

**North Carolina Board of Transportation
Wednesday, July 9 and Thursday, July 10, 2014
Agenda**

WEDNESDAY, JULY 9, 2014**9:00AM – 11:00AM**

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

11:00AM – 11:30PM

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

11:30AM – 12:00PM

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

11:30AM **Lunch is Available**

12:00PM – 1:00PM **Working Lunch – Full Board Attendance** **Room 150**

- Policies and Procedures for Accommodating Utilities on Highway Right of Way
 - Programming Statewide STI Projects
 - I-77 Update
 - Oregon Inlet Task Force Update
- Robert Memory
Calvin Leggett
Rodger Rochelle
Malcolm Fearing

1:00PM – 3:00PM

<i>Committee Name</i>	<i>Location</i>
Economic Development & Intergovernmental Relations Committee	<i>The ED&IR Committee will not meet. Board Members should attend the Funding & Appropriation Strategies Committee meeting in room 150</i>
Funding & Appropriation Strategies Committee	Room 150

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

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

THURSDAY, JULY 10, 2014 – 8:30AM

Call to Order

Invocation

Approval of June Board Minutes

Ethics Declaration

Room 150

Chairman Curran

Hugh Overholt

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

Hurricane Arthur Update

US Open

Legislative Update

Budget Update

Division 12 Update

Mike Charbonneau

Rob Stone

Keith Weatherly

David Tyeryar

Lou Wetmore

Action

Chairman Curran

**Policies and Procedures for Accommodating Utilities
on Highway Right of Way**

Robert Memory

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-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) TIP Amendments
- (Item O) Municipal and Special Agreements
- (Item P) Municipal Street System Changes
- (Item R) Right of Way Resolutions and Ordinances
- (Item V) Mobility Funds for Construction Projects

Committee Reports

Chairman Curran

Other Business

Adjourn

PROJECTS LIST
NORTH CAROLINA BOARD OF TRANSPORTATION
RALEIGH, NORTH CAROLINA
July 9 - 10, 2014

Delegated Authority Secretary Tata

- (Item C) Award of Highway Construction Contracts from June 17, 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 V) Mobility Funds for Construction Projects

NCDOT Board of Transportation Agenda

ITEM C

June 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.
JUNE 17, 2014
DIVISION 00001

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ITEM C

C203413
34548.3.FR1
STP-000S(252)
WASHINGTON
R-3620

PROPOSAL LENGTH 3.333 MILES

TYPE OF WORK GRADING, DRAINAGE, PAVING, ITS, AND CULVERT.

LOCATION NEW ROUTE FROM US-64 TO NC-32.

EST CONST PROGRESS.... FY-2015..62% OF BID
FY-2016..38% OF BID

RPN 002 6 BIDDER(S) DBE GOAL 10.00 %

ESTIMATE 9,594,216.35

DATE AVAILABLE JUL 28 2014

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

FINAL COMPLETION DEC 28 2016 COMPLETE ALL WORK REQUIRED OF AREA 1, STEPS 2 THRU 7 150 DAYS AFTER BEGINNING

	\$ TOTALS	% DIFF
BARNHILL CONTRACTING COMPANY TARBORO, NC	8,614,907.10	-10.2
RPC CONTRACTING INC KITTY HAWK, NC	9,122,799.71	-4.9
E. V. WILLIAMS, INC. VIRGINIA BEACH, VA	9,532,824.18	-0.6
SAWYER'S LAND DEVELOPING, INC BELHAVEN, NC	9,693,147.49	+1.0
S. T. WOOTEN CORPORATION WILSON, NC	10,298,376.93	+7.3
PLT CONSTRUCTION CO., INC. WILSON, NC	13,157,175.63	+37.1

HIGHWAY LETTING
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 RALEIGH N.C.
 JUNE 17, 2014
 DIVISION 00004

C203458
 34927.3.FD2
 STP-1616(7)
 NASH
 U-3331

PROPOSAL LENGTH 1.109 MILES

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

LOCATION SR-1616 (COUNTRY CLUB RD) FROM US-64 TO SR-1541 (JEFFREY'S RD) IN ROCKY MOUNT.

EST CONST PROGRESS.... FY-2015..61% OF BID
 FY-2016..38% OF BID
 FY-2017..01% OF BID

RPN 003 3 BIDDER(S) DBE GOAL 12.00 %
 ESTIMATE 7,997,452.18

DATE AVAILABLE JUL 28 2014
 INTER COMPLETION SEE BELOW - COMPLETE AREA 1, PHASE I-B, STEPS 1-3
 JUL 15 2016 - COMPLETE ALL WORK EXCEPT PLANTING/REFORESTATION
 FINAL COMPLETION JAN 11 2017

	\$ TOTALS	% DIFF
BARNHILL CONTRACTING COMPANY TARBORO, NC	8,114,908.43	+1.5
PLT CONSTRUCTION CO., INC. WILSON, NC	8,560,049.70	+7.0
FSC II LLC DBA FRED SMITH COMPANY RALEIGH, NC	8,813,131.25	+10.2

SUMMARY OF BIDS FOR CONTRACT C203458 WITH THE CONTRACT TIME BEING BID BY EACH BIDDER

DAILY COST = \$2,000.00 / DAY

MAXIMUM NUMBER OF DAYS ALLOWED = 300

	CONTRACT TIME (CALENDAR DAYS)	CONTRACT AWARD BASIS	ACTUAL CONTRACT AMOUNT
ESTIMATED	286	7,997,452.18	7,425,452.18
BARNHILL CONTRACTING COMPANY	284	8,114,908.43	7,546,908.43
PLT CONSTRUCTION CO., INC.	285	8,560,049.70	7,990,049.70
FSC II LLC DBA FRED SMITH COMPANY	220	8,813,131.25	8,373,131.25

*ACTUAL CONTRACT AMOUNT = CONTRACT AWARD BASIS - (CONTRACT TIME) (DAILY COSTS)

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
JUNE 17, 2014
DIVISION 00005

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C203360
35029.3.D1
STATE FUNDED
WAKE
U-4432

PROPOSAL LENGTH 0.941 MILES

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

LOCATION SR-1370 (TRYON RD) FROM WEST OF BRIDGE #259 OVER NORFOLK SOUTHERN RAILWAY
TO US-70/NC-50 (WILMINGTON ST).

EST CONST PROGRESS.... FY-2015..49% OF BID
FY-2016..42% OF BID
FY-2017..09% OF BID

RPN 004 3 BIDDER(S) MBE GOAL 6.00 % WBE GOAL 6.00%
ESTIMATE 7,165,416.22

DATE AVAILABLE SEP 15 2014

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

FINAL COMPLETION MAY 15 2017

	\$ TOTALS	% DIFF
S. T. WOOTEN CORPORATION WILSON, NC	7,839,878.23	+9.4
FSC II LLC DBA FRED SMITH COMPANY RALEIGH, NC	8,378,997.45	+16.9
DANE CONSTRUCTION, INC. MOORESVILLE, NC	8,673,610.68	+21.0

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
JUNE 17, 2014
DIVISION 00006

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C203361
35196.3.FS22
NHF-0100(23)
CUMBERLAND
X-0002CC

PROPOSAL LENGTH 6.826 MILES

TYPE OF WORK PAVING, SIGNALS AND SIGNING.

LOCATION FAYETTEVILLE OUTER LOOP FROM EAST OF SR-1007 (ALL AMERICAN FREEWAY) TO EAST OF US-401 (RAMSEY ST).

EST CONST PROGRESS.... FY-2015..60% OF BID
FY-2016..38% OF BID
FY-2017..02% OF BID

RPN 005 2 BIDDER(S) DBE GOAL 10.00 %
ESTIMATE 34,448,363.53

DATE AVAILABLE JUL 28 2014

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

FINAL COMPLETION JAN 28 2017

	\$ TOTALS	% DIFF
BARNHILL CONTRACTING COMPANY TARBORO, NC	31,983,717.30	-7.2
S. T. WOOTEN CORPORATION WILSON, NC	35,121,564.60	+2.0

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
JUNE 17, 2014
DIVISION 00006

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C203569
6CR.10261.81, 6CR.10431.81, 6CR.20261.81, 6CR.20431.81
STATE FUNDED
CUMBERLAND, HARNETT

PROPOSAL LENGTH 51.760 MILES

TYPE OF WORK MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.

LOCATION 3 SECTIONS OF US-401, 2 SECTIONS OF NC-59, 1 SECTION OF US-401 BYPASS, NC-210, AND
35 SECTIONS OF SECONDARY ROADS.

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

RPN 006 3 BIDDER(S) MBE GOAL 5.00 % WBE GOAL 6.00%
ESTIMATE 8,292,459.91

DATE AVAILABLE JUL 28 2014

FINAL COMPLETION MAY 15 2015

	\$ TOTALS	% DIFF
BARNHILL CONTRACTING COMPANY TARBORO, NC	8,175,267.77	-1.4
JOHNSON BROS. UTILITY & PAVING COMPANY, INC. LILLINGTON, NC	8,275,417.48	-0.2
HIGHLAND PAVING CO., LLC FAYETTEVILLE, NC	9,566,230.33	+15.4

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
JUNE 17, 2014
DIVISION 00006

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C203548
6CR.10781.81, 6CR.20781.81
STATE FUNDED
ROBESON

PROPOSAL LENGTH 44.590 MILES

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

LOCATION NC-72 FROM NC-711 TO NC-710, NC-130 FROM US-501 TO NC-83 AND 18 SECTIONS OF
SECONDARY ROADS.

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

RPN 007 2 BIDDER(S) MBE GOAL 5.00 % WBE GOAL 5.00%
ESTIMATE 5,071,307.55

DATE AVAILABLE JUL 28 2014

FINAL COMPLETION MAY 29 2015

	\$ TOTALS	% DIFF
BARNHILL CONTRACTING COMPANY TARBORO, NC	4,703,226.27	-7.3
JOHNSON BROS. UTILITY & PAVING COMPANY, INC. LILLINGTON, NC	4,920,018.43	-3.0

HIGHWAY LETTING
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 RALEIGH N.C.
 JUNE 17, 2014
 DIVISION 00007

C203399
 34821.3.S6
 STATE FUNDED
 GUILFORD
 U-2525B

PROPOSAL LENGTH 5.491 MILES

TYPE OF WORK GRADING, DRAINAGE, PAVING, SIGNALS, RET WALL AND STRUCTURES.

LOCATION GREENSBORO EASTERN LOOP FROM NORTH OF US-70 TO US-29 NORTH OF GREENSBORO.

EST CONST PROGRESS.... FY-2015..33% OF BID
 FY-2016..30% OF BID
 FY-2017..23% OF BID
 FY-2018..14% OF BID

RPN 001 10 BIDDER(S) MBE GOAL 5.00 % WBE GOAL 7.00%
 ESTIMATE 114,909,087.45

DATE AVAILABLE JUL 28 2014

INTER COMPLETION JUL 01 2018 COMPLETE ALL WORK EXCEPT PLANTING/REFORESTATION OR
 PERMANENT VEGETATION ESTABLISHMENT

FINAL COMPLETION DEC 28 2018

	\$ TOTALS	% DIFF
FLATIRON CONSTRUCTORS, INC.- BLYTHE DEVELOPMENT CO JOINT VEN FIF	111,683,421.13	-2.8
BRANCH HIGHWAYS, INC. ROANOKE, VA	114,524,171.07	-0.3
CONTI ENTERPRISES, INC EDISON, NJ	116,407,747.00	+1.3
VECELLIO & GROGAN INC BECKLEY, WV	117,980,838.89	+2.7
BALFOUR BEATTY INFRASTRUCTURE INC ATLANTA, GA	121,989,857.18	+6.2
PCL CIVIL CONSTRUCTORS INC RALEIGH, NC	122,919,901.55	+7.0
THE LANE CONSTRUCTION CORP CHESHIRE, CT	127,244,358.53	+10.7
BLYTHE CONSTRUCTION, INC. CHARLOTTE, NC	127,724,951.06	+11.2
ARCHER WESTERN CONSTRUCTION LLC CHICAGO, IL	130,294,938.50	+13.4
S. T. WOOTEN CORPORATION WILSON, NC	130,983,395.47	+14.0

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
JUNE 17, 2014
DIVISION 00007

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C203412
34483.3.FR2
CMNHF-0421(52)
GUILFORD
R-2612B

PROPOSAL LENGTH 0.783 MILES

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

LOCATION US-421 AT SR-3418 (NEELLEY RD) SOUTH OF GREENSBORO.

EST CONST PROGRESS.... FY-2015..62% OF BID
FY-2016..38% OF BID

RPN 008 6 BIDDER(S) DBE GOAL 13.00 %
ESTIMATE 14,215,278.82

DATE AVAILABLE JUL 28 2014

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

FINAL COMPLETION DEC 28 2016

	\$ TOTALS	% DIFF
BRANCH HIGHWAYS, INC. ROANOKE, VA	13,528,497.85	-4.8
TRIANGLE GRADING & PAVING INC BURLINGTON, NC	14,376,743.85	+1.1
YATES CONSTRUCTION CO., INC. STOKESDALE, NC	15,133,385.51	+6.5
SHARPE BROTHERS A DIV OF VECELLIO & GROGAN, INC. GREENSBORO, N	15,927,300.52	+12.0
BLYTHE CONSTRUCTION, INC. CHARLOTTE, NC	15,950,378.89	+12.2
JIMMY R. LYNCH & SONS, INC. PILOT MOUNTAIN, NC	20,999,547.43	+47.7

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
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C203410
38433.3.FD1
BRZ-1003(118)
RANDOLPH
B-4608

PROPOSAL LENGTH 0.218 MILES

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

LOCATION BRIDGE #208 OVER FORK CREEK ON SR-1003.

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

RPN 009 7 BIDDER(S) DBE GOAL 7.00 %
ESTIMATE 1,106,980.00

DATE AVAILABLE JUL 28 2014

INTER COMPLETION MAY 01 2015 COMPLETE ALL WORK EXCEPT PLANTING/ REFORESTATION OR
PERMANENT VEGETATION ESTABLISHMENT

FINAL COMPLETION OCT 28 2015

	\$ TOTALS	% DIFF
R.E. BURNS & SONS CO., INC. STATESVILLE, NC	1,066,534.95	-3.7
COUNTRY BOY LANDSCAPING INC HARMONY, NC	1,107,888.88	+0.1
DANE CONSTRUCTION, INC. MOORESVILLE, NC	1,123,676.59	+1.5
EASTERN STRUCTURES LLC MOCKSVILLE, NC	1,186,759.00	+7.2
DELLINGER, INC. MONROE, NC	1,206,144.53	+9.0
SMITH-ROWE, LLC MOUNT AIRY, NC	1,212,454.04	+9.5
YOUNG & MCQUEEN GRADING CO INC BURNSVILLE, NC	1,547,274.84	+39.8

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
JUNE 17, 2014
DIVISION 00008

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C203570
8CR.10191.24, 8CR.20191.24
STATE FUNDED
CHATHAM

PROPOSAL LENGTH 15.438 MILES

TYPE OF WORK MILLING, RESURFACING & SHOULDER RECONSTRUCTION.

LOCATION 4 SECTIONS OF US-64 AND 5 SECTIONS OF SECONDARY ROADS.

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

RPN 010 3 BIDDER(S) MBE GOAL 5.00 % WBE GOAL 5.00%
ESTIMATE 4,080,578.78

DATE AVAILABLE JUL 28 2014

FINAL COMPLETION JUN 24 2015

	\$ TOTALS	% DIFF
S. T. WOOTEN CORPORATION WILSON, NC	3,740,907.26	-8.3
RILEY PAVING INC CARTHAGE, NC	3,848,814.37	-5.7
FSC II LLC DBA FRED SMITH COMPANY RALEIGH, NC	4,068,140.06	-0.3

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
JUNE 17, 2014
DIVISION 00008

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C203572
8CR.10531.24, 8CR.20531.24
STATE FUNDED
LEE

PROPOSAL LENGTH 13.296 MILES

TYPE OF WORK MILLING, RESURFACING & SHOULDER RECONSTRUCTION.

LOCATION US-1 FROM BRIDGE AT NC-42 TO SR-1334 INTERSECTION, US-1 FROM SR-1198 TO SR-1731 &
5 SECTIONS OF SECONDARY ROADS.

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

RPN 011 3 BIDDER(S) MBE GOAL 5.00 % WBE GOAL 5.00%
ESTIMATE 2,647,238.90

DATE AVAILABLE JUL 28 2014

FINAL COMPLETION JUN 24 2015

	\$ TOTALS	% DIFF
RILEY PAVING INC CARTHAGE, NC	2,199,945.10	-16.9
S. T. WOOTEN CORPORATION WILSON, NC	2,289,105.80	-13.5
FSC II LLC DBA FRED SMITH COMPANY RALEIGH, NC	3,643,588.60	+37.6

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
JUNE 17, 2014
DIVISION 00008

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C203571
8CR.10831.24, 8CR.20471.24, 8CR.20831.24
STATE FUNDED
SCOTLAND, HOKE

PROPOSAL LENGTH 21.517 MILES

TYPE OF WORK MILLING, RESURFACING AND SHOULDER RECONSTRUCTION.

LOCATION US-74 BYPASS (WBL) FROM ROBESON CO TO NC-79, US-74 BUS (WBL) FROM SR-1319 TO RICHMOND CO AND 7 SECTIONS OF SECONDARY RDS.

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

RPN 012 2 BIDDER(S) MBE GOAL 5.00 % WBE GOAL 5.00%
ESTIMATE 2,796,150.15

DATE AVAILABLE JUL 28 2014

FINAL COMPLETION JUN 24 2015

	\$ TOTALS	% DIFF
BARNHILL CONTRACTING COMPANY TARBORO, NC	2,549,769.73	-8.8
HUDSON PAVING, INC. ROCKINGHAM, NC	2,756,973.50	-1.4

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
JUNE 17, 2014
DIVISION 00009

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C203560
9CR.10291.150, 9CR.10801.151, 9CR.20291.150
STATE FUNDED
DAVIDSON, ROWAN

PROPOSAL LENGTH 38.949 MILES

TYPE OF WORK MILLING, RESURFACING & SHOULDER RECONSTRUCTION.

LOCATION 1 SECTION OF NC-49, 1 SECTION OF NC-8/NC-49, 1 SECTION OF NC-8 & 12 SECTIONS OF SECONDARY ROADS.

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

RPN 013 5 BIDDER(S) MBE GOAL 5.00 % WBE GOAL 6.00%
ESTIMATE 5,498,510.57

DATE AVAILABLE JUL 28 2014

FINAL COMPLETION MAY 22 2015

	\$ TOTALS	% DIFF
BLYTHE CONSTRUCTION, INC. CHARLOTTE, NC	4,865,839.18	-11.5
J. T. RUSSELL & SONS, INC. ALBEMARLE, NC	5,268,337.61	-4.2
LARCO CONSTRUCTION A DIVISION OF BRANSCOME INC WINSTON SALEM,	5,566,846.03	+1.2
HANES CONSTRUCTION CO. LEXINGTON, NC	5,678,933.34	+3.3
APAC - ATLANTIC, INC. THOMPSON ARTHUR DIVISION GREENSBORO, NC	5,991,629.31	+9.0

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
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C203568
9CR.10341.150, 9CR.20341.150
STATE FUNDED
FORSYTH

PROPOSAL LENGTH 22.528 MILES

TYPE OF WORK MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.

LOCATION 1 SECTION OF US-52, US-311, NC-150, NC-66, NC-8, NC-109 AND 5 SECTIONS OF SECONDARY ROADS.

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

RPN 014 4 BIDDER(S) MBE GOAL 5.00 % WBE GOAL 6.00%
ESTIMATE 4,515,621.25

DATE AVAILABLE JUL 28 2014

INTER COMPLETION AUG 24 2014 COMPLETE ALL WORK REQUIRED FOR MAPS 2 & 9

FINAL COMPLETION MAY 29 2015

	\$ TOTALS	% DIFF
APAC - ATLANTIC, INC. THOMPSON ARTHUR DIVISION GREENSBORO, NC	4,176,628.94	-7.5
LARCO CONSTRUCTION A DIVISION OF BRANSCOME INC WINSTON SALEM,	4,213,908.92	-6.7
YADKIN VALLEY PAVING INC WINSTON SALEM, NC	4,272,022.34	-5.4
SHARPE BROTHERS A DIV OF VECCELLIO & GROGAN, INC. GREENSBORO, N	4,459,123.30	-1.3

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
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C203558
17BP.9.P.3
STATE FUNDED
DAVIDSON, ROWAN, FORSYTH, DAVIE

PROPOSAL LENGTH MILES

TYPE OF WORK BRIDGE PRESERVATION.

LOCATION BRG #136 & 150-DAVIDSON, BRG#29, 32, 85 & 86-DAVIE, BRG #53, 54, 55, 78, 115, 185, 297 &
302-FORSYTH & BRG#94-ROWAN.

EST CONST PROGRESS.... FY-2015..87% OF BID
FY-2016..13% OF BID

RPN 015 8 BIDDER(S) MBE GOAL 1.00 % WBE GOAL 1.00%
ESTIMATE 5,733,871.50

DATE AVAILABLE AUG 01 2014

FINAL COMPLETION OCT 15 2015

	\$ TOTALS	% DIFF
KLICOS PAINTING COMPANY, INC. BALTIMORE, MD	4,895,961.10	-14.6
OLYMPUS PAINTING CONTRACTORS, INC. TARPON SPRINGS, FL	5,479,599.50	-4.4
SAFFO CONTRACTORS INC WILMINGTON, NC	5,819,999.99	+1.5
APBN INC CAMPBELL, OH	5,977,330.40	+4.2
SPARTAN CONTRACTING, LLC HUBBARD, OH	6,790,000.00	+18.4
SEMINOLE EQUIPMENT, INC. TARPON SPRINGS, FL	6,898,009.70	+20.3
OLYMPIC ENTERPRISES INC HUBERT, NC	7,197,509.42	+25.5
ATLAS PAINTING AND SHEETING CORP AMHERST, NY	9,393,726.94	+63.8

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
JUNE 17, 2014
DIVISION 00011

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C203437
43761.3.1
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..89% OF BID
FY-2016..11% OF BID

RPN 016 5 BIDDER(S) DBE GOAL 11.00 %
ESTIMATE 3,557,975.05

DATE AVAILABLE JUL 28 2014

INTER COMPLETION OCT 01 2015 COMPLETE ALL WORK EXCEPT PLANTING/REFORESTATION OR
PERMANENT VEGETATION ESTABLISHMENT

AUG 27 2014 COMPLETE ALL WORK REQUIRED OF PHASE I, STEP 2

FINAL COMPLETION MAR 29 2016

	\$ 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

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
JUNE 17, 2014
DIVISION 00011

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ITEM C

C203559
17BP.11.R.116
STATE FUNDED
ALLEGHANY, WILKES, CALDWELL

PROPOSAL LENGTH 0.759 MILES

TYPE OF WORK DESIGN BUILD.

LOCATION 10 BRIDGES IN ALLEGHANY, CALDWELL, AND WILKES COUNTY.

EST CONST PROGRESS.... FY-2015..39% OF BID
FY-2016..34% OF BID
FY-2017..22% OF BID
FY-2018..05% OF BID

RPN 019 4 BIDDER(S) MBE GOAL 3.00 % WBE GOAL 6.00%
ESTIMATE 9,778,152.00

DATE AVAILABLE JUL 28 2014

FINAL COMPLETION NOV 17 2017

	\$ TOTALS	% DIFF
JAMES R. VANNOY & SONS CONSTRUCTION COMPANY, INC JEFFERSON, NC	9,671,481.62	-1.1
SMITH-ROWE, LLC MOUNT AIRY, NC	10,328,329.84	+5.6
CROWDER CONSTRUCTION COMPANY CHARLOTTE, NC	10,426,111.00	+6.6
VECELLIO & GROGAN INC BECKLEY, WV	11,252,850.00	+15.1

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
JUNE 17, 2014
DIVISION 00013

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C203411
40095.3.FD1
BRSTP-1618(11)
BURKE
B-4983

PROPOSAL LENGTH 0.145 MILES

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

LOCATION BRIDGE #313 OVER SOUTHERN RAILROAD ON SR-1618.

EST CONST PROGRESS.... FY-2015..88% OF BID
FY-2016..12% OF BID

RPN 017 2 BIDDER(S) DBE GOAL 9.00 %

ESTIMATE 1,612,523.00

DATE AVAILABLE AUG 15 2014

INTER COMPLETION OCT 01 2015 COMPLETE ALL WORK EXCEPT PLANTING/REFORESTATION OR
PERMANENT VEGETATION ESTABLISHMENT

FINAL COMPLETION MAR 29 2016

	\$ TOTALS	% DIFF
NHM CONSTRUCTORS, LLC ASHEVILLE, NC	1,524,435.95	-5.5
DANE CONSTRUCTION, INC. MOORESVILLE, NC	1,741,034.46	+8.0

HIGHWAY LETTING
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 RALEIGH N.C.
 JUNE 17, 2014
 DIVISION 00014

C203393
 34599.2.FR1
 STP-0209(6)
 HAYWOOD
 R-4047

PROPOSAL LENGTH 0.777 MILES

TYPE OF WORK GRADING, DRAINAGE, PAVING, SIGNALS, WALL, RAIL, & STRS.

LOCATION NC-209 FROM US-23 BUS TO NORTH OF SR-1523.

EST CONST PROGRESS.... FY-2015..42% OF BID
 FY-2016..35% OF BID
 FY-2017..21% OF BID
 FY-2018..02% OF BID

RPN 018 5 BIDDER(S) DBE GOAL 12.00 %
ESTIMATE 17,916,702.02

DATE AVAILABLE JUL 28 2014
 INTER COMPLETION AUG 15 2017 COMPLETE ALL WORK EXCEPT PLANTING/REFORESTATION OR
 PERMANENT VEGETATION ESTABLISHMENT
 FINAL COMPLETION FEB 12 2018

	\$ TOTALS	% DIFF
NHM CONSTRUCTORS, LLC ASHEVILLE, NC	18,866,603.18	+5.3
CHARLES BLALOCK & SONS, INC. SEVIERVILLE, TN	20,703,459.03	+15.6
BRANCH HIGHWAYS, INC. ROANOKE, VA	21,146,343.23	+18.0
TENNOCA CONSTRUCTION CO., INC. CANDLER, NC	22,693,464.63	+26.7
WRIGHT BROTHERS CONSTRUCTION COMPANY, INC. CHARLESTON, TN	22,838,752.85	+27.5

HIGHWAY LETTING
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 RALEIGH N.C.
 JUNE 17, 2014
 DIVISION 00014

C203545
 17BP.14.R.128
 STATE FUNDED
 JACKSON, HAYWOOD

PROPOSAL LENGTH 0.667 MILES

TYPE OF WORK DESIGN BUILD.

LOCATION REPLACEMENT OF 10 BRIDGES IN HAYWOOD COUNTY AND 1 BRIDGE IN JACKSON COUNTY WITH CULVERTS.

EST CONST PROGRESS.... FY-2015..40% OF BID
 FY-2016..34% OF BID
 FY-2017..22% OF BID
 FY-2018..04% OF BID

RPN 020 3 BIDDER(S) MBE GOAL 3.00 % WBE GOAL 6.00%
 ESTIMATE 5,267,000.00

DATE AVAILABLE JUL 28 2014

FINAL COMPLETION OCT 15 2017

	\$ TOTALS	% DIFF
* NHM CONSTRUCTORS, LLC ASHEVILLE, NC	5,347,000.00	+1.5
* BOND EXECUTED IMPROPERLY		
* IMPROPER DATE POA AND BOND		
* APPLE TUCK & ASSOCIATES, INC. RUTHERFORDTON, NC	6,262,200.00	+18.9
* BOND EXECUTED IMPROPERLY		
* IMPROPER DATE POA AND BOND		
E. R. SNELL CONTRACTOR, INC. SNELLVILLE, GA	9,560,405.00	+81.5

* DENOTES IRREGULAR BID

	ESTIMATE TOTAL	265,632,885.23
	LETTING TOTAL	257,248,929.54 -3.2

NCDOT July 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

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 2

Project:	35781.1.2 (U-3315) Pitt County Greenville – Stantonsburg Road- Tenth Street Connector from Memorial Drive to SR 1702 (Evans Street)
Scope of Work:	Roadway Design, Transportation Management Plans, Streetscape Design, Signal Design and Signal Cable Routing.
Estimated Construction Cost:	\$23,300,000.00
Firm:	Kimley-Horn and Associates, Inc., Raleigh, NC
Original Engineering Fee:	\$576,697.12
Previous Supplemental Fee:	\$777,115.87
Supplemental Fee:	\$ 4,269.80
Supplemental Work:	Roadway Design for additional streetscape design
SPSF Utilization:	0%

Project Development and Environmental Analysis – Project Development

After careful evaluation of the workload and schedules of the work that can be accomplished by our staff, it was determined necessary to employ a private firm 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 9

Project:	45836.1.FD1 (U-5608) Rowan County China Grove/Landis – New Route from SR 1211 (Kimball Road) Extension, North Chapel Street to SR 1221 (Bostian Road)
Scope of Work:	Preparation of Environmental Documents and Preliminary Roadway Design
Estimated Construction Cost:	\$4,350,000.00
Firm:	Rummel, Klepper, & Kahl, Raleigh, NC
Maximum Engineering Fee:	\$500,000.00

July 10, 2014

SPSF Utilization: 0%

Chief Engineer

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

DIVISION 7

Project:	42345.3.FS1, 34429.3.S8, and 42345.3.2 (I-5110, R-2413A and R-2413B) Guilford County Future I-73 from existing SR 2085 (Joseph M. Bryan Boulevard)/ Airport Parkway Interchange to south of US 220 near Haw River
Scope of Work:	Construction Engineering and Inspection
Estimated Construction Cost:	\$176,550,000.00
Firm:	Summit Design and Engineering Services, Hillsborough, NC
Maximum Engineering Fee:	\$11,500,000.00
SPSF Utilization:	100%

Transit

Rail

After careful evaluation of the workload and schedules of the work that can be accomplished by our staff, it was determined necessary to employ private firms for Rail Engineering on an as needed basis for various federal-aid and state funded projects to support the Rail Division. These contracts will expire three (3) 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:	Rail Engineering Limited Services
Firm:	AECOM Technical Services of North Carolina, Inc., Raleigh, NC
Maximum Engineering Fee:	\$4,000,000.00
SPSF Utilization:	Summit Design and Engineering Services \$200,000.00 5%
Description of Work:	Rail Engineering Limited Services
Firm:	Gannett Fleming, Inc., Raleigh, NC
Maximum Engineering Fee:	\$3,500,000.00
SPSF Utilization:	American Engineering Associates-Southeast \$175,000.00

July 10, 2014

SPSF Utilization:	5% Environmental Services, Inc. \$175,000.00
DBE/SPSF Utilization:	5% MA Engineering Consultants, Inc. \$175,000.00 5%
Description of Work: Firm:	Rail Engineering Limited Services Hatch Mott MacDonald I&E, Fuquay-Varina, NC
Maximum Engineering Fee: SPSF Utilization:	\$7,500,000.00 Axiom Environmental, Inc. \$150,000.00 2%
Description of Work: Firm:	Rail Engineering Limited Services HNTB North Carolina, Raleigh, NC
Maximum Engineering Fee: SPSF Utilization:	\$7,000,000.00 Environmental Services, Inc. \$350,000.00 5%
SPSF Utilization:	Falcon Engineering, Inc. \$350,000.00 5%
DBE/SPSF Utilization:	MA Engineering Consultants, Inc. \$700,000.00 10%
Description of Work: Firm:	Rail Engineering Limited Services Simpson Engineers and Associates, Cary, NC
Maximum Engineering Fee: DBE/MBE/SPSF Utilization:	\$3,500,000.00 100%
Description of Work: Firm:	Rail Engineering Limited Services Stantec Consulting Services, Inc., Raleigh, NC
Maximum Engineering Fee: SPSF Utilization:	\$2,500,000.00 0%
Description of Work: Firm:	Rail Engineering Limited Services STV Incorporated, Charlotte, NC
Maximum Engineering Fee: SPSF Utilization:	\$5,000,000.00 0%
Description of Work: Firm:	Rail Engineering Limited Services TGS Engineers, Garner, NC
Maximum Engineering Fee: SPSF Utilization:	\$3,500,000.00 100%

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

DIVISION 10

Project:	Charlotte Railroad Improvement Safety Project (CRISP)
	41141.1.1 (U-5008) Mecklenburg County Grade Separation on SR 2975 (E. Sugar Creek Road) over NS/NCRR Crossing No. 715 352H Roadway, Structure, and Hydraulic Designs; Erosion Control, Utility Coordination/Design; Geotechnical, Traffic Management and Signing
Scope of Work:	
Estimate Construction Cost:	\$18,700,000.00
Firm:	SEPI Engineering and Construction, Inc., Raleigh, NC
Original Engineering Fee:	\$713,185.19
Previous Supplemental Fee:	\$147,359.35
Supplemental Fee:	\$ 5,940.14
Supplemental work:	Additional geotechnical review of MSE Wall
DBE/WBE/SPSF Utilization:	100%

STATEWIDE

Description of work:	Rail Environmental Limited Services
Firm:	Michael Baker Engineering, Inc., Cary, NC
Original Engineering Fee:	\$3,600,000.00
Supplemental Fee:	\$ 250,000.00
SPSF Utilization:	The Catena Group \$12,500.00 5%
DBE/WBE/SPSF Utilization:	Dovetail Cultural Resource Group \$25,000.00 10%

Description of work:	Rail Environmental Limited Services
Firm:	Stantec Consulting Services, Inc., Raleigh, NC
Original Engineering Fee:	\$900,000.00
Supplemental Fee:	\$275,000.00
SPSF Utilization:	The Catena Group \$11,000.00 4%
DBE/WBE/SPSF Utilization:	Mattson, Alexander, and Associates \$25,000.00 9%
SPSF Utilization:	Coastal Carolina Research \$8,250.00 3%
SPSF Utilization:	Eydo \$5,500.00 2%

NCDOT July 2014 Board of Transportation Agenda			
According to G.S. 143B-350(g) the Board is requested to concur with staff recommendations and delegate authority to the Secretary to approve funds for secondary road improvement projects.			
Secondary Road Improvement Projects (Highway and Trust Funds)			
County	SR No.	Description	Amount
Beaufort Div. 2	Various	Spot Improvements, Spot Stabilization, Paved Road Improvements, Replacement of Small Bridges with Pipe, Safety Projects, Etc. Increase Funds. WBS 2C.007024	\$176,216.22
Pitt Div. 2	Various	Spot Improvements, Spot Stabilization, Paved Road Improvements, Replacement of Small Bridges with Pipe, Safety Projects, Etc. Increase Funds. WBS 2C.074017	\$694,981.89
Duplin Div. 3	Various	Milling and Patching. Increase Funds. WBS 3C.031073	\$18,770.30
New Hanover Div. 3	SR 2171 Rossmore Road	Pipe Replacement. Increase Funds. WBS 3C.065026	\$2,181.36
New Hanover Div. 3	SR 1525 Patalanda Road	Pipe Replacement. Increase Funds. WBS 3C.065025	\$1,151.74
Onslow Div. 3	SR 1560 Hartsfield Road	GDB&P. Increase Funds. WBS 3C.067076	\$38,251.75
Onslow Div. 3	SR 1938 Quaker Bridge Road	GDB&P. Increase Funds. WBS 3C.067078	\$129,742.00
Pender Div. 3	Various	Countywide Surveys, Plans and Right of Way Signatures. Increase Funds. WBS 3C.071016	\$45,000.00
Pender Div. 3	SR 1214 Lessie Wells Road	GDB&P. Increase Funds. WBS 3C.071058	\$25,000.00
Pender Div. 3	SR 1213 Logger Road	GDB&P. Increase Funds. WBS 3C.071067	\$40,000.00
Pender Div. 3	SR 1632 Rocky Point Elementary Road	GDB&P. Increase Funds. WBS 3C.071085	\$40,720.53

NCDOT July 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
Sampson Div. 3	SR 1414 Minnie Hall Road	Widening. Increase Funds. WBS 3C.082065	\$15,366.76
Wilson Div. 4	Various	Countywide Pipe Replacement. Increase Funds. WBS 4C.098035	\$174,091.53
Franklin Div. 5	SR 1628 Simon Collie Road	GDB&P. Increase Funds WBS 5C.035047	\$249,795.92
Granville Div. 5	Various	Paved Road Improvements. Increase Funds. WBS 5C.039059	\$550,000.00
Granville Div. 5	Various	System Preservation. Increase Funds. WBS 5SP.20394.1	\$977,731.84
Vance Div. 5	Various	Paved Road Improvements. WBS 5C.091038	\$216,166.87
Warren Div. 5	Various	Paved Road Improvements. Increase Funds. WBS 5C.093065	\$205,597.62
Davidson Div. 9	SR 1835 Bethesda Road	Shoulder Reconstruction, Repair and Replace Crossline Drainage. WBS 9C.029100	\$650,000.00
Davidson Div. 9	SR 1835 Hoover Road	Widening. WBS 9C.029099	\$650,000.00
Davie Div. 9	SR 1307 Ijames Church Road	Shoulder Reconstruction, Repair and Replace Crossline Drainage. WBS 9C.0300071	\$146,000.00
Forsyth Div. 9	SR 2693 Sawmill Road	Shoulder Reconstruction, Repair and Replace Crossline Drainage. Increase Funds. WBS 9C.034119	\$196,612.00
Rowan Div. 9	SR 1560 Cedar Springs Road	Widening. WBS 9C.080124	\$250,000.00
Rowan Div. 9	SR 2120 Long Ferry Road	Widening. WBS 9C.080125	\$150,000.00
Rowan Div. 9	SR 1948 Potneck Road	Widening. WBS 9C.080126	\$300,000.00
Stokes Div. 9	SR 1728 Ridge Road	Widening. WBS 9C.085132	\$279,641.00

NCDOT July 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
Stokes Div. 9	SR 1911/1915 Pipe Plane Road	Widening. WBS 9C.085133	\$275,000.00
Anson Div. 10	Various	System Preservation. Increase Funds. WBS 10SP.20044.4	\$500.00
Cabarrus Div. 10	Various	Spot Improvements, Spot Stabilization, Paved Road Improvements, Replacement of Small Bridges with Pipe, Safety Projects, Etc. Increase Funds. WBS 10C.013010	\$350,000.00
Cabarrus Div. 10	Various	Countywide Surveys, Plans and Right of Way Signatures. Increase Funds. WBS 10C.013011	\$10,000.00
Mecklenburg Div. 10	Various	Spot Improvements, Spot Stabilization, Paved Road Improvements, Replacement of Small Bridges with Pipe, Safety Projects, Etc. Increase Funds. WBS 10C.060014	\$244,186.60
Stanly Div. 10	Various	Countywide Surveys, Plans and Right of Way Signatures. Increase Funds. WBS 10C.084016	\$60,000.00
Stanly Div. 10	SR 1913 Swaringen Road	Widening. Increase Funds. WBS 10C.084069	\$20,000.00
Stanly Div. 10	Various	System Preservation. Increase Funds. WBS 10SP.20844.4	\$16,000.00
Union Div. 10	Various	Spot Improvements, Spot Stabilization, Paved Road Improvements, Replacement of Small Bridges with Pipe, Safety Projects, Etc. Increase Funds. WBS 10C.090029	\$200,000.00
Surry Div. 11	SR 1120 Martin Road	GDB&P. WBS 11C.086131	\$7,000.00

NCDOT July 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
Wilkes Div. 11	Meadowview Drive.	Improvements. Increase Funds. WBS 43664	\$175,000.00
Wilkes Div. 11	Various	Pavement Preservation. Increase Funds. WBS 11SP.20974.01	\$2,640,000.00
Gaston Div. 12	SR 1629 Antioch Church Road	GDB&P. Increase Funds. WBS 12C.036096	\$457.20
Gaston Div. 12	SR 1126 Old Providence Road	GDB&P. Increase Funds. WBS 12C.036097	\$85,795.48

Closings

Division	County	WBS Element	Road Number / Name	Amount
Div. 3	Onslow	3C.067067	GDB&P SR 2221M, Magnolia Drive. Increase and Close.	\$204.67
Div. 5	Granville	5C.039042	GDB&P SR 1506, Stoval Road. Increase and Close.	\$81.01
Div. 5	Granville	5C.039058	Paved Road Improvements. Increase and Close.	\$14,655.16
Div. 5	Warren	5C.093041	GDB&P SR 1515, Rosser Road. Increase and Close.	\$12,028.83
Div. 5	Warren	5C.093053	Upgrade Walter Street to Minimum Standards. Increase and Close.	\$60,742.33
Div. 5	Warren	5C.093062	GDB&P SR 1738, Birch Road. Increase and Close.	\$405.75
Div. 6	Harnett	6C.043072	GDB&P SR 1402, Auger Hole Road. Increase and Close.	\$208.56
Div. 10	Anson	10C.004063	GDB&P SR 1868, Ponderosa Road. Increase and Close.	\$11,046.15

NCDOT July 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)
Deletions

County	SR No.	Reason	Amount
Franklin Div. 5	SR 1402 Frazier Dement Road	GDB&P. Unavailable Right of Way. WBS 5C.035040	-\$249,795.92
Lincoln Div. 12	SR 1269 Hull McGinnis Road	GDB&P. Unavailable Right of Way. WBS 12C.055050	-\$5,000.00
Catawba Div. 12	SR 1106 JC Road	GDB&P. Unavailable Right of Way. WBS 12C.018057	-\$5,000.00

Corrections:

Div. 3 – Brunswick County, WBS 3C.010084 and 3C.010085 should not have been listed on the June 2014 agenda.

Div. 6 – Harnett County, WBS 2C.074097 should have been listed as 6C.043113.

Div. 8 – Chatham County, WBS 8C.19111 should not have been listed on June 2014 Agenda.

Div. 10 – Anson County, WBS 10C.004063 was listed to Increase Funds in the amount of \$19,187.92. The correct amount should be \$8,141.00.

Div. 11 – Alleghany County, WBS 11C.003067 should have been listed as 11C.003087.

Div. 11 – Watauga County – WBS 11C.095027 should not have been listed on the agenda.

Div. 13 – Mitchell County – WBS 13C.061071 should have been listed to Increase and Close.

Secondary Road Construction Programs

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

	Total Amount Programmed
Division 3	
Brunswick County (FY 13/14)	\$139,100.26
Onslow County (FY 13/14)	\$149,742.00
Pender County (FY 13/14)	\$123,941.00
Division 6	
Cumberland County (FY 13/14)	\$901,312.50
Harnett County (FY 13/14)	\$919,727.89
Total	\$2,233,823.65

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

Brunswick County

FY 2014 Allocation

Highway Fund (paved Road Improvements)	\$ <u>0</u>
Highway Fund (standard)	\$ <u>139,100.26</u>
Trust Fund	\$ <u>0</u>
Carry over funds (deleted projects, etc.)	\$ <u>0</u>
Total	\$ <u>139,100.26</u>

I. Paving Unpaved Roads

Programmed Paving Goal: 0 Miles

Rural Paving Priority

<u>Priority</u>		<u>Length</u>		
<u>Number</u>	<u>SR No.</u>	<u>(Miles)</u>	<u>Road Name and Description</u>	<u>Est. Cost</u>

Total Miles	<u>0</u>	Subtotal	\$ <u>0</u>
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*** Rural Paving Alternates**

<u>Priority</u>		<u>Length</u>		
<u>Number</u>	<u>SR No.</u>	<u>(Miles)</u>	<u>Road Name and Description</u>	<u>Est. Cost</u>

Total Miles	0	Subtotal	\$ <u>0</u>
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B. Subdivision Paving Priority

<u>Priority</u>		<u>Length</u>		
<u>Number</u>	<u>SR No.</u>	<u>(Miles)</u>	<u>Road Name and Description</u>	<u>Est. Cost</u>

Total Miles	0	Subtotal	\$ <u>0</u>
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Subdivision Paving Alternates

<u>Priority</u>		<u>Length</u>		
<u>Number</u>	<u>SR No.</u>	<u>(Miles)</u>	<u>Road Name and Description</u>	<u>Est. Cost</u>

In the event that any roads in priority have to be placed on the “Hold List” due to unavailable right of way or environmental review, or if additional funding becomes available, funds will be applied to the roads listed in priority order in the paving alternate list.

II. General Secondary Road Improvements

A. Paved Road Improvements

<u>SR No.</u>	<u>Project Description</u>	<u>Est. Cost</u>
SR 1133	Empire Road - Strengthening	\$ 105,575.43
SR 1128	Hewett Road. – partial funding for Strengthening	\$ 33,524.83

Subtotal \$ 139,100.26

Unpaved Road Spot Improvements

Estimated funds to be received (this is by formula so actual totals will not be known until allocations are set up).

Note:

Subtotal \$ 0

III. Trust Fund Safety Improvements (GS 136-182)

<u>SR No.</u>	<u>Project Description</u>	<u>Est. Cost</u>

Subtotal \$ 0

IV. Funds reserved for surveying, right of way acquisition, road additions, contingencies, overdrafts, and paving entrances to certified fire departments, rescue squads, etc.

Subtotal \$ 0

GRAND TOTAL \$ 139,100.26

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

Onslow County

FY _13-14__ Allocation

Highway Fund (paved Road Improvements)	\$	0.00
Highway Fund (standard)	\$	149,742
Trust Fund	\$	0.00
Total	\$	149,742

I. Paving Unpaved Roads

Programmed Paving Goal: 0 Miles

Rural Paving Priority

Priority	Length		
<u>Number</u>	<u>SR No.</u>	<u>(Miles)</u>	<u>Road Name and Description</u>
			<u>Est. Cost</u>

10F	1938	0.30	Quaker Bridge Road from EOP to EOS (Increase Funds)	\$129,742
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Total Miles	0	Subtotal	\$129,742
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*** Rural Paving Alternates**

Priority	Length		
<u>Number</u>	<u>SR No.</u>	<u>(Miles)</u>	<u>Road Name and Description</u>
			<u>Est. Cost</u>

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Total Miles	0	Subtotal	\$0.00
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B. Subdivision Paving Priority

Priority	Length		
<u>Number</u>	<u>SR No.</u>	<u>(Miles)</u>	<u>Road Name and Description</u>
			<u>Est. Cost</u>

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Total Miles	0	Subtotal	\$0.00
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Subdivision Paving Alternates

Priority	Length		
<u>Number</u>	<u>SR No.</u>	<u>(Miles)</u>	<u>Road Name and Description</u>
			<u>Est. Cost</u>

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In the event that any roads in priority have to be placed on the "Hold List" due to unavailable right of way or environmental review, or if additional funding becomes available, funds will be applied to the roads listed in priority order in the paving alternate list.

II. General Secondary Road Improvements

A. Paved Road Improvements

<u>SR No.</u>	<u>Project Description</u>	<u>Est. Cost</u>
	Subtotal	\$0.00

B. Unpaved Road Spot Improvements

Estimated funds to be received (this is by formula so actual totals will not be known until allocations are set up).

III. Trust Fund Safety Improvements (GS 136-182)

<u>SR No.</u>	<u>Project Description</u>	<u>Est. Cost</u>
	Subtotal	\$ 0.00

IV. Funds reserved for surveying, right of way acquisition, road additions, contingencies, overdrafts, and paving entrances to certified fire departments, rescue squads, etc.

Subtotal	\$20,000.00
GRAND TOTAL	\$149,742.00

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

Pender County

FY _13-14__ Allocation

Highway Fund (paved Road Improvements)	\$	0.00
Highway Fund (standard)	\$	123,941
Trust Fund	\$	0.00
Total	\$	123,941

I. Paving Unpaved Roads

Programmed Paving Goal: 0 Miles

Rural Paving Priority

<u>Priority Number</u>	<u>SR No.</u>	<u>Length (Miles)</u>	<u>Road Name and Description</u>	<u>Est. Cost</u>
2F	1213	1.10	Logger Road from SR 1211 to SR 1211 (Increase Funds To Close)	\$40,000.00
3F	1214	0.70	Lessie Wells Road from SR 1213 to SR 1215 (Increase Funds To Close)	\$25,000.00

Total Miles	1.80	Subtotal	\$65,000.00
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*** Rural Paving Alternates**

<u>Priority Number</u>	<u>SR No.</u>	<u>Length (Miles)</u>	<u>Road Name and Description</u>	<u>Est. Cost</u>

Total Miles	0	Subtotal	\$0.00
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B. Subdivision Paving Priority

<u>Priority Number</u>	<u>SR No.</u>	<u>Length (Miles)</u>	<u>Road Name and Description</u>	<u>Est. Cost</u>

Total Miles	0	Subtotal	\$0.00
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Subdivision Paving Alternates

<u>Priority</u> <u>Number</u>	<u>SR No.</u>	<u>Length</u> <u>(Miles)</u>	<u>Road Name and Description</u>	<u>Est. Cost</u>
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In the event that any roads in priority have to be placed on the “Hold List” due to unavailable right of way or environmental review, or if additional funding becomes available, funds will be applied to the roads listed in priority order in the paving alternate list.

II. General Secondary Road Improvements

A. Paved Road Improvements

<u>SR No.</u>	<u>Project Description</u>	<u>Est. Cost</u>
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Subtotal \$0.00

B. Unpaved Road Spot Improvements

Estimated funds to be received (this is by formula so actual totals will not be known until allocations are set up).

Subtotal \$13,941.00

III. Trust Fund Safety Improvements (GS 136-182)

<u>SR No.</u>	<u>Project Description</u>	<u>Est. Cost</u>
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Subtotal \$ 0.00

IV. Funds reserved for surveying, right of way acquisition, road additions, contingencies, overdrafts, and paving entrances to certified fire departments, rescue squads, etc.

Subtotal \$45,000.00

GRAND TOTAL \$123,941.00

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

Cumberland County

FY _13-14__ Allocation	
Highway Fund	\$387,378.59
Trust Fund	\$513,933.91
Total	\$901,312.50

Funds to Cover Overruns In Previously Approved Projects	\$788,068.22
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Total Funding Available	\$113,253.78
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Paving Program **\$0.00**
 Funds used to build and pave unpaved roads in priority order from the Rural and Residential/Subdivision List

There are no unpaved roads scheduled for improvement and paving in this Program due to the Statewide Priority Rating for this Fiscal Year.

Contingency Reserve	\$113,253.78
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GRAND TOTAL	\$901,312.50
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**North Carolina Department of Transportation
Secondary Roads Construction Program**

Harnett County

FY 13-14	
Highway Fund	\$395,293.41
Trust Fund	\$524,434.48
Total	\$919,727.89
Funds to Cover Overruns	\$321,081.00
Total Funding Available	\$598,646.89

Paving Program **\$0.00**

Funds used to build and pave unpaved roads in priority order from the Rural and Residential/Subdivision List

There are no unpaved roads scheduled for improvement and paving in this Program due to the Statewide Priority Rating for this Fiscal Year.

Spot Improvements **\$500,000.00**

Funds used to supplement road maintenance operations such as unpaved road stabilization with stone or local materials, shoulder repair, widening of paved secondary roads, drainage improvements and safety projects.

<u>Map Number</u>	<u>SR No.</u>	<u>Length (Miles)</u>	<u>Road Name and Description</u>	<u>Est. Cost</u>
N/A	Various	N/A	Crack Sealing, Short Pavement Overlays and Pipe Replacements	\$500,000.00

Contingency Reserve **\$98,646.89**

Funds used for unpaved road surveying and right of way acquisition, unpaved road additions, property owner participation, paving driveways of rural fire or rescue departments and overdrafts.

GRAND TOTAL **\$919,727.89**

NCDOT July 2014 Board of Transportation Agenda

Road Additions:

County	Pet. No.	Length (Miles)	Description	Date of Report
Division 1				
Pasquotank	50530		Newbegun Landing Subdivision	1/17/14
		0.41	Maggie Lane	
		0.10	Courthouse Lane	
		0.37	Broomfield Trail	
		0.10	Lister Chase	
Perquimans	50531		Mathews Acres Subdivision	1/17/14
		0.12	Faith Drive	
Division 3				
Brunswick	50532		Stoney Creek Plantation Subdivision	4/29/14
		0.09	Stoney Creek Lane	
		0.11	Brickstone Court	
		0.07	Rhinestone Court	
Onslow	50533		Buckhaven Subdivision	5/1/14
		0.46	Buckhaven Drive	
		0.18	Crocket Ridge Court	
Division 4				
Johnston	50534		Unity Forest Subdivision	4/24/14
		0.12	Unity Drive	
Division 5				
Durham	50536		Keeneland Manor Subdivision	4/15/14
		0.28	Keeneland Court	
		0.03	Winners Circle	
Wake	50537		Sunset Manor Subdivision	4/25/14
		0.58	Sunset Manor Drive	
		0.15	Blazing Sunset Trail	
		0.08	Rising Sun Court	
Wake	50538		Parker Falls North Subdivision	4/29/14
		0.28	Bryant Falls Court	
Division 6				
Harnett	50514		Lexington Subdivision	3/11/14
		0.28	Trenton Place	
		0.17	Bicentennial Way	

July 10, 2014

NCDOT July 2014 Board of Transportation Agenda

Road Additions:

County	Pet. No.	Length (Miles)	Description	Date of Report
Division 8 Randolph	50539	0.30	Turning Oaks Subdivision Turning Oaks Trail	5/12/14
Division 9 Forsyth	50540	0.13 0.20	Pine Meadows Subdivision Grove Pines Court Grove Pines Lane	5/28/14
Division 10 Union	50541	0.19 0.09 0.07 0.06 0.04	Crooked Creek Subdivision Ethel Sustar Road Eric Sustar Lane Zee Court Gwen Hartis Court Sustar Drive, SR 1516 Ext.	3/24/14
Division 11 Wilkes	50542	0.06	Ashland Estates Subdivision Ashland Lane	6/4/14
Yadkin	50543	0.23	Copperfield Subdivision Copperfield Court	5/21/14
Division 12 Iredell	50544	0.03	The Point Subdivision Barnstable Court	5/27/14
Road Abandonments:				
Division 5 Durham	50545	0.08 0.19	Portion of SR 2214 Chanticleer Drive SR 2213 Buxbury Lane / Hatteras Drive	5/14/14
Division 8 Randolph	50546	0.12	Portion of SR 1514 Old Way Road	4/16/14
Division 9 Rowan	50547	0.18	Portion of SR 2175 Dukeville Road	4/15/14

July 10, 2014

NCDOT JULY 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 3 Duplin	Town of Sarecta – Pave in front of Sarecta Fire Department on SR 1700 WBS 44242	Public Access TOTAL	\$9,900.00 \$9,900.00
Div 3 Onslow	Sneads Ferry – WBS 43518 was established (03/12) for design for dual left turn movement on NC-210 at intersection of NC-172 and widening on NC-172 to accommodate left turning lane and increased for construction (04/12) Increase & close	Contingency TOTAL	\$254,294.93 \$254,294.93
Div 3 Pender	Construct a driveway and associated turning area from US-17 to the bay doors of new Pender EMS & Fire facility WBS 44241	Public Access TOTAL	\$25,000.00 \$25,000.00
Div 5 Wake	Town of Holly Springs – Intersection improvements at SR 1115 (Avent Ferry Rd) and Hwy-55 Bypass Other funding: \$575,000 (Spot Safety); \$525,000 (Town) WBS 44248	Contingency TOTAL	\$500,000.00 \$500,000.00
Div 6 Bladen	Construct a driveway for new Kelly VFD satellite location on NC-210 0.7 miles N of SR 1548 (Brown Rd) WBS 44243	Public Access TOTAL	\$25,000.00 \$25,000.00
Div 7 Orange	Town of Hillsborough – Grading, curb & gutter, crosswalks, and bus pull-out on NC-86 / US-70 Business (South Churton St) from Eno River Bridge to just south of Margaret St WBS 44247	Contingency TOTAL	\$120,000.00 \$120,000.00
Div 8 Chatham	WBS 42394 was established (08/08) for safety improvements on Corinth Rd near Uniboard Facility, now ARAUCO Increase funds	Contingency TOTAL	\$213,000.00 \$213,000.00

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

County	Description	Type	Amount
Div 9 Forsyth	Town of Kernersville – WBS 43557 was established (05/12) to construct a roundabout on NC-66 (Bodenhamer St) at SR 2021 (Dobson St) Increase funds	Econ Development <hr/> TOTAL	\$14,345.57 <hr/> \$14,345.57
Div 10 Mecklenburg	City of Charlotte – Roadway improvements and signalization at the intersection of NC-49 (University City Blvd) and Cameron Blvd, and left-turn crossover installation at the intersection of NC-24 (WT Harris Blvd) and Alumni Way Other funding: \$500,000 (City); \$500,000 (University) WBS 44244	Contingency <hr/> TOTAL	\$500,000.00 <hr/> \$500,000.00
Div 12 Iredell	Town of Mooresville – WBS 44234 was established (06/14) for the construction of Cornelius-Mazeppa Rd beginning at the termini of existing SR1302 (Cornelius Rd) and ending at the termini of existing SR 2395 (Mazeppa Rd); proposed construction is approximately 1 mile in length consisting of two 12' travel lanes with 6' bike lanes of each side Increase funds	Contingency <hr/> TOTAL	\$500,000.00 <hr/> \$500,000.00

Scope change:

Div 10, Stanly County – WBS 43906 was established (07/13) for a bike/pedestrian trail project along town sewer easements; funding put towards a greenway project connecting neighborhoods from North side of NC-24/27 to commercial entities; scope change to construct sidewalk and pedestrian trails to connect subdivisions with nearby businesses, park, and elementary school area

Deletions:

Div 1, Perquimans County – WBS 38098 was established (03/04) to construct approximately 1100 feet of concrete curb & gutter from end of existing curb & gutter on SR 1110 (Grubb st) to SR 1109; project scope scaled back to installation of drop inlets

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

Div 13, Burke County – WBS 42585 was established (05/12) for the paving of the driveway area in front of the truck bays for the new Lovelady Fire & Rescue Station off of US-70 in Connelly Springs, also serving Valdese, Rutherford College, and a portion of Burke County; terms of agreement not meet by County

Div 13, Yancey County – WBS 42172 was established (06/08) to install guardrail near Bridge # 171 on SR 1336 (Jacks Creek Rd); Unable to connect guardrail to bridge

Summary:	Number of Projects	10
	Number of Divisions	8
	Small Construction Commitment	\$0.00
	Public Access Commitment	\$59,900.00
	Contingency Commitment	\$2,087,294.93
	Economic Development	\$14,345.57
	TOTAL	\$2,161,540.50

ADDITIONS to the Transit 2012-2018 STIP

STIP #	Transit Partner	DESCRIPTION	match	FUND	FY13 (000)	FY14 (000)	FY15 (000)	FY16 (000)	FY17 (000)	FY18 (000)	FY19 (000)
TQ-7001	Winston Salem Urban Area	Section 5310 Program Administration	FEPD	5310	30						
TA-5140	Goldsboro Wayne Transportation Authority	30' Bus Replacement	FUZ	5307		278					
			Local	L		70					
TA-5141	Goldsboro Wayne Transportation Authority	25' Bus Replacement	FUZ	5307		100					
			Local	L		25					
TA-5143	Chapel Hill Transit	Purchase support and paratransit vehicles	FBUS	5339		160					
			State	S		20					
			Local	L		20					
TD-5271	Chapel Hill Transit	Renovate bus related facilities	FBUS	5339		40					
			State	S		5					
			Local	L		5					
TA-5144	Durham Area Transit Authority	Battery Replacement – Hybrid Buses -20	FBUS	5339				640			
			Local	L				160			
TA-5145	Durham Area Transit Authority	Bus Refurbishment - 6	FBUS	5339				78			
			Local	L				20			
TA-5146	Durham Area Transit Authority	Bus Repower - 3	FBUS	5339					142		
			Local	L					35		
TA-5147	Durham Area Transit Authority	Bus Refurbishment - 3	FBUS	5339					41		
			Local	L					10		
TG-5250	Triangle Transit	Shop Equipment	FBUS	5339		70					
			Local	L		17					
TA-5148	Triangle Transit	Vanpool Vans – Replacement (8)	FBUS	5339		178					
			Local	L		46					
TG-5251	Triangle Transit	Routine Capital	FBUS	5339		222					
			Local	L		55					

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-5227	Chapel Hill Transit	Routine Capital – Purchase bus stop shelters, benches, shop equip., spare parts, engines, fare box, support vehicles, replace/repair shop lifts	FBUS	5339		263					
			Local	L		66					

ADMINISTRATIVE 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)
TA-4771	Greensboro Transit Authority	Hybrid Replacement Buses	FBUS	5339	554	554					
			State	S	55	55					
			Local	L	62	62					
			CMAQ	CMAQ	1,052	2,090	1,618	2,544	567		
			State	S		209	162	254	57		
			L	L	263	235	182	286	64		

Item I-1A, 14 Projects, Total Federal/State/Local funds \$13,721,000

NCDOT July 2014 Board of Transportation Agenda

Rail Program

Town/County Division	Project Description	Estimated Cost
Statewide	<p>The Rail Division requests Board approval of State Rail funds for annual contracted services to be defined in a FFY 2015 operating agreement between the Department and the National Railroad Passenger Corporation (Amtrak) for rail passenger service under the names <i>Carolinian (Trains 79 & 80)</i> between Charlotte and Washington, DC and <i>Piedmont Service (Trains 73, 74, 75 and 76)</i> between Raleigh and Charlotte. The cost for Amtrak-provided train operations for the period October 1, 2014 through September 30, 2015 is estimated to be up to \$7,670,580 (\$639,215 monthly), including the actual cost for locomotive fuel (<i>Carolinian only</i>) host railroad payments, and the estimated capital cost for passenger equipment (<i>Carolinian only</i>). Total cost of Amtrak-provided FFY 2015 passenger operations is projected to be \$28,130,580 with \$20,460,000 or approximately 72.8% being covered by revenues from ticket sales and other sources for a state-funded balance of \$7,670,580. State funds have been allocated for this service by the General Assembly through the Rail continuing appropriation.</p> <p>WBS 43413</p>	\$5,000,000
Statewide	<p>The Rail Division requests Board approval of State Rail funds for contracted services to maintain and support the Piedmont passenger trains. The funds will cover the daily Piedmont mechanical services under an existing multi-year maintenance agreement between the Department and RailPlan International, Inc. The annual cost for RailPlan International, Inc. services is \$3,400,000. The funds will also cover state procured locomotive fuel, parts, materials, Capital Yard maintenance facility expenses, and rolling stock insurance costs.</p> <p>WBS 32162 & WBS 32220</p>	\$3,000,000

<p>Statewide</p>	<p>The Rail Division requests Board approval of State Rail funds for Crossing Safety Studies and projects, related State match for grants, administrative costs, salaries and consultant contracts to cover the 12-month period ending June 30, 2015.</p> <p>WBS 32268</p>	<p>\$1,000,000</p>
<p>Statewide</p>	<p>The Rail Division requests Board approval of State Rail funds for document management, design services and mechanical engineering support for the Piedmont Service at the Capital Yard. The funds will insure full and timely compliance with Federal Railroad Administration mandated locomotive and passenger railcar regulations that govern the daily operation of the Piedmont passenger trains and NCDOT-owned equipment.</p> <p>WBS 32228</p>	<p>\$100,000</p>
<p>Statewide</p>	<p>The Rail Division requests Board approval of State Rail funds for Passenger Train Administrative expenses to cover the Operations & Facilities Branch staffing requirements, office support, and travel expenses. The Operations & Facilities Branch of the Rail Division is responsible for the planning, administration, operation and maintenance of the daily Carolinian and Piedmont passenger trains.</p> <p>WBS 32217</p>	<p>\$100,000</p>
<p>Statewide</p>	<p>The Rail Division requests Board approval for State Rail funds for Rail Corridor Administrative Expenses. The Operations and Facilities Branch of the Rail Division administers and maintains 107 miles of preserved rail corridors throughout North Carolina. The funds will pay staff salaries, office support, and travel expenses. The Rail Corridor Preservation Act (G.S. § 136-44.35) directs the Rail Division to preserve and maintain threatened and/or underutilized rail corridors for future freight or passenger rail service and economic development purposes.</p> <p>WBS 32234</p>	<p>\$100,000</p>

<p>Statewide</p>	<p>The Rail Division requests Board approval of State Rail funds for the development of a Positive Train Control Development Plan (PTCDP), which is necessary for compliance with Federal Regulation under 49 CFR § 236. The development plan will provide the Department with guidance on issues related to the congressional mandate requiring U.S. railroads to implement PTC by December 2015. This development plan will address the locomotive requirements, as part of the full PTCDP implementation. The scopes of services include development of PTC Implementation Plan, Safety Plan, Training Program and Maintenance Program Integration.</p> <p>WBS 42908</p>	<p>\$60,000</p>
<p>Statewide</p>	<p>The Rail Division requests Board approval of State Rail funds for salaries, marketing and promotion of NCDOT's passenger train program including expenses and advertising costs to cover the 12-month period ending June 30, 2015.</p> <p>WBS 32218</p>	<p>\$ 325,000</p>
<p>Division 3 Brunswick County</p>	<p>The Rail Division requests Board approval Freight Rail & Rail Crossing Safety Improvement Funds to partially finance the costs of constructing rail industrial access track to serve Project Diamond. The company is considering construction of a new facility in Brunswick County. The company proposes to hire more than 1,000 new employees and make a capital investment of at least \$35 million. They anticipate receiving at least 1500 carloads of rail freight per year and require rail access in order to choose the Brunswick County site for the facility. Funding is contingent upon the following: an environmental review, a construction schedule that complies with grant requirements, all other Freight Rail & Rail Crossing Safety/Rail Industrial Access Program requirements being satisfied, and implementation of transportation improvements necessary to protect the safety of the pubic contractors and employees of Project Diamond.</p>	<p>\$200,000</p>
<p>Division 5 Durham County</p>	<p>The Rail Division requests Board approval to allocate State Travel Time Funding to conduct preliminary engineering and project development for an Extension of East Durham Siding and related safety improvements - Project proposes to extend existing East Durham Siding on the North Carolina Railroad from east of Glover Road (MP H-59.0) to west of T W Alexander Drive (MP H-61.2) including the study of the grade separation of Glover Road (SR 1940, MP H-58.9), alternative access for Wrenn Road (SR 1955, MP H-59.3), and the grade separation of Ellis Road (SR 1954, MP H-60.3).</p>	<p>\$300,000</p>

<p>Division 5 Wake County</p>	<p>The Rail Division requests Board approval to allocate State Travel Time Funding to conduct preliminary engineering for Capital Yard South End Track Improvements - Project extends the existing NCDOT Capital Yard south lead track approximately 1,800 feet from MP S-156.3 across CSX bridges over Peace Street and Capital Boulevard to MP S-156.6 to improve operational efficiency of and alleviate traffic conflicts between CSX freight operations and NCDOT passenger operations between NCDOT Capital Yard and Raleigh Station. The project also includes reconfiguration of existing yard ladder tracks to access the new lead and to improve operations within both the CSX Raleigh Yard and NCDOT Capital Yard.</p>	<p>\$50,000</p>
<p>Division 10 Cabarrus County</p>	<p>Approval is requested to allocate funds for a Kannapolis Train Station Phase 2 Feasibility Study. The Kannapolis Train Station was completed in 2004, and a new canopy was completed with ARRA funds in 2013. As ridership and the number of passenger and freight trains increases, additional improvements for safety and capacity may be needed. The Study will evaluate the station area and determine the feasibility and cost of additional infrastructure to accommodate future demand.</p>	<p>\$50,000</p>
<p>Division 10 Mecklenburg County</p>	<p>The Rail Division requests Board approval to allocate State Travel Time Funding to conduct preliminary engineering for Charlotte Gateway Station / South End Track Improvements - Project includes the track work to accommodate the construction of Charlotte Gateway Station between West Fourth Street and West Trade Street in Charlotte, NC. The project includes both proposed station tracks and track work along the existing Norfolk Southern Mainline between the existing Charlotte Amtrak Station (MP 376.0) and Charlotte Junction (MP 380.7) to accommodate passenger operations to the proposed Gateway Station.</p>	<p>\$325,000</p>

ITEM I-2 SUMMARY – 13 PROJECTS – (TOTAL FEDERAL AND STATE) \$10,610,000

NCDOT July 2014 Board of Transportation Agenda

Division of Bicycle and Pedestrian Transportation Program

Town/County Division	Project Description	Estimated Cost	
Division 7	Divisions 7/9 This project will be to develop a regional bicycle/pedestrian data collection and planning study to be piloted in Divisions 7/9 in SFY 15. Data collected will be used in regional planning studies, traffic monitoring, project prioritization and asset inventory.	\$250,00	Total
Division 9		\$0	Federal
		\$250,00	State
		\$0	Local

ITEM I-3 SUMMARY – 1 PROJECT – (TOTAL FEDERAL, STATE AND LOCAL) \$250,000

NCDOT July 2014 Board of Transportation Agenda

Aviation Program

Town/County Division	Project Description	Estimated Cost	
Hickory, NC Catawba County Division 12	The Aviation Division requests Board approval of funds for "Taxiway(s) 'B' & 'S' & North Apron Pavement Rehabilitation" This will be an Award Adjustment to include the additive bids for this project at the Hickory Regional Airport. WBS 36237.66.4.3	\$675,907 \$608,316 \$67,591	Total Federal State Local
Salisbury, NC Rowan County Division 9	The Aviation Division requests Board approval of funds for an Update to the Airport Layout Plan for Rowan County Airport.	\$215,367 \$193,830 \$21,537	Total Federal State Local

ITEM I-4 SUMMARY – 2 PROJECT – (TOTAL FEDERAL, STATE AND LOCAL) \$891,274

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

Town/ County Division PROJ. CATEGORY	Project Description	Estimated Cost
Divisionwide Div. 1 EE-4901 DIVISION	WBS 45001.4.1 Ecosystems Enhancement Program. \$25,921,495.00 has previously been approved for project mitigation. Funds need to be decreased (\$98,341.24) for SFY14 adjustment.	-\$98,341.24
Northampton Co. Div. 1 R-5519 DIVISION	WBS 45535.3.1 SR 1200 (Lebanon Church Road), Widen, strengthen and upgrade roadway to accommodate truck traffic to the Northampton County Industrial Park. (Combined with W-5016). \$2,500,000.00 has previously been approved for construction. Additional funds are requested for construction. This is an Economic Development project.	\$700,000.00
Raleigh/ Wake Co. Div. 5 U-4432 DIVISION	WBS 35029.2.1 SR 1370 (Tryon Road) from west of Bridge No. 259 over the Norfolk Southern Railway to US 70-401/NC 50 (Wilmington Street). \$550,000.00 has previously been approved for right of way and utilities. Additional funds are requested.	\$2,000,000.00
Raleigh/ Wake Co. Div. 5 U-4432 DIVISION	WBS 35029.1.2 SR 1370 (Tryon Road) from west of Bridge No. 259 over the Norfolk Southern Railway to US 70-401/NC 50 (Wilmington Street). \$1,079,833.00 has previously been approved for preliminary engineering. Additional funds are needed to cover expenditures that have or will exceed the previously authorized budget.	\$105,000.00
Robeson Co. Div. 6 R-5018 REGIONAL	WBS 41521.2.2 NC 211 from NC 72 (Roberts Avenue) to east of SR 2110 (Snake Road). \$ 1,650,012.00 of federal funds has previously been approved for right of way and utilities. Initial state funds on this WBS are requested to complete the work.	\$35,000.00

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

Town/ County Division PROJ. CATEGORY	Project Description	Estimated Cost
Divisionwide Div. 9 EE-4909 DIVISION	WBS 45009.4.1 Ecosystems Enhancement Program. \$17,106,898.00 has previously been approved for project mitigation. Funds need to be decreased (\$137,706.33) for SFY14 adjustment.	-\$137,706.33
Divisionwide Div. 9 M-0405I DIVISION	WBS 41549.9.1 Divisionwide Mowing Contract for Division 9. \$142,780.00 has previously been approved for mowing contracts. Funds need to be decreased (\$41,897.82). WBS will be closed.	-\$41,897.82
Divisionwide Div. 10 EE-4910 DIVISION	WBS 45010.4.1 Ecosystems Enhancement Program. \$29,356,409.00 has previously been approved for project mitigation. Funds need to be decreased (\$19,334.21) for SFY14 adjustment.	-\$19,334.21
Graham Co. Div. 14 B-3457 DIVISION	WBS 33077.3.2 Replace Bridge No. 68 over Panther Creek on SR 1232 (Panther Creek Road). \$600,000.00 has previously been approved for construction. Additional funds are needed to cover expenditures that have or will exceed the previously authorized budget.	\$145,000.00
Statewide 1DOT	WBS 1DOT Administrative Direct Cost for Field Positions. \$120,000,000 has previously been approved for DOT overhead costs such as training, personnel actions, travel and other general administrative functions that our field personnel routinely do that are not related to project development. Additional funds are needed for SFY 15.	\$20,000,000.00
ITEM J SUMMARY	10 PROJECTS	\$22,687,720.40

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

Town/ County Division PROJ. CATEGORY	Project Description	Estimated Cost
Brunswick/ Carteret/ New Hanover Cos. Div. 2/3 F-5301 REGIONAL	WBS 45372.3.R1 Cedar Island dock in Division 2 and Southport and Fort Fisher docks in Division 3. Initial funds are requested for construction.	\$980,000.00
Fayetteville/ Cumberland Co. Div. 6 U-2519CB STATEWIDE	WBS 34817.3.S8 Fayetteville Outer Loop from south of SR 1400 (Cliffdale Road) to east of All American Freeway. Initial funds are requested for construction based on the estimate from the 12-Month Tentative Letting List published May 27, 2014. This is a cash flow project with \$41,866,667.00 in SFY 15, \$41,866,667.00 in SFY 16 and \$41,866,666.00 in SFY 17.	\$125,600,000.00
Pembroke/ Robeson Co. Div. 6 P-4900 STATEWIDE	WBS 41099.2.S1 Railroad Bypass of Pembroke to allow North to South shipments to turn East. Initial funds are requested for full right of way.	\$1,500,000.00
Alamance Co. Div. 7 U-5538A DIVISION	WBS 44113.3.D1 Access road from SR 1981 (Trollingwood - Hawfields Road) to industrial site. Initial funds are requested for construction. This is an economic development project.	\$1,600,000.00
Alamance Co. Div. 7 U-5538B DIVISION	WBS 44113.1.D2 Access road from SR 1981 (Trollingwood - Hawfields Road) to industrial site. Initial funds are needed for preliminary engineering. This is an economic development project.	\$50,000.00

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

Town/ County Division PROJ. CATEGORY	Project Description	Estimated Cost
Huntersville/ Mecklenburg Co. Div. 10 U-5114 REGIONAL	WBS 42376.1.R2 Intersection of US 21 and Gilead Road. Construct intersection improvements, including bicycle and pedestrian accommodations. Initial funds are needed for preliminary engineering.	\$100,000.00
Mecklenburg Co. Div. 10 U-5712 STATEWIDE	WBS 46298.1.S1 NC 160 (West Boulevard), SR 5901 (Billy Graham Parkway) intersection. Upgrade intersection to interchange. Initial funds are needed for preliminary engineering.	\$400,000.00
Mecklenburg Co. Div. 10 U-5714 STATEWIDE	WBS 46299.1.S1 SR 5901 (Billy Graham Parkway), Morris Field Drive intersection. Construct grade separation. Initial funds are needed for preliminary engineering.	\$400,000.00
Union Co. Div. 10 U-5723 STATEWIDE	WBS 46300.1.S1 Existing US 74/601 interchange. Construct improvements. Initial funds are needed for preliminary engineering.	\$200,000.00
Alleghany Co. Div. 11 R-4060 REGIONAL	WBS 34605.2.RU1 US 21 (Sparta Western Loop) from SR 1172 (Grandview Drive) to US 21. Initial funds are needed for utilities.	\$130,000.00

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

Town/ County Division PROJ. CATEGORY	Project Description	Estimated Cost
Mount Holly/ Gaston Co. Div. 12 U-3633 REGIONAL	WBS 37649.2.RU2 NC 273 (South Main Street) from Tuckaseege Road (at Beatty Drive) to Highland Street. Initial funds are needed for utilities.	\$60,567.29
STRATEGIC TRANSPORTATION INVESTMENTS	11 PROJECTS	\$131,020,567.29

**NCDOT July 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
Divisionwide Div. 1 EE-4901 DIVISION	WBS 45001.4.1 Ecosystems Enhancement Program. \$25,921,495.00 has previously been approved for project mitigation. Funds need to be decreased (\$5,331,414.38) for SFY14 adjustment.	-\$5,331,414.38
Jones/ Onslow Cos. Div. 2/3 R-2514D STATEWIDE	WBS 34442.1.5 US 17 from North of NC 58 to the New Bern Bypass. \$1,445,000.00 has previously been approved for preliminary engineering. Additional funds are requested for preliminary engineering.	\$1,000,000.00
New Hanover/ Pender Cos. Div. 3 R-3300 STATEWIDE	WBS 40237.2.1 US 17 Hampstead Bypass from US 17 to US 17 north of Hampstead. \$5,065,451.00 has previously been approved for appraisal and advanced acquisition of specific parcels. Additional funds are requested for advanced acquisition of Specific Parcel 930 (Property of Last Request Properties, LLC).	\$857,500.00
Divisionwide Div. 5 EE-4905 DIVISION	WBS 45005.4.1 Ecosystems Enhancement Program. \$19,374,731.00 has previously been approved for project mitigation. Additional funds are needed for SFY14 adjustment.	\$1,661,000.93
Divisionwide Div. 7 *EE-4907 DIVISION	WBS 45007.4.1 Ecosystems Enhancement Program. \$17,824,158.00 has previously been approved for project mitigation. Additional funds are needed for SFY14 adjustment.	\$2,156,289.57

***Previously approved on the June 2014 BOT agenda as Highway Trust Funds – Intrastate. Need to use the Strategic Transportation Investments Funds per category, due to a lack of Trust Funds – Intrastate System.**

**NCDOT July 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
Divisionwide Div. 8 *EE-4908 DIVISION	WBS 45008.4.1 Ecosystems Enhancement Program. \$25,842,234.00 has previously been approved for project mitigation. Additional funds are needed for SFY14 adjustment.	\$1,654,518.97
Montgomery Co. Div. 8 R-0623 STATEWIDE	WBS 34352.3.2 NC 24-27 Troy Bypass from SR 1138 (Dairy Road) to east of Little River. \$3,605,000.00 has previously been approved for right of way. Additional funds are requested.	\$2,000,000.00
Divisionwide Div. 9 EE-4909 DIVISION	WBS 45009.4.1 Ecosystems Enhancement Program. \$17,106,898.00 has previously been approved for project mitigation. Funds need to be decreased (\$1,300,806.03) for SFY14 adjustment.	-\$1,300,806.03
Divisionwide Div. 10 EE-4910 DIVISION	WBS 45010.4.1 Ecosystems Enhancement Program. \$29,356,409.00 has previously been approved for project mitigation. Funds need to be decreased (\$310,743.96) for SFY14 adjustment.	-\$310,743.96
Divisionwide Div. 12 EE-4912 DIVISION	WBS 45012.4.1 Ecosystems Enhancement Program. \$14,330,435.00 has previously been approved for project mitigation. Funds need to be decreased (\$75,493.04) for SFY14 adjustment.	-\$75,493.04

***Previously approved on the June 2014 BOT agenda as Highway Trust Funds – Intrastate. Need to use the Strategic Transportation Investments Funds per category, due to a lack of Trust Funds – Intrastate System.**

**NCDOT July 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
Divisionwide Div. 13 *EE-4913 DIVISION	WBS 45013.4.1 Ecosystems Enhancement Program. \$28,912,487.00 has previously been approved for project mitigation. Additional funds are needed for SFY14 adjustment.	\$1,866,383.31
Madison Co. Div. 13 R-2518A STATEWIDE	WBS 34445.2.2 US 19 from I-26 in Madison County to .8 kilometer east of the Yancey County Line. \$23,577,486.00 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.	\$105,000.00
Mitchell/ Yancey Cos. Div. 13 R-2519B STATEWIDE	WBS 35609.2.2 US 19 East from NC 80 in Yancey County to multi-lane section west of Spruce Pine in Mitchell County. \$22,000,000.00 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.	\$697,000.00

***Previously approved on the June 2014 BOT agenda as Highway Trust Funds – Intrastate. Need to use the Strategic Transportation Investments Funds per category, due to a lack of Trust Funds – Intrastate System.**

**TRUST FUND INTRASTATE
SUMMARY**

13 PROJECTS

\$4,979,235.37

July 10, 2014

**NCDOT July 2014 Board of Transportation Agenda
Approval of Specific North Carolina Trust Funds - Urban Loops**

Town/ County Division PROJ. CATEGORY	Project Description	Estimated Cost
Divisionwide Div. 5 EE-4905 DIVISION	WBS 45005.4.1 Ecosystems Enhancement Program. \$19,374,731.00 has previously been approved for project mitigation. Funds need to be decreased (\$1,661,000.93) to be added to Item K - Intrastate.	-\$1,661,000.93
Greensboro/ Guilford Co. Div. 7 U-2525B STATEWIDE	WBS 34821.2.3 Greensboro Eastern Loop from north of US 70 to US 29 north of Greensboro. \$27,400,000.00 has previously been approved for right of way. Additional funds are requested.	\$3,000,000.00
Divisionwide Div. 9 EE-4909 DIVISION	WBS 45009.4.1 Ecosystems Enhancement Program. \$17,106,898.00 has previously been approved for project mitigation. Funds need to be decreased (\$918,141.39) for SFY14 adjustment.	-\$918,141.39
Forsyth Co. Div. 9 M-0405I DIVISION	WBS 41549.9.2 Divisionwide Mowing Contract for Division 9. \$379,456.00 has previously been approved for mowing contracts. Additional funds are needed to cover expenditures that have or will exceed the previously authorized budget. WBS will be closed.	\$50,379.21
Forsyth Co. Div. 9 R-2247 STATEWIDE	WBS 34409.1.1 Winston Salem Northern Beltway from US 158 to US 52. \$12,348,070.00 has previously been approved for preliminary engineering. Additional funds are requested.	\$2,000,000.00

**NCDOT July 2014 Board of Transportation Agenda
Approval of Specific North Carolina Trust Funds - Urban Loops**

Town/ County Division PROJ. CATEGORY	Project Description	Estimated Cost
Divisionwide Div. 10 EE-4910 DIVISION	WBS 45010.4.1 Ecosystems Enhancement Program. \$29,356,409.00 has previously been approved for project mitigation. Funds need to be decreased (\$90,669.13) for SFY14 adjustment.	-\$90,669.13
TRUST FUND URBAN LOOP	6 PROJECTS	\$2,380,567.76
STRATEGIC TRANSPORTATION INVESTMENTS	11 PROJECTS	\$131,020,567.29
TRUST FUND INTRASTATE SUMMARY	13 PROJECTS	\$4,979,235.37
TRUST FUND URBAN LOOP	6 PROJECTS	\$2,380,567.76
SUMMARY OF FUNDS	30 PROJECTS	\$138,380,370.42

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

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

Town/ County Division	Project Description	Estimated Cost
Currituck Co. Div. 1 SS-4901AI	WBS 43767.2.1 US 158 at SR 1147 (Indiantown Road). \$8,000 in right of way and utilities funds has previously been approved for sight distance improvements. Additional funds are needed due to an increase in right of way and utilities costs. File 01-12-22467-1	\$92,000.00
Brunswick Co. Div. 3 SS-4903BH	WBS 43915.3.1 NC 133 north of SR 1529 (Plantation Road). \$36,770 in construction funds has previously been approved for tree removal, and rumble stripes, guardrail, and pavement markers installation. Additional funds are needed due to an increase in construction costs. File 03-12-21341-1	\$23,300.00
Wilmington/ New Hanover Co. Div. 3 SS-4903BN	WBS 44179.3.1 Exits from US 76 onto US 421 Truck; US 74 East (Martin Luther King Parkway) onto McRae Street; and, US 74 West onto N. 23rd Street. Initial construction funds are needed for bridge attenuator replacements. File 03-14-26885C	\$93,960.00
Pender Co. Div. 3 SS-4903BO	WBS 44177.3.1 US 17 at SR 1582 (Washington Acres Road). Initial construction funds are needed for traffic signal installation. File 03-14-26887C	\$141,718.00
Surf City/ Pender Co. Div. 3 SS-4903BP	WBS 44178.3.1 NC 50/210 (Roland Avenue) at Northern Food Lion driveway. Initial construction funds are needed for traffic signal and median installation. File 03-14-26888C	\$176,000.00

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

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

Town/ County Division	Project Description	Estimated Cost
Edgecombe Co. Div. 4 SS-4904CT	WBS 44180.3.1 US 64 between SR 1225 and SR 1524. Initial construction funds are needed for "Slow-Moving Farm Equipment Use This Highway" sign installation. File 04-14-27639C	\$44,000.00
Edgecombe Co. Div. 4 SS-4904CU	WBS 44181.3.1 NC 43 at SR 1003 (Davistown-Mercer Road). Initial construction funds are needed for "Vehicle Entering When Flashing" beacon system with signs and flashers installation. File 04-14-27872C	\$32,000.00
Roanoke Rapids/ Halifax Co. Div. 4 SS-4904CY	WBS 44186.3.1 NC 125 (East 10th Street) at Park Avenue. Initial construction funds are needed for traffic signal and pavement marking revisions. File 04-13-27281C	\$7,200.00
Johnston Co. Div. 4 SS-4904CV	WBS 44183.2.1 SR 1563 (Little Creek Church Road) at SR 1570 (Pony Farm Road). Initial right of way and utilities funds are needed for sight distance improvements, and warning signs and pavement markings installations. File 04-14-27889R	\$2,400.00
Johnston Co. Div. 4 SS-4904CV	WBS 44183.3.1 SR 1563 (Little Creek Church Road) at SR 1570 (Pony Farm Road). Initial construction funds are needed for sight distance improvements, and warning signs and pavement markings installations. File 04-14-27889C	\$26,800.00

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

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

Town/ County Division	Project Description	Estimated Cost
Johnston Co. Div. 4 SS-4904CW	WBS 44184.3.1 NC 96 at SR 1178 (Keen Road). Initial construction funds are needed for sight distance improvements. File 04-13-27040C	\$32,000.00
Johnston Co. Div. 4 SS-4904CZ	WBS 44187.3.1 NC 210 at SR 1309 (Old Fairgrounds Road). Initial construction funds are needed for traffic signal revisions. File 04-13-27232C	\$12,400.00
Nash Co. Div. 4 SS-4904CX	WBS 44185.3.1 US 64 at NC 58 (Washington Street). Initial construction funds are needed for horizontal realignment, resurfacing with open-graded friction course, pavement marking revisions, guardrail installation, and interchange lighting installation. File 04-11-16545C	\$300,800.00
Durham/ Durham Co. Div. 5 SS-4905BI	WBS 43567.3.1 SR 1004 (Old Oxford Road) at SR 1648 (Danube Lane). \$250,400 in construction funds has previously been approved for turn lane construction and traffic signal installation. Additional funds are needed due to an increase in construction costs. File 05-11-5025-1	\$212,600.00
Durham/ Durham Co. Div. 5 SS-4905CH	WBS 44188.2.1 US 15-501 at SR 1333 and SR 1116 at Falls Mountain Way. Initial right of way and utilities funds are needed for crossover closure and traffic signal installation. File 05-14-8132R	\$12,000.00

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

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

Town/ County Division	Project Description	Estimated Cost
Durham/ Durham Co. Div. 5 SS-4905CH	WBS 44188.3.1 US 15-501 at SR 1333 and SR 1116 at Falls Mountain Way. Initial construction funds are needed for crossover closure and traffic signal installation. File 05-14-8132C	\$204,000.00
Wake Co. Div. 5 SS-4905BV	WBS 43785.3.1 NC 98 at Wake County Convenience Center #8. Initial construction funds are needed for turn lane construction. File 05-12-2530C	\$40,000.00
Raleigh/ Wake Co. Div. 5 SS-4905CI	WBS 44189.3.1 SR 1656 (Trinity Road) at Corporate Center Drive. Initial construction funds are needed for traffic signal installation. File 05-14-7807C	\$72,000.00
Raleigh/ Wake Co. Div. 5 SS-4905CI	WBS 44189.2.1 SR 1656 (Trinity Road) at Corporate Center Drive. Initial right of way and utilities funds are needed for traffic signal installation. File 05-14-7807R	\$800.00
Lillington/ Harnett Co. Div. 6 SS-4906BC	WBS 43401.3.1 US 401 (Main Street) intersections at NC 27 and SR 2016 (McNeil). \$135,000 in construction funds has previously been approved for traffic signal installation, closure of western leg of SR 2016, and coordination of traffic signals. Additional funds are needed due to an increase in construction costs. File 06-11-12988-1	\$105,000.00

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

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

Town/ County Division	Project Description	Estimated Cost
Harnett Co. Div. 6 SS-4906BT	WBS 43924.3.1 SR 1415 (Rawls Church Road) at Bridges 1 and 151; and SR 1722 at Bridges 133 and 134. \$160,800 in construction funds has previously been approved for guardrail installation. Additional funds are needed due to an increase in construction costs. File 06-13-24553-1	\$102,200.00
Robeson Co. Div. 6 SS-4906BY	WBS 44190.3.1 NC 711 at SR 1003 (Chicken Rd); [Mileposts: NC 711 Milepost 4.283 and SR 1003 Milepost 12.768]. Initial construction funds are needed for traffic signal installation and turn lane construction. File 06-14-28058C	\$244,000.00
Robeson Co. Div. 6 SS-4906BY	WBS 44190.2.1 NC 711 at SR 1003 (Chicken Rd); [Mileposts: NC 711 Milepost 4.283 and SR 1003 Milepost 12.768]. Initial right of way and utilities funds are needed for traffic signal installation and turn lane construction. File 06-14-28058R	\$42,400.00
Burlington/ Alamance Co. Div. 7 SS-4907BC	WBS 44192.3.1 SR 1700 (Apple St) at Richmond Avenue in Burlington. Initial construction funds are needed for intersection improvements and conversion to an all-way stop. File 07-14-918C	\$16,000.00
High Point/ Guilford Co. Div. 7 SS-4907BB	WBS 44191.3.1 SR 1009 (Main Street)at SR 1988 (English Road); SR 1113 (Kivett Drive); High Avenue; Commerce Avenue; SR 1300 (Green Drive); SR 1468 (Russell Avenue); and SR 1962 (South College Road). Initial construction funds are needed for traffic signal revisions.	\$32,000.00

**NCDOT July 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.

File 07-14-162C

Town/ County Division	Project Description	Estimated Cost
Guilford Co. Div. 7 SS-4907BD	WBS 44193.2.1 NC 150/SR 2702 (Osceola-Ossippee Road) at NC 150/NC 61. Initial right of way and utilities funds are needed for intersection improvements and conversion from two-way stop to all-way stop. File 07-14-878R	\$8,000.00
Guilford Co. Div. 7 SS-4907BD	WBS 44193.3.1 NC 150/SR 2702 (Osceola-Ossippee Road) at NC 150/NC 61. Initial construction funds are needed for intersection improvements and conversion from two-way stop to all-way stop. File 07-14-878C	\$41,054.00
Chapel Hill/ Orange Co. Div. 7 SS-4907BE	WBS 44194.3.1 SR 1010 (Franklin Street) in Chapel Hill between Boundary Street and Deming Road. Initial construction funds are needed for installation of curve warning signs, chevrons, pavement markings, snowplowable markers, and sign post deliniators. File 07-14-766C	\$12,800.00
Chatham Co. Div. 8 SS-4908AM	WBS 44195.2.1 NC 751 at SR 1733 (New Hope Church Road). Initial right of way and utilities funds are needed for turn lane construction. File 08-14-8130R	\$16,000.00
Chatham Co. Div. 8 SS-4908AM	WBS 44195.3.1 NC 751 at SR 1733 (New Hope Church Road). Initial construction funds are needed for turn lane construction. File 08-14-8130C	\$189,200.00

July 10, 2014

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

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

Town/ County Division	Project Description	Estimated Cost
Hoke Co. Div. 8 SS-4908AI	WBS 43574.3.1 US 401 at SR 1304 (Hobson Road). \$153,600 in construction funds has previously been approved for directional crossover installation with a U-turn point south of the intersection. Additional funds are needed due to an increase in construction costs. File 08-12-8371-1	\$173,400.00
Randolph Co. Div. 8 SS-4908AK	WBS 43928.2.1 SR 2845 at Bridge 218. \$4,000 in right of way and utilities funds has previously been approved for guardrail installation. Additional funds are needed due to an increase in right of way and utilities costs. File 08-13-4979-1	\$11,000.00
Randolph Co. Div. 8 SS-4908AK	WBS 43928.3.1 SR 2845 at Bridge 218. \$48,000 in construction funds has previously been approved for guardrail installation. Additional funds are needed due to an increase in construction costs. File 08-13-4979-2	\$27,000.00
Lexington/ Davidson Co. Div. 9 SS-4909BE	WBS 44196.3.1 US 64 Westbound overpasses at SR 3346 (North Main Street) and I-85 Business North/US 29 North/US 70 East in Lexington. Initial construction funds are needed for bridge approach guardrail installation. File 09-14-111C	\$24,000.00
Cabarrus Co. Div. 10 SS-4910AZ	WBS 43577.3.1 NC 73 (Davidson Highway) at Chadbourn Avenue. \$145,120 in construction funds have previously been approved for turn lane construction. Additional funds are needed due to an increase in construction costs.	\$44,000.00

**NCDOT July 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.

File 10-09-229-3

Town/ County Division	Project Description	Estimated Cost
Concord/ Cabarrus Co. Div. 10 SS-4910BS	WBS 44197.3.1 SR 2635 (Old Airport Road) from Milepost 0.33 (Setter Road) to Milepost 0.71 (bridge number 129). Initial construction funds are needed for superelevation improvements and guardrail installation. File 10-13-246C	\$56,000.00
Cabarrus Co. Div. 10 SS-4910BT	WBS 44198.3.1 SR 1394 (Poplar Tent Road) and SR 1450 (Huntersville-Concord Road) near Concord. Initial construction funds are needed for turn lane construction, intersection improvements, and traffic signal installation. File 10-13-220C	\$36,800.00
Surry Co. Div. 11 SS-4911AD	WBS 44200.2.1 SR 1003 (Siloam Road) from SR 2202 (Kallam Road) to SR 2029 (Little Mountain Road). Initial right of way and utilities funds are needed for guardrail installation. File 11-14-200R	\$4,000.00
Surry Co. Div. 11 SS-4911AD	WBS 44200.3.1 SR 1003 (Siloam Road) from SR 2202 (Kallam Road) to SR 2029 (Little Mountain Road). Initial construction funds are needed for guardrail installation. File 11-14-200C	\$32,000.00
Buncombe Co. Div. 13 SS-4913BS	WBS 44201.2.1 SR 1220 (Hooker's Gap Road) from SR 1004 to SR 1295 near Leicester. Initial right of way and utilities funds are needed for guardrail installation. File 13-14-203R	\$8,000.00

July 10, 2014

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

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

Town/ County Division	Project Description	Estimated Cost
Buncombe Co. Div. 13 SS-4913BS	WBS 44201.3.1 SR 1220 (Hooker's Gap Road) from SR 1004 to SR 1295 near Leicester. Initial construction funds are needed for guardrail installation. File 13-14-203C	\$128,000.00
Burke Co. Div. 13 SS-4913BT	WBS 44202.2.1 SR 1149 (Conley Road) from US 64 to SR 1142 near Glen Alpine. Initial right of way and utilities funds are needed for guardrail installation. File 13-14-201R	\$8,000.00
Burke Co. Div. 13 SS-4913BT	WBS 44202.3.1 SR 1149 (Conley Road) from US 64 to SR 1142 near Glen Alpine. Initial construction funds are needed for guardrail installation. File 13-14-201C	\$240,000.00
Haywood Co. Div. 14 SS-4914BS	WBS 44203.3.1 US 276 from NC 110/NC 215 to the Waynesville city limits. Initial construction funds are needed for guardrail installation. File 14-14-202C	\$248,000.00
Haywood Co. Div. 14 SS-4914BS	WBS 44203.2.1 US 276 from NC 110/NC 215 to the Waynesville city limits. Initial right of way and utilities funds are needed for guardrail installation. File 14-14-202R	\$8,000.00

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

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

Town/ County Division	Project Description	Estimated Cost
Henderson Co. Div. 14 SS-4914BT	WBS 44204.3.1 SR 1171 (Finley Cove Rd.) from SR 1210 to SR 1137, near Hendersonville. Initial construction funds are needed for guardrail installation. File 14-14-200C	\$204,000.00
Henderson Co. Div. 14 SS-4914BT	WBS 44204.2.1 SR 1171 (Finley Cove Rd.) from SR 1210 to SR 1137, near Hendersonville. Initial right of way and utilities funds are needed for guardrail installation. File 14-14-200R	\$4,000.00
ITEM L SUMMARY	47 PROJECTS	\$3,590,832.00

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

Division 1

Bridge

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Pasquotank Co. BD-5101N DIVISION	45347.3.FD15, BRSTP-1269(2) Replace Bridge #18 over Charles Creek on SR 1269. Funds are needed for construction.	\$1,110,000.00 Cost \$888,000.00 Fed. \$222,000.00 State

Safety

Northampton Co. W-5016 REGIONAL	41831.3.1, STP-0046(6) NC 46 from the I-95 Southbound Ramps to west of SR 1200. \$837,997.00 has previously been approved for construction. Additional funds are needed to cover expenditures that have or will exceed the previously authorized budget.	\$200,000.00 Cost \$180,000.00 Fed. \$20,000.00 State
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Project Mitigation

Divisionwide EE-4901 DIVISION	45001.4.1, EEP-000S(471) Ecosystems Enhancement Program. \$25,921,495.00 has previously been approved for project mitigation. Funds need to be decreased (\$675,373.00) for SFY14 adjustment.	-\$675,373.00 Cost -\$540,298.00 Fed. -\$135,075.00 State
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Bicycle and Pedestrian

Pasquotank Co. EB-3314C DIVISION	33935.2.FD3, STPEB-0017(135) US 17 from the end of Knobbs Creek Bridge to the YMCA in Elizabeth City. Funds are needed for construction for a sidewalk.	\$165,000.00 Cost \$132,000.00 Fed. \$33,000.00 State
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**NCDOT July 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 2

National Highway

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Craven Co. U-5713 STATEWIDE	50111.1.FS1, NHPP-0070(182) US 70 from the Neuse River Bridge to SR 1124 (Grantham Road). Funds are needed for preliminary engineering.	\$1,000,000.00 Cost \$800,000.00 Fed. \$200,000.00 State

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

Division 3

National Highway

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
New Hanover Co. U-5702 STATEWIDE	50113.1.FS1, NHPP-0132(9) NC 132 (College Road) from SR 2048 (Gordon Road) to US 421 (Carolina Beach Road). Funds are needed for preliminary engineering.	\$820,000.00 Cost \$656,000.00 Fed. \$164,000.00 State
New Hanover Co. U-5704 STATEWIDE	50114.1.FS1, NHPP-0076(12) US 76 (Oleander Drive) and US 117/NC 143 (College Road) intersection. Funds are needed for preliminary engineering.	\$800,000.00 Cost \$640,000.00 Fed. \$160,000.00 State
New Hanover Co. U-5710 STATEWIDE	50116.1.FS1, NHPP-0074(159) US 74 (Eastwood Road) and SR 1409 (Military Cutoff Road) intersection. Funds are needed for preliminary engineering.	\$700,000.00 Cost \$560,000.00 Fed. \$140,000.00 State
Onslow Co. U-4007E STATEWIDE	35008.1.FS8, NHPF-0017(143) US 17 (Marine Boulevard) from NC 53 (Western Boulevard) to SR 1406 (Piney Green Road) in Jacksonville. Funds are needed for preliminary engineering.	\$750,000.00 Cost \$600,000.00 Fed. \$150,000.00 State

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

Division 3 (Continued)

National Highway

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Onslow Co. U-5716 STATEWIDE	50116.1.FS1, NHPP-0024(68) NC 24 and US 258/NC 24 (Richlands Highway) intersection. Funds are needed for preliminary engineering.	\$650,000.00 Cost \$520,000.00 Fed. \$130,000.00 State

Urban

Wilmington / New Hanover Co. U-5527A DIVISION	50077.1.F2, STPTAP-0332(47) Military Cutoff Road Multi-Use Path. Funds are needed for preliminary engineering.	\$40,000.00 Cost \$30,000.00 Fed. \$10,000.00 Local
Wilmington / New Hanover Co. U-5534L DIVISION	44096.1.F13, STPDA-0332(54) Carolina Beach Island Greeway - Greenville Avenue to Alabama Avenue. Funds are needed for preliminary engineering.	\$73,000.00 Cost \$58,400.00 Fed. \$14,600.00 Local

Bridge

Duplin Co. BD-5103V DIVISION	45349.2.FD22, BRZ-1306(24) Replace Bridge #111 over Halls Marsh on SR 1306. Funds are needed for full right of way and utilities.	\$8,000.00 Cost \$6,400.00 Fed. \$1,600.00 State
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**NCDOT July 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
Pender Co. BD-5103X DIVISION	45349.1.24, BRZ-1325(6) Replace Bridge #202 over a Branch of Sills Creek on SR 1325. \$80,000.00 has previously been approved for preliminary engineering. Additional funds are needed based on the latest estimate.	\$28,000.00 Cost \$22,400.00 Fed. \$5,600.00 State
Pender Co. BD-5103X DIVISION	45349.2.FD24, BRZ-1325(6) Replace Bridge #202 over a Branch of Sills Creek on SR 1325. Funds are needed for full right of way and utilities.	\$10,000.00 Cost \$8,000.00 Fed. \$2,000.00 State

Safety

Onslow Co. W-5203P DIVISION	45333.3.FD16, HSIP-1213(36) SR 1213 (Blue Creek Road) between SR 1212 (Pony Farm Road) and NC 53 (Burgaw Highway). Funds are needed for construction for paved shoulders and resurfacing.	\$1,070,000.00 Cost \$963,000.00 Fed. \$107,000.00 State
Onslow Co. W-5203R DIVISION	45333.3.FD18, HSIP-1203(3) SR 1203 (Nine Mile Road) between NC 53 (Burgaw Highway) and SR 1207 (Hewitt Road) / SR 1203 (Ben Williams Road). Funds are needed for construction for paved shoulders, leveling and resurfacing.	\$1,051,000.00 Cost \$945,900.00 Fed. \$105,100.00 State

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

Division 3 (Continued)

Safety

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Onslow Co. W-5203S DIVISION	45333.3.FD19, HSIP-1207(9) SR 1207 (Hewitt Road) from SR 1201 (Gurganus Road) to SR 1203 (Ben Williams Road/Nine Mile Road) and on SR 1203 (Ben Williams Road) from SR 1207 (Hewitt Road) / SR 1203 (Nine Mile Road) to SR 1204 (Davis Road / Murrill Brown Road). Funds are needed for construction for paved shoulders, leveling and resurfacing.	\$747,000.00 Cost \$672,300.00 Fed. \$74,700.00 State

Project Mitigation

Divisionwide R-9999C DIVISION	3463432.3, STP-000S(643) Division 3 - Environmental Mitigation and Minimization. 200,000.00 has previously been approved for project mitigation. Funds need to be increased \$200,000.00 for SFY14 adjustment.	\$200,000.00 Cost \$160,000.00 Fed. \$40,000.00 State
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**NCDOT July 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 4

Safety

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Nash Co. W-5108 REGIONAL	41872.3.FR1, STP-0301(24) US 301 from north of SR 1845 (Porter Road) to Burrows Street. Funds are needed for construction for turn lanes at various locations and the rehabilitation of substandard drainage structures.	\$1,500,000.00 Cost \$1,350,000.00 Fed. \$150,000.00 State

Bicycle and Pedestrian

Wilson Co. EB-5507 DIVISION	50023.1.FD1, STPEB-1184(5) SR 1184 (Tarboro Street) from Fairview Avenue to Vinson-Bynum School in Wilson. Funds are needed for preliminary engineering.	\$30,000.00 Cost \$24,000.00 Fed. \$6,000.00 State
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**NCDOT July 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 5

Interstate

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Warren Co. I-0914BC STATEWIDE	38688.3.FS4, IMS-085-4(124) ITS Deployment. Funds are needed for construction for the installation of ITS devices.	\$2,200,000.00 Cost \$1,760,000.00 Fed. \$440,000.00 State

Interstate Maintenance

Wake Co. I-5700 STATEWIDE	50118.1.FS1, NHPP-040-1(259)286 I-40 and SR 3015 (Airport Boulevard) interchange. Funds are needed for preliminary engineering.	\$500,000.00 Cost \$400,000.00 Fed. \$100,000.00 State
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National Highway

Durham Co. I-5707 STATEWIDE	50123.1.FS1, NHPP-040-4(160)279 I-40 and NC 55 (Alston Avenue) to NC 147 (Durham Freeway/Triangle Expressway) in Durham. Funds are needed for preliminary engineering.	\$500,000.00 Cost \$400,000.00 Fed. \$100,000.00 State
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Urban

Apex / Wake Co. U-5118AB DIVISION	42379.2.2, STP-0501(19) Lufkin Road re-alignment at the SR 1010 (Ten-Ten Road)/US 1 Interchange. \$56,000.00 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.	\$37,926.00 Cost \$30,341.00 Fed. \$7,585.00 Local
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**NCDOT July 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 5 (Continued)

Urban

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Cary/ Wake Co. U-5530IA DIVISION	44111.1.F4, STPDA-0503(31) Along the south side of West Chapel Hill Road between North Harrison Avenue and Northwest Maynard Road. Funds are needed for preliminary engineering.	\$5,000.00 Cost \$4,000.00 Fed. \$1,000.00 Local

Bridge

Franklin Co. B-4748 DIVISION	38520.3.FD1, BRZ-1147(10) Replace Bridge #2 over Horse Creek on SR 1147, 0.133 mile. \$950,000.00 has previously been approved for construction. Funds need to be increased \$16,219.00 to reflect the low bid received on April 15, 2014.	\$16,219.00 Cost \$12,975.00 Fed. \$3,244.00 State
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Safety

Wake Co. W-5205W DIVISION	45335.2.FD24, HSIP-1375(5) SR 1375 (Lake Wheeler Road) at SR 1390 (Optimist Farm Road). Funds are needed for full right of way and utilities.	\$20,000.00 Cost \$18,000.00 Fed. \$2,000.00 State
Wake Co. W-5205X REGIONAL	45335.3.FR25, HSIP-1728(6) SR 1728 (Wade Avenue) from Scales Street to US 70 (Glenwood Avenue). Funds are needed for construction to install open graded asphalt friction course.	\$60,000.00 Cost \$54,000.00 Fed. \$6,000.00 State

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

Division 6

National Highway

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Harnett Co. I-5500 STATEWIDE	45470.3.FS1, IMS-095-2(123)71 I-95 at Longbranch Road (Exit 71), 0.200 miles. Funds are needed for construction for wedging, resurfacing and guardrail replacement.	\$360,000.00 Cost \$288,000.00 Fed. \$72,000.00 State

Bridge

Harnett Co. B-4138A REGIONAL	33490.2.FR2, BRSTP-0401(255) Bridge #46 - Sidewalk along the northeast side of US 401 within the project limits. Funds are needed for full right of way and utilities.	\$25,000.00 Cost \$20,000.00 Fed. \$5,000.00 State
Robeson Co. B-4251 DIVISION	33593.3.FD1, BRZ-2237(1) Replace Bridge #94 over Old Field Swamp on SR 2237, 0.133 mile. Funds are needed for construction based on the estimate from the 12-Month Tentative Letting List published May 7, 2014.	\$775,000.00 Cost \$620,000.00 Fed. \$155,000.00 State

Safety

Cumberland Co. W-5206AD DIVISION	45336.2.FD30, HSIP-1104(17) SR 1104 (Strickland Bridge Road) from SR 1105 (Graham Road) to south of Brookmere Place in Fayetteville. Funds are needed for full right of way and utilities.	\$35,000.00 Cost \$31,500.00 Fed. \$3,500.00 State
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**NC DOT July 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-5206AM STATEWIDE	45336.1.FS39, HSIP-0024(67) NC 24/NC 87 from Winston Avenue to Martin Luther King Westbound Ramps and NC 24/NC 210 (Rowan Street) between Ray Avenue and Ramsey Street. \$250,000.00 has previously been approved for preliminary engineering. Additional funds are needed based on the latest estimate.	\$210,000.00 Cost \$189,000.00 Fed. \$21,000.00 State
Robeson Co. W-5206AO STATEWIDE	45336.1.FS41, HSIP-0074(158) US 74 at SR 2220 (Broadridge Road) and US 74 at SR 2225 (Creek Road). Funds are needed for preliminary engineering.	\$100,000.00 Cost \$90,000.00 Fed. \$10,000.00 State
Robeson Co. W-5206N REGIONAL	45336.3.FR14, HRRR-0211(31) NC 211 at the intersection with SR 1001 (Shannon Road). Funds are needed for construction for intersection improvements.	\$720,000.00 Cost \$648,000.00 Fed. \$72,000.00 State
Robeson Co. W-5206Y DIVISION	45336.3.FD25, HRRR-1774(1) SR 1774 (Mount Tabor Road) from SR 1318 (Mount Zion Church Road) to SR 1505 (Old Lowery Road). Funds are needed for construction for widening.	\$728,000.00 Cost \$655,200.00 Fed. \$72,800.00 State

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

Division 6 (Continued)

High Priority

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Lumberton/ Robeson Co. U-5524 DIVISION	50067.2.FD1, HPP-0627(7) SR 1536 (Water Street) from SR 1600 (5th Street) to 8th Street. Funds are needed for right of way and utilities utilizing Section 1117 Federal Funds designated for this project.	\$6,000.00 Cost \$4,800.00 Fed. \$1,200.00 State

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

Division 7

Interstate

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Alamance Co. I-5711 STATEWIDE	50401.1.FS1, NHPP-040-4(161)220 I-40/I-85 and SR 1107 (Mebane-Oaks Road) intersection in Mebane. Funds are needed for preliminary engineering.	\$200,000.00 Cost \$160,000.00 Fed. \$40,000.00 State
Guilford Co. I-5110 STATEWIDE	42345.3.FS1, NHF-0073(25) I-73 from NC 68 to Greensboro Western Loop, 4.400 miles. \$58,200,000.00 has previously been approved for construction. Funds need to be decreased (\$2,591,750.00) to reflect the low bid received on April 3, 2014.	-\$2,591,750.00 Cost -\$2,073,400.00 Fed. -\$518,350.00 State

National Highway

Greensboro / Guilford Co. U-2524 STATEWIDE	34820.1.2, STPNHF-124(1) Western Loop from north of I-85 near Groometown to Lawndale Drive. \$22,916,826.00 has previously been approved for preliminary engineering. Additional funds are needed based on the latest estimate.	\$250,000.00 Cost \$200,000.00 Fed. \$50,000.00 State
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Surface Transportation

Guilford Co. R-4436GG DIVISION	34625.2.FD51, STP-1424(12) SR 1424 (Hilltop Road) and Shimer Drive. Funds are needed for construction for a Stormwater BMP to collect and spread runoff for compliance with NPDES Permit (NCS000250).	\$95,000.00 Cost \$76,000.00 Fed. \$19,000.00 State
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**NCDOT July 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 7 (Continued)

Bridge

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Guilford Co. B-5736 REGIONAL	45692.2.FR1, BRSTP-0061(7) Replace Bridge #38 over Beaver Creek on NC 61. Funds are needed for full right of way and utilities.	\$25,000.00 Cost \$20,000.00 Fed. \$5,000.00 State

Safety

Alamance Co. W-5207K STATEWIDE	45337.1.FS11, HSIP-0404(221) I-40 in the vicinity of SR 1154 (Tucker Street) in Burlington. Funds are needed for preliminary engineering.	\$15,000.00 Cost \$13,500.00 Fed. \$1,500.00 State
Guilford Co. W-5305 DIVISION	46129.2.FD1, STP-1129(14) SR 1129 and SR 4019 (Groometown Road) and the intersection of NC 62 and SR 1129. Funds are needed for full right of way and utilities.	\$100,000.00 Cost \$90,000.00 Fed. \$10,000.00 State
Orange Co. W-5207I DIVISION	45337.2.FD9, HSIP-1005(30) SR 1005 (Jones Ferry Road) and Davie Street in Carrboro. Funds are needed for full right of way and utilities.	\$75,000.00 Cost \$67,500.00 Fed. \$7,500.00 State

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

Division 7 (Continued)

Bicycle and Pedestrian

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Greensboro/ Guilford Co. EB-5518 DIVISION	50034.1.FD1, STPEB-0708(68) Latham Park Greenway. Funds are needed for preliminary engineering.	\$60,000.00 Cost \$48,000.00 Fed. \$12,000.00 State

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

Division 8

Interstate Maintenance

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Montgomery/ Randolph Cos. I-5208A STATEWIDE	47054.3.FS1, IMPP-0073(34) Interstate Maintenance and Preservation Program. I-73/74/ US 220 Bypass from the US 220 Alternate in Montgomery County to the Randolph County at the Guilford County Line. Funds are needed for construction for the maintenance of a drainage system.	\$460,000.00 Cost \$368,000.00 Fed. \$92,000.00 State

Surface Transportation

Chatham Co. R-4073H DIVISION	34613.3.13, STP-000S(282) Site #6-48 (Pittsboro) Asphalt Materials Testing Labs Corrective Action Plan for Potential Groundwater Contamination. \$800,000.00 has previously been approved for construction. Additional funds are needed for construction for FY 2014 allocation.	\$1,000,000.00 Cost \$800,000.00 Fed. \$200,000.00 State
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Bridge

Chatham Co. BD-5108AD DIVISION	45354.3.FD31, BRZ-1305(10) Replace Bridge #287 over a Prong of Rocky River on SR 1305. Funds are needed for construction.	\$475,000.00 Cost \$380,000.00 Fed. \$95,000.00 State
Randolph Co. BP-5500P REGIONAL	50070.3.FR16, BRSTP-0042(57) Bridge Preservation Program - Bridge #9 over US 220/I-73/74 on NC 42; Bridge #157 over US 220/I-73/74 on SR 1150 (McDowell Road); and Bridge #168 over US 220/I-73/74 on US 64. Funds are needed for construction for deck repairs.	\$2,200,000.00 Cost \$1,760,000.00 Fed. \$440,000.00 State

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

Division 8 (Continued)

Bridge

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Richmond Co. BD-5108AA DIVISION	45354.3.FD28, BRZ-1801(4) Replace Bridge #13 over Jones Creek on SR 1801. Funds are needed for construction.	\$505,000.00 Cost \$404,000.00 Fed. \$101,000.00 State
Richmond Co. BD-5108AB DIVISION	45354.3.FD29, BRZ-1475(5) Replace Bridge #60 over Chock Creek on SR 1475. Funds are needed for construction.	\$650,000.00 Cost \$520,000.00 Fed. \$130,000.00 State
Scotland Co. B-4639 REGIONAL	38449.3.FR1, BRSTP-0015(18) Replace Bridge #17 over Gum Swamp on US 15-US 401, 0.207 mile. Funds are needed for construction based on the estimate from the 12-Month Tentative Letting List published May 7, 2014.	\$2,100,000.00 Cost \$1,680,000.00 Fed. \$420,000.00 State

Safety

Hoke Co. W-5208J STATEWIDE	45338.3.FS10, HSIP-0401(254) US 401 from SR 1305 (Wayside Road) to SR 1418 (Lindsay Road). Funds are needed for construction for intersection improvements.	\$1,078,000.00 Cost \$970,200.00 Fed. \$107,800.00 State
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**NCDOT July 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 8 (Continued)

Municipal Bridge

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Whispering Pines/ Moore Co. B-5543 DIVISION	45526.2.F1, BRZ-0848(2) Replace Bridge #87 on South Lakeshore Drive over Thaggards Lake. Funds are needed for full right of way and utilities.	\$10,000.00 Cost \$8,000.00 Fed. \$2,000.00 Local

Project Mitigation

Divisionwide R-9999H DIVISION	34634.2.8, STP-000S(648) Division 8 - Environmental Mitigation and Minimization. 200,000.00 has previously been approved for project mitigation. Funds need to be increased \$200,000.00 for SFY14 adjustment.	\$200,000.00 Cost \$160,000.00 Fed. \$40,000.00 State
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**NCDOT July 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 9

National Highway

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Davie Co. I-0911A STATEWIDE	34147.1.2, NHIMF-40-3(112)180 I-40 from 0.3 mile west of NC 801 in Davie County to 0.3 mile west of SR 1101 (Harper Road/Tanglewood Park Business Road) in Forsyth County. \$1,300,000.00 has previously been approved for preliminary engineering. Additional funds are needed based on the latest estimate.	\$250,000.00 Cost \$200,000.00 Fed. \$50,000.00 State

Urban

Lewisville / Forsyth Co. U-5536 DIVISION	44108.1.F1, STPDA-0927(6) Great Wagon Road from SR 1001 (Shallowford Road) to SR 1308 (Lewisville-Vienna Road). Funds are needed for preliminary engineering.	\$250,000.00 Cost \$200,000.00 Fed. \$50,000.00 Local
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Bridge

Davidson Co. BD-5109V DIVISION	45355.2.FD22, BRZ-1155(3) Replace Bridge #11 over First Potts Creek on SR 1155. Funds are needed for full right of way and utilities.	\$80,000.00 Cost \$64,000.00 Fed. \$16,000.00 State
Rowan Co. BD-5109S DIVISION	45355.3.FD19, BRZ-1771(3) Replace Bridge #16 over Sills Creek on SR 1771. Funds are needed for construction.	\$800,000.00 Cost \$640,000.00 Fed. \$160,000.00 State

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

Division 9 (Continued)

Rail Program

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Salisbury/ Rowan Co. U-3459 DIVISION	34951.1.1, STP-2541(4) SR 2541 (Klumac Road) at the North Carolina Railroad. \$1,671,656.00 has previously been approved for preliminary engineering. Additional funds are needed based on the latest estimate.	\$500,000.00 Cost \$500,000.00 Fed.

Project Mitigation

Divisionwide EE-4909 DIVISION	45009.4.1, EEP-000S(479) Ecosystems Enhancement Program. \$17,106,898.00 has previously been approved for project mitigation. Funds need to be decreased (\$535,311.00) for SFY14 adjustment.	-\$535,311.00 Cost -\$428,249.00 Fed. -\$107,062.00 State
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**NCDOT July 2014 Board of Transportation Agenda
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Division 10

Interstate

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost	
Cabarrus Co. I-3802A STATEWIDE	36780.3.FS1, NHIMF-085-2(77)55 I-85 from NC 73 (Exit 55) to Lane Street (Exit 63), 7.900 miles. \$201,000,000.00 has previously been approved for construction. Funds need to be increased \$13,690,050.00 to reflect the low bid received on April 3, 2014.	\$13,690,050.00 \$10,952,040.00 \$2,738,010.00	Cost Fed. State

Interstate Maintenance

Mecklenburg Co. I-5715 STATEWIDE	50128.1.FS1, NHPP-077-1(220)29 I-77 and the NC 73 interchange. Funds are needed for preliminary engineering.	\$500,000.00 \$400,000.00 \$100,000.00	Cost Fed. State
Union Co. U-5703 STATEWIDE	50129.1.FS1, NHPP-0074(160) US 74 (Roosevelt Boulevard) and SR 1514 (Rocky River Road) intersection. Funds are needed for preliminary engineering.	\$200,000.00 \$160,000.00 \$40,000.00	Cost Fed. State

National Highway

Mecklenburg Co. I-5714 STATEWIDE	50127.1.FS1, NHPP-077-1(219)23 I-77 and SR 2136 (Gilead Road) interchange. Funds are needed for preliminary engineering.	\$500,000.00 \$400,000.00 \$100,000.00	Cost Fed. State
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**NC DOT July 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 10 (Continued)

Congestion Mitigation

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Charlotte/ Mecklenburg Co. C-5533 EXEMPT	45506.1.F1, CMS-1003(121) The intersection of SR 5469 (Shopton Road) and SR 1156 (Beam Road). Funds are needed for preliminary engineering.	\$190,000.00 Cost \$129,200.00 Fed. \$60,800.00 Local

Safety

Mecklenburg Co. W-5210M STATEWIDE	45340.1.FS13, HSIP-077-1(218)16 I-77 north Exit 16 ramp at SR 2108 (Sunset Road) in Charlotte. Funds are needed for preliminary engineering.	\$25,000.00 Cost \$22,500.00 Fed. \$2,500.00 State
Wingate / Union Co. SR-5001BW DIVISION	40924.1.F40, SRS-1029(4) Safe Routes to School. Sidewalk Improvements serving Wingate Elementary School. Funds are needed for preliminary engineering.	\$31,200.00 Cost \$31,200.00 Fed.
Union Co. W-5210G REGIONAL	45340.3.FR7, HSIP-0084(19) NC 84 and SR 1349 (Airport Road). Funds are needed for construction for the installation of a roundabout.	\$700,000.00 Cost \$630,000.00 Fed. \$70,000.00 State

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

Division 10 (Continued)

Safety

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Union Co. W-5210N DIVISION	45340.1.FD14, HSIP-1514(8) SR 1514 (Rocky River Road) and SR 1508 (Poplin Road) near Indian Trail. Funds are needed for preliminary engineering.	\$77,000.00 Cost \$69,300.00 Fed. \$7,700.00 State
Union Co. W-52100 DIVISION	45340.1.FD15, HSIP-1365(3) SR 1365 (Stallings Road) and SR 1367 (Matthews Indian Trail Road) in Stallings. Funds are needed for preliminary engineering.	\$60,000.00 Cost \$54,000.00 Fed. \$6,000.00 State

Project Mitigation

Divisionwide EE-4910 DIVISION	45010.4.1, EEP-000S(480) Ecosystems Enhancement Program. \$29,356,409.00 has previously been approved for project mitigation. Funds need to be decreased (\$1,514,416.00) for SFY 2014 adjustment.	-\$1,514,416.00 Cost -\$1,215,348.00 Fed. -\$299,068.00 State
Divisionwide R-9999J DIVISION	34634.2.10, STP-000S(650) Division 10 - Environmental Mitigation and Minimization. \$200,000.00 has previously been approved for project mitigation. Funds need to be increased \$200,000.00 for SFY14 adjustment.	\$200,000.00 Cost \$160,000.00 Fed. \$40,000.00 State

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

Division 11

Urban

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Watauga Co. U-5705 STATEWIDE	50130.1.FS1, NHPP-0221(44) US 221/321 and NC 105 intersection. Funds are needed for preliminary engineering.	\$300,000.00 Cost \$240,000.00 Fed. \$60,000.00 State
Watauga Co. U-5715 STATEWIDE	50131.1.FS1, NHPP-0321(32) US 321/421, NC 194 (King Street), and College Street intersection. Funds are needed for preliminary engineering.	\$30,000.00 Cost \$24,000.00 Fed. \$6,000.00 State

Bridge

Wilkes Co. BD-5111AC DIVISION	45357.3.FD29, BRZ-2488(1) Replace Bridge #41 over Moravian Creek on SR 2488. Funds are needed for construction.	\$553,000.00 Cost \$442,400.00 Fed. \$110,600.00 State
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**NC DOT July 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 12

Interstate

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Catawba Co. I-5716 STATEWIDE	50133.1.FS1, NHPP-040-2(166)131 I-40 and SR 1007 (Lenoir Rhyne Boulevard) interchange. Funds are needed for preliminary engineering.	\$200,000.00 Cost \$160,000.00 Fed. \$40,000.00 State
Gaston Co. I-5713 STATEWIDE	50132.1.FS1, NHPP-085-1(120)21 I-85 and SR 2200 (Cox Road) interchange. Funds are needed for preliminary engineering.	\$200,000.00 Cost \$160,000.00 Fed. \$40,000.00 State
Gaston Co. I-5719 STATEWIDE	50135.1.FS1, NHPP-085-1(120)27 I-85 from US 321 to NC 273. Funds are needed for preliminary engineering.	\$2,000,000.00 Cost \$1,600,000.00 Fed. \$400,000.00 State
Iredell Co. I-5717 STATEWIDE	50134.1.FS1, NHPP-077-1(221)37 I-77 and the NC 150 interchange. Funds are needed for preliminary engineering.	\$750,000.00 Cost \$600,000.00 Fed. \$150,000.00 State

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

Division 12 (Continued)

National Highway

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Cleveland Co. U-2567 STATEWIDE	38974.1.FS2, NHPP-0074(161) Intersection of US 74 and NC 150 (DeKalb Street). Funds are needed for preliminary engineering.	\$1,500,000.00 Cost \$1,200,000.00 Fed. \$300,000.00 State

Bridge

Cleveland Co. BD-5112K DIVISION	45358.3.FD11, BRZ-1342(4) Replace Bridge #239 over Brushy Creek on SR 1342. Funds are needed for construction.	\$625,000.00 Cost \$500,000.00 Fed. \$125,000.00 State
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Project Mitigation

Divisionwide EE-4912 DIVISION	45012.4.1, EEP-000S(482) Ecosystems Enhancement Program. \$14,330,435.00 has previously been approved for project mitigation. Funds need to be decreased (\$338,251.00) for SFY 2014 adjustment.	-\$338,251.00 Cost -\$273,827.00 Fed. -\$64,424.00 State
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**NCDOT July 2014 Board of Transportation Agenda
Approval of Funds for Specific Federal - Aid Projects**

Division 14

Interstate Maintenance

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Haywood Co. I-5214A STATEWIDE	47060.3.2, IMPP-0074(150) Interstate Maintenance Preservation Program. Bridge #126 on US 74 over I-40 in Haywood County; Bridge #33 on I-26 over SR 1834, Bridge #183 on US 64 over I-26, Bridges #228 and #230 on I-26 over the Northern Southern Railroad Tracks, and Bridges #233 and #234 on I-26 over Cane Creek in Henderson County; Bridge #32 on NC 108 over I-26 and Bridges #98 and #99 on I-26 over SR 1142. \$2,067,700.00 has previously been approved for construction. Additional funds are needed based on the latest estimate.	\$234,600.00 Cost \$187,680.00 Fed. \$46,920.00 State

Bridge

Transylvania Co. B-4288 DIVISION	33627.3.FD1, BRZ-1107(9) Replace Bridge #85 over East Fork French Broad River on SR 1107, 0.109 mile. \$750,000.00 has previously been approved for construction. Funds need to be increased \$7,026.00 to reflect the low bid received on April 15, 2014.	\$7,026.00 Cost \$5,621.00 Fed. \$1,405.00 State
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Safety

Henderson Co. W-5214K DIVISION	45344.3.FD11, HSIP-1527(8) SR 1527 (Southbrook Drive) from Henderson County to SR 1528 (Locust Grove Road) in Transylvania County near Etowah. Funds are needed for construction for guardrail improvements.	\$100,000.00 Cost \$90,000.00 Fed. \$10,000.00 State
Jackson Co. W-5214R DIVISION	45344.3.FD18, HRRR-1337(7) SR 1337 (Ledbetter Road) from SR 1336 (Monteith Road) to Indiana Avenue near Cullowhee. Funds are needed for construction for guardrail improvements.	\$52,000.00 Cost \$46,800.00 Fed. \$5,200.00 State

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

Statewide

Planning and Research

Town/ County/PROJ CATEGORY	Project Description	Estimated Cost
Statewide M-0460 STATEWIDE	50084.1.1, NST-0NST(1) National Summer Transportation Institute (NSTI). \$163,718.00 has previously been approved. Funds need to be increased \$138,109.00 for FY2014 allocation.	\$138,109.00 Cost \$110,487.00 Fed. \$27,622.00 State

Rail Program

Statewide Z-5000 STATEWIDE	42007.1.1, STP-000S(510) Railway-Highway Grade Crossing Safety Projects on State System Streets. \$5,680,000.00 has previously been approved for preliminary engineering. Additional funds are needed based on the latest estimate.	\$500,000.00 Cost \$450,000.00 Fed. \$50,000.00 State
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Project Mitigation

Statewide R-9999WM STATEWIDE	34634.1.1, STP-000S(230) Wetland Mitigation Sites. \$62,773,651.00 has previously been approved for preliminary engineering. Funds need to be increased \$200,000.00 for FY2014 allocation.	\$200,000.00 Cost \$160,000.00 Fed. \$40,000.00 State
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Bicycle and Pedestrian

Statewide EB-5542 DIVISION	55062.1.FD1, STPEB-000S(730) Bike / Pedestrian Program. Funds are needed for preliminary engineering.	\$700,000.00 Cost \$560,000.00 Fed. \$140,000.00 State
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ITEM M SUMMARY - 93 PROJECT(S) - (TOTAL FEDERAL AND STATE) \$47,090,044.00

HIGHWAY PROGRAM

STIP ADDITIONS

DIVISION 2

* U-5713 US 70, NEUSE RIVER BRIDGE TO GRANTHAM ROAD.
 CRAVEN UPGRADE ROADWAY TO FREEWAY.
 PROJ.CATEGORY PROGRAMMED FOR PLANNING AND ENVIRONMENTAL
 STATEWIDE STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI
STATEWIDE PROJECT.

DIVISION 3

* AV-5702	WILMINGTON INTERNATIONAL, REHABILITATE	CONSTRUCTION	FY 2015 -	\$500,000	(T)
NEW HANOVER	GENERAL AVIATION APRON NORTH.		FY 2015 -	<u>\$3,000,000</u>	(O)
PROJ.CATEGORY	<u>ADD CONSTRUCTION IN FY 15 NOT PREVIOUSLY</u>			\$3,500,000	
STATEWIDE	<u>PROGRAMMED.</u>				

* U-5702 NC 132 (COLLEGE ROAD), SR 2048 (GORDON ROAD) TO
 NEW HANOVER US 421 (CAROLINA BEACH ROAD). WIDEN WITH
 PROJ.CATEGORY ACCESS IMPROVEMENTS.
 STATEWIDE PROGRAMMED FOR PLANNING AND ENVIRONMENTAL
STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI
STATEWIDE PROJECT.

* U-5704 US 76 (OLEANDER DRIVE), US 117/NC 132 (COLLEGE
 NEW HANOVER ROAD) INTERSECTION. CONVERT AT-GRADE
 PROJ.CATEGORY INTERSECTION TO SINGLE POINT URBAN
 STATEWIDE INTERCHANGE.
PROGRAMMED FOR PLANNING AND ENVIRONMENTAL
STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI
STATEWIDE PROJECT.

* U-5710 US 74 (EASTWOOD ROAD), SR 1409 (MILITARY CUTOFF
 NEW HANOVER ROAD) INTERSECTION. CONVERT AT-GRADE
 PROJ.CATEGORY INTERSECTION TO AN INTERCHANGE.
 STATEWIDE PROGRAMMED FOR PLANNING AND ENVIRONMENTAL
STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI
STATEWIDE PROJECT.

* U-5716 NC 24, US 258/NC 24 (RICHLANDS HIGHWAY)
 ONSLOW INTERSECTION. CONVERT AT-GRADE INTERSECTION
 PROJ.CATEGORY TO INTERCHANGE.
 STATEWIDE PROGRAMMED FOR PLANNING AND ENVIRONMENTAL
STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI
STATEWIDE PROJECT.

* INDICATES FEDERAL AMENDMENT

Thursday, July 10, 2014

HIGHWAY PROGRAM

STIP ADDITIONS

DIVISION 3

* U-5719
 ONSLOW
 PROJ.CATEGORY
 STATEWIDE

US 258 (RICHLANDS HIGHWAY), SR 1219 (BLUE CREEK ROAD)/SR 1396 (RIDGE ROAD). REALIGN INTERSECTIONS TO FORM ONE AT-GRADE INTERSECTION.

PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI STATEWIDE PROJECT.

DIVISION 5

* I-5700
 WAKE
 PROJ.CATEGORY
 STATEWIDE

I-40, SR 3015 (AIRPORT BOULEVARD) INTERCHANGE. CONVERT EXISTING INTERCHANGE TO A DIVERGING DIAMOND.

PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDIES ONLY TO EXPEDITE DELIVERY OF NEW STI STATEWIDE PROJECT.

* I-5701
 WAKE
 PROJ.CATEGORY
 STATEWIDE

I-40 / US 64, I-440 / US 1 / US 64 TO SR 1370 (LAKE WHEELER ROAD) IN RALEIGH. WIDEN FROM SIX TO EIGHT LANES.

PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDIES ONLY TO EXPEDITE DELIVERY OF NEW STI STATEWIDE PROJECT.

* I-5702
 DURHAM
 WAKE
 PROJ.CATEGORY
 STATEWIDE

I-40, US 15 / US 501 IN DURHAM COUNTY TO I-40 / US 1 / US 64 IN WAKE COUNTY. CONSTRUCT MANAGED LANES.

PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDIES ONLY TO EXPEDITE DELIVERY OF NEW STI STATEWIDE PROJECT.

* I-5703
 WAKE
 PROJ.CATEGORY
 STATEWIDE

I-40, I-440 / US 1 / US 64 INTERCHANGE IN RALEIGH. RECONSTRUCT INTERCHANGE.

PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDIES ONLY TO EXPEDITE DELIVERY OF NEW STI STATEWIDE PROJECT.

* I-5704
 WAKE
 PROJ.CATEGORY
 STATEWIDE

I-40, WEST OF SR 1728 (WADE AVENUE) TO EAST OF I-440 / US 1 / US 64. WIDEN FROM SIX TO EIGHT LANES AND REHABILITATE PAVEMENT.

PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDIES ONLY TO EXPEDITE DELIVERY OF NEW STI STATEWIDE PROJECT.

* INDICATES FEDERAL AMENDMENT

Thursday, July 10, 2014

HIGHWAY PROGRAM

STIP ADDITIONS

DIVISION 5

* I-5705
 DURHAM
 PROJ.CATEGORY STATEWIDE
 I-40, NC 54 INTERCHANGE IN DURHAM. INTERCHANGE IMPROVEMENTS.
PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDIES ONLY TO EXPEDITE DELIVERY OF NEW STI STATEWIDE PROJECT.

* I-5707
 DURHAM
 PROJ.CATEGORY STATEWIDE
 I-40, NC 55 (ALSTON AVENUE) TO NC 147 (DURHAM FREEWAY / TRIANGLE EXPRESSWAY) IN DURHAM. CONSTRUCT WESTBOUND AUXILIARY LANE.
PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDIES ONLY TO EXPEDITE DELIVERY OF NEW STI STATEWIDE PROJECT.

* I-5708
 WAKE
 PROJ.CATEGORY STATEWIDE
 I-440 / US 1, SR 2000 (WAKE FOREST ROAD) INTERCHANGE IN RALEIGH. CONSTRUCT DIVERGING DIAMOND INTERCHANGE.
PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDIES ONLY TO EXPEDITE DELIVERY OF NEW STI STATEWIDE PROJECT.

* I-5710
 WAKE
 PROJ.CATEGORY STATEWIDE
 I-540, SR 1829 (LEESVILLE ROAD) TO SR 2000 (FALLS OF NEUSE ROAD) IN RALEIGH. INSTALL RAMP METERS AT FOUR INTERCHANGES.
PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDIES ONLY TO EXPEDITE DELIVERY OF NEW STI STATEWIDE PROJECT.

* I-5870
 WAKE
 PROJ.CATEGORY STATEWIDE
 I-440 / US 1, WEST OF RIDGE ROAD TO EAST OF US 70 (GLENWOOD AVENUE) IN RALEIGH. CONSTRUCT NEW INTERCHANGE AT RIDGE ROAD TO CONNECT WITH CRABTREE VALLEY AVENUE, REALIGN I-440 / US 1 INTERCHANGE WITH US 70 (GLENWOOD AVENUE), AND REALIGN AND WIDEN CRABTREE VALLEY AVENUE BETWEEN SR 3009 (EDWARDS MILL ROAD) AND RIDGE ROAD.
PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI STATEWIDE PROJECT.

* U-5717
 DURHAM
 PROJ.CATEGORY STATEWIDE
 US 15 / US 501, SR 1116 (GARRETT ROAD) IN DURHAM. CONVERT AT-GRADE INTERSECTION TO INTERCHANGE.
PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDIES ONLY TO EXPEDITE DELIVERY OF NEW STI STATEWIDE PROJECT.

* INDICATES FEDERAL AMENDMENT

Thursday, July 10, 2014

**HIGHWAY PROGRAM
STIP ADDITIONS**

DIVISION 5

* U-5720
DURHAM
PROJ.CATEGORY STATEWIDE

US 70 (MIAMI BOULEVARD), SR 1959 (SOUTH MIAMI BOULEVARD) / SR 1811 (SHERRON ROAD) INTERSECTION. CONVERT AT-GRADE INTERSECTION TO INTERCHANGE.

PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDIES ONLY TO EXPEDITE DELIVERY OF NEW STI STATEWIDE PROJECT.

DIVISION 7

* AV-5708
GUILFORD
PROJ.CATEGORY STATEWIDE

PIEDMONT TRIAD INTERNATIONAL, CONSTRUCT TAXIWAY OVER FUTURE I-73 EAST OF SR 2085 (BRYAN BOULEVARD).

PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDIES ONLY TO EXPEDITE DELIVERY OF NEW STI STATEWIDE PROJECT.

* I-5711
ALAMANCE
PROJ.CATEGORY STATEWIDE

I-40 / I-85, SR 1007 (MEBANE-OAKS ROAD) IN MEBANE. INTERCHANGE IMPROVEMENTS.

PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDIES ONLY TO EXPEDITE DELIVERY OF NEW STI STATEWIDE PROJECT.

* I-5712
GUILFORD
PROJ.CATEGORY STATEWIDE

I-40 / US 421, SR 1850 (SANDY RIDGE ROAD) INTERCHANGE) IN GREENSBORO. REALIGN EASTBOUND AND WESTBOUND RAMPS, CONSTRUCT LOOP RAMPS IN NORTHEAST AND SOUTHWEST QUADRANTS, AND WIDEN SR 1850 THROUGH INTERCHANGE.

PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDIES ONLY TO EXPEDITE DELIVERY OF NEW STI STATEWIDE PROJECT.

DIVISION 10

* I-5714
MECKLENBURG
PROJ.CATEGORY STATEWIDE

I-77, SR 2136 (GILEAD ROAD) INTERCHANGE. UPGRADE EXISTING DIAMOND INTERCHANGE TO DIVERGING DIAMOND INTERCHANGE.

PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI STATEWIDE PROJECT.

* I-5715
MECKLENBURG
PROJ.CATEGORY STATEWIDE

I-77, NC 73 INTERCHANGE. UPGRADE EXISTING INTERCHANGE TO SPLIT DIAMOND CONFIGURATION.

PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI STATEWIDE PROJECT.

* INDICATES FEDERAL AMENDMENT

Thursday, July 10, 2014

**HIGHWAY PROGRAM
STIP ADDITIONS**

DIVISION 10

* U-5703
UNION
PROJ.CATEGORY
STATEWIDE

US 74 (ROOSEVELT BLVD), SR 1514 (ROCKY RIVER ROAD) INTERSECTION. RECONFIGURE TO SUPERSTREET.

PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI STATEWIDE PROJECT.

* U-5712
MECKLENBURG
PROJ.CATEGORY
STATEWIDE

NC 160 (WEST BOULEVARD), SR 5901 (BILLY GRAHAM PARKWAY) INTERSECTION. UPGRADE INTERSECTION TO INTERCHANGE.

PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI STATEWIDE PROJECT.

* U-5714
MECKLENBURG
PROJ.CATEGORY
STATEWIDE

SR 5901 (BILLY GRAHAM PARKWAY), MORRIS FIELD DRIVE INTERSECTION. CONSTRUCT GRADE SEPARATION.

PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI STATEWIDE PROJECT.

* U-5723
UNION
PROJ.CATEGORY
STATEWIDE

EXISTING US 74, US 601 INTERCHANGE. CONSTRUCT IMPROVEMENTS.

PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI STATEWIDE PROJECT.

DIVISION 11

* U-5705
WATAUGA
PROJ.CATEGORY
STATEWIDE

US 221/321, NC 105 INTERSECTION. CONSTRUCT UPGRADES.

PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI STATEWIDE PROJECT.

* U-5715
WATAUGA
PROJ.CATEGORY
STATEWIDE

US 321/421, NC 194 (KING STREET), COLLEGE STREET INTERSECTION. CONSTRUCT IMPROVEMENTS.

PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI STATEWIDE PROJECT.

* INDICATES FEDERAL AMENDMENT

Thursday, July 10, 2014

HIGHWAY PROGRAM

STIP ADDITIONS

DIVISION 12

* I-5713
 GASTON
 PROJ.CATEGORY
 STATEWIDE
 I-85, SR 2200 (COX ROAD) INTERCHANGE. ADD 1 LANE TO EACH OFF RAMP. (COORDINATE WITH I-5719)
PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI STATEWIDE PROJECT.

* I-5716
 CATAWBA
 PROJ.CATEGORY
 STATEWIDE
 I-40, SR 1007 (LENOIR RHYNE BOULEVARD) INTERCHANGE. CONSTRUCT RAMP IN THE NORTHEAST QUADRANT .
PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI STATEWIDE PROJECT.

* I-5717
 IREDELL
 PROJ.CATEGORY
 STATEWIDE
 I-77, NC 150 INTERCHANGE. RECONSTRUCT INTERCHANGE TO DIVERGING DIAMOND.
PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI STATEWIDE PROJECT.

* I-5719
 GASTON
 PROJ.CATEGORY
 STATEWIDE
 I-85, US 321 TO NC 273. WIDEN TO EIGHT LANES. (COORDINATE WITH I-5713)
PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI STATEWIDE PROJECT.

* U-2567
 CLEVELAND
 PROJ.CATEGORY
 STATEWIDE
 US 74 (DIXON BLVD), NC 150 (DEKALB STREET) INTERSECTION. CONSTRUCT INTERCHANGE.
PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI STATEWIDE PROJECT.

STATEWIDE

W-5601	VARIOUS, RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.	RIGHT-OF-WAY CONSTRUCTION	FY 2015 -	\$1,400,000	(HSIP)
STATEWIDE			FY 2015 -	\$8,400,000	(HSIP)
PROJ.CATEGORY	<u>ADD RIGHT-OF-WAY IN FY 15 AND CONSTRUCTION IN FY 15 NOT PREVIOUSLY PROGRAMMED.</u>			\$9,800,000	
STATEWIDE					
REGIONAL					
DIVISION					

* INDICATES FEDERAL AMENDMENT

Thursday, July 10, 2014

**HIGHWAY PROGRAM
STIP MODIFICATIONS**

DIVISION 1

F-5003 HYDE PROJ.CATEGORY DIVISION	NC 45, SWAN QUARTER VISITORS CENTER. REPLACEMENT.	CONSTRUCTION	FY 2015 -	\$850,000 (S) \$850,000
	<u><i>DELAY CONSTRUCTION FROM FY 14 TO FY 15 TO OBTAIN PLAN APPROVAL FROM STATE CONSTRUCTION OFFICE.</i></u>			
K-4700 CURRITUCK PROJ.CATEGORY STATEWIDE	US 158/NC 168, REST AREA ON NEW LOCATION TO REPLACE EXISTING FACILITY TO ACCOMMODATE SEWER SYSTEM AND FUTURE BUILDING AND PARKING NEEDS.	RIGHT-OF-WAY CONSTRUCTION	FY 2015 - FY 2018 -	\$2,000,000 (NHP) \$5,600,000 (NHP) \$7,600,000
	<u><i>DELAY RIGHT-OF-WAY FROM FY 14 TO FY 15 TO ALLOW ADDITIONAL TIME TO EVALUATE PRELIMINARY RESULTS FROM PRIORITIZATION 3.0 AND DETERMINE LIKELIHOOD THAT PROJECT WILL ADVANCE TO CONSTRUCTION.</i></u>			
R-2582A NORTHAMPTON PROJ.CATEGORY STATEWIDE	US 158/NC 46, I-95/NC 46 IN ROANOKE RAPIDS TO SR 1312 (ST. JOHN CHURCH ROAD) IN NORTHAMPTON COUNTY	UTILITIES RIGHT-OF-WAY CONSTRUCTION	FY 2015 - FY 2015 - FY 2017 -	\$440,000 (T) \$7,600,000 (T) \$54,000,000 (T) \$62,040,000
	<u><i>DELAY RIGHT-OF-WAY FROM FY 14 TO FY 15 AND CONSTRUCTION FROM FY 16 TO FY 17 TO ALLOW ADDITIONAL TIME TO EVALUATE PRELIMINARY RESULTS FROM PRIORITIZATION 3.0 AND DETERMINE LIKELIHOOD THAT PROJECT WILL ADVANCE TO</i></u>			
R-2582B NORTHAMPTON PROJ.CATEGORY STATEWIDE	US 158/NC 46, SR 1312 (ST. JOHN CHURCH ROAD) TO SR 1333 (MT. CARMEL CHURCH ROAD) EAST OF JACKSON	RIGHT-OF-WAY MITIGATION CONSTRUCTION	FY 2016 - FY 2016 - FY 2018 -	\$5,400,000 (T) \$128,000 (T) \$61,400,000 (T) \$66,928,000
	<u><i>DELAY RIGHT-OF-WAY FROM FY 15 TO FY 16 AND CONSTRUCTION FROM FY 17 TO FY 18 TO ALLOW ADDITIONAL TIME FOR DESIGN.</i></u>			
R-3826 MARTIN PROJ.CATEGORY REGIONAL	NC 125, SR 1182 (EAST COLLEGE ROAD) TO NC 125 NORTHWEST OF WILLIAMSTON. TWO LANES, MOST ON NEW LOCATION.	UTILITIES RIGHT-OF-WAY CONSTRUCTION	FY 2015 - FY 2015 - FY 2017 -	\$255,000 (STP) \$2,400,000 (STP) \$10,800,000 (STP) \$13,455,000
	<u><i>DELAY RIGHT-OF-WAY FROM FY 14 TO FY 15 AND CONSTRUCTION FROM FY 16 TO FY 17 TO ALLOW ADDITIONAL TIME TO EVALUATE PRELIMINARY RESULTS FROM PRIORITIZATION 3.0 AND DETERMINE LIKELIHOOD THAT PROJECT WILL ADVANCE TO</i></u>			

* INDICATES FEDERAL AMENDMENT

**HIGHWAY PROGRAM
STIP MODIFICATIONS**

DIVISION 3

EB-4705 ONSLOW PROJ.CATEGORY DIVISION	JACKSONVILLE, LEJEUNE BOULEVARD GREENWAY, SOUTH SIDE OF NC 24 (LEJEUNE BOULEVARD), MONTFORD POINT ROAD TO U-5132 GREENWAY TERMINI.	CONSTRUCTION	FY 2015 -	\$1,550,000	(STPEB)
				\$1,550,000	

*DELAY CONSTRUCTION FROM FY 14 TO FY 15 TO
ALLOW ADDITIONAL TIME FOR RIGHT OF WAY
ACQUISITION.*

* I-5302 PENDER PROJ.CATEGORY STATEWIDE	I-40, US 117 (MILE POST 389.5) TO NC 53 (MILE POST 398.9). PAVEMENT REHABILITATION.	CONSTRUCTION	FY 2018 -	\$3,575,000	(NPPIM)
			FY 2019 -	\$3,575,000	(NHPIM)
				\$7,150,000	

*DELAY CONSTRUCTION FROM FY 15 TO FY 18.
PROJECT SCHEDULE CHANGED WITH I-5357 BASED
ON PAVEMENT CONDITION NEEDS.*

* I-5357 PENDER NEW HANOVER PROJ.CATEGORY STATEWIDE	I-40, SOUTH OF NC 210 (MILE POST 408.6) IN PENDER COUNTY TO END OF I-40 (MILE POST 420) IN NEW HANOVER COUNTY. PAVEMENT REHABILITATION.	CONSTRUCTION	FY 2015 -	\$8,600,000	(NHPIM)
				\$8,600,000	

*ACCELERATE CONSTRUCTION FROM FY 18 TO FY 15.
PROJECT SCHEDULE CHANGED WITH I-5302 BASED
ON PAVEMENT CONDITION NEEDS.*

DIVISION 4

I-3318BB JOHNSTON PROJ.CATEGORY STATEWIDE	I-95, REPLACE BRIDGE NO. 114 AND BRIDGE NO. 116 AND APPROACHES OVER LITTLE RIVER	UTILITIES	FY 2014 -	\$23,000	(NHPIM)
		RIGHT-OF-WAY	FY 2014 -	\$177,000	(NHPIM)
		CONSTRUCTION	FY 2016 -	\$12,500,000	(NHPIM)
				\$12,700,000	

*DELAY CONSTRUCTION FROM FY 15 TO FY 16 TO
COORDINATE WITH MORATORIUM.*

W-5500 WAYNE PROJ.CATEGORY DIVISION	SR 1556 (WAYNE MEMORIAL DRIVE), SR 1622 (WOODSIDE DRIVE) TO SR 1752 (SAULSTON- PATETOWN ROAD). SAFETY IMPROVEMENTS INCLUDING WIDENING, SHOULDERS, SUPERELEVATION REVISIONS, OVERLAYING PAVEMENT MARKINGS AND SIGNING.	RIGHT-OF-WAY	FY 2015 -	\$1,428,000	(HSIP)
		CONSTRUCTION	FY 2016 -	\$1,505,000	(HSIP)
				\$2,933,000	

*DELAY RIGHT-OF-WAY FROM FY 14 TO FY 15 AND
CONSTRUCTION FROM FY 15 TO FY 16 TO ALLOW
ADDITIONAL TIME FOR PLANNING AND DESIGN.*

* INDICATES FEDERAL AMENDMENT

Thursday, July 10, 2014

**HIGHWAY PROGRAM
STIP MODIFICATIONS**

DIVISION 5

* B-5102	US 158, REPLACE BRIDGE NO. 11 OVER SOUTH HYCO	UTILITIES	FY 2015 -	\$67,000	(S(E))
PERSON	CREEK.	RIGHT-OF-WAY	FY 2015 -	\$290,000	(S(E))
PROJ.CATEGORY	<u>DELAY RIGHT-OF-WAY FROM FY 14 TO FY 15 AND</u>	MITIGATION	FY 2015 -	\$1,000	(S(E))
STATEWIDE	<u>CONSTRUCTION FROM FY 15 TO FY 16 TO ALLOW</u>	CONSTRUCTION	FY 2016 -	\$3,300,000	(S(E))
	<u>ADDITIONAL TIME FOR PLANNING AND DESIGN.</u>			\$3,658,000	

C-5527	SR 1229 (SOUTH MAIN STREET), EXISTING SIDEWALK	RIGHT-OF-WAY	FY 2014 -	\$4,000	(CMAQ)
FRANKLIN	TO NC 56 WEST IN LOUISBURG. CONSTRUCT		FY 2014 -	\$1,000	(C)
PROJ.CATEGORY	SIDEWALK.	CONSTRUCTION	FY 2015 -	\$473,000	(CMAQ)
EXEMPT	<u>DELAY CONSTRUCTION FROM FY 14 TO FY 15 TO TO</u>		FY 2015 -	\$118,000	(C)
	<u>ALLOW ADDITIONAL TIME FOR PLANNING AND</u>			\$596,000	
	<u>DESIGN BY TOWN.</u>				

EB-5515	VARIOUS, INSTALLATION OF LOCAL WAYFINDING	CONSTRUCTION	FY 2015 -	\$125,000	(STPEB)
WAKE	BICYCLE SIGNS AND BICYCLE RACK - COMFORT			\$125,000	
PROJ.CATEGORY	STATIONS IN RALEIGH.				
DIVISION	<u>PROJECT DESCRIPTION AND FUNDING PHASE</u>				
	<u>CORRECTED AT REQUEST OF DIVISION OF BICYCLE</u>				
	<u>AND PEDESTRIAN TRANSPORTATION.</u>				

R-2814C	US 401, NC 96 TO SR 1103 (FLAT ROCK CHURCH ROAD	UTILITIES	FY 2015 -	\$973,000	(STP)
WAKE	/ CLIFTON POND ROAD)	RIGHT-OF-WAY	FY 2015 -	\$9,388,000	(STP)
FRANKLIN	<u>DELAY RIGHT-OF-WAY FROM FY 14 TO FY 15 PENDING</u>	MITIGATION	FY 2016 -	\$93,000	(STP)
PROJ.CATEGORY	<u>RESULTS OF STI PRIORITIZATION.</u>	CONSTRUCTION	FY 2017 -	\$8,200,000	(STP)
REGIONAL			FY 2018 -	\$8,200,000	(STP)
			FY 2019 -	\$8,200,000	(STP)
				\$35,054,000	

DIVISION 6

P-4900A	PEMBROKE, RAILROAD BYPASS OF PEMBROKE TO	CONSTRUCTION	FY 2015 -	\$8,200,000	(T)
ROBESON	ALLOW NORTH TO SOUTH SHIPMENTS TO TURN			\$8,200,000	
PROJ.CATEGORY	EAST. GRADING AND STRUCTURES FOR NEW RAIL				
STATEWIDE	CONNECTOR IN NORTHEAST QUADRANT BETWEEN				
	CSX A-LINE AND CSX SE LINE.				
	<u>PROJECT SEGMENTED TO IMPROVE</u>				
	<u>CONSTRUCTABILITY. NO CHANGE IN SCHEDULE FOR</u>				
	<u>THIS SEGMENT.</u>				

* INDICATES FEDERAL AMENDMENT

**HIGHWAY PROGRAM
STIP MODIFICATIONS**

DIVISION 6

P-4900B ROBESON PROJ.CATEGORY STATEWIDE	PEMBROKE, RAILROAD BYPASS OF PEMBROKE TO ALLOW NORTH TO SOUTH SHIPMENTS TO TURN EAST. REALIGN SR 1571 (JONES ROAD) TO ACCOMMODATE RAILROAD TRACK REALIGNMENT. <u>PROJECT SEGMENTED TO IMPROVE CONSTRUCTABILITY. CONSTRUCTION FOR THIS SEGMENT DELAYED FROM FY 15 TO FY 16.</u>	CONSTRUCTION	FY 2016 -	\$2,700,000	(T)
				\$2,700,000	
P-4900C ROBESON PROJ.CATEGORY STATEWIDE	PEMBROKE, RAILROAD BYPASS OF PEMBROKE TO ALLOW NORTH TO SOUTH SHIPMENTS TO TURN EAST. RAILROAD TRACK CONSTRUCTION FOR NEW RAIL CONNECTOR IN NORTHEAST QUADRANT BETWEEN CSX A-LINE AND CSX SE LINE. <u>PROJECT SEGMENTED TO IMPROVE CONSTRUCTABILITY. CONSTRUCTION FOR THIS SEGMENT DELAYED FROM FY 15 TO FY 16.</u>	CONSTRUCTION	FY 2016 -	\$4,600,000	(T)
				\$4,600,000	
U-2809A CUMBERLAND PROJ.CATEGORY DIVISION	SR 1132 (LEGION ROAD), SR 1131 (CAMERON ROAD) TO SR 1363 (ELK ROAD) <u>DELAY RIGHT-OF-WAY FROM FY 14 TO FY 15 AND CONSTRUCTION FROM FY 16 TO FY 17 TO ALLOW ADDITIONAL TIME TO EVALUATE PRELIMINARY RESULTS FROM PRIORITIZATION 3.0 AND DETERMINE LIKELIHOOD THAT PROJECT WILL ADVANCE TO CONSTRUCTION.</u>	UTILITIES RIGHT-OF-WAY CONSTRUCTION	FY 2015 - FY 2015 - FY 2017 - FY 2018 - FY 2019 -	\$135,000 \$1,325,000 \$3,600,000 \$3,600,000 \$3,600,000	(STP) (STP) (STP) (STP) (STP)
				\$12,260,000	
U-4706 CUMBERLAND PROJ.CATEGORY DIVISION	SR 1131 (CAMERON ROAD), WEST OF NC 59 (MAIN STREET) TO EAST OF SR 1132 (LEGION ROAD) IN HOPE MILLS. WIDEN TO MULTI-LANES. <u>DELAY RIGHT-OF-WAY FROM FY 14 TO FY 15 AND CONSTRUCTION FROM FY 16 TO FY 17 TO ALLOW ADDITIONAL TIME TO EVALUATE PRELIMINARY RESULTS FROM PRIORITIZATION 3.0 AND DETERMINE LIKELIHOOD THAT PROJECT WILL ADVANCE TO</u>	UTILITIES RIGHT-OF-WAY CONSTRUCTION	FY 2015 - FY 2015 - FY 2017 -	\$400,000 \$2,800,000 \$4,800,000	(STP) (STP) (STP)
				\$8,000,000	
DIVISION 7 * B-5344 GUILFORD PROJ.CATEGORY DIVISION	SR 2821 (HARVEST ROAD), REPLACE BRIDGE NO. 161 OVER SOUTH BUFFALO CREEK. <u>ACCELERATE RIGHT-OF-WAY FROM FY 16 TO FY 15 AND CONSTRUCTION FROM FY 17 TO FY 16 AT REQUEST OF DIVISION.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2015 - FY 2016 -	\$120,000 \$1,225,000	(STPOFF) (STPOFF)
				\$1,345,000	

* INDICATES FEDERAL AMENDMENT

**HIGHWAY PROGRAM
STIP MODIFICATIONS**

DIVISION 7

* C-5179 ORANGE PROJ.CATEGORY EXEMPT	SR 1750 (NORTH ESTES DRIVE), NC 86 (MARTIN LUTHER KING, JR. BOULEVARD) TO CASWELL DRIVE IN CHAPEL HILL. CONSTRUCT FIVE FOOT SIDEWALKS AND FIVE FOOT BIKE LANES. NC 86 (MARTIN LUTHER KING, JR. BOULEVARD) TO ELLIOTT ROAD IN CHAPEL HILL. CONSTRUCT TEN FOOT MULTIUSE PATH. <u>ADD CONGESTION MITIGATION / AIR QUALITY (CMAQ) FUNDS, ADD ENGINEERING IN FY 14 NOT PREVIOUSLY PROGRAMMED, DELAY RIGHT OF WAY FROM FY 14 TO FY 15 AND DELAY CONSTRUCTION FROM FY 15 TO FY 16 AT REQUEST OF TRANSPORTATION PLANNING BRANCH, MPO AND TOWN.</u>	ENGINEERING RIGHT-OF-WAY CONSTRUCTION	FY 2014 - FY 2014 - FY 2015 - FY 2015 - FY 2016 - FY 2016 -	\$176,000 \$44,000 \$240,000 \$60,000 \$1,630,000 \$408,000	(STPDA) (C) (CMAQ) (C) (CMAQ) (C)
<u>\$2,558,000</u>					

U-3109A ALAMANCE PROJ.CATEGORY REGIONAL	NC 119 RELOCATION, I-40 / I-85 TO NORTH OF SR 1921 (MEBANE ROGERS ROAD). <u>DELAY RIGHT-OF-WAY FROM FY 14 TO FY 15 AND CONSTRUCTION FROM FY 16 TO FY 17 PENDING RESULTS OF STI PRIORITIZATION.</u>	UTILITIES RIGHT-OF-WAY UTILITIES RIGHT-OF-WAY MITIGATION CONSTRUCTION	FY 2015 - FY 2015 - FY 2016 - FY 2016 - FY 2016 - FY 2017 - FY 2018 - FY 2019 - FY 2020 -	\$1,284,000 \$17,813,000 \$1,283,000 \$17,812,000 \$10,000 \$11,950,000 \$11,950,000 \$11,950,000 \$11,950,000	(STP) (STP) (STP) (STP) (STP) (STP) (STP) (STP) (STP)
<u>\$86,002,000</u>					

DIVISION 8

U-5305 RANDOLPH PROJ.CATEGORY STATEWIDE	NC 49 SR 1144 (MACK ROAD), SR 1144 (MACK ROAD) INTERSECTION AND APPROACHES IN ASHEBORO. OPERATIONAL / GEOMETRIC IMPROVEMENTS AND ROADWAY RELOCATION / REALIGNMENT. <u>DELAY CONSTRUCTION FROM FY 14 TO FY 15 TO ALLOW ADDITIONAL TIME TO RESOLVE RIGHT-OF-WAY ISSUES.</u>	CONSTRUCTION	FY 2015 -	\$2,300,000 \$2,300,000	(STP)
W-5145 SCOTLAND PROJ.CATEGORY REGIONAL	US 501, SR 1614 (BARNES BRIDGE ROAD). REALIGN SR 1614 EASTBOUND LEG TO A LOCATION SOUTH OF THE INTERSECTION AND WIDEN US 501 TO THREE LANES THROUGHOUT THE AFFECTED AREA. <u>DELAY RIGHT-OF-WAY AND CONSTRUCTION FROM FY 14 TO FY 15 TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2015 - FY 2015 -	\$100,000 \$675,000 \$775,000	(HSIP) (HSIP)

* INDICATES FEDERAL AMENDMENT

**HIGHWAY PROGRAM
STIP MODIFICATIONS**

DIVISION 9

* U-5539	VARIOUS, STREETScape IMPROVEMENT PROJECTS IN	ENGINEERING	FY 2014 -	\$80,000	(STPDA)
DAVIE	THE WINSTON-SALEM URBAN AREA METROPOLITAN		FY 2014 -	\$20,000	(L)
STOKES	PLANNING ORGANIZATION (MPO) AREA.		FY 2015 -	\$80,000	(STPDA)
DAVIDSON	<u>ADD RIGHT OF WAY AND CONSTRUCTION IN FY 15, FY</u>		FY 2015 -	\$20,000	(L)
FORSYTH	<u>16 AND FY 17 NOT PREVIOUSLY PROGRAMMED, AT</u>		FY 2016 -	\$10,000	(STPDA)
PROJ.CATEGORY	<u>REQUEST OF MPO.</u>		FY 2016 -	\$3,000	(L)
DIVISION			FY 2017 -	\$80,000	(STPDA)
			FY 2017 -	\$20,000	(L)
		RIGHT-OF-WAY	FY 2014 -	\$160,000	(STPDA)
			FY 2014 -	\$40,000	(L)
			FY 2015 -	\$160,000	(STPDA)
			FY 2015 -	\$40,000	(L)
			FY 2016 -	\$20,000	(STPDA)
			FY 2016 -	\$5,000	(L)
			FY 2017 -	\$160,000	(STPDA)
			FY 2017 -	\$40,000	(L)
		CONSTRUCTION	FY 2014 -	\$560,000	(STPDA)
			FY 2014 -	\$140,000	(L)
			FY 2015 -	\$560,000	(STPDA)
			FY 2015 -	\$140,000	(L)
			FY 2016 -	\$70,000	(STPDA)
			FY 2016 -	\$18,000	(L)
			FY 2017 -	\$560,000	(STPDA)
			FY 2017 -	\$140,000	(L)
				\$3,126,000	

DIVISION 10

* C-5543	SUNSET ROAD, SUNSET ROAD, I-77 TO STATESVILLE	ENGINEERING	FY 2014 -	\$234,000	(CMAQ)
MECKLENBURG	ROAD IN CHARLOTTE. CONSTRUCT SIDEWALKS ON		FY 2014 -	\$78,000	(C)
PROJ.CATEGORY	SOUTH SIDE AND INSTALL SIDEWALK ON THE I-77	RIGHT-OF-WAY	FY 2014 -	\$79,000	(CMAQ)
EXEMPT	OVERPASS.		FY 2014 -	\$26,000	(C)
	<u>ACCELERATE RIGHT-OF-WAY FROM FY 15 TO FY 14</u>	CONSTRUCTION	FY 2015 -	\$1,073,000	(CMAQ)
	<u>AND CONSTRUCTION FROM FY 16 TO FY 15 AT</u>		FY 2015 -	\$358,000	(C)
	<u>REQUEST OF CITY OF CHARLOTTE.</u>			\$1,848,000	
* U-0209BA	US 74 (INDEPENDENCE BOULEVARD), SEPARATE ITS	CONSTRUCTION	FY 2016 -	\$1,400,000	(CMAQ)
MECKLENBURG	CONTRACT FOR U-209 B			\$1,400,000	
PROJ.CATEGORY	<u>DELAY CONSTRUCTION FROM FY 14 TO FY 16 TO</u>				
STATEWIDE	<u>BETTER ALIGN SCHEDULE WITH COMPLETION OF</u>				
	<u>MAIN CONTRACT.</u>				

* INDICATES FEDERAL AMENDMENT

**HIGHWAY PROGRAM
STIP MODIFICATIONS**

DIVISION 10

U-5008	SR 2975 (SUGAR CREEK ROAD), CONSTRUCT GRADE	CONSTRUCTION	FY 2015 -	\$1,000,000	(S)
MECKLENBURG	SEPARATION OVER NORTH CAROLINA		FY 2015 -	\$13,000,000	(O)
PROJ.CATEGORY	RAILROAD/NORFOLK SOUTHERN RAILWAY CROSSING		FY 2015 -	\$24,000,000	(FED)
DIVISION	715 352H AND THE CLOSURE OF CRAIGHEAD ROAD		FY 2015 -	\$5,000,000	(C)
	CROSSING 715 355D.			\$43,000,000	
	<u><i>PROJECT BEING UPDATED TO BETTER DEFINE FUNDING SOURCES AND AMOUNTS.</i></u>				

DIVISION 11

R-2915C	US 221, NORTH OF SOUTH FORK NEW RIVER TO	UTILITIES	FY 2015 -	\$720,000	(STP)
ASHE	SOUTH OF NC 194	RIGHT-OF-WAY	FY 2015 -	\$15,000,000	(STP)
PROJ.CATEGORY	<u><i>DELAY RIGHT-OF-WAY FROM FY 14 TO FY 15 TO</i></u>	MITIGATION	FY 2015 -	\$2,000	(STP)
REGIONAL	<u><i>ALLOW ADDITIONAL TIME TO EVALUATE RESULTS</i></u>	CONSTRUCTION	FY 2017 -	\$11,000,000	(STP)
	<u><i>FROM PRIORITIZATION 3.0 AND DETERMINE</i></u>		FY 2018 -	\$11,000,000	(STP)
	<u><i>LIKELIHOOD THAT PROJECT WILL ADVANCE TO</i></u>		FY 2019 -	\$11,000,000	(STP)
	<u><i>CONSTRUCTION.</i></u>		FY 2020 -	\$11,000,000	(STP)
				\$59,722,000	

DIVISION 12

R-3100A	NC 16, SR 1895 (TOWER ROAD) TO SR 1814 (CALDWELL	UTILITIES	FY 2015 -	\$1,600,000	(STP)
CATAWBA	ROAD)	RIGHT-OF-WAY	FY 2015 -	\$8,500,000	(STP)
PROJ.CATEGORY	<u><i>DELAY RIGHT-OF-WAY FROM FY 14 TO FY 15 AND</i></u>	CONSTRUCTION	FY 2017 -	\$12,050,000	(STP)
REGIONAL	<u><i>CONSTRUCTION FROM FY 16 TO FY 17 TO ALLOW</i></u>		FY 2018 -	\$12,050,000	(STP)
	<u><i>ADDITIONAL TIME TO EVALUATE RESULTS FROM</i></u>			\$34,200,000	
	<u><i>PRIORITIZATION 3.0 AND DETERMINE LIKELIHOOD</i></u>				
	<u><i>THAT PROJECT WILL ADVANCE TO CONSTRUCTION.</i></u>				

R-3100B	NC 16, SR 1814 (CALDWELL ROAD) TO SR 1801	UTILITIES	FY 2015 -	\$70,000	(STP)
CATAWBA	(CLAREMONT ROAD)	RIGHT-OF-WAY	FY 2015 -	\$4,200,000	(STP)
PROJ.CATEGORY	<u><i>DELAY RIGHT-OF-WAY FROM FY 14 TO FY 15 AND</i></u>	CONSTRUCTION	FY 2017 -	\$8,500,000	(STP)
REGIONAL	<u><i>CONSTRUCTION FROM FY 16 TO FY 17 TO ALLOW</i></u>		FY 2018 -	\$8,500,000	(STP)
	<u><i>ADDITIONAL TIME TO EVALUATE RESULTS FROM</i></u>			\$21,270,000	
	<u><i>PRIORITIZATION 3.0 AND DETERMINE LIKELIHOOD</i></u>				
	<u><i>THAT PROJECT WILL ADVANCE TO CONSTRUCTION.</i></u>				

U-3633	NC 273 (SOUTH MAIN STREET), TUCKASEEGEE ROAD	UTILITIES	FY 2015 -	\$1,350,000	(NHP)
GASTON	(AT BEATTY DRIVE) TO HIGHLAND STREET (AT A & E	RIGHT-OF-WAY	FY 2015 -	\$2,500,000	(NHP)
PROJ.CATEGORY	DRIVE) IN MOUNT HOLLY. WIDEN TO FOUR-LANES	CONSTRUCTION	FY 2016 -	\$6,200,000	(NHP)
REGIONAL	DIVIDED.		FY 2017 -	\$6,200,000	(NHP)
	<u><i>DELAY RIGHT-OF-WAY FROM FY 14 TO FY 15 TO</i></u>			\$16,250,000	
	<u><i>ALLOW ADDITIONAL TIME TO EVALUATE RESULTS</i></u>				
	<u><i>FROM PRIORITIZATION 3.0 AND DETERMINE</i></u>				
	<u><i>LIKELIHOOD THAT PROJECT WILL ADVANCE TO</i></u>				
	<u><i>CONSTRUCTION.</i></u>				

* INDICATES FEDERAL AMENDMENT

**HIGHWAY PROGRAM
STIP MODIFICATIONS**

DIVISION 13

I-5372 MADISON PROJ.CATEGORY STATEWIDE	I-26, MILE MARKER 9 TO BUNCOMBE COUNTY LINE. PAVEMENT REHABILITATION.	CONSTRUCTION	FY 2015 -	\$4,000,000	(NHPIM)
				\$4,000,000	
	<u><i>DELAY CONSTRUCTION FROM FY 14 TO FY 15 TO ALLOW ADDITIONAL TIME FOR DESIGN.</i></u>				

R-0204D McDOWELL PROJ.CATEGORY STATEWIDE	US 221, US 221/NC 226 INTERSECTION SOUTH OF MARION TO I-40	UTILITIES RIGHT-OF-WAY CONSTRUCTION	FY 2015 - FY 2015 - FY 2017 - FY 2018 - FY 2019 -	\$280,000 \$11,700,000 \$10,067,000 \$10,066,000 \$10,067,000	(T) (T) (T) (T) (T)
				\$42,180,000	
	<u><i>DELAY RIGHT-OF-WAY FROM FY 14 TO FY 15 AND CONSTRUCTION FROM FY 16 TO FY 17 TO ALLOW ADDITIONAL TIME TO EVALUATE RESULTS FROM PRIORITIZATION 3.0 AND DETERMINE LIKELIHOOD THAT PROJECT WILL ADVANCE TO CONSTRUCTION.</i></u>				

R-3612 RUTHERFORD PROJ.CATEGORY REGIONAL	US 221A, SR 1920 (MAIN STREET) IN HENRIETTA TO SR 1941 (MELTON STREET) IN CAROLEEN. WIDENING AND RESURFACING.	UTILITIES RIGHT-OF-WAY CONSTRUCTION	FY 2015 - FY 2015 - FY 2016 -	\$300,000 \$900,000 \$4,800,000	(STP) (STP) (STP)
				\$6,000,000	
	<u><i>DELAY RIGHT-OF-WAY FROM FY 14 TO FY 15 TO ALLOW ADDITIONAL TIME TO EVALUATE RESULTS FROM PRIORITIZATION 3.0 AND DETERMINE LIKELIHOOD THAT PROJECT WILL ADVANCE TO CONSTRUCTION.</i></u>				

U-5189 BUNCOMBE PROJ.CATEGORY DIVISION	US 25 HENDERSONVILLE ROAD, I-40 SOUTH TO NC 146 (LONG SHOALS ROAD). CONSTRUCT SIDEWALK AND CROSSING IMPROVEMENTS.	CONSTRUCTION	FY 2015 - FY 2015 -	\$3,300,000 \$825,000	(STPDA) (C)
				\$4,125,000	
	<u><i>DELAY CONSTRUCTION FROM FY 14 TO FY 15 TO ALLOW ADDITIONAL TIME FOR PLANNING.</i></u>				

DIVISION 14

R-4753 JACKSON PROJ.CATEGORY REGIONAL	NC 107, SR 1002 TO NC 281. UPGRADE EXISTING ROADWAY.	RIGHT-OF-WAY MITIGATION CONSTRUCTION	FY 2015 - FY 2015 - FY 2017 - FY 2018 -	\$5,000,000 \$267,000 \$6,800,000 \$6,800,000	(STP) (STP) (STP) (STP)
				\$18,867,000	
	<u><i>DELAY RIGHT-OF-WAY FROM FY 14 TO FY 15 AND CONSTRUCTION FROM FY 16 TO FY 17 TO ALLOW ADDITIONAL TIME TO EVALUATE RESULTS FROM PRIORITIZATION 3.0 AND DETERMINE LIKELIHOOD THAT PROJECT WILL ADVANCE TO CONSTRUCTION.</i></u>				

* INDICATES FEDERAL AMENDMENT

HIGHWAY PROGRAM

STIP DELETIONS

DIVISION 7

* C-5177	NC 86 (MARTIN LUTHER KING, JR. BOULEVARD), MLK,	RIGHT-OF-WAY	FY 2014 -	\$180,000	(CMAQ)
ORANGE	JR. SHARED PATHWAY IN CHAPEL HILL. CONSTRUCT		FY 2014 -	\$45,000	(C)
PROJ.CATEGORY	PATHWAY ALONG MLK, JR. BOULEVARD, SR 1777	CONSTRUCTION	FY 2014 -	\$545,000	(CMAQ)
EXEMPT	(HOMESTEAD ROAD) TO PINEY MOUNTAIN ROAD.		FY 2014 -	\$136,000	(C)
	<u>PROJECT DELETED AT TOWN REQUEST.</u>			\$906,000	

DIVISION 9

* C-5210	VARIOUS, SIDEWALK IMPROVEMENTS AT SELECTED	ENGINEERING	FY 2013 -	\$38,000	(CMAQ)
DAVIDSON	LOCATIONS IN DENTON.		FY 2013 -	\$10,000	(C)
PROJ.CATEGORY	<u>PROJECT DELETED AT REQUEST OF</u>	CONSTRUCTION	FY 2013 -	\$122,000	(CMAQ)
EXEMPT	<u>TRANSPORTATION PLANNING BRANCH - PROJECT</u>		FY 2013 -	\$31,000	(C)
	<u>DECLINED BY TOWN</u>			\$201,000	

* EL-5108	VARIOUS, STREETScape IMPROVEMENTS IN THE	CONSTRUCTION	FY 2012 -	\$500,000	(STPDA)
DAVIE	WINSTON-SALEM MPO AREA.		FY 2012 -	\$125,000	(C)
STOKES	<u>PROJECT DELETED; HAS BEEN REPLACED BY</u>		FY 2013 -	\$500,000	(STPDA)
DAVIDSON	<u>PROJECT U-5539.</u>		FY 2013 -	\$125,000	(C)
FORSYTH				\$1,250,000	
PROJ.CATEGORY					
DIVISION					

DIVISION 14

* EB-5538	WAYNESVILLE, WAYNESVILLE RECREATION CENTER	CONSTRUCTION	FY 2015 -	\$230,000	(STPEB)
HAYWOOD	TO RICHLAND CREEK GREENWAY. CONSTRUCT			\$230,000	
PROJ.CATEGORY	SIDEWALK.				
DIVISION	<u>DELETE, WORK WAS COMPLETED BY TOWN OF</u>				
	<u>WAYNESVILLE.</u>				

* INDICATES FEDERAL AMENDMENT

HIGHWAY PROGRAM

ITEM N SUMMARY

ADDITIONS	36	PROJECTS	\$13,300,000
MODIFICATIONS	37	PROJECTS	
DELETIONS	4	PROJECTS	\$2,587,000
	77	PROJECTS	\$10,713,000

* INDICATES FEDERAL AMENDMENT

Thursday, July 10, 2014

NCDOT July 10, 2014 Board of Transportation Agenda

SUMMARY: There are a total of 48 Agreements for approval by the Board of Transportation.

Statewide

CSX Transportation, Inc. (CSXT)
80000.2.3.3

This Agreement provides for the conversion of existing flashing incandescent light fixtures to LED lighting modules at various public highway-rail at-grade crossing locations operated and maintained by CSXT statewide. CSXT shall be responsible for all engineering, equipment, and labor associated with the project. The Department shall reimburse CSXT only for materials necessary for conversion to LED modules. The Department's participation in the cost will be funded from the State's Freight Rail & Rail Crossing Safety Improvement Fund (FRRCSI). CSXT shall be responsible for all maintenance of the lighting improvements. The estimated cost of the project is \$398,000.

Norfolk Southern Railway
Company (NS)
80000.2.3.3

This Agreement provides for the conversion of existing flashing incandescent light fixtures to LED lighting modules at various public highway-rail at-grade crossing locations operated and maintained by NS statewide. NS shall be responsible for all engineering, equipment, and labor associated with the project. The Department shall reimburse NS only for materials necessary for conversion to LED modules. The Department's participation in the cost will be funded from the State's Freight Rail & Rail Crossing Safety Improvement Fund (FRRCSI). NS shall be responsible for all maintenance of the lighting improvements. The estimated cost of the project is \$357,000.

Division 1

North Carolina & Virginia
Railroad (NCVA)
Northampton, Bertie, & Hertford
Counties
80000.2.3.3

This Agreement provides for the conversion of existing flashing incandescent light fixtures to LED lighting modules at various public highway-rail at-grade crossing locations operated and maintained by NCVA in the referenced counties. NCVA shall be responsible for all engineering, equipment, and labor associated with the project. The Department shall reimburse NCVA only for materials necessary for conversion to LED modules. The Department's participation in the cost will be funded from the State's Freight Rail & Rail Crossing Safety Improvement Fund (FRRCSI). NCVA shall be responsible for all maintenance of the lighting improvements. The estimated cost of the project is \$22,500.

NCDOT July 10, 2014 Board of Transportation Agenda

Division 1 – cont.

Chesapeake & Albemarle
Railroad (CA)
Currituck, Camden, Pasquotank,
Perquimans, & Chowan
Counties
80000.2.3.3

This Agreement provides for the conversion of existing flashing incandescent light fixtures to LED lighting modules at various public highway-rail at-grade crossing locations operated and maintained by CA in the referenced counties. CA shall be responsible for all engineering, equipment, and labor associated with the project. The Department shall reimburse CA only for materials necessary for conversion to LED modules. The Department's participation in the cost will be funded from the State's Freight Rail & Rail Crossing Safety Improvement Fund (FRRCSI). CA shall be responsible for all maintenance of the lighting improvements. The estimated cost of the project is \$22,000.

Carolina Coastal Railway, Inc.
(CLNA)
Wake, Washington, Wilson, Pitt,
Greene, Nash, Franklin, Stanly,
Carteret, & Beaufort Counties
80000.2.3.3

This Agreement provides for the conversion of existing flashing incandescent light fixtures to LED lighting modules at various public highway-rail at-grade crossing locations operated and maintained by CLNA in the referenced counties. CLNA shall be responsible for all engineering, equipment, and labor associated with the project. The Department shall reimburse CLNA only for materials necessary for conversion to LED modules. The Department's participation in the cost will be funded from the State's Freight Rail & Rail Crossing Safety Improvement Fund (FRRCSI). CLNA shall be responsible for all maintenance of the lighting improvements. The estimated cost of the project is \$102,000.

NC Department of Environment
and Natural Resources
Dare County

This Project consists of periodic dredging on an as-needed basis in Federal and adjacent non-Federal channels by the USACE under the existing MOA with NCDENR between Hatteras and Ocracoke Island, Swan Quarter and Ocracoke Island and between Rodanthe and Stumpy Point in Dare County. The Department shall participate in 100% of the actual cost of dredging requested by the Department and completed by the USACE.

United States Army Corps of
Engineers
Camden County

This Agreement is for the renewal of the long-term lease of 3.36 acres of Federal government property administered by the U.S. Army Corps of Engineers as part of the Dismal Swamp Canal. The parcel is adjacent to the Dismal Swamp Canal Welcome Center/Rest Area which is maintained by the Department. The parcel is used as a portion of the site circulation road, as a picnic area, to provide access to the canal and to maintain a dock on the canal. No costs are involved.

NCDOT July 10, 2014 Board of Transportation Agenda

Division 2

Carolina Coastal Railway
(CLNA)
Beaufort County
48114

The Agreement provides for encroachment by the Department on the operating railroad right-of-way and for CLNA expenses for the Department's project within the operating railroad right-of-way on NC 32 (Park Drive) in Washington Park at railroad milepost BH 2.7. The Department will be responsible for all costs incurred by CLNA. The estimated cost is \$99,000.

Division 3

Clinton Terminal Railroad (CTR)
Sampson County
80000.2.3.3

This Agreement provides for the conversion of existing flashing incandescent light fixtures to LED lighting modules at various public highway-rail at-grade crossing locations operated and maintained by CTR in the referenced county. CTR shall be responsible for all engineering, equipment, and labor associated with the project. The Department shall reimburse CTR only for materials necessary for conversion to LED modules. The Department's participation in the cost will be funded from the State's Freight Rail & Rail Crossing Safety Improvement Fund (FRRCSI). CTR shall be responsible for all maintenance of the lighting improvements. The estimated cost of the project is \$2,000.

Division 5

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

This Agreement provides for the procurement of long lead time materials for the construction of the station tracks related to the new Raleigh Union Station Project using American Recovery and Reinvestment Act (ARRA) Funds as part of the Piedmont Improvement Program. NS shall be responsible for the procurement of the materials. The Department shall reimburse NS the actual cost of said materials. The estimated cost is \$300,000.

City of Durham
B-3638
33186.3.1

This Project consists of the replacement of Bridge No. 316 over Campus Drive on US 70 Business in Durham. This Supplemental Agreement will provide additional milling and resurfacing of roadway, and removal of the abandoned water line within the bridge replacement limits. The Municipality shall reimburse the Department 100% of the actual cost of said work. The estimated cost to the Municipality is \$35,349.

NCDOT July 10, 2014 Board of Transportation Agenda

Division 5 – cont.

Norfolk Southern Railway
Company (NS)
Wake County
P-5005D

This Agreement provides for the procurement of long lead time materials for the construction of the Boylan Crossovers congestion mitigation project. NS shall be responsible for the procurement of the materials. The Department shall reimburse NS the actual cost of said materials, using American Recovery and Reinvestment Act (ARRA) Congestion Mitigation Funds as part of the Piedmont Improvement Program. The estimated cost is \$300,000.

Town of Wake Forest
Wake County
EL-5100 AD
41821.1.38
41821.2.38
41821.3.39

This Supplemental Agreement is to include Right of Way and Construction phase for the pedestrian connections along W. Oak Avenue (SR 1931) and Wait Avenue (NC 98 Business), two (2) priority pedestrian corridors in Wake Forest. The Municipality is responsible for all phases of the project. The Department shall allocate an amount not to exceed 80% (\$1,300,000) from the STP-DA and STP-TAP funds allocation. The Municipality will be responsible for providing the 20% (\$325,000) matching funds for the STP-DA and TAP funds authorized and all costs that exceed the total estimated cost.

Town of Wake Forest
Wake County
U-5118 BA
42379.1.3
42379.3.F3

This Supplemental Agreement is to include the Construction phase for improvement of vehicular and pedestrian traffic flow by adding turn lanes, a variable median, sidewalks, bike lanes, streetlights, pedestrian signal improvements and relocating utilities on Ligon Mill Road. The Municipality is responsible for all phases of the project. The Department shall allocate an amount not to exceed 80% (\$1,920,000) from the STP-DA funds allocation. The Municipality will be responsible for providing the 20% (\$480,000) matching funds for the STP-DA funds authorized and all costs that exceed the total estimated cost.

Town of Fuquay-Varina
Wake County
17BP.5.R.45

This Project consists of the replacement of Bridge No. 338 over Kenneth Creek on SR 1100 in Fuquay-Varina. At the request of the Municipality, the Department shall include provisions in the construction contract for the contractor to install municipally owned water and sewer lines. The Municipality shall reimburse the Department the entire cost of said utility work. The estimated cost to the Municipality is \$268,223.

NCDOT July 10, 2014 Board of Transportation Agenda

Division 5 – cont.

Town of Cary
Wake County
U-5501
45488.1.1

This project consists of environmental study and preliminary engineering for the widening of Reedy Creek Road from NE Maynard to N. Harrison Avenue to include safety and pedestrian improvements in Cary. This Supplemental Agreement is to increase the funding and extend the completion date of the Project. The Department shall allocate an additional amount not to exceed 50% (\$200,000) from the STP-DA funds allocation. The Municipality will be responsible for providing the 50% (\$200,000) matching funds for the STP-DA funds authorized and all costs that exceed the total estimated cost. The completion date for the Project is extended to July 31, 2015 in lieu of April 30, 2013.

Town of Cary
Wake County
EL-5100 GG
41821.1.17
41821.3.43

This Project consists of the preliminary engineering and design for the trailhead parking areas along Old Reedy Creek Road at the Black Creek Greenway. This Supplemental Agreement is to add the Construction Phase to the Project. The Department's original participation was \$80,000. The Department shall allocate an additional amount not to exceed 80% in an amount of \$490,000 and 50% in an amount of \$305,000 from the STP-DA funds allocation. The Municipality will be responsible for providing 20% in the amount of \$210,000 and 50% in the amount of \$305,000 matching funds for the STP-DA funds authorized and all costs that exceed the total estimated cost. This Agreement supersedes the Agreement that was approved by the Board on September 5, 2013.

Town of Cary
Wake County
42269

On September 10, 2008, the Department and the Municipality entered into a Municipal Agreement for the renovation and expansion of the Cary Depot, using American Recovery and Reinvestment Act (ARRA) Funds as part of the Piedmont Improvement Program. This Supplemental Agreement amends the Municipal Agreement to include provisions related to continuing control as required by USDOT.

NCDOT July 10, 2014 Board of Transportation Agenda

Division 6

Aberdeen & Rockfish Railroad
(AR)
Cumberland, Hoke & Moore
Counties
80000.2.3.3

This Agreement provides for the conversion of existing flashing incandescent light fixtures to LED lighting modules at various public highway-rail at-grade crossing locations operated and maintained by AR in the referenced counties. AR shall be responsible for all engineering, equipment, and labor associated with the project. The Department shall reimburse AR only for materials necessary for conversion to LED modules. The Department's participation in the cost will be funded from the State's Freight Rail & Rail Crossing Safety Improvement Fund (FRRCSI). AR shall be responsible for all maintenance of the lighting improvements. The estimated cost of the project is \$34,000.

Division 7

DuBose Properties, LLC
(DuBose)
Guilford County
P- 4405B
62000.7.STR03T1B
62000.7.STR05T4

The Department and DuBose, on October 4, 2012, executed an Alternate Access Agreement to provide an alternate access from the DuBose property to Maxfield Road (SR 3025) in order to facilitate the closure of an unprotected private crossing. Subsequent to the execution of that agreement, the parties have agreed to the need for improvements to the existing railroad crossing on Maxfield Road (Crossing No. 722 964W, MP H 4.35) in order to improve the crossing condition. This Supplemental Agreement to the Alternate Access Agreement will modify the original agreement to provide for construction of the improvements. DuBose will contract directly with Benfield Construction to perform all required work. The Department will reimburse DuBose for construction costs, including materials, labor, and equipment charges associated with the improvements. The Department will provide the paving required on Maxfield Road to tie into the revised spur line grade. DuBose will allow access onto their property for construction of the improvements and will allow other property owners along Maxfield Road access for ingress/egress during construction. The estimated cost of the improvements to the Maxfield Road crossing is \$50,000.

NCDOT July 10, 2014 Board of Transportation Agenda

Division 7 – cont.

Norfolk Southern Railway
Company (NS)
North Carolina Railroad
Company (NCRR)
Thomas J. Black and Diana C.
Black
Guilford County
P-5204

This Agreement is an Addendum to the MPCMA and provides for the permanent closure and removal of the PVA crossing (Crossing No. 722 977X, MP H 8.61) currently utilized by Thomas J. Black and Diana C. Black which is located on the NCRR railroad track operated by NS as its H line track in McLeansville, which closure is part of the McLeansville Road Grade Separation. NS shall be responsible for the following: (1) removal work within the NCRR corridor, including the removal of roadway approaches, debris, culverts, and signage and of all materials related to rail crossing and approaches; (2) the re-establishment of railroad ditches; and (3) all flagging. The Department will be responsible for all permitting and utility relocation. The Department will also perform work associated with installation of signage and barricades, landscaping the crossing closure area, and coordinating the removal and closure of the PVA with the District Engineer. NS will reimburse the Department for \$15,000 toward the costs of construction. The estimated cost of the project is \$25,000.

City of Greensboro
Guilford County
EL-5101 DM
41823.1.4
41823.2.F20
41823.3.F20

This Project consists of roadway upgrade designs on Holts Chapel Road and Lowdermilk Street for curb and gutter and sidewalk in Greensboro. This Supplemental Agreement is to revise the scope, increase funding and extend the completion date for the Project. At the request of the Municipality, the Project will now include right of way acquisition and construction. The Department's original participation was \$352,000. The Department agrees to reimburse the Municipality an additional \$2,800,000 of STP-DA funds, and the Municipality will provide an additional \$700,000 as their local match. The Municipality shall complete the Project by December 31, 2016 in lieu of March 31, 2014.

Town of Chapel Hill
Orange County
U-5543
50109.1.F1

This Project consists of the design for variable message signs for traffic management on major corridors in Chapel Hill. The Municipality is responsible for all phases of the project. The Department shall allocate an amount not to exceed 80% (\$75,000) from the STP-DA funds allocation. The Municipality will be responsible for providing the 20% (\$18,750) matching funds for the STP-DA funds authorized and all costs that exceed the total estimated cost.

NCDOT July 10, 2014 Board of Transportation Agenda

Division 7 – cont.

Town of Carrboro
Orange County
U-4726DD
36268.1.25
36268.3.25

This Project consists of design and construction of a sidewalk on Rogers Road from Homestead Road to Meadow Run Court in Carrboro. This Supplemental Agreement is to increase the funding and extend the completion date for the Project. The Department's original participation was \$428,960. The Department agrees to reimburse the Municipality an additional \$113,640 of STP-DA funds, and the Municipality will provide an additional \$28,410 as their local match. The Municipality shall complete the Project by December 31, 2015 in lieu of April 30, 2014.

Town of Chapel Hill
Orange County
C-5179
46240.1.F1
46240.2.F1
46240.3.F1

This Project consists of the construction of sidewalk and bicycle lanes along Estes Drive from Martin Luther King Jr. Blvd to Caswell Drive and the construction of a multi-use path on the north side of Estes Drive from Martin Luther King Jr. Blvd through the Estes Drive Elementary site to Elliot Road 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 for the PE Phase. The Department shall allocate an amount not to exceed 80% (\$1,870,000) from the CMAQ funds allocation. The Municipality will be responsible for providing the 20% (\$467,500) matching funds for the CMAQ funds authorized for the ROW and Construction Phase.

High Point, Thomasville &
Denton Railroad (HPDT)
Randolph, Guilford, & Davidson
Counties
80000.2.3.3

This Agreement provides for the conversion of existing flashing incandescent light fixtures to LED lighting modules at various public highway-rail at-grade crossing locations operated and maintained by HPTD in the referenced counties. HPTD shall be responsible for all engineering, equipment, and labor associated with the project. The Department shall reimburse HPTD only for materials necessary for conversion to LED modules. The Department's participation in the cost will be funded from the State's Freight Rail & Rail Crossing Safety Improvement Fund (FRRCSI). HPTD shall be responsible for all maintenance of the lighting improvements. The estimated cost of the project is \$24,500.

NCDOT July 10, 2014 Board of Transportation Agenda

Division 7 – cont.

Durham Chapel Hill Carrboro
MPO
Orange County

This Agreement provides for the ownership and maintenance of equipment related to the NCDOT Non-Motorized Traffic Monitoring Program and describes the conditions for the installation, data access, ownership and maintenance of NCDOT equipment specialized for counting pedestrians and cyclists. The MPO will be responsible for equipment installation and routine maintenance costs through the useful life of the equipment as defined in the Agreement. The Department will use state regional planning funds to purchase the necessary equipment as defined by the research program.

Greensboro MPO
Guilford County

This Agreement provides for the ownership and maintenance of equipment related to the NCDOT Non-Motorized Traffic Monitoring Program and describes the conditions for the installation, data access, ownership and maintenance of NCDOT equipment specialized for counting pedestrians and cyclists. The MPO will be responsible for equipment installation and routine maintenance costs through the useful life of the equipment as defined in the Agreement. The Department will use state regional planning funds to purchase the necessary equipment as defined by the research program.

Division 8

City of Sanford
Lee County
W-5513
44104.3.FS1

This Project consists of improvements at US 1/US 15-501 Interchange in Lee County. At the request of the Municipality, the Department shall include provisions in the construction contract for the contractor to adjust and/or relocate municipally owned water and sewer lines. The Municipality shall reimburse the Department the entire cost of said utility work. The estimated cost to the Municipality is \$799,320.64.

High Point, Thomasville &
Denton Railroad (HPTD)
Randolph County
B-5114
42252.2.FR1

The Agreement provides for encroachment by the Department on the operating railroad right-of-way and for the HPTD expense for the Department's project within the operating railroad right-of-way on SR 1619 (Prospect Street) between railroad milepost H 3.30 to H 4.20. The railroad expense includes preliminary engineering, railroad flagging, and construction monitoring. The Department will be responsible for all costs incurred by HPTD. The estimated cost is \$350,000.

NCDOT July 10, 2014 Board of Transportation Agenda

Division 8 - cont.

Atlantic & Western Railway
(ATW)
Lee County
80000.2.3.3

This Agreement provides for the conversion of existing flashing incandescent light fixtures to LED lighting modules in various public highway-rail at-grade crossing locations operated and maintained by ATW in the referenced county. ATW shall be responsible for all engineering, equipment, and labor associated with the project. The Department shall reimburse ATW only for materials necessary for conversion to LED modules. The Department's participation in the cost will be funded from the State's Freight Rail & Rail Crossing Safety Improvement Fund (FRRCSI). ATW shall be responsible for all maintenance of the lighting improvements. The estimated cost of the project is \$11,000.

Winston-Salem Southbound
Railway (WSS)
Forsyth, Davidson, Stanly,
Montgomery, & Anson Counties
80000.2.3.3

This Agreement provides for the conversion of existing flashing incandescent light fixtures to LED lighting modules in the referenced counties at various public highway-rail at-grade crossing locations operated and maintained by WSS. WSS shall be responsible for all engineering, equipment, and labor associated with the project. The Department shall reimburse WSS only for materials necessary for conversion to LED modules. The Department's participation in the cost will be funded from the State's Freight Rail & Rail Crossing Safety Improvement Fund (FRRCSI). WSS shall be responsible for all maintenance. The estimated cost of the project is \$23,000.

Aberdeen Carolina & Western
Railway (ACWR)
Cabarrus, Chatham, Stanly,
Mecklenburg, Moore, &
Montgomery Counties
80000.2.3.3

This Agreement provides for the conversion of existing flashing incandescent light fixtures to LED lighting modules at various public highway-rail at-grade crossing locations operated and maintained by ACWR in the referenced counties. ACWR shall be responsible for all engineering, equipment, and labor associated with the project. The Department shall reimburse ACWR only for materials necessary for conversion to LED modules. The Department's participation in the cost will be funded from the State's Freight Rail & Rail Crossing Safety Improvement Fund (FRRCSI). ACWR shall be responsible for all maintenance of the lighting improvements. The estimated cost of the project is \$64,000.

NCDOT July 10, 2014 Board of Transportation Agenda

Division 8 – cont.

Town of Aberdeen
Moore County
R-4073
34613.3.14

This Project consists of a groundwater remediation near Highway 211 off Lockly Drive in Aberdeen. The Department shall be responsible for planning, design, right of way and shall reimburse the Municipality 100% of the actual cost of the project. The Municipality shall be responsible for construction and maintenance. The estimated cost of the project is \$750,000.

Division 9

Yadkin Valley Railroad (YVRR)
Forsyth, Stokes, Surry, & Wilkes
Counties
80000.2.3.3

This Agreement provides for the conversion of existing flashing incandescent light fixtures to LED lighting modules at various public highway-rail at-grade crossing locations operated and maintained by YVRR in the referenced counties. YVRR shall be responsible for all engineering, equipment, and labor associated with the project. The Department shall reimburse YVRR only for materials necessary for conversion to LED modules. The Department's participation in the cost will be funded from the State's Freight Rail & Rail Crossing Safety Improvement Fund (FRRCSI). YVRR shall be responsible for all maintenance of the lighting improvements. The estimated cost of the project is \$31,500.

City of Winston-Salem
Forsyth County
U-5539 A
50099.1.F2
50099.2.F2
50099.3.F2

This Project consists of the Martin Luther King Jr Drive Streetscape Improvements in Forsyth County. The Municipality is responsible for all phases of the project. The Department shall reimburse eighty percent (80%) of eligible costs up to \$2,500,000 from the STP-DA funds. The Municipality will be responsible for providing the twenty percent (20%) matching funds (\$625,000) and all costs that exceed the total estimated cost.

Winston-Salem Urban Area
MPO
Forsyth County

This Agreement provides for the ownership and maintenance of equipment related to the NCDOT Non-Motorized Traffic Monitoring Program and describes the conditions for the installation, data access, ownership and maintenance of NCDOT equipment specialized for counting pedestrians and cyclists. The MPO will be responsible for equipment installation and routine maintenance costs through the useful life of the equipment as defined in the Agreement. The Department will use state regional planning funds to purchase the necessary equipment as defined by the research program.

NCDOT July 10, 2014 Board of Transportation Agenda

Division 10

Edwards Wood Products, Inc.
Anson County

This Rail Industrial Access Agreement consists of the preparation of the site for the installation of a CSX Transportation, Inc. (CSXT) turnout and industry track. The track will be used as an inbound rail line to the existing facility located at CSXT Milepost SF 292. The Grantee shall be responsible for the construction of the rail spur. The Department shall participate in the cost of the work up to \$95,000. The estimated cost of the work is \$367,400.

Willow Oaks Crossing, LLC
Cabarrus County
R-2246B
34408.3.5

This Project consists of improvements on George Liles Parkway from SR 1304 (Roberta Road) to SR 1431 (Weddington Road) in Cabarrus County, in conjunction with TIP Project R-2246B. The additional work includes the construction of a southbound right-turn lane and a northbound left-turn crossover on George Liles Parkway for the Willow Oaks Crossing development. The Developer shall reimburse the Department actual cost for the additional work in the amount of \$174,634.

Southeast Shortlines d/b/a
Caldwell County Railroad Co.
(CWCY)
Burke, Caldwell, & Catawba
Counties
80000.2.3.3

This Agreement provides for the conversion of existing flashing incandescent light fixtures to LED lighting modules at various public highway-rail at-grade crossing locations operated and maintained by CWCY in the referenced counties. CWCY shall be responsible for all engineering, equipment, and labor associated with the project. The Department shall reimburse CWCY only for materials necessary for conversion to LED modules. The Department's participation in the cost will be funded from the State's Freight Rail & Rail Crossing Safety Improvement Fund (FRRCSI). CWCY shall be responsible for all maintenance of the lighting improvements. The estimated cost of the project is \$7,000.

Norfolk Southern Railway
Company (NS)
Mecklenburg County

This Agreement provides for a study to be conducted by NS to determine the operating impact upon freight and passenger rail operations of different track and signal configurations for the proposed Charlotte Gateway Station as a potential replacement for the existing Charlotte Amtrak station. Costs include NS engineering, third-party engineering consultants working on behalf of NS, and NS management time and travel. The estimated cost to the Department is \$200,000.

NCDOT July 10, 2014 Board of Transportation Agenda

Division 11

Town of Blowing Rock
Caldwell County
R-2237C
34402.3.7

This project consists of improvements along US 321 from SR 1500 (Blackberry Road) to US 221 in Blowing Rock. This Supplemental Agreement is to add additional cost for aluminum picket fence. The funding for the fence is an additional amount of \$199,780.92. The funding amount shall increase from \$21,500 to \$221,280.92. The Municipality shall be responsible for 100% of the additional costs.

Division 12

City of Belmont
SR-5001A1
40924.1.18
40924.2.7
40924.3.34

This project consists of planning, design and construction of sidewalk in Belmont. This Supplemental Agreement is to modify the scope to include planning, design, and construction of sidewalk along the north side of Lincoln Street from N. Central Avenue to just west of Reid Street and to extend the completion date of the Project to March 31, 2015 in lieu of August 31, 2013.

City of Belmont
Gaston County
ER-2973 L
46057.3.ST25
3712.3.12

This project consists of maintaining the landscape improvements in the quadrant at Exit 26 and 27, Belmont-Mount Holly Road and NC 273, along I-85 in Gaston County. The Department shall develop the landscape design, prepare plans and site and install the plantings. The Municipality shall assume maintenance of the plantings upon completion of the project.

Town of Mooresville
Iredell County
C-5528
51042.3.F1

This project consists of improvements at the intersection of NC 150 and Talbert Road. The Municipality is responsible for all phases of the project. The Department shall reimburse eighty percent (80%) of eligible costs up to \$280,000 from CMAQ funds. The Municipality shall provide twenty percent (20%) matching funds (\$70,000) and all costs that exceed the total estimated cost.

City of Gastonia
Gaston County
C-5566
50100.1.F1

This project consists of implementing a GPS/Automatic Vehicle Locator System on the Municipality's fleet. The Municipality will perform all work associated with this project. The Department shall reimburse eighty percent (80%) of eligible costs up to \$192,000 in CMAQ funds. The Municipality is responsible for twenty percent (20%) matching funds and all costs that exceed the total estimated cost.

NCDOT July 10, 2014 Board of Transportation Agenda

Division 14

Town of Andrews
Cherokee County
EB-3314I
33935.1.FD9
33935.2.FD9

This Project consists of the construction of a sidewalk on the west side of Locust Street in Andrews. The project limits will begin north of the intersection with US Business 19 and end at the Andrews Rest Area. The Department shall allocate an amount not to exceed 80% (\$92,000) in STP-EB federal funds and 20% (\$23,000) matching state funds. Costs which exceed the total estimated amount (\$115,000) shall be borne by the Municipality.

Great Smoky Mountains
Railroad (GSMR)
Cherokee, Jackson, & Swain
Counties
80000.2.3.3

This Agreement provides for the conversion of existing flashing incandescent light fixtures to LED lighting modules at various public highway-rail at-grade crossing locations operated and maintained by GSMR in the referenced counties. GSMR shall be responsible for all engineering, equipment, and labor associated with the project. The Department shall reimburse GSMR only for materials necessary for conversion to LED modules. The Department's participation in the cost will be funded from the State's Freight Rail & Rail Crossing Safety Improvement Fund (FRRCSI). GSMR shall be responsible for all maintenance of the lighting improvements. The estimated cost of the project is \$13,500.

NCDOT July 10, 2014 Board of Transportation Agenda

SUMMARY: There are a total of 34 Agreements for informational purposes only.

Statewide

NC Center for Geographic
Information and Analysis
Wake County
36249.3368

This project consists of the Department providing Orthoimagery Advisory and Technical Services for the Digital Southern Piedmont and Mountains Orthoimagery 2015 Project defined by 24 counties. The Agency shall reimburse the Department one hundred percent (100%) of the actual cost of all work performed by the Department. The estimated cost of the work is \$159,912.

Division 1

Town of Nags Head
Dare County
43832

This Project consists of extension of the Red Drum Ocean Outfall at milepost 10.45 on NC 12 in Nags Head. The estimated cost of the work is \$600,000. The Department and the Municipality will each contribute 50% of the actual cost of the work.

Division 2

Town of Maysville
Jones County
SR-5001 Y
40924.1.11

This Project consists of planning, design and construction or repair of linear feet of sidewalk, curb ramps and crosswalks at Maysville Elementary School in Jones County. This Supplemental Agreement is to extend the time frame for completion of the Project to September 30, 2014 in lieu of June 30, 2014.

Town of Morehead City
Carteret County
2.101611

This Project consists of routine and clean-up mowing of vegetation of State road rights of way in Morehead City. The Department shall reimburse the Municipality for the actual cost for labor and equipment not to exceed a maximum amount of \$4,000 for up to 6 sweeping cycles per year.

Town of Pine Knoll Shores
Carteret County
3602.3.14

This Project consists of construction of a 5-ft concrete sidewalk along NC 58 at two (2) locations in Pine Knoll Shores. This Supplemental Agreement is to increase the funding for the Project. The Department's original participation was \$50,000. The Department agrees to reimburse the Municipality an additional \$58,957 of Transportation Enhancement funds.

NCDOT July 10, 2014 Board of Transportation Agenda

Division 2 – cont.

Town of Morehead City
Carteret County
2.101611

This Project consists of routine sweeping of the curb and gutter along State roads in Morehead City. The Department shall reimburse the Municipality for the actual cost for labor and equipment not to exceed a maximum amount of \$3,700 for up to 6 sweeping cycles per year.

Division 3

Town of Shallotte
Brunswick County
36249.3062

This project consists of the installation of crosswalks, wheel chair ramps and pedestrian signals along Business US 17 where it intersects with Shallotte Street and Wall Street in Brunswick County. This Supplemental Agreement is to reimburse the Municipality's contribution of \$20,000 since the total Project cost did not exceed \$50,000.

New Hanover Regional Medical
Center
New Hanover County
36249.3369

This Project consists of a signal plan review at SR 1219 (South 17th Street) and Wellington Avenue (Non-System) in New Hanover 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.

City of Jacksonville
Onslow County
3CR.20671.151

This Project consists of additional patching needed over an existing utility to prepare SR 1403 (Hargett Street) for resurfacing in Jacksonville. The Department is responsible for all phases of the Project. The Municipality shall reimburse the Department \$147,507.60 for work performed by the Department.

Surf City BBC, LLC
Pender County
44178.1.FR1

This Project consists of the installation of a traffic signal along NC 50/210 at the front entrance to Food Lion located east of the NC 210 intersection in Pender 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 the work is \$61,000.

Town of Surf City
Pender County
44132

This Project consists of piping the existing lateral ditch and installing drainage structures along NC 50/210 in Surf City. The Department is responsible for planning, design, right of way, and construction. The total estimated cost is \$92,000. The Department shall participate in the actual cost up to a maximum amount of \$50,000. The Municipality will participate in the amount of \$42,000 and all costs which exceed the total estimated cost.

NCDOT July 10, 2014 Board of Transportation Agenda

Division 3 – cont.

Town of Southport
Brunswick County
44136

This Project consists of the installation of turn lanes at the intersection NC 87 and Rob Gandy Boulevard in Southport. The Municipality is responsible for planning, design, utilities, and construction. The total estimated cost is \$180,000. The Department shall participate in the actual Project cost up to a maximum amount of \$180,000. Costs which exceed this amount shall be borne by the Municipality.

Division 4

Town of Nashville
Nash County
46837

This Project consists of roadway improvements at the intersection of NC 58 and Evans Drive including sidewalk, grading, drainage and paving in Nashville. The Municipality is responsible for planning, design, utilities, right of way, and construction. Total estimated costs are \$350,000. The Department shall participate in the actual Project costs up to a maximum amount of \$90,000. Costs which exceed this amount shall be borne by the Municipality.

Town of Princeton
Johnston County
3604.3.08

This Project consists of installation of sidewalk along the north side of SR 2372 (North Pearl Street) from the intersection of SR 2556 (Dr. Donnie H. Jones Jr. Boulevard) to a point approximately 50' east of Azalea Drive in Princeton. The Department shall participate in the actual costs of the project not to exceed \$65,000. Costs which exceed this amount shall be borne by the Municipality.

Division 5

Town of Cary
Wake County
U-5500
45487.1.1

This Project consists of the environmental study and preliminary engineering for widening Green Level West Road from two lanes to four lanes, starting at NC 55 west to Green Level Church Road in Cary. This Supplemental Agreement extends the completion date for the project to June 30, 2015 in lieu of September 30, 2013.

NC State Ports Authority
Wake County

The Agreement is to provide the Agency access to the Department ERP Financial system processes. This Supplemental Agreement is to expand the scope and increase the funding for the Project. The additional cost is to implement the PM Module for both facilities and equipment, estimated at \$66,560. The total estimated cost for both modules is \$233,400.

NCDOT July 10, 2014 Board of Transportation Agenda

Division 5 – cont.

City of Durham
Durham County
5.103212
5.203212

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

City of Durham
Durham County
5.103212
5.203212

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

Division 6

City of Lumberton
Robeson County
36249.3372

The Project consists of the design, fabrication and installation of "Home of Miss North Carolina 2013, Johna Alexandria Edmonds" in Robeson County. These signs are to be erected on I-95 northbound and southbound adjacent to the Lumberton City Limit signs. The Municipality shall reimburse the Department one hundred percent (100%) of the actual cost of the work. The estimated reimbursement to the Department for review and inspection is \$3,000.

Fayetteville VA Company, LLC
Cumberland County
36249.3373

This Project consists of the installation of a traffic signal and wireless communication on US 401(South Raeford Road) at the entrance to the Veterans Affairs Medical Clinic/Cabin Field Road in Fayetteville. The Developer shall reimburse the Department one hundred percent (100%) of the actual cost of the work performed by the Department. The estimated reimbursement to the Department for review and inspection is \$10,000.

Military Business Park, Inc.
Cumberland County
36249.3374

This Project consists of the installation of a traffic signal on NC 24/87 (Bragg Blvd) at Coalition Drive in Fayetteville. The Developer shall reimburse the Department one hundred percent (100%) of the actual cost of the work performed by the Department. The estimated reimbursement to the Department for review and inspection is \$10,000.

NCDOT July 10, 2014 Board of Transportation Agenda

Division 6 – cont.

Cumberland County and
Godwin-Falcon Volunteer Fire
Department
43307

This Project consists of constructing the entrance to the Godwin-Falcon Volunteer Fire Department located on SR 1806 (Sherrill Baggett Road) in Cumberland County. The County and/or Fire Department shall prepare the Project plans and shall construct and administer the Project. The Department shall reimburse the County up to \$25,000 for the work. The County is responsible for costs which exceeds this amount.

Division 7

City of Greensboro
Guilford County
EL-5101 DQ
41823.3.17

This Project consists of construction of multi-use paths in phases of the Downtown Greenway in Greensboro. This Supplemental Agreement is to extend the time frame for completion of the Project to June 30, 2016 in lieu of June 30, 2014.

Town of Elon
Alamance County
43830

This Project consists of adding curb and gutter, drainage, sidewalk berm, sidewalk, asphalt paving, and pavement markings on the west side of North Oak Street from East Lebanon Avenue to East Haggard Avenue in Elon. The estimated cost of the Project is \$177,300. The Department shall participate in the actual cost of the Project up to \$102,000. Costs which exceed this amount shall be borne by the Municipality. This Agreement supersedes the one adopted by the Board of Transportation on March 6, 2014.

Town of Elon
Alamance County
43831

This Project consists of adding curb and gutter, drainage, sidewalk berm, sidewalk, paving, and pavement markings on the west side of 1301 (South Williamson Avenue) from Ball Park Road to Sunset Drive in Elon. The estimated cost of the Project is \$306,000. The Department shall participate in the actual cost of the Project up to \$130,000. Costs which exceed this amount shall be borne by the Municipality. This Agreement supersedes the one adopted by the Board of Transportation on March 6, 2014.

Division 9

Town of Midway
Davidson County
75022

This project consists of the installation of Interchange lighting on US 52 at SR 1508 (Hickory Road) in Midway. The Department is responsible for planning, design, right of way and construction. The Municipality shall relocate and adjust all municipally-owned utilities and assume normal maintenance operations to said lighting.

NCDOT July 10, 2014 Board of Transportation Agenda

Division 11

County of Wilkes
44128

This project consists of the construction of a new two lane roadway from Call Street (NS) to Davidson Street (NS) to provide access to Wilkes Community College Health Science Complex in Wilkes County. The County shall be responsible for all phases of the project. The Department shall participate in the actual construction costs of the project in an amount not to exceed \$300,000. Costs which exceed this amount shall be borne by the County.

Grassy Creek Vineyard
Yadkin County
36249.15

This Project consists of the sign design, sign fabrication, preliminary investigation, construction inspections, final inspections and installation for "Grassy Creek Vineyard" directional sign assemblies in Yadkin County. The Facility shall reimburse the Department one hundred percent (100%) of the actual cost of all work performed by the Department. The estimated cost to the Facility is \$4,992.07.

Jones vonDrehle Vineyard
Yadkin County
36249.15

This Project consists of the sign design, sign fabrication, preliminary investigation, construction inspections, final inspections and installation for "Shadow Springs Vineyard" directional sign assemblies in Yadkin County. The Facility shall reimburse the Department one hundred percent (100%) of the actual cost of all work performed by the Department. The estimated cost to the Facility is \$5,905.77.

McRitchie Vineyard
Yadkin County
36249.15

This Project consists of the sign design, sign fabrication, preliminary investigation, construction inspections, final inspections and installation for "Shadow Springs Vineyard" directional sign assemblies in Yadkin County. The Facility shall reimburse the Department one hundred percent (100%) of the actual cost of all work performed by the Department. The estimated cost to the Facility is \$5,905.77.

Linville 34, LLC
Avery County
11C.006024

This Project consists of paving with Asphalt Surface Treatment on SR 1349 (West Fork Road) from its intersection with SR 1351 (Joe Hartley Road) to SR 1365 (Hass Hartley Road) in Avery County. The Department shall be responsible for all phases of the Project. The Developer shall reimburse the Department actual costs up to \$70,000. Any costs that exceed \$70,000 shall be borne by the Department.

NCDOT July 10, 2014 Board of Transportation Agenda

Division 12

City of Shelby
Cleveland County
36249.3367

This Project consists of a signal preemption along US 74 Bus (East Marion Street), SR 1861 (West Grover Street, US 74 (West Dixon Boulevard and SR 1950 (Wyke Road) in Shelby. The Municipality shall reimburse the Department one hundred percent (100%) of the actual cost of review and inspection of said work. The estimated reimbursement to the Department is \$7,500.

Division 13

Ingles Markets, Inc.
Buncombe County
36249.3371

The Project consists of the installation of a signal with metal poles and mast arms, turn lanes and driveways on NC 112 at the new Ingles Market/AB Tech drive intersection in Buncombe 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 \$7,500.

Division 14

Southwestern Commission
Clay, Jackson, Swain, Haywood,
Macon, Cherokee, and Graham
Counties
A-0009
32572.1.13

This Project consists of developing a comprehensive plan and comprehensive transportation plan for Cherokee and surrounding Counties; developing a regional economic vision; and assessing the transportation needs of the region and of a corridor from Chattanooga to Asheville. This Supplemental Agreement modifies the completion date of the Project to September 5, 2014 in lieu of May 31, 2014.

NCDOT July 2014 Board of Transportation Agenda

Approval of Municipal Street System Changes

Deletions from the State Highway System

Division	County	Municipality	Road	Termini	Length
8	Randolph 2014_07_M001	Trinity	SR 1602	To delete (SR 1602) Leach Street from SR 1603 to end of State Maintenance.	0.10
9	Rowan 2014_07_M001	Salisbury	SR 1703	To delete (SR 1703) Monroe Street from SR 1002 to end of State Maintenance.	1.23

NCDOT July 2014 Board of Transportation Agenda

<u>No.</u>		<u>Enacted Page No.</u>
1	Preliminary Right of Way Plans	R-1 and R-2
2	Final Right of Way Plans	R-3 and R-4
3	Revisions of Final Right of Way Plans	R-5 and R-6
4	Conveyance of Highway Right of Way Residues	R-7
5	Conveyance of Surplus Highway Right of Way	R-8
6	Approval of Contracts to Private Firms for Engineering Services	R-9

Preliminary Right of Way Plans

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

Based upon the recommendations of the Manager of the Right of Way 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 Unit 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 Unit to acquire right of way on the below projects either by negotiation or by condemnation through the Attorney General's Office.

(Division 3)

Duplin County; I.D. No. BD-5103V; Project No. 45349.2.FD22:
Bridge No. 111 over Halls Marsh on SR 1306

Pender County; I.D. No. BD-5103X; Project No. 45349.2.FD24:
Bridge No. 202 over a branch of Sills Creek on SR 1325

(Division 5)

Wake County; I.D. No. W-5205W; Project No. 45335.2.FD24:
SR 1375 (Lake Wheeler Road) at SR 1390 (Optimist Farm Road)

(Division 6)

Harnett County; I.D. No. B-4138A; Project No. 33490.2.FR2:
Bridge No. 46 – Sidewalk along the Northeast side of US 401 within the project limits

(Division 7)

Guilford County; I.D. No. B-5736; Project No. 45692.2.FR1:
Bridge No. 38 over Beaver Creek on NC 61

Guilford County; I.D. No. W-5305; Project No. 46129.2.FD1:
SR 1129 and SR 4019 (Groometown Road) and the intersection of NC 62 and SR 1129

Preliminary Right of Way Plans (continued)

(Division 8)

**Moore County; I.D. No. B-5543; Project No. 45526.2.F1:
Bridge No. 87 on Lakeshore Drive over Thaggards Lake**

(Division 9)

**Davidson County; I.D. No. BD-5109V; Project No. 45355.2.FD22:
Bridge No. 11 over First Potts Creek on SR 1155**

PRELIMINARY RIGHT OF WAY PLANS

8 PROJECTS

\$0.00

Final Right of Way Plans

Right of way acquisition in accordance with the preliminary right of way plans on file in the Right of Way 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 1)**Project No. 34548.2.1; Washington County; I.D. No. R-3620:**

Grading, drainage, paving, culvert and ITS on New route from US 64 to NC 32 with the right of way indicated upon the final plans for said project.

(Division 4)**Project No. 34927.2.2; Nash County; I.D. No. U-3331:**

Grading, drainage, paving, signals and structure on Rocky Mount – SR 1616 (Country Club Road) from US 64 to SR 1541 (Jeffreys Road) with the right of way indicated upon the final plans for said project.

(Division 5)**Project No. 35029.2.1; Wake County; I.D. No. U-4432:**

Grading, drainage, paving, structure and signals on SR 1370 (Tryon Road) from West of Bridge No. 259 over Norfolk Southern Railway to US 70-401/NC 50 (Wilmington Street) with the right of way indicated upon the final plans for said project.

(Division 7)**Project No. 34821.2.3; Guilford; I.D. No. U-2525B:**

Grading, drainage, paving, signals, culverts, retaining wall, structures and ITS on Greensboro Eastern Loop from North of US 70 to US 29 North of Greensboro with the right of way indicated upon the final plans for said project.

Final Right of Way Plans (continued)

(Division 7 continued)

Project No. 34483.2.3; Guilford County; I.D. No. R-2612B:

Grading, drainage, paving, structure and culverts on US 421 at SR 3418 (Neelley Road) South of Greensboro with the right of way indicated upon the final plans for said project.

(Division 8)

Project No. 38433.2.1; Randolph County; I.D. No. B-4608:

Grading, drainage, paving and structure on Bridge No. 208 over Fork Creek on SR-1003 (Erect Road) with the right of way indicated upon the final plans for said project.

(Division 13)

Project No. 40095.2.1; Burke County; I.D. No. B-4983:

Grading, drainage, paving, structure and signals on Bridge No. 313 over Southern Railroad on SR 1618 with the right of way indicated upon the final plans for said project.

(Division 14)

Project No. 34599.3.1; Haywood County; I.D. No. R-4047:

Grading, drainage, paving, signals, structure, culvert, retaining wall and rail realignment on NC 209 from US 23 Business to North of SR 1523 (Old Clyde Road) with the right of way indicated upon the final plans for said project.

FINAL RIGHT OF WAY PLANS

8 PROJECTS

\$0.00

Revisions of the Final Right of Way Plans

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

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

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

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

(Division 6)**Project No. 36492.2.2; I.D. No. U-4444B; Cumberland County:**

Final Right of Way plans approved on the minutes of the November 8, 2012 Board of Transportation Meeting. Revised additional right of way, easements or control of access shown on plan sheet(s) 4, 5, 6 and 7 as presented at the July 10, 2014 Board of Transportation Meeting.

(Division 10)**Project No. 34811.2.3; I.D. No. U-2507A; Mecklenburg County:**

Final Right of Way plans approved on the minutes of the January 9, 2014 Board of Transportation Meeting. Revised additional right of way, easements or control of access shown on plan sheet(s) 13 and 14 as presented at the July 10, 2014 Board of Transportation Meeting.

Project No. 43219.2.STR09P5208E; I.D. No. P-5208E; Mecklenburg/Cabarrus Counties:

Final Right of Way plans approved on the minutes of the May 2, 2013 Board of Transportation Meeting. Revised additional right of way, easements or control of access shown on plan sheet(s) 1 and 4 as presented at the July 10, 2014 Board of Transportation Meeting.

Revisions of the Final Right of Way Plans (continued)

(Division 11)

Project No. 38616.2.1; I.D. No. B-4846; Wilkes County:

Final Right of Way plans approved on the minutes of the February 6, 2014 Board of Transportation Meeting. Revised additional right of way, easements or control of access shown on plan sheet(s) 4 as presented at the July 10, 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) 19 and 20 as presented at the July 10, 2014 Board of Transportation Meeting.

(Division 13)

Project No. 34831.2.4; I.D. No. U-2550B; Burke County:

Final Right of Way plans approved on the minutes of the July 7, 2011 Board of Transportation Meeting. Revised additional right of way, easements or control of access shown on plan sheet(s) 6 as presented at the July 10, 2014 Board of Transportation Meeting.

Approval of conveyance of Highway Right of Way Residues

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

(Division 7)

**Project 9.7071005, Parcel 009, English-Broad Connector in High Point
Guilford County**

Conveyance of an approximate 0.141-acre residue area to National Bakery Industrial Owner, LLC, for no consideration.

Approval of conveyance of Surplus Highway Right of Way

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

(Division 5)

Project 9.8052039, Parcel 020, Intersection SR 1005 (Six Forks Road) and SR 2017 (Sandy Forks Road)

Wake County

Conveyance of an approximate 0.263-acre surplus right of way area to Kimberly Development Group, LLC and 5900 Six Forks North Condominium Association, Inc. for no consideration.

(Division 9)

Project 4.49005, Parcel 006, US 52 from North of SR 1226 to North of SR 1232 Near Lexington

Davidson County

Conveyance of an approximate 0.540-acre surplus right of way area to Adam Kent Hedrick for the appraised value of \$58,700.00.

CONVEYANCE OF SURPLUS HIGHWAY ROW

2 PROJECTS

\$58,700.00

ITEM S

No Items for Approval of Highway Needs Allocations
at the July 10, 2014 Board of Transportation Meeting

There are no Comprehensive Transportation Plans to be presented for approval at the July 10, 2014 Board of Transportation Meeting.

**NCDOT July 2014 Board of Transportation Agenda
Approval of Mobility Funds for Construction Projects**

Town/ County Division PROJ. CATEGORY	Project Description	Estimated Cost
Northampton/ Hertford/ Bertie Cos. Div. 1 P-5600	Project WBS 44089.3.1 North Carolina / Virginia Railroad. Update existing railroad track. Initial funds are requested for construction.	\$800,000.00
ITEM V SUMMARY	1 PROJECT	\$800,000.00



2014 U.S. Open Championships Review

NCDOT Board of Transportation
July 10, 2014

2014 U.S. Open Championships

Men's Champion
Martin Kaymer
June 15, 2014

Women's Champion
Michelle Wie
June 22, 2014



2014 U.S. Open Championships

Early Data

- \$169 Million Economic Impact for NC (Governor McCrory from the N&O)
- 341,000 Attendees
 - 268,000 for Men's (326,000 in 2005)
 - 73,000 for Women's (100,400 in 2006)



2014 U.S. Open Championships

NCDOT Participation

- Overall Traffic Management

- 3 Years Prior – Worked with USGA, NCSHP and Local Government Officials to Identify:

- Maintenance Needs
- Law Enforcement Posts
- Parking Lot Locations
- Road Closures
- Funding Needs

- During the Opens

- Attended Twice Daily JOC Meetings
- Counted Traffic Entering Parking Lots
- Patrolled Bus and Spectator Routes
- Addressed Maintenance Issues



2014 U.S. Open Championships

NCDOT Participation

- Signing – 226 Signs for Motorist & Bus Routes
 - Week Before
 - 75 Sign Assemblies for Shuttles
 - 24 Route Marking Assemblies
 - 19 Parking Lots – 28,500 spaces
 - 8 Bus Routes
 - Day Before
 - 143 US Open Logo Assemblies (Div 8)
 - 95 US Open Logo Assemblies (Divs 5, 6, 7, & 10)



2014 U.S. Open Championships

NCDOT Participation

- Construction Projects in the Area
 - R-2812 - NC 211 from NC 73 in West End to Pinehurst Traffic Circle
 - B-3680 - US 15-501 Bridge over CSX Railroad
 - U-3324 - US 1 at Morganton Rd in Southern Pines



2014 U.S. Open Championships

NCDOT Participation

- Construction Projects in the Area
 - R-2812 - NC 211 from NC 73 in West End to Pinehurst Traffic Circle



2014 U.S. Open Championships

NCDOT Participation

- Construction Projects in the Area
 - B-3680 – US 15-501 Bridge over CSX Railroad



2014 U.S. Open Championships

NCDOT Participation

- Construction Projects in the Area
 - U-3324 – US 1 at Morganton Rd in Southern Pines



2014 U.S. Open Championships

NCDOT Participation

- U-3324 Aesthetics
 - Emblems
 - Concrete Staining



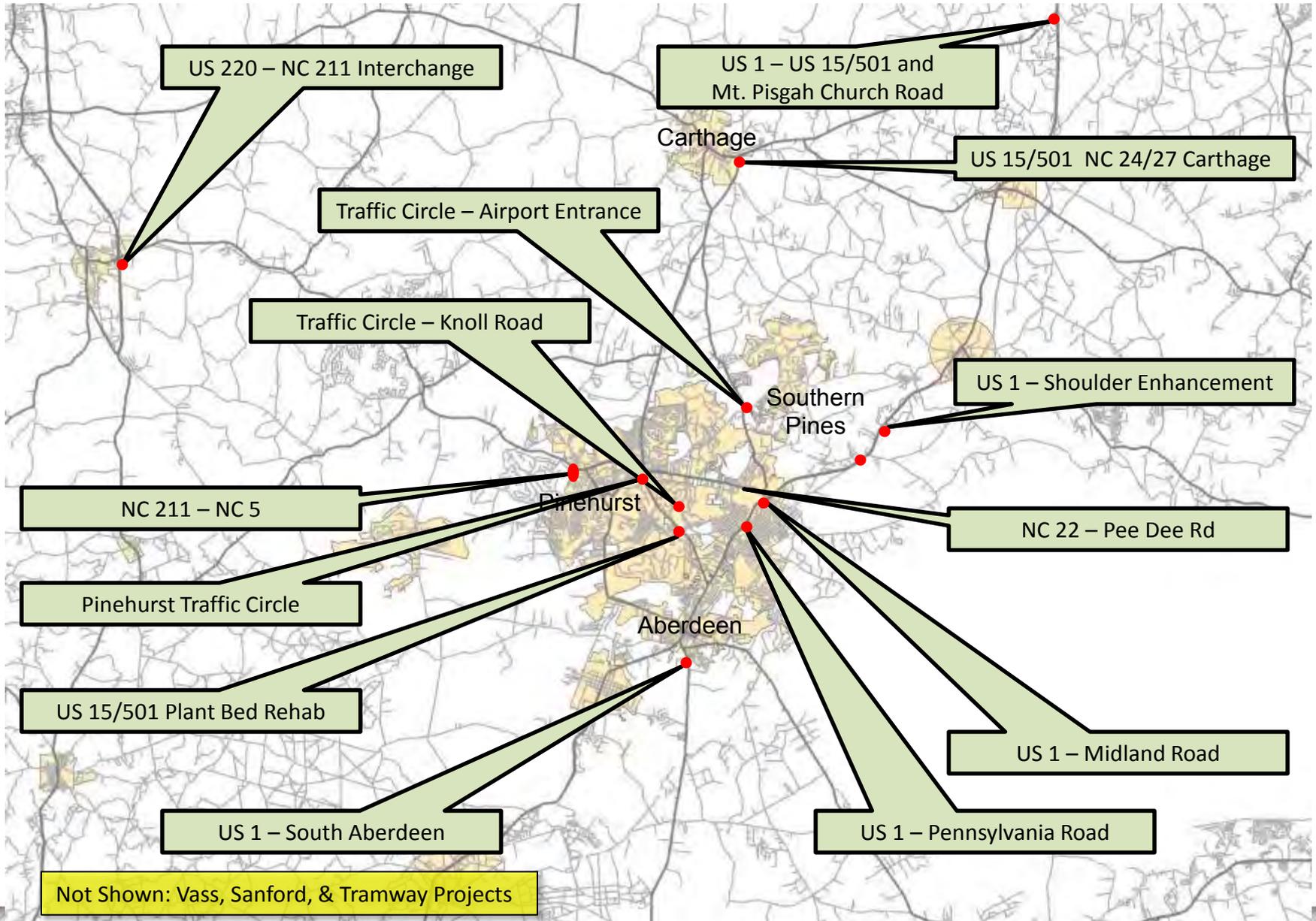
2014 U.S. Open Championships

NCDOT Participation

- 2010 - Developed US Open Regional Enhancement Plan
 - In Moore County
 - 7 Contracts
 - 690 Trees (21 Varieties)
 - 3,100 Shrubs (10 Varieties)
 - 21,100 Ornamental Grasses (8 Varieties)
 - 65,400 Flowers (18 Varieties)



2014 US Open Regional Enhancement Plan







Sprucing Up Southern Pines



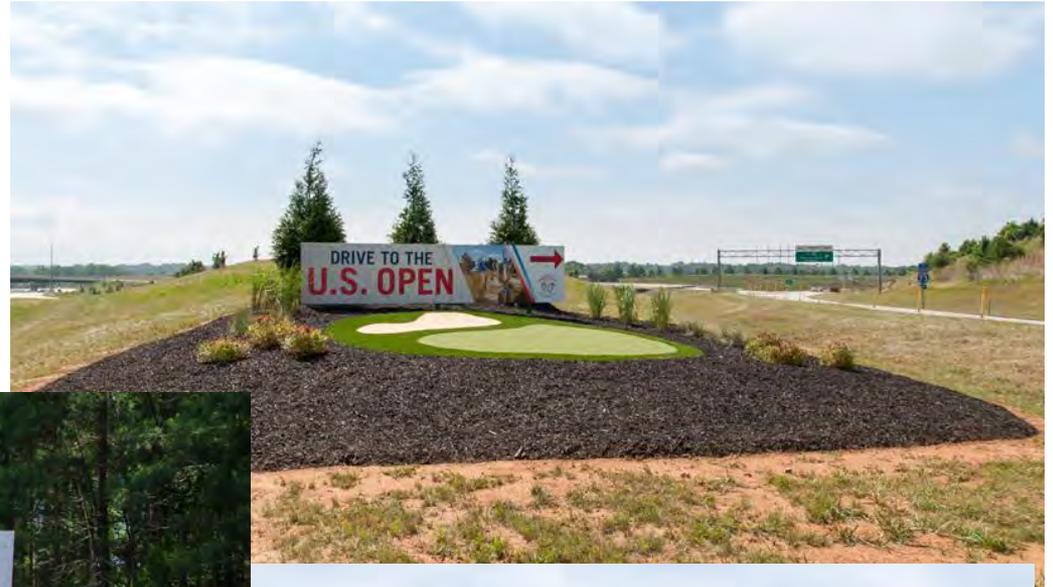
Mayor David McNeil

Mark Thompson

Derek Smith

2014 U.S. Open Championships

Synthetic Greens



2014 U.S. Open Championships

Lessons Learned

- Conduct Regular Meetings
- Attend Partner's Regular Meetings
- Planned Maintenance Items
More than One Year in Advance
- Keep Upper Management Informed
- Have a Contingency Plan for
Everything
- **Absolutely, Positively**, No Major
Projects Due to Be Completed the
Month Before Year of the Open



Questions?



Construction of Pinehurst No. 2 ~1903



Policies and Procedures for Accommodating Utilities on Highway Rights of Way

Robert Memory, CPM
State Utility Agent
June 9, 2014

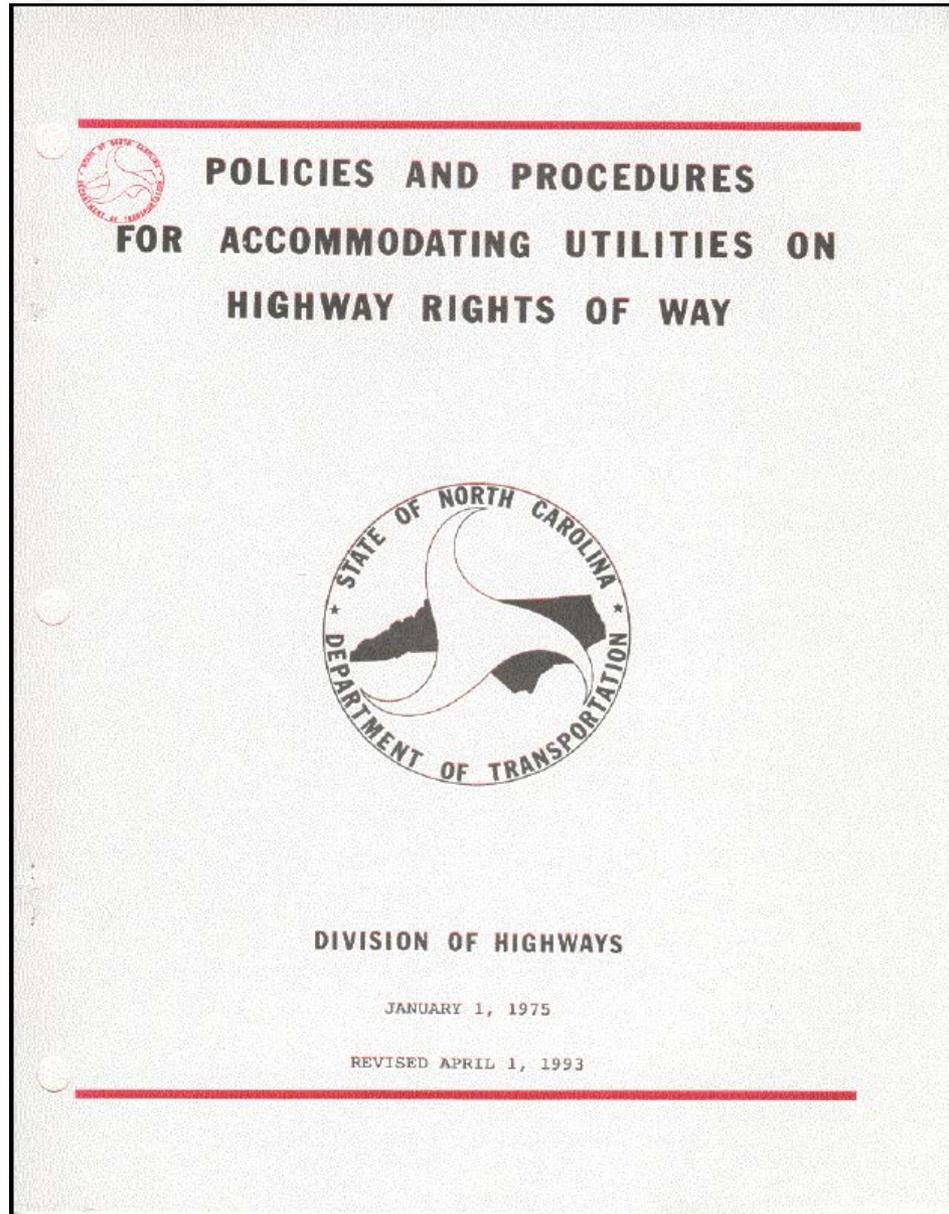


Update to NCDOT Utility Policy Manual

Presentation Purpose

- ✓ Background on Utility Accommodations Manual
- ✓ Discuss the update process
- ✓ Discuss the Utility Accommodations Manual general recommendations
- ✓ Discuss the specific changes
- ✓ Get your comments

Update of Utilities Accommodation Manual



Update of Utilities Accommodation Manual

- ✓ First written in January 1975
- ✓ Revised April 1993
- ✓ Outdated terms and construction methods
- ✓ Lacks flexibility and intelligence of today's technology

Update of Utilities Accommodation Manuals

- ✓ Doing the update in 6 phases
- ✓ Phase 1, manual format is complete
- ✓ Currently completing phase 2 – Policy
- ✓ Will follow shortly with phases 3, 4 and 5; engineering, coordination and encroachments
- ✓ Phase 6 will be education and training

Update of Utilities Accommodation Manuals



North Carolina Department of Transportation

Utilities Accommodation Manuals



December 2012

NCDOT Utilities Unit



Update of Utilities Accommodation Manuals



North Carolina Department of Transportation

Utility Policy Manual



December 2012

NCDOT Utilities Unit



North Carolina Department of Transportation

Utility Engineering Manual



December 2012

NCDOT Utilities Unit



Update of Utilities Accommodation Manuals



North Carolina Department of Transportation

Utility Coordination Manual



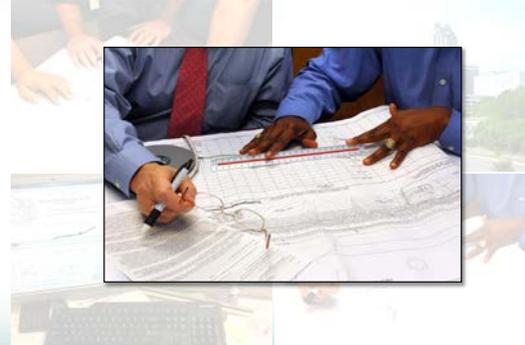
December 2012

NCDOT Utilities Unit



North Carolina Department of Transportation

Utility Encroachment Manual



December 2012

NCDOT Utilities Unit



Update of Utilities Accommodation Manuals



North Carolina Department of Transportation

Utility Policy Manual



December 2012

NCDOT Utilities Unit



Update of Utilities Accommodation Manuals

- ✓ Doing an individual contract with private firm for each phase
- ✓ Cardno was selected to do phase 1 and phase 2, Policy
- ✓ Conducted research of other state utility manuals, sent out surveys, interviewed federal, state & local governments, interviewed utility owners & operators and various other stakeholders and held workshops

Major Improvements and Changes

- ✓ Uses current technology, searchable with links
- ✓ Available via internet and smart device
- ✓ Can incorporate technologies as they become available

Major Improvements and Changes

- ✓ State Utilities Manager, under direction of the chief engineer will oversee the management, interpretation and administration of the UAP. (Section I. C. page 2 of 34.)
- ✓ Disputes, appeals and exceptions, utility may appeal up to a review panel chaired by the State Utilities Manager. (Section I. O. page 6 of 34)
- ✓ Vertical clearances over interstates and freeways raised to 24 feet (Section II. E. page 10 of 34)
- ✓ Out-of-service instead of abandoned to be used. (Section III. F. page 14 of 34)

Major Improvements and Changes

- ✓ Underground facility detection, plant shall be detectable using current technology. (Section III. G. page 14 of 34)
- ✓ NCDOT states in the manual that it will work with utilities. (Section IX. E. page 27 of 34)
- ✓ Non-responsive utility and failure to comply, SUM can issue an order to move, as delegated by BOT. (Section IX. G & H, page 28 of 34)
- ✓ Private utilities, approved on case by case where longitudinal. (Section I. B. 3. Page 2 of 34) **no change**
- ✓ Casings, generally not required. (Section III. D. page 13 of 34) **no change**

Summary

- ✓ Compilation of 4 separate manuals; Policy, Engineering, Coordination and Encroachment
- ✓ Manual itself will utilize current technologies; searchable available online
- ✓ SUM is responsible to administer and maintain
- ✓ There is a formal appeal process
- ✓ Higher vertical clearance over interstates
- ✓ Underground facilities must be detectable
- ✓ Non-responsive utility and failure to comply, SUM can issue an order to move, as delegated by BOT

Questions and Parting Thoughts



DBE/MB/WB LETTING SUMMARY

Federal Contract Awards Summary

Oct 2013 let through Jun 2014 let

Federal Fiscal Year 2013/2014

	Value Of Contract	DBE Goals Set		DBE Participation Submitted		DBE Participation Split			
						MB		WB	
						\$	%	\$	%
Monthly	83,699,604.76	9,268,205.24	11.1	9,005,880.52	10.8	1,260,605.40	1.5	7,745,275.20	9.3
FY to Date	1,038,342,021.76	117,480,623.63	11.3	114,715,805.59	11.0	22,382,513.80	2.2	92,333,291.60	8.9

State Contract Awards Summary

Jul 2013 let through Jun 2014 let

Close Out State Fiscal Year 2013/2014

	Value Of Contract	MB Goals Set		MB Participation Submitted		WB Goals Set		WB Participation Submitted	
		\$	%	\$	%	\$	%	\$	%
		Monthly	161,271,873.23	7,915,252.65	4.9	7,469,716.84	4.6	10,661,208.12	6.6
FY to Date	517,660,771.96	23,661,782.02	4.6	20,274,645.61	3.9	30,474,627.35	5.9	31,202,205.19	6.0

Letting Date(s): June 17, 2014

Award Date: July 3, 2014

Award Subject to Secretary's Approval

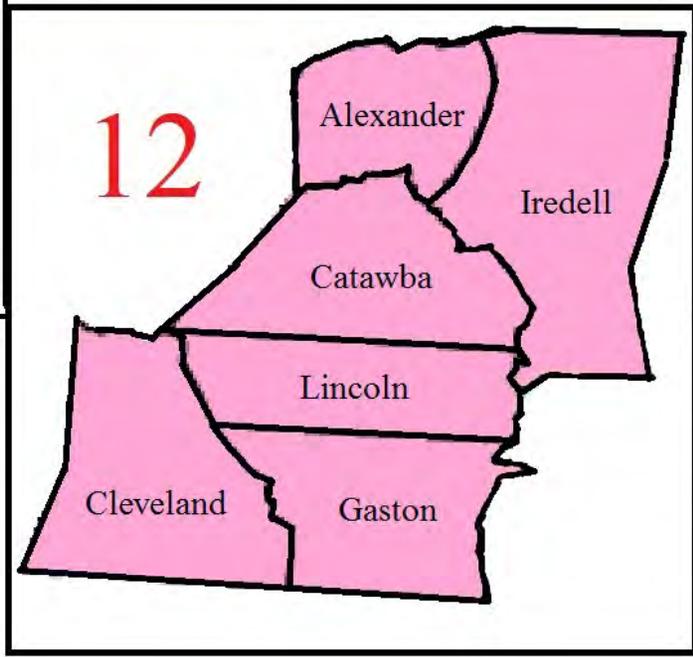
				ADVERTISED GOALS SET		PARTICIPATION SUBMITTED		GOOD FAITH EFFORT AWARDED	AWARDED BY SECRETARY
				5.0	7.0	5.0	7.0		
34821.3.S6 U-2525B C203399	GUILFORD	GRADING, DRAINAGE, PAVING, SIGNALS, RET WALL AND STRUCTURES.	FLATIRON CONSTRUCTORS, INC.- BLYTHE DEVELOPMENT CO	5.0	7.0	5.0	7.0		X
34548.3.FR1 STP-000S(252) R-3620 C203413	WASHINGTON	GRADING, DRAINAGE, PAVING, ITS, AND CULVERT.	BARNHILL CONTRACTING COMPANY	10.0		10.0			X
34927.3.FD2 STP-1616(7) U-3331 C203458	NASH	WIDENING, GRADING, DRAINAGE, PAVING, SIGNALS, AND STRUCTURE.	BARNHILL CONTRACTING COMPANY	12.0		1.4		X	X
35029.3.D1 U-4432 C203360	WAKE	GRADING, DRAINAGE, PAVING, SIGNALS, AND STRUCTURE.	S. T. WOOTEN CORPORATION	6.0	6.0	4.3	2.4	X	X
35196.3.FS22 NH-0100(23) X-0002CC C203361	CUMBERLAND	PAVING, SIGNALS AND SIGNING.	BARNHILL CONTRACTING COMPANY	10.0		10.0			X
6CR.10261.81, 6CR.10431.81, etc. C203569	CUMBERLAND, HARNETT	MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.	BARNHILL CONTRACTING COMPANY	5.0	6.0	5.0	6.0		X
6CR.10781.81, 6CR.20781.81 C203548	ROBESON	WIDENING, MILLING, RESURFACING & SHOULDER RECONSTRUCTION.	BARNHILL CONTRACTING COMPANY	5.0	5.0	5.0	5.0		X
34483.3.FR2 CMNH-0421(52) R-2612B C203412	GUILFORD	GRADING, DRAINAGE, PAVING, AND STRUCTURES.	BRANCH HIGHWAYS, INC.	13.0		13.0			X
38433.3.FD1 BRZ-1003(118) B-4608 C203410	RANDOLPH	GRADING, DRAINAGE, PAVING, AND STRUCTURE.	R.E. BURNS & SONS CO., INC.	7.0		7.0			X
8CR.10191.24, 8CR.20191.24 C203570	CHATHAM	MILLING, RESURFACING & SHOULDER RECONSTRUCTION.	S. T. WOOTEN CORPORATION	5.0	5.0	2.9	1.4	X	X
8CR.10531.24, 8CR.20531.24 C203572	LEE	MILLING, RESURFACING & SHOULDER RECONSTRUCTION.	RILEY PAVING INC	5.0	5.0	5.0	5.0		X
8CR.10831.24, 8CR.20471.24, etc. C203571	SCOTLAND, HOKE	MILLING, RESURFACING AND SHOULDER RECONSTRUCTION.	BARNHILL CONTRACTING COMPANY	5.0	5.0	5.0	5.0		X
9CR.10291.150, 9CR.10801.etc, C203560	DAVIDSON, ROWAN	MILLING, RESURFACING & SHOULDER RECONSTRUCTION.	BLYTHE CONSTRUCTION, INC.	5.0	6.0	5.0	6.0		X
9CR.10341.150, 9CR.20341.150 C203568	FORSYTH	MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.	APAC - ATLANTIC, INC. THOMPSON ARTHUR DIVISION	5.0	6.0	5.0	6.0		X
17BP.9.P.3 C203558	DAVIDSON, ROWAN, FORSYTH, DAVIE	BRIDGE PRESERVATION.	ALL BIDS REJECTED, PROJECT IS TO BE READVERTISED	1.0	1.0	N/A	N/A		
43761.3.1 APD-1103(29) R-5525 C203437	WATAUGA	GRADING, DRAINAGE, PAVING, AND STRUCTURE.	ALL BIDS REJECTED, PROJECT IS TO BE READVERTISED	11.0		N/A			X
40095.3.FD1 BRSTP-1618(11) B-4983 C203411	BURKE	GRADING, DRAINAGE, PAVING, AND STRUCTURE.	NHM CONSTRUCTORS, LLC	9.0		6.9		X	X
34599.2.FR1 STP-0209(6) R-4047 C203393	HAYWOOD	GRADING, DRAINAGE, PAVING, SIGNALS, WALL, RAIL, & STRS.	NHM CONSTRUCTORS, LLC	12.0		12.0			X
17BP.11.R.116 C203559	ALLEGHANY, WILKES, CALDWELL	DESIGN BUILD.	JAMES R. VANNOY & SONS CONSTRUCTION COMPANY, INC	3.0	6.0	1.0	10.1	X	X
17BP.14.R.128 C203545	JACKSON, HAYWOOD	DESIGN BUILD.	NHM CONSTRUCTORS, LLC	3.0	6.0	0.0	2.8	X	X



Division 12 Update

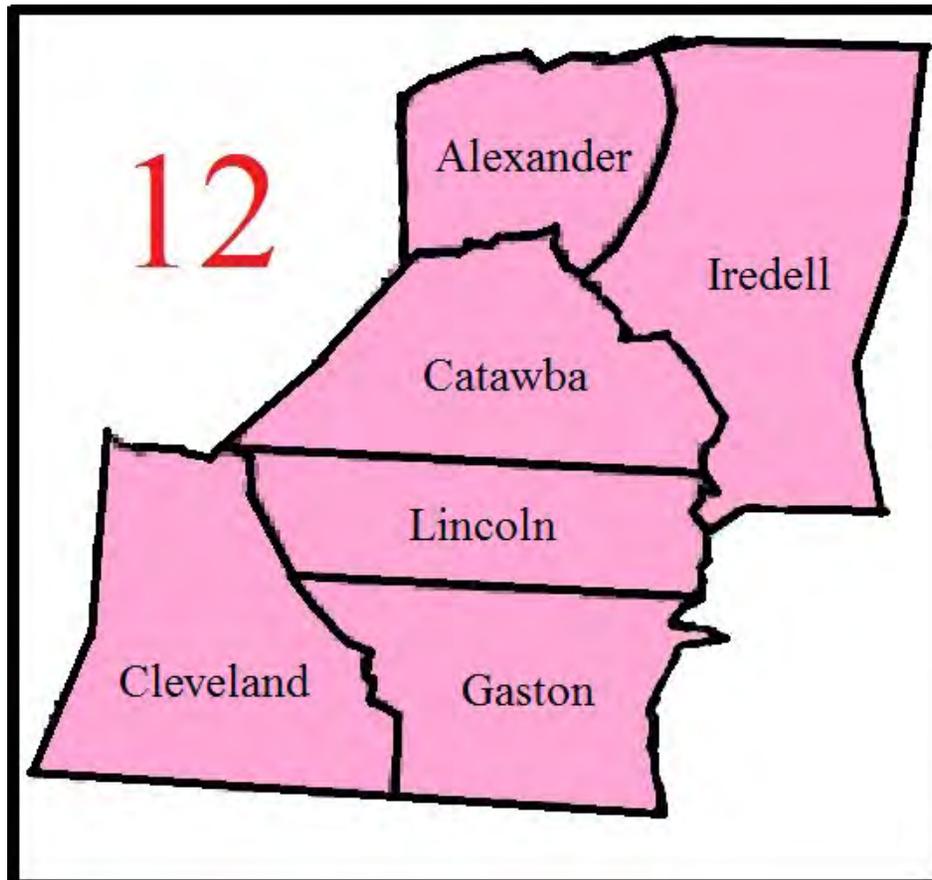
Lou Wetmore

July 10, 2014



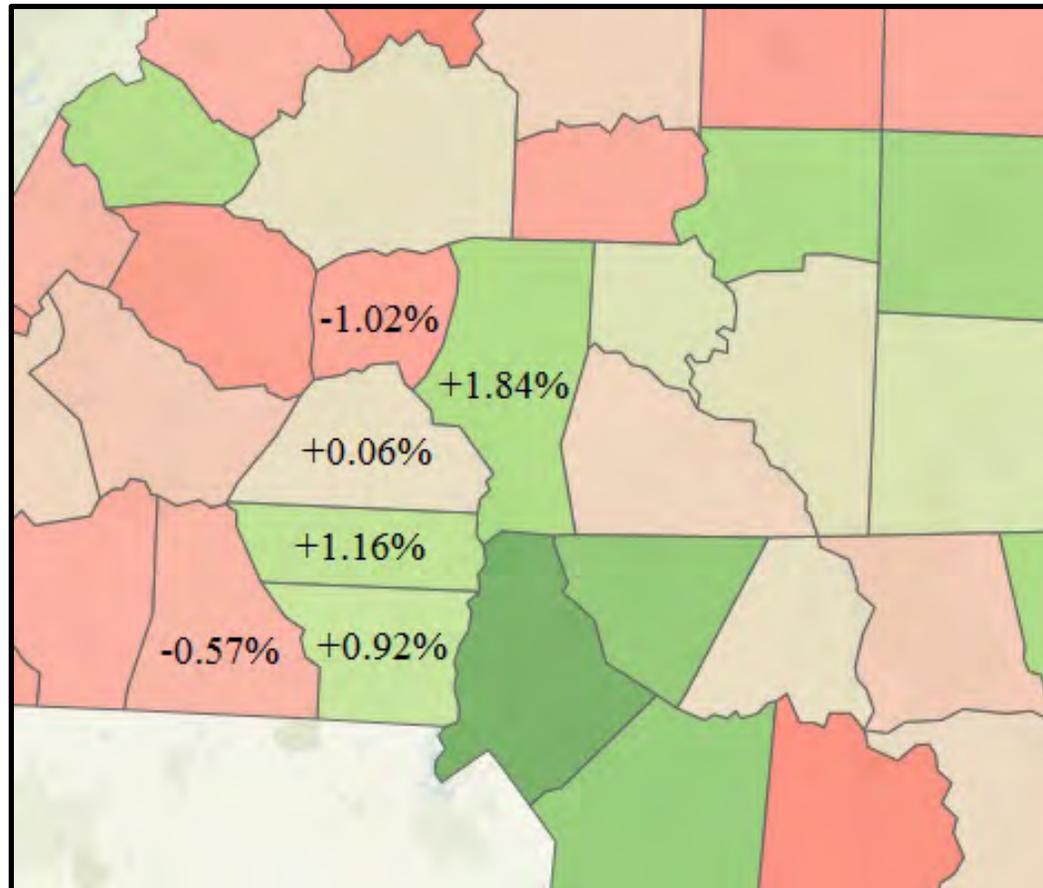
Division 12 Counties
Alexander, Catawba, Cleveland,
Gaston, Iredell, Lincoln

Division 12 - Stats



- Employees – 451 Permanent
- Road Miles – 6,116
- Bridges - 949
- Airports - 5
- Railways - 5
- Interstates - 3
- Welcome Centers - 1
- Rest Areas - 6
- Population – 738,736 (2012)

Population Change in Division 12



Population Change from 2010 - 2012

Alexander County



Hiddenite Gemstone Mine

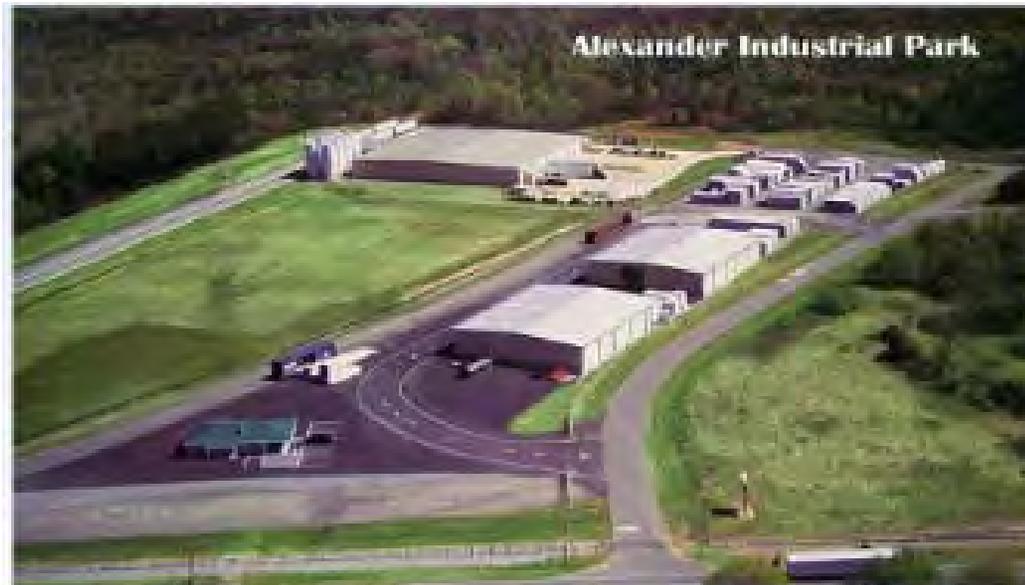


Brushy Mountains

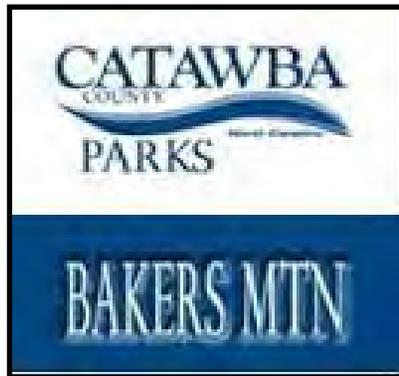
Alexander County



Alexander County Industrial Parks



Catawba County



Catawba County



Catawba County Industrial Parks

Claremont International Business Park Phase I



Fairgrove Business Park, Hickory



Claremont International Business Park Phase II



Catawba County Industrial Parks

Danner Industrial Park, Newton



Martin Marietta, Maiden



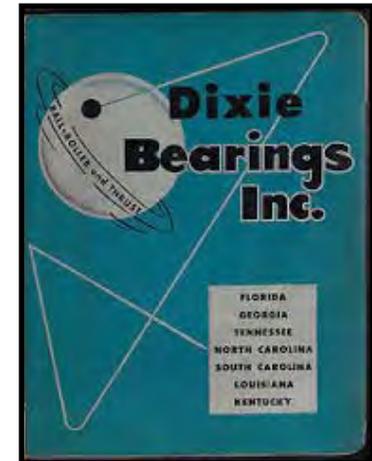
NCData Campus, Conover



Cleveland County



Cleveland County



Cleveland County Industrial Parks

Foothills Commerce Center



Washburn Switch Business Park



T5 Data Center

Cleveland County Business Park East



Gaston County



McAdenville - Christmas Town USA



Schiele Natural History Museum



Crowders Mountain State Park



Chief's Mansion

Gaston County



Gaston County Industrial Parks

Twinbrooks Corporate Center

Kings Mountain Corporate Center

Delta Business Park



Woodlawn Corporate Park

Gaston County Industrial Parks

The Oaks Commerce Center



SouthRidge Business Park



The Summit at Court Drive



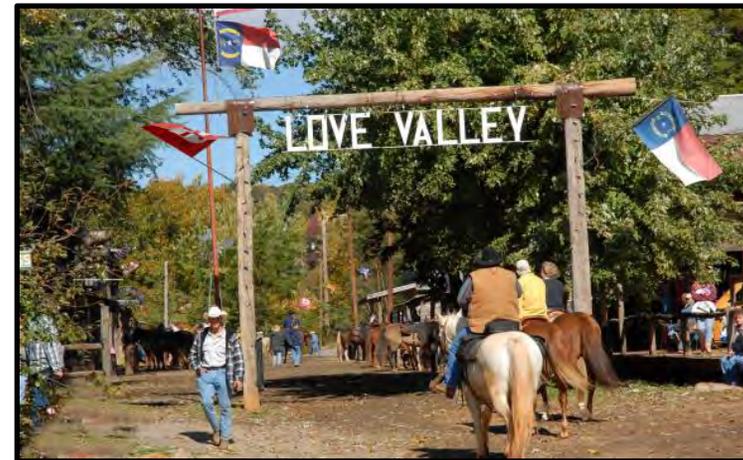
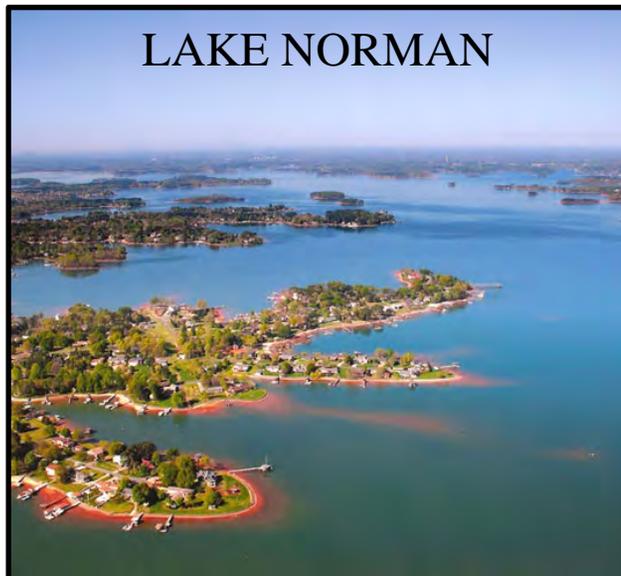
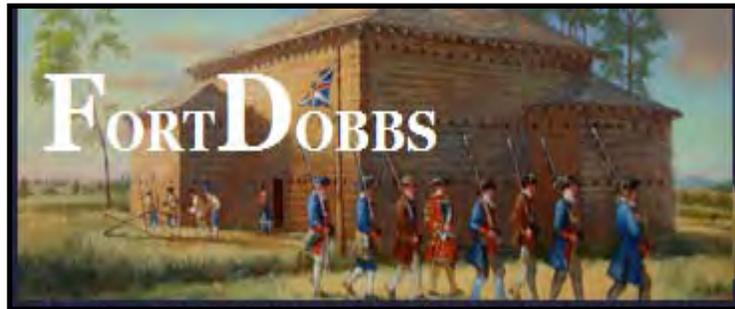
Gastonia Technology Park



Sunbeam Industrial Complex



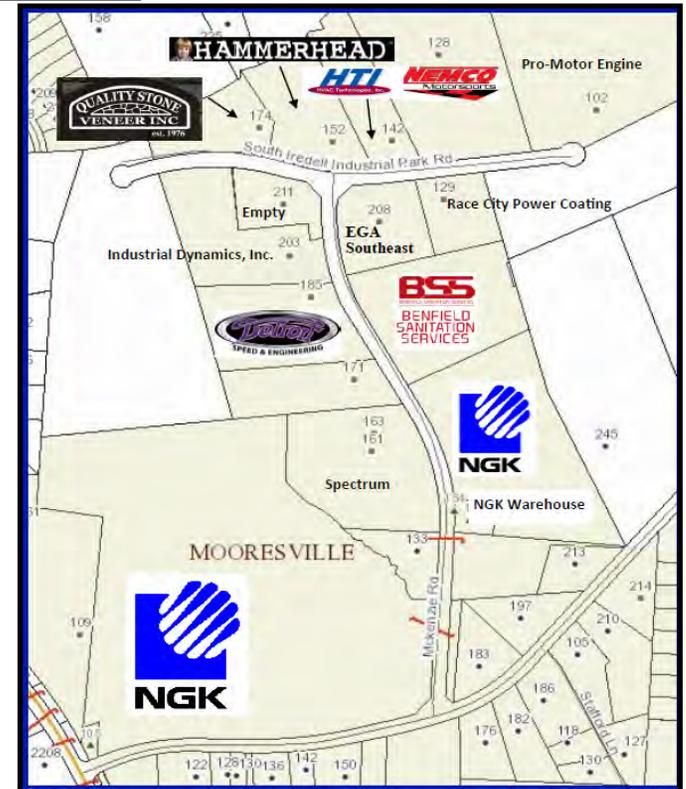
Iredell County



Iredell County



Iredell County Industrial Parks



Lincoln County



Lincoln County Court House



Governor Graham Sr. Round Barn



Woodmill Winery

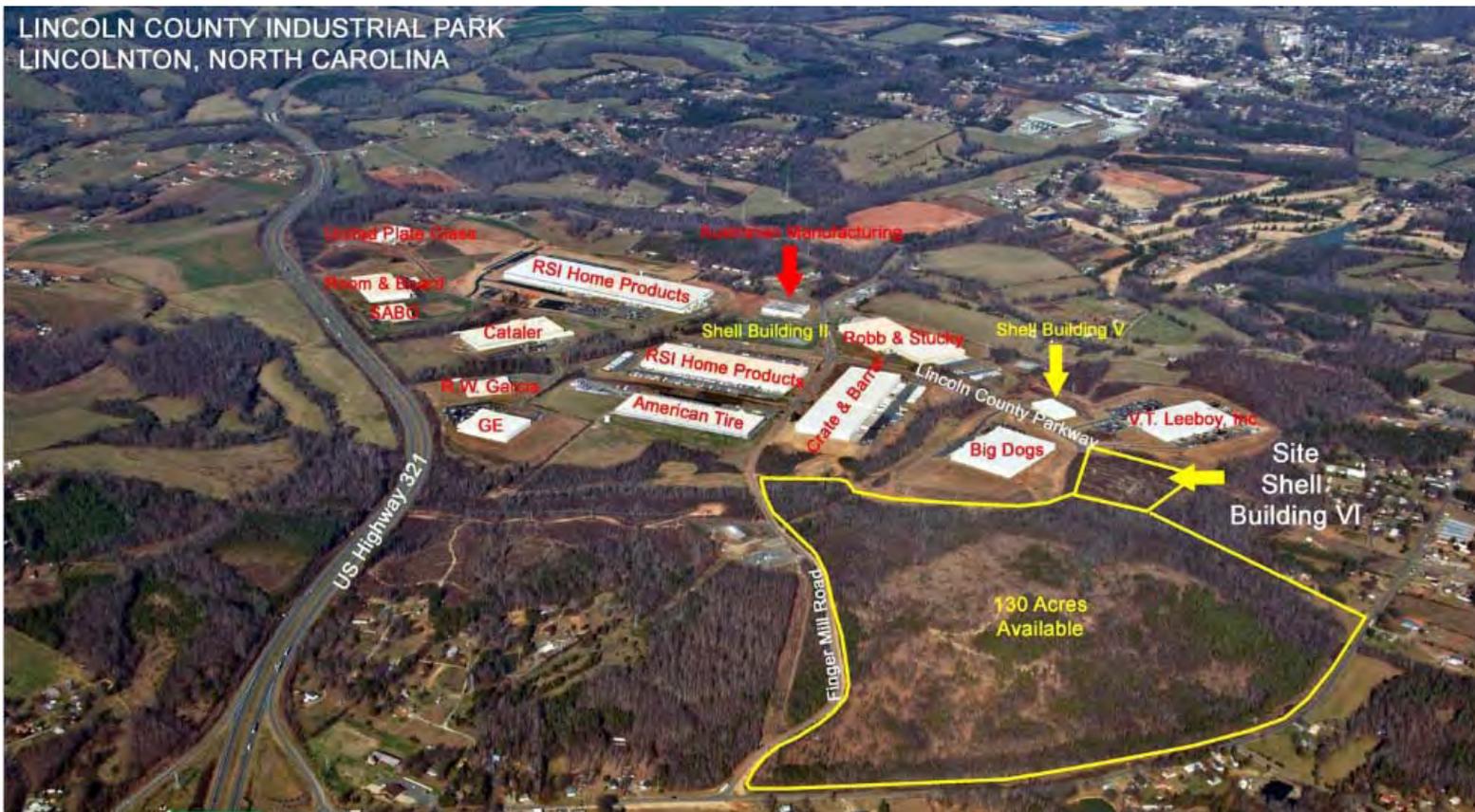


Lincoln Cultural Center

Lincoln County



Lincoln County Industrial Parks



Division 12 Community Colleges

- Catawba and Alexander County
Catawba Valley Community College (5,000)
- Cleveland County
Cleveland Community College (3,000)
- Gaston and Lincoln County
Gaston College (7,000)
- Iredell County
Mitchell Community College (4,000)

Universities in Division 12



Gardner Webb University

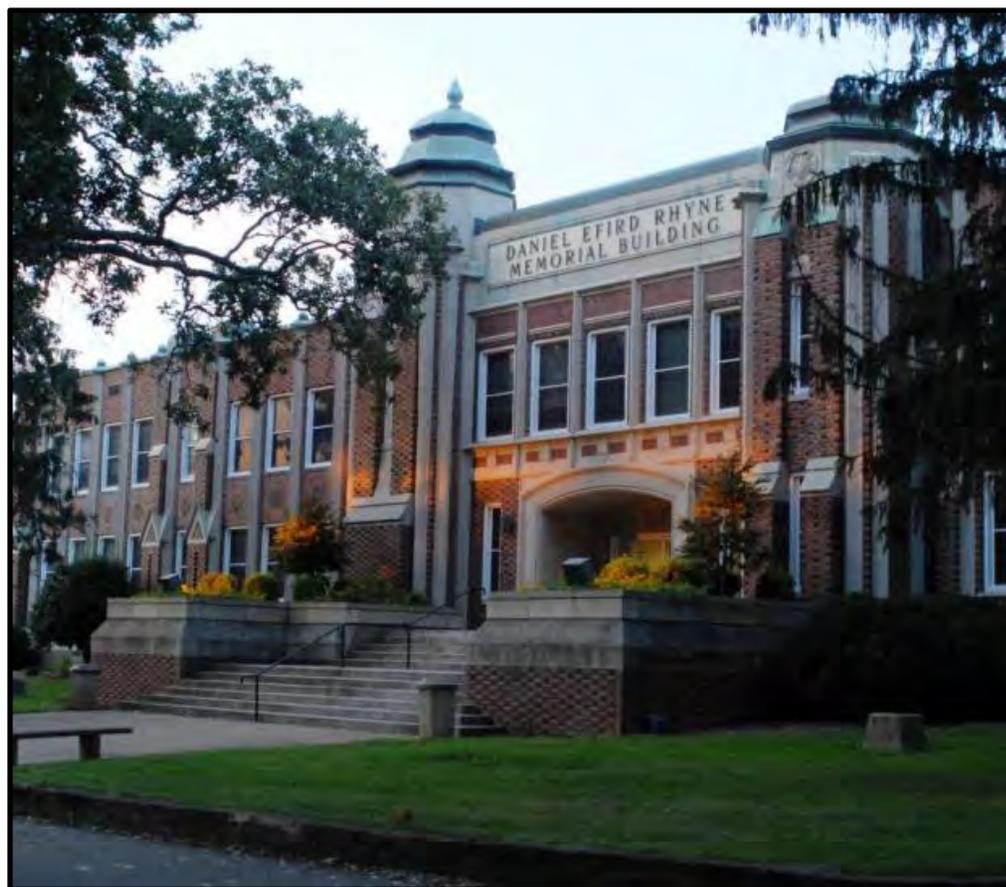
Boiling Springs, NC – Cleveland County

Over 5,000 Students

Lenoir Rhyne University

Hickory, NC – Catawba County

Over 1,900 Students



Belmont Abbey College

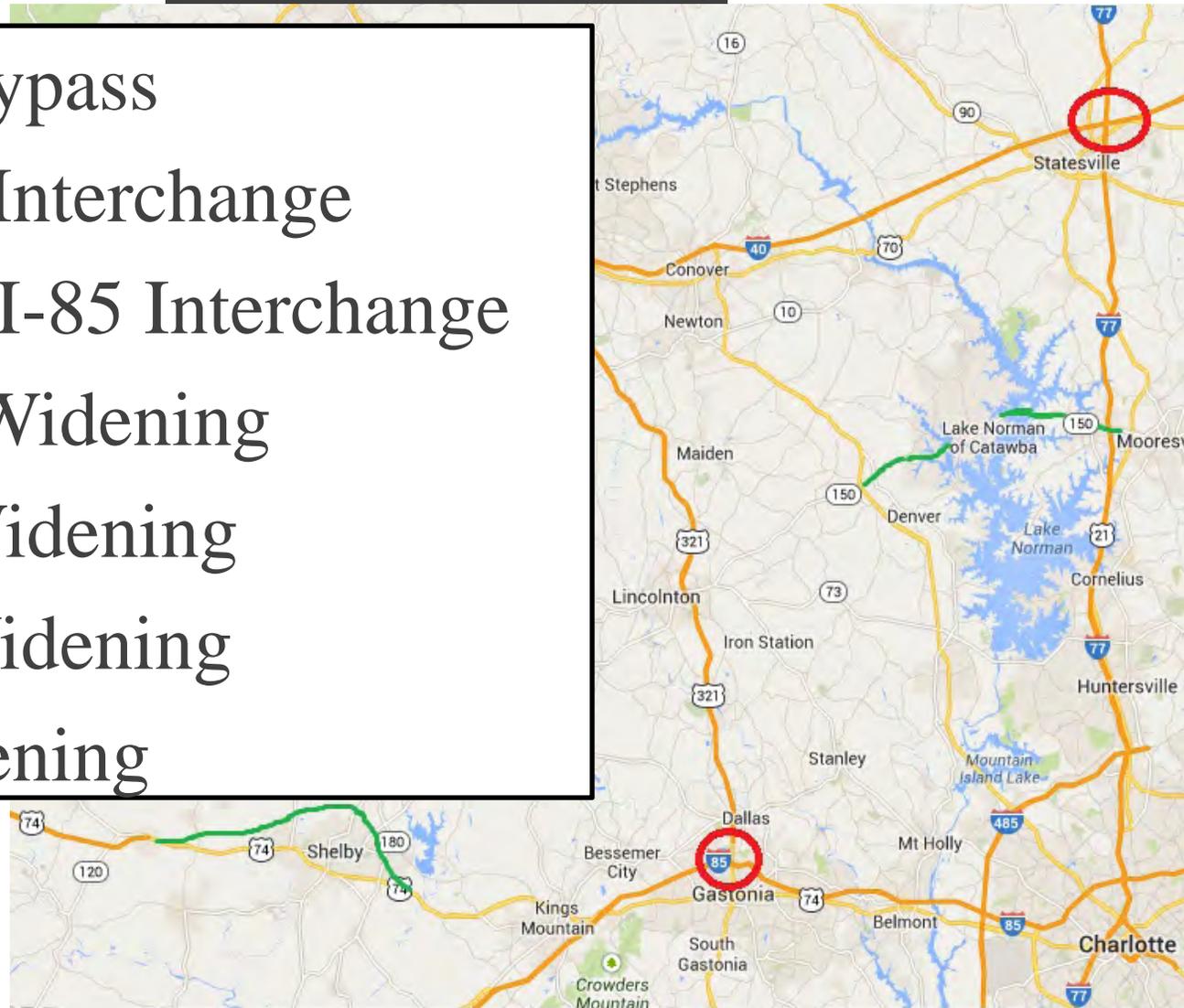
Belmont, NC – Gaston County

Over 1,700 Students



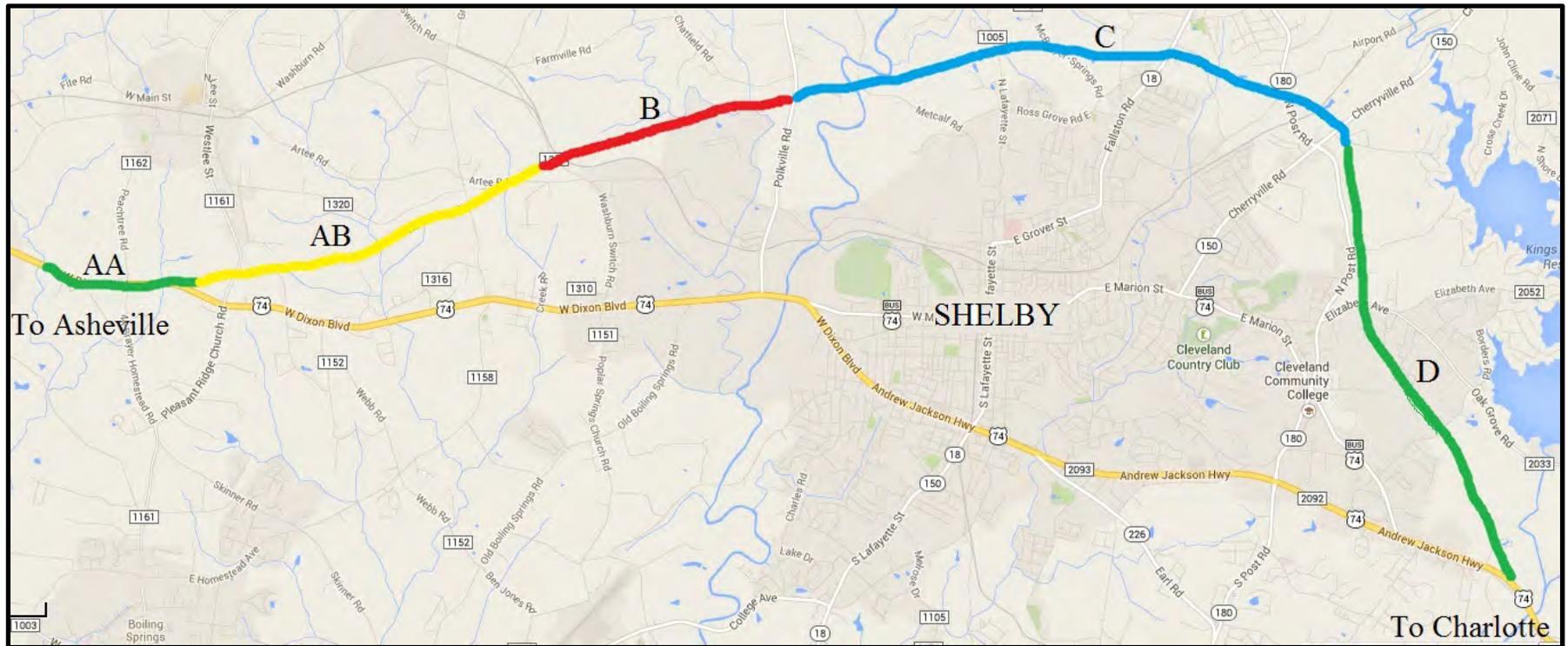
Major Projects

- Shelby Bypass
- I77 / I40 Interchange
- US 321 / I-85 Interchange
- NC-150 Widening
- US 321 Widening
- NC-16 Widening
- I-85 Widening



R-2707 US-74 Bypass

Shelby, NC – Cleveland County



Section AA – Under Construction
Sections AB and B – Awarded in May
Section C & D – Not programmed under STI

R-2707-AA Shelby Bypass



I-3819

I-77/I-40 Interchange

Iredell



I-3819 A – Under Construction
I-3819 B – Not programmed under STI

I-3819A

I-77/I-40 Interchange

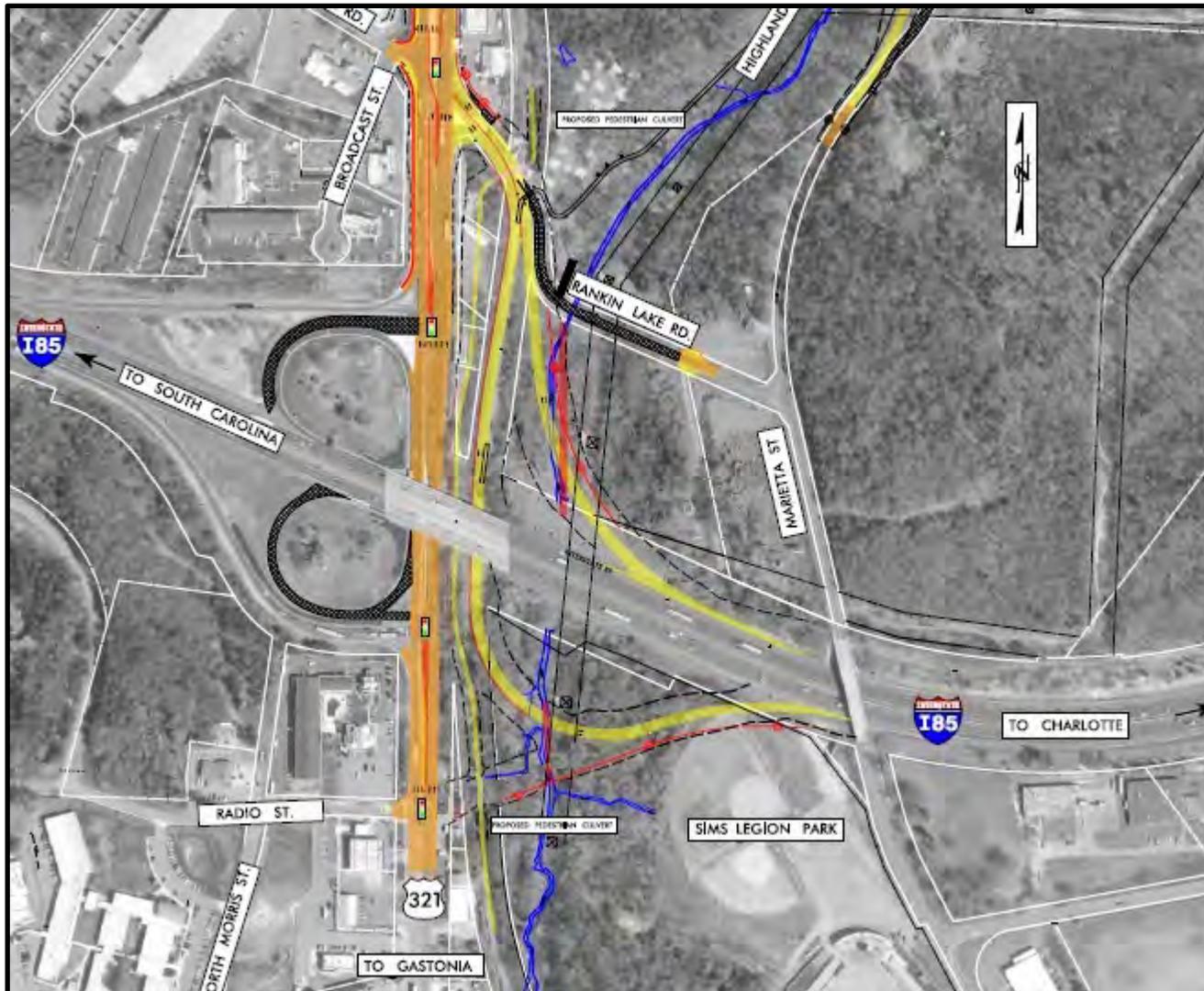
Iredell



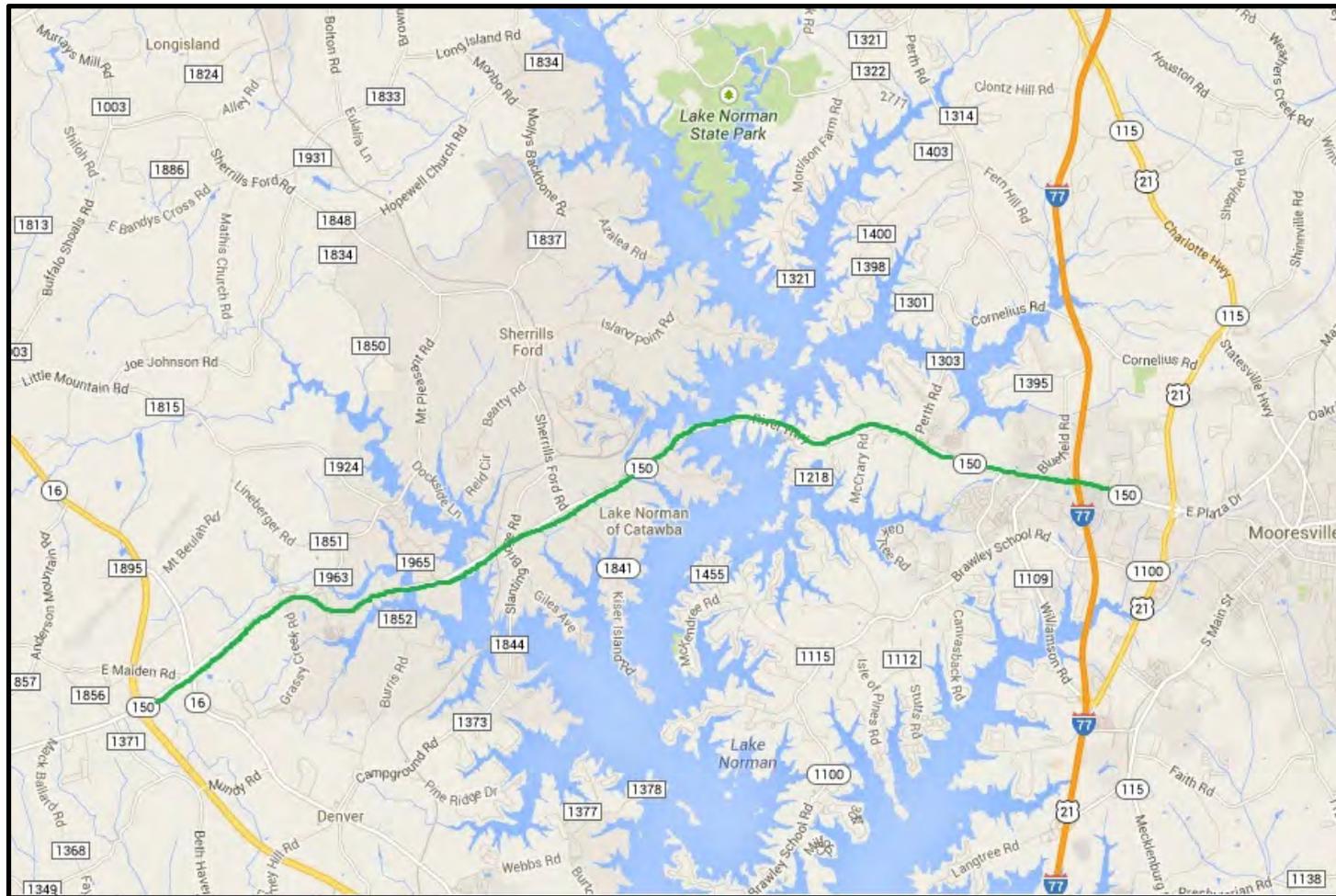
I-5000 I-85/US 321 Interchange Gaston



I-5000 I-85/US 321 Interchange Gaston



NC-150 Widening – NC-16 to Mooresville

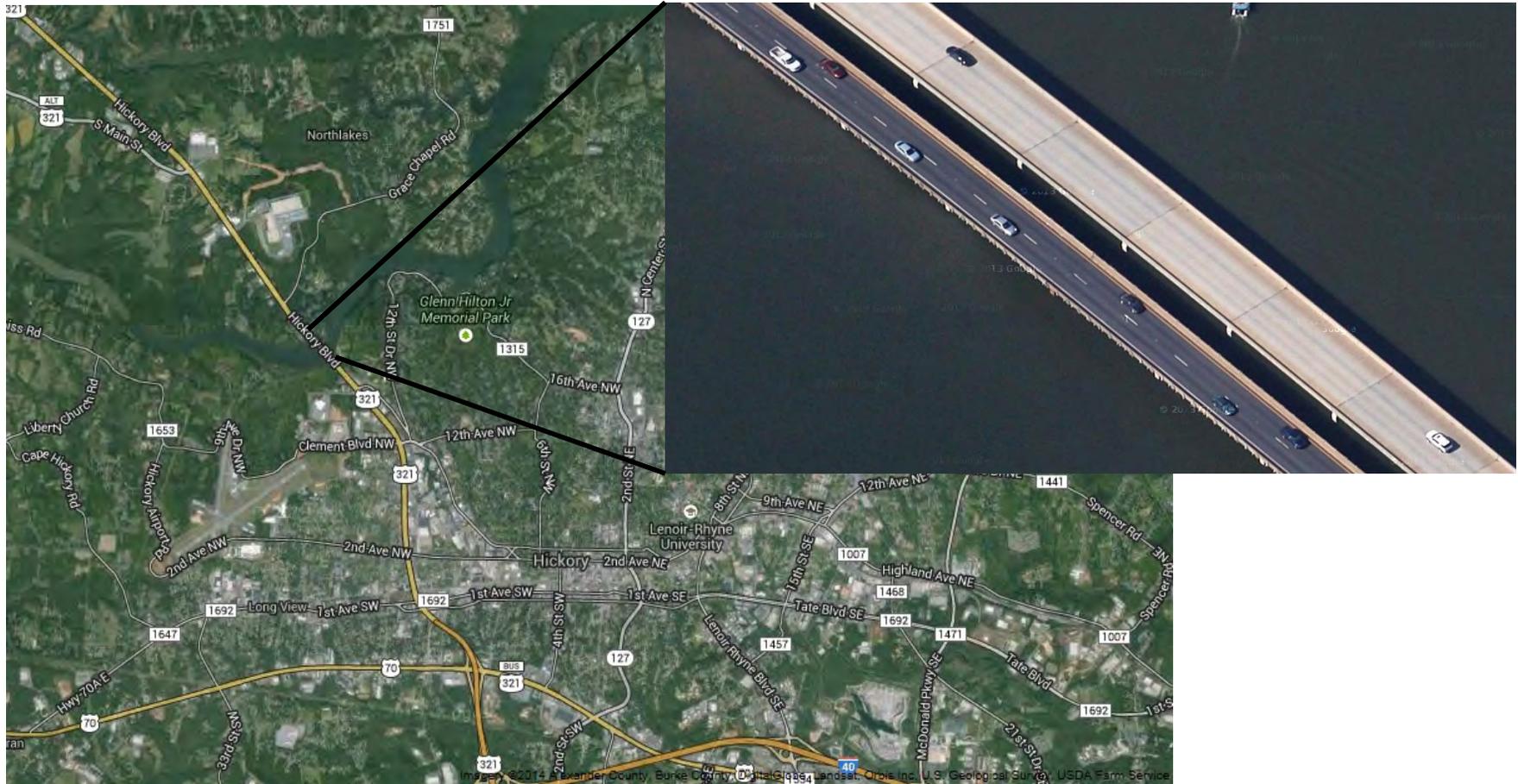


To be programmed under STI

U-4700

US 321

Catawba

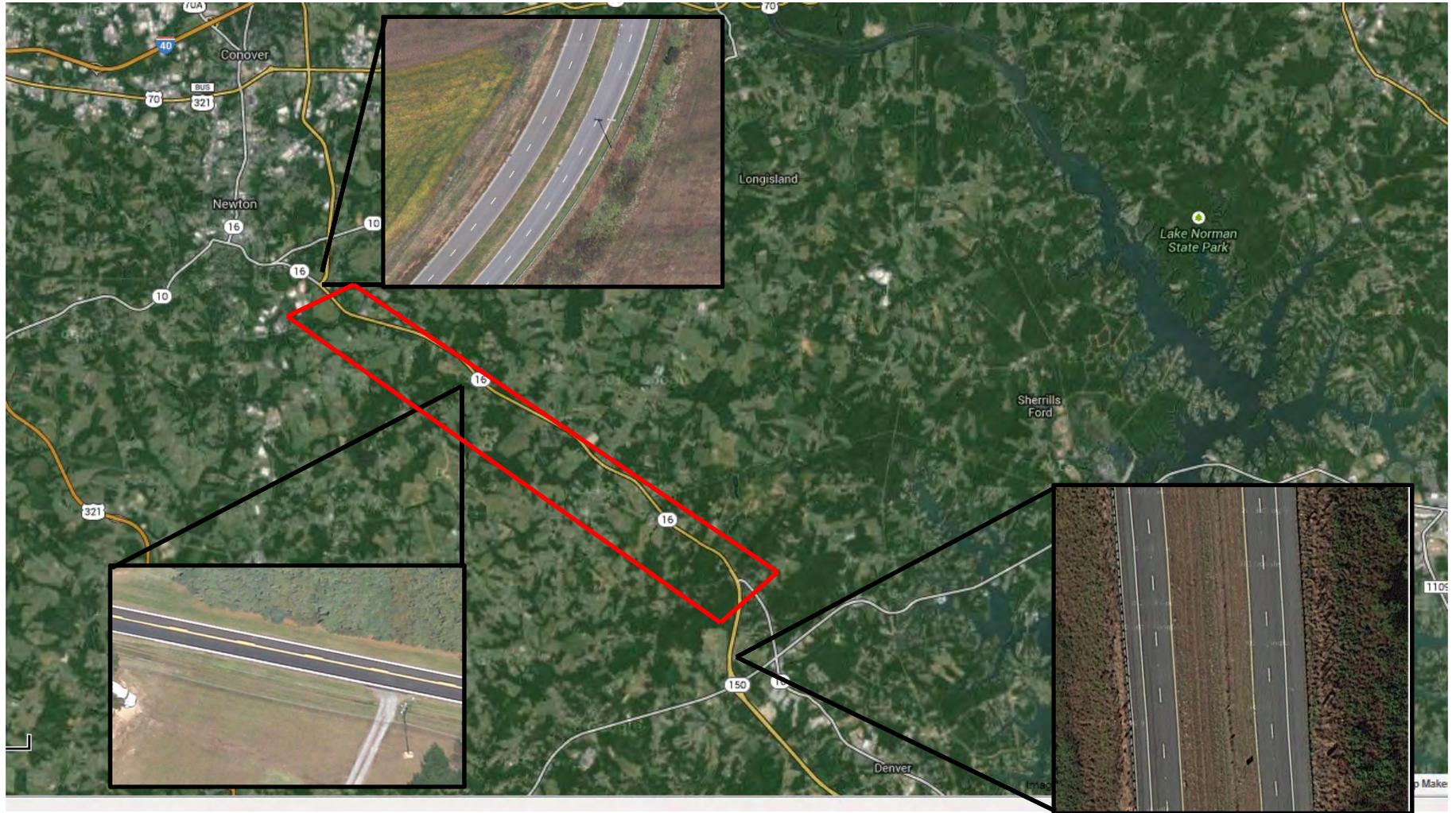


Widening US 321 to 6 lanes from US 70 to Lenoir

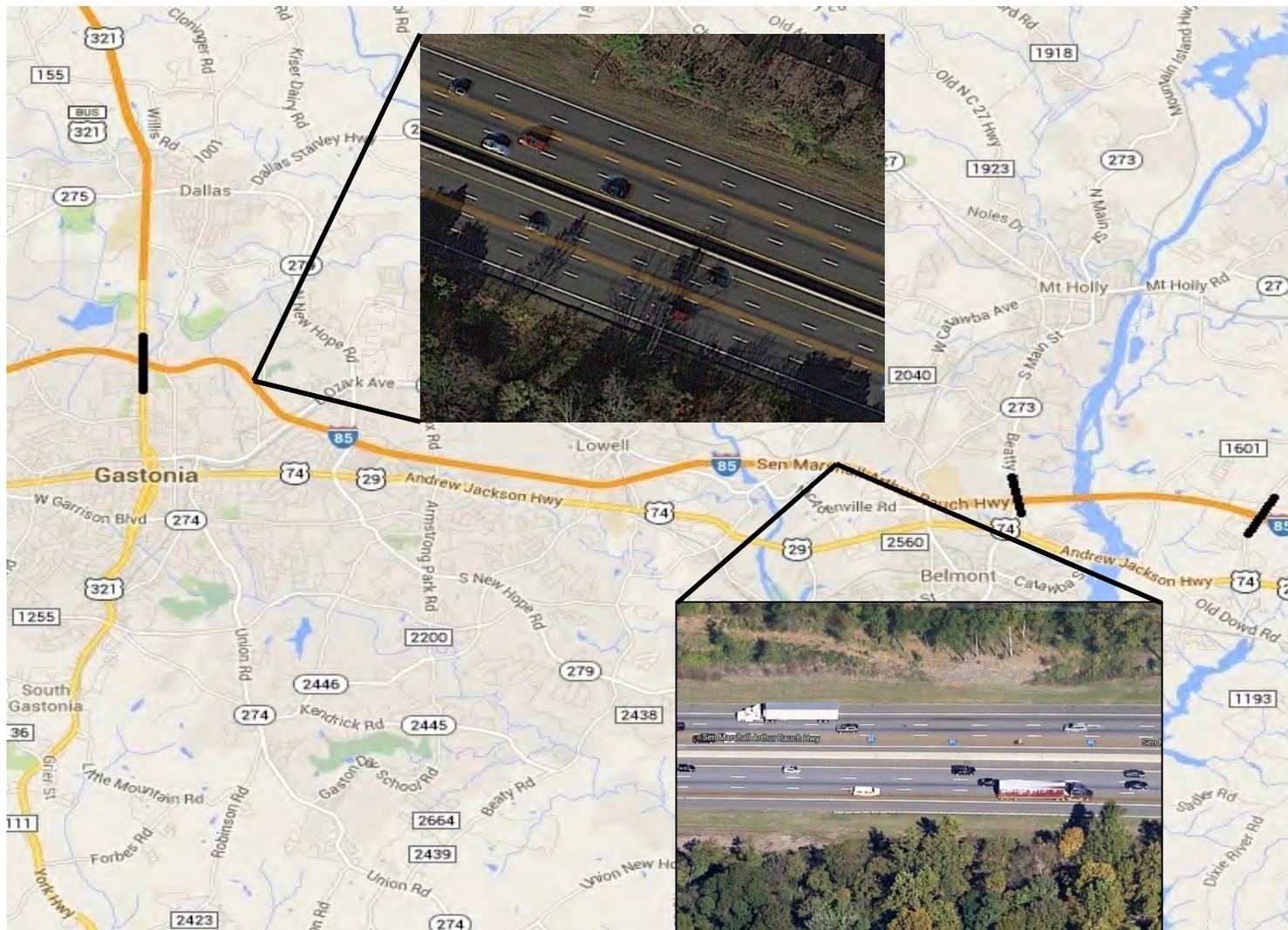
R-3100A&B

NC-16

Catawba



I-5719 I-85 Widening Gaston





Financial Update

David Tyeryar, Chief Financial Officer
July 9, 2014

Financial Update

SFYTD 2014 as compared SFYTD 2013

Dollars in Millions			Year to Date		
	May 14	May 13	May 14	May 13	% Change
Revenue Collections	\$ 401	\$ 374	\$ 4,364	\$ 4,117	6.0%
Expenditures	437	463	4,144	4,170	-0.6%
Net Change	\$ (36)	\$ (89)	\$ 220	\$ (53)	
	May 14	May 13	May 14 Target		
Cash Balances:					
Trust Fund	\$ 873	\$ 594			
Highway Fund*	338	456			
Totals	\$ 1,212	\$ 1,050	\$ 1,055		

*Excludes bond proceeds held by Trustee

Revenue Summary May 2014

(\$ in Millions)

	May 2014	May 2013	Year Over Year				SFY to Budget		
			2013-2014 Actual	2012-2013 Actual	\$	%	Budget to Date	\$	%
State & Federal Receipts:									
Highway Fund *	\$ 170.2	\$ 164.1	\$ 1,825.6	\$ 1,783.3	\$ 42.3	2%	\$ 1,790.4	\$ 35.2	2%
Highway Trust Fund *	101.2	98.3	1,065.0	1,020.7	44.3	4%	1,105.1	(40.1)	-4%
Total State Funds	271.4	262.4	2,890.6	2,804.0	86.6	3%	2,895.5	(4.9)	0%
Federal Funds/Participation	13.2	96.6	1,121.8	1,021.0	100.8	10%	1,080.3	41.5	4%
Total	\$ 284.6	\$ 359.0	\$ 4,012.4	\$ 3,825.0	\$ 187.4	5%	\$ 3,975.8	\$ 36.6	1%
GARVEE/NCTA/ARRA:									
GARVEE Reimbursement-Trustee	\$ -	\$ 2.2	\$ 40.5	\$ 56.6					
GARVEE Reimbursement-FHWA	113.5	-	199.8	86.3					
NCTA Bond Proceeds/TIFIA	0.2	1.2	20.0	76.0					
NCTA Toll Revenues	2.0	1.4	17.0	9.1					
Federal Funds - ARRA	0.6	9.7	74.6	64.2					
Total	\$ 116.3	\$ 14.5	\$ 351.9	\$ 292.2					
Total Receipts	\$ 400.9	\$ 373.5	\$ 4,364.3	\$ 4,117.2	\$ 247.1	6%			

* Memo	May 2014	May 2013	Year Over Year				SFY to Budget		
			2013-2014 Actual	2012-2013 Actual	\$	%	Budget to Date	\$	%
Highway Fund & Trust Fund Details									
Motor Fuel Taxes	\$ 157.3	\$ 154.7	\$ 1,720.6	\$ 1,702.0	\$ 18.6	1%	\$ 1,658.5	\$ 62.1	4%
Highway Use Tax	52.7	50.3	542.2	505.3	36.9	7%	501.1	41.1	8%
DMV/Other Revenue	60.9	57.0	623.8	592.9	30.9	5%	731.6	(107.8)	-15%
Investment Income	0.5	0.4	4.0	3.8	0.2	5%	4.3	(0.3)	-7%
Total	\$ 271.4	\$ 262.4	\$ 2,890.6	\$ 2,804.0	\$ 86.6	3%	\$ 2,895.5	\$ (4.9)	0%

Expenditure Summary May 2014

(\$ in millions)

	May 14	May 13	Year Over Year				SFY to Budget		
			2013-2014 Actual	2012-2013 Actual	\$	%	2013-2014 Budget	\$	%
State & Federal Funded Programs:									
Construction *	\$ 182.1	\$ 185.5	\$ 1,821.7	\$ 1,757.0	\$ 64.7	4%	\$ 1,685.5	\$ 136.1	8%
Maintenance	110.9	117.2	1,066.3	1,017.3	49.0	5%	1,002.9	63.4	6%
Public Transportation	5.0	5.3	134.3	91.6	42.7	47%	109.8	24.4	22%
Other Modal/Other Programs	10.5	11.9	137.9	122.6	15.3	12%	114.4	23.4	20%
Administration	21.9	22.1	211.7	204.3	7.4	4%	258.0	(46.3)	-18%
Municipal Aid	-	-	145.6	142.8	2.8	2%	145.6	-	0%
Transfers to Other Agencies	51.3	60.7	248.3	280.3	(32.0)	-11%	252.0	(3.7)	-1%
Totals	\$ 381.8	\$ 402.7	\$ 3,765.6	\$ 3,615.9	\$ 149.7	4%	\$ 3,568.3	\$ 197.4	6%
GARVEE/NCTA/Special Initiatives:									
NCTA Construction	2.1	1.9	35.7	91.9					
NCTA Financing Costs	-	-	76.0	80.0					
GARVEE Bond Expenditures	-	3.7	43.8	131.8					
Debt Service (GO & GARVEE)	22.0	41.4	128.8	160.8					
Ecosystem Enhancement Project	10.5	8.0	(10.7)	21.2					
FEMA	7.5	-	20.9	1.0					
ARRA- Rail	12.6	4.1	79.7	34.0					
ARRA - Highway Infrastructure/Public Transit	0.3	0.6	4.6	31.3					
SB 1005	(0.0)	-	-	0.4					
Moving Ahead	-	-	(0.3)	1.7					
Totals	\$ 54.9	\$ 59.7	\$ 378.5	\$ 554.1					
Total Expenditures	\$ 436.7	\$ 462.4	\$ 4,144.1	\$ 4,170.0	\$ (25.9)	-1%			

* See GARVEE bond expenditures below.

Year to Date Operations

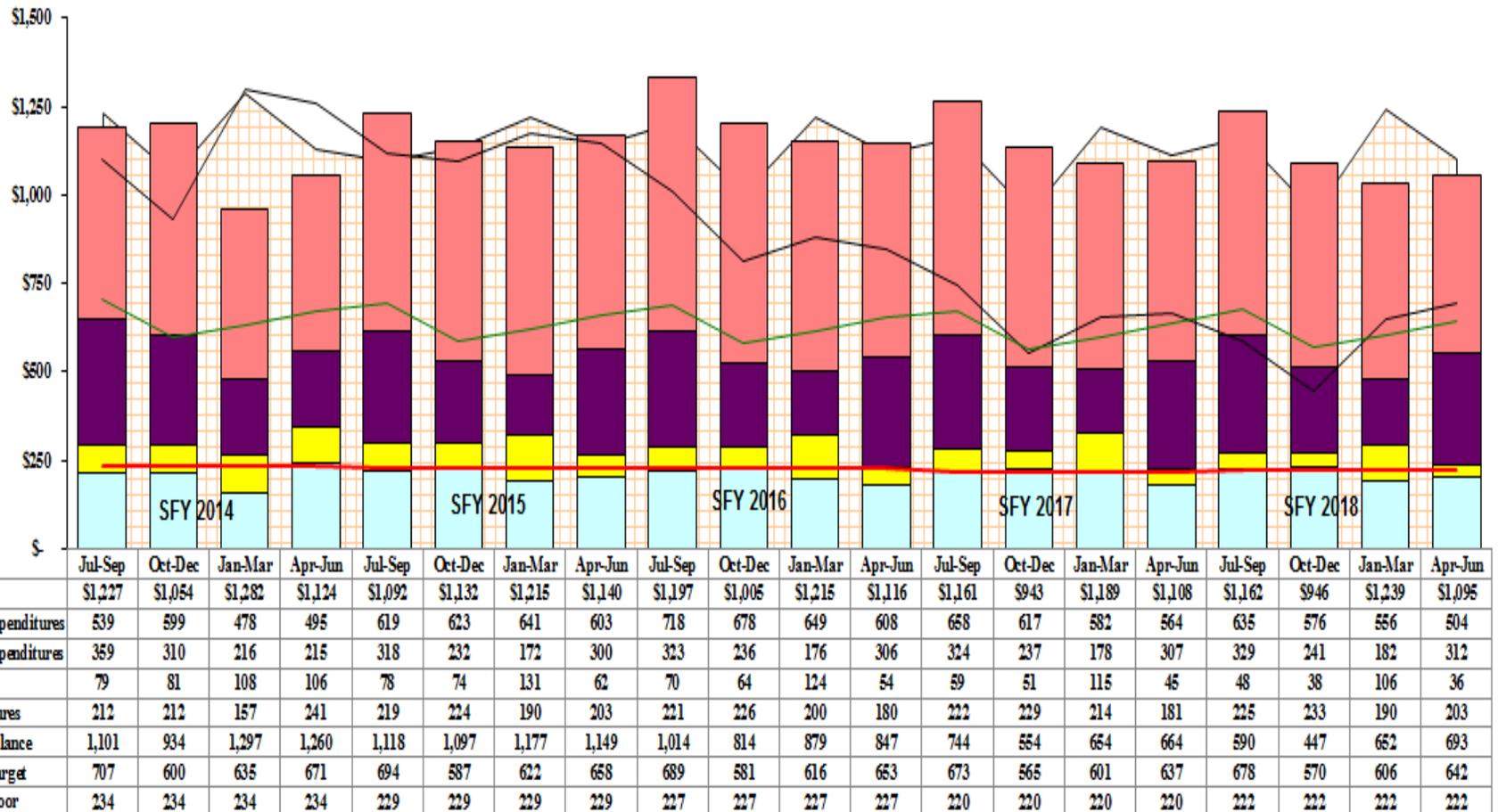
Change in Cash YTD as of May 30, 2014

Operating Cash Inflows	\$ <u>4,364</u>
State & Federal Funded Programs	\$ 3,766
GARVEE/NCTA/Special Initiatives	<u>378</u>
Operating Cash Outflows	\$ <u>4,144</u>
Net Change on Operating Cash	\$ <u>220</u>

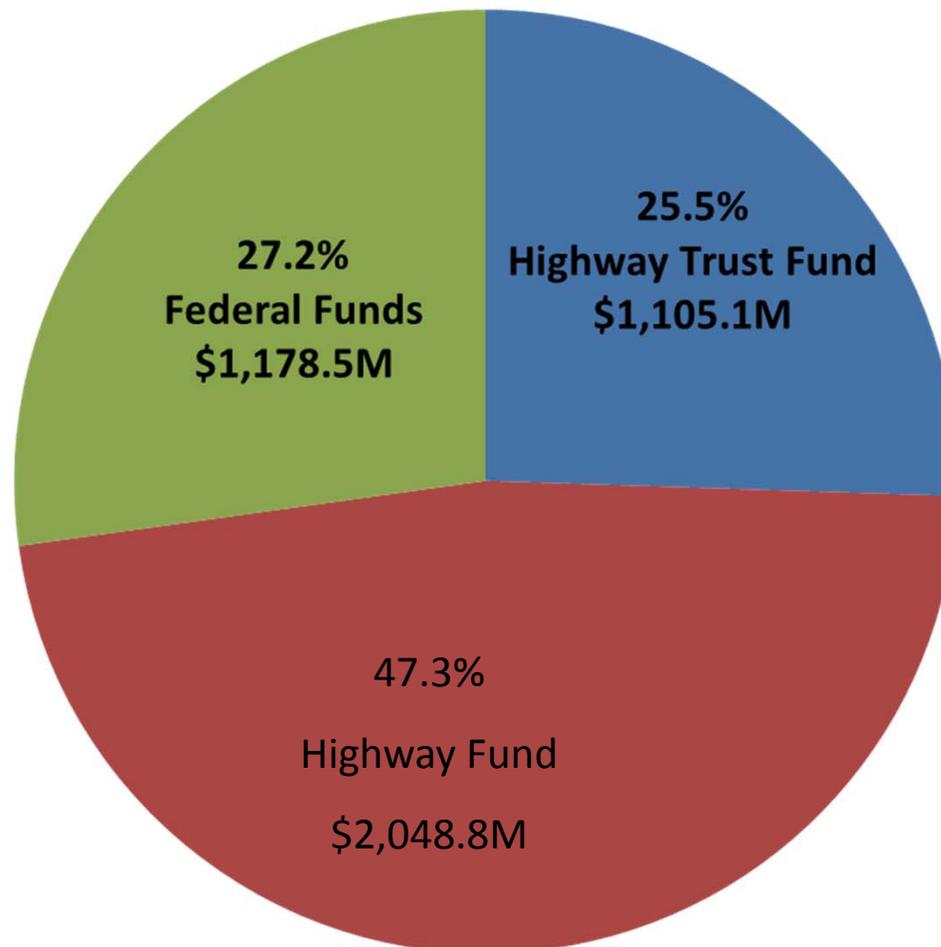
(\$ in Millions)

60 Month Cash Model

Projections as of May 2014



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

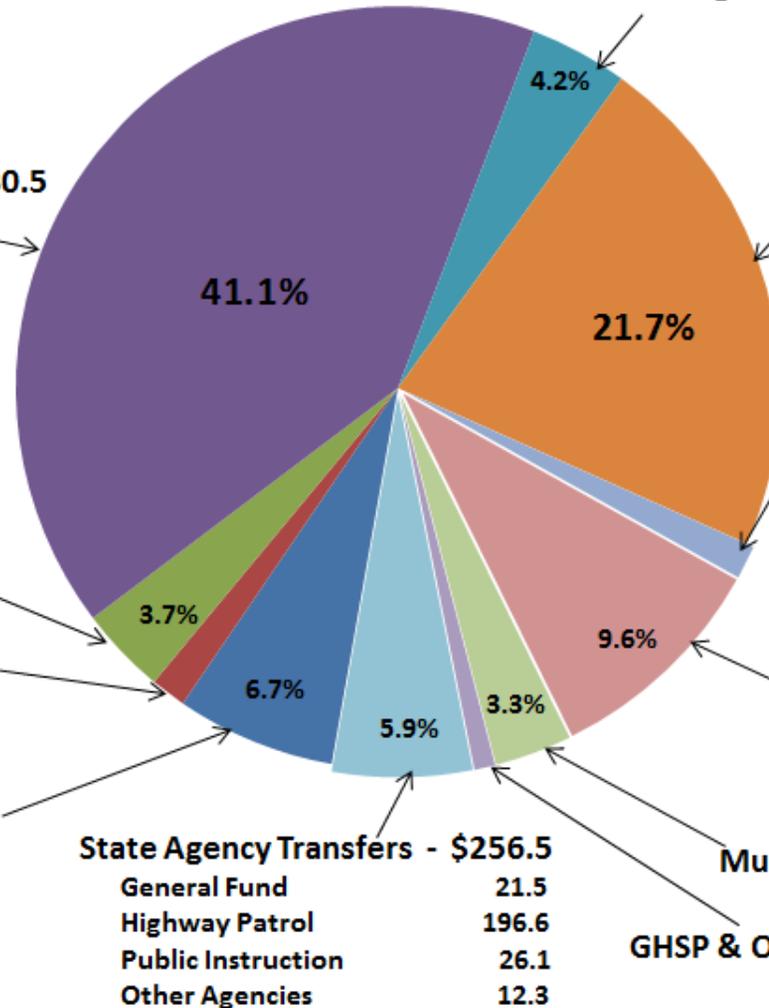
DOT 92.4
DMV 119.0
DOH 35.1
Trust Fund 43.5

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

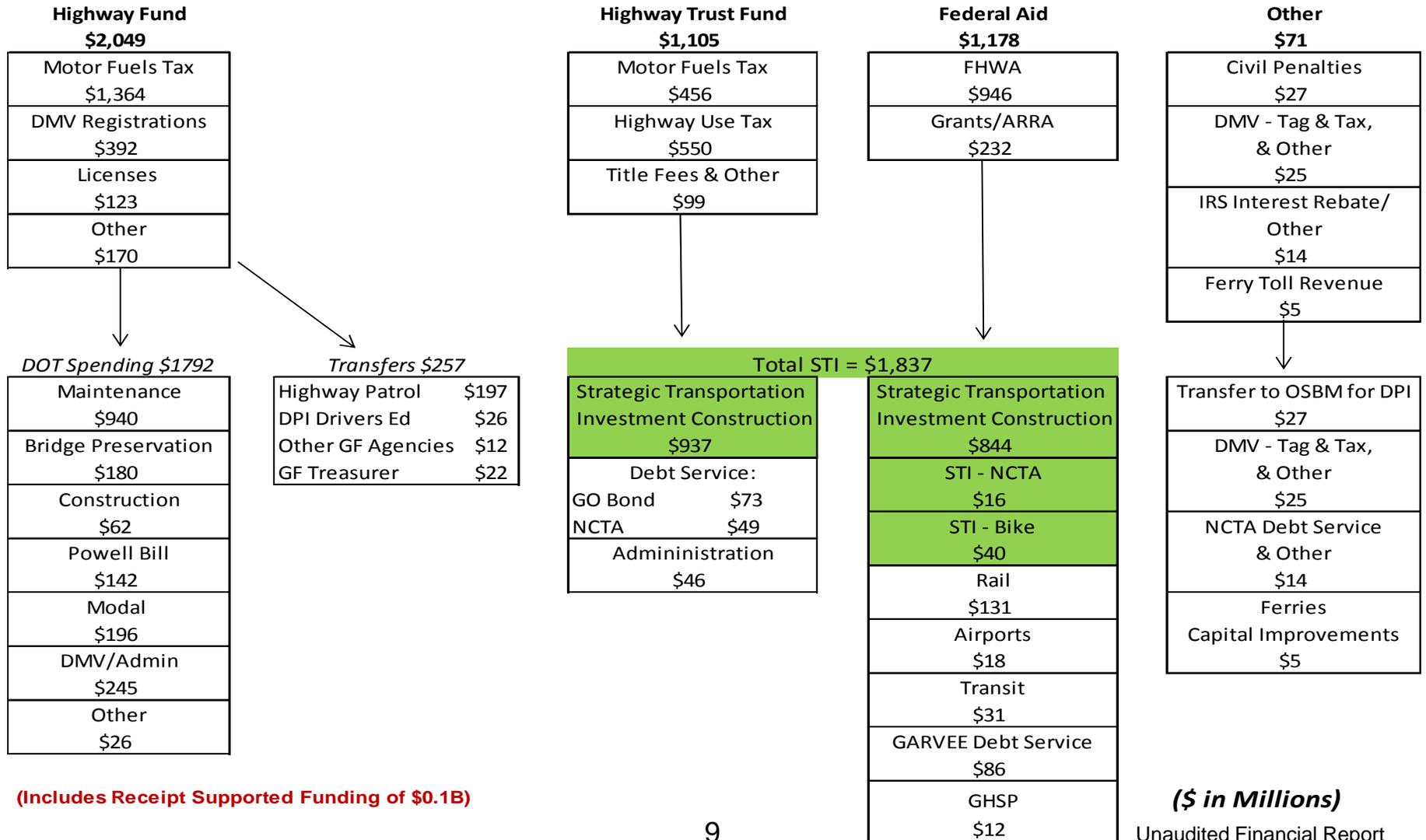


(\$ in millions)

Unaudited Financial Report

2013-14 NCDOT Sources and Uses

Total Funding = \$4.4 Billion



(Includes Receipt Supported Funding of \$0.1B)

(\$ in Millions)

Unaudited Financial Report

Right of Way & Preliminary Engineering Expenditures

SFY 2014 Period Ending May 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)	\$ 75.4	\$ 103.3	\$ 80.6	\$ 56.7	\$ 316.0	\$ 250.0	126%
Garvee Projects (GV)	10.1	7.2	2.4	2.0	21.7	102.3	21%
Total TIP Projects	\$ 85.5	\$ 110.5	\$ 83.0	\$ 58.7	\$ 337.7	\$ 352.3	
Preliminary Engineering:							
TIP Projects (excluding TA)	\$ 41.1	\$ 41.8	\$ 38.5	\$ 28.3	\$ 149.7	\$ 165.0	91%
Toll Authority (TA) Projects	1.1	1.6	1.4	1.1	5.2	9.7	54%
Total TIP Projects	\$ 42.2	\$ 43.4	\$ 39.9	\$ 29.4	\$ 154.9	\$ 174.7	

MEMO: State Fiscal YTD Totals Exclude Specific Allocations

(\$ in Millions)

FFY 2014 Federal Rail Scorecard

As of May 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	\$ 491,733,650	\$ 145,854,544	\$ 127,505,335	\$ 5,896,136	\$ 12,453,073	
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	\$ 3,454,852	\$ 3,436,341	\$ 18,511	\$ -	
NCDOT Intercity Passenger Rail Congestion Mitigation Period of Performance End Date 8-30-2014	\$ 26,560,839	\$ 26,560,839	\$ 516,435	\$ 381,677	\$ 133,278	\$ 1,480	
TOTAL ARRA	\$ 550,560,839	\$ 522,294,489	\$ 149,825,831	\$ 131,323,353	\$ 6,047,925	\$ 12,454,553	\$ 4,227,958

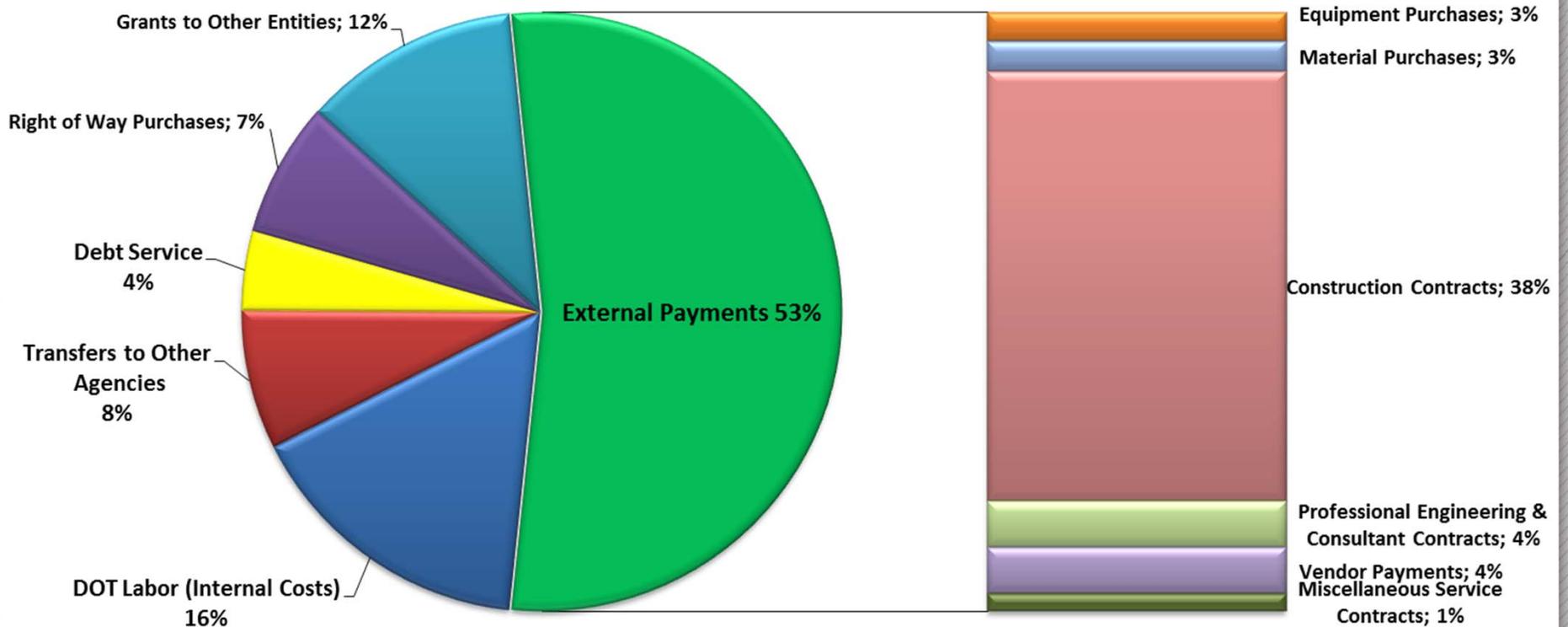
FEDERAL Rail Grant Awards (NON-ARRA)

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	\$ 1,049,434	\$ 1,043,934	\$ -	\$ 5,500	\$ (1,486,674)

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

NCDOT Expenditures

SFYTD as of May 30, 2014





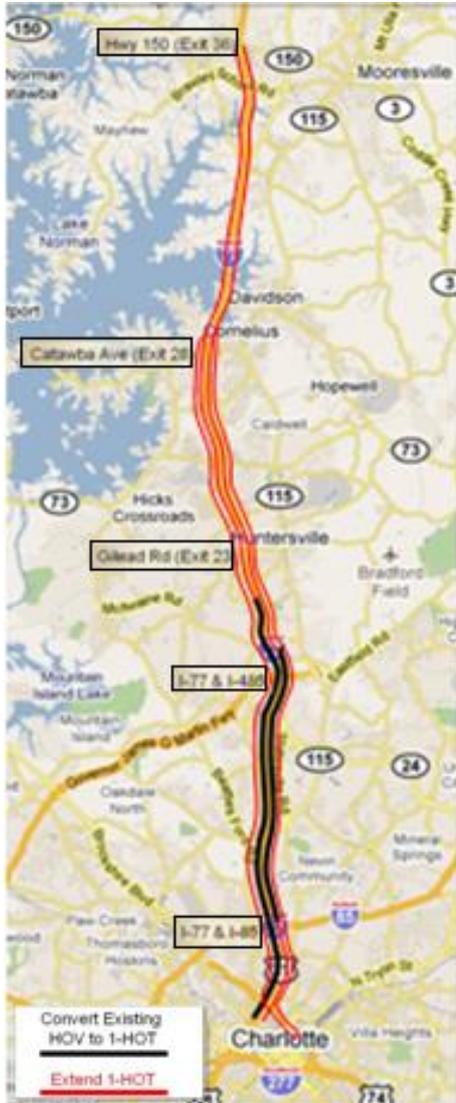
I-77 HOT Lanes Project

Project Update

Rodger Rochelle

July 2014

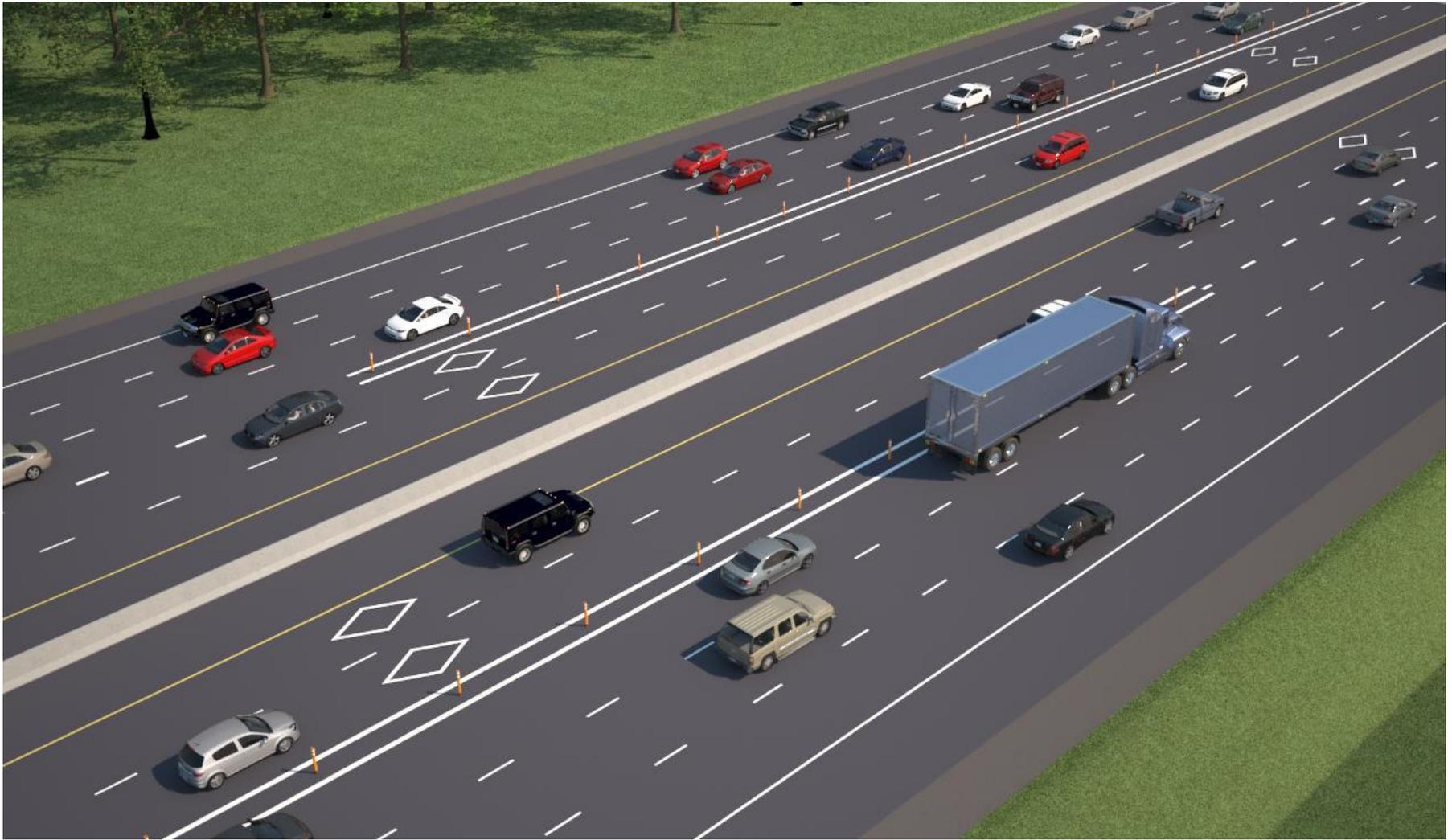
Project Description



- In 2009, NCDOT conducted a Fast Lanes Study that analyzed 12 corridors in a 10 county region. The Charlotte City council identified the I-77 corridor in Charlotte-Mecklenburg as a candidate for High Occupancy Toll (HOT) lanes.
- The I-77 corridor is critical to the region as the only major North-South connection in the vicinity.
- The Project is critical for improving mobility and long term economic growth in the region; currently I-77 is one of the most congested corridors in the state.
- The Project scope addresses a comprehensive long-term congestion management solution for the corridor through the use of HOV3+ policy, HOT lanes and supports future expansion of transit.
- The Project implements HOT lanes through a Public-Private Partnership (P3).

Section	HOT Lanes	Section Limits
South	2	2.5 miles on I-77 and 1.25 miles on I-277 with direct HOT lane connector to I-277
Central	2	15 miles from I-77/I-85 interchange to Exit 28 (Catawba Avenue)
North	1	8 miles generally from Exit 28 to Exit 36 (NC 150)

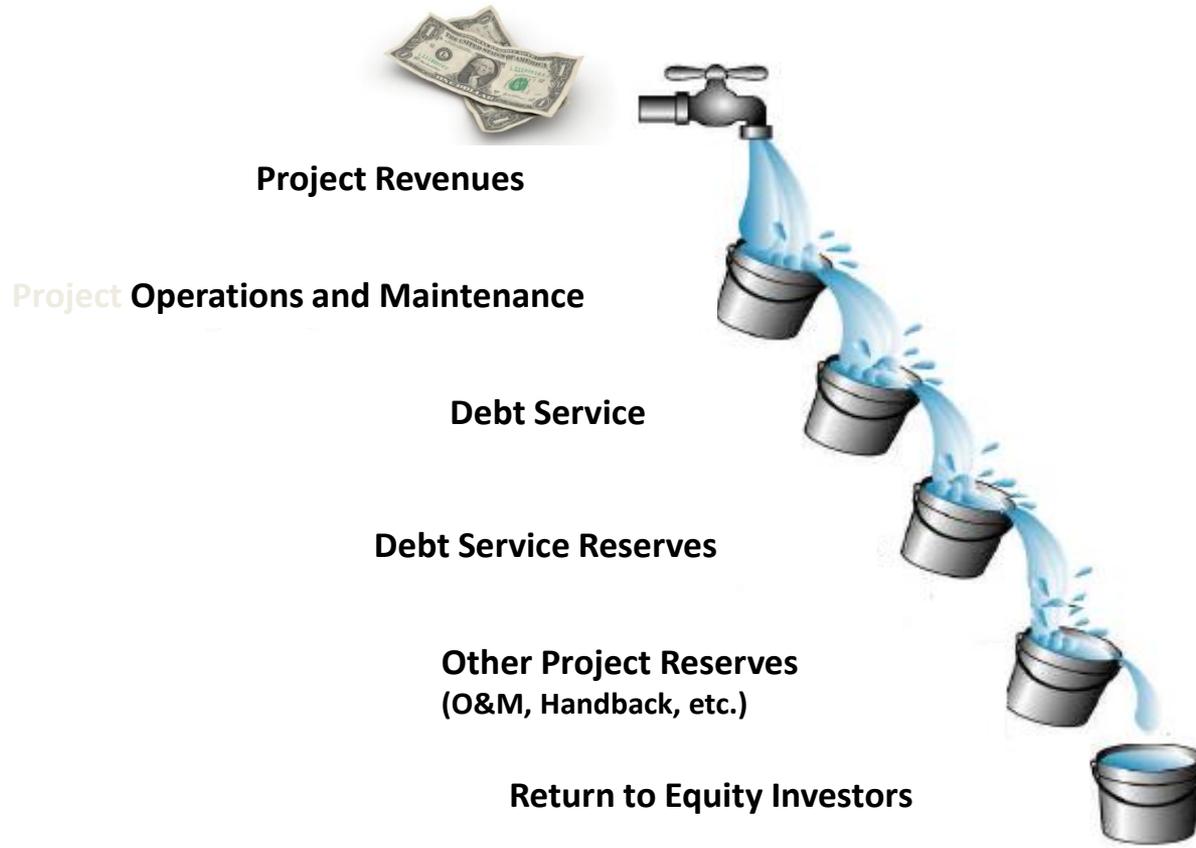
I-77 proposed configuration (South)



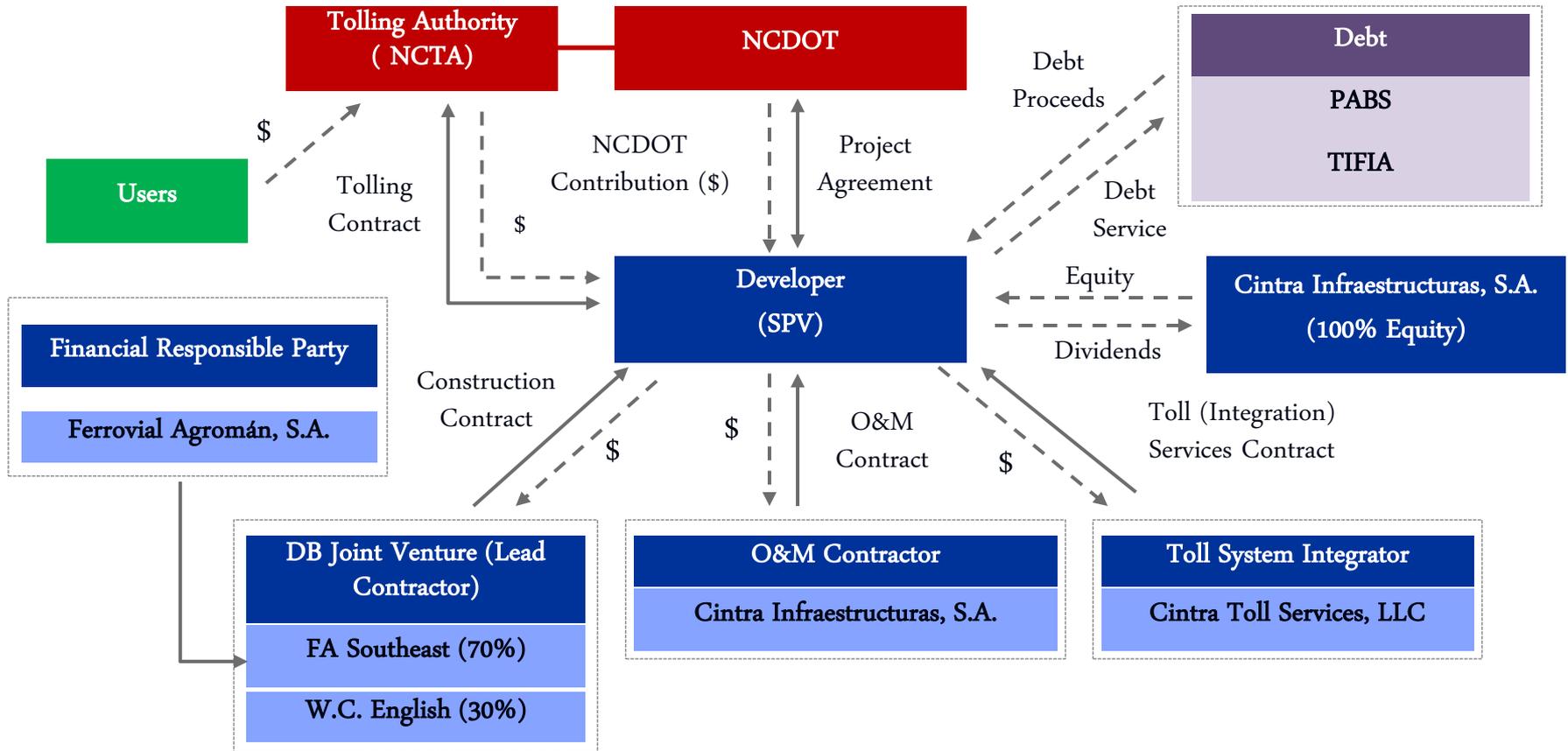
Key benefits of this P3 model

- Risk transfer
 - Developer responsible for design, construction, financing, operation and maintenance (O&M) risks
 - Developer is responsible for cost overruns during construction and operating phases
 - Private sector accepts revenue risk
- Accelerate schedule and improve schedule certainty
- Performance-based technical requirements
- High level of customer service
- Whole-life cost optimization
- Private capital at risk and known/capped public investment
- Private sector expertise and innovation
- Single point of contact and accountability

Cash Waterfall in Typical P3 Transactions



Project Structure



I-77 contractual documents

- Instructions to Proposers (Vol.I)
- Comprehensive Agreement (Vol.II, Book 1)
- Technical Provisions (Vol.II, Book 2)
- Specifications, Standards and Manuals (Vol.II, Book 3)

— STATE OF NORTH CAROLINA—
DEPARTMENT OF TRANSPORTATION
RALEIGH, N.C.

**THIRD INDUSTRY REVIEW DRAFT
REQUEST FOR PROPOSALS, VOLUME I
INSTRUCTIONS TO PROPOSERS**

TIP I-3311C, I-5405, I-4750
December 18, 2012

DATE AND TIME OF PROPOSAL SUBMISSION: July 26, 2013 BY 3:00 PM

CONTRACT ID: [XXX]

WBS ELEMENT NO. [XXX]

FEDERAL-AID NO. [XXX]

COUNTY: Mecklenburg and Iredell Counties

ROUTE NO. I-77 and I-277

LOCATION: I-77 from I-277 to Exit 36, and I-277 from I-77 to Exit 3A/B

TYPE OF WORK: PUBLIC PRIVATE PARTNERSHIP FOR I-77 HOT LANES AS SPECIFIED IN THE RFP

NOTICE:
ALL PROPOSERS SHALL COMPLY WITH ALL APPLICABLE LAWS REGULATING THE PRACTICE OF GENERAL CONTRACTING AS CONTAINED IN CHAPTER 87 OF THE GENERAL STATUTES OF NORTH CAROLINA WHICH REQUIRES THE PROPORER TO BE LICENSED BY THE N.C. LICENSING BOARD FOR CONTRACTORS WHEN BIDDING ON ANY NON-FEDERAL AID PROJECT WHERE THE PROPOSAL IS \$1000 OR MORE, EXCEPT FOR CERTAIN SPECIALTY WORK AS DETERMINED BY THE LICENSING BOARD. PROPORSERS SHALL ALSO COMPLY WITH ALL OTHER APPLICABLE LAWS REGULATING THE PRACTICES OF ELECTRICAL, PLUMBING, HEATING AND AIR CONDITIONING AND REFRIGERATION CONTRACTING AS CONTAINED IN CHAPTER 87 OF THE GENERAL STATUTES OF NORTH CAROLINA, NOT WITHSTANDING THESE LIMITATIONS ON BIDDING. THE PROPORER WHO IS AWARDED ANY PROJECT SHALL COMPLY WITH CHAPTER 87 OF THE GENERAL STATUTES OF NORTH CAROLINA FOR LICENSING REQUIREMENTS WITHIN 60 CALENDAR DAYS OF ANNOUNCEMENT OF APPARENT BEST VALUE PROPOSER, REGARDLESS OF FUNDING SOURCES.

Request for Proposals
Volume I - Instructions to Proposers

— STATE OF NORTH CAROLINA—
DEPARTMENT OF TRANSPORTATION
RALEIGH, N.C.

**THIRD INDUSTRY REVIEW DRAFT
REQUEST FOR PROPOSALS, VOLUME II
COMPREHENSIVE AGREEMENT**

TIP I-3311C, I-5405, I-4750
December 18, 2012

DATE AND TIME OF PROPOSAL SUBMISSION: July 26, 2013 BY 3:00 PM

CONTRACT ID: [XXX]

WBS ELEMENT NO. [XXX]

FEDERAL-AID NO. [XXX]

COUNTY: Mecklenburg and Iredell Counties

ROUTE NO. I-77 and I-277

LOCATION: I-77 from I-277 to Exit 36, and I-277 from I-77 to Exit 3A/B

TYPE OF WORK: PUBLIC PRIVATE PARTNERSHIP FOR I-77 HOT LANES AS SPECIFIED IN THE RFP

NOTICE:
ALL PROPOSERS SHALL COMPLY WITH ALL APPLICABLE LAWS REGULATING THE PRACTICE OF GENERAL CONTRACTING AS CONTAINED IN CHAPTER 87 OF THE GENERAL STATUTES OF NORTH CAROLINA WHICH REQUIRES THE PROPORER TO BE LICENSED BY THE N.C. LICENSING BOARD FOR CONTRACTORS WHEN BIDDING ON ANY NON-FEDERAL AID PROJECT WHERE THE PROPOSAL IS \$1000 OR MORE, EXCEPT FOR CERTAIN SPECIALTY WORK AS DETERMINED BY THE LICENSING BOARD. PROPORSERS SHALL ALSO COMPLY WITH ALL OTHER APPLICABLE LAWS REGULATING THE PRACTICES OF ELECTRICAL, PLUMBING, HEATING AND AIR CONDITIONING AND REFRIGERATION CONTRACTING AS CONTAINED IN CHAPTER 87 OF THE GENERAL STATUTES OF NORTH CAROLINA, NOT WITHSTANDING THESE LIMITATIONS ON BIDDING. THE PROPORER WHO IS AWARDED ANY PROJECT SHALL COMPLY WITH CHAPTER 87 OF THE GENERAL STATUTES OF NORTH CAROLINA FOR LICENSING REQUIREMENTS WITHIN 60 CALENDAR DAYS OF ANNOUNCEMENT OF APPARENT BEST VALUE PROPOSER, REGARDLESS OF FUNDING SOURCES.

Request for Proposals
Volume II - Comprehensive Agreement

— STATE OF NORTH CAROLINA—
DEPARTMENT OF TRANSPORTATION
RALEIGH, N.C.

**THIRD INDUSTRY REVIEW DRAFT
REQUEST FOR PROPOSALS, VOLUME II
BOOK 2, TECHNICAL PROVISIONS**

TIP I-3311C, I-5405, and I-4750
December 18, 2012

DATE AND TIME OF PROPOSAL SUBMISSION: [XXX]

CONTRACT ID: [XXX]

WBS ELEMENT NO. [XXX]

FEDERAL-AID NO. [XXX]

COUNTY: Mecklenburg and Iredell Counties

ROUTE NO. I-77 and I-277

LOCATION: I-77 from I-277 to Exit 36, and I-277 from I-77 to Exit 3A/B

TYPE OF WORK: PUBLIC PRIVATE PARTNERSHIP FOR I-77 HOT LANES AS SPECIFIED IN THE RFP

NOTICE:
ALL PROPOSERS SHALL COMPLY WITH ALL APPLICABLE LAWS REGULATING THE PRACTICE OF GENERAL CONTRACTING AS CONTAINED IN CHAPTER 87 OF THE GENERAL STATUTES OF NORTH CAROLINA WHICH REQUIRES THE PROPORER TO BE LICENSED BY THE N.C. LICENSING BOARD FOR CONTRACTORS WHEN BIDDING ON ANY NON-FEDERAL AID PROJECT WHERE THE PROPOSAL IS \$1000 OR MORE, EXCEPT FOR CERTAIN SPECIALTY WORK AS DETERMINED BY THE LICENSING BOARD. PROPORSERS SHALL ALSO COMPLY WITH ALL OTHER APPLICABLE LAWS REGULATING THE PRACTICES OF ELECTRICAL, PLUMBING, HEATING AND AIR CONDITIONING AND REFRIGERATION CONTRACTING AS CONTAINED IN CHAPTER 87 OF THE GENERAL STATUTES OF NORTH CAROLINA, NOT WITHSTANDING THESE LIMITATIONS ON BIDDING. THE PROPORER WHO IS AWARDED ANY PROJECT SHALL COMPLY WITH CHAPTER 87 OF THE GENERAL STATUTES OF NORTH CAROLINA FOR LICENSING REQUIREMENTS WITHIN 60 CALENDAR DAYS OF ANNOUNCEMENT OF APPARENT BEST VALUE PROPOSER, REGARDLESS OF FUNDING SOURCES.

Request for Proposals
Volume II - Technical Provisions

— STATE OF NORTH CAROLINA—
DEPARTMENT OF TRANSPORTATION
RALEIGH, N.C.

**THIRD INDUSTRY REVIEW DRAFT
REQUEST FOR PROPOSALS, VOLUME II
SPECIFICATIONS, STANDARDS, MANUALS AND
GUIDELINES**

TIP I-3311C, I-5405, and I-4750
December 18, 2012

DATE AND TIME OF PROPOSAL SUBMISSION: [XXX]

CONTRACT ID: [XXX]

WBS ELEMENT NO. [XXX]

FEDERAL-AID NO. [XXX]

COUNTY: Mecklenburg and Iredell Counties

ROUTE NO. I-77 and I-277

LOCATION: I-77 from I-277 to Exit 36, and I-277 from I-77 to Exit 3A/B

TYPE OF WORK: PUBLIC PRIVATE PARTNERSHIP FOR I-77 HOT LANES AS SPECIFIED IN THE RFP

NOTICE:
ALL PROPOSERS SHALL COMPLY WITH ALL APPLICABLE LAWS REGULATING THE PRACTICE OF GENERAL CONTRACTING AS CONTAINED IN CHAPTER 87 OF THE GENERAL STATUTES OF NORTH CAROLINA WHICH REQUIRES THE PROPORER TO BE LICENSED BY THE N.C. LICENSING BOARD FOR CONTRACTORS WHEN BIDDING ON ANY NON-FEDERAL AID PROJECT WHERE THE PROPOSAL IS \$1000 OR MORE, EXCEPT FOR CERTAIN SPECIALTY WORK AS DETERMINED BY THE LICENSING BOARD. PROPORSERS SHALL ALSO COMPLY WITH ALL OTHER APPLICABLE LAWS REGULATING THE PRACTICES OF ELECTRICAL, PLUMBING, HEATING AND AIR CONDITIONING AND REFRIGERATION CONTRACTING AS CONTAINED IN CHAPTER 87 OF THE GENERAL STATUTES OF NORTH CAROLINA, NOT WITHSTANDING THESE LIMITATIONS ON BIDDING. THE PROPORER WHO IS AWARDED ANY PROJECT SHALL COMPLY WITH CHAPTER 87 OF THE GENERAL STATUTES OF NORTH CAROLINA FOR LICENSING REQUIREMENTS WITHIN 60 CALENDAR DAYS OF ANNOUNCEMENT OF APPARENT BEST VALUE PROPOSER, REGARDLESS OF FUNDING SOURCES.

Request for Proposals
Volume II - Specifications, Standards, Manuals and Guidelines

Summary of Commercial Terms

Term	Comment
Toll Concession	Construction + 50 years (operations)
Revenue Risk	Assumed by Concessionaire
Exempt vehicles	<ul style="list-style-type: none"> • HOV3+ • CATS Buses • Emergency Vehicles • <i>Trucks are excluded from the lanes</i>
Dynamic Pricing	To be used for Congestion Management
All Electronic Tolling	To be Interoperable with NC Quick Pass & Eastern Transponders (E-ZPass, etc.)
Standards	<p>To be met or exceeded:</p> <ul style="list-style-type: none"> • OSPS - Average Speed of no less than 10 miles-per-hour under the posted speed limit on the HOT Lanes 90% of the time • Federal standards per Title 23, United States Code (USC) Section 166: Average Speed of no less than 45 mph on the HOT Lanes 90% of the time
Performance Standards	Linked to non-compliance system of increased oversight for the respective standards and system for liquidated damages

Other Key Contract Terms

- NCDOT oversees the design and construction work to ascertain that it is performed in accordance with the contract
- General Purpose lanes treated the same as new managed lanes
- All right of way (ROW) will be acquired for and in the name of NCDOT, but Concessionaire performs ROW acquisition services
- Concessionaire is responsible for acquiring permits
- Concessionaire bears all cost and schedule risks, subject to certain exclusions
- Concessionaire will be assessed liquidated damages for failing to achieve final acceptance of each Project Section and final completion of all Project Sections by the required deadlines
- Concessionaire will be assessed liquidated damages for lane closures outside of prescribed hours
- Concessionaire is responsible for “fence-to-fence” OMR services based on prescribed performance specifications
- Handback Requirements specify asset conditions at the end of the contract including residual life supported by “Handback Requirements Reserve”) held by a trustee or a letter of credit
- NCDOT is not prohibited from constructing new transportation facilities within the ROW; concessionaire may be entitled to compensation for Unplanned Revenue Impacting Facilities
- Concessionaire must reach financial close by the specified deadline; otherwise, the concessionaire’s \$15 million financial close security will be subject to forfeiture
- Lenders have the right to cure and step-in in the event of a default by the concessionaire. NCDOT may terminate the agreement for concessionaire default in the event the concessionaire and/or lender fails to cure within the applicable cure period. NCDOT may terminate for convenience with compensation.

NCDOT Public Funds Contribution

- Cintra's Public Funds Amount (PFA) request of \$88.2 million is below the maximum amount (\$170 million) set by NCDOT
- Developer has proposed infusing the public funds at the latter stages of construction (contract only required pro rata investment)
- Cintra has also assumed a contingent DRAM amount of \$75 million to satisfy the rating agencies in the revenue downside case, although no DRAM is projected to be used in the base case
- Fixed annual payment (\$1 Million) for maintenance of the General Purpose (GP) Lanes commensurate with current maintenance contract

Risk Sharing – *Pre Financial Close*

Term	Sharing	Description
Base Rate Movements	100% NCDOT exposure (up to 125bps)	NCDOT will bear the risk, up to the Interest Rate Buffer Amount (125bps), and have the benefit of any decreases in Benchmark Interest Rate(s) from Financial Proposal Due Date to Financial Close
Credit Spread Movements	100% NCDOT exposure	NCDOT will bear 100% of the risk and have 100% of the benefit of Credit Spread Fluctuation, if any, (either positive or negative) from 10 days prior to Financial Proposal Due Date to Financial Close
Quantitative Changes to TIFIA Term Sheet Assumptions	100% NCDOT risk 50% NCDOT benefit	NCDOT will bear 100% of the risk and have 50% of the benefit on quantitative changes to the TIFIA Term Sheet Assumptions (either positive or negative)
Design-Build Price after 210 days from Financial Proposal Date	100% NCDOT risk	From 210 days after Financial Proposal Due Date, NCDOT shall compensate the Developer for adjustments to the Design-Build Contract Price as a result of inflation in materials and labor rates (based on Construction Cost Index)
120-day Developer Extension of Project Financing Deadline	100% Developer risk 50% NCDOT benefit	Developer shall have the option to extend the Project Financing Deadline for an additional 120-day period. Developer shall not be entitled to any positive adjustments in the Public Funds Amount or Interest Rate Buffer Amount during such 120-day extension period. NCDOT shall be entitled to 50% of the benefit, if any

Risk Sharing – *Post Financial Close*

Term	Sharing	Description
Toll Revenue Sharing	Tiered Bands (NCDOT receives 0%/12.5%/25% /50%/75%)	Developer shall make Revenue Payments to NCDOT to the extent cumulative Toll Revenues exceed pre-determined floor (to be dedicated to corridor improvements)
Refinancing Gain	50% NCDOT benefit	Except for an Exempt Refinancing, Developer shall pay to NCDOT an amount equal to 50% of the Refinancing Gain according to the prescribed formula

Key Milestones and Activities

- **March 30, 2012 – four (4) proposers were shortlisted**
- April 6, 2012 – Issued draft RFP to shortlisted proposers with FHWA input
- April 19, 2012 – Issued draft Comprehensive Agreement and Technical Provisions
- May 9-10, 2012 – Round 1: Bidder one-on-one meetings
- July 27-28, 2012 – Round 2: Bidder one-on-one meetings
- **August 7, 2012 – Submitted TIFIA LOI MAP-21 requesting TIFIA loan of \$221m (based on 41% of “eligible costs”)**
- September 6-7, 2012 – Bidder T&R Workshop
- February 6-7, 2013 – Round 3: Bidder one-on-one meetings
- **April 16, 2013 – Received approval for provisional PABs allocation of \$350m**
- **April 26, 2013 – Obtained initial point-in-time indicative investment grade rating from Fitch Ratings**
- September 2013 – Submitted FHWA cost estimate review
- March 18, 2014 – Issued final RFP (Addendum 7)
- **March 31, 2014 – Technical and financial proposal due date**
- **April 11, 2014 – Announce Apparent Best Value – Cintra Infraestructuras, S.A.**
- **April – June, 2014 – Various Reporting and Conformance of Contract Documents**
- **June, 2014 – Commercial Close**
- **4th Quarter, 2014 – Financial Close**
- **2015 – 2018 - Construction**

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)
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 20 bus stop shelters	FNF	5317		240					
			Local	L		60					

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

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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	

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.

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

DELETIONS to the Transit 2012-2018 STIP

STIP #	Transit Partner	DESCRIPTION	match	FUND	FY13 (000)	FY14 (000)	FY15 (000)	FY16 (000)	FY17 (000)	FY18 (000)	FY19 (000)
TD-5266	Asheville Transit	Customer Inspired Services – Capital and Operations to provide additional trips for disabled clients FY 2013-2016	FNF	5317	21						
			Local	L	7						

Item I-1B, 25 Projects, Total Federal/State/Local funds \$47,004,000

REVISIONS TO THE 2012-2020 STIP

HIGHWAY PROGRAM
STIP ADDITIONS

DIVISION 3

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

DIVISION 6

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

DIVISION 7

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

DIVISION 12

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

DIVISION 14

* B-5554	NC 215, REPLACE BRIDGE NO. 73 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(1).	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 -	\$497,000	(FLAP)
			FY 2015 -	\$124,000	(S)
				\$746,000	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2012-2020 STIP

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

REVISIONS TO THE 2012-2020 STIP

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 (MORRENE 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

REVISIONS TO THE 2012-2020 STIP

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>DELAY ACQUISITION FROM FY 13 TO FY 14 AT THE REQUEST OF TOWN AND TRANSPORTATION PLANNING BRANCH.</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>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.</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>ADD RIGHT-OF-WAY IN FY 16 AND CONSTRUCTION IN FY 16 NOT PREVIOUSLY PROGRAMMED TO REFLECT STI PRIORITIZATION AND DESIGN-BUILD DELIVERY.</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>ADD RIGHT-OF-WAY IN FY 16 AND CONSTRUCTION IN FY 16 NOT PREVIOUSLY PROGRAMMED TO REFLECT STI PRIORITIZATION AND DESIGN-BUILD DELIVERY.</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>ADD RIGHT-OF-WAY IN FY 14 AND CONSTRUCTION IN FY 15 NOT PREVIOUSLY PROGRAMMED.</u>		FY 2015 -	\$95,000	(C)
				\$485,000	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2012-2020 STIP

HIGHWAY PROGRAM
STIP MODIFICATIONS

DIVISION 10

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

R-2123CG	I-485, SEPARATE ITS CONTRACT FOR R-2123 CE	CONSTRUCTION	FY 2015 -	\$600,000	(CMAQ)
MECKLENBURG	<u>REVISE FUNDING SOURCE TO REFLECT USE OF</u>			\$600,000	
PROJ.CATEGORY	<u>CONGESTION MITIGATION AIR QUALITY (CMAQ)</u>				
STATEWIDE	<u>FUNDING.</u>				

R-2248EA	I-485, ITS FOR R-2248 E	CONSTRUCTION	FY 2015 -	\$1,500,000	(CMAQ)
MECKLENBURG	<u>REVISE FUNDING SOURCE TO REFLECT USE OF</u>			\$1,500,000	
PROJ.CATEGORY	<u>CONGESTION MITIGATION AIR QUALITY (CMAQ)</u>				
STATEWIDE	<u>FUNDING.</u>				

* U-0209BA	US 74 (INDEPENDENCE BOULEVARD), SEPARATE ITS	CONSTRUCTION	FY 2016 -	\$1,400,000	(CMAQ)
MECKLENBURG	CONTRACT FOR U-209 B			\$1,400,000	
PROJ.CATEGORY	<u>DELAY CONSTRUCTION FROM FY 14 TO FY 16 TO</u>				
STATEWIDE	<u>BETTER ALIGN THE SCHEDULE WITH THE MAIN</u>				
	<u>CONTRACT COMPLETION.</u>				

DIVISION 12

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

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2012-2020 STIP

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

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.

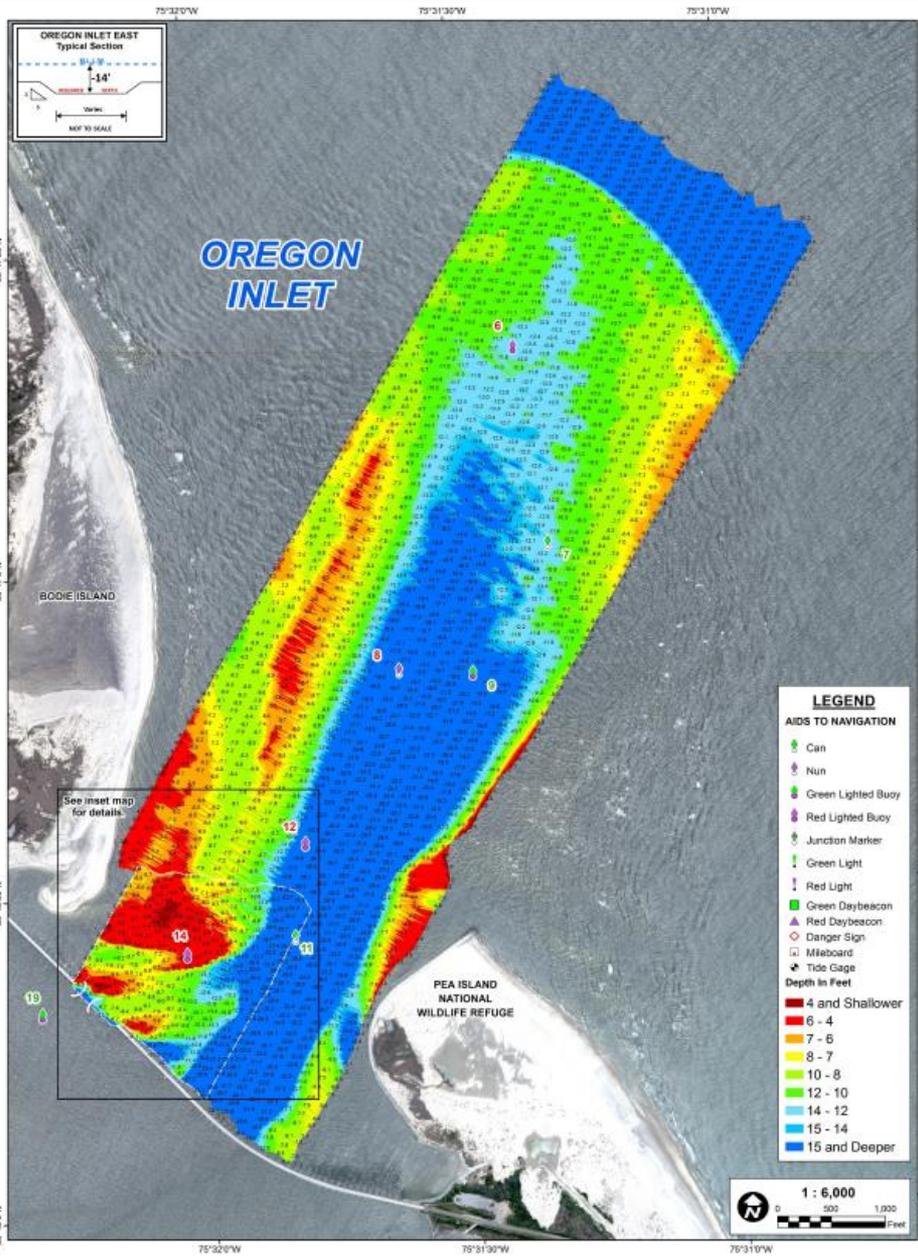
Members of Task Force:

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

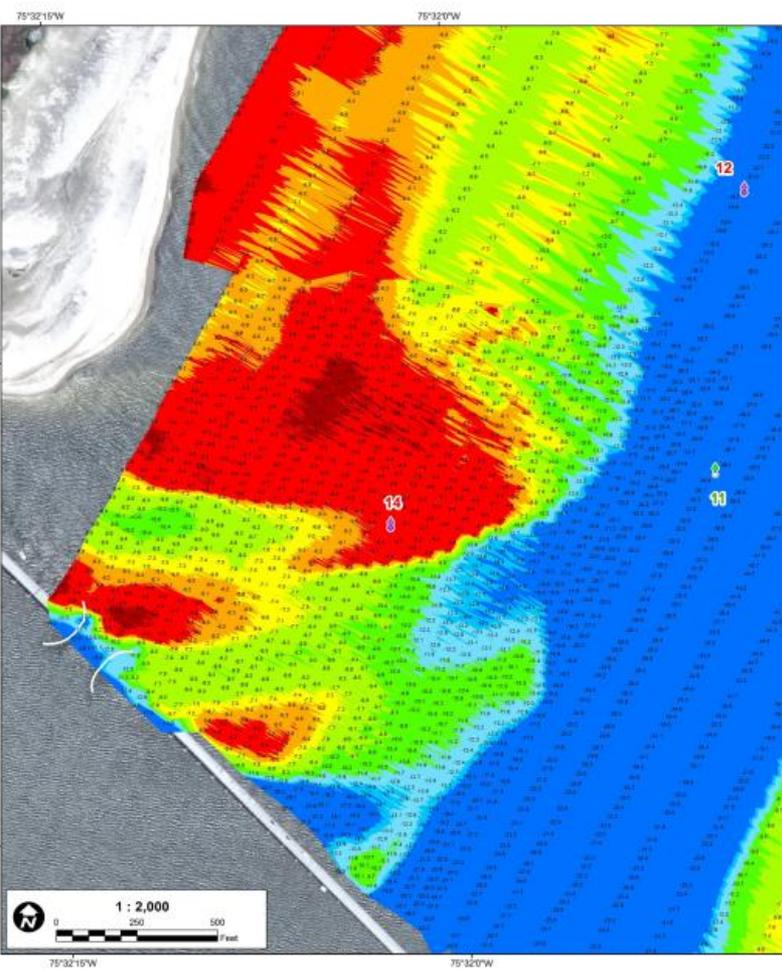


AIDS TO NAVIGATION

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' 20.00" W	35° 47' 1.00" N	
Nun	12	2014-06-26	803472	710170	70° 31' 24.40" W	35° 46' 50.00" N	
Green Lighted Buoy	13	2014-06-26	803058	710260	70° 31' 28.00" W	35° 46' 49.00" N	
Can	14	2014-06-26	803062	710262	70° 31' 28.00" W	35° 46' 50.00" N	
Red Lighted Buoy	15	2014-06-26	803062	710262	70° 31' 28.00" W	35° 46' 50.00" N	
Red Lighted Buoy	16	2014-06-26	803062	710262	70° 31' 28.00" W	35° 46' 50.00" N	

NOTES:

1. SURVEYORS ARE IN FEET AND TENTHS AND REFER TO BOUNDARY REPORTS BEING DEVELOPED AND TO BE SUBMITTED TO THE REGISTRY OF DEEDS.
2. PROJECT SUPERVISED 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 600 FEET FROM BEACH.
5. USE OF THIS MAP IS FOR INFORMATION ONLY AND IS NOT TO BE USED FOR ANY PURPOSES OTHER THAN THAT FOR WHICH IT WAS DESIGNED. THE INFORMATION DISTRICT WILL ONLY USE DATA FROM THIS MAP FOR TIDE, SURFING AND QUANTITY CALCULATIONS IF THE USER IS AVAILABLE AT THE TIME OF SURVEY.
6. THIS PRODUCT WAS REVIEWED BY THE REGISTRATION DISTRICT OF THE U.S. ARMY CORPS OF ENGINEERS. THE INITIALS AND SIGNATURES AND REGISTRATION DESIGNATIONS OF THE SURVEYORS ARE ON THESE PROJECT DOCUMENTS WITHIN THE SCOPE OF THEIR EMPLOYMENT AS REQUIRED BY 49 CFR 119.1-4.012.
7. THE INFORMATION DEPICTED 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 SOILS AND EVENTS. A PRODUCT USER SHOULD NOT RELY EXCLUSIVELY ON THE INFORMATION PROVIDED HERE. REQUIRED BY 33 CFR 320.302.
8. FOR THE MOST UP TO DATE INFORMATION PLEASE CHECK OUR WEBSITE AT WWW.SWAGS.ARMY.MIL



HYDROGRAPHIC SURVEY

U.S. ARMY ENGINEER DISTRICT
WILMINGTON, NORTH CAROLINA

MANTED - SHALLOWBAG BAY

OREGON INLET

MANTED, NORTH CAROLINA

SURVEY DATE(S): JUNE 26, 2014

MAP DATE: JULY 2, 2014

PRIMARY MAP SCALE: 1 : 6,000

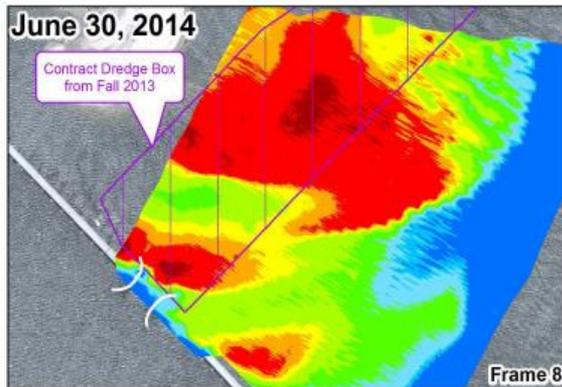
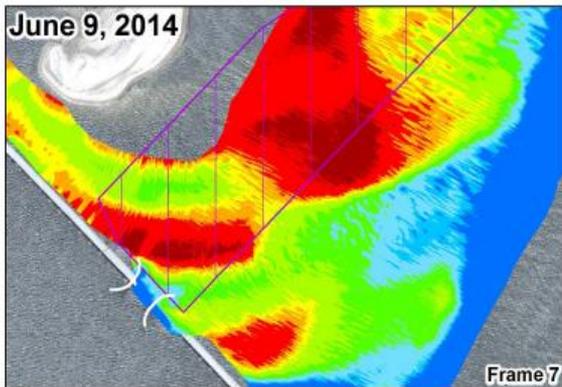
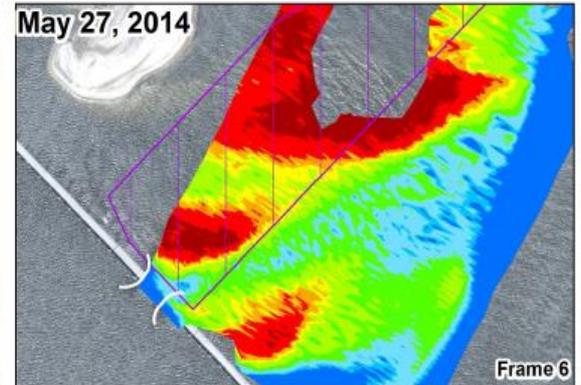
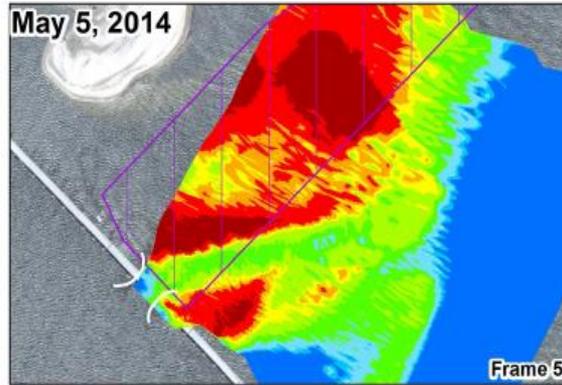
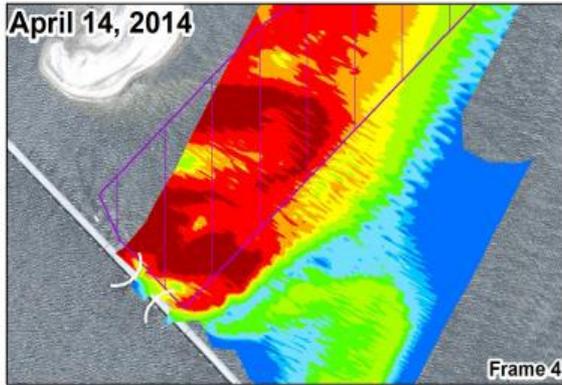
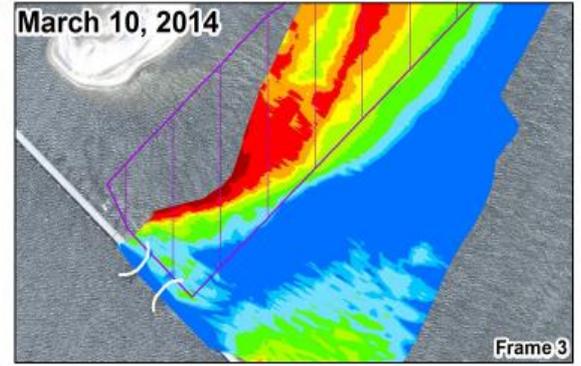
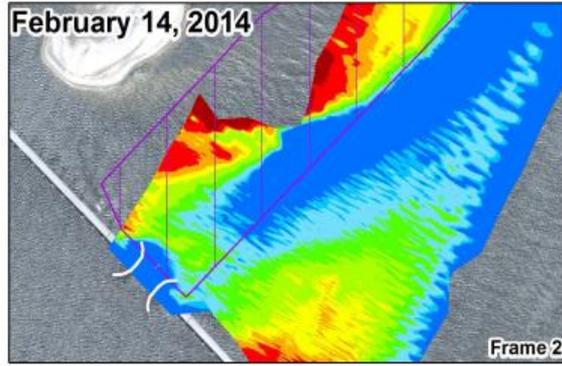
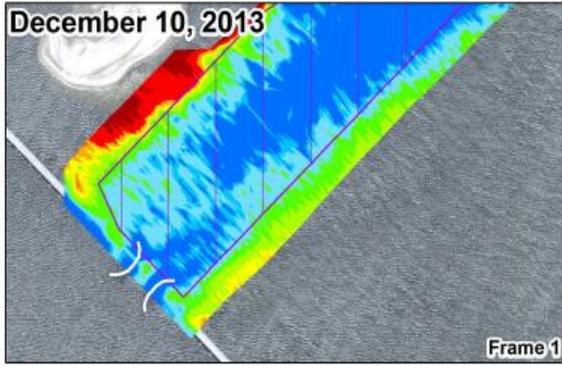
INSET MAP SCALE: 1 : 2,000

IMAGERY DATE: MAY 11, 2014 © DIGITALGLOBE, INC.

MAP FILE NAME: OIE_2014-06-26CS.MXD

SURVEYED BY: BRJ, DCH

MAPPED BY: AGF



 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:

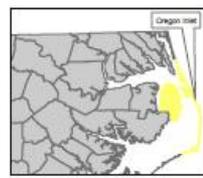
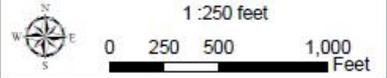
1. Continue discussions with federal officials on acquiring property or easements necessary for developing an effective and environmentally acceptable engineered solution to maintain the stability of Oregon Inlet
2. Continue the legal research regarding the title and ownership of the property north and 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?

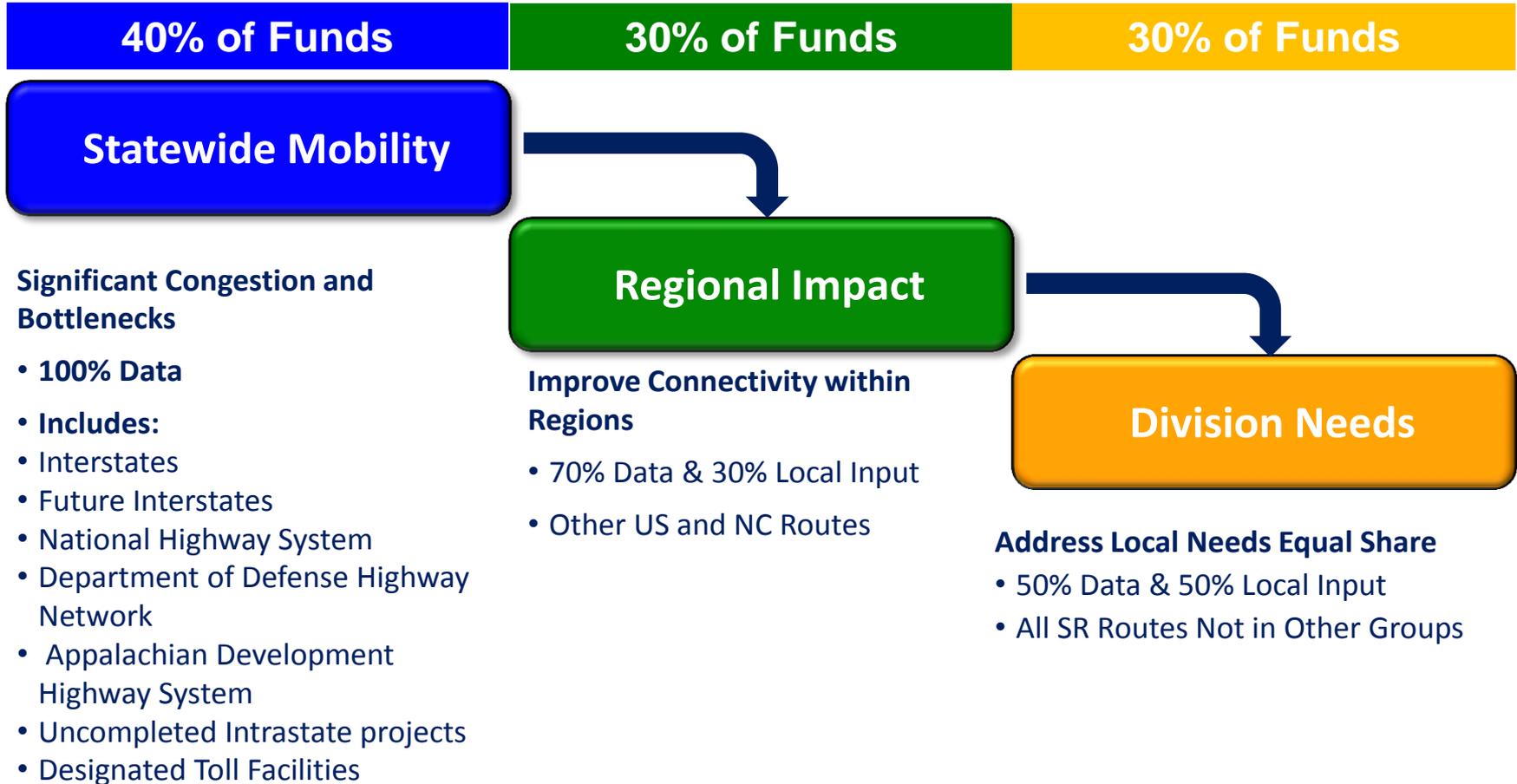
Programming Statewide STI Projects

NCDOT
Board of Transportation

July 9, 2014

Calvin Leggett, P.E.
Manager, Program Development Branch

How the SMF Works



Statewide Program Quick Facts

- Approximately \$ 5B over 10 year period 2016-2025
- \$ 1.4B assigned to Alternate Prioritization projects
- \$ 3.6B assigned to 90 Statewide SPOT projects
- Includes 11 Aviation projects in Greensboro, Raleigh and Wilmington
- Highest scoring project (86.11) was an Aviation project at Raleigh/Durham airport
- Lowest scoring Aviation project funded scored 46.15
- Funded Highway project scores ranged from 44.21 to 84.51
- No Rail projects included. The highest Rail score was 36.35

Alternate Criteria Projects

- **Safety** – \$40M/yr programming target – prioritization based on benefit-cost analysis; projects programmed on quarterly cycle. Funding distributed 40% Statewide, 30% Regional, 30% Division.
- **Bridge** – STIP programming gradually being reduced to a \$50M/yr level – prioritization based on mix of condition and performance measures, including priority rating index (PRI). Funding assigned to highest eligible category of highway route.
- **Interstate Maintenance** - \$100M/yr programming target; pavement and bridge rehabilitation activities, etc. All funding assigned to Statewide category.

STI Law Provisions Affecting Programming

Corridor Cap: Project cap. – No more than ten percent (10%) of the funds projected to be allocated to the Statewide Strategic Mobility category over any five-year period may be assigned to any contiguous project or group of projects in the same corridor within a Highway Division or within adjoining Highway Divisions.

Areas where corridor cap affected programming

- I-26, Divisions 13 and 14
- I-77, Divisions 10 and 12
- I-40, Divisions 4, 5 and 7
- NC 540 (Southern Wake Expressway), Divisions 4 and 5

STI Law Provisions Affecting Programming

Turnpike Project Cap: To study, plan, develop, and undertake preliminary design work on up to **nine** Turnpike Projects. At the conclusion of these activities, the Turnpike Authority is authorized to design, establish, purchase, construct, operate, and maintain the following projects:

- **Triangle Expressway, including segments also known as N.C. 540, Triangle Parkway, and the Western Wake Freeway in Wake and Durham Counties.** The described segments constitute three projects.
- **Monroe Connector/Bypass.**
- **I-77 HOT Lanes in Mecklenburg County**

Areas where toll cap may affect program

- NC 540 in Division 5
- I-485 in Division 10

Transition Period Projects

- Projects with scheduled let dates prior to July 1, 2015, as of October 1, 2013, are excluded from the requirement to be prioritized for construction under the new STI law. This exemption belongs to all projects scheduled for letting in those state fiscal years at that time regardless of when they are actually let for construction.
- A transition period project schedule may move beyond July 1, 2015; or may have minor changes in cost or scope and retain its status.
- If a transition project requires a different or significantly modified environmental document, a STIP amendment for description change, or an amendment to the long range plan, then we will say that the revised project no longer has the transition period exemption.

Municipal Bridges

- Municipal bridges will be prioritized using the same methodology that is used to prioritize NCDOT bridges, at the same time NCDOT bridges are prioritized.
- In any given programming cycle, once the Federally-funded (STP) state bridge replacement projects have been programmed, the lowest-ranking bridge that is funded will be identified, and the prioritization score for that bridge noted.
- Any municipal bridge with a score higher than that noted above will be programmed during the applicable programming cycle if requested by the owning municipality. The programming cost will be assigned to the applicable Transportation Investment Strategy Formula category.
- No municipal bridge with a score lower than that noted above will be programmed during the applicable programming cycle.

DA Funds

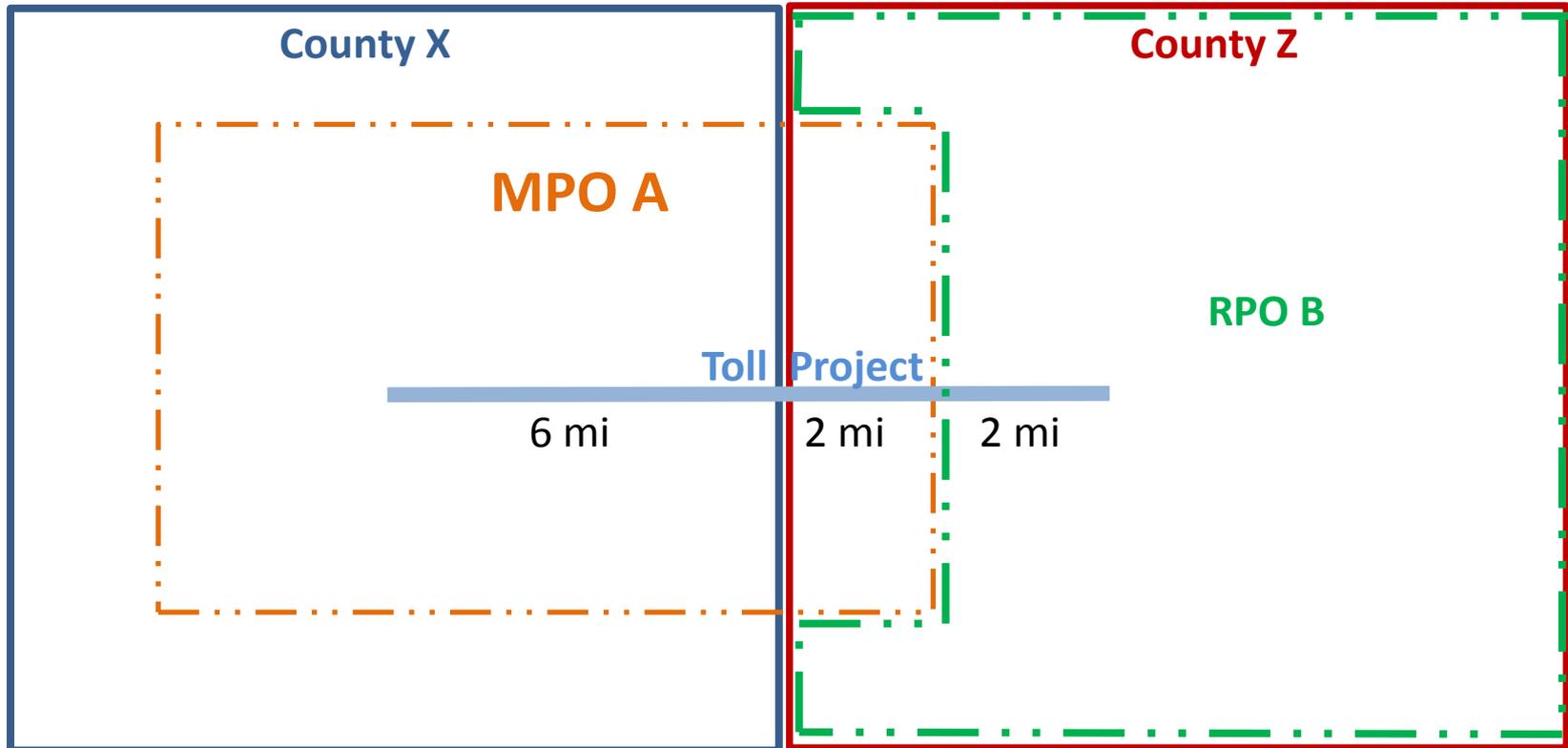
- We will continue to allocate a proportionate share of expected future federal revenue to Transportation Management Areas (MPO's with population > 200,000), & allow them to program Direct Attributable funds in all STIP years until there is some indication from Washington that Congress intends to significantly alter or eliminate the DA programs.
- If an MPO chooses to direct STP-DA funds to a non-STI function (such as planning, maintenance or operations), the STP funds allocated to these purposes will count against the appropriate STI budget
- We are always assuming DA is Division funding unless we get notification that it will be used on a project that is eligible for regional or statewide funding.
- DA funds allocated to Regional projects do not count against the division allocation. Projects with statewide eligibility also have regional eligibility; therefore the regional rule can be applied on DA funds allocated to a statewide project.

Bonus Allocations

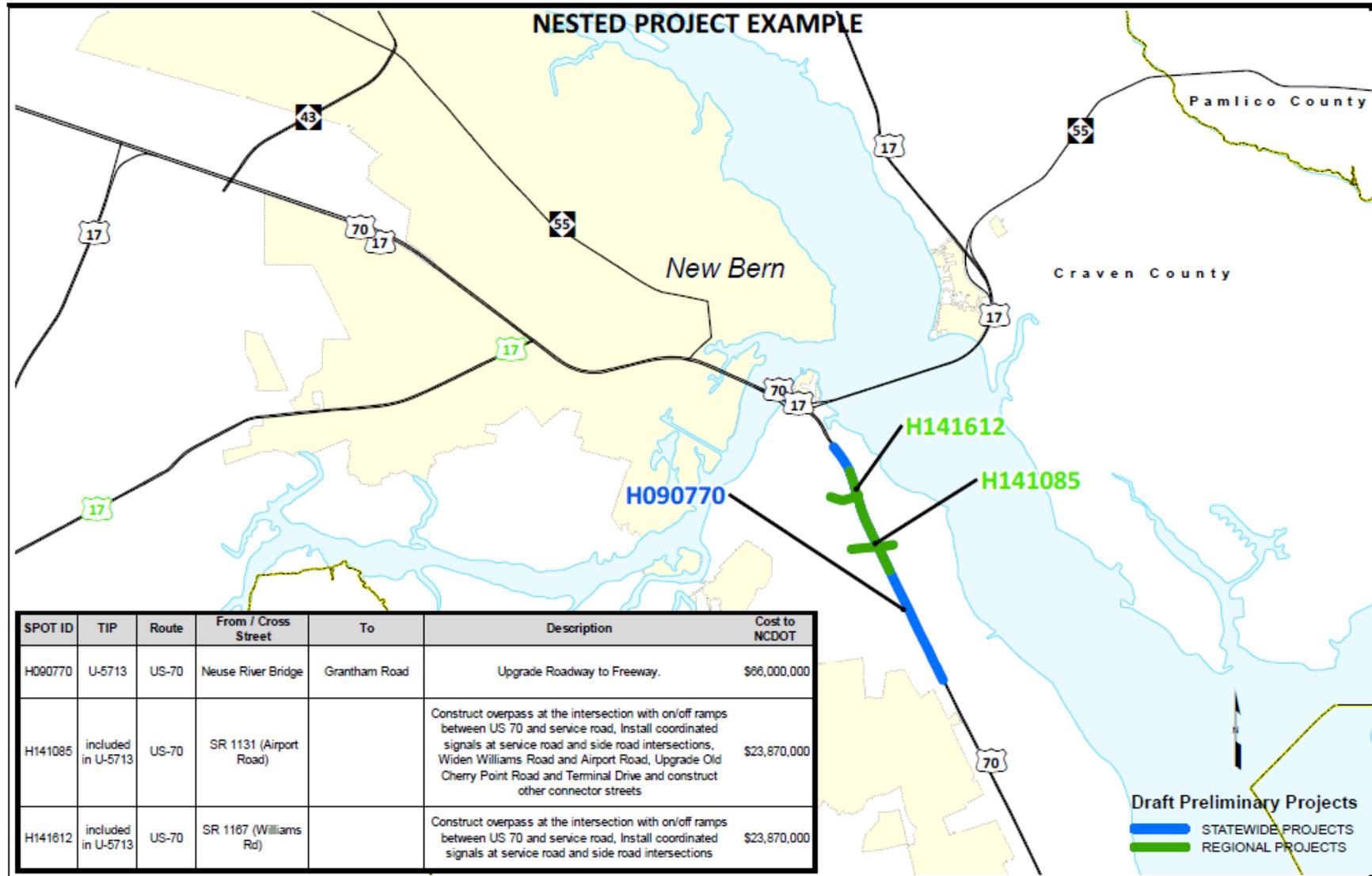
- Bonus allocations are obtained as a result of local government funding participation or highway tolling
- Local funding participation is not federal Direct Attributable funds, either STP-DA or TA-DA.
- Funds must be used on a project that has previously been on the prioritized list
- Bonus funds only apply to the value of the land or money donated to the project that is over and above what is normally provided to a project by a municipality/local government.
- Due to the large uncertainty over when and how they will be applied, no programming adjustments will be made in anticipation of future bonus payments. Any necessary programming adjustments necessitated by the bonus program will be made in the STIP update which allocates the bonus funding.
- Our current reading is that “bonus” funds are taken off the top of the programmable budget prior to its allocation to Statewide, Regional, & Division categories. As funds outside the distribution, they do not count toward any specific budget although they are subject to the Regional & Division caps.

Bonus Project Example

Proposed \$300M Toll project to be financed with \$200M in toll revenue bonds.
SPOT will analyze project with a \$100M cost (\$300M - \$200M toll bonds)



Once the bonds are sold, \$100M will be made available for programming on a prorated basis.
MPO A will receive \$80M (8 of 10 mile length) to be used in counties X and Z.
RPO B will receive \$20M (2 of 10 mile length) to be used for projects in County Z.

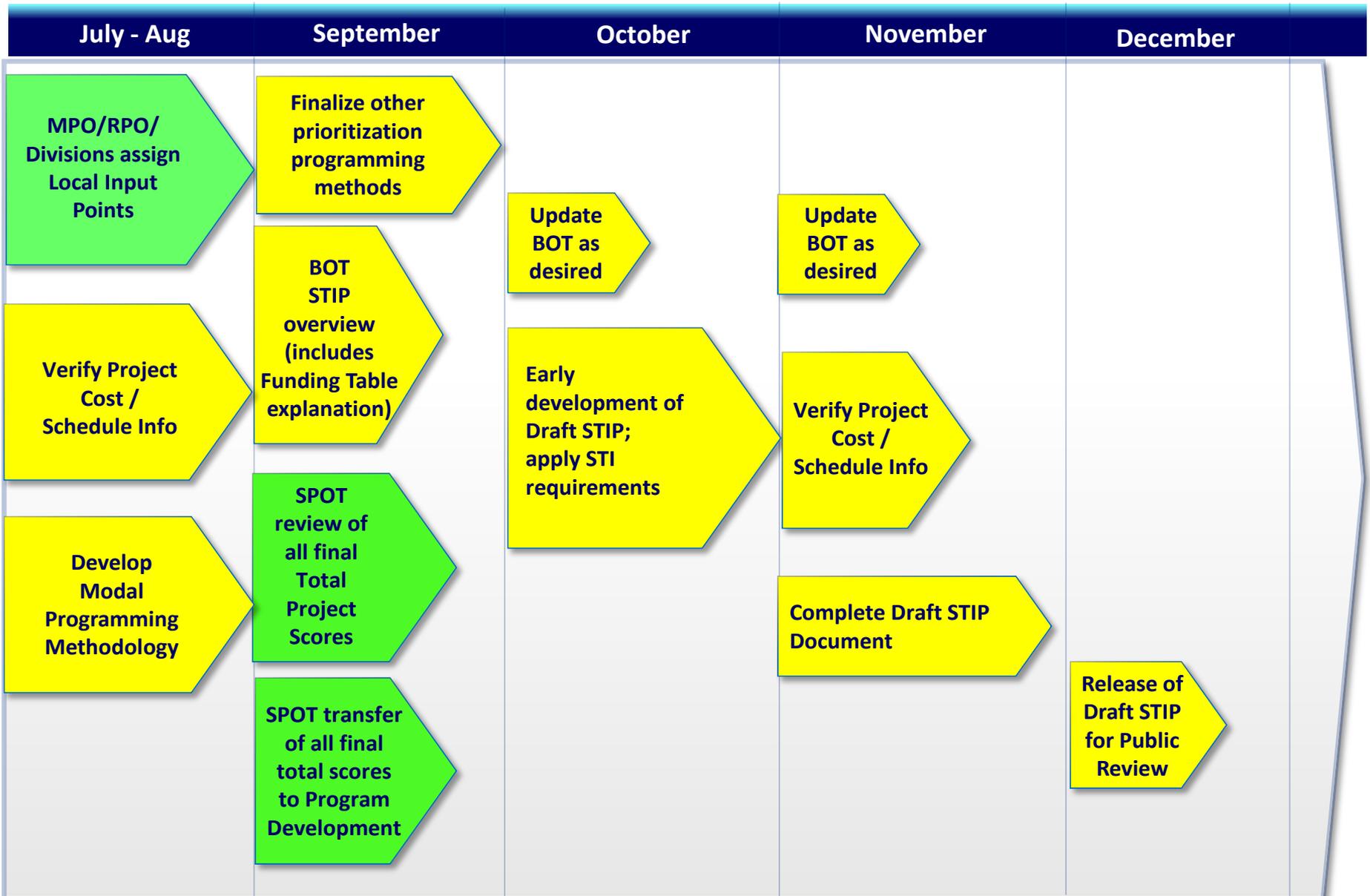


Proposed STI Legislation Changes

- Exclude Federal Lands Access Funds from STI
- Apply Alternate Prioritization Criteria to Federal and State Funds Used for Emergency Repair Work

STI Schedule

2014



RESOLUTION FOR THE AIRBORNE AND SPECIAL OPERATIONS HIGHWAY

WHEREAS, North Carolina is the home state for a significant share of the military forces of the United States and is known as the most military friendly state; and

WHEREAS, the greater Fayetteville community is the proud home of more than 57,000 military personnel and 23,000 family members; and

WHEREAS, the citizens of the greater Fayetteville community have a long and proud history, dating to this country's birth, of paying special honor and respect to its sons and daughters who protect our country's freedoms and, as a community, stand strong in unified support of our airborne and special operation soldiers of Fort Bragg and Pope Army Airfield; and

WHEREAS, the airborne and special operations forces are a critical component of national defense and will deploy anywhere with little warning; and

WHEREAS, the soldiers of the airborne and special operations forces have made countless contributions to our Nation through commitment, courage, dedication, heroism, sacrifice and service; and

WHEREAS, I-295 is critical to post security, will improve deployment of soldiers and equipment to port and will enhance the mobility and readiness of Fort Bragg; and

WHEREAS, I-295 will provide a vital interstate connection to I-95 for a total distance of 24.75 miles from I-95 to US 401, Raeford Road; and

WHEREAS, the Fayetteville City Council requests to name this portion of I-295 as the Airborne and Special Operations Highway.

NOW, THEREFORE, BE IT RESOLVED:

That the North Carolina Board of Transportation names the portion of I-295 from I-95 to US 401, Raeford Road, as *The Airborne and Special Operations Highway*.

That appropriate signs be erected at a suitable time.

Adopted, this the tenth day of July 2014 by the North Carolina Board of Transportation.


Chairman


Secretary of Transportation

**NC BOARD OF TRANSPORTATION
AUDIT COMMITTEE**

AGENDA

Wednesday, July 9, 2014

11:30 AM

Call to Order	Ned Curran, Chair
Approval of April Meeting Minutes	Ned Curran
OIG Status Aviation Processes	Mary Morton, Inspector General
Adjourn	Ned Curran, Chair

Meeting Location:
Conference Room 160
Transportation Building
Raleigh, NC

North Carolina Board of Transportation
Funding & Appropriations Strategies Committee (FAST)
Wednesday – July 9, 2014, 1:00 PM - Meeting Location: Room 150

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 for the need of additional transportation revenue presented in the 2040 Plan.

What	How	Who	When
Call to Order Approval of June meeting notes		Cheryl L. McQueary, Chair	1:00 – 1:05
2040 Revenue Enhancement Options	Discussion/ Information	David Tyeryar	1:05 – 1:30
Revenue Enhancement Option – Wholesale Motor Fuel Tax	Discussion/ Information	Andy Perkins	1:30 – 1:45
Revenue Enhancement Option – Continue Motor Fuel Tax Indexing	Discussion/ Information	Malcom Fearing	1:45 – 2:00
Break		All	2:00 – 2:10
Revenue Enhancement Option - Increase registration/license fees	Discussion/ Information	David Burns	2:10 – 2:25
Revenue Enhancement Option - Interstate tolling	Discussion/ Information	Jim Palermo	2:25 – 2:40
Revenue Enhancement Option – Increase Highway Use Tax	Discussion/ Information	John Lennon	2:40 – 2:55
Comments and Wrap-up		Cheryl L. McQueary, Chair	2:55 – 3:00

Next Meeting: August 6, 2014 (1:00 to 3:00 pm)

Minutes
North Carolina Board of Transportation
Funding and Appropriations Strategies Committee
June 6, 2014

Committee Attendance:

Cheryl McQueary, Chair Jim Crawford, Vice-Chair David Brown David Burns	Malcolm Fearing James R. Palermo David Tyeryar, Committee Staff
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Chairman McQueary opened the meeting. The April 30th minutes were presented for approval. Mr. Palermo moved to approve the minutes as presented. Mr. Fearing seconded and the minutes were approved unanimously.

Chairman McQueary reviewed the committee agenda. Mr. Hancock (NCDOT) and Mr. Ellison (DEHR) gave a presentation of the biennium Ecological Enhancement Program (EEP) budget as well as explained the purpose of EEP and relationship of the program to NCDOT. Committee members had questions about the program and operational process. The presenters we requested to provide follow-up information to the committee members questions before the next meeting.

Mr. Tasaico gave a presentation detailing the inner workings of department's Cash Model including history and the various modules. Mr. Leggett followed with a presentation covering the Projected Revenues and STIP Budget (2016-2025) in which he detailed the sources of revenues and funding availability for programming.

Chairman McQueary briefly announced some of the topics that would be covered at the next meeting which would include the two revenue enhancement presentations not covered at this meeting. There being no further business, the meeting was adjourned at 2:57 PM.



2040 Revenue Enhancement Options

FAST Committee

July 9, 2014

David Tyeryar
Chief Financial Officer

Revenue Enhancement Options

- Considerations
 - Drive the revenue alternatives
 - Is Transportation a Public Benefit or Consumer Utility
 - Address growing needs -
 - Increasing demand for services
 - Loss of purchasing power to inflation
 - Planning for the future
- Solution requires a mix
 - Needs to address all of the above

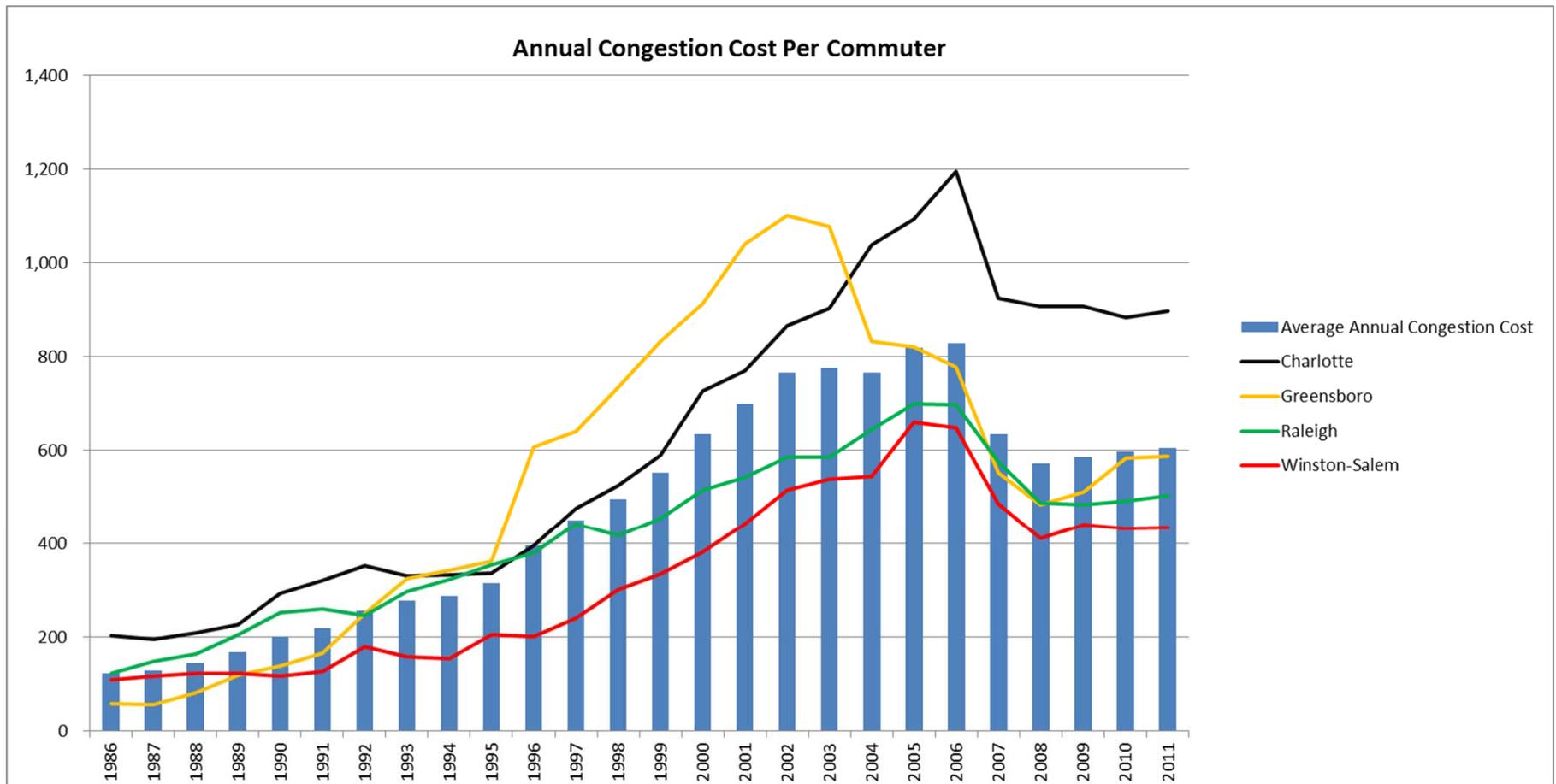
Revenue Enhancement Options

- Public Benefit –
 - Similar to Education and Health & Human Services
 - Funded by taxes – primarily Income and Sales & Use
- Consumed Utility –
 - Similar to Electric – billed on usage
- Consumed Utility –
 - Similar to Water Utility – Base Charge and Usage
 - Current Transportation model
 - Base Charge – License Plates, Drivers Licenses
 - Cost not related to consumption
 - Usage - Motor Fuels Tax, Tolling
 - Cost increases with consumption
- Combination of Both – Public Benefit and Consumed Utility
 - Public Transportation – Local Sales & Use Tax and Fares

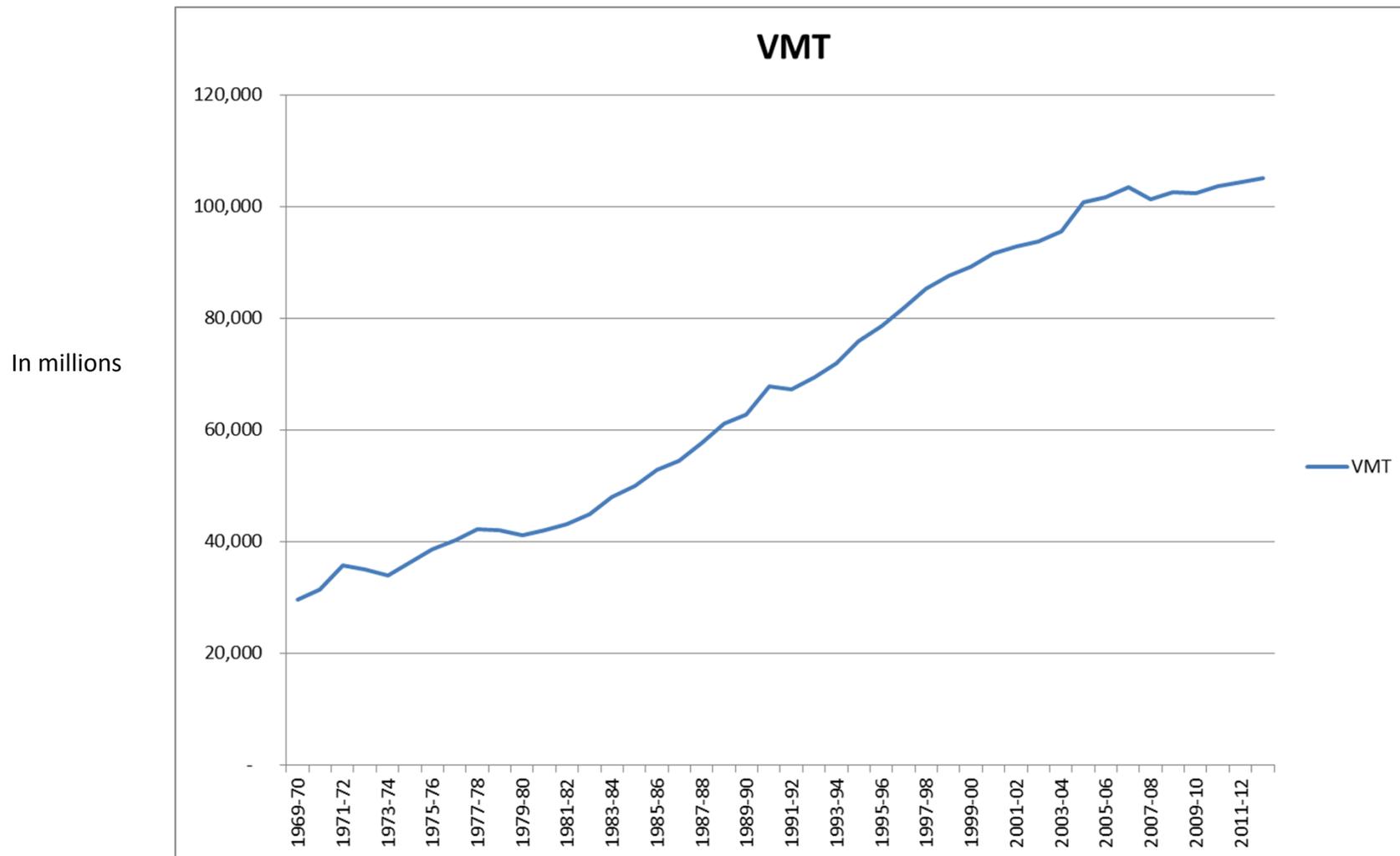
Revenue Enhancement Options

- Address growing needs
 - Increasing demand for services
 - Congestion
 - Vehicle Miles Traveled
 - Loss of purchasing power to inflation
 - Cost of road construction
 - Plan for the future
 - Strategic Transportation Initiatives identified 3,100 projects over next 10 years

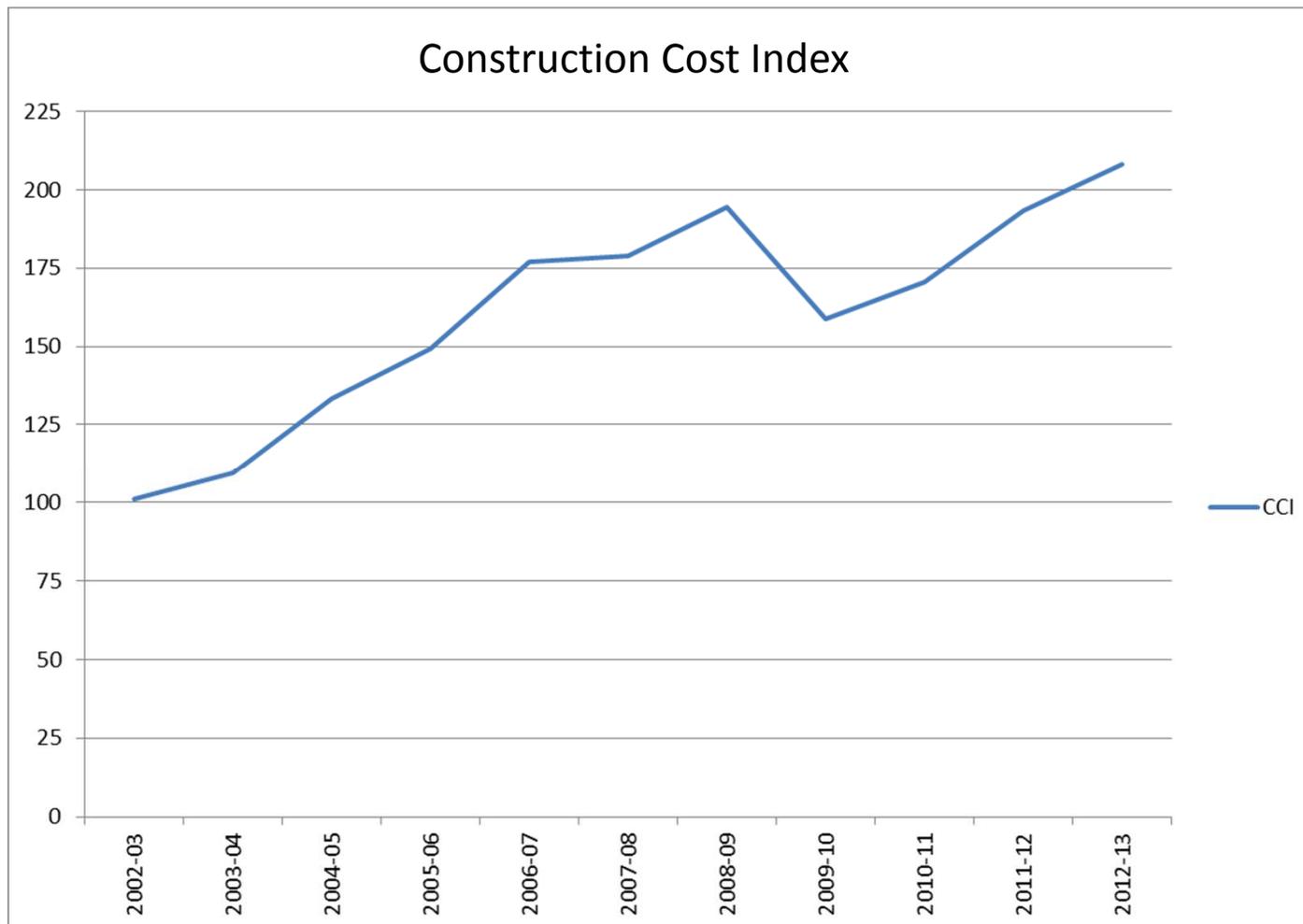
Address growing needs – Congestion



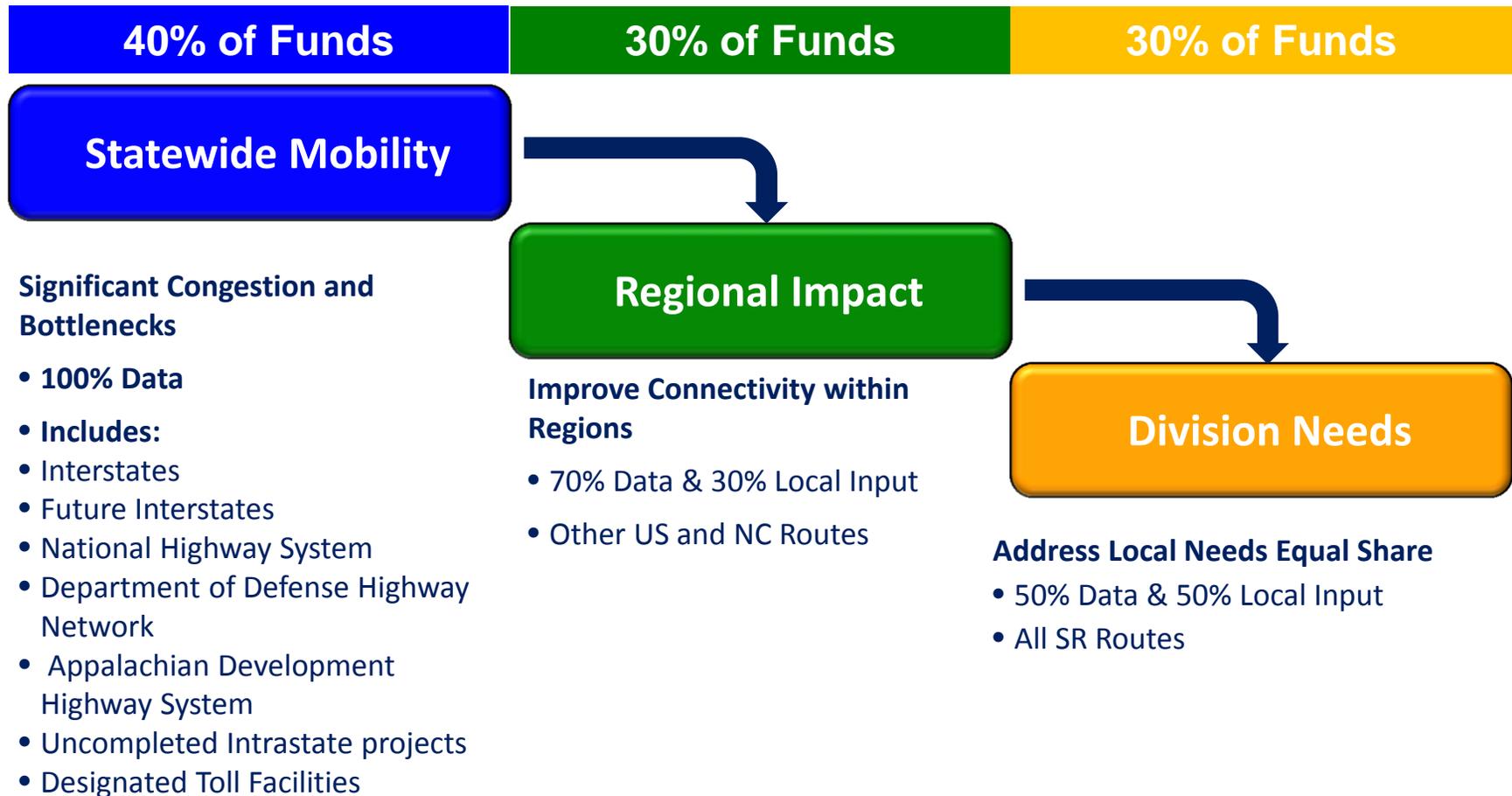
Address growing needs – Vehicle Miles Traveled



Address growing needs – Loss of purchasing power to inflation



How the SMF Works



Revenue Enhancement Options

- Today's Discussion
 - Increase registration/license fees
 - Interstate tolling
- Remaining
 - Continue motor fuel tax indexing
 - Increase highway use tax
 - Wholesale motor fuels tax
 - Redirect vehicle lease fee to NCDOT
 - Auto insurance surcharge
 - Local vehicle property tax

***Highways Meeting
NCDOT Board of Transportation
Meeting Agenda
9:00 AM - 7.9.14 – Board Room***

AGENDA ITEMS

- I. Call to Order – Chairman Alexander
- II. Approval of June Minutes
- III. Old Business
- IV. New Business
 - A. NCDOT Perspective on Medians – Kevin Lacy, PE, State Traffic Engineer
 - B. Erosion Control Program, Don Lee, CPESC, State Roadside Environmental Engineer
 - C. Life Cycle Cost Analysis Update – Judith Corley-Lay, Ph.D., PE, State Pavement Engineer
 - D. Utility Policy Manual Update (for Approval) – Robert Memory, State Utility Agent

Adjourn

Staff Contact: Mike Holder

Minutes of the June 4, 2014 Meeting of the Highways Committee

Attendees: Chairman Jake Alexander, Jim Palermo, David Burns, David Brown, Larry Kernea, Ferrell Blount, Jim Crawford, Hugh Overholt

Chairman Alexander called the meeting to order. The minutes of the April 30th meeting were approved with no changes or corrections.

Jennifer Brandenburg, PE, State Asset Management Engineer, presented on Funding Impacts on Maintenance. There were questions about collecting payment from others who damage guardrail and on equipment funding.

Mike Holder, PE, Chief Engineer, presented on NCDOT cleanup response to recent tornados. There were no questions.

Emily McGraw, PE, State Maintenance Operations Engineer, presented on pavement preservation. There was a question about new techniques on the horizon.

DeWayne Sykes, PE, State Utilities Engineer, presented on the update to the Utility Policy Manual.

Being no further business, the meeting was adjourned at 10:00 AM.



Erosion and Sedimentation Control Program Update

Don Lee
July 9, 2014

Erosion and Sedimentation Control Program



NCDOT is the
2nd largest land
mover in NC.

Erosion and Sedimentation Control Program

Agriculture is the largest **UNREGULATED** land mover in NC.

NCDOT is the largest **REGULATED** land mover in NC.



Erosion and Sedimentation Control Program

Why are we discussing this?

NCDOT's DENR Delegated Environmental Program is one the oldest and most successful in state history.

40 years old this year.

Erosion and Sedimentation Control Program

Sedimentation Pollution Control Act of 1973

Provides for the creation, administration, and enforcement of a program and for the adoption of minimal mandatory standards which will permit development of this State to continue with the least detrimental effects from pollution by sedimentation.



Erosion and Sedimentation Control Program

North Carolina Sedimentation Control Commission

The Commission **may delegate** the jurisdiction conferred by G.S. 113A-56(a), in whole or in part, to any other State agency that has submitted an erosion and sedimentation control program to be administered by it, if the program has been approved by the Commission as being in conformity with the general State program.

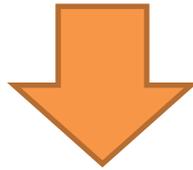


Erosion and Sedimentation Control Program

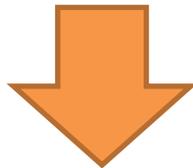
North Carolina Department of Transportation

Delegated Erosion and
Sedimentation Control Program

Sedimentation Control Commission



DENR - DEMLR – Land Quality Section



NCDOT Delegation Agreement



Erosion and Sedimentation Control Program

Why is the Delegation Important?

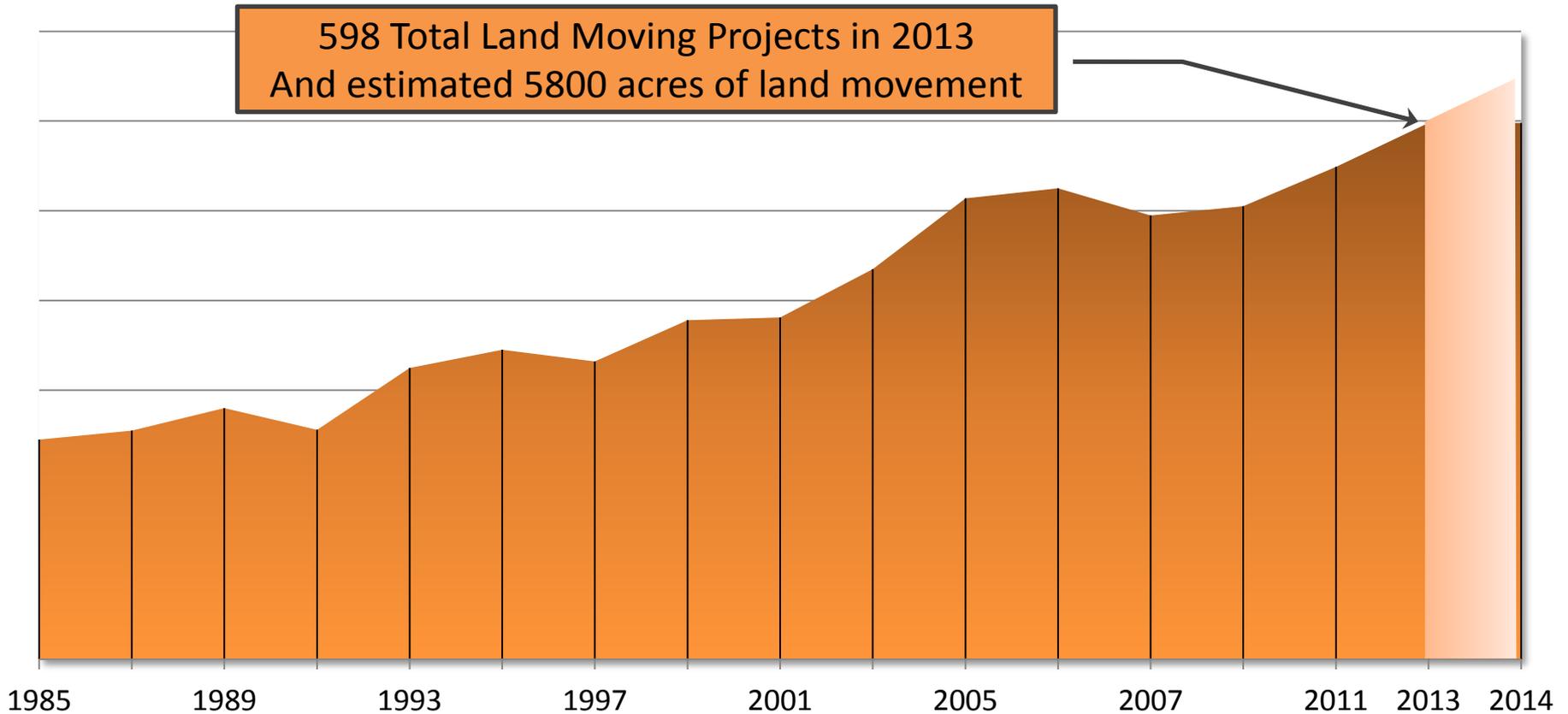
Time and Flexibility



Erosion and Sedimentation Control Program

Size of the Program

598 Total Land Moving Projects in 2013
And estimated 5800 acres of land movement



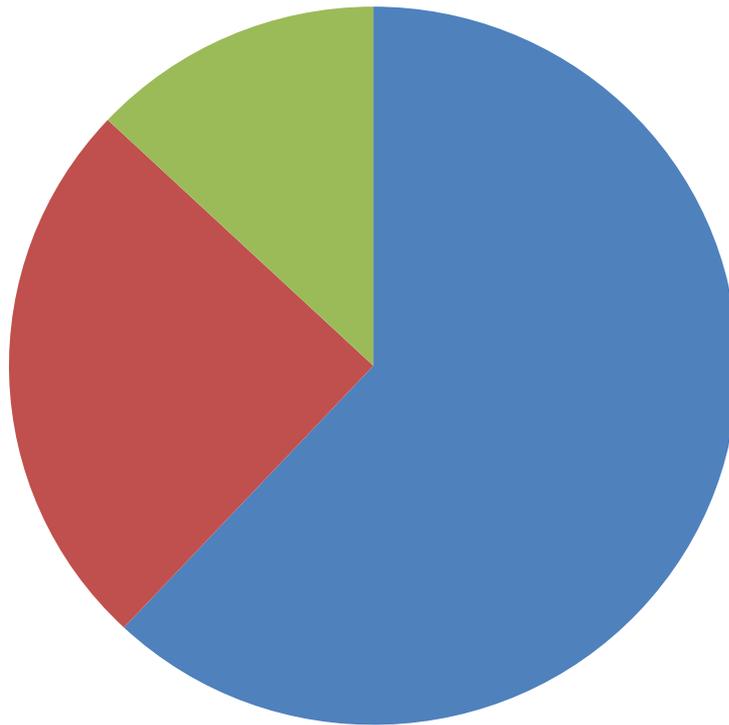
Erosion and Sedimentation Control Program



The Delegated Program gives NCDOT the authority to:

1. Design and/or approve all erosion control plans for land-moving activities under its purview.
2. The authority to inspect and monitor its own Erosion and Sedimentation Program.
3. The responsibility of planning and providing Erosion and Sedimentation Control /Stormwater training.

NCDOT – Erosion Control Program - Plan Design -



700+ Erosion Control Plans
Designed Per Year

- Consultant Engineering Design
- Roadside Environmental Unit Design
- Division Personnel Design

NCDOT – Erosion Control Program - Monitoring -



Total Number of Compliance
Reviews in 2013

6013



NCDOT – Erosion Control Program - Monitoring -

Immediate Corrective Action

Notice of Violation

ICA

NOV

VS

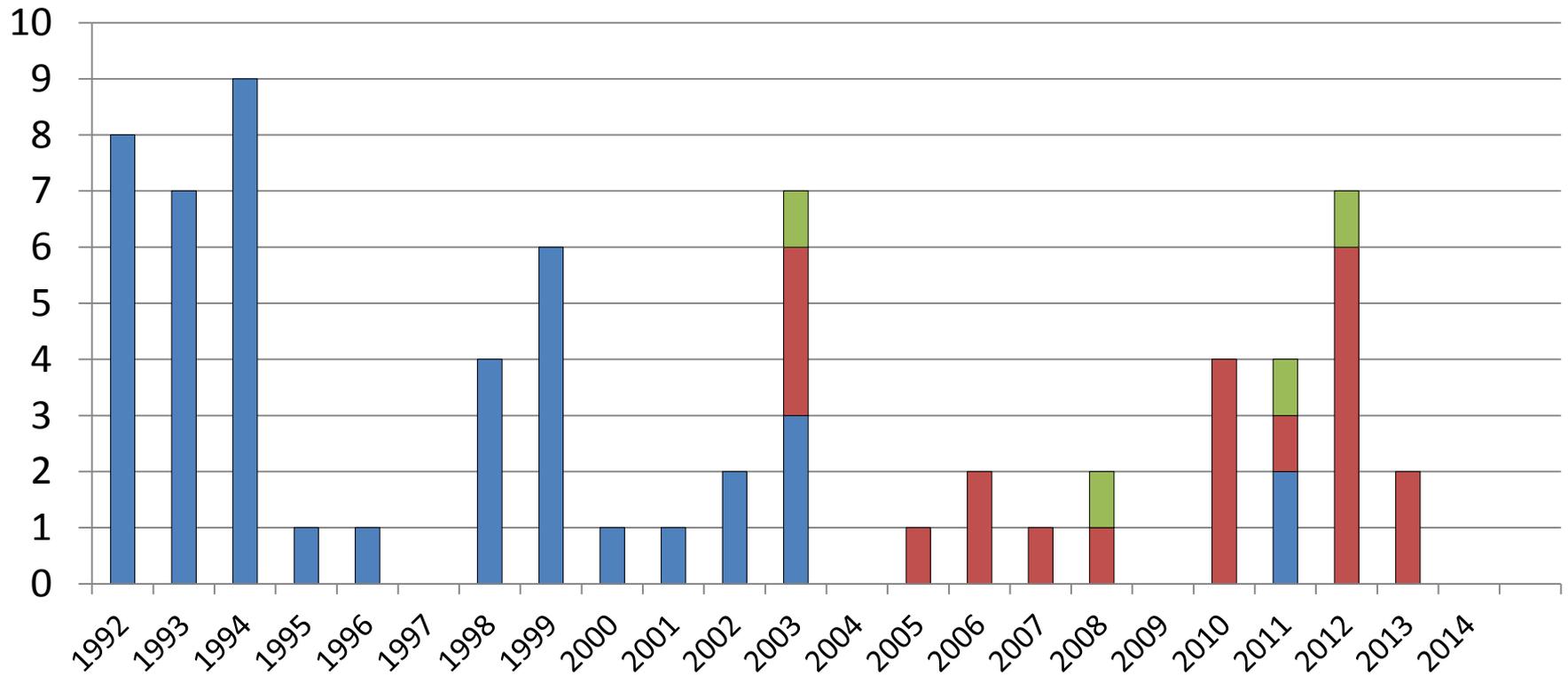
REU/Chief Engineer's Office

DENR



NCDOT – Erosion Control Program - Violations -

DLQ DWQ DCM



NCDOT – Erosion Control Program - Research -



NCDOT – Erosion Control Program - Training-

NC STATE UNIVERSITY
Erosion & Sediment Control/
Stormwater Certification for NCDOT Project

Courses

[Level I](#)

[Level II](#)

[Level III](#)

General Information

[Workshop
Location/Directions](#)

[Frequently Asked
Questions](#)

Course Schedule

Erosion Links

Contact Us

Home

The [Biological & Agricultural Engineering](#) and [Soil Science](#) Departments at [North Carolina State University](#) are partnering with [NCDOT](#) to offer an **Erosion and Sediment Control/Stormwater certification program.**



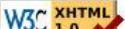
This program will ensure compliance with erosion and sediment control/stormwater provisions on NCDOT projects and provide comprehensive training to inspectors, project managers, contractors, and designers.

Relevant Documents

- [Erosion & Sediment Control/Stormwater Certification Special Provision for DOT Contracts](#)
- [Erosion & Sediment Control/Stormwater Certification Program Outline](#)
- [CEI Memorandum](#)

Some of the documents in this site are pdf files and will need to be viewed with Acrobat Reader. If you do not already have the reader, you may download it for free at www.adobe.com.

>> [NCSU](#) >> [BAE](#) >> [BAE Workshops](#)



CERTIFICATION LEVELS

Level I: Erosion & Sediment Control/
Stormwater Inspector /Installer
Currently Certified - 2524

Level II: Erosion & Sediment Control/
Stormwater Site Management.
Currently Certified - 5528

Level III: Design of Erosion and Sediment
Control Plans
Currently Certified - 443

NCDOT – Erosion Control Program

DENR - Delegation Annual Review

- Random Projects Evaluated
- Plan Design
- Implementation
- Stabilization



NCDOT – Erosion Control Program

NCDOT is Committed to Compliance

Georgia - Contractor and GDOT \$1.5 million penalty and spend more than \$1.3 million to offset environmental damages per EPA website 12/12/2011

Wal-Mart Stores Inc. violated the Clean Water Act at 17 locations in Texas, New Mexico, Oklahoma and Massachusetts. Walmart had to paid \$1 Million dollar civil penalty and had to set up a \$4.5 Million dollar environmental management fund to improve the retailers compliance with environmental laws at each of its construction sites. www.wwdmag.com 6/21/2001

Alabama - Various construction storm water violations were found on 10 projects resulting in civil penalties totaling \$105,000.00 and a memorandum of agreement (MOA) on specific requirements on all ALDOT construction.

NCDOT – Erosion Control Program





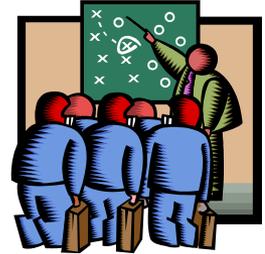
Life Cycle Cost Analysis

Judith Corley-Lay, PE

July 9, 2014

Outline of Presentation

- Definition and Goal
- Components of Life Cycle Cost Analysis
- Revision Process
- Stakeholder Input
- Modified Version

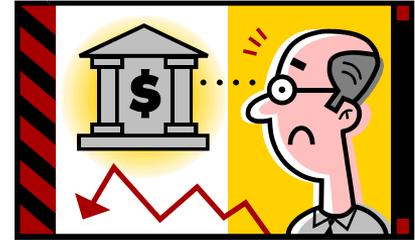


Definition and Goal



- LCCA is a method of calculating the economic value of a pavement alternate considering its initial cost and the costs of future treatments over an analysis period.
- *Goal: Make the best business and engineering pavement type decision for each project.*

Components of LCCA



- Design life: establishes the initial thickness of layers during the pavement design process.
- Discount rate: used to consider the time value of money from standard economic analysis.
- Treatments: most common treatment for that pavement type in NC.

Components (continued)



- Treatment timing: the time from the beginning of the analysis period to the application of the first treatment. Or the time to subsequent treatments.
- Salvage value: any remaining treatment life at the end of the analysis period.
- User costs: costs born by the public due to increased vehicle operating costs or delay. These are considered separately from other costs.

Revision Process



- NC Turnpike Authority sought consensus on LCCA beginning in 2009-2011.
- Outside review, by David Peshkin, PE, of NCDOT's 2007 process received in Jan 2012. LCCA procedure was modified.
- SAS report on treatment timing completed Aug 2012. LCCA modified.

Revision Process



- Re-review of LCCA process by David Peshkin received Dec 2012.
- Follow-up meetings with concrete and asphalt industries in Dec 2013, Jan and Feb 2014.
- Presentation to legislature April 2014.

Revision Process



- Meeting with FHWA and industry for comments on May 23, 2014.
- Modified version distributed to industry and FHWA on June 9, 2014. Industry followup meeting on June 24, 2014.

Proposed LCCA procedure

- 45 year analysis period; Present Worth Analysis
- 30 year initial design for both flexible and rigid pavements.
- Discount rate from the Office of Management and Budget as per FHWA technical advisory. Current rate is 1.9%.

Proposed LCCA Procedure: Flexible

- Three flexible options: full depth asphalt, asphalt on aggregate base, and asphalt on cement treated aggregate base (for higher traffic only).
- Mill and fill at 12 years. Fog seal shoulders.
- Mill and fill including shoulders at 23 years.
- At 34 years, mill, replace with intermediate course and overlay to provide 20 years of additional life.
- Salvage value at year 45: 9/20 of cost of year 34 treatment.

Proposed LCCA Procedure- Rigid

- High volume: two options
 - a. 12 ft lanes with tied concrete shoulders
 - b. Widened truck lane to 13 ft with asphalt shoulders.
- Lower truck volume (<2000 ADTT): place concrete on 6" aggregate base.

Proposed LCCA Procedure: Rigid

- Year 17: clean and reseal joints; 1% patching. Fog seal asphalt shoulders if present.
- Year 30: patch 1%, overlay with UTBWC with 10 year life.
- Year 40: overlay with 5.5" HMA with 20 year life.
- Year 45: Salvage value of 75% of year 40 treatment.

Selection Process

- LCCA of options will be considered equal if within 10%.
- User costs will be considered equal if within 20%.
- When both LCCA and UC are "=", use construction and division preference/chief engineer concurrence to decide.

Selection Process

- When LCCA “=” but one alternate has more favorable UC by more than 20%, choose the more favorable UC option.
- When LCCA difference is between 10 and 15%, consider division preference with concurrence of chief engineer. Will also consider UC difference.
- When LCCA difference is greater than 15%, select lower LCCA option.

User Costs

- NCDOT has never used user costs and hopes to implement these calculations within one year.
- Considers the impact of delay due to work zones and increased vehicle operating costs due to work zones. User costs are also discounted to present.

Future steps



- Seek approval for the proposed procedure.
- Continue regular dialogue with industry concerning their new products and their performance.
- Will begin working on user costs immediately.

LCCA- Summary



- LCCA is a process that impacts pavement type selection in an agency.
- Any change impacts the balance between stakeholders.
- The goal is selection of the best pavement type for each project.

- LCCA will be done for pavement projects greater than 1 mile in length for which initial traffic is greater than 10000 vehicles per day (vpd) and which are either reconstruction or are located on new location. Expansion of use of LCCA to rehabilitation projects will require additional outreach to industry to determine future treatments and their timing.
- A Present Worth Analysis with a 45 year analysis period is used. The discount rate shall be the 30-year Real Treasury Interest Rate as provided in the Office of Management and Budget (OMB) Circular A-94 Appendix C. The average rate will be updated after the beginning of year OMB adjustment and that rate will be used until the next year's "beginning of year adjustment". The value for 2014 is 1.9% (up from 1.1% at the end of 2013).
- A 30-year design life will be used for the initial design for both flexible and rigid pavements. Subsequent treatments are identified in the tables below.
- Flexible pavement alternates will include full depth asphalt, asphalt over dense graded aggregate (ABC) and asphalt over cement treated aggregate base course (CTABC).
- For Average Daily Truck Traffic (ADTT) > 2000 vehicles per day, concrete pavement alternatives will include jointed concrete pavement with tied concrete shoulders and jointed concrete pavement with widened (13') outside lane with flexible shoulders. High truck volume concrete pavements will include a 3 inch drainage layer and a 1.25" asphalt separator layer.
- For pavements with less than 2000 trucks per day, the concrete pavement will be placed on 6" of dense graded ABC. These will use either a 12 foot lane width and asphalt shoulders or a 13 foot lane with a reduced width asphalt shoulder, depending on cost.
- Subgrade Stabilization will be required when recommended by the Geotechnical Engineering Unit.
- Where the life of a treatment extends beyond the end of the analysis period, a salvage (remaining life) value equal to the unused fraction of the expected life is subtracted at the end of the analysis period. For example, for flexible pavement, additional thickness is added at year 34 to provide an additional 20 years of life. At the end of the analysis period, this treatment will have 45% (9/20) of the value of the year 34 treatment as a salvage value.
- User costs will be calculated using FHWA software, Real Cost, to include user delay costs and the increase in vehicle operating costs associated with work zone delays. User costs will be discounted and a Present Worth Analysis will be conducted. User costs will be separate from the agency costs and user costs for alternate pavement designs that are within 20% of each other will be considered equal. Calculation of user cost is new for NCDOT, will require additional training and will be implemented by June 30, 2015.

- Agency cost LCCA will be considered equal between alternatives if the LCCA's are within 10 percent.
- Selection criteria:
Regardless of the difference in LCCs, urban constructability will also be considered and will include the impacts of utilities, curb and gutter, sidewalks, maintenance of traffic, etc.
 1. If the calculated LCCs are within 10%, alternate bids may be considered. We will consider adjacent pavement types with a goal of maintenance consistency for 3-mile segments. Impacts to the public and to businesses will also be considered. Issues still remain with regard to FHWA Technical Guidance on Alternate Bidding and NCDOT will not resume alternate bids until FHWA concurs with our process.
 2. If the difference in the LCCs is between 10% and 15%, we will consider division preference in concurrence with the Chief Engineer. User costs will be considered if the user costs are different by more than 20%. Note that the implementation date for user costs is June 30, 2015.
 3. If the difference in the LCCs is greater than 15%, we will use the lowest LCC alternative unless construction issues preclude its use. Issues will be documented in the project design file.

Costs included in Life Cycle Cost Analysis

Time to Treatment	Flexible Pavements	Rigid Pavement
0	Initial construction with 30 year design	Initial construction with 30 year design.
12 years	Cost to mill and replace 1.5" of surface course and to fog seal shoulders.	
17 years		Cost to saw and reseal joints and patch 1% of travel lanes. Fog seal asphalt shoulders with 1% patching if asphalt shoulders are present.
23 years	Cost to mill and replace 1.5" of surface course, including shoulders.	
30 years		1% patching. Overlay with ultrathin bonded wearing course (10 year life); 1% patching with diamond grinding will be considered on concrete with dowels and 15 ft. joint spacing.
34 years	Cost to mill 3" and add structure to achieve 20 more years of life. For high volume, replace milling with intermediate course and overlay with 2 lifts of surface. For lower volume, replace milling with intermediate course and overlay with 1 lift of surface course. For curb and gutter, 5% full depth patching, mill 3" and replace with surface course.	
40 years		Cost for 5.5" Asphalt Overlay with life of 20 years.
45 years	Salvage value of 45% of year 34 treatment.	Salvage value of 75% of year 40 treatment.

North Carolina

DEPARTMENT OF TRANSPORTATION

NCDOT Perspective on Medians for Multilane Highways

Kevin Lacy, PE, State Traffic Engineer

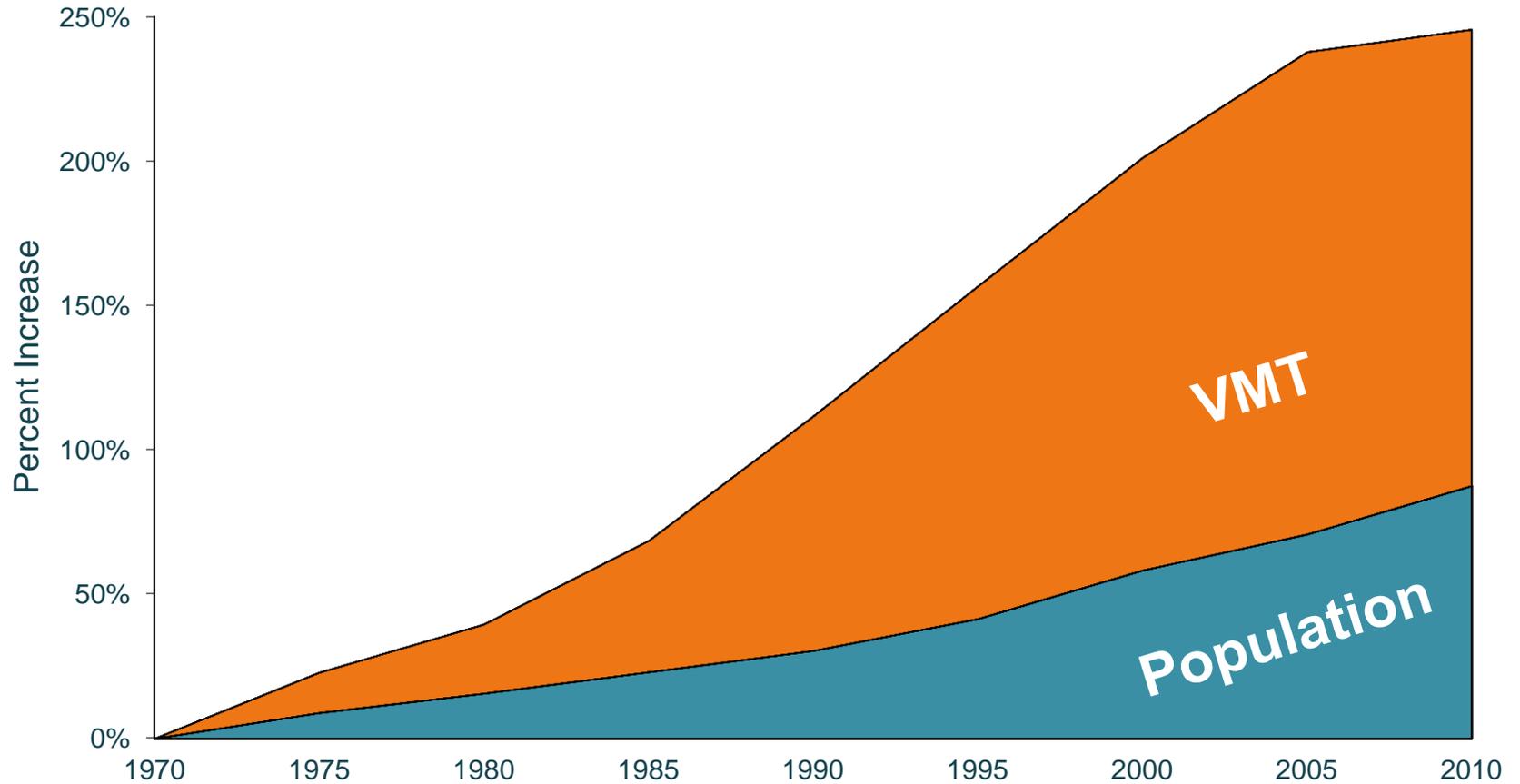
July 9, 2014

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 - Second level
 - Third level
 - Fourth level
 - Fifth level

NORTH CAROLINA

Population & VMT Growth



VMT (Vehicle Miles Traveled) 246% Increase 2010 = 102,385,000,000
Population : 88% Increase 2010 = 9,535,483

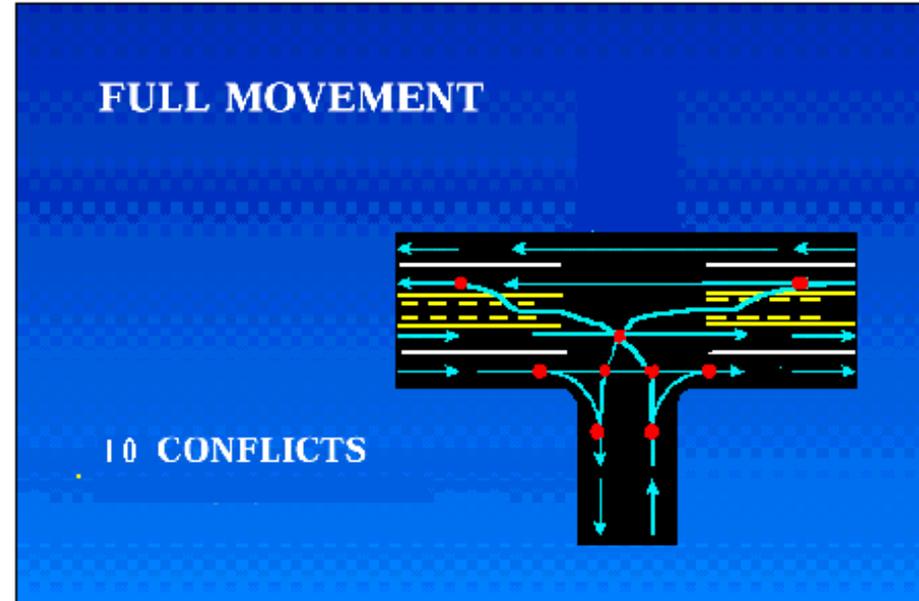
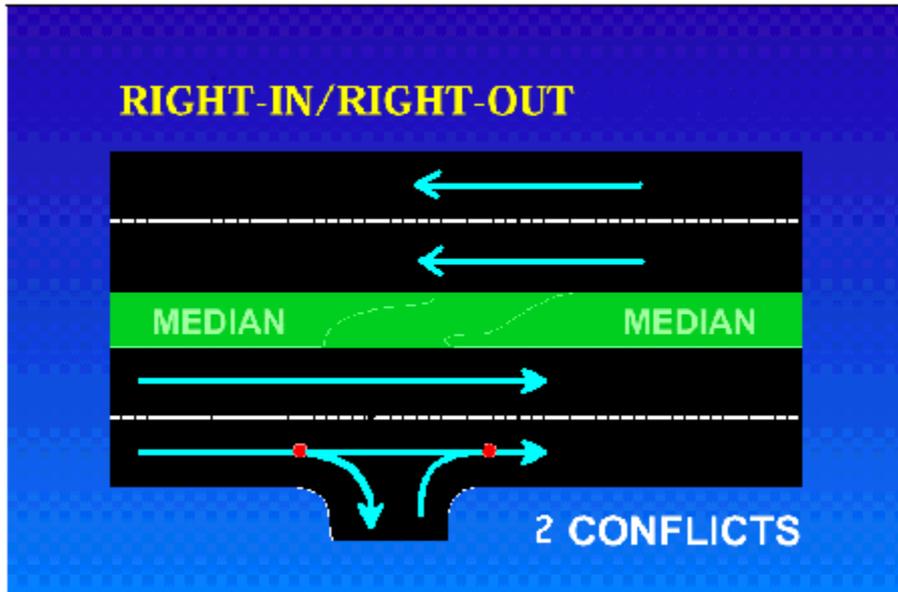
Key Issues of Comparison

- Safety
- Operations
- Economics
- Community



Access and Safety

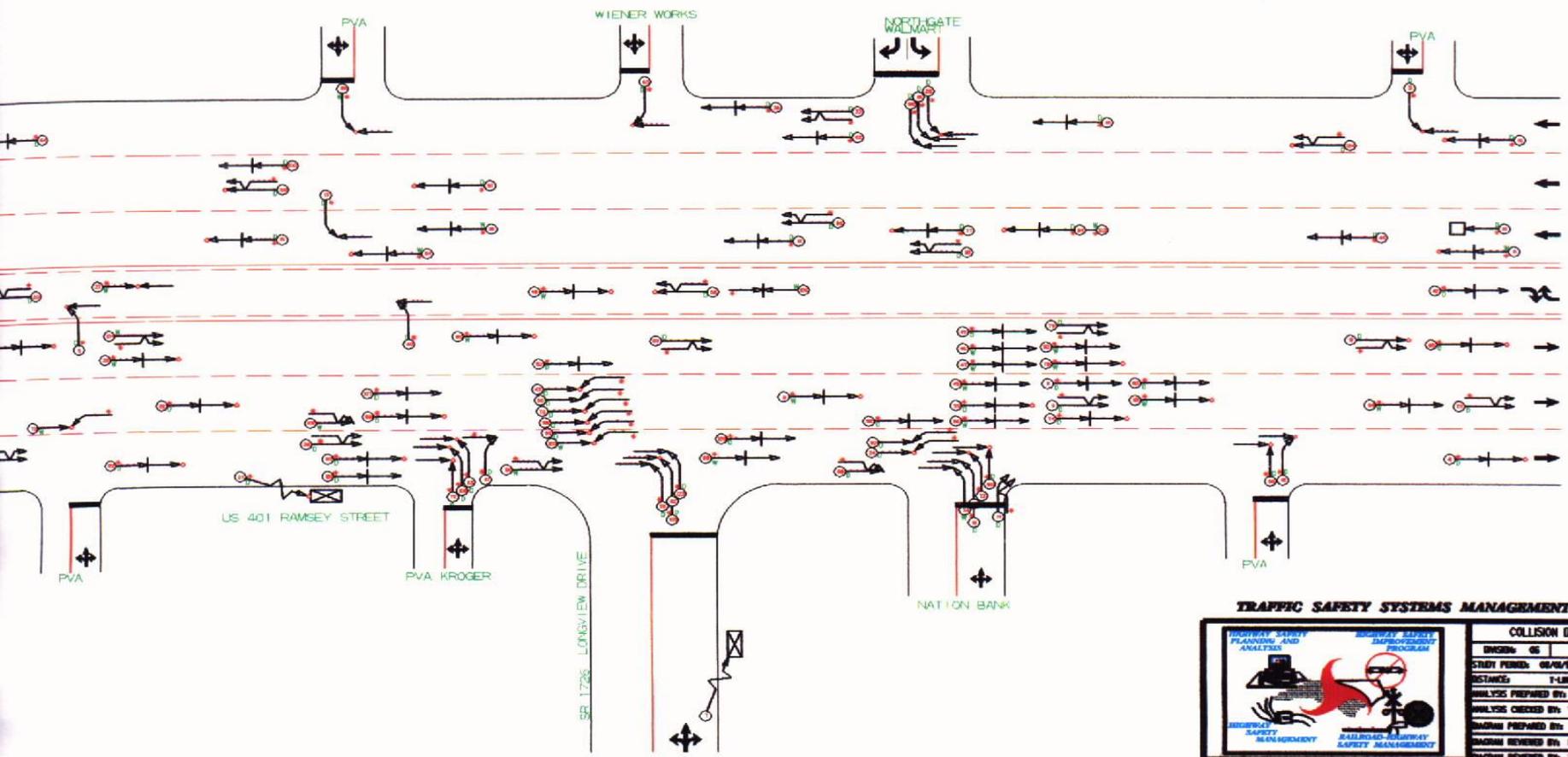
As Access Increases So Do Conflicts and Crash Potential



An Access Management Crash Pattern

LEGEND

	MOVING VEHICLE		WALK		0 MPH OR LESS	P	PEDESTRIAN
	PEDESTRIAN		TRUCK		0 MPH TO 10	T	TRAIN
	PUSHING VEHICLE		BUS		10 MPH TO 20	+	DRIVER AT FAULT
	PULLING VEHICLE		BIKE		20 MPH TO 30	D	DRY
	PED BICYCLE		WHEELCHAIR		30 MPH TO 40	W	WET
	WALK IN		OUT OF CONTROL		40 MPH TO 50	I	ICY OR SLURRY
	WALK OUT		HAZAR		50 MPH TO 60	L	ICY OR SLURRY
	WALK ON SHOULDER		FATALITY		60 MPH TO 70	O	DRY
					70 MPH TO 80		
					80 MPH TO 90		
					90 MPH TO 100		
					100 MPH TO 110		
					110 MPH TO 120		
					120 MPH TO 130		
					130 MPH TO 140		
					140 MPH TO 150		
					150 MPH TO 160		
					160 MPH TO 170		
					170 MPH TO 180		
					180 MPH TO 190		
					190 MPH TO 200		



TRAFFIC SAFETY SYSTEMS MANAGEMENT UNIT

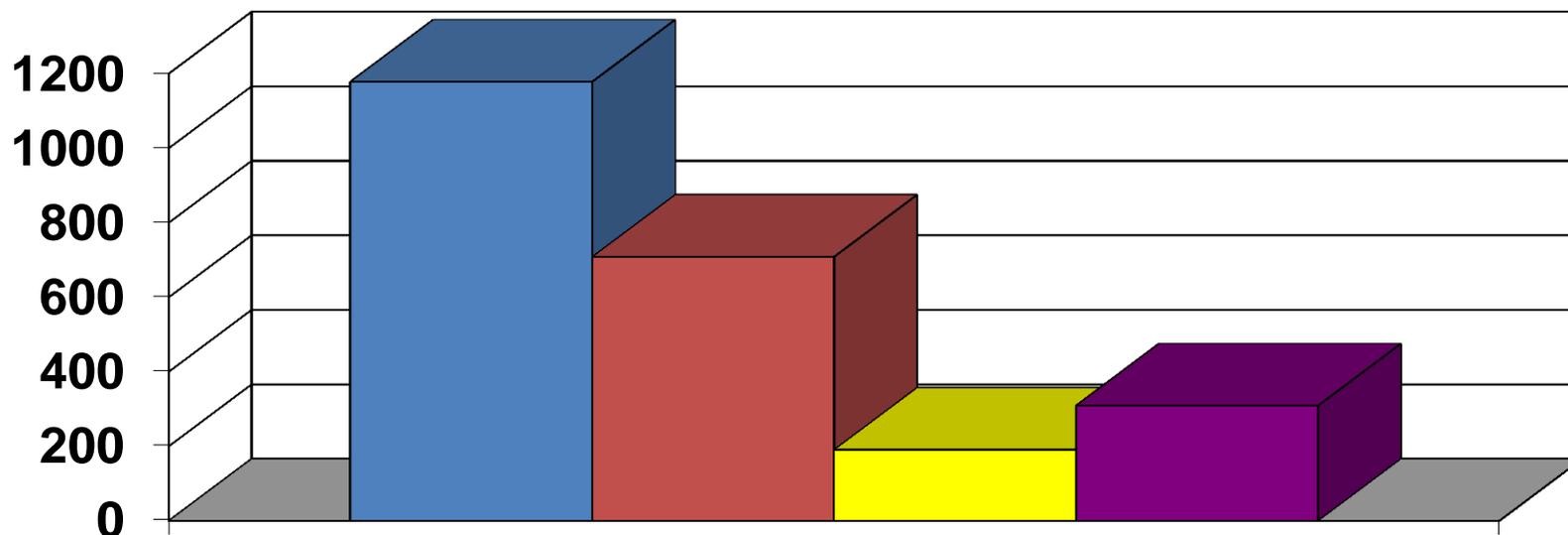
	COLLISION DIAGRAM	
	DIVISION 05	AREA 5
STUDY PERIOD: 06/01/05 TO 01/31/06		
DISTANCE: 1-LINE = 200 FT		
ANALYSIS PREPARED BY: T.S. POH		
ANALYSIS CHECKED BY: TUDPE WENGER		
DIAGRAM PREPARED BY: T.S. POH		
DIAGRAM REVIEWED BY: DAVID DEARDORF		
SCALE: NOT TO SCALE		
DATE: NOVEMBER 03, 2005		
LOG NUMBER: 99007		

ON US401-RAMSEY ST FROM SR1726-LONGVIEW DR TO LAW RD IN THE CITY OF FAYETTEVILLE IN CUMBERLAND COUNTY

N.C. DEPARTMENT of TRANSPORTATION
DIVISION of HIGHWAYS
TRAFFIC ENGINEERING AND SAFETY SYSTEMS BRANCH

Case Study Wilmington, NC

Accident Rates Per 100 Million Vehicle Miles



January 1997 to May 2000

- US 17 (17th St. to NC 132) 5-lane
- US 17 (NC 132 to Military Cutoff Rd) 5-lane
- US 421 (Dow Rd to NC 132) 4-lane divided
- NC 132 (Pine Rd. to Shipyard Blvd.) 4-lane divided

Statewide Crash Rates (2008-2010)

ALL PRIMARY ROUTES

ROAD TYPE	SYSTEM MILES	TOTAL	FATAL	NON-FATAL INJURY	NIGHT	WET	RUN OFF ROAD
2 LANES UNDIVIDED	10,396	177.87	1.64	61.60	56.64	30.64	49.57
2 LANES CONT. LEFT TURN LANE*	47	278.56	1.33	93.30	70.16	50.63	50.63
3 LANES UNDIVIDED*	48	188.58	1.73	69.35	47.39	28.32	40.45
4 OR MORE LANES UNDIVIDED	346	319.02	1.17	114.29	66.75	55.60	36.35
4+ LANES CONT. LEFT TURN LANE	654	228.41	1.17	80.99	48.42	39.62	22.61
4 OR MORE LANES DIVIDED WITH							
NO CONTROL ACCESS	1,108	188.87	0.94	63.51	47.04	33.94	23.90
PARTIAL CONTROL ACCESS	510	126.60	0.80	42.10	35.26	25.27	25.01
FULL CONTROL ACCESS	1,687	79.82	0.45	22.24	23.27	20.43	28.53
TOTAL	14,796	143.37	0.96	47.31	40.00	27.89	33.83

ALL SECONDARY ROUTES

ROAD TYPE	SYSTEM MILES	TOTAL	FATAL	NON-FATAL INJURY	NIGHT	WET	RUN OFF ROAD
2 LANES UNDIVIDED	63,790	306.51	2.68	102.93	115.57	52.85	129.36
2 LANES CONT. LEFT TURN LANE*	31	405.39	0.35	143.52	106.26	64.86	72.45
3 LANES UNDIVIDED*	27	407.01	2.16	137.83	68.92	71.08	41.13
4 OR MORE LANES UNDIVIDED	276	380.14	0.84	131.50	80.09	69.99	33.07
4+ LANES CONT. LEFT TURN LANE	171	358.57	1.17	120.46	73.30	65.78	30.24
4 OR MORE LANES DIVIDED WITH							
NO CONTROL ACCESS	150	286.52	0.80	99.52	71.32	53.64	31.44
PARTIAL CONTROL ACCESS	35	152.94	0.89	49.47	41.94	31.10	19.92
FULL CONTROL ACCESS	43	82.06	0.46	24.43	24.33	19.39	16.92
TOTAL	64,523	308.15	2.35	103.80	107.02	53.88	111.14

National Crash Reduction

Converting a TWLTL to a Median

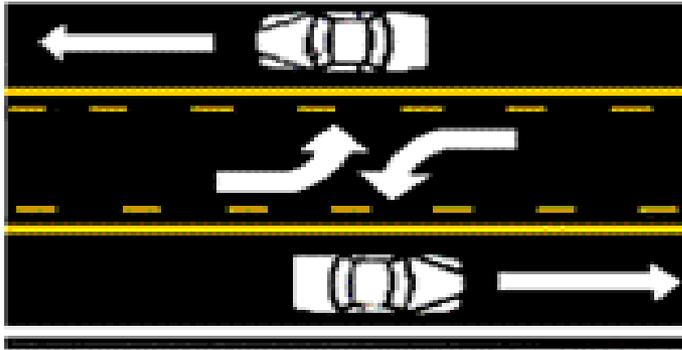
CRF(%)	Crash Type	Crash Severity	Roadway Type	Area Type	Study
23	Angle,Fixed object,Head on,Rear end,Run off road,Sideswipe,Single vehicle	All	All	Urban	Mauga and Kaseko, 2010
36	Angle	All	All	Urban	Mauga and Kaseko, 2011
19	Rear end	All	All	Urban	Mauga and Kaseko, 2012
21	Sideswipe	All	All	Urban	Mauga and Kaseko, 2013
47	Head on	All	All		Mauga and Kaseko, 2014
21	Angle,Fixed object,Head on,Rear end,Run off road,Sideswipe,Single vehicle	Serious injury,Minor injury	All	Urban	Mauga and Kaseko, 2015
33	Angle,Fixed object,Head on,Rear end,Run off road,Sideswipe,Single vehicle	Property damage only (PDO)	All	Urban	Mauga and Kaseko, 2016
39	All	All	Not specified		Schultz et al., 2011
44	All	Fatal,Serious injury	Not Specified		Schultz et al., 2011
22	All	Serious injury,Minor injury	Principal Arterial Other	Urban	Elvik, R. and Vaa, T., 2004
-9	All	Property Damage Only (PDO)	Principal Arterial Other	Urban	Elvik, R. and Vaa, T., 2004
12	All	Serious injury,Minor injury	Principal Arterial Other	Rural	Elvik, R. and Vaa, T., 2004
18	All	Property Damage Only (PDO)	Principal Arterial Other	Rural	Elvik, R. and Vaa, T., 2004
39	All	Fatal,Serious injury,Minor injury	Not specified	Urban	Elvik, R. and Vaa, T., 2004

North Carolina Data

NCSU Study

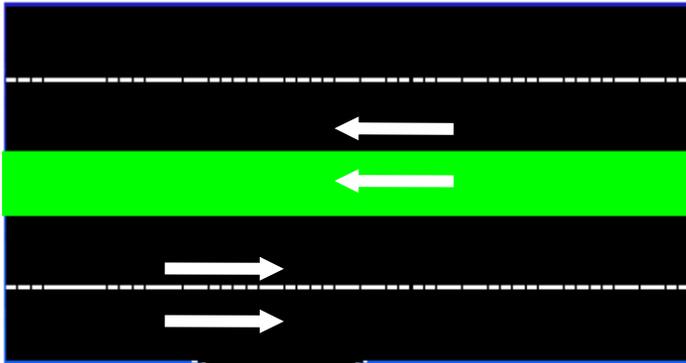
- For predominantly residential or industrial land uses, raised median segments are safer regardless of volume or approach density
- For predominantly business or office land uses, it depends on ADT and approach density
 - Raised median improves with higher ADT
 - TWLTL improves with higher approach density
- Segments with raised medians are generally associated with fewer collisions than those with TWLTLs
- For business and office land uses with low traffic volumes and high approach densities, TWLTL segments may be slightly safer

Safety Summary



Two-Way-Left-Turn-Lanes

- High Crash Rates but better than undivided facility
- More Dangerous for Pedestrians



Non-traversable Medians

- Lowest Crash Rates
- Safest for Pedestrians

Source: Transportation Research Group, Oregon State University, "Medians a Survey of the Literature", 1997

Access and Congestion

Medians Result in Improved Traffic Operations

- Increased roadway capacity
- Improved travel speed
- Reduced delay
- Improved fuel efficiency
- Less stop and go traffic
- Reduction of traffic congestion

Medians and Environment

- Medians allow a refuge area for pedestrians
- Reduce emissions
- Reduce headlight glare from opposing traffic
- Median sections require less pavement than 5-lane sections
- Results in less runoff on the facility
- Medians allow more room for landscaping
- Medians provide more attractive corridors

Economics

ECONOMIC IMPACT MODEL

Land Use	(A)	(B)	
	% Pass-by Traffic	Estimated Left Turns As % of Total Entering Traffic	
1 Gasoline Service Station Convenience Market Small Retail < 50,000 sq. ft.	55	<u>ADT</u>	<u>%</u>
		5,000	43
		10,000	40
		20,000	30
2 Fast Food Restaurant with Drive Through Window Supermarkets Shopping Center 50,000 - 100,000 sq. ft.	45	30,000 or more	
		15	
3 High Turnover sit-down restaurant	40		
4 Shopping Centers 250,000 - 500,000 sq. ft.	30		
5 Shopping Centers Over 500,000 sq. ft.	20		

Source: Impacts of Access Management Techniques, "The Economic Impacts of Medians: An Empirical Approach"

Economics

NCSU Study

Economics of the Local Businesses

484 Business responded to a survey

Table 4. Survey Results: Monthly Revenue Change. Breakdown by Comparison/Treatment, Business Type, and Site.

(Excluding Sites 3 &4)	Down	No Change	Up
Comparison	50%	30%	20%
Treatment	48%	29%	23%

Economics

NCSU Study

Economics of the Local Businesses

- There were no significant differences in self-reported revenue changes when comparing before and after survey responses from all sites.
- Single-location local businesses had a significant difference in perceived revenue decrease due to the economy, noting that although the economy was the primary reason for decreased revenues, the median was the perceived cause in revenue decreases in many cases also.
- The perceived effect on the number of customers per day was much worse at comparison sites than treatment sites, indicating that the median did not affect customers as bad as it was originally thought.

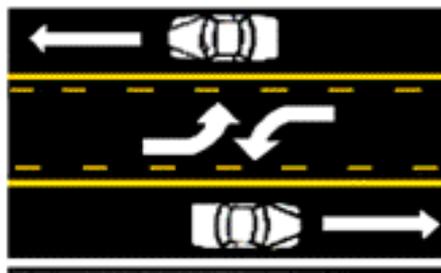
Economics

NCSU Study

Economics of the Local Businesses

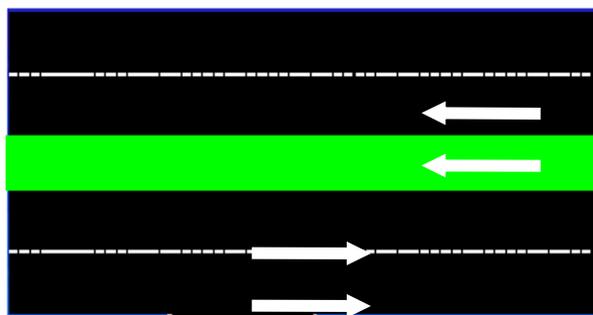
“In general, the survey data indicates a significant and positive change in respondent’s perceptions between comparison and treatment sites. In spite of the overall negative reactions to a proposed median installation, survey data from the businesses represented here appear to support a more favorable perception after installation occurs.”

Economic Summary



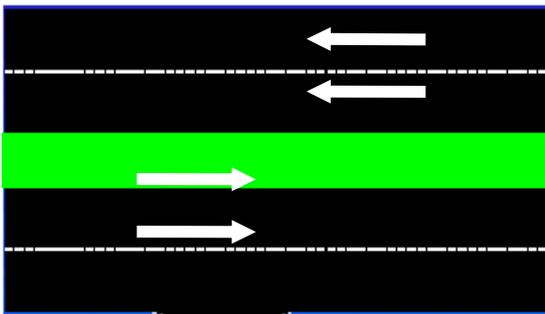
From both a national and North Carolina studies, the perception of negative impacts are far worse than what actually happens.

The studies indicate good access management is good for property values, and good for destination business.



The negative impacts primarily affect impulse or drive-by-businesses. These business also tend to have closely spaced competition.

Transportation System Economic



- A median divided facilities with good access management preserves the public's investment in infrastructure.
- Reduces the need to build bypasses around bypasses.
- Relocates high cost – low benefit moves (left turns) to lower level system facilities and points where the overall cost is reduced.
- The economic impact of safety (medical cost, delay, use of public resources, etc.)

Summary of Benefits

- Improved motorist and pedestrian safety
- Preserves the public's investment in the transportation infrastructure
- Reduction of traffic congestion
 - Increased roadway capacity
 - Improved travel speeds
- Preservation of community character

Our Goal

To balance the need to provide safe, efficient, and timely travel throughout the state with the ability to allow access to the individual destination.



To Help Balance

One criticism that we hear is that the Department is a “one size fits all” when it comes to medians.

		Center Turn Lane not a Problem	Consider Median & Treat Access Concerns	Should Build a Median
Crash Rates (Statewide Crash Rates)		At or below		Above
Traffic Volumes (current or design year vpd)		< 17,000	17,000 to 25,000	> 25,000
Traffic Speed (operating speeds and speed limit)		35 or lower		45 or Greater
Access Spacing (Business and Office Land Use)		High Density Spacing (50 per mile)		Low to Moderate Spacing
Facility Purpose and Need		Operations not critical beyond local access		Operations is Critical to State or Region

Our preference is a median if we are building a multilane road because of overall benefits

NCDOT Perspective on Medians for Multilane Highways

Kevin Lacy, PE

July 2014

NCDOT Utilities Accommodation Policy Executive Summary (June 4, 2014)

Background

The current manual is entitled “Policies and Procedures for Accommodating Utilities on Highway Rights of Way” was originally adopted in 1975 and revised in 1993. It is cumbersome to use and lacks today’s communication technologies. The updated manual will be online, searchable, contain active links and be available via smart device.

Proposed Manual

Instead of one manual, we are proposing a compilation of utility manuals; a Utility Policy Manual, a Utility Encroachments Manual, a Utility Coordination Manual and a Utility Engineering Manual. The Utility Policy Manual will define utility policies, the backbone. The Utility Encroachments Manual will address the procedures, forms and approvals needed regarding encroachment of utilities on highway rights of way. The Utility Coordination Manual will address those processes and agreements required regarding utility relocation due to a highway project. The Utility Engineering Manual will address utility engineering standards and requirements.

Specific Changes to the Utility Policy Manual

The major change in the manual is it will take advantage of today’s technologies; online, searchable. The specific changes of note are:

- The State Utilities Manager, under direction of the chief engineer will oversee the management, interpretation and administration of the UAP. (Section I. C. page 2 of 34.)
- Disputes, appeals and exceptions, utility may appeal up to a review panel chaired by the State Utilities Manager and set by the chief engineer. (Section I. O. page 6 of 34)
- Vertical clearances over interstates and freeways raised to 24 feet. (Section II. E. page 10 of 34)
- Out-of-service instead of abandoned to be used. (Section III. F. page 14 of 34)
- Underground facility detection, plant shall be detectable using current technology. (Section III. G. page 14 of 34)
- Non-responsive utility and failure to comply, SUM can issue an order to move, as delegated by BOT. (Section IX. G & H, page 28 of 34)
- NCDOT states in the manual that it will work with utilities. (Section IX. E. page 27 of 34)

Specific Issues that remained

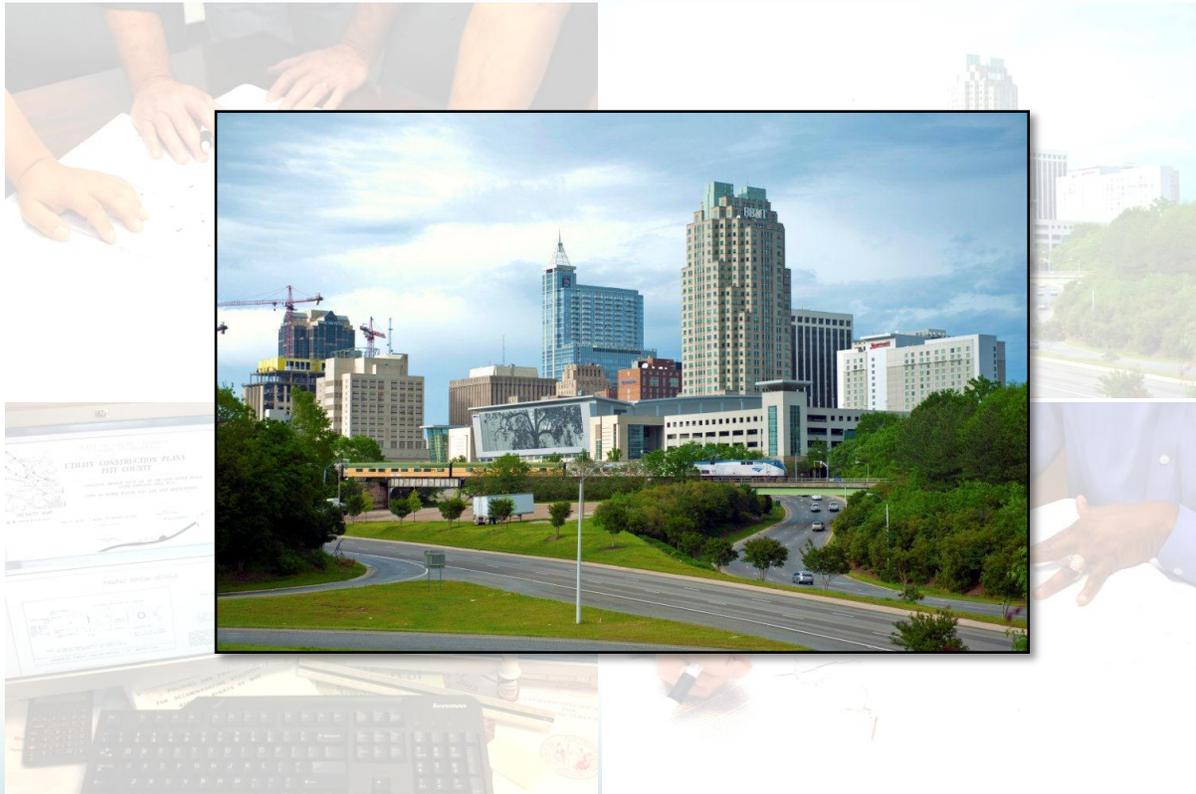
- Private utilities, approved on case by case where longitudinal. (Section I. B. 3. Page 1 of 34)
- Casings, generally not required. (Section III. D. page 13 of 34)

The content of the Utility Accommodation Manual is not changing so much as we are updating the usability and how we are sharing it.



North Carolina Department of Transportation

Utility Policy Manual



February 2014

NCDOT Utilities Unit



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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, maintained 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, maintained 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 shall 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 a panel chaired by the State Utility Manager. The panel's decision is final. (Revised.)

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.

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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:

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- 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.

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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 shall 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.
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 future freeway locations.

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, in cases where the utility refuses to relocate or refuses to claim ownership or is otherwise non-responsive, the NCDOT State Utility Manager, as delegated by the 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, July 9, 2014, from 9:00-11:00

EIC Room

- Call to Order John Collett
- Approval of Minutes Committee Members
- Funding Items Transit Directors
- Guest Speaker Dara Demi
- Rail Division Paul Worley
 - Rail Report
- Ferry Division Ed Goodwin
 - Operational Handouts
- Public Transportation Division Debbie Collins
 - Public Transportation Report
- Aviation Division Bobby Walston
 - Update
- Bike & Pedestrian Division Lauren Blackburn
 - Update
- Adjourn



MULTIMODAL COMMITTEE MEETING
June 4, 2014
9:00 – 11:00 EIC Conference Room

John Collett, Chair, called the meeting to order.

Board Members in attendance: John Collett, Malcolm Fearing, Cheryl McQueary, Gus Tulloss and Lou Wetmore.

A motion to approve April 30, 2014, Multimodal Committee Meeting minutes was made by Cheryl McQueary and seconded by Malcolm Fearing. The motion was approved.

Guest Speaker – Scott Saylor – North Carolina Railroad Company

Aviation Division – Bobby Walston

- Captain of First Flight – Joe Fitzpatrick

Ferry Update – Edward Goodwin

- Operational Handouts
http://www.ncdot.gov/about/board/bot/meeting_archives.html
(2014 – June Documents – Ferry Update, Ferry Traffic Report, Ferry Monthly Analysis)
 - Discussion on WiFi – Difficulties finding available service throughout the entire route due to cell towers. Suggestion made to contact aviation providers to discuss alternate options.
 - Dredging efforts hope to be done 6/6/14

Public Transportation Division Update – Debbie Collins

- Ms. Massey Video – Division Update
<http://www.youtube.com/watch?v=fTxJ55tygSg&feature=youtu.be>

Rail Division – Paul Worley

- The Rail Report
http://www.ncdot.gov/about/board/bot/meeting_archives.html
(2014 – June Documents - Rail Report)

Bike & Pedestrian Division Update – Lauren Blackburn

- 12 new counties partnering with Watch 4 Me
 - Cheryl asked if Greensboro was one of the 12 and Lauren confirmed they were participating.

Funding Items

- Item I-1, I-1A, I-1B – Public Transportation – Debbie Collins
http://www.ncdot.gov/about/board/bot/meeting_archives.html
(2014 - June Documents – ItemI-1)

A motion to approve was made to by Malcolm Fearing and seconded by Lou Wetmore. The motion was approved.

- Item I-2 – Rail Division – Paul Worley
http://www.ncdot.gov/about/board/bot/meeting_archives.html
(2014 - June Documents – ItemI-2)

A motion to approve was made to by Cheryl McQueary and seconded by Gus Tulloss. The motion was approved.

- Item I-4 – Aviation Division – Bobby Walston
http://www.ncdot.gov/about/board/bot/meeting_archives.html
(2014 - June Documents – ItemI-4)

A motion to approve was made to by Cheryl McQueary and seconded by Lou Wetmore. The motion was approved.



Bicycle and Pedestrian Marketing

Lauren Blackburn
Division of Bicycle and Pedestrian Transportation

July 2014



- Program to improve pedestrian & bicycle safety through educational messaging and enforcement
- 2400 NC peds & 960 bicyclists hit / yr
- Evidence-based program – built on 2 years of pilot work and previous research

Campaign Goals

Short term:

- Raise awareness of pedestrian and bicyclist safety issues
- Education on relevant laws
 - Law enforcement
 - General public

Longer term:

- Support safer behaviors
- Prevent injuries and fatalities



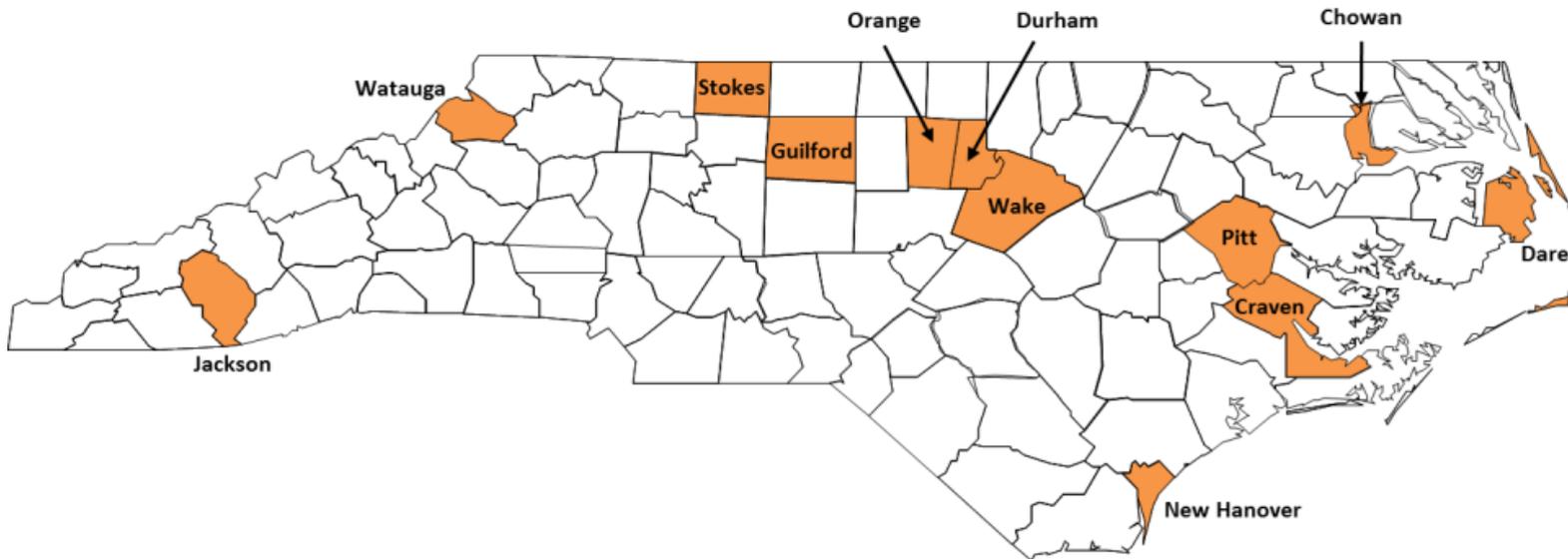
Materials



Ads Around Town



Expanding Statewide in 2014



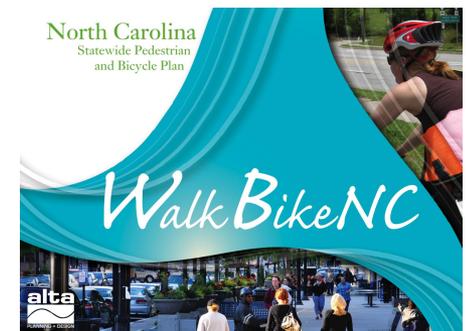
North Carolina Statewide Pedestrian and Bicycle Plan

Walk Bike NC



Walk Bike NC Products

- Full Document
- Executive Summary
- Plan Summary
- 2-Page Plan Summaries by ‘Pillar’
- Project Website (under construction)



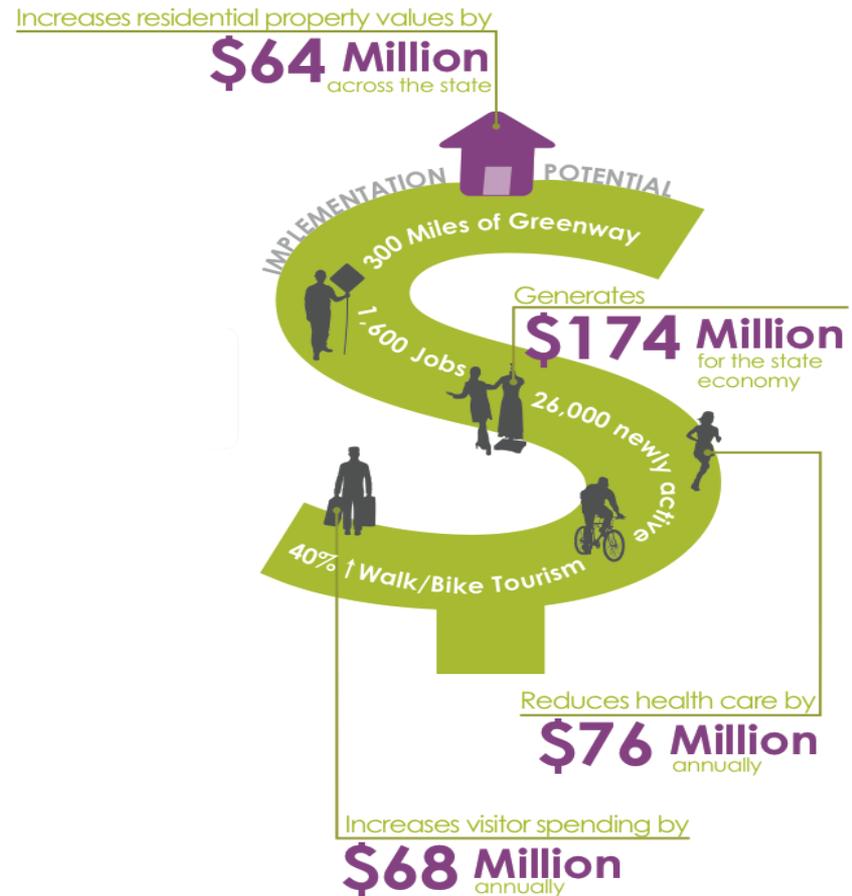
Plan Goal: Strategic Marketing

- Develop a statewide marketing plan for promoting visits to significant bicycle routes and greenways – mountains, Piedmont and coast.



Use Metrics - Economic Analysis

- North Carolina's 2009-2013 Statewide Comprehensive Outdoor Recreation Plan (SCORP) found "walking for pleasure" to be the most common outdoor recreational activity, enjoyed by 82% of respondents, and bicycling by 31% of respondents.



Promote by Purpose

Transportation



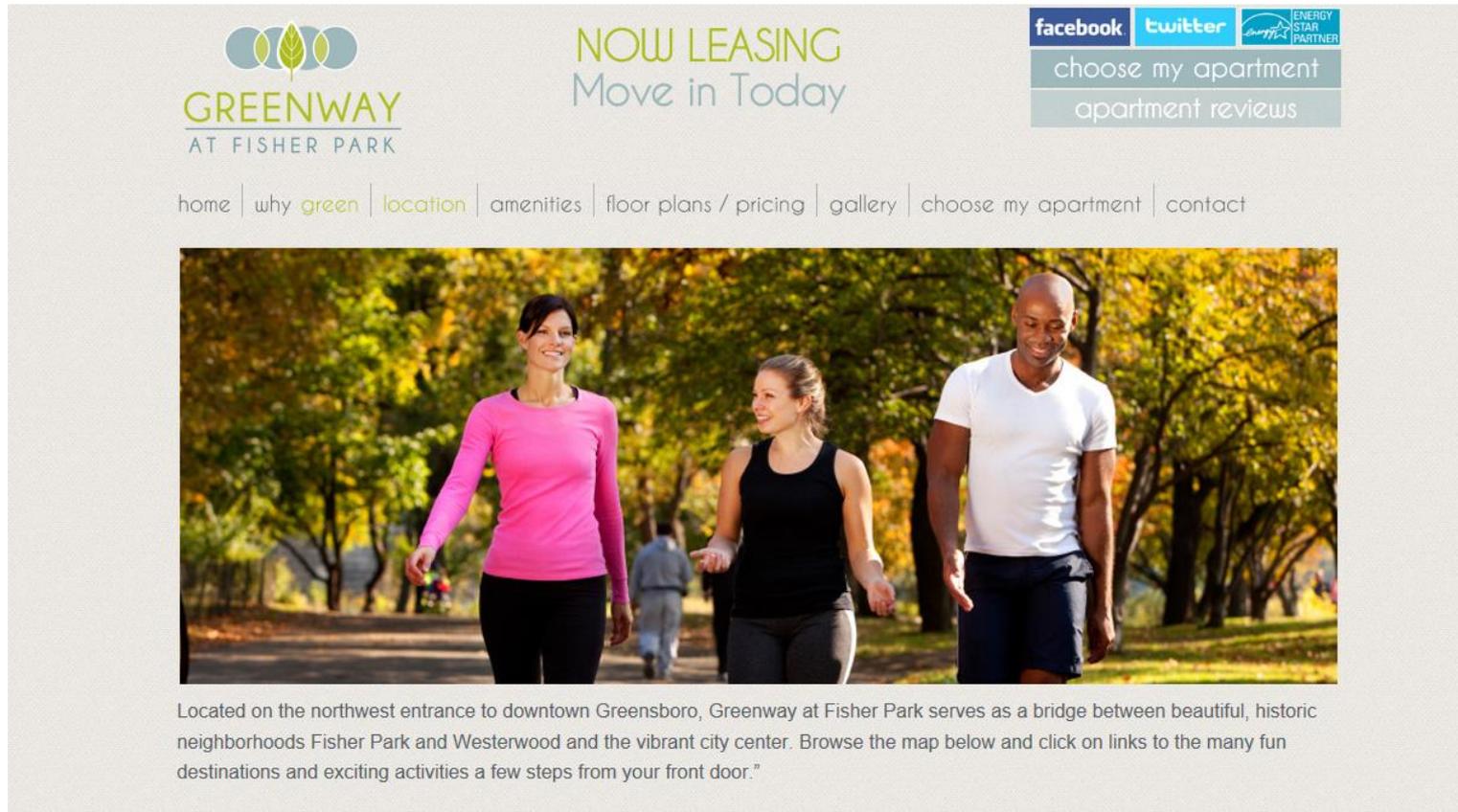
Connectivity



Recreation



Promote by Context

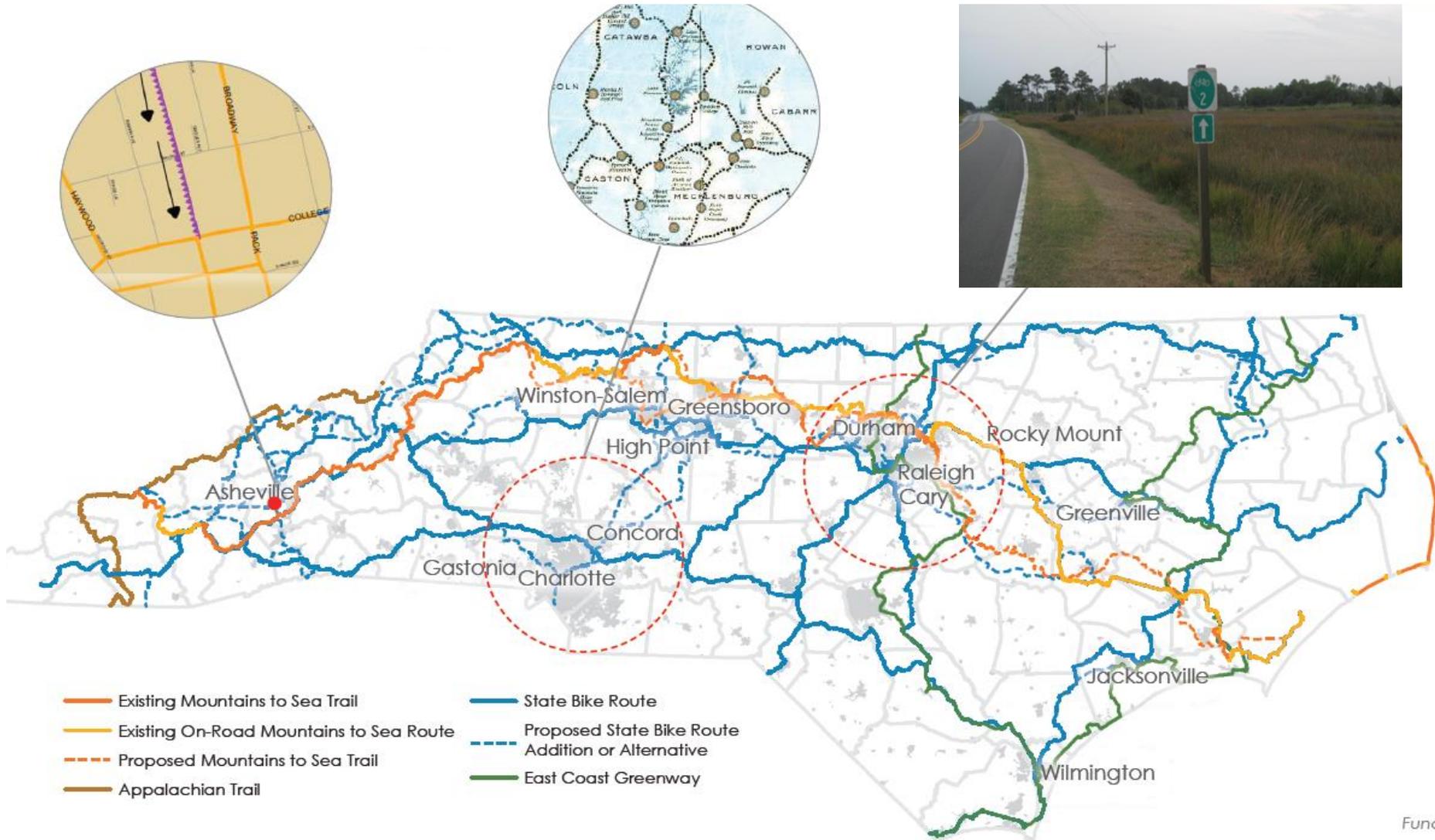


The screenshot displays the website for Greenway at Fisher Park. At the top left is the logo, which consists of three stylized green leaves above the text "GREENWAY AT FISHER PARK". To the right of the logo is the text "NOW LEASING Move in Today". Further right are social media icons for Facebook, Twitter, and Energy Star Partner. Below these are two buttons: "choose my apartment" and "apartment reviews". A horizontal navigation bar contains the following links: "home", "why green", "location", "amenities", "floor plans / pricing", "gallery", "choose my apartment", and "contact". The main content area features a large photograph of three people (two women and one man) walking along a tree-lined path in a park. Below the photo is a paragraph of text.

home | why green | location | amenities | floor plans / pricing | gallery | choose my apartment | contact

Located on the northwest entrance to downtown Greensboro, Greenway at Fisher Park serves as a bridge between beautiful, historic neighborhoods Fisher Park and Westerwood and the vibrant city center. Browse the map below and click on links to the many fun destinations and exciting activities a few steps from your front door."

Mapping and Signage



State Bike Routes



QUESTIONS?

ATTACHMENT B

**FERRY DIVISION
MONTHLY ANALYSIS**

Report Period

May-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 CURRENTLY UNDER INTERNAL AUDIT-As Recorded in SAP		
Pay Periods	2	2	22	22	ROUTE	MONTH	Y-T-D
Toll Income	-\$254,660	-\$244,835	-\$1,789,651	-\$1,810,309	Southport-Fort Fisher	\$667	\$412,290
Other Cptl Rcts	-\$5,161	-\$4,319	-\$166,118	-\$83,313	Cherry Br.- Minnesott	\$980	\$19,941
Designated Capital	-\$259,822	-\$249,154	-\$1,955,769	-\$1,893,622	Pamlico River	\$0	\$3,402
O & M Rcts	-\$26,841	-\$107,336	-\$68,015	-\$2,278,422	Cedar Island - OI	\$178	\$207,561
O & M GROSS	\$3,699,114	\$4,112,702	\$38,390,035	\$37,698,262	Ocracoke - CI	\$178	\$207,185
					Ocracoke - Swan Qtr	\$58	\$210,492
					Hatteras Inlet	\$1,058	\$55,894
<u>Transported</u>					Currituck - Knotts Is	\$221	\$4,682
Vehicles	87,505	86,251	740,455	732,949	Not Yet Distributed	\$255,154	\$831,811
Passengers	199,632	192,925	1,668,315	1,657,436	CAPITAL RESERVES	\$258,494	\$1,953,258

Permanent Employees	441
Temporary Employees	119
Temporary Pool	40
Vacant Positions*	33
*Actions on	12

**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	-	-	-	-	-			
TOTAL	487,051	253,404	740,455	782,639	1,668,315			
Y-T-D PREVIOUS YEAR	487,958	244,991	732,949	774,802	1,657,436			
PERCENT CHANGE	-0.19%	3.43%	1.02%	1.01%	0.66%			
<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

July 9, 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 **740,455** vehicles **1.02%** more vehicles than this time last year and **1,668,315** passengers **.66%** more passengers than this time last year.
- **Monthly Analysis of Ferry Operations – Attachment B**
Expenditures for the month of May were **\$3,699,114**. This includes approximately \$499,000 in expenditures that was relative to the Bonner Bridge Scour emergency response.
- **Missed Trip Report**
The May total for scheduled runs was **5,706** with **109** missed runs for a **98.09%** completion rate. We have completed **56,369** of our **58,593** scheduled runs for a completion rate of **96.20%**. We will continue to seek out and implement initiatives that will help to lower this missed trip percentage even further.
- **Hatteras Ferry Channel**
After conducting several test runs in the short route we have determined that ferry operations on still remains unsafe. As a result, the Hatteras-Ocracoke route will continue to run the longer "alternate" route until more dredging can be completed and conditions in the channel improve. The Corps has attempted to open up this area over the last 30 days and have not been able to get to a level that we feel comfortable operating in. The channel is extremely narrow, and too shallow in several spots. Safety is always our top priority, and the traditional Hatteras Inlet channel simply isn't safe to operate. We have moved some of the larger River Class vessels to Hatteras to help relieve some of the anticipated congestion. We have been in constant communication with the Army Corps and have a meeting Scheduled for July 8th to see what options are viable.

- **Community college program**

We have spoken with some of the local community colleges to develop some new programs where a student could take some classes in trades such as welding, diesel mechanics and pipe fitting. Upon completion, they would receive a course completion certificate. These students could be used to fill a much needed age gap in our workforce at our shipyard and in ferry operations. Our current workforce is approximate 53 years old.

- **Main Engine replacement for Hatteras Class Ferries**

The NC Ferry Division is in the process of replacing the main engines on the Hatteras Class Ferries. A federal grant was awarded in the amount of \$950,487 through the Ferry Boat Discretionary Fund. The MV Ocracoke was the first vessel to have the new C 18 Caterpillar Engines installed. Test runs are being completed now. The engines have more horsepower and have better emissions. 10 engines total will be installed in 5 ferries over the next 2 years.

- **Webcams in Hatteras/Ocracoke**

We have installed 2 webcams on our busy Hatteras to Ocracoke route. These cameras will allow motorist to view the waiting areas so that they can plan their trip accordingly. Go to our website and check it out.

ECG/lps

Attachments



North Carolina
DEPARTMENT OF TRANSPORTATION

Public Transportation Division

July 7, 2014

Debbie Collins, Director

Marketing of Public Transportation

- **A perfect vision**
 - **Helping create a transportation network without boundaries that is affordable and convenient to assure mobility for those who have no choice and options for those who do**
- **Primary Goals**
 - **Filling up Seats**
 - **Reducing congestion**
 - **Providing access / mobility**

Internal Support from Communications

- **Website**
- **BlogSpot of our stories to tell – intransitnc.blogspot.com/**
- **Press releases**
- **Conference materials**

External Support Through Funding

- **Marketing in community transportation budgets**
- **Customer relations and operator training**
 - **One time to make a first impression**
 - **Operator appearance / uniforms**
- **Transportation Demand Management Programs**
 - **Employer or corridor based selling of transportation alternatives**



- **Rebranding efforts**
 - **Gotriangle.org**

External Support Through Funding - 2

- **Mobility Management programs**
 - Wake County
 - Rocky Mount
- **Creation of call centers**
 - Triangle
 - Wake County
 - Region A
 - Onslow / Jacksonville
- **Vehicles with phone numbers, logos and message that open to the public**

Opportunities

- **New website**
- **More involved with social media**
- **Greater presence / other means of telling our stories**
- **Unified message**

Thank you!

Debbie Collins

NCDOT Public Transportation Division

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919 707 4684



Training Initiatives

Americans with Disabilities Act Workshop for Transit Providers

“Excellent format, good pace, well organized, great job” – it is not easy for lengthy, full-day workshops on confusing and complex legal topics to garner such positive feedback, but the Americans with Disabilities Act workshops conducted in May did that and more.

Over 125 transit system and NCDOT employees from dozens of organizations participated in workshops over three days to refresh their knowledge and learn new concepts and applications of the Americans with Disabilities Act (ADA) and how it relates to transit service provision. The ADA is an essential civil right that has wide-ranging, complex applications in the world of transit. Frequent training on ADA issues in transit is necessary because the standards are constantly evolving with case law decisions, administrative interpretations, and guidance on implementation.

The NCDOT/Public Transportation Division sponsored the workshops. The Institute for Transportation Research and Education at NC State University contracted with Russell Thatcher from TranSystems to deliver the training.

The workshops were divided into three sections to target transit providers with specific service design characteristics, as ADA regulations are different depending on what type of transit service is provided. Day 1 was an in-depth training on determining ADA paratransit eligibility for urban fixed route transit systems. Day 2 concerned ADA paratransit operations and best practices for both community and urban transit systems operating fixed routes. ADA 101 on day 3 was an overview and refresher course on ADA best practices and regulations for community transportation providers.



Russell Thatcher handing out group exercise assignments during an ADA workshop in Greensboro

Accomplishments this month

- 6 of the 7 FTA grants have been approved and state match set up in the financial system (as of 6/19/2014)
- Developing scopes of work for planning, compliance oversight, consolidation and facility feasibility studies totaling close to \$1 million dollar
- FTA’s MAP-21 Safety training will be offered in NC in September
- Completing a timeline of all deadlines, internal and external, to share with our external customers
- Training working group is approving the survey, the first task in creating a training toolkit of the 6 required training areas (defensive driving, ADA requirements and wheelchair securement, bloodborne pathogens, emergency procedures for operators, illegal drug and alcohol misuse, ridecheck and operator evaluations)



Mandatory Grant Training for All FY 15 Grantees

The Public Transportation Division is joining the transit systems on a steep learning curve. Our partnership is key to growing our level of support from FTA and the NC State Legislature, whether it is new funding scenarios, implementing Transportation Demand Management (TDM) programs, planning, new federal authorizing legislation, Strategic Transportation Investments (STI), audits, Federal Transit Administration (FTA) State Management Review or FTA oversight expectations. Effective with FY 15, grants will only be released to organizations receiving funding after they have attended training. Here are the training dates and locations.

Day	Date	City	Room	Address
Tuesday	July 15	Raleigh	Situation Room	NCNG Joint Forces Headquarters NC Division of Emergency Management 1636 Gold Star Drive, Raleigh, NC 27607
Thursday	July 17	Kinston	Multi-purpose Room	Woodmen Community Center 2602 W Vernon Avenue, Kinston, NC 28504
Tuesday	July 22	Hickory	Conference Room	Western Piedmont Council of Government 1880 2nd Avenue NW, Hickory, NC 28601
Thursday	July 24	Clyde	Auditorium	High Technology Center @ Haywood Community College 185 Freedlander Drive, Clyde, NC 28721

Two Community Transportation Systems Install New Scheduling Software

On July 1, the community transportation systems in Stanly and Richmond counties will transition to the TriP_Maker scheduling and reporting software. The transportation providers are busy entering customer, trip, and funding data in preparation for the 'go live'.

TriP_Maker and other scheduling software products provides many benefits for the user. First, the software enables small urban and community transportation systems to easily manage their clients, organize their trips onto runs, map the runs to improve efficiency, and automatically generate bills, operating statistics, performance, and other essential management reports.

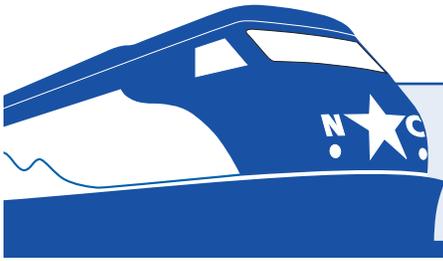
Second, the software helps standardize business practices and prepare the transit systems for future advanced technologies.

And, third, there is an industry-wide demand for increased performance measurements and service statistics. Implementing TriP_Maker gives these transportation providers the tools to quickly compile and report accurate and reliable data to meet these demands.



Jeremy Scott from the Institute for Transportation Research and Education demonstrating TriP_Maker software for Area of Richmond Transit staff

For more information on N.C. transit initiatives, visit intransitnc.blogspot.com



The Rail Report

NCDOT Rail Division



July 2014

NCDOT Takes Rail Safety Message to Gibsonville

Educational effort part of
International Level Crossing Awareness Day



The NCDOT's BeRailSafe program, along with the Gibsonville Police Department, North Carolina Highway Patrol and the Guilford County Sheriff's Office, spoke to a number of Gibsonville motorists about railroad safety on June 3rd as part of a 'Crossing Blitz' conducted at railroad crossings along Springwood Ave.

More than 800 tip

sheets emphasizing the importance of staying safe near railroad tracks were distributed to passing motorists as part of the two-hour operation.

The crossing blitz was conducted in conjunction with International Level Crossing Awareness Day, a global initiative held to educate the public about rail safety.

Crossing blitzes are held periodically across the state in an effort to combat vehicular and trespasser deaths. In 2014, 23 people have been injured or killed by trains while trespassing or driving a vehicle on railroad tracks. Recently, a pedestrian in Gibsonville was struck and killed by a passing train while walking on the tracks.



NC Piedmont Train Displayed at Streamliner Event at the N.C. Transportation Museum

Spencer Railroad Festival attendees were able to see the *Piedmont* train set first hand May 29-June 1. The 1755 City of Salisbury F-59 locomotive, the 64-seat Scotch Bonnet coach, the 56-seat Carolina Lily coach and the Currituck Sound Baggage/Lounge car were on display. The Rail Division Customer Service Team and BeRailSafe staff members were on hand to answer NC Passenger service questions, hand out Rail Safety materials and promote NCDOT's Rail Safety Awareness Training for First Responders.



Rail Safety Tips

For Motorists:

- **Always stop your vehicle when crossing gates are down or lights are flashing.** Wait for the crossing gates to rise and lights to stop flashing. Look both ways, listen and proceed with caution. For your safety, obey all signs and signals at railroad crossings.
- **Never stop your car on railroad tracks.** When approaching an intersection at railroad tracks, keep your car behind the white lines.
- **If your car stalls while crossing the tracks, get out immediately and call 911 or the emergency notification number located on the railroad signal equipment.** If a train is coming - abandon the car! Proceed quickly toward the train at a 45 degree angle so that if the train strikes your car you will be safe from flying debris.
- **Be aware that trains may operate any time throughout the day and night in either direction.**

For Pedestrians:

- **Never walk or run on railroad tracks.** Remember: "Tracks are for trains. Stay away and stay alive."
- **Walking on or near railroad tracks is dangerous - and illegal.** Trains in North Carolina operate up to 79 miles per hour and can take more than a mile to come to a complete stop. Also, tracks are on private property; you risk being cited for trespassing.
- **Do not cycle or operate all-terrain vehicles (ATVs) on railroad tracks or railroad rights of way.**
- **Do not hunt, fish or bungee jump from railroad trestles.** They are not designed to be sidewalks - there is only enough clearance for a train to pass.
- **Always look both ways before crossing railroad tracks and cross only in designated areas.**
- **Do not cross tracks when gates are down.**
- **Be aware that trains may operate any time throughout the day and night in either direction.**

NIGHT TRAINS

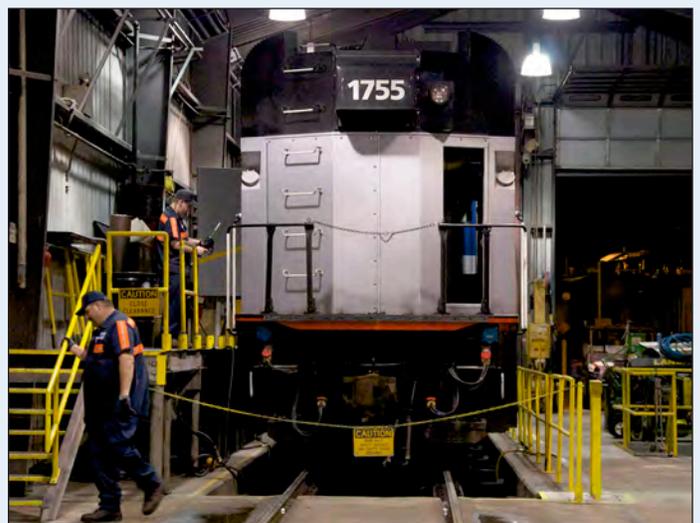
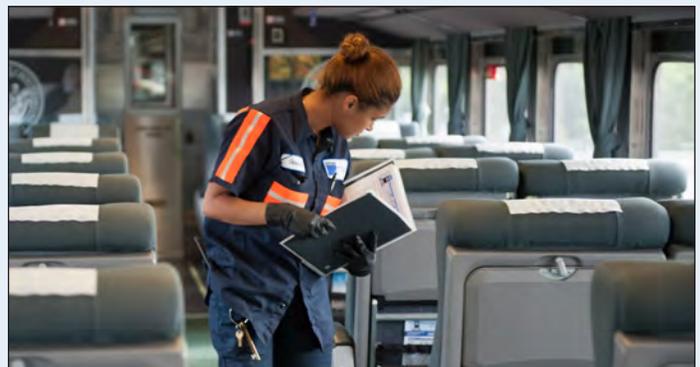


As many people are winding down for the day, second shift crews are just getting started at NCDOT's Capital Yard Rail Car Maintenance Facility.

Piedmont Train 74 rolls into the yard at 3:30 p.m. from Charlotte, and is tackled by a mechanical crew that takes the locomotives and coaches through detailed mandatory Federal Railroad Administration "calendar day" inspections. This checklist covers everything from major mechanical or electrical inspections/repairs to making sure the toilet system works properly. While the mechanical work is underway, a cleaning crew begins work on the interior of the passenger coaches, cleaning each one from top to bottom. The exterior of the train is hand washed to remove the corrosive grime that builds up on its round-trip between Raleigh and Charlotte. When Train 76 pulls in from Charlotte at 9:15 p.m., a third shift crew begins the same process for this train set.

In addition to the calendar day inspection, sanders are filled for better adhesion of wheels to tracks, air brakes and horns are checked, and sewage from the day is dumped. If a coach or locomotive has developed a mechanical problem that can't be corrected during the shift, it is pulled from the train set.

By 3:00 a.m., the crews receive final ticket data from Amtrak. With just a few hours left before the departure of Train 73, coaches are added or taken off the train set, based on ticket sales plus the extra seats needed for NCDOT's popular NCMultiRider program that allows passengers to walk up and board the train without reservations. *(continued on next page)*





First shift mechanical crews have their own list of things to do, tackling major maintenance/mechanical projects as well as the cycle of federally-mandated inspections of locomotives and coaches that are above and beyond the “calendar day” inspections. These inspections are required every 90, 180, 360, 720, 1080 and 1460 days and each inspection is more intense than the last. They also do test equipment installation for projects such as the ongoing biodiesel testing with North Carolina State University and inspect, maintain and repair the facility and equipment used in the maintenance of the train equipment.

Maintenance of the *Piedmont* equipment, which takes place on the hill above the busy northbound Capital Boulevard, is a 24-seven, 365-day a year operation covered by 21 Rail Plan employees over three shifts. NCDOT’s Capital Yard never sleeps, but we hope that our passengers can, knowing that these dedicated crews have done everything possible to ensure that they have a safe and comfortable trip onboard North Carolina’s Amtrak.

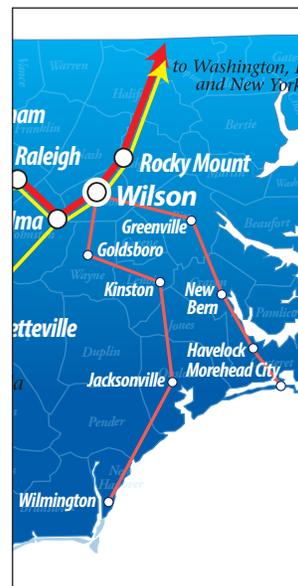
Ridership & Revenue on NC’s Amtrak Service – April 2014 vs. 2013

	RIDERSHIP			REVENUE		
	2014	2013	% +/-	2014	2013	% +/-
Piedmont	14,353	14,161	1%	\$291,984	\$274,727	6%
Carolinian	27,774	26,590	4%	\$1,690,553	\$1,559,655	8%

Expanding Motor Coach service connects Communities Beyond the Reach of Current Rail Lines and Stations to Passenger Train Service

Soon after the inaugural of the *Piedmont* service in 1995, a bus route was established connecting downtown Winston-Salem to the High Point Train Station. In April 2012, Amtrak added two new thruway bus service routes, (shown right) providing expanded transportation options for residents of Eastern North Carolina. Both routes connect to Amtrak’s Palmetto service at the train station in Wilson have more than 1,000 riders a month. Ridership for the routes was up 630 over April of 2013. Cities served by the routes are Greenville, New Bern, Havelock, Morehead City, Goldsboro, Kinston, Jacksonville and Wilmington.

The Rail Division has applied for a Federal TIGER multi-modal service planning grant to investigate feasibility of more motorcoach and transit connections. The grant will identify efficient connections to the *Piedmont* and *Carolinian* services. Routes that meet utilization requirements and are deemed financially sustainable will be pursued as options for expanding the reach of passenger service to new communities and funding is available.

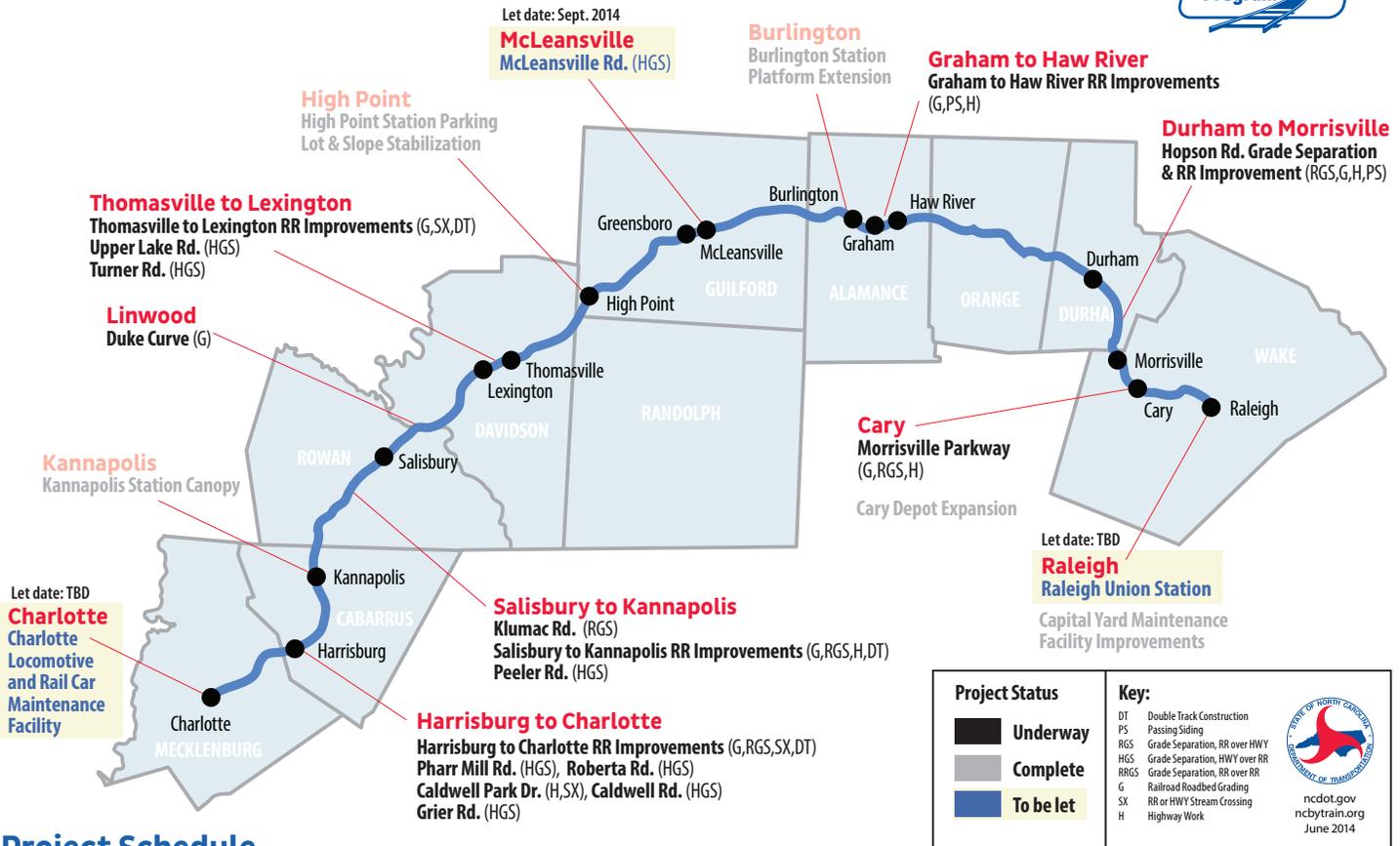


Kids 2-12 ride for \$5 with full adult fare on Tuesdays, Wednesdays and Thursdays within North Carolina.

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 – May 2014 Status Report

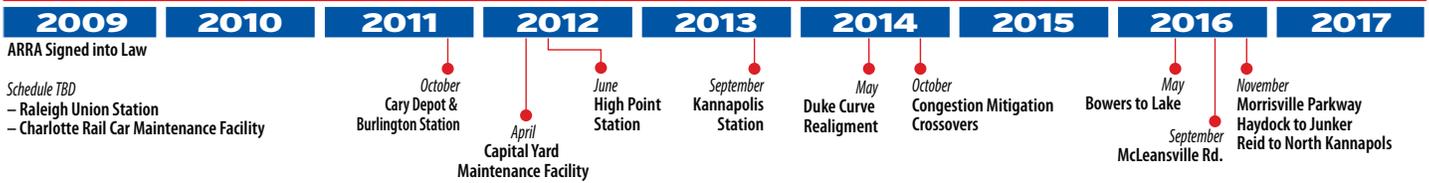


Project Status		Key:	
 	Underway	DT	Double Track Construction
 	Complete	PS	Passing Siding
 	To be let	RGS	Grade Separation, RR over HWY
		HGS	Grade Separation, HWY over RR
		RRGS	Grade Separation, RR over RR
		G	Railroad Roadbed Grading
		SX	RR or HWY Stream Crossing
		H	Highway Work



ncdot.gov
ncbytrain.org
June 2014

Project Schedule



ARRA Funds Spent to Date (effective 5/31/2014)

Component	Expenditure
PD&A	\$38,906,626.62
Equipment Procurement & Rebuild	\$23,839,474.49
Stations & Facilities	\$10,488,416.95
Track & Structures	\$75,278,253.30
CRISP	\$2,180,376.32
Program Totals	\$150,693,147.68 of \$520M awarded FRA Grant Funds

New ARRA Contracts Awarded in May – 18
worth \$691,751.73

PIP Milestones in May

- Duke Curve track construction finished is awaiting cut-in to active track (shown below)



- Hopson/Nelson to Clegg track construction began
- Bridge girders were set on Upper Lake Road and Turner Road on Bowers to Lake
- Clearing operations and roadway work underway at Reid to North Kannapolis

Piedmont Improvement Program Project Photos – Mid-May – June 2014



2014/06/06

U-4716 Hopson Rd./Nelson-Clegg



2014/06/11

U-4716 Hopson Rd./Nelson-Clegg



2014/06/05

P-5205 Graham to Haw River



2014/05/27

P-5205 Graham to Haw River



06/04/2014

C-4901 Bowers to Lake - Turner Road overpass



05/21/2014

C-4901 Bowers to Lake - Upper Lake Road overpass

Piedmont Improvement Program Project Photos – Mid-May – June 2014



C-4901 Bowers to Lake - roadbed work



U-3459 Klumac Road - concrete form



P-5206 Reid to N. Kannapolis - Peeler Road bridge construction



P-5208 Haydock to Junker - Grier Road Road Overpass



P-5208 Haydock to Junker - Roberta Road overpass



P-5208 Haydock to Junker - Rocky River Bridge

Special Committee on Road, Bridge, and Ferry Namings
North Carolina Department of Transportation

11:00 AM – Room 160
Wednesday, July 9, 2014

- 1) **Dockie Brendle** – Bridge No. 10 at US 74 and Alarka Road, Swain County (Kernea)
- 2) **Joseph El-Khoury** – Bridge No. 92 on SR 1390, Cherokee County (Kernea)
- 3) **Charles Sylvester Felts** – NC 18, from Felts Street to North Wilkesboro Town Limits, Wilkes County (Palermo)
- 4) **Other Business**

Committee members: Tata, Curran, Perkins, Lennon, Tulloss, Blount
Staff: Greene & Pair