line	VA State Line	4	4	6	14
M	I-495/US 64	I-40 (Raleigh)	Outer Banks	4	3	6	13
K	US 421/NC 87	I-85 (Greensboro)	US 74	5	3	5	13
L	US 1	SC State Line	VA State Line	3	3	6	12
W	US 401/NC 24/US 258	I-74	US 70 (Morehead City)	4	2	6	12
J	US 29 N	VA State Line	Greensboro	6	4	2	12
S	I-795/US 117	I-95 (Wilson)	I-40	3	4	4	11
V	US 264	US 64	US 17 (Washington)	1	3	7	11
D	US 321	SC State Line	TN State Line	2	3	6	11
A	US 74	TN State Line	I-26 (Asheville)	4	1	6	11
R	US 64/NC 49	I-40 (Raleigh)	I-85 (Charlotte)	4	1	5	10
X	US 258/NC 11	US 17 (Jacksonville)	US 264 (Greenville)	2	1	5	8
E	US 421 W	TN State Line	I-40 (Winston-Salem)	2	1	5	8
B	US 441	GA State Line	US 74	2	1	4	7
N	US 13	US 17	VA State Line	4	1	2	7

Statewide Corridors

Regional Corridors

STRATIFIED CORRIDORS

DRAFT
5/1/2014



Proposed Statewide and Regional Corridors

To guide NCDOT in presenting a vision for ultimate corridor performance, and to define the types of improvements that will achieve this vision, there should be a distinction between strategic corridors of statewide or regional significance.

Each corridor identified on Map 4 was rated by applying criteria supporting STC goals and objectives.

Corridors were then ranked according to their total scores. Corridors above the median of all combined scores were assigned the Statewide designation, with those falling below the median designated as Regional corridors.

Scoring of the identified corridors is shown on the next exhibit.



**NORTH CAROLINA
TRANSPORTATION
NETWORK**

Source: NCOneMap, NCDOT GIS, ESRI

Legend

- Statewide Proposed STCs
- Regional Proposed STCs
- NC Seaports
- NC Int'l or Major Freight Airports

**STRATEGIC TRANSPORTATION
CORRIDORS**

STRATIFIED CORRIDORS

MAP 5



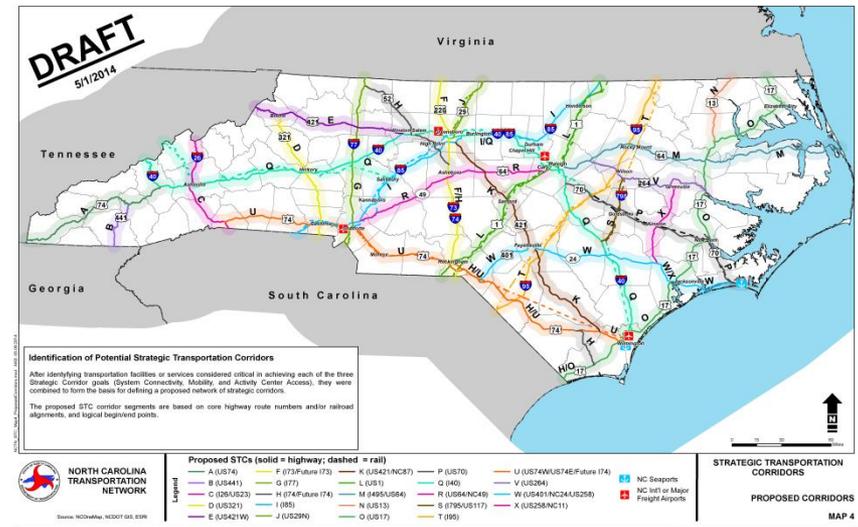
GOOD PARTICIPATION

- 256 participants in regional meetings and webinar
 - Board of Transportation members
 - Elected officials
 - Regional planners
 - Economic development officials
 - Transportation association representatives
- >125 written comments by >82 persons or organizations

RANGE OF COMMENTS

Comments generally covered following topics:

- Missing corridors (50)
 - Methodology (25)
 - General comments (17)
 - Requests for information/further detail (16)
 - Corridor removal (5)
- Comment summary provided.



MISSING CORRIDORS

- 50 comments calling for addition of corridors
- Most were corridors previously identified as Strategic Highway Corridors
- Call for all Appalachian Development Highway System routes to be included
- Call to add Urban Loops
- Several calls for corridors that were already recommended as STCs
- Other locally important roadways
- No calls for non-highway additions

METHODOLOGY

- 25 comments regarding methodology
- Key concerns:
 - Did not evaluate all 55 Strategic Highway Corridors (SHC)
 - Methodology not seen as sufficiently multi-modal
 - No clear difference between statewide and regional scoring
 - Need provision for recognizing future roadways
 - Need better coordination with other states, to ensure consistency with their strategic corridor planning efforts
 - Missing some key transportation elements (e.g., rail lines, Greer (SC) inland port, hurricane evacuation, planned large developments, shallow draft inlets)

GENERAL

- 17 more general comments, regarding STC intent and general observations
- Relationship of STC to STI or other funding mechanisms should more transparent and understandable
- Clear process for updating/revising STCs is needed
- Process does not sufficiently recognize transportation infrastructure needs of counties or regions identified as Tier 1 for economic development purposes (i.e., economically depressed areas)
- STC must recognize relationship to NEPA process

CORRIDOR REMOVAL

- 5 comments called for corridor removal or adjustment
- Corridor H (Future I-74) through the Green Swamp to Wilmington
- Exchanging US 321 as a STC for US 421 from Boone, NC to Johnson City, TN
- NC 86 in Orange County (Note: NC 86 was not identified as a STC)

COMMENT RESPONSE

- All comments have been compiled and are under consideration.
- Team is summarizing all comments & preparing general Q&A as part of the STC refinement & documentation.
- Q&A will be posted on NCDOT's Strategic Corridors web page, with notification to all regional meeting invitees.
- No further formal outreach is anticipated.

NEXT STEPS: NCTN/STC REFINEMENT

- Reviewing STC identification process in light of comments
 - Tightening terminology to reduce STI confusion
 - Refining criteria (Connectivity, Mobility, Economic Prosperity) for corridor clarity and consistency
 - Reconsidering corridor stratification
- Reviewing NCTN tier definitions to retain consistency with STC refinements
- Revising corridor maps and preparing accompanying STC policy for Board of Transportation consideration

Thank you. Questions?

Kerry Morrow, NCDOT kmorrow@ncdot.gov

Terry Arellano, NCDOT tarellano@ncdot.gov

Mark Boggs, Atkins

Economic Development Grant Programs

NCDOT
Board of Transportation
Economic Development & Intergovernmental Relations
Committee

August 6, 2014

Paul Worley, CPM
Director of Rail Division

Program Overview



Freight Rail & Rail Crossing Safety Improvement Fund

- Economic development funds to modernize and improve infrastructure and safety for short lines and add thousands of carloads to NC's rail network
- Authorized in 2013 by the General Assembly through Senate Bill 402 and utilizes dividends received from the North Carolina Railroad Company.

Forty projects totaling \$16,596,108* were approved by NCDOT Board of Transportation in May 2014

*includes project administration, engineering and inspection for track and rail access improvements

\$3.75 million budgeted in FY2015 to supplement existing funds for the next round of FR&RCSI projects

Program Mechanism



FR&RCSI Project Processes

- **Freight** – All freight project dollars are matched 50% or more by grantees (railroads, industries, or local governments) and include:
 - **Infrastructure Improvements** – for new or expanding industries to add traffic to the state rail network (up to 5 projects annually at \$200,000 each) – *Open application period through NCDOT's Rail Industrial Access Program (RIAP), as long as funding lasts*
 - **Short Line Revitalization** – for upgrade/modernization of rail lines, a critical economic development tool for many of NC's rural areas – *Short lines are solicited once a year to apply through NCDOT's Short Line Industrial Access Program (SIAP) application process*
 - Construction managed by grantee and overseen by NCDOT
- **Safety** – close, signalize or resurface existing crossings to eliminate rail-highway hazards – *projects identified, selected and constructed by NCDOT Traffic Separation Study process*

Program Examples

Purpose	Funds	Projects	Category	Funds Range
Crossing Closures	\$4,690,000	8	Crossing Closures, Street Extensions, Crossing Signals	\$25K-\$1.275M
Crossing Surfaces	\$240,000	1	Crossing Surfaces	\$240K
Rail Access/new customers	\$2,950,000	13	New industrial tracks	\$100K - \$500K
Rail Industrial Access	\$200,000	1	New industrial tracks	\$200K
Short Lines	\$5,271,108	14	Replacement of track, bridge timber replacement	\$50K - \$2M
Signal Modernization	\$1,862,000	2	New signage at crossings (DOT); new LED lights for signals (RR)	\$750K - \$1.112M
State Ports	\$833,000	1	New industrial track and refurbishment	\$833K
Grand Total	\$16,046,108	40		

The balance of the \$19.2M (\$2.6M) will be available as other economic development and safety opportunities arise.

North Carolina Board of Transportation
Funding & Appropriations Strategies Committee (FAST)
Wednesday – August 6, 2014, 1:30 PM - Meeting Location: EIC

Purpose: The Funding & Appropriations Strategies Committee will:

Fiscally enable the delivery of transportation solutions that connect and support the economic resources of our state and preserve the infrastructure and safety of North Carolina’s transportation system by:

- Introduce revenue reform (including innovative finance) to support the 5 & 10 year delivery programs and the long-range plan
- Obtain Public Information Office support to raise public awareness of today’s transportation utility value and solicit input on future funding options to enhance NC’s economy and preserve its quality of life
- Provide budget oversight & reporting
- Maintain fiscal integrity and control

Goals: By the end of the session, members will have:

A further understanding of possible revenue enhancement alternatives as outlined in the 2040 Plan.

What	How	Who	When
Call to Order Approval of July meeting notes		Cheryl L. McQueary, Chair	1:30 – 1:35
Revenue Enhancement Option – Redirection of Vehicle Lease Fee	Discussion/ Information	Jim Crawford	1:35 – 1:50
Revenue Enhancement Option – Auto Insurance Surcharge	Discussion/ Information	David Brown	1:50 – 2:05
Revenue Enhancement Option – Local Vehicle Property Tax	Discussion/ Information	Cheryl McQueary	2:05 – 2:20
Comments and Wrap-up		Cheryl L. McQueary, Chair	2:20 – 2:30

Next Meeting: September 3, 2014 (1:00 to 3:00 pm)

Minutes
North Carolina Board of Transportation
Funding and Appropriations Strategies Committee
July 9, 2014

Committee Attendance:

Cheryl McQueary, Chair Jim Crawford, Vice-Chair David Brown David Burns Malcolm Fearing	James R. Palermo Andy Perkins John Lennon David Tyeryar, Committee Staff
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Chairman McQueary opened the meeting. The June 4th minutes were presented for approval. Mr. Palermo moved to approve the minutes as presented. Mr. Burns seconded and the minutes were approved unanimously.

Chairman McQueary reviewed the committee agenda and indicated that over the course of the next two meetings committee members would be presenting their findings of the 10 revenue enhancement suggestions derived from the 2040 Plan. Mr. Tyeryar gave a presentation which outlined the need to consider revenue enhancement options. He talked about the need to consider revenue enhancement and that the solution would most likely be a mix of alternatives. Mr. Burns followed by indicating the remaining revenue enhancement alternatives are for discussion and should not be viewed as recommendations. He reviewed a listing of traditional driver and licensing fees which if the unitary fee was made comparable to neighboring states and if new fees were established to match charges in neighboring states approximately \$70 to \$90 million annually could be derived. Mr. Palermo gave a shorty recap of tolling in other states and what current federal regulations are regarding the tolling of interstates. He stated the advantages and disadvantages of tolling.

Mr. Lennon followed with a presentation of the state Highway Use Tax (HUT) its history and changes over time. He highlighted some of the existing caps and the projected revenue that could be derived if removed. He also indicated that the rate on which the HUT is based has not changed since inception in 1989 and that the comparable rate in neighboring states was higher. Mr. Perkins talked about adding a fuel wholesale charge to the existing motor fuel tax rate which most likely make NC's total gas tax the highest in the country but also pointed out that the implementation cost would be minimal and would also provide a revenue escalator to help keep up with inflation. Mr. Malcom explained the history of indexing the motor fuel tax rate in North Carolina and detailed when the rate had been legislatively altered and the approximate financial impact. He noted that without this almost 30 year adjustment to the motor fuel tax rate based on the fuel wholesale prices the department would have not been able to cope with the rising transportation costs.

Chairman McQueary briefly announced some of the topics that would be covered at the next meeting which would include the final three revenue enhancement presentations. There being no further business, the meeting was adjourned at 2:50 PM.

***Highways Meeting
NCDOT Board of Transportation
Meeting Agenda
9:00 AM - 8.7.14 – Board Room***

AGENDA ITEMS

- I. Call to Order – Chairman Alexander
- II. Approval of July Minutes
- III. Old Business
- IV. New Business
 - A. Roundabouts, Jim Dunlop, PE, Congestion Management Engineer
 - B. NCDOT Rest Area Program, Don Lee, CPESC, State Roadside Environmental Engineer
 - C. Utility Policy Manual Update (for Approval) – Debbie Barbour, PE, Director of Preconstruction
 - D. Truck Route Approval – Kevin Lacy, PE, State Traffic Engineer

Adjourn

Staff Contact: Mike Holder

Minutes of the July 9, 2014 Meeting of the Highways Committee

Attendees: Jim Palermo, David Burns, David Brown, Larry Kernea, Ferrell Blount, Jim Crawford, Hugh Overholt, Ed Grannis

Vice Chairman Blount called the meeting to order. The minutes of the June 4th meeting were approved with no changes or corrections.

Kevin Lacy, PE, State Traffic Engineer presented NCDOT's Perspective on Medians. Mike Horn, with Kimley-Horn and Associates, then presented the private sector perspective on medians, based on comments he has heard from clients and citizens. Medians have many benefits – they are safer, reduce congestion, improve travel times, better for pedestrians, and more attractive, to name a few – and research has shown that medians have little if any effect on business. However, public perception can be quite different.

Don Lee, CPESC, State Roadside Environmental Engineer, presented on NCDOT's Erosion Control Program, which is 40 years old this year. DENR has delegated to NCDOT the authority to design, approve inspect, and monitor its own erosion and sedimentation program, and it has been very successful.

Judith Corley-Lay, Ph.D., PE, State Pavement Engineer, gave an update on Life Cycle Cost Analysis. The goal of LCCA is to make the best business and engineering pavement type decision for each project. The presentation included an overview of LCCA components, revision process, the proposed procedures for both rigid (concrete) and flexible (asphalt) pavements, and the selection process.

Robert Memory, State Utility Agent, presented the Utility Policy Manual Update for approval. In light of a couple of concerns that were brought up, approval was deferred until August. These concerns and how they have been addressed will be discussed next month.

Being no further business, the meeting was adjourned at 10:30 AM.



NCDOT Rest Area Program

Don Lee, CPESC
August 6, 2014

NCDOT Rest Area Program

1948-1949 NC first Rest Areas established

- Groups in Sampson, Cumberland and Forsyth Counties volunteer to provide property and build the buildings.



NCDOT Rest Area Program

1951: General Assembly enacts GS136-18.9

- Highway Commission has the authority to acquire property and build and maintain rest areas for highway users.
- Seven rest areas are built with one still in operation to this day.



NCDOT Rest Area Program

Federal-Aid Highway Act of 1956

- This Act not only created the Interstate Highway System but also authorized the construction of Safety Rest Areas on the Interstate System.
- Nine Interstate Rest Areas were built in North Carolina in 1959 along I-40, I-85 and I-95.



NCDOT Rest Area Program

Currently North Carolina has 60 Rest Areas

- 41 Interstate sites
 - Nine of which have Welcome Centers and two Visitor Centers.
- 19 Primary Route sites
 - 12 of which have Visitor Information Centers operated by local government or non-profit tourism organizations.



NCDOT Rest Area Program

Currently Under Construction

US-17 Beaufort County Rest Area

- This will replace the US-17 Vanceboro, Craven County Rest Area

US 23/74 Haywood County South Bound Lane Rest Area

- This will be paired with the existing North Bound Haywood County US-23/74 Rest Area



TIP Rest Area Projects 2014–June 30, 2015

Letting	Project
September 2014	K-5101 – Craven County US-70 Building Renovation
January 2015	K-5103 – Macon County US-23/441 Building Renovation
April 2015	K-4908 – New Iredell County Rest Area in Median of I-77 Will replace four existing rest areas on I-77 in Iredell and Yadkin Counties and serve Northbound and Southbound.

TIP Rest Area Projects 2014–June 30, 2015

Recent Before and After Renovation Projects



I-40 Johnston County
Rest Area

TIP Rest Area Projects 2014–June 30, 2015

Recent Before and After Renovation Projects



I-77 Mecklenburg County
Rest Area/Welcome Center



TIP Rest Area Projects 2014–June 30, 2015

Recent Before and After Renovation Projects



US-64 Washington County
Rest Area/ Information Center



STI – Rest Area Projects after June 30, 2015

- Rest Area Projects were not evaluated under the STI format and thus 10 projects are no longer funded.

Letting	Project
July 2015	K-5100 – Carteret County, US 70, Building Renovation - \$250k
July 2015	K-5303 – Caswell County, US 29, Building Renovation - \$500k
September 2015	K-5300 – Camden County, US 17, Building Renovation - \$500k
September 2017	K-5302 – Cherokee County, US 441, Building Renovation - \$500k
November 2017	K-5301 – Brunswick County, US 17, Building Renovation - \$500k K-4700 – Currituck County, US-158, New Rest Area - \$7 million
January 2019	K-5600 – Northampton County, I-95, Building Renovation - \$750k K-5601 – Haywood County, I-40, Building Renovation - \$750k K-5602 – Warren County, I-85, Building Renovation - \$750k
January 2020	K-5603 – Robeson County, I-95, Building Renovation - \$750k

Total of \$12.4 million over six years.

NCDOT Rest Area Program



- Rest Areas are open 24 hours a day, 365 days a year.
- 60 Rest Areas served **24.5 million visitors** in 2013.
- Individual site visitation ranges from 2 million at I-95 Northampton County to 24,000 at US-264 in Hyde County

US-421 Wilkes County
Rest Area/Visitor Center

NCDOT Rest Area Program

Rest Areas are maintained in two different ways, depending on size and visitation.

- Combined Janitorial and Grounds Maintenance Contracts
- Separate Janitorial and Grounds Contracts.



NCDOT Rest Area Program

Currently

- 21 Different Contractors maintain the rest areas with a total of 69 contracts
 - 50 are Small Business Contracts
 - **\$3,927,311**
 - 15 are Purchase Order Contracts
 - **\$3,908,961**
 - 4 are with Community Rehabilitation Programs
 - **\$928,122**

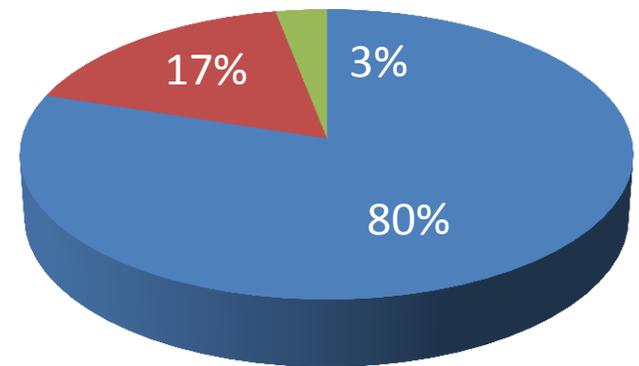
NCDOT Rest Area Program

Current Total Contract
Amount = \$8,804,394

- The average low bid is 7% under the Engineer's Estimate.
- The average contract is \$246,396. After labor and materials the contractor is left with 3% (\$7,392 per year) for administrative costs, overhead, and profit.

Average Janitorial Contract Cost Breakdown

- Labor Cost
- Materials/Services
- Admin./Overhead/Profit



Rest Area Vending Program

The Division of Services for the Blind's Business Enterprises Program contracts with licensed blind operators to provide vending services at all 41 Interstate Rest Area Sites.

The Program also contracts directly with vendors at nine of the 19 Primary Rest Area Sites.



Rest Area Vending Program

The Randolph-Sheppard Act 20 U.S.C. § 107

- This federal law mandates a priority to blind persons to operate vending facilities on Federal Property.

G.S. § 111-48

- Preference to blind persons in operation of highway vending facilities.

Frequently Asked Questions

1. Why don't we have **McDonald's** or **Starbucks** at rest areas?

Numerous State and Federal Statutes and Regulations cover the activities that are regulated within Rest Area Sites:

State Law-N.C.G.S. 136-89.56 **No commercial enterprises** at Rest Areas except for items sold in Vending machines placed by the Division of Services for the Blind.

State Law-N.C.G.S. 136-18(9) **Rest Areas shall not be used for Commercial enterprises**

Federal Law-23 CFR 752.5. **Safety rest areas**

No charge to the public may be made for goods and services at safety rest areas

Frequently Asked Questions

2. How do other states have Travel Plazas with Food and Gas for sale?

When the **Federal-Aid Highway Act of 1956** was signed into law, several states already had Toll Roads in place. Toll roads prior to 1960 were exempted from the “No Commercial Activity” Rules.



NCDOT Sponsorship History

NCDOT attempted a Public/Private Partnership at the pair of I-73/74 Randolph County Rest Area and Information Centers beginning January 2010.



After 14 months, the revenues were approximately one fourth of the operating costs, forcing Safe-T-Concierge to cancel the contract.

Frequently Asked Questions

3. What are other States doing in regard to Sponsorship?

A poll was taken with 24 States responding over the last six months (of those responding)

- Six states are either working on an RFP or are reviewing/negotiating with a vendor for a Sponsorship Program.
- Five States have some form of a Sponsorship Program in place.

NCDOT Rest Area Program

As with all NCDOT Assets, rest areas are assessed every two years for their Maintenance Condition. MCAP Averages for all rest areas for the last three cycles.

Year 2010	Year 2012	Year 2014
95.10	95.06	93.54



I-26 Polk County - Rest Area/Welcome Center

NCDOT Rest Area Program

Face-lifting Funds (State Maintenance Funds) and TIP Project Funds have allowed us to keep North Carolina's rest areas at a high level of service.



NCDOT Rest Area Program

Rest areas are often the only up close view a traveler has of our State and we take pride in that view being a positive one.



North Carolina Department of Transportation
1-95 Nash County North Bound Lane
Customer Comments

Date: 5/2/14
Name: Denise
Street Address: 237 21st St.
City: St. Augustine
State: FL
Zip Code: 32084
E-mail: dslark@990.com

Time: 3:00 a.m.

Rest Rooms: Poor Average Excellent
Rest Room Attendants: Yes No
Vending: Yes No
Grounds & Parking: Yes No
Facility Safety: Yes No
Repairs Needed?: Yes No

Additional Comments: The Best I have ever seen

Phone: 508.72.7470
Comments: I would like to be contacted

Thank you for helping NCDOT serve the travelling public.

North Carolina Department of Transportation
1-95 Nash County North Bound Lane
Customer Comments

Date: 3/1/14
Name: KARANAM
Street Address: 22 HIDDEN AVE
City: BIRKFIELD
State: CT
Zip Code: 06037
E-mail: karane@charter.net

Time: 3:0 a.m. (p.m.)
Phone: 203-276-4154

Rest Rooms: Poor Average Excellent
Rest Room Attendants: Yes No
Vending: Yes No
Grounds & Parking: Yes No
Facility Safety: Yes No
Repairs Needed?: Yes No

Additional Comments: BEST REST AREA I HAVE EVER VISITED EVERYTHING WAS FIRST CLASS. GREAT JOB IN BUILDING, MAINTAINING AND MANAGING THE FACILITY.

Phone: [blank]
Comments: [blank]

Thank you for helping NCDOT serve the travelling public.

North Carolina Department of Transportation
1-40 Johnston County East Bound Lane
Customer Comments

Date: 4/13/14
Name: Judson Hurd
Street Address: 1315 S Second St Apt 101
City: Wilmington
State: NC
Zip Code: 28401
E-mail: jhurd@fahos.com

Time: 8:05 a.m. (p.m.)
Phone: [blank]

Rest Rooms: Poor Average Excellent
Rest Room Attendants: Yes No
Vending: Yes No
Grounds & Parking: Yes No
Facility Safety: Yes No
Repairs Needed?: Yes No

Additional Comments: Everything was so clean and the interior design was wonderful. Keep up the great work

Phone: [blank]
Comments: I would like to be contacted

Thank you for helping NCDOT serve the travelling public.



Roundabouts

TRANSPORTATION MOBILITY AND SAFETY DIVISION

Circular Intersections

- 3 Types of Circular Intersections
 - Traffic Circle

Columbus Circle – New York City



Market Square - Fayetteville



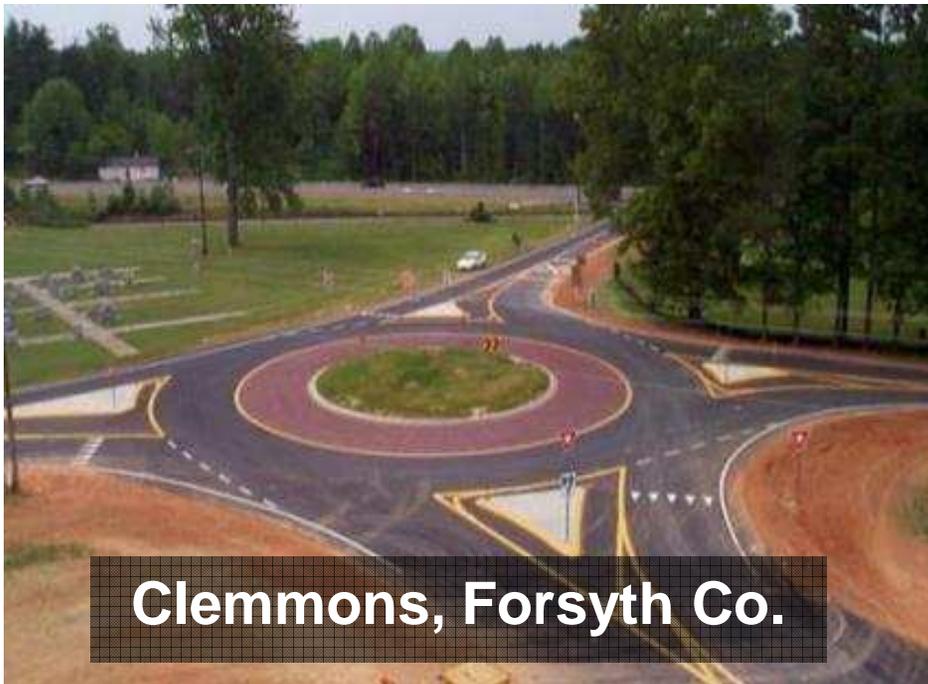
Circular Intersections

- 3 Types of Circular Intersections
 - Traffic Circle
 - Traffic Calming Intersection



Circular Intersections

- 3 Types of Circular Intersections
 - Traffic Circle
 - Traffic Calming Intersection
 - Modern Roundabout



Clemmons, Forsyth Co.



NC State, Raleigh

Roundabout vs. Traffic Circle Size

- Traffic Circle
 - 800' Diameter
- Roundabout
 - 180' Diameter



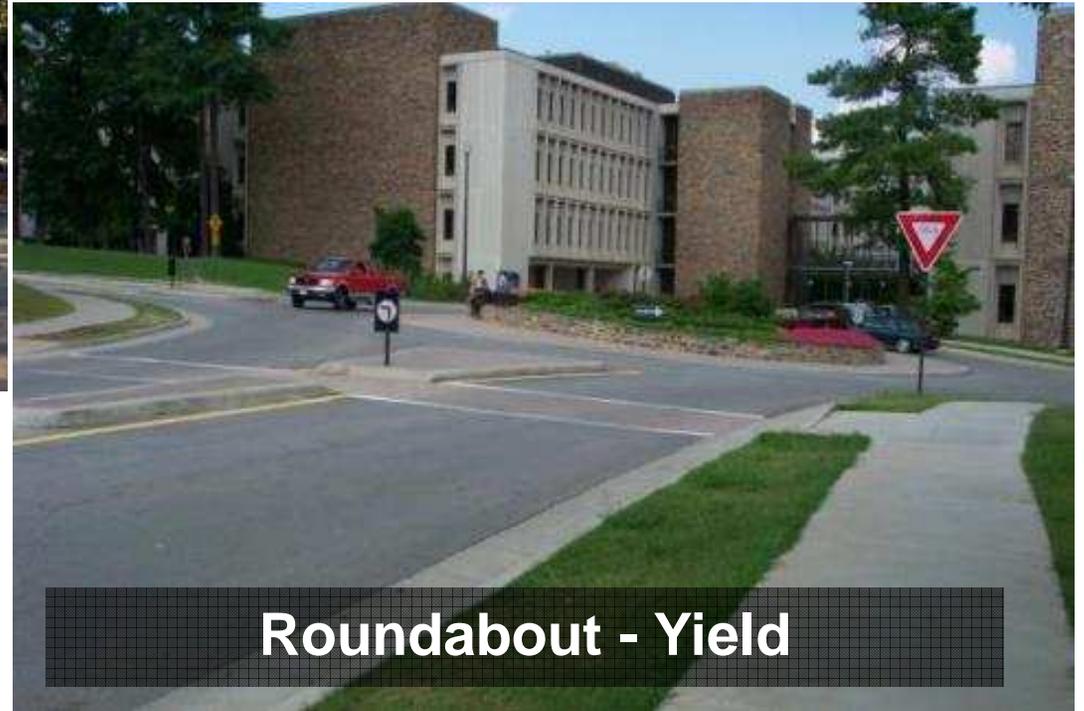
Roundabout vs. Traffic Circle Deflection



Roundabout vs. Traffic Circle Entry Traffic Control



Traffic Circle - Stop



Roundabout - Yield

Why Roundabouts?

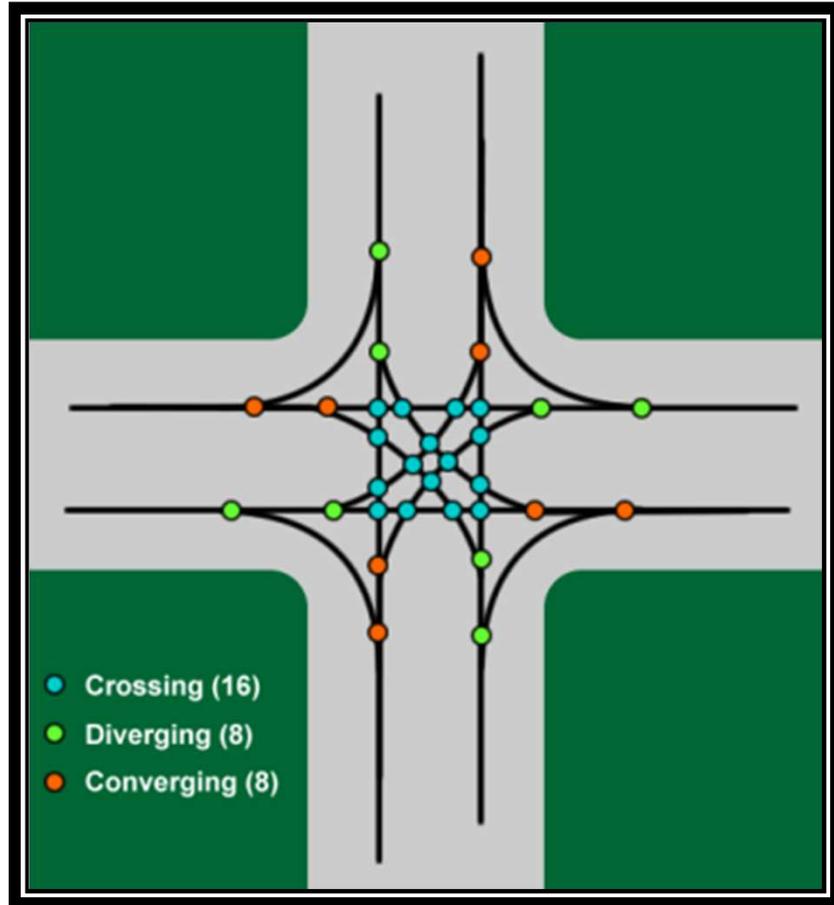
- High Capacity / Low Delay
- Safest Intersection
- Good for All Modes of Traffic
- Geometric Flexibility
- Aesthetics



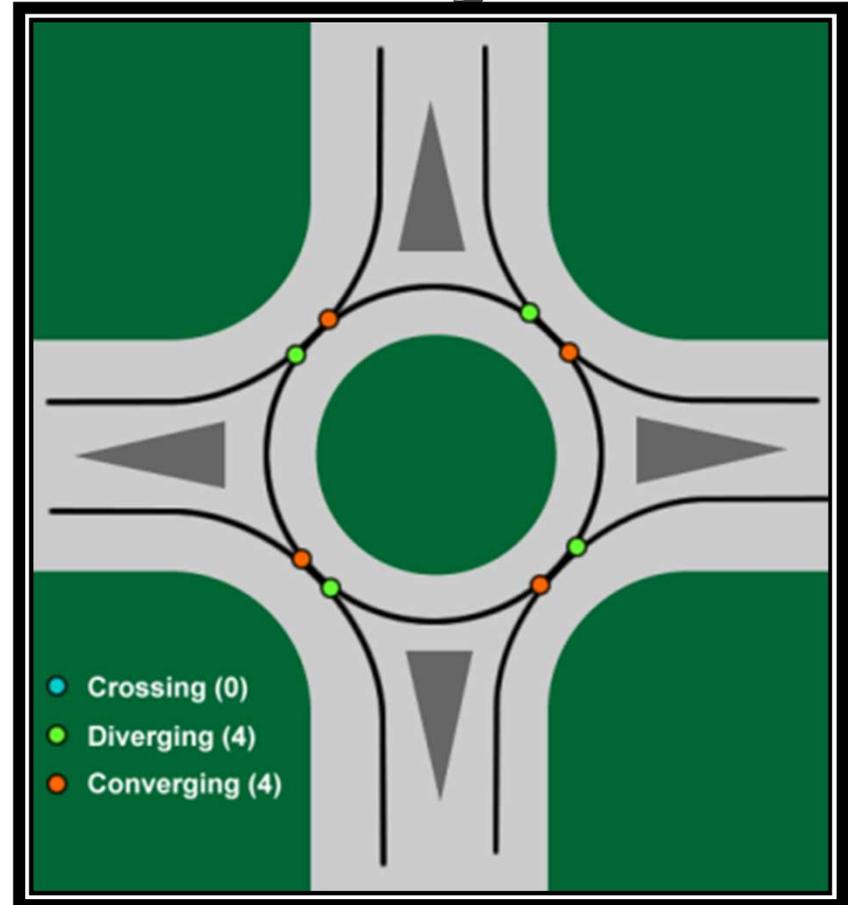
Roundabouts – Capacity and Operation

- **Peak Hour Traffic – Usually at least as efficient (same overall delay to drivers) as traffic signals or all-way stops**
- **Off Peak Traffic – Usually much more efficient than traffic signals.**
- **Multi-lane roundabouts can handle as much traffic as a busy signalized intersection**

Roundabouts - Safety



There are 32 conflict points at a conventional intersection.



There are only 8 conflict points at a modern roundabout

Roundabouts – Safety Crash Reductions Following Installation of Roundabouts

In the United States – 2007

- **Total Crashes** **35%**
- **Fatal/Injury Crashes in Rural Areas** **87%**
- **Fatal/Injury Crashes in Urban Areas** **60%**

In North Carolina from 1999-2010

- **Total Crashes** **46%**
- **Fatal/Injury Crashes** **75%**

Sources:

Insurance Institute For Highway Safety www.highwaysafety.org

NCHRP Report 572 onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_572.pdf

NCDOT Safety Evaluation Group www.ncdot.org/doh/preconstruct/traffic/safety/Reports/completed.html

Raleigh -
Hillsborough St



LEGEND



Raleigh - Hillsborough St Crash History

Before Period – 1.99 Years 8/1/2010 – 7/27/2012	Total Crashes (Severity Index)	Crashes/Year
	157 (1.61)	78.9
	Hillsborough St @ Pullen Rd	Crashes/Year
	150	75.4
After Period – 1 Year 7/31/2012 – 7/31/2013	Total Crashes (Severity Index)	Crashes/Year
	21 (2.41)	21
	Hillsborough St @ Pullen Rd	Crashes/Year
	20	20

Roundabouts – Multi-Modal

- Roundabouts provide a safer crossing for pedestrians



Roundabouts – Multi-Modal

- Roundabouts provide safer travel for cyclists



Roundabouts – Multi-Modal

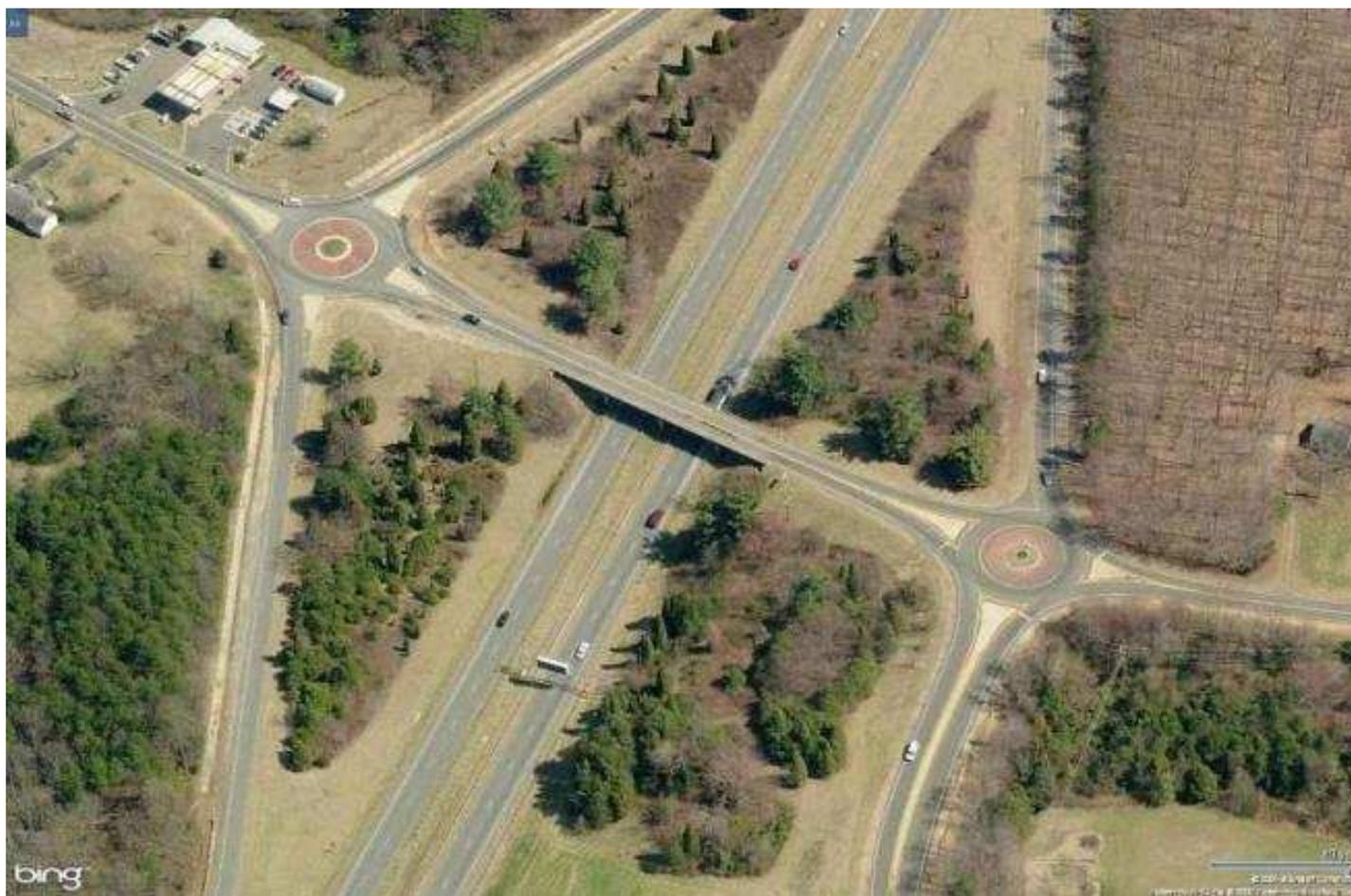


Roundabouts – Multi-Modal

- Buses do not have trouble negotiating the roundabout, and provide a good location for bus stops



Roundabouts – Geometric Flexibility



Roundabouts – Geometric Flexibility



- Roundabouts can be designed as ovals and oblong shapes in order to achieve better movement separation and accommodate unique intersection geometry
- Works well for offset T-type and multiple legged intersections
- Could be an option for median divided facilities where controlling access is an issue

Roundabouts – Geometric Flexibility



Landscaping



Landscaping

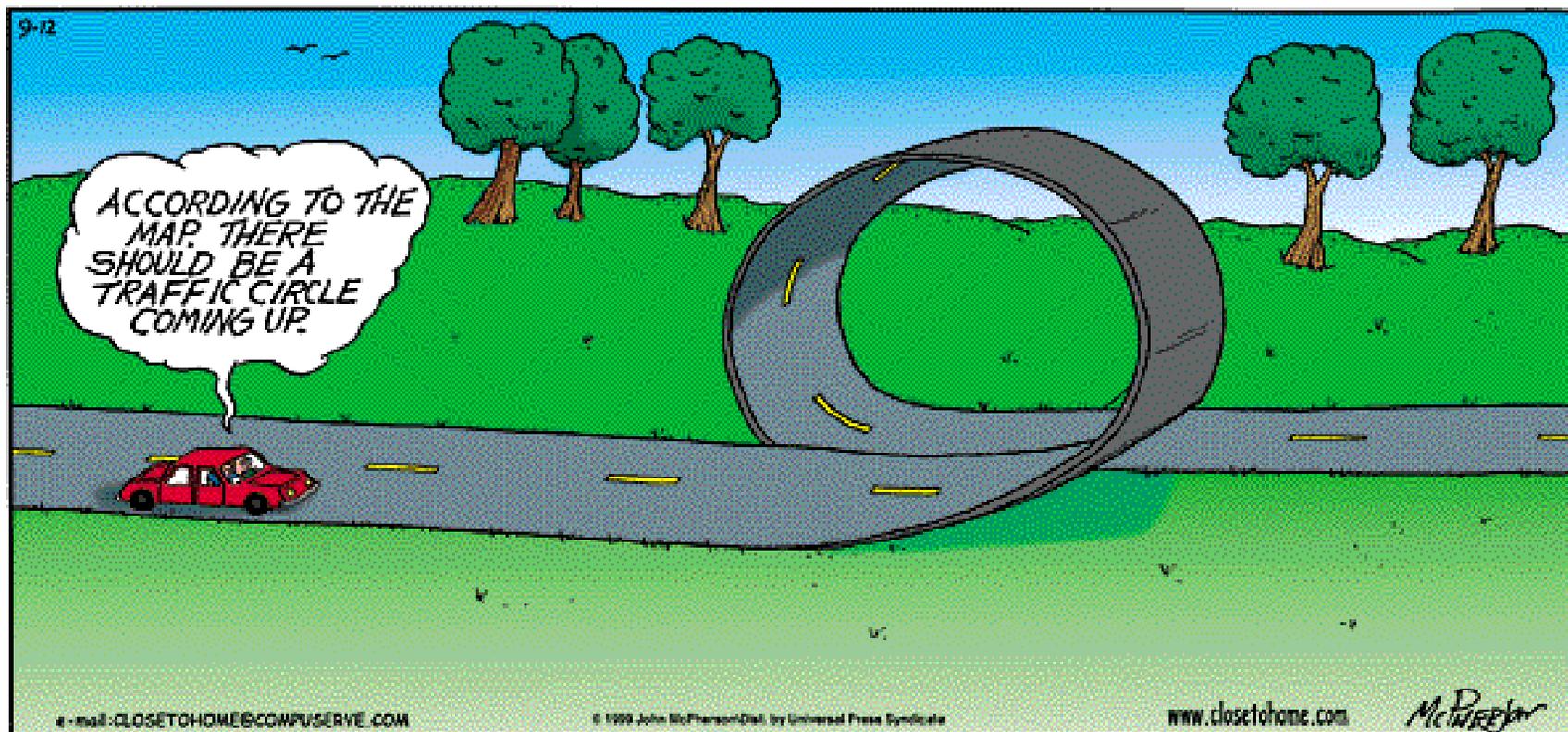


Common Concerns

When a roundabout is recommended for an intersection there typically is some public resistance. Some of the complaints and questions we frequently hear/deal with:

- Driver Expectation
- Large Trucks
- Schools – New Drivers
- Cost and Maintenance
- Emergency Vehicle Access

Driver Expectations



Large Trucks



Intersection Costs

- Typical single-lane roundabout construction costs about \$620,000
- Maintenance is minimal (mostly mowing; any additional landscaping is done by others)
- Signalized intersection costs are about \$100,000
- Signal maintenance costs are about \$3,000-5,000 annually
- Construction of turn lanes is about \$75,000-\$150,000

Emergency Vehicles



North Carolina Roundabouts

- There are over 200 roundabouts in the State, about half on the State road system
- The majority of the roundabouts in the State are single lane with four approaches
- Multilane roundabouts are becoming more common
- Downtown areas
- Interchange ramps
- Each of the State's 14 Transportation Divisions has at least one roundabout in operation

Single Lane Roundabouts



Single Lane Roundabouts



NC State, Raleigh

Single Lane Roundabouts



Multi-Lane Roundabouts



**Old Salem – Main St. at
Salem St.**

Multi-Lane Roundabouts



Ocean Isle Beach – NC 904 and First Street



Questions?

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

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

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

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

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

**Transportation Mobility and Safety Division
North Carolina Department of Transportation**

PROPOSED DESIGNATION

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

Request Number: D-12-1

Route(s): NC 147

County/Counties: Durham, Wake

Division(s): 5

Description: NC 147 between NC 540 and SR 2028 (T.W. Alexander Drive)

STAA Vehicle(s): Truck Tractors with Twin Trailers

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

Origination: March 2, 2012

Requested By: North Carolina Department of Transportation – 3/2/2012

Investigation(s): July 31, 2012

Support: No official support received

Opposition: No official opposition received

Public Notice: None – A public hearing has been requested by a citizen

Administrator: January 23, 2013

Hearing Notice: NCDOT News Release (1/29/13)
News & Observer (1/22/13 and 1/29/13)
Que Pasa Media (1/17/13 and 1/24/13)

Public Hearing: February 4, 2013 (7:00 p.m.)
Morrisville Town Hall – Council Chambers
100 Town Hall Drive, Morrisville

Date to Joint Legislative Commission on Governmental Operations:

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

Date Legislative Consultation Complete:

October 1, 2013

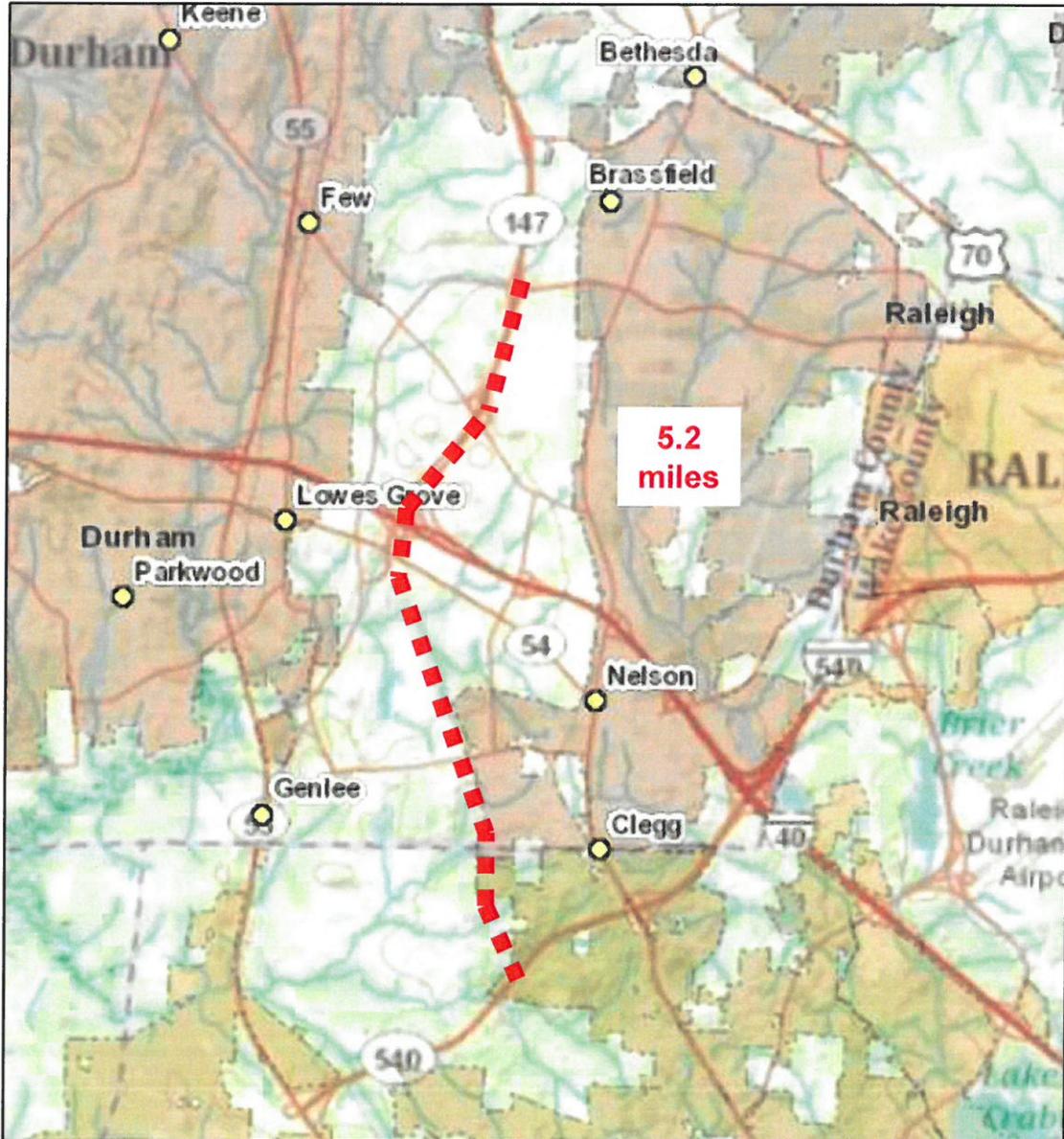
Date to Board of Transportation:

D-12-1

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

Map 1:

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

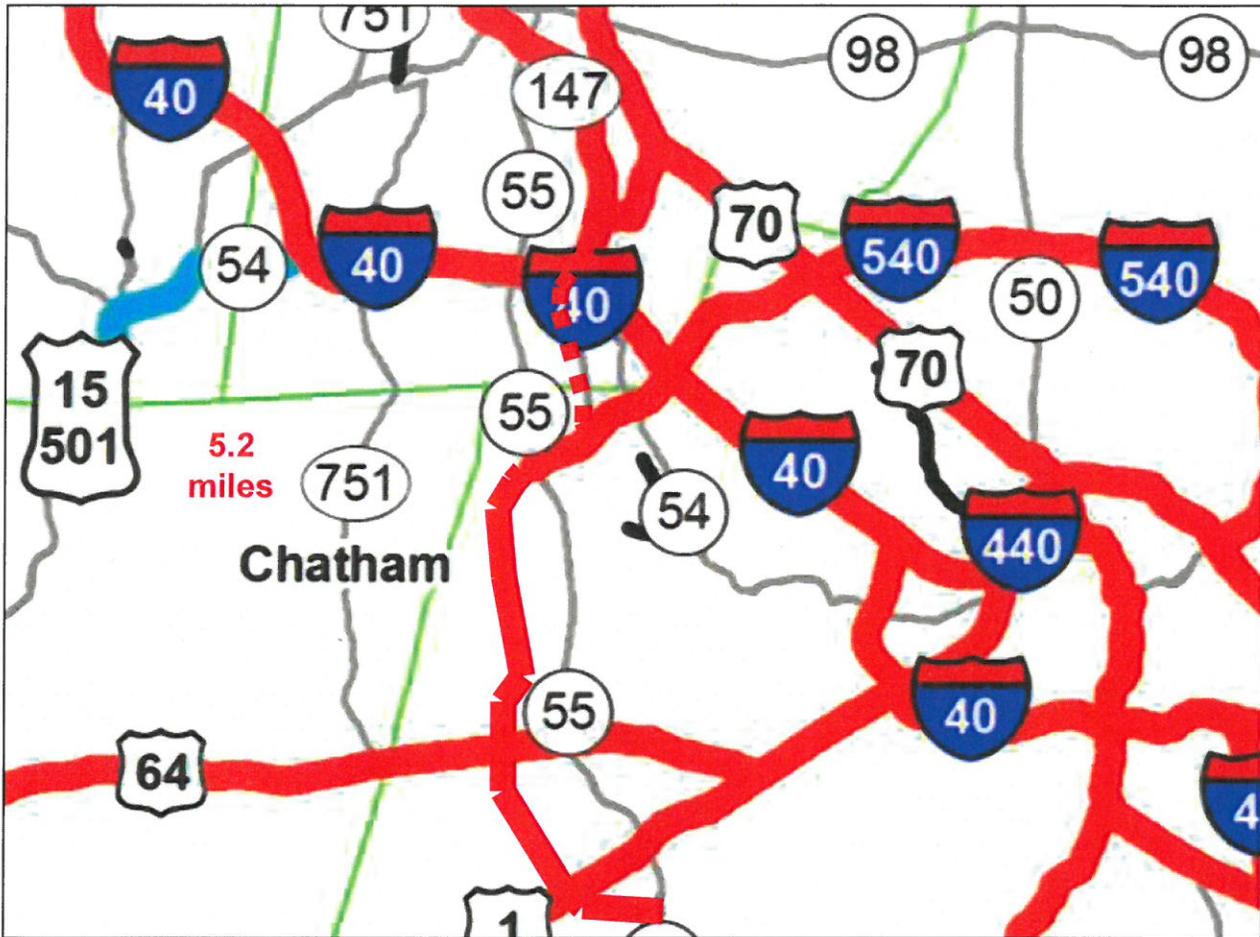


Proposed Designation

D-12-1

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

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



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

STAA Designation Process Overview

March 1, 2011

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

Steps:

1. A determination is made for the public convenience and need
2. A traffic engineering study is conducted to determine if the road can safely accommodate, and has sufficient capacity, to handle these vehicle combinations (this step also provides for input from the State Highway Patrol and county governments, and any affected municipalities, Municipal Planning Organizations (MPOs), and Rural Planning Organizations (RPOs))
3. Public notice is provided in each affected county for two weeks at the courthouse and published in a newspaper of general circulation in each county to see if a public hearing is requested
4. The State Highway Administrator is notified of the proposal, results of the traffic engineering study, and any requests for a public hearing
5. A public hearing is provided in each affected county (if requested in the previous step) and is posted for two weeks at the courthouse and published in a newspaper of general circulation in each county
6. Consideration is given to all comments received
7. The Joint Legislative Commission on Governmental Operations is notified of the proposal and consultation with the Commission is conducted according to their guidelines
8. The proposal goes before the Board of Transportation for final approval

Notes:

- a. The Department may not designate any portion of the State highway system that has been deleted or exempted by the United States Secretary of Transportation based on safety considerations
- b. Any highway designated by the Department shall be deemed to be the same as a federal-aid primary highway designated by the United States Secretary of Transportation pursuant to 49 USC 2311 and 49 USC 2316, and the vehicle combinations authorized in this section shall be permitted to operate on such highway
- c. The Department may designate routes for one particular type of STAA (Surface Transportation Assistance Act) dimensional vehicle when significant, substantial differences in their operating characteristics exist.

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

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

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

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

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

**Transportation Mobility and Safety Division
North Carolina Department of Transportation**

PROPOSED DESIGNATION

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

Request Number: D-12-4

Route(s): US 17

County/Counties: Pasquotank

Division(s): 1

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

STAA Vehicle(s): Truck Tractors with Twin Trailers

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

Origination: May 10, 2012

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

Investigation(s): August 29, 2012

Support: No official support received

Opposition: No official opposition received

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

Administrator: July 1, 2013

Hearing Notice: No Hearing Requested

Public Hearing: N/A

Date to Joint Legislative Commission on Governmental Operations:

July 3, 2013 (sent)

July 3, 2013 (confirmation received)

Date Legislative Consultation Complete:

October 1, 2013

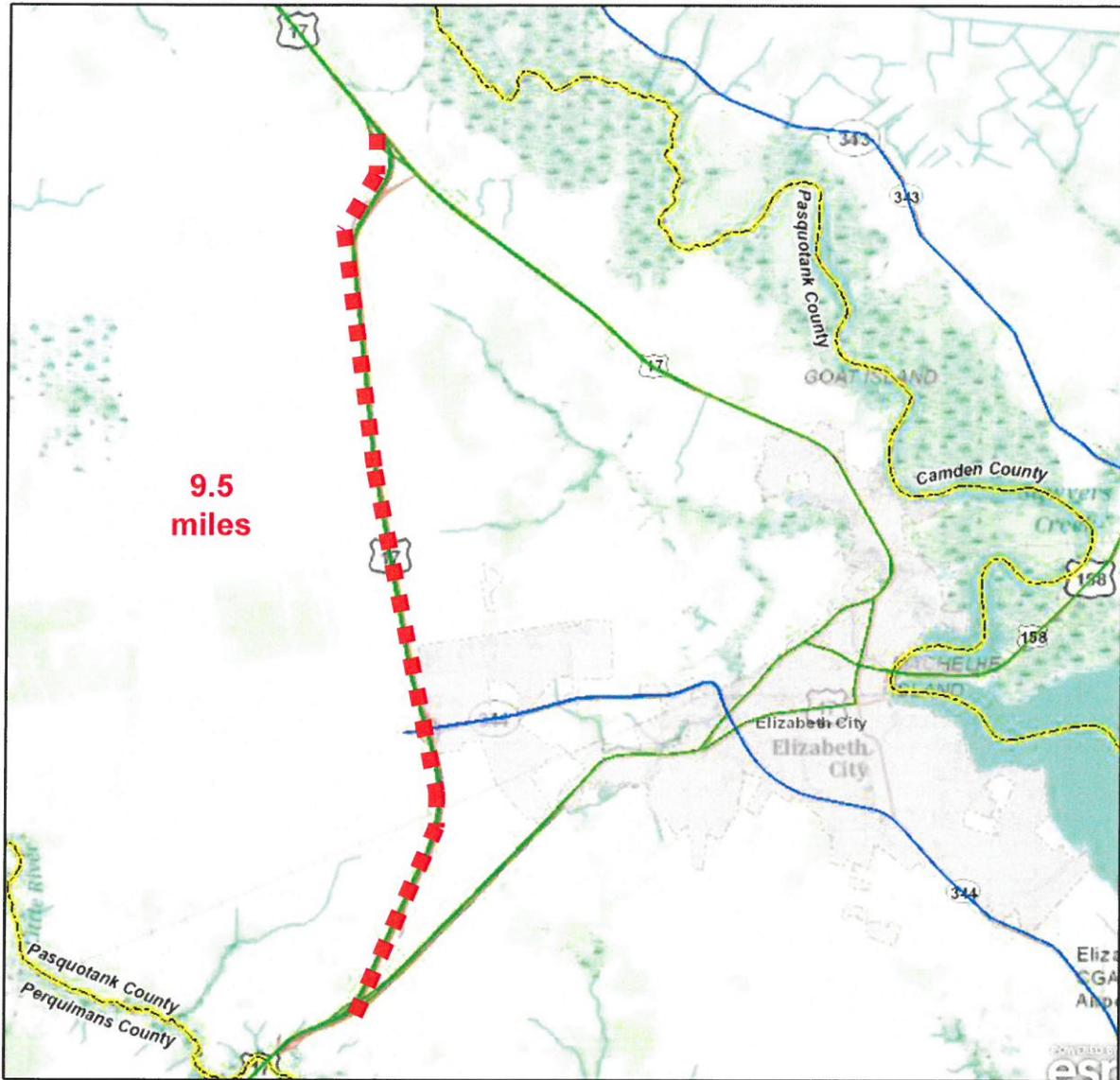
Date to Board of Transportation:

D-12-4

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

Map 1:

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

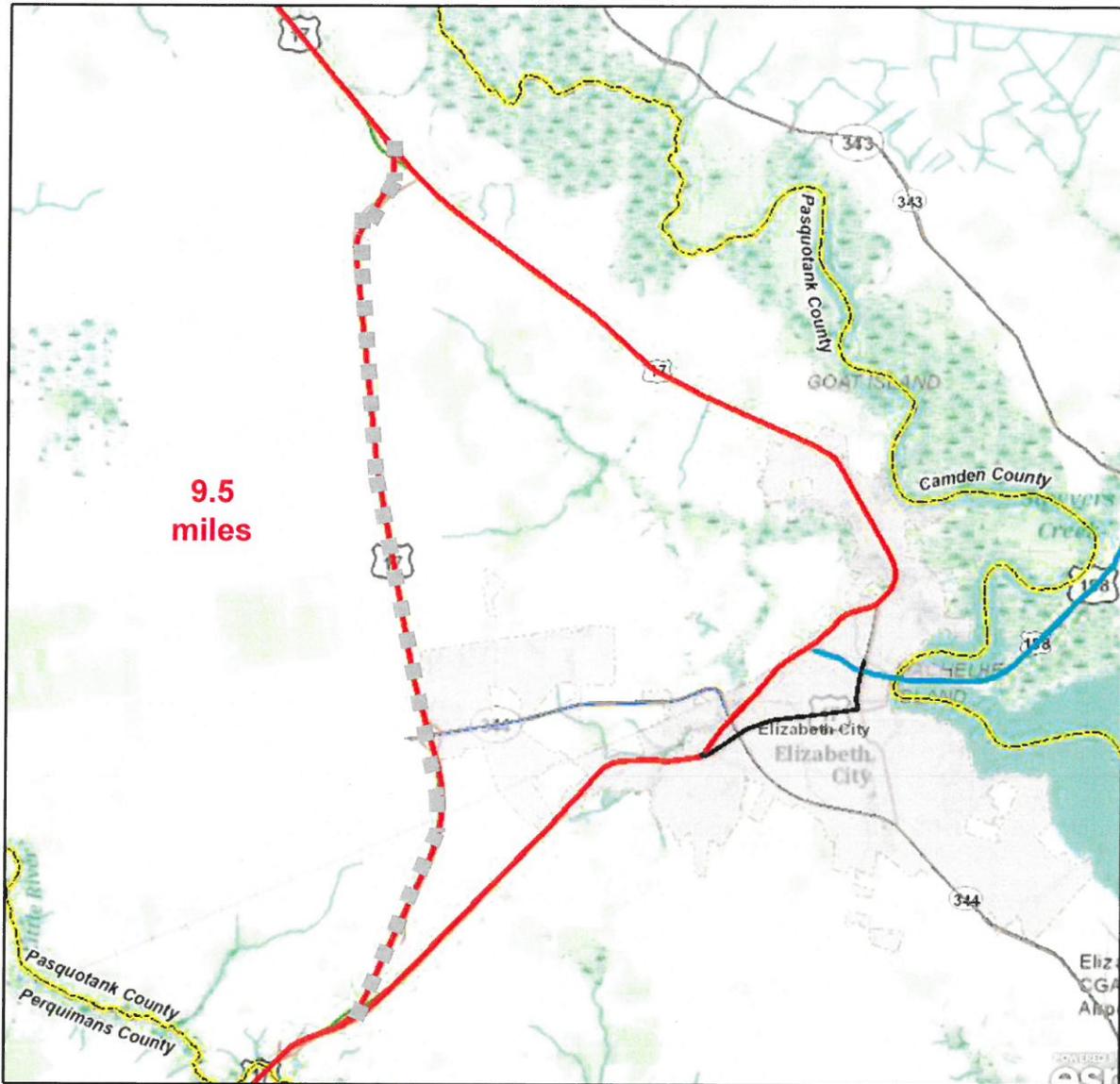


■ ■ ■ ■ ■ Proposed Designation

D-12-4

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

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



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

STAA Designation Process Overview

March 1, 2011

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

Steps:

1. A determination is made for the public convenience and need
2. A traffic engineering study is conducted to determine if the road can safely accommodate, and has sufficient capacity, to handle these vehicle combinations (this step also provides for input from the State Highway Patrol and county governments, and any affected municipalities, Municipal Planning Organizations (MPOs), and Rural Planning Organizations (RPOs))
3. Public notice is provided in each affected county for two weeks at the courthouse and published in a newspaper of general circulation in each county to see if a public hearing is requested
4. The State Highway Administrator is notified of the proposal, results of the traffic engineering study, and any requests for a public hearing
5. A public hearing is provided in each affected county (if requested in the previous step) and is posted for two weeks at the courthouse and published in a newspaper of general circulation in each county
6. Consideration is given to all comments received
7. The Joint Legislative Commission on Governmental Operations is notified of the proposal and consultation with the Commission is conducted according to their guidelines
8. The proposal goes before the Board of Transportation for final approval

Notes:

- a. The Department may not designate any portion of the State highway system that has been deleted or exempted by the United States Secretary of Transportation based on safety considerations
- b. Any highway designated by the Department shall be deemed to be the same as a federal-aid primary highway designated by the United States Secretary of Transportation pursuant to 49 USC 2311 and 49 USC 2316, and the vehicle combinations authorized in this section shall be permitted to operate on such highway
- c. The Department may designate routes for one particular type of STAA (Surface Transportation Assistance Act) dimensioned vehicle when significant, substantial differences in their operating characteristics exist.

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

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

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

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

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

**Transportation Mobility and Safety Division
North Carolina Department of Transportation**

PROPOSED DESIGNATION

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

Request Number: D-12-7

Route(s): US 70 Bypass

County/Counties: Johnston

Division(s): 4

Description: US 70 Bypass between US 70 west of Selma and US 70 east of Selma

STAA Vehicle(s): Truck Tractors with Twin Trailers

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

Origination: June 11, 2012

Requested By: North Carolina Department of Transportation – 6/11/12

Investigation(s): November 20, 2012

Support: No official support received

Opposition: No official opposition received

Public Notice: NCDOT News Release (5/22/13)
News & Observer (5/15/13 and 5/22/13)
Que Pasa Media (5/16/13 and 5/23/13)

Administrator: August 9, 2013

Hearing Notice: No Hearing Requested

Public Hearing: N/A

Date to Joint Legislative Commission on Governmental Operations:

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

Date Legislative Consultation Complete:

November 12, 2013

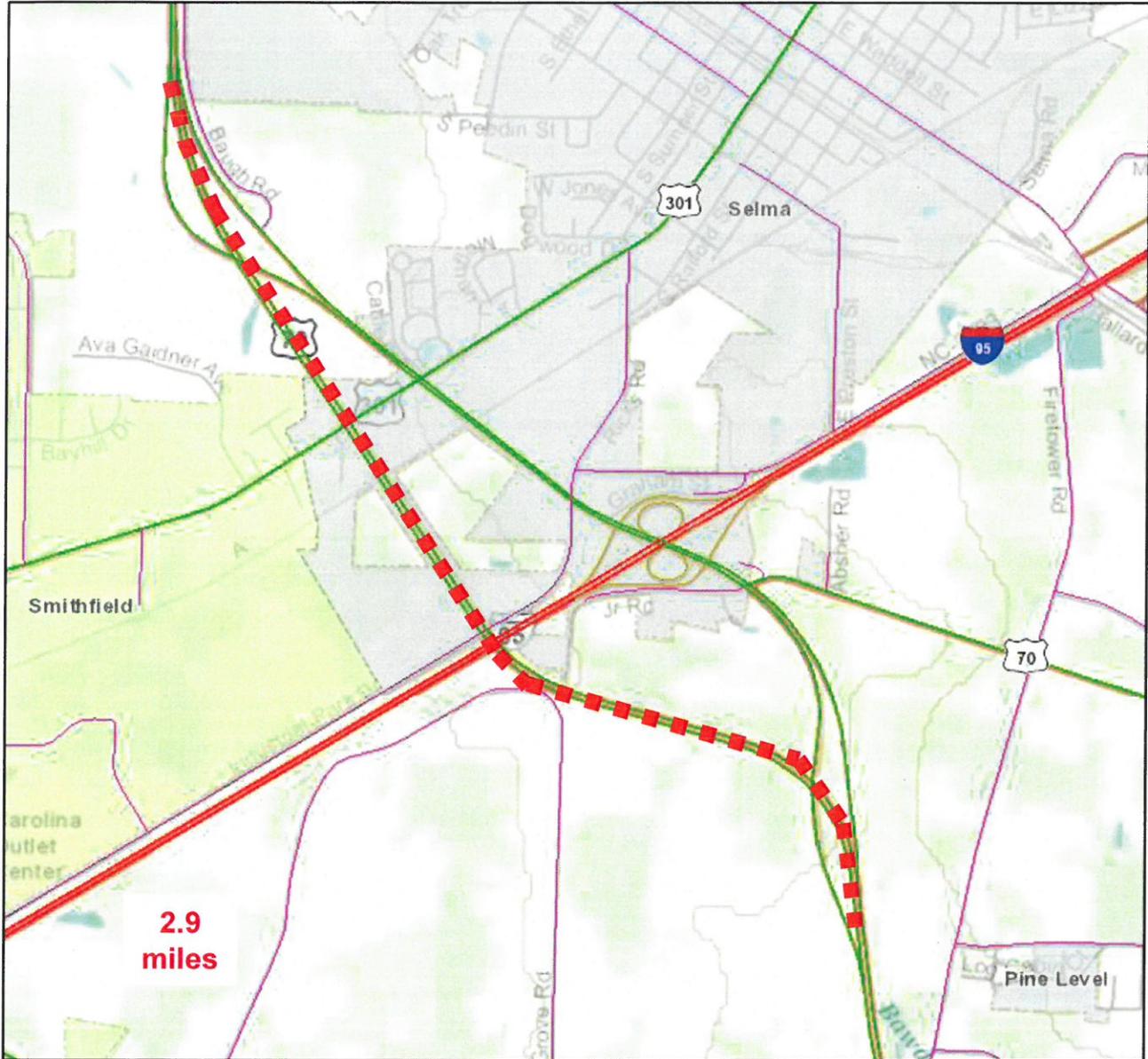
Date to Board of Transportation:

D-12-7

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

Map 1:

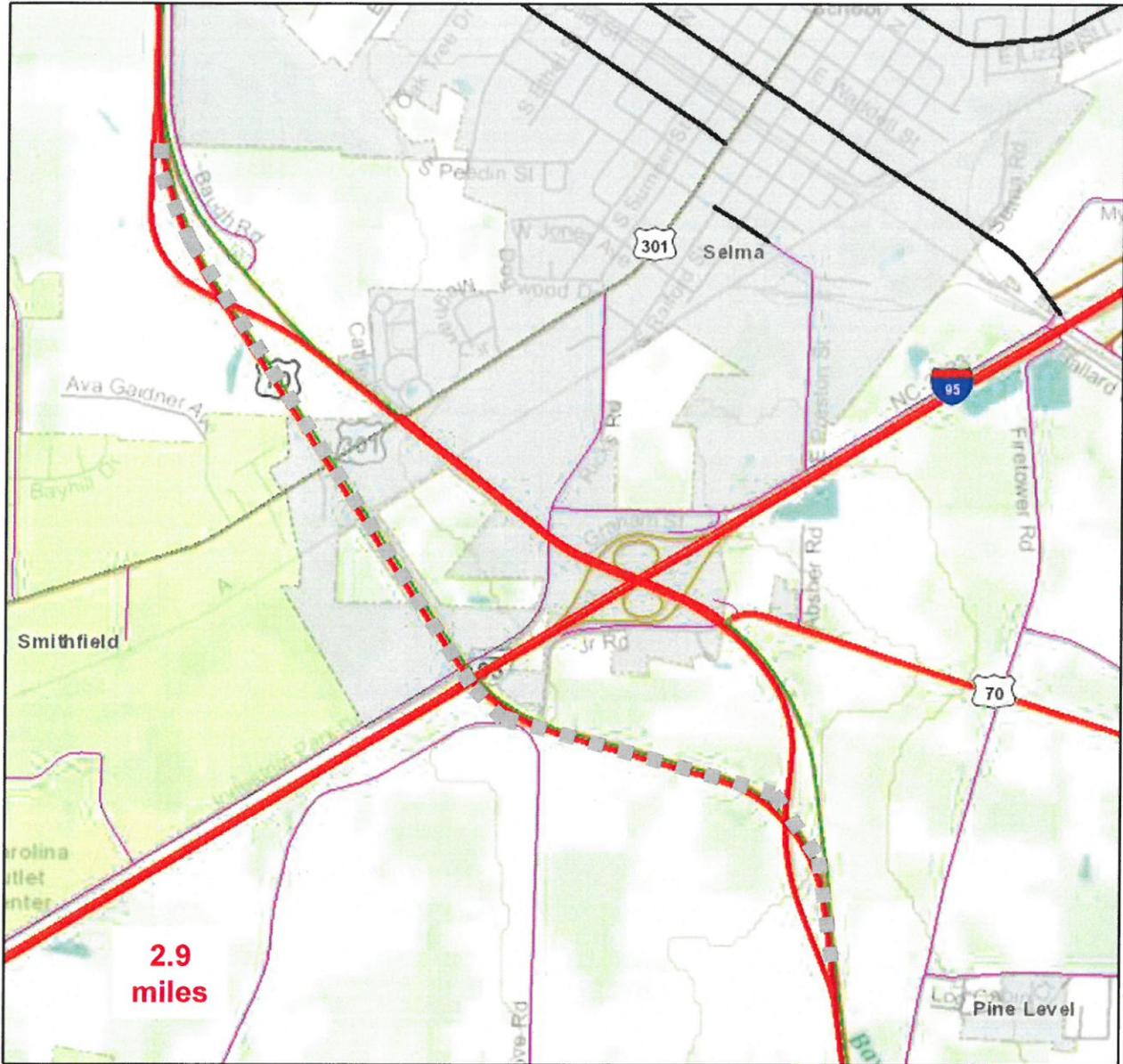
Location of proposed designated route in relationship to major roads, counties, and municipalities.



D-12-7

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

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



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

STAA Designation Process Overview

March 1, 2011

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

Steps:

1. A determination is made for the public convenience and need
2. A traffic engineering study is conducted to determine if the road can safely accommodate, and has sufficient capacity, to handle these vehicle combinations (this step also provides for input from the State Highway Patrol and county governments, and any affected municipalities, Municipal Planning Organizations (MPOs), and Rural Planning Organizations (RPOs))
3. Public notice is provided in each affected county for two weeks at the courthouse and published in a newspaper of general circulation in each county to see if a public hearing is requested
4. The State Highway Administrator is notified of the proposal, results of the traffic engineering study, and any requests for a public hearing
5. A public hearing is provided in each affected county (if requested in the previous step) and is posted for two weeks at the courthouse and published in a newspaper of general circulation in each county
6. Consideration is given to all comments received
7. The Joint Legislative Commission on Governmental Operations is notified of the proposal and consultation with the Commission is conducted according to their guidelines
8. The proposal goes before the Board of Transportation for final approval

Notes:

- a. The Department may not designate any portion of the State highway system that has been deleted or exempted by the United States Secretary of Transportation based on safety considerations
- b. Any highway designated by the Department shall be deemed to be the same as a federal-aid primary highway designated by the United States Secretary of Transportation pursuant to 49 USC 2311 and 49 USC 2316, and the vehicle combinations authorized in this section shall be permitted to operate on such highway
- c. The Department may designate routes for one particular type of STAA (Surface Transportation Assistance Act) dimensioned vehicle when significant, substantial differences in their operating characteristics exist.

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

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

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

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

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

**Transportation Mobility and Safety Division
North Carolina Department of Transportation**

PROPOSED DESIGNATION

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

Request Number: D-12-6

Route(s): US 70

County/Counties: Johnston

Division(s): 4

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

STAA Vehicle(s): Truck Tractors with Twin Trailers

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

Origination: June 11, 2012

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

Investigation(s): November 20, 2012

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

Opposition: No official opposition received

Public Notice: NCDOT News Release (5/23/2013)
News & Observer (5/15/13 and 5/22/13)
Que Pasa Media (5/16/13 and 5/23/13)

Administrator: August 13, 2013

Hearing Notice: No Hearing Requested

Public Hearing: N/A

Date to Joint Legislative Commission on Governmental Operations:

August 19, 2013 (sent)

August 19, 2013 (receipt confirmation)

Date Legislative Consultation Complete:

November 18, 2013

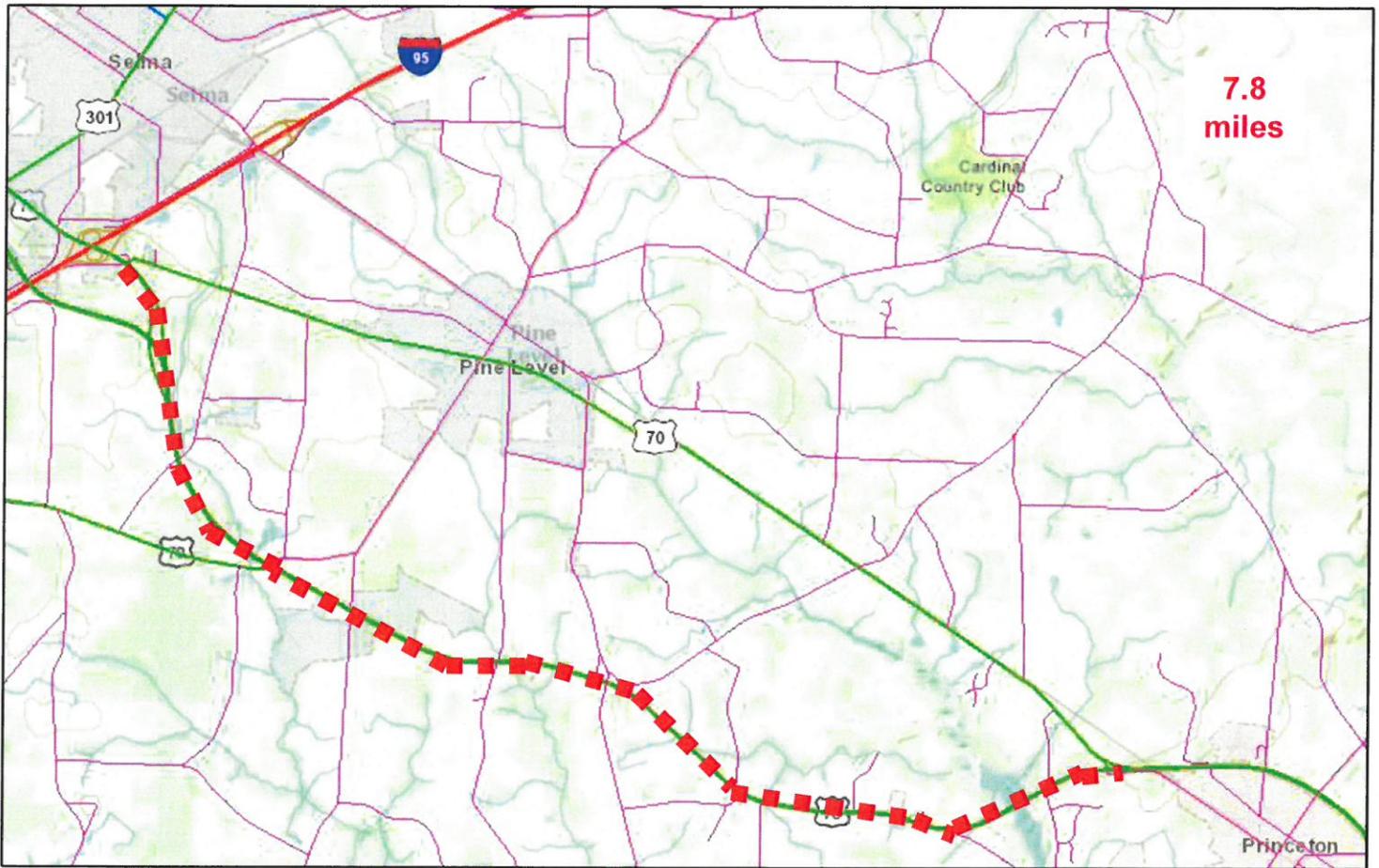
Date to Board of Transportation:

D-12-6

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

Map 1:

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



■ ■ ■ ■ ■ Proposed Designation

D-12-6

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

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



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

STAA Designation Process Overview

March 1, 2011

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

Steps:

1. A determination is made for the public convenience and need
2. A traffic engineering study is conducted to determine if the road can safely accommodate, and has sufficient capacity, to handle these vehicle combinations (this step also provides for input from the State Highway Patrol and county governments, and any affected municipalities, Municipal Planning Organizations (MPOs), and Rural Planning Organizations (RPOs))
3. Public notice is provided in each affected county for two weeks at the courthouse and published in a newspaper of general circulation in each county to see if a public hearing is requested
4. The State Highway Administrator is notified of the proposal, results of the traffic engineering study, and any requests for a public hearing
5. A public hearing is provided in each affected county (if requested in the previous step) and is posted for two weeks at the courthouse and published in a newspaper of general circulation in each county
6. Consideration is given to all comments received
7. The Joint Legislative Commission on Governmental Operations is notified of the proposal and consultation with the Commission is conducted according to their guidelines
8. The proposal goes before the Board of Transportation for final approval

Notes:

- a. The Department may not designate any portion of the State highway system that has been deleted or exempted by the United States Secretary of Transportation based on safety considerations
- b. Any highway designated by the Department shall be deemed to be the same as a federal-aid primary highway designated by the United States Secretary of Transportation pursuant to 49 USC 2311 and 49 USC 2316, and the vehicle combinations authorized in this section shall be permitted to operate on such highway
- c. The Department may designate routes for one particular type of STAA (Surface Transportation Assistance Act) dimensional vehicle when significant, substantial differences in their operating characteristics exist.



Policies and Procedures for Accommodating Utilities on Highway Rights of Way

Debbie Barbour, PE
Director of Preconstruction
August 6, 2014

Update to NCDOT Utility Policy Manual

- ✓ Last month, a presentation was provided to the Board regarding the updated Utility Policy Manual.
- ✓ From the presentation, the Board had two concerns that staff have further addressed.

Update to NCDOT Utility Policy Manual

- ✓ The updated policy previously proposed that the Board give authority to the State Utilities Manager the power to issue an order against a non-responsive utility.
- ✓ The Board recommendation was for the BOT to retain that authority, and not to delegate it to the State Utilities Manager.
- ✓ Result: proposed policy has been changed to reflect the BOT retaining the authority to issue an order against a non-responsive utility.

Revised language currently proposed:

Failure to Comply

In those cases where no agreement can be reached, the utility has been identified as non-responsive, or in cases where the utility refuses to relocate or refuses to claim ownership, the NCDOT Board of Transportation shall issue an order on the authority of G.S. 136-18(10) requiring the necessary adjustments. (See Section IX. G& H, page 28 of 34 of policy).

Second Concern

- It was questioned if the proposed 24 foot vertical clearance of the utility line over freeways would also be sufficient for utility lines that crossed railroads?
- Result: After further coordination with Mr. Paul Worley, Director of the Rail Division, it was determined that 24 feet was acceptable.
- Therefore, there was no change in the proposed policy regarding the vertical clearance.

Questions ?



Policy Manual

I. General

A. Overview

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

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

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

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

B. Utility Accommodation Policy Purpose

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

NCDOT Utilities Accommodation Manuals

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

C. Delegation of Authority

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

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

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

D. Source Documents

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

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

NCDOT Utilities Accommodation Manuals

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

NCDOT Utilities Accommodation Manuals

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

E. Application

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

F. Support Documents

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

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

G. Utility Maintenance Activities

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

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

H. Emergency Work

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

I. Erosion / Sediment Control

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

J. Median Installations

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

K. Work near Adjacent Transportation Facilities

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

L. Utility Acquisitions

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

M. North Carolina 811

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

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

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

O. Disputes

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

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

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

P. Exceptions

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

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

NCDOT Utilities Accommodation Manuals

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

Q. Corrective Measures

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

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

R. Enforcement

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

II. Above-Ground Facilities

A. General

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

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

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

B. Above-Ground Objects

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

C. Clear Zone

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

D. Longitudinal Placement / Horizontal Offset

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

NCDOT Utilities Accommodation Manuals

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

E. Vertical Clearances

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

NCDOT Utilities Accommodation Manuals

- a) *Crossing a Roadway – 18 feet*
 - b) *Wires Longitudinal/ Parallel to Roadway – 16 feet*
 - c) *Crossing Freeway – 24 feet*
 - d) *Crossing an over-height and / or over-weight route – 24 feet*
2. OSHA – Published clearances are required to maintain safe distance from electric facilities when operating a crane or derrick. Refer to OSHA (29 CFR, Part 1926, Subpart CC – Cranes and Derricks in Construction) or the Utility Engineering Manual for clearance values.
 3. National Electrical Safety Code (NESC) – Current NCDOT vertical roadway clearances meet or exceed published values for electric distribution and communication facilities. Electric transmission facilities must adhere to current NESC clearance requirements.

F. Maintenance

1. General Conditions – All utilities installed within the highway right-of-way shall be maintained in good condition both operationally and visually. Utility facilities requiring routine maintenance or inspection shall be placed to minimize impacts to the right-of-way and the traveling public.
2. Maintenance Requirements – All maintenance work elements will require NCDOT notification; refer to the Utility Encroachment Manual for clarification of maintenance work items and notification requirements.
3. Traffic Control – Refer to Section V – Traffic Control of this manual for traffic control requirements when utility maintenance work is performed within the right-of-way.

G. Lighting

1. General – The NCDOT may approve lighting systems for illuminating the right-of-way and / or security/decorative lighting under an encroachment agreement.
2. Single lamp illumination over the right-of-way placed on existing poles is the preferred method.
3. Placement – Separate support poles for roadway illumination may be allowed where the need is properly documented and where traffic safety and roadway clearance requirements are met.
4. Refer to the Utility Engineering Manual for lighting design standards and criteria.

H. Other

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

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

III. Underground Facilities

A. General

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

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

NCDOT Utilities Accommodation Manuals

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

B. Location and Alignment

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

C. Minimum Depth

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

D. Casing Requirements

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

E. Appurtenances

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

F. Out-of-Service or Deactivated Lines

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

G. Underground Plant Protection

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

IV. Pipelines

A. General

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

B. Location and Alignment

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

C. Encasement

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

D. Corrosion Control

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

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

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

V. Traffic Control

A. General

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

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

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

B. Approval

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

C. Maintenance of Traffic

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

D. Deficiencies

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

VI. Restoration / Remediation

A. General

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

B. Roadway

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

C. Landscaping

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

D. Turf

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

E. Sidewalks / Multi-Use Paths / Pedestrian Ways

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

VII. Vegetation Control

A. General:

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

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

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

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

B. Trees / Brush / Shrubs

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

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

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

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

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

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

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

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

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

C. Chemical Control of Vegetation

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

VIII. Freeways

A. General

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

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

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

B. Locations

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

C. Longitudinal Installations

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

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

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

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

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

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

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

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

D. Vertical clearances

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

E. Crossings

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

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

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

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

5. Above-ground facility

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

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

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

F. Utility Access for Constructing / Servicing Facilities

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

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

G. Major Valley Crossing

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

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

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

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

H. Vehicular Tunnels

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

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

I. Irrigation Ditches and Water Canals

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

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

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

J. Alteration of Controlled Access Right-of-Way

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

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

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

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

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

IX. Adjustment / Relocation of Facilities

A. General

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

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

B. Compensation for Relocation

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

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

C. Non-NCDOT Highway Improvement Projects

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

D. Work to Optimize Location of Relocated Facilities

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

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

E. Minimize Impacts to Utility Facilities and Encourage Retention

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

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

F. Requirement of Utility Agreements

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

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

G. Non-Responsive Utility

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

H. Failure to Comply

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

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

I. Requirement of Service Connections

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

X. Utilities on or near Highway Structures

A. General

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

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

B. Justification (applies to all structures)

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

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

2. The proposed utility facility:

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

C. Attachment to Bridges

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

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

3. Placement

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

4. Attachment to beams is not allowed.

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

D. Attachment to Culverts and Piping

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

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

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

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

E. Walls

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

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

3. Passing through walls:

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

F. Utilities in Proximity of Highway Structures

1. Underground Utility

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

2. Above-Ground Utility

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

XI. Acronyms and Terms

A. Acronyms

AASHTO – American Association of State Highway and Transportation Officials

ADA – Americans with Disabilities Act

BOT – Board of Transportation

NCDOT Utilities Accommodation Manuals

CFR – Code of Federal Regulations

FHWA – The Federal Highway Administration

G.S. – General Statute

MUTCD – Manual on Uniform Traffic Control Devices

NCAC – North Carolina Administrative Code

NCDOT – North Carolina Department of Transportation

NESC – National Electrical Safety Code

OSHA – Occupational Safety & Health Administration

U.S.C. – United States Code

B. Terms

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

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

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

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

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

Coating – Material applied to or wrapped around a pipe.

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

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

NCDOT Utilities Accommodation Manuals

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

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

District – A management region defined by the NCDOT.

Division – A management region defined by the NCDOT.

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

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

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

Encasement – Structural element surrounding a carrier.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MEETING AGENDA

Multimodal Committee

Wednesday, August 6, 2014, from 9:00-10:30

EIC Room

- Call to Order John Collett
- Approval of Minutes Committee Members
- Funding Items Transit Directors
- Guest Speaker Ruth Peterson, MD, MPH
- Bicycle & Pedestrian Division Lauren Blackburn
 - Update
- Ferry Division Ed Goodwin
 - Operational Handouts
- Aviation Division Bobby Walston
 - Update
- Rail Division Paul Worley
 - Rail Report
- Public Transportation Division Debbie Collins
 - Public Transportation Report
- Adjourn



MULTIMODAL COMMITTEE MEETING
July 9, 2014
9:00 – 11:00 EIC Conference Room

Andy Perkins, Vice Chair, called the meeting to order.

Board Members in attendance: Andy Perkins, Malcolm Fearing, Cheryl McQueary, John Lennon and Lou Wetmore.

Guest Speaker – Dara Demi – NCDOT Director of Marketing – spoke on the marketing within DOT

A motion to approve June 30, 2014, Multimodal Committee Meeting minutes was made by Lou Wetmore and seconded by Malcolm Fearing. The motion was approved.

Funding Items

- **Item I-1A, I-1B** – Public Transportation – Debbie Collins
http://www.ncdot.gov/about/board/bot/meeting_archives.html
(2014 - July Documents – ItemI-1)

A motion to approve was made to by Cheryl McQueary and seconded by Malcolm Fearing. The motion was approved.

- **Item I-2** – Rail Division – Paul Worley
http://www.ncdot.gov/about/board/bot/meeting_archives.html
(2014 - July Documents – ItemI-2)

A motion to approve was made to by Cheryl McQueary and seconded by John Lennon. The motion was approved.

- **Item I-3** – Bicycle & Pedestrian – Lauren Blackburn
http://www.ncdot.gov/about/board/bot/meeting_archives.html
(2014 - July Documents – ItemI-3)

A motion to approve was made to by Cheryl McQueary and seconded by Malcolm Fearing. The motion was approved.

- **Item I-4** – Aviation Division – Bobby Walston
http://www.ncdot.gov/about/board/bot/meeting_archives.html
(2014 - July Documents – ItemI-4)

A motion to approve was made to by Cheryl McQueary and seconded by Malcolm Fearing. The motion was approved.

Rail Division Update – Paul Worley

- The Rail Report
http://www.ncdot.gov/about/board/bot/meeting_archives.html
(2014 – July Documents - Rail Report)

Ferry Update – Edward Goodwin

- Operational Handouts
http://www.ncdot.gov/about/board/bot/meeting_archives.html
(2014 – July Documents – Ferry Update, Ferry Traffic Report, Ferry Monthly Analysis)
 - Recommendation for Ferry Division to study the redirection of sand at the Oregon Inlet

Public Transportation Division Update – Debbie Collins

- Public Transportation Report
http://www.ncdot.gov/about/board/bot/meeting_archives.html
(2014 – July Documents – Public Transportation Report)

Aviation Division – Bobby Walston

- HB 1099 – UAS – being monitored since language states DOT to administer testing
- Holding Aviation camps that have been successful

Bike & Pedestrian Division Update – Lauren Blackburn

- Active Routes to School meetings coming up in August

Marketing Updates

- Rail Division presented three print ads and a video
- Bicycle & Pedestrian presented a power point update highlighting Watch for me NC and WalkBikeNC Statewide Plan
http://www.ncdot.gov/about/board/bot/meeting_archives.html
(2014 – July Documents – Bike & Ped Marketing Presentation)
- Public Transportation presented power point highlighting social media tools and PTD support of Fortify
http://www.ncdot.gov/about/board/bot/meeting_archives.html
(2014 – July Documents – PTD Marketing Presentation)

Marketing presentation will be finished up during August meeting. Meeting adjourns.

ATTACHMENT B

**FERRY DIVISION
MONTHLY ANALYSIS**

Report Period

Jun-14

Fiscal Year:

FY 13 - 14

Current Year

Previous Year

Annual Appropriation**

\$42,471,532

\$41,038,132

Includes One-time Hwy Fund Transfer \$2M

	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 As Recorded in SAP - Distributed, not necessarily earned.		
Pay Periods	2	2	22	22	ROUTE	MONTH	Y-T-D
Toll Income	-\$256,991	-\$250,863	-\$2,046,642	-\$2,061,172	Southport-Fort Fisher	\$322,496	\$734,785
Other Cptl Rcts	-\$13,099	-\$20,966	-\$179,217	-\$104,279	Cherry Br.- Minnesott	\$37,686	\$57,626
Designated Capital	-\$270,090	-\$271,830	-\$2,225,859	-\$2,165,452	Pamlico River	\$8,616	\$12,018
O & M Rcts	\$0	-\$428	-\$68,018	-\$2,278,850	Cedar Island - OI	\$153,288	\$360,849
O & M GROSS	\$3,611,801	\$4,112,702	\$41,538,300	\$41,468,562	Ocracoke - CI	\$153,249	\$360,433
					Ocracoke - Swan Qtr	\$135,223	\$345,715
					Hatteras Inlet	\$29,779	\$85,673
					Currituck - Knotts Is	\$5,245	\$9,927
<u>Transported</u>					Not Yet Distributed	\$259,752	\$259,331
Vehicles	100,317	259,014	840,772	834,625	CAPITAL RESERVES	\$1,105,333	\$2,226,358
Passengers	101,676	265,664	1,927,329	1,923,100			

Permanent Employees	432
Temporary Employees	135
Temporary Pool Employees	40
Vacant Positions*	42
* Actions on	14

**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. \$ 41,321,532 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	66,871	52,102	118,973	124,358	326,945	56.21%	43.79%	100.00%
AUGUST	61,117	48,711	109,828	115,417	287,698	55.65%	44.35%	100.00%
SEPTEMBER	54,304	39,285	93,589	98,417	210,989	58.02%	41.98%	100.00%
OCTOBER	44,827	24,474	69,301	74,100	142,465	64.68%	35.32%	100.00%
NOVEMBER	35,394	12,401	47,795	50,971	92,276	74.05%	25.95%	100.00%
DECEMBER	29,986	6,539	36,525	38,631	67,221	82.10%	17.90%	100.00%
JANUARY	26,473	5,317	31,790	33,623	54,991	83.27%	16.73%	100.00%
FEBRUARY	28,404	5,470	33,874	36,128	57,624	83.85%	16.15%	100.00%
MARCH	35,211	10,269	45,480	48,069	85,034	77.42%	22.58%	100.00%
APRIL	47,122	18,673	65,795	70,023	143,440	71.62%	28.38%	100.00%
MAY	57,342	30,163	87,505	92,902	199,632	65.53%	34.47%	100.00%
JUNE	61,144	39,173	100,317	105,778	259,014	60.95%	39.05%	100.00%
TOTAL	548,195	292,577	840,772	888,417	1,927,329			
Y-T-D PREVIOUS YEAR	547,533	287,092	834,625	881,938	1,923,100			
PERCENT CHANGE	0.12%	1.91%	0.74%	0.73%	0.22%			
<i>Errors detected during February processing, please note corrections in comments.</i>								
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%	100.00%
AUGUST	60,291	45,752	106,043	110,927	277,530	56.86%	43.14%	100.00%
SEPTEMBER	52,350	35,733	88,083	93,130	203,851	59.43%	40.57%	100.00%
OCTOBER	44,835	24,118	68,953	73,380	144,691	65.02%	34.98%	100.00%
NOVEMBER	34,533	9,908	44,441	47,291	84,073	77.71%	22.29%	100.00%
DECEMBER	29,829	6,139	35,968	37,969	64,630	82.93%	17.07%	100.00%
JANUARY	30,809	5,396	36,205	38,235	61,751	85.10%	14.90%	100.00%
FEBRUARY	27,696	4,623	32,319	34,130	55,362	85.70%	14.30%	100.00%
MARCH	39,233	11,586	50,819	53,751	102,277	77.20%	22.80%	100.00%
APRIL	45,642	19,625	65,267	69,527	144,472	69.93%	30.07%	100.00%
MAY	54,511	31,740	86,251	92,095	192,925	63.20%	36.80%	100.00%
JUNE	59,575	42,101	101,676	107,136	265,664	58.59%	41.41%	100.00%
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%			
<i>*Ferry System affected by Scouring at Bonner Bridge. EM Route efforts underway 12/3/13 -1/17/14</i>								
<i>*Ferry System affected by Hurricane SANDY 10/30/12 to 12/19/2012 & Hatteras Inlet Closure from 1/19 to 2/22</i>								



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

August 6, 2014

MEMORANDUM

TO: Multimodal Committee

FROM: Ed Goodwin, Director
N.C. Ferry Division

SUBJECT: Ferry Update on Programs and Initiatives

The purpose of this memo is to provide an outline of current North Carolina Ferry Division programs and initiatives. We will be happy to provide any additional information and details if requested.

- **Traffic – Attachment A**
To date the Division has transported **840,772** vehicles **.74%** more vehicles than this time last year and **1,927,329** passengers **.22%** more passengers than this time last year.
- **Monthly Analysis of Ferry Operations – Attachment B**
Expenditures for the month of June were **\$3,611,801**. This includes approximately \$499,000 in expenditures that was relative to the Bonner Bridge Scour emergency response.
- **Missed Trip Report**
The June total for scheduled runs was **6,048** with **65** missed runs for a **98.93%** completion rate. We have completed **56,755** of our **58,935** scheduled runs for a completion rate of **96.30%**. We will continue to seek out and implement initiatives that will help to lower this missed trip percentage even further.
- **Pamlico River Ramp and Dolphin Repairs**
Pamlico River ramp and dolphin repairs have been completed.
- **F-5301 Dolphin replacement projects for Southport, Fort Fisher & Cedar Island Progress**
This was approved at the July Board of Transportation Meeting. Planning and preparations are being completed, during final stages of funding process.

ECG/lps

Attachments

N.C. Ferry Division Headquarters
113 Arendell Street, Room 120, Morehead City, N.C. 28557
Telephone: (252) 726-6446 Fax: (252) 726-2903



FY 15 Mandatory Grant Training

Over 85 grantees attended first of three workshops hosted by Public Transportation Division on July 15, 2014 in Raleigh

The goal of these workshops was to ensure transit system personnel understood the grant application process, the requirements of the grant contract, and know what state and federal resources are available. Grants will only be issued to sub-recipients after they have attended one of the sessions.

The sub-recipients were invited to join the Public Transportation Division in being organizations of possibilities. As partners, we are embracing new funding, new legislation and new opportunities to look for the next right answer. The finance director or authorized official was also asked to attend. We need their help in simplifying processes and getting the right people in the right seats.

In the next twelve months, we will be working in several areas to bring everyone into a workflow environment that supports the reporting needs of the organization. First, we will make sure everyone has a budget and accounting set up that mirrors reporting requirements. Invoices should not be prepared by hand but should simply be a financial report for the period. Second, every transit system will have some type of scheduling / billing software. The software will assist in reporting data that can be validated by reviewing manifests. Third, everyone will be fully using our asset management software for vehicle maintenance, incident reporting and hopefully training. Fourth, FTA and NCDOT are data focused. So, data systems measuring performance will be in place.



Grantees working to find answers to questions about requirements covered in the contract

Fifth, the fully allocated cost model will be used for setting billing rates.

The Public Transportation Division is responsible for sub-recipient oversight in the Federal Transit Administration's 13 oversight areas. Oversight not only flows from PTD to them, but also from them to their contractors. Many of these oversight areas were touched on and more in depth training was requested.

These parting words were shared:

"It is a wonderful time to be in public transportation; a time to grow our possibilities and find answers to new and evolving questions. We look forward to working with you on this journey and where it leads us."

The remaining three workshops were held here:

July 17 – Kinston

July 22 – Hickory

July 24 – Clyde

Thank you PTD staff for a job well done!!



Some of This Month's Stories

July 9th was the 50th Anniversary of the Urban Mass Transportation Act (now FTA – from USDOT press release)

In 1964, President Lyndon Johnson signed into law the Urban Mass Transportation Act. It was our country's first attempt to address the challenges of public transportation as a nation, and it focused on preserving transit as a transportation option.

The complete press release can be found at: <http://www.transportation.gov/fastlane/urban-mass-transportation-act>

Lenoir County Transit (submitted by Chris Harper)

Anthony Strayhorn, a driver with the Lenoir County Transit noticed that a regular passenger of his wasn't on her front porch as usual. He blew the horn and went to knock on her door and she still didn't answer. Mr. Strayhorn knew the passenger's daughter lived next door so he went to her home and the passenger's daughter tried to call her mother, without getting an answer. The client's daughter went to her mother's home and broke in the back door. The passenger was found on the floor having blacked out from low blood sugar. EMS was called and if it wasn't for the diligence of Mr. Strayhorn the passenger may have passed away.

Bus Service Begins from Wilmington to Charlotte begins July 1 (Columbus County *The News Reporter*, June 16, 2014)

Horizon Coach Lines plans to begin offering bus service via the Queen City-Coastal Connector here beginning July 1.

The federally subsidized route administered by funds funneled through the state will connect several rural areas of Southeastern North Carolina to metropolitan areas such as Charlotte and Wilmington. The Wilmington-Charlotte route will pick up passengers at the Columbus County Transportation office on Legion Drive in Whiteville at 9 a.m. The route will have stops in Lumberton (9:45 a.m.), Laurinburg, Rockingham, Wadesboro and Monroe before arriving in Charlotte at 2 p.m.

The Charlotte-Wilmington route begins with bus departure at 5 p.m. in Charlotte and will have stops in Monroe, Wadesboro, Rockingham, Laurinburg, Fayetteville and Lumberton before arriving in Whiteville at 10 p.m. nightly. Those traveling from Whiteville to Wilmington will arrive in Wilmington at 10:45 p.m.

Accomplishments this month

- FY 15 mandatory grant training was held in 4 locations.
- Grants were set up with federal and state funds and prepared by the Financial Management staff.
- The final review workbook was completed and sent to FTA the reviewers by the July 11 deadline. The review will take place August 12-15.
- Work began with contractors on limited service agreement on a consolidation study for Wilson City and County, Community Transportation Services Plans in Polk, Buncombe and Davidson Counties as well as facility feasibility studies in Anson and Hoke Counties.
- FTA's MAP-21 Safety training will be offered in NC September 17.
- Training working group is engaged in the training tool kit and moving training forward.



For more information on N.C. transit initiatives, visit intransitnc.blogspot.com



PIEDMONT & CAROLINIAN PERFORMANCE SNAPSHOT

NCDOT RAIL DIVISION MAY 2014

Ridership

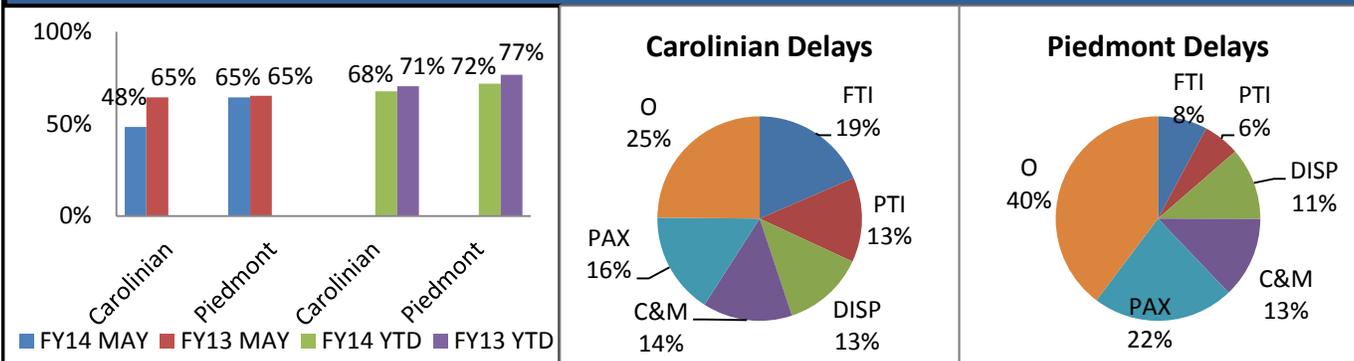
	FY14 MAY	FY13 MAY	Δ	FY14 YTD	FY13 YTD	Δ
Carolinian	27,757	28,066	-1%	193,012	207,522	-7%
Piedmont	14,510	13,063	11%	115,135	115,491	0%
Total	42,267	41,129	3%	308,147	323,013	-5%
			# of Trains	FY14 MAY	FY13 MAY	Δ
Average number of passengers per train		Carolinian	62	448	453	-1%
		Piedmont	124	117	105	11%

Revenue

	FY14 MAY	FY13 MAY	Δ	FY14 YTD	FY13 YTD	Δ
Carolinian	\$1,726,995	\$1,720,398	0%	\$11,630,206	\$12,319,063	-6%
Piedmont	\$283,547	\$240,962	18%	\$2,297,307	\$2,283,715	1%
Total	\$2,010,542	\$1,961,360	3%	\$13,927,513	\$14,602,778	-5%
Amenities	Mo. Surcharge	\$6,866	Mo. Expense	\$1,910	Mo. Surplus	\$4,956

*Average number of passengers per train is the monthly ridership divided by the number of operating trains, assuming regular operations for FY13. Amenities surcharge only accounts for Piedmont services.

On-time Performance



*Carolinian and Piedmont delays were 7,387 and 3,255 minutes, respectively. FTI - Freight Train Interference; PTI - Passenger Train Interference; DISP - Dispatch Related; C&M - Construction and Maintenance; PAX - Any Passenger Related; O - All Other Delays (ex. weather, locomotive failure, utility)

Overall Customer Satisfaction

	FY14 APR	FY13 YEAR-END	Δ
Carolinian	83%	81%	2%
Piedmont	99%	92%	7%

*The customer satisfaction index is calculated from rider survey data taken in the previous month. Overall satisfaction is defined as average scores greater than or equal to 80.

North Carolina City Pairs with Largest Ridership

	Carolinian	Piedmont
1	Charlotte - Raleigh	Charlotte - Raleigh
2	Raleigh - Washington	Charlotte - Cary
3	Greensboro - Washington	Charlotte - Greensboro
4	Durham - Washington	Charlotte - Durham
5	Charlotte - New York	Durham - Greensboro
6	Charlotte - Washington	Greensboro - Raleigh
7	New York - Raleigh	Cary - Greensboro
8	New York - Wilson	Charlotte - High Point
9	Durham - New York	Burlington - Greensboro
10	Cary - Washington	Raleigh - Salisbury

*From the previous month, New York - Wilson had the largest increase of 17% and Charlotte - Washington the largest decrease of 24% for the Carolinian; Raleigh - Salisbury had the largest increase of 93% and Burlington - Greensboro the largest decrease of 29% for the Piedmont.

Carolinian and Piedmont Total Ons-Offs at North Carolina's Stations

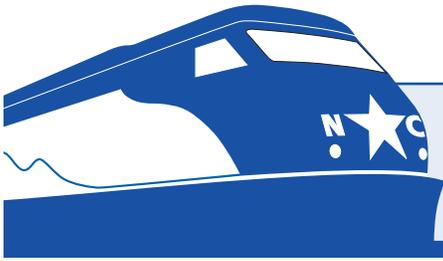
	FY14 MAY	FY13 MAY	Δ
Charlotte	14,241	13,361	7%
Raleigh	10,540	9,490	11%
Greensboro	10,211	9,691	5%
Durham	7,558	7,032	7%
Cary	5,227	5,135	2%
High Point	3,146	3,006	5%
Wilson	2,847	2,615	9%
Burlington	2,582	2,732	-5%
Salisbury	2,044	2,058	-1%
Rocky Mount	1,676	2,312	-28%
Kannapolis	1,522	1,608	-5%
Selma-Smithfield	749	732	2%

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



www.NCByTrain.org





The Rail Report

NCDOT Rail Division



August 2014

Train Stations Under Development in NC

Adding or improving train stations for passenger rail service can be a complex process, and can take many years of effort.

There was a surge of train station construction activity between 2008 and 2012, while behind the scenes, planners, engineers and architects were busy with multiple other NC station projects. Progress has been made designing the track and structure improvements for Raleigh Union Station, and track construction will begin in 2015.

Last month the NCDOT Board of Transportation approved funding for concept development and train capacity modeling at Charlotte Gateway Station, and both are underway.

A draft site selection study has been completed for a new Harrisburg station, and the document is under review by stakeholders. The City of Lexington has completed its TIGER-funded Depot District Master Plan, which was presented to the City Council in July. RFQs have been issued for the redevelopment of city-owned property surrounding the future train station location.



"Station development requires much coordination with host railroad owners and operators," said Paul Worley, Rail Division Director. "New stations must not negatively impact freight operations and those of existing passenger services on the network."

The focus of NCDOT's Train Station Improvement Program is to partner with municipalities to provide convenient access to the train service, increase local ridership, and maximize connectivity with other modes of transportation. NCDOT relies on local partners to help design, develop and maintain stations that benefit their community.

Is Your Department **RAIL READY?**

NCDOT
BeRailSafe
berailsafe.org

BeRailSafe Program actively reaching out to be sure NC First Responders are "Rail Ready"

On July 25-26, BeRailSafe's Roger Smock was on duty at the South Atlantic Fire Rescue Expo to raise awareness of the first responder training course that is available to fire, EMS, rescue and police departments.

NCDOT provides this class at no cost to agencies, and training topics include:

- Personal safety hazards for all first responders
- Pre-planning for rail occurrences
- Evacuation procedures
- Incident command and rail communication
- Investigation and reporting best practices

As freight and passenger traffic continues to grow in North Carolina, it is important that emergency personnel be trained to respond to rail-related incidents, large or small.



Sanford Fire Department training

Rail Plan Update

NCDOT Rail Division
COMPREHENSIVE STATE RAIL PLAN



The Rail Plan is well underway. Strategic planning meetings have been held with NS, CSX and NCR, and staff has coordinated with the NC Port Authority. Coordination on upcoming needs and input was received at the Triangle Mainline Forum, CAMPO and DCHMPO. Chapters 1 and 2 are currently under internal review and project prioritization methodology is being finalized.

Upcoming Milestones

- 8/2014 Technical Advisory Committee Meeting
- 9/2014 Legislative Summary
- 10/2014 Administrative Draft
- 1/2015 Public Review of Draft Rail Plan
- 6/2015 BOT Approval

Sugar Creek Road FONSI approved by FRA July 9

NCDOT can now begin the process of working with property owners to buy the land needed to build a bridge carrying Sugar Creek Road over one of the state's busiest railroads, the NCR Main Line tracks and future CATS Blue Line tracks. This PRIIA-funded project will improve safety in the area, and reduce train horn noise and traffic congestion by eliminating one of the busiest crossings in North Carolina.

First FR&RCSI Project Underway in Greenville, NC

The Freight Rail & Rail Crossing Safety Improvement fund is supporting many freight and safety projects across the state. One of the first projects to get started is a new siding at Greenville on the Carolina Coastal Railway. The new track will provide loading and unloading space for customers that are not located directly on the railroad, known as transloading. The railroad identified Tennessee Valley Resources as a potential customer that could not receive on-site rail service for the commodities the company desired to ship. The company and the railroad estimate they will ship up to four hundred carloads per year once the new siding is in place. The new siding will transfer some of Tennessee Valley's business from truck transport to rail transport, saving the state maintenance on the state highway system and encouraging a healthy rail network.



Ridership & Revenue on NC's Amtrak Service – May 2014 vs. 2013

	RIDERSHIP			REVENUE		
	2014	2013	% +/-	2014	2013	% +/-
Piedmont	14,510	13,063	11%	\$283,547	\$240,962	18%
Carolinian	27,757	28,066	-1%	\$1,726,995	\$1,720,398	0%

Marketing Update

Since we ramped up the marketing program promoting the "Simple and Stress-Free" benefits of North Carolina's Amtrak service, we've seen the number of visits to NCByTrain.org double. Overall, online ads are performing above average in terms of click thru rates, according to our ad agency. While we saw a decline in ridership with the winter weather, monthly ridership on the Piedmont rose by 11% in May.



Official Game Ball presented to NCDOT

Bill Law, ambassador for the Durham Bulls, presents the official game ball to Teshena DeBrew, customer service manager for the Rail Division, during North Carolina Amtrak's sponsorship night on June 24. The Rail Division has a season-long partnership with the Bulls – look for our ads prominently displayed on the park's LED boards! While at the game, stop by and visit with the Volunteer Train Hosts staffing the NCDOT table to get the latest train schedules and information.

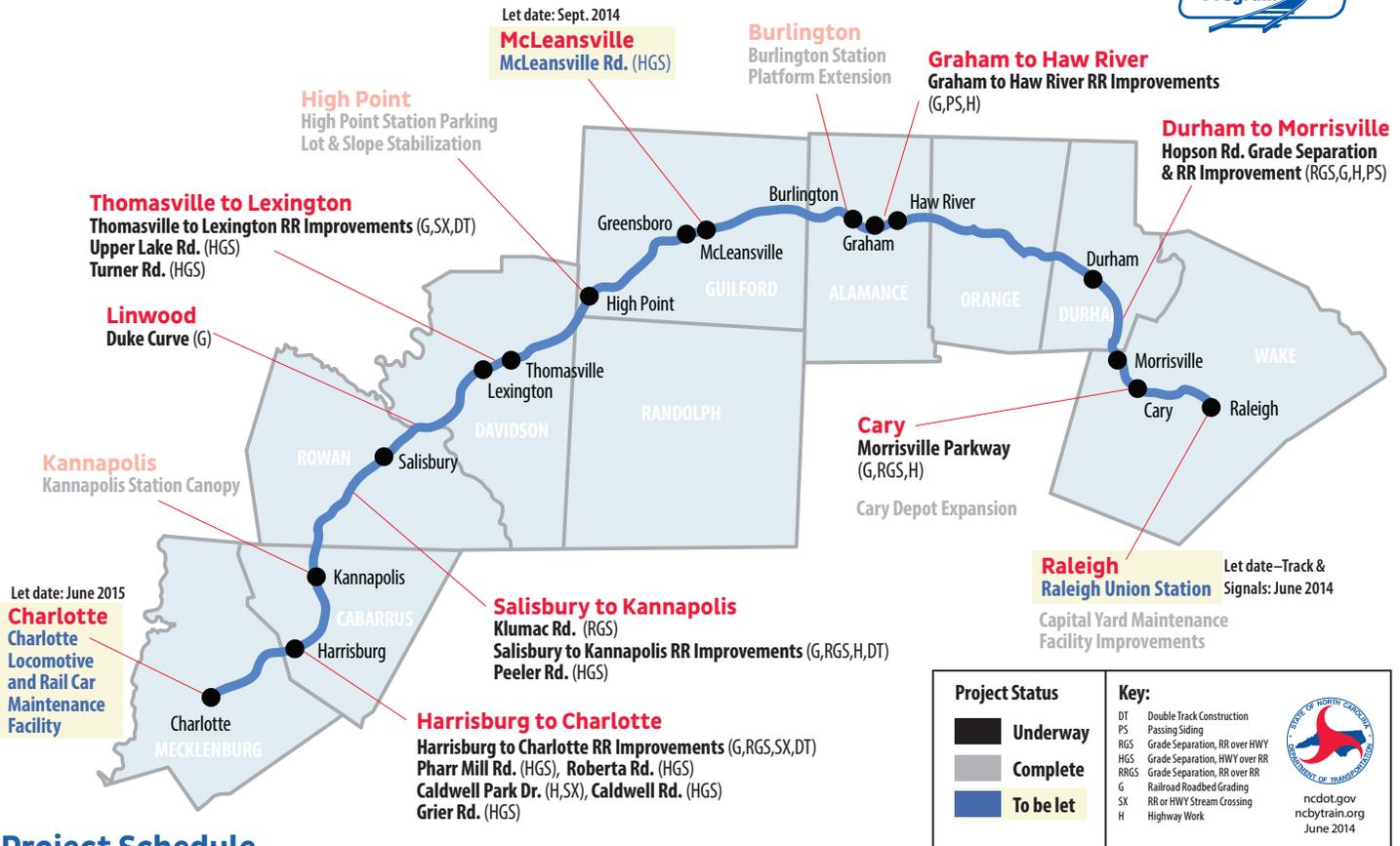


Kids 2-12 ride for \$5 with full adult fare on Tuesdays, Wednesdays and Thursdays within North Carolina.

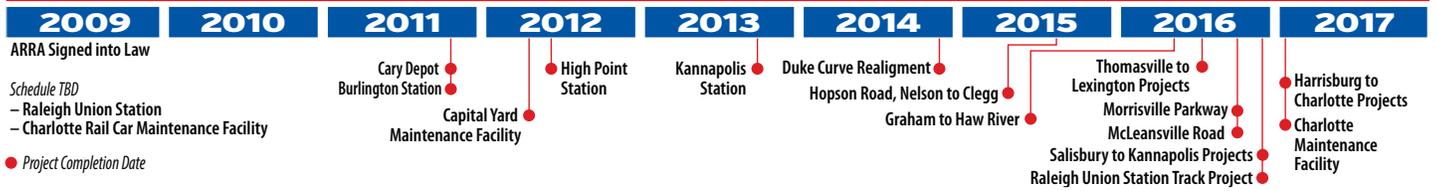
Offer good for travel June 3 – August 28. Use fare code V812 when buying your ticket.

Seating is limited. Advance reservations required. Not valid with other offers.

Piedmont Improvement Program – June 2014 Status Report



Project Schedule



ARRA Funds Spent to Date (effective 6/30/2014)

Component	Expenditure
PD&A	\$39,570,144.16
Equipment Procurement & Rebuild	\$24,133,682.27
Stations & Facilities	\$10,499,284.36
Track & Structures	\$82,998,099.20
CRISP	\$2,180,376.31
Program Totals	\$159,381,586.68 of \$520M awarded FRA Grant Funds

New ARRA Contracts Awarded in June – 6
worth \$69,909.80

PIP Milestones in June and July

- New tracks were put in service for the Duke curve project on July 21 and 22. Track speeds will be raised from 45 mph to 65 mph through the project limits.
- New switches will be installed in the Nelson to Clegg Passing Siding project on July 24 which will expedite further track construction.
- Raleigh Union Station FONSI was approved on June 26. The first track project is advertised for construction through NS – the construction of a siding in South Raleigh. This siding will replace existing tracks that must be removed to make way for the new station. (Below, RUS Visualization)



Piedmont Improvement Program Project Photos – Mid-June-July 2014



P-5201 Morrisville Parkway grade crossing



P-5201 Morrisville Parkway, east approach to bridge



U-4716 Hopson Rd./Nelson-Clegg, east end of new alignment



U-4716 RR Bridge over Hopson Road



P-5205 Graham to Haw River Grading



P-5205 Graham to Haw River Erosion Control

Piedmont Improvement Program Project Photos – Mid-May – June 2014



C-4901 Bowers to Lake - Turner Road Bridge



C-4901 Bowers to Lake - Hamby Creek Bridge



P-5206 Reid to N. Kannapolis - Grubbing



P-5206 Peeler Road Bridge Construction



P-5208 Haydock to Junker - Roberta Road overpass



P-5208 Haydock to Junker - Mallard Creek Detour

Special Committee on Road, Bridge, and Ferry Namings
North Carolina Department of Transportation

11:00 AM – Room 160
Wednesday, August 7, 2014

- 1) **Marvin Raper** -- Bridge on NC 60 over Nottley River, Cherokee County (Kernea)
- 2) **Other Business**

Committee members: Tata, Curran, Perkins, Lennon, Tulloss, Blount
Staff: Pair, Blake, and Greene

POLICY AND PROCEDURES FOR NAMING ROADS/BRIDGES/FERRIES

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

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

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

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

IV. Process

- a. It is the responsibility of the individual seeking the road or bridge naming request to work directly with the local government to obtain the necessary resolution for submittal to the Board.
- b. Local government should contact District Engineer or Division Engineer to let him/her know of the intent. The District Engineer/Division Engineer/Chief Engineer's Office can help guide local governments through the process.
- c. Local government drafts resolution. Resolution should specify what facility is to be named, and who is to be honored, but not what name should appear on the sign. This will be worked out between NCDOT and the local governing body apart from the resolution.
- d. Local government passes resolution in a public forum
- e. If the facility to be named is in more than one jurisdiction, resolutions from both jurisdictions are required.
- f. Resolution(s), along with all required supporting documentation (see subsequent section "Locally Provided Documentation/Materials") are forwarded to NCDOT.
- g. NCDOT staff reviews the resolution and accompanying documentation for completeness and consistency with the criteria. NCDOT will communicate with the local government about any deficiencies or issues with the submitted information.
- h. If staff approves the submitted request, it is placed on an upcoming Board of Transportation Road and Bridge Naming Committee agenda for consideration. Road and Bridge Naming Committee agendas are posted publicly on the web.

- i. The Board member representing the area making the request must endorse request and present to Committee.
- j. If Committee approves the requested naming:
 - i. A naming request reviewed and recommended by the Committee will be “held” for at least one month before being considered by the full Board
 - ii. NCDOT Board drafts a resolution for Full Board action. The Board resolution will specify what facility is to be named and who is to be honored, but not what name should appear on the sign. This will be worked out between NCDOT and the local governing body apart from the resolution.
 - iii. This item is placed on a Full Board agenda for the month after the committee approved it, if timing criteria are met (such as construction completion date or death date in the case of a deceased honoree), or is held until such time as the timing criteria are met. The Board member representing the area making the request must endorse request and present to Board
 - iv. NCDOT reviews the requested name for the sign and the requested designation limits. NCDOT communicates with the local government regarding any problems with the requested name (e.g., too long) or with the requested limits (e.g., overlaps with an already designated facility or exceeds allowable length) and suggests satisfactory modifications. (See Sections IV.a and IV.b below for length specifications for name and designated facility, respectively.) NCDOT and local governments will concur in writing with mutually agreed upon name to be put on the sign and the limits of the designation.
- k. If/when the Full Board approves the requested naming:
 - i. The local government and the Division are notified in writing of the approval and the required payment. Payment is due to the Department upon notification that the honorary designation has been approved by the Board. Signs will not be manufactured until payment is received.
 - ii. The NCDOT Communications Office plans a naming ceremony if one is desired by the local government.
 - iii. Signs are installed. Honorary signs will be ground mounted; overhead signs will not be installed. Signs will be installed at the beginning and ending termini of the approved roadway segment, and will not be installed on exits, Y-lines, or intersecting roadways.

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

- a. **Requested name to be placed on sign.** Signs may include up to one title, one first name, one initial, one last name, and one suffix, to be designated by the local governing body, as long as length limits are met. The Department will communicate to the local governing body applicable text length limits. (The entire name is limited to one line of text; the font size of the text depends on the design speed of the road where the sign is to be installed.)

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

- VI. **Alternatives.** In the event the requested naming does not meet the criteria, or is not approved by the Board for any reason, the local government has options to honor the individual, including, but not limited to:
- a. **Adopt a Highway.** Local governments could consider the "Adopt a Highway" program as an alternative method of honoring an individual or group.
 - b. **Municipal road or bridge.** Municipalities may name municipally owned streets or bridges in honor of individuals or groups. This does not require DOT review or approval.
 - c. **Blue Star Memorial Highway.** The Department has over 1,000 miles designated as the Blue Star Highway Network including all interstates, US routes, and most NC routes. This extensive network honors all veterans and military groups in the state.

VII. Blue Star Memorial Highway Network

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

DRAFT

BLUE STAR MEMORIAL HIGHWAY INFORMATION

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

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

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

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

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

The Blue Star Highway designations in North Carolina:

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

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

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

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

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

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

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