

NORTH CAROLINA STATE ETHICS COMMISSION

SAMPLE¹

ETHICS AWARENESS & CONFLICT OF INTEREST REMINDER

(to be read by the Chair or his or her designee at the beginning of each meeting)

In accordance with the State Government Ethics Act, it is the duty of every [Board] member to avoid conflicts of interest.

Does any [Board] member have any known conflict of interest with respect to any matters coming before the [Board] today?

If so, please identify the conflict and refrain from any participation in the particular matter involved.

Rev 12-13-12

¹ N.C.G.S. §138A-15 (e): "At the beginning of any meeting of a board, the chair shall remind all members of their duty to avoid conflicts of interest under [Chapter 138A]." There is no set language required by the Act. Specific language can and should be tailored to fit the needs of each covered board as necessary.

UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION

September 13, 2017
TCC: 10:30 a.m.
Wilson Operations Center
1800 Herring Ave.
Wilson, NC 27893
252-296-3341

RPO Transportation Advisory Committee Agenda

1. Welcome & Introductions – Brent Wooten – TAC Chair
2. Ethics Statement
3. Additions or corrections to Agenda
4. Approval of Minutes July 26, 2017

Presentation

5. US 70 to Interstate Feasibility Study, *Lauren Triebert*

New Business

6. Proposed STI P5 Project list for Adoption
7. UCPRPO STI P5 Methodology

Reports

8. NCDOT Proposed Sidewalk and Pedestrian Policy – Local Cost Share
9. US 70 Commission – FS-1604A Feasibility Study
10. Hwy 17/64 Association – FS-1504A Feasibility Study
[http://www.ucprpo.org/Documents/feasibility/Feasibility-Study_1504A_Report\(Draft\)_Apr2017.pdf](http://www.ucprpo.org/Documents/feasibility/Feasibility-Study_1504A_Report(Draft)_Apr2017.pdf)
11. Legislative/STIP Update
12. NCDOT Division 4
13. NCDOT Planning Branch

Public Comment

14. Public Comment

Other Business

15. TAC Member Comments

Dates of future meetings:

November 15, 2017

January 17, 2018

April 18, 2018

Attachments:

1. TAC July 26, 2017 Minutes
2. UCPRPO STI P5 Schedule.pdf
3. UCPRPO SPOT P5 Projects List 013017_with_map.pdf
4. UCPRPO Draft P5 Methodology.pdf
5. Draft NCDOT Sidewalk Pedestrian Policy.pdf

UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION

July 26, 2017

RPO Transportation Advisory Committee Minutes

Attendance

TAC

C.B. Brown, Tarboro
Brent Wooten, Pinetops
Cheryl Oliver, Selma
Brenda Lucas, Spring Hope
Kenneth Jones, Wilson's Mills
Lu Harvey Lewis, Middlesex
Perry Harris, Smithfield
Ted Godwin, Johnson County

NCDOT

Jimmy Eatmon, NCDOT Division 4
Carlos Moya, TPB

UCPRPO

James Salmons

TCC Member

Jae Kim, Spring Hope

Introduction

- Welcome & Introductions – Brent Wooten – TAC Chair*
TAC Chair Mr. Brent Wooten (Pinetops) called the meeting to order. Mr. Wooten welcomed and thanked everyone for attending the meeting.
- Mr. Wooten asked if any members have a conflict of interest on any of the items on the agenda. No conflicts of interest were disclosed.
- Mr. Wooten asked everyone to review the agenda and requested a motion for approval. **UPON A MOTION** by Kenneth Jones (Wilson's Mills), second by Ted Godwin (Johnston) the agenda was approved.
- Minutes – May 10, 2017*
After reviewing the Minutes for the May 10, 2017 meeting and **UPON A MOTION** by Kenneth Jones (Wilson's Mills), second by Ted Godwin (Johnston) they were unanimously approved.

Presentations

- STI P5 Prioritization – The Process – Jimmy Eatmon (Division 4)*
Mr. Jimmy Eatmon provided members with a brief presentation on the STI P5 Prioritization Process. The presentation is posted to the UCPRPO website:
[http://www.ucprpo.org/Documents/SPOT5/STI Prioritization and Programming Process UCPRPO.pdf](http://www.ucprpo.org/Documents/SPOT5/STI%20Prioritization%20and%20Programming%20Process%20UCPRPO.pdf)

New Business

- Newly Released Draft FY2018-2027 STIP*
<https://connect.ncdot.gov/projects/planning/STIPDocuments1/Draft%202018-2027%20STIP.pdf>
Members were informed about the release of the updated Draft STIP FY1827 and that it was anticipated the NCDOT BOT will adopt the new document at its August meeting. Mr. Salmons reported that the NC 4 and I-95 Interchange was included in the new Draft STIP.

UPPER COASTAL PLAIN

RURAL PLANNING ORGANIZATION

7. *Proposed Draft STI P5 Project list*

Members were provided in their Agenda packets the current Draft STI P5 Project list. **UPON A MOTION** by C.B. Brown (Tarboro), second by Kenneth Jones (Wilson's Mills) the Draft STI P5 Project list was unanimously approved to publish on the UCPRPO web site and that the public comment period is open for comments. The deadline to submit the final project list is September 30, 2017 and it is anticipated that the TCC and TAC would adopt the final project list at their September 2017 meetings.

8. *Regional Projects Proposed Alternative Criteria Weighting*

Members were informed that the all the Divisions', MPOs', and RPOs' representatives of Region A met and agreed on alternative criteria for STI P5 Region Impact project weighting. The proposed alternative weighting for Region A's Region Impact projects was as follows:

Congestion = 15%
Benefit Cost = 20%
Safety = 10%
Accessibility/Connectivity = 10%
Freight = 15%

After a brief discussion and **UPON A MOTION** by Ted Godwin (Johnston), second by Perry Harris (Smithfield) the proposed Region A alternative weighting was unanimously approved and will be recommended to the TAC by the TCC.

Reports

9. *US 70 Commission – FS-1604A Feasibility Study (late April design review meeting)*

Mr. Salmons reported that the US 70 Update to Interstate Standards feasibility study was still under way and the team is planning to provide the TAC with an update at their September meeting. He also reported that there was a Design Review Meeting scheduled for August 29, 2017. Mr. Godwin stated that at the recent US 70 Commission meeting on July 29th the focus was on flooding concerns in eastern North Carolina.

10. *Hwy 17/64 Association – FS-1504A Feasibility Study*

It was reported that the US 64 Interchange in Tarboro was recently classified as Functionally Obsolete but was repaired to eliminate the negative classification. Mr. Salmons stated that the bridge at the interchange was also identified in the recent feasibility study to be replaced and therefore would be a good candidate for a STI P5 project. The draft study is available on the UCPRPO website: [http://www.ucprpo.org/Documents/feasibility/Feasibility-Study_1504A_Report\(Draft\)_Apr2017.pdf](http://www.ucprpo.org/Documents/feasibility/Feasibility-Study_1504A_Report(Draft)_Apr2017.pdf)

11. *Legislative/STIP Update*

Mr. Salmons reported that the recently passed State budget gave Tier 1 and Tier 2 Counties assistance with local match funding required for corridor studies. In addition, he reported that in the near future there would be a team assembled to help RPOs with identifying potential projects and/or solutions for identified transportation needs within rural communities.

UPPER COASTAL PLAIN

RURAL PLANNING ORGANIZATION

12. NCDOT Division 4

Mr. Jimmy Eatmon reported that both Wendy Johnson and Jerry Paige both were retiring from Division 4 within the next few weeks.

13. NCDOT Planning Branch

No report was given. Mr. Carlos Moya asked that if anyone had any questions or concerns they may contact him or Mr. Salmons.

Public Comment

1. Public Comment

There was no public comment

Other Business

1. TAC Member Comments

There were no TAC member comments.

Upcoming meeting:

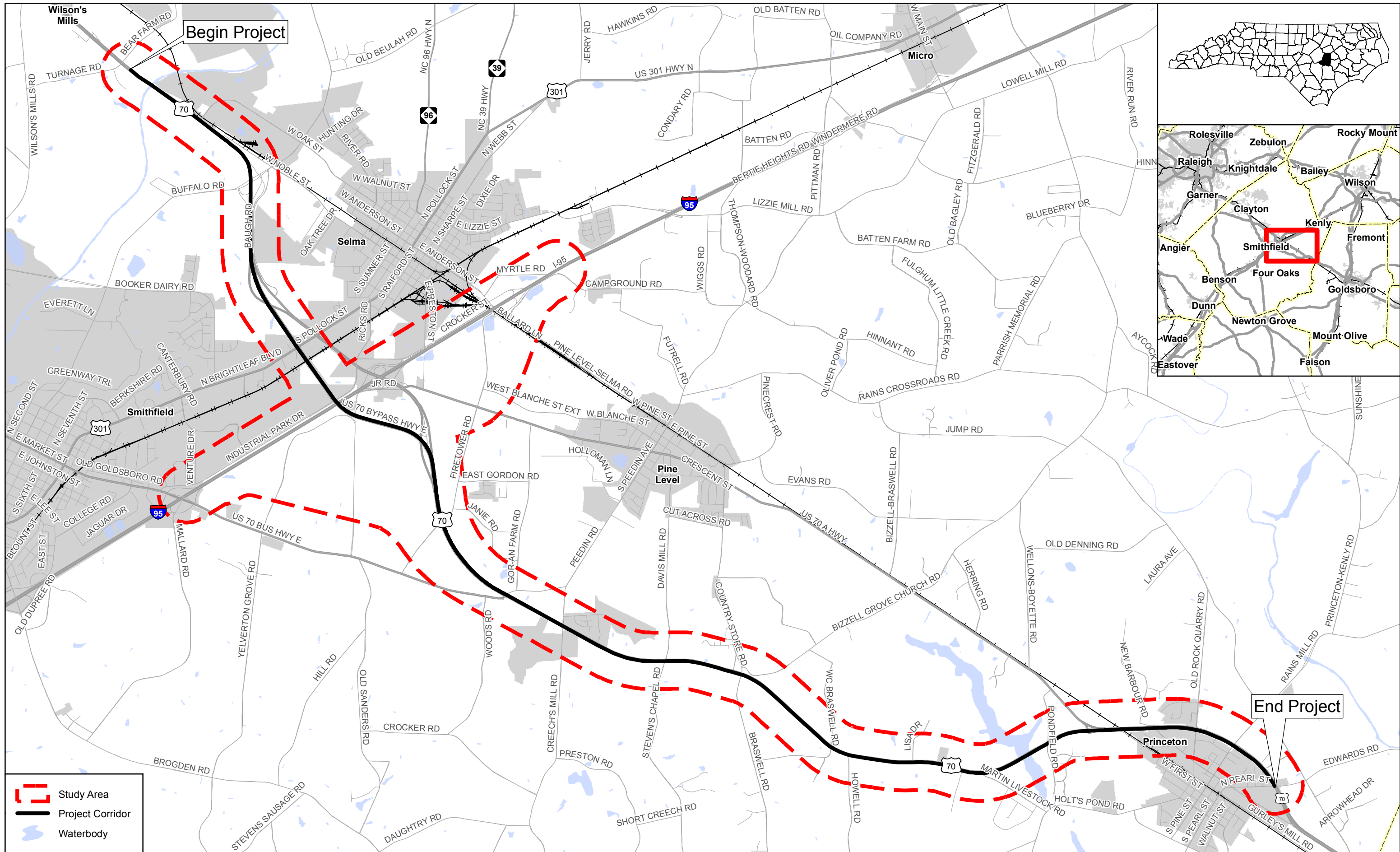
The next meeting is tentatively scheduled for September 13, 2017.




UPON A MOTION from Ms. Brenda Lucas (Spring Hope) was made to adjourn with a second motion was made by Ms. Cheryl Oliver (Selma) and the meeting was adjourned.

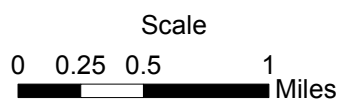
Respectfully submitted,

Brent Wooten, TAC Chair

James M. Salmons, UCPRPO Transportation Planner



 Study Area
 Project Corridor
 Waterbody



Project Study Area

FS-1604A US 70
 From SR 1915 (Bear Farm Road/Turnage Road) to
 SR 2372 (N. Pearl Street/Edwards Road)



UPPER COASTAL PLAIN

RURAL PLANNING ORGANIZATION

Upper Coastal Plain Rural Planning Organization State Transportation Improvement Process P 5.0 2017-2018 Schedule

| DATE | ACTION | DESCRIPTION |
|-------------------------------|-------------------|---|
| May-July 2017 | RPO Staff and TCC | Solicit new projects from the public and RPO Staff meets with TCC members to add any additional projects submitted. |
| September 2017 | TAC Action | TAC takes action to finalize new project submission list. |
| September 2017 | RPO Staff | Inputs any new projects on SPOTONLINE |
| September 2017 | RPO Staff and TCC | Review Local Input Methodology and make revisions (if required). |
| November 2017 | Public Meeting | TAC/TCC reviews Local Input Methodology and invites public input at the regular November TAC Meeting (if Methodology is revised). |
| January 2018 | TAC Action | TAC takes action on the Local Input Methodology (if Methodology is revised). |
| March 2018 | NCDOT | TIP Unit programs Statewide Projects |
| April - June 2018 | TAC Action | TAC receives and evaluates Public Input at regular TAC Meetings and completes prioritizing of Regional STI Projects. |
| July-August 2018 | NCDOT | SPOT Finalizes Regional Impact Scores and TIP Unit Programs Regional Impact Projects. |
| September-October 2018 | TAC Action | TAC receives and evaluates Public Input at regular TAC Meeting and completes prioritizing of Division STI Projects. |
| November-December 2018 | NCDOT | SPOT Finalizes Division Needs Scores and TIP Unit Programs Division Needs Projects. |
| January 2019 | NCDOT | NCDOT Releases Draft STIP |

UCPRPO STI P5.0 REGIONAL Highway Projects DRAFT List

version 9/5/17

| SPOT ID | Project Category | TIP# | Route / Facility Name | From / Cross Street | To | Description | Specific Improvement Type | All Divisions | All Counties | P3 Regsion Score | P4 Division Score | Cost | Status | Proposed Action |
|-----------|--------------------|---------|------------------------|--|--|--|--|---------------|---------------------------------|------------------|-------------------|------------------|--------------------------|---------------------------------------|
| H090224-A | Regional Impact | R-3407A | NC-33 | US 64 in Tarboro | NC 42 at Scott'S Crossroads | Widen to Multi-Lanes | 1 - Widen Existing Roadway | 04, , | Edgecombe, , , | 25.56 | 19.28 | \$32,069,000.00 | NEPA Completed 3/31/10 | 1 |
| H090224-B | Regional Impact | R-3407B | NC-33 | NC 42 at Scott'S Crossroads | NC 222 at Belvoir Crossroads | Widen to Multi-Lanes | 1 - Widen Existing Roadway | 02, 04, | Pitt, Edgecombe, , | 21.87 | 16.55 | \$43,200,000.00 | NEPA Completed 3/31/10 | 2 |
| H090346-C | Regional Impact | U-2561C | NC-43 | SR 1613 (Woodruff Avenue) | I-95 | SR 1616 (Country Club Road) to I-95. Widen to Multi-Lanes with Curb and Gutter. Section C: SR 1613 (Woodruff Avenue) to I-95. | 1 - Widen Existing Roadway | 04, , | Nash, , , | 25.82 | 18.94 | \$18,584,000.00 | In STIP | 3 |
| H090470 | Regional Impact | U-4424 | NC-111 Wilson Street | US 64 Alternate (Western Boulevard) | NC 122 (Mcnair Road) | Widen to Three Lanes | 1 - Widen Existing Roadway | 04, , | Edgecombe, , , | 30.60 | 23.60 | \$9,900,000.00 | In STIP | 4 |
| H111270 | Regional Impact | | NC-58 | NC 42/Ward Blvd. (SR 1516) | Forest Hills Rd. (SR 1165) | Upgrading NC 58 Between NC 42/Ward Blvd. (SR 1516) and Forest Hills Rd. (SR 1165) to a Five-Lane Facility with Sidewaks and to Provide Accommodations For Bike to Correspond to Proposed Bicycle and Peddestrian Improvements. | 1 - Widen Existing Roadway | 04, , | Wilson, , , | 26.90 | 21.29 | \$1,003,000.00 | In STIP | 5 |
| H111279 | Regional Impact | | US-70 | US 301 | I-95 | Provide a 4-Lane Divided Cross Section For This Facility. the Addition of a Median Will Allow For Better Access Control, thereby Providing Higher Mobility For the Facility. | 11 - Access Management | 04, , | Johnston, , , | 42.92 | 35.23 | \$8,775,000.00 | In STIP | 6 |
| H111282 | Regional Impact | | - Wilson Signal System | Wilson City Limits | Wilson City Limits | Construct Citywide Signal System in City of Wilson | 13 - Citywide Signal System | 04, , | Wilson, , , | 69.73 | 28.93 | \$5,000,000.00 | In STIP | 7 |
| H140389 | Regional Impact | U-5726 | US-301 , NC-96 , NC-39 | Booker Dairy Rd | Ricks Rd | This road is currently nearing capacity. The addition of a median will allow for better controlled access which will provide more mobility. Converting the road to 4 lanes with median and sidewalks will also provide safe routes for pedestrians that currently are creating trails along side the road. | 4 - Upgrade Arterial to Superstreet | 04, , | Johnston, , , | 36.41 | 27.08 | \$13,317,000.00 | In STIP | 8 |
| H141828 | Regional Impact | | NC-42 | SR 1003 (Buffalo Road) | CAMPO/Upper Coastal Plain RPO Boundary at the Wilson County Line | Modernize roadway and operational improvements including widening lanes, improving shoulders, passing lanes, turning lanes, and intersection improvements. (Moving Ahead Project) | 16 - Modernize Roadway | 04, , | Johnston, , , | 32.05 | 24.88 | \$12,295,000.00 | In STIP | 9 |
| H150256 | Statewide Mobility | | I-95 | I-95 | US 701/NC 96 | Construct diamond with one loop interchange allowing for future widening of I-95 relocating multiple routes as necessary to construct interchange to current standards | Interchange Improvement | 04, , | Johnston, , , | 35.06 | 25.28 | \$10,912,000.00 | In STIP | 10 |
| H170537 | Regional Impact | U-3464 | US-301 , NC-96 | SR 1341 (Galilee Rd) | SR 1007 (Brogden Rd) | SR 1341 (Galilee Rd) to SR 1007 (Brogden Road). Widen to Multi-Lanes. | 1 - Widen Existing Roadway | 04, , | Johnston, , , | 25.72 | 18.94 | \$31,956,000.00 | UCPRPO P4 Points Applied | Revised into 2 projects |
| H111266 | Regional Impact | | US-264 | US 264 | US 264 Alt./NC 42/ Ward Blvd. | Upgrading US 264 Alt. from Airport Blvd. (SR 1320) to US 264 Alt./NC 42/Ward Blvd. (SR 1516) to a Four-Lane Divided Boulevard with a 23 Foot Raised Landscaped Median, Sidewalks, and Wide Outside Lanes with Accommodations For Bikes. the Project Proposal For US264Alt. from US 264 Bypass to Airport Blvd. (SR 1320) includes Measure to Limit Access, Such As a Superstreet Design with Single Phased Lights For Protected Left Turns, Right-ins, Right-Outs, and Limited Driveways. | 4 - Upgrade Arterial to Superstreet | 04, , | Wilson, , , | 37.32 | 27.33 | \$18,126,000.00 | UCPRPO P4 Points Applied | Keep |
| H111268 | Regional Impact | | NC-58 | SR 1320 (Airport Blvd) | NC 42/Ward Blvd. (SR 1516) | Upgrading NC 58 Between Airport Blvd. (SR 1320) and NC 42/Ward Blvd. (SR 1516) to a Four-Lane Divided Boulevard with a Raised 23 - Foot Median with Bicycle and Pedestrian Lanes, and Curb and Gutter. | 11 - Access Management | 04, , | Wilson, , , | 26.32 | 18.08 | \$18,126,000.00 | UCPRPO P4 Points Applied | Keep |
| H111275 | Regional Impact | | NC-42 | US 264/ I-795 | Forest Hills Rd. (SR 1165) | Upgrade This Corridor to a Four-Lane Divided Boulevard with a Raised 23-Foot Median with Bicycle and Pedestrian Lanes, and Curb and Gutter. Realignment Is Proposed, As Part of This Project at NC 42/ Old Raleigh Rd. (SR 1136) and Airport Blvd. (SR 1158) Due to the Proximity of This intersection to Several Schools in the Area. | 11 - Access Management | 04, , | Wilson, , , | 25.49 | 18.07 | \$14,578,000.00 | | Keep |
| H140979 | Regional Impact | R-5761 | NC-242 | US 301 | I-40 | Widen to 4 lane highway with median and sidewalks (4E Section). Provide a four lane divided cross section for NC 242 North from its junction with US 301 Hwy to its intersection with Interstate 40. The addition of a median will allow for better controlled access which will provide more mobility as the corridor develops in the near future. Recent development and proposed new development in the near future means an increase in AADT thereby creating the need for controlled access for safer mobility. | 1 - Widen Existing Roadway | 04, , | Johnston, , , | 24.18 | 19.39 | \$23,603,000.00 | | Modify to shorten to northern section |
| H141265 | Statewide Mobility | | US-64 | SR 1003 (Rollsville Rd) at Knightdale Bypass | Martin County Line | Upgrade US 64 to Interstate Standards | 17 - Upgrade Freeway to Interstate Standards | 04, 05, | Edgecombe, Nash, Wake, Franklin | 34.21 | 22.81 | \$133,958,000.00 | | Keep |
| H170663 | Regional Impact | | NC 242 | SR 1168 (Tarheel Rd) | I-40 | Widen to 4 lane highway with median and sidewalks (4E Section). Provide a four lane divided cross section for NC 242. The addition of a median will allow for better controlled access which will provide more mobility as the corridor develops in the near future. Recent development and proposed new development in the near future means an increase in AADT thereby creating the need for controlled access for safer mobility. | 1 - Widen Existing Roadway | 04, | Johnston, , , | | | | | Additional Project (Nash) |
| H170664 | Regional Impact | | US 258 | SR 1601 (Colonial Rd) | US 64 | Widen to 24 feet with paved shoulders and turn lanes where necessary from SR 1601 (Tarheel Rd) to I-40 to improve the safety and capacity of the facility. Improving this facility will provide better connectivity between Tarboro, Edgecombe, and Pitt Counties, and turn lanes will improve mobility and safety and provide for better quality of life. | 1 - Widen Existing Roadway | 04, | Edgecombe | | | | | Additional Project (Pinetops) |
| H170666 | Statewide Mobility | | I-95 | US 301 (Exit 107) | | Improve Interchange to include safe and convenient connection to NC 222 and to provide for future widening for I-95. | Interchange Improvement | 04, | Johnston, , , | | | | | Additional Project |
| H111277 | Regional Impact | | US 64 | US 258 | | Construct US 64 Westbound Off-Ramp (Previous P3 Project) | Interchange Improvement | 04, | Edgecombe, , , | | | | | Re-enter Project |
| H170543 | Regional Impact | U-3464 | US 301, NC-96 | NC 96 | SR 1341 (Galilee Rd) | Widetrn to Multi-Lanes | 1 - Widen Existing Roadway | 04, | Johnston, , , | | | | | Additional project |
| H170115 | Statewide Mobility | | US 64 | US 258 | | Upgrade Interchange to Interstate Standards and provide safe pedestrian facilities across US 64 in Tarboro. | 1 - Widen Existing Roadway | 04, | Edgecombe, , , | | | | | Additional Project |

UCPRPO IS ALLOCATED A TOTAL OF 23 PROJECTS TO BE PRIORITIZED IN "P5"

- = Additional Project Identified
- = Remains on STI List - Project in STIP but not funded and requires re-prioritization in P5
- = Remains on STI List - Project has NEPA work completed
- = Modified Project

UCPRPO STI P5.0 DIVISIONAL Highway Projects DRAFT List

9/5/17

| SPOT ID | Project Category | TIP# | Route / Facility Name | From / Cross Street | To | Description | Specific Improvement Type | All Divisions | All MPOs/RPOs | All Counties | P4 Division Score | Cost | Status | Proposed Action |
|---------|------------------|--------|--|---|---|--|---------------------------------------|---------------|----------------------------|----------------|-------------------|-----------------|--------------------------|---|
| H090882 | Division Needs | | SR-1207 McNair Road | US 64 | US 64 Alternate | Widen McNair Road to Three (3) Lanes from US64 to US 64 Alternate in Edgecombe County. | 1 - Widen Existing Roadway | 04, , | Upper Coastal Plain RPO, , | Edgecombe, , , | 6.16 | \$16,077,000.00 | UCPRPO P4 Points Applied | Keep |
| H090895 | Division Needs | | SR-1900 Noble Street | SR 1003 (Buffalo Road) | US 301 | Expand to Three(3) Lanes from SR 1003 to US 301 | 1 - Widen Existing Roadway | 04, , | Upper Coastal Plain RPO, , | Johnston, , , | 10.16 | \$8,609,000.00 | UCPRPO P4 Points Applied | Keep |
| H090421 | Division Needs | U-3471 | SR-1606 Black Creek Road | US 264 Bypass | US 301/264 Alternate (Ward Boulevard) | US 264 Bypass to US 301/264 Alternate (Ward Boulevard). Widen to Multi-Lanes. | 1 - Widen Existing Roadway | 04, , | Upper Coastal Plain RPO, , | Wilson, , , | 14.76 | \$18,080,000.00 | | Keep |
| H090891 | Division Needs | | SR-1927 East Anderson Street | Webb Road | I-95 | Widen to Three (3) Lanes from I-95 to Webb Street in Johnston County | 1 - Widen Existing Roadway | 04, , | Upper Coastal Plain RPO, , | Johnston, , , | 13.48 | \$5,234,000.00 | | Keep |
| H150459 | Division Needs | | SR-1323 - Tilghman Rd | Ward Blvd | SR-1332 - Lake Wilson Rd | Widen from two 10' lanes to a two 14' lane facility with 11' trunk lane, curb and gutter, and 2' paved shoulders with bike lanes and sidewalks. (Cross Section 3B) | 1 - Widen Existing Roadway | 04, , | Upper Coastal Plain RPO, , | Wilson, , , | 12.45 | \$17,551,000.00 | | Keep |
| H170353 | Division Needs | U-3470 | - New Route - Northern Loop | NC 58 (Nash Street) | Tilgham Rd | NC 58 (Nash Street) to US 301 interchange at SR 1426 (Rosebud Church Road). Multi-Lanes on New Location. | 5 - Construct Roadway on New Location | 04, , | Upper Coastal Plain RPO, , | Wilson, , , | | | | Modify (City of Wilson) |
| H150646 | Division Needs | | SR-1501 - Swift Creek Parkway Improvements | South end entrance of Johnston County airport | North end entrance of Johnston County airport | Add turning lanes into the Johnston County airport and into the existing industrial park. Approximately 2,000 lf of road widening to add a central turn lane to 2 airport driveways and the neighboring industrial park. | 1 - Widen Existing Roadway | 04, , | Upper Coastal Plain RPO, , | Johnston, , , | 12.87 | \$990,000.00 | | Keep |
| H170678 | Division Needs | | SR 1952 - Southern Nash High Rd | South of southern student drive entrance | Northern entrance | Widen to three (3) Lanes south of southern entrance to current three (3) Lanes and improve southern entrance intersection | 1 - Widen Existing Roadway | 04,, | Upper Coastal Plain RPO, , | Nash, , , | | | | Additional Project (Nash) |
| H170356 | Division Needs | | - New Route - Northern Loop | Tilgham Rd | US 301 interchange at SR 1436 (Rosebud Church Road) | NC 58 (Nash Street) to US 301 interchange at SR 1426 (Rosebud Church Road). Multi-Lanes on New Location. | 5 - Construct Roadway on New Location | 04, , | Upper Coastal Plain RPO, , | Wilson | | | | Additional Project (City of Wilson) |
| H170679 | Division Needs | | SR 1003 (Buffalo Rd) | Hospital Rd | US 70 | Widen to 4 Lanes | 1 - Widen Existing Roadway | 04, , | Upper Coastal Plain RPO, , | Johnson | | | | Additional Project (Town of Smithfield) |
| H170680 | Division Needs | | SR 1921 (Hospital Rd) | SR 1003 (Buffalo Road) | US 301 - N Brightleaf Blvd | Widen to 4 Lanes | 1 - Widen Existing Roadway | 04, , | Upper Coastal Plain RPO, , | Johnson | | | | Additional Project (Town of Smithfield) |

UCPRPO IS ALLOCATED A TOTAL OF 23 PROJECTS TO BE PRIORITIZED IN "P5"

- = Modified Project
- = Additional project identified

Brent Wooten, TAC Chair

James M. Salmons, UCPRPO Transportation Planner

UCPRPO STI P5.0 Non-Highway Projects DRAFT List

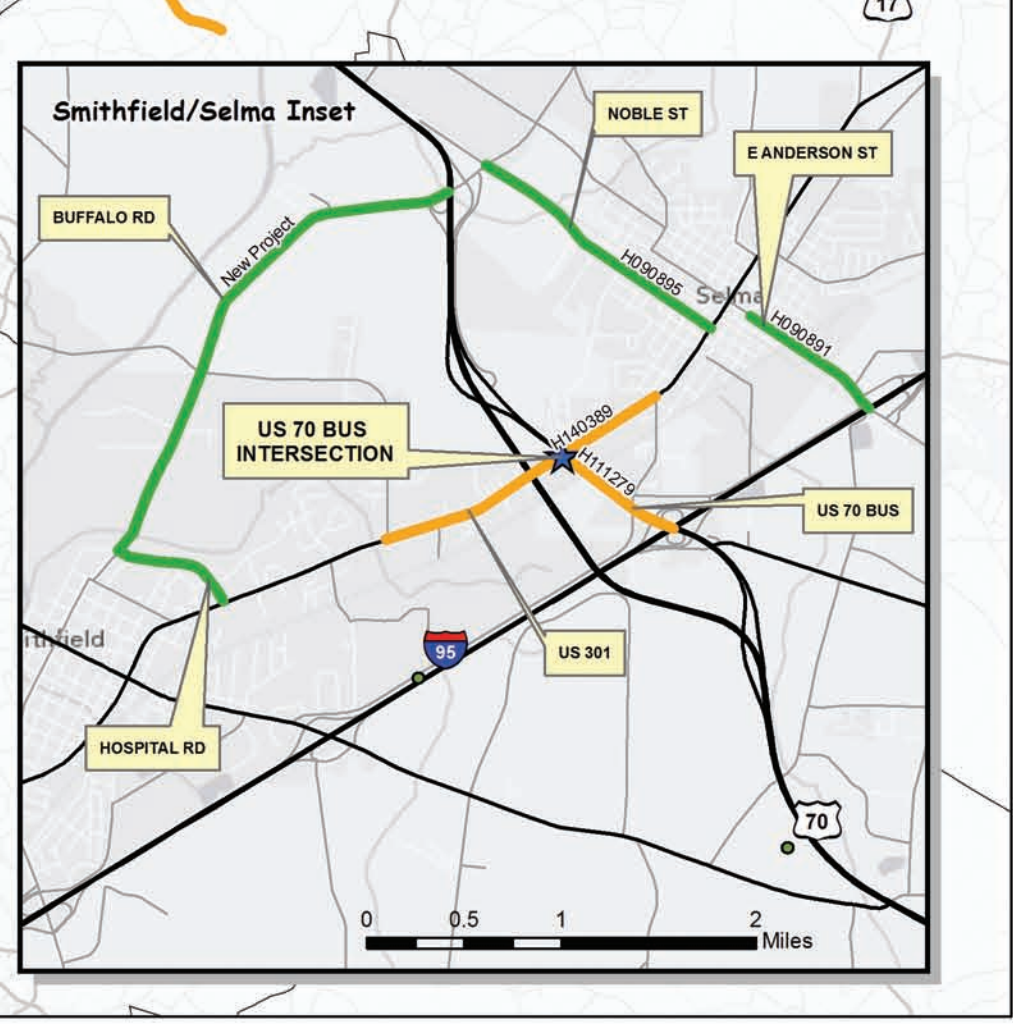
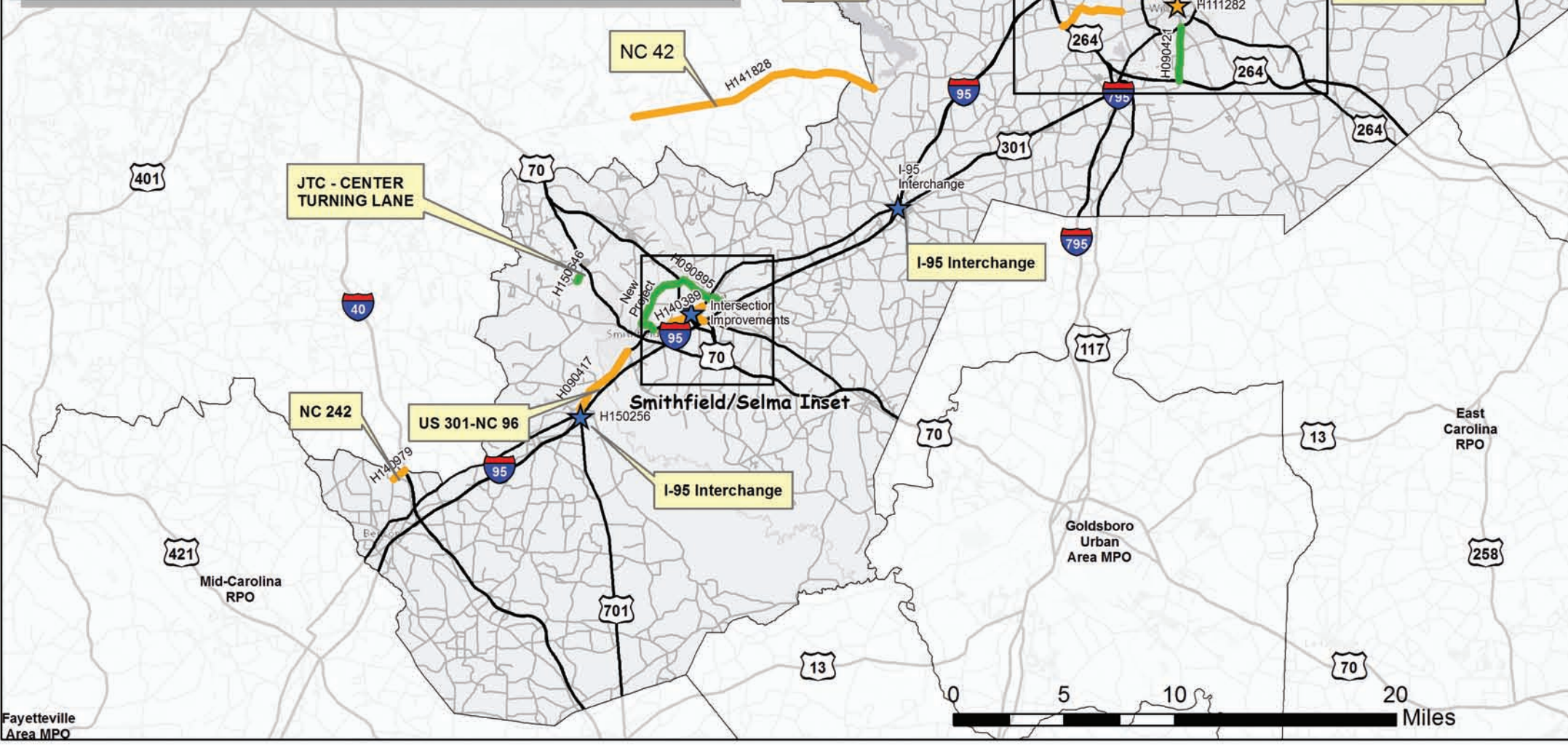
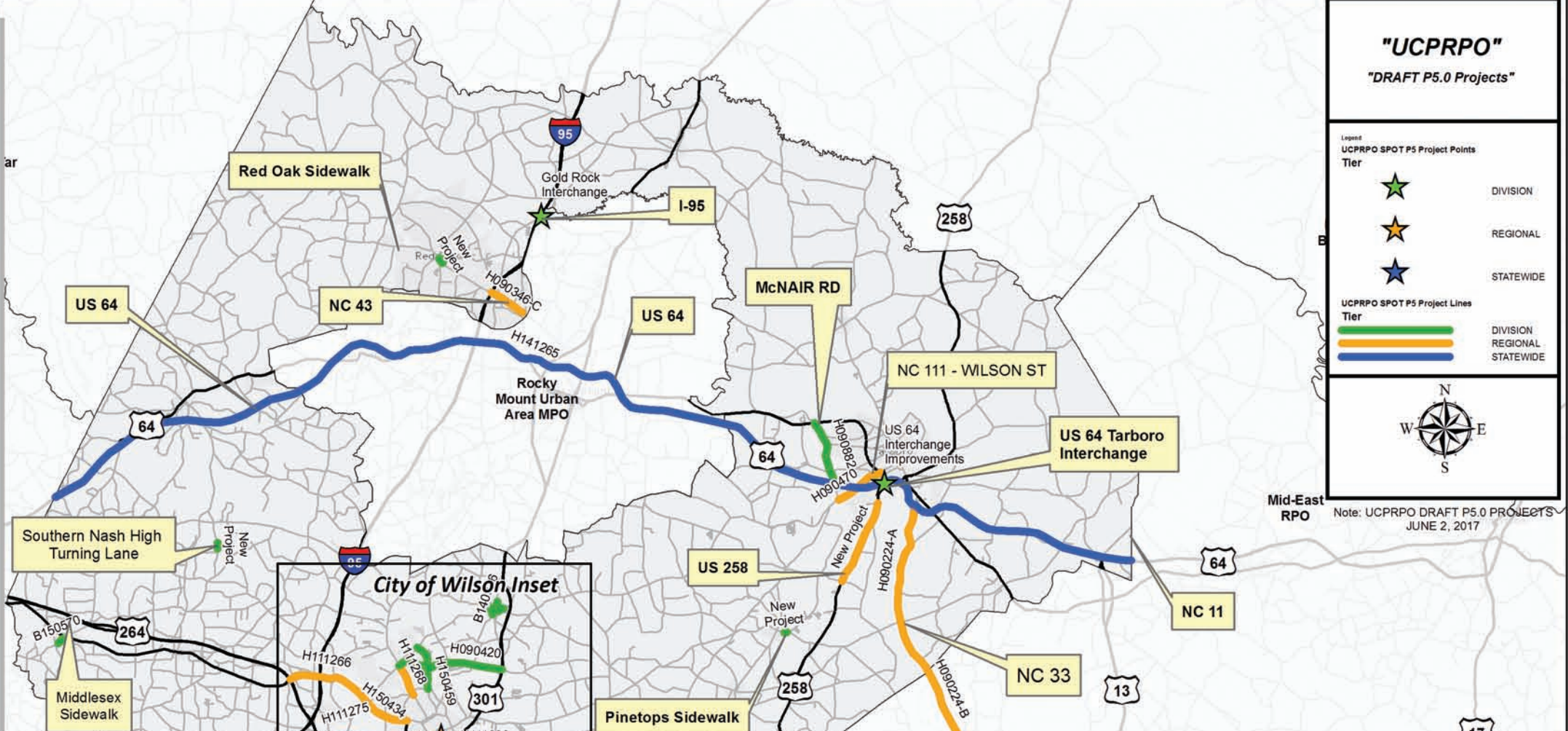
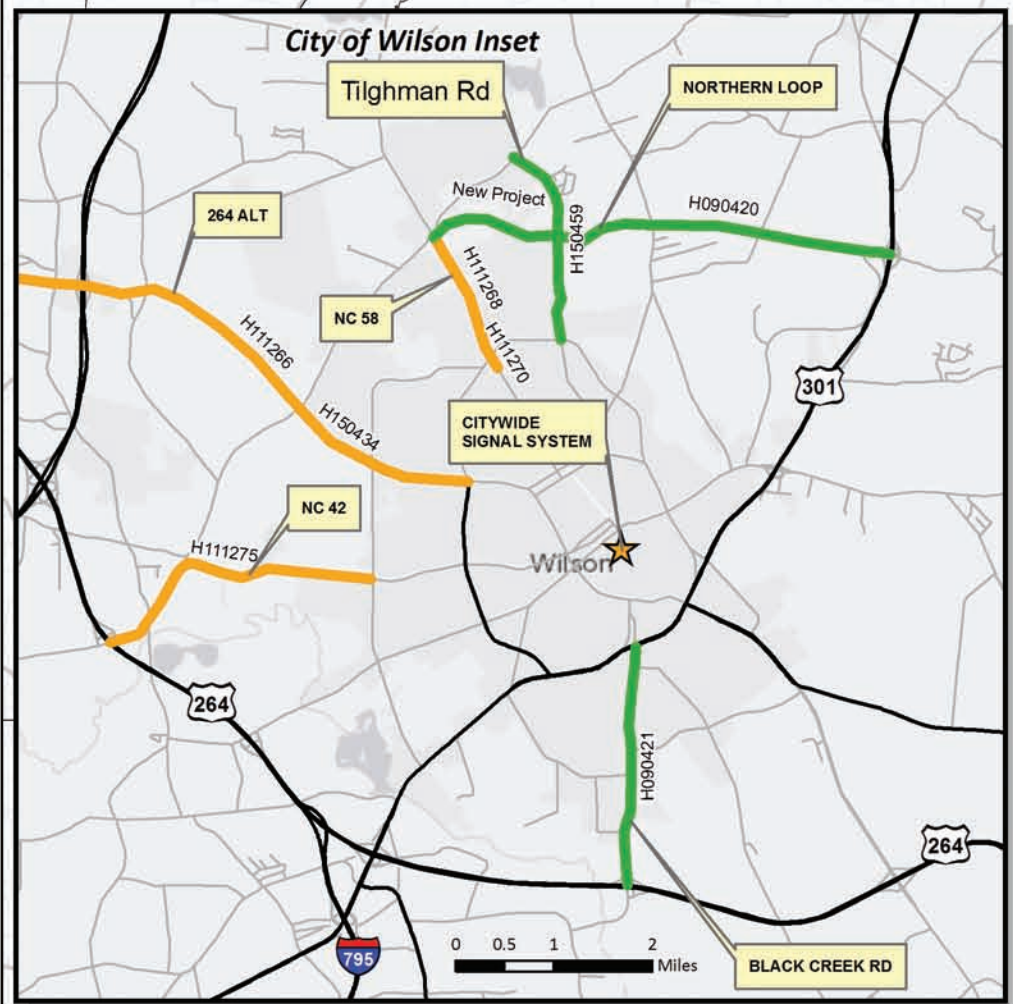
9/5/17

| SPOT ID | Mode | Project Category | TIP# | Route / Facility Name | From / Cross Street | To | Description | Specific Improvement Type | All Divisions | All MPOs/RPOs | All Counties | P4 Division Score | Cost | Satus |
|-------------|----------|------------------|------|---------------------------------|---------------------|----|---|---|---------------|---------------------------|--------------|-------------------|-------------|---------|
| A130494 | Aviation | Division Needs | | ETC - Tarboro-Edgecombe Airport | | | Expand the Corporate Apron by 8,350 SF and construct a 70' X 80' Hangar. (includes Project Request Numbers: 2898) | 2100 - Hangers and Economic Development | 04,, | Upper Coastal Plain RPO,, | Edgecombe | 58.38 | \$513,000 | In STIP |
| A130499 | Aviation | Division Needs | | JNX - Johnston County Airport | | | This project provides for construction of Phase I of the new corporate area development. Phase I will include the construction of a new t-hangar area and construction of a new apron. Elements of construction will include clearing and grubbing, grading and drainage, paving, and erosion control measures. (includes Project Request Numbers: 2127) | 1240 - Corporate and T-hanger Taxiways | 04,, | Upper Coastal Plain RPO,, | Johnston | 51.05 | \$3,613,765 | In STIP |
| New Project | Aviation | Division Needs | | ETC - Tarboro-Edgecombe Airport | | | Extend runway 1,000 ft to a length of 5,000 ft. (Partner Connect Project No. 3771) | | 04,, | Upper Coastal Plain RPO,, | Edgecombe | | \$2,840,000 | |
| A150741 | Aviation | Division Needs | | ETC - Tarboro-Edgecombe Airport | | | T-Hangars & Taxilane - Partner Connect Project #3431 | 2100 - Hangers and Economic Development | 04,, | Upper Coastal Plain RPO,, | Edgecombe | 22.01 | \$550,000 | |
| A130498 | Aviation | Division Needs | | JNX - Johnston County Airport | | | The existing taxiway pavements will be approaching the end of their useful life and require pavement rehabilitation. Assumed design would include a 3" asphalt maintenance overlay. The taxiways will be widened to 50' at this time to conform to C- III standards. (includes Project Request Numbers: 2129) | 1110 - Design | 04,, | Upper Coastal Plain RPO,, | Johnston | 34.17 | \$3,240,000 | |

| | | | | | | | | | | | | | | |
|---------|---------|----------------|--|--|--|--|--|---------------------------|------|---------------------------|----------|-------|----------|--|
| T130099 | Transit | Division Needs | | Johnston County fy16 expansion vehicle | | | JCATS currently operates a fleet of 31 vehicles. Due to increasing demand, our vehicles are wearing out at a faster rate than we are replacing them, and so, we have fallen behind the curve. We need to add 1 expansion vehicle to include 1 25' LTV. | Expansion-Demand Response | 04,, | Upper Coastal Plain RPO,, | Johnston | 46.55 | \$49,000 | |
| T130137 | Transit | Division Needs | | Wilson co fy16 vehicle expansion | | | Project #1 - Wilson County services the residents of Wilson as well those in the county. Wilson County operates 24 hours a day Monday through Friday with limited services on weekends. Wilson County provides transportation services for eight(8) service agencies within Wilson County. | Expansion-Demand Response | 04,, | Upper Coastal Plain RPO,, | Wilson | 48.76 | \$56,500 | |

| | | | | | | | | | | | | | | |
|---------|----------|----------------|--|----------------------------|------------------------|-----------------------|--|--|------|---------------------------|----------|-------|-----------|--|
| B140926 | Bike/Ped | Division Needs | | Elm City Sidewalk Project | Elementary School | Middle School | Construct sidewalks along Toisnot St, W Main St, and Branch St which connects to Elm City Elementary School and Elm City Middle School | | 04,, | Upper Coastal Plain RPO,, | Wilson | 43.68 | \$115,000 | |
| B150570 | Bike/Ped | Division Needs | | Middlesex Sidewalk Project | | | Construct sidewalks from down town Middlesex Park to Middlesex Elementary School along W Hanes St. | | 04,, | Upper Coastal Plain RPO,, | Nash | 40.92 | \$208,250 | |
| B170683 | Bike/Ped | Division Needs | | Red Oak Project | N Carriage Rd | Red Oak Battleboro Rd | Construct sidewalks along Red Oak Battleboro Rd-N Old Carriage Rd-Red Oak Blvd. This project will provide a connection between shopping, Red Oak Middle School and the Red Oak/Battleboro Ennis Park | | 04,, | Upper Coastal Plain RPO,, | Nash | | | |
| B170684 | Bike/Ped | Division Needs | | Pinetops Project | S Sally Jenkins St | Past 16th st | Consruct sidewalk to exend connectivity from GW Carver Elementary School to the Vidant Medical Facility | | 04,, | Upper Coastal Plain RPO,, | Nash | | | |
| | Bike/Ped | Division Needs | | Micro Project | Oil Compay Rd (School) | White Rock AME Church | Construct sidewalk to connect new school/Dollar General store to White Rock AME Church along US 301 and Oil Company Rd. | | 04,, | Upper Coastal Plain RPO,, | Johnston | | | |

= Recommended new projects



"UCPRPO"
"DRAFT P5.0 Projects"

Legend

UCPRPO SPOT P5 Project Points

| | |
|------------|-----------|
| ★ (Green) | DIVISION |
| ★ (Orange) | REGIONAL |
| ★ (Blue) | STATEWIDE |

UCPRPO SPOT P5 Project Lines

| | |
|------------|-----------|
| — (Green) | DIVISION |
| — (Orange) | REGIONAL |
| — (Blue) | STATEWIDE |

Mid-East RPO

Note: UCPRPO DRAFT P5.0 PROJECTS
JUNE 2, 2017



**UCPRPO PROPOSED Strategic Transportation Investment Act (STI)
RANKING METHODOLOGY – (8/28/17 Revisions)**

STI Prioritization 5.0 Background

Former Governor Bev Perdue set the direction for NCDOT’s current Transportation Reform initiative with Executive Order No. 2 in 2009. This order mandates a professional approval process for project selection. NCDOT created the Strategic Prioritization Process in response. The newly elected Governor McCrory and the North Carolina Department of Transportation continue to support this prioritization process and are committed to improving the quality of life for citizens in North Carolina through transportation. Together, we want to find more efficient ways to better connect all North Carolinians to jobs, health care, education and recreational experiences. The Strategic Transportation Investments Bill (HB817), which was signed into law on June 26, 2013, will help make that possible by better leveraging existing funds to enhance the state’s infrastructure.

The Strategic Transportation Investments (STI) - also called the Strategic Mobility Formula - is a new way to fund and prioritize transportation projects to ensure they provide the maximum benefit to our state. It allows NCDOT to use its existing revenues more efficiently to fund more investments that improve North Carolina’s transportation infrastructure, create jobs and help boost the economy.

The Upper Coastal Plain Rural Planning Organization (UCPRPO) includes Edgecombe, Johnston, Nash, and Wilson Counties. The formula breaks down the (UCPRPO) transportation projects into three categories: Statewide, Regional, and Division level. The Statewide Level will receive 40% of the available revenue and the selection process will be 100% data-driven, meaning NCDOT will base its decisions on hard facts such as crash statistics and traffic volumes. The Regional Level will receive 30% of the available revenue and the selection process will be 70% data-driven with 15% scoring coming from NCDOT Division 4 and 15% ranking or scoring from the UCPRPO. The Division Level will also receive 30% of the available revenue and the selection process will be 50% data-driven with the Division 4 having a 25% ranking input and the UCPRPO having the remaining 25% ranking input.

| STI Selection Formula | | |
|------------------------------|--------------------------|--------------------------|
| Statewide Projects | Regional Projects | Division Projects |
| 100% Data-Driven | 70% Data-Driven | 50% Data-Driven |
| | 15% Division 4 Input | 25% Division 4 Input |
| | 15% UCPRPO Input | 25% UCPRPO Input |

All modes of capital transportation projects must compete for funding including highways, transit, aviation, rail, and bike/pedestrian. You may view more information on the Strategic Transportation Investments (STI) at <http://www.ncdot.gov/strategictransportationinvestments/default.html>.

According to the law below, this document will describe how the Upper Coastal Plain Rural Planning Organization will score or rank its applicable projects.

Session Law 2012-84 amended Section 2 of the General Statutes 136-18 Prioritization Process

“The Department shall develop and utilize a process for selection of transportation projects that is based on professional standards in order to most efficiently use limited resources to benefit all citizens of the State. The strategic prioritization process should be a systematic, data-driven process that includes a combination of quantitative data, qualitative input, and multimodal characteristics, and should include local input.

The Department shall develop a process for standardizing or approving local methodology used in Metropolitan Planning Organization and Rural Transportation Planning Organization prioritization.” - S.L. 2012-84

UCPRO Methodology and Ranking with Public Input

- This document describes the methodology and ranking process the UCPRPO will use to provide its local input in the Strategic Transportation Investments Act prioritization process.
- This methodology must be approved by the North Carolina Department of Transportation to ensure it meets legislation requirements.
- The TAC will approve the methodology in its January, 2018 meeting. Upon approval there will be a 30 day public comment period where the methodology will be published on the UCPRPO website www.ucprpo.org. After the 30-day public comment period there will be a public hearing/meeting at the normally scheduled TAC meeting in March, 2018. All public comment will be documented by the RPO staff and considered by the TAC prior to its final approval by the TAC at this meeting.
- The UCPRPO is assigned 1,500 points based upon population for each Region and Division Projects. The UCPRPO TAC will preliminarily rank transportation Regional projects by allocating its allotted 1,500 points to projects at its April, 2018 meeting. Once the points have been allocated, the preliminary point allocation will be published to the www.ucprpo.org website for public review and comment for a 30 day period. The public will be invited to the TAC May 2018 meeting to provide input and comments after which the TAC will adopt the final point allocation for Regional projects. The same procedure will be performed for Division projects with the TAC meetings being in July and September 2018.

UCPRPO POINT ALLOCATION METHODOLOGY

As part of the ranking process the UCPRPO will have 1500 points to allocate to its Regional Level projects and 1500 points to its Division Level projects. These points have been assigned to the RPO based on population with each MPO and RPO receiving a minimum of 1000 points and a maximum of 2500 points. The UCPRPO will allocate its points based upon transportation mode as follows:

120 W. Washington St., Suite 2110 Nashville, NC 27856
252-459-1545 (Ph) • 252-459-1381 (Fax)

**UCPRPO POINT ALLOCATION
REGIONAL PROJECTS**

| MODE | POINTS ALLOCATED |
|-----------------|---------------------------|
| Highway | 1300 Points (13 Projects) |
| Transit | 100 Points (1 Project) |
| Aviation | No Projects Applicable |
| Rail | 100 Points (1 Project) |
| Bike/Pedestrian | No Projects Applicable |

**UCPRPO POINT ALLOCATION
DIVISION PROJECTS**

| MODE | POINTS ALLOCATED |
|-----------------|-------------------------|
| Highway | 800 Point (8 Projects) |
| Transit | 300 Points (3 Projects) |
| Aviation | 200 Points (2 Projects) |
| Rail | 100 Points (1 Project) |
| Bike/Pedestrian | 100 Points (1 Project) |

Note: All projects receiving points will receive the maximum 100 points allowed per project. The UCPRPO will allocate points based upon prioritizing all projects based upon transportation mode and weighted criterion as follows:

| Upper Coastal Plain Rural Planning Organization Highway Ranking Criteria – Region and Division | |
|--|--|
| Quantitative Criteria | <p>NCDOT Data-Driven Scores = 20% The data-driven scores provided by NCDOT will be weighted at 20%. http://www.ncdot.gov/strategictransportationinvestments/</p> |
| Qualitative Criteria (This is measured by a numerical exercise described in Section Qualitative Criteria Measurement) | <p>Public Comments and Input = 40% The TAC will consider all public input and comments provided to them during open meetings. If no one from the public comments the TCC and TAC will be considered the only public comments received. TAC members will base their rankings upon facts that the projects have been discussed repeatedly within the community and are in the interest of the community. This ranking will be measured by a ranking ballot as presented in the section “Qualitative Public Comment Criteria Measurement”. Each TAC member’s prioritization ballot will be available for public view at www.ucprpo.org.</p> <p>Viability of the Project = 40% A viable project is one that is capable of providing growth and development for the local and regional community and has been adopted within the local Comprehensive Transportation Plan (CTP). A project is also viable if it provides connectivity and provides a benefit to multiple communities. For example the project will score higher if it provides connectivity to more than one County or Municipality providing access to more businesses and communities. Project Viability will be measured as follows: Project is in Comprehensive Transportation Plan (CTP) Maximum of 50 Points: If project is in CTP = 50 Points If project is not in CTP = 0 Points</p> <p>Project provides Connectivity - Maximum Points 25 Points: Regional (Multiple Counties) = 25 points County (Multiple Local Governments within one County) = 20 points</p> |

| | |
|--|---|
| | Local (One Local Government) = 15 points |
| | Upper Coastal Plain Rural Planning Organization Transit Ranking Criteria - Division |
| Quantitative Criteria | NCDOT Data-Driven Scores = 30% The data-driven scores provided by NCDOT will be weighted at 30%. http://www.ncdot.gov/strategictransportationinvestments/ |
| Qualitative Criteria (This is measured by a numerical exercise described in Section Qualitative Criteria Measurement) | Transit Expansion = 30% This criterion will be applied to transit projects that increase service to citizens versus projects which do not. Transit Expansion (Service Expansion) Maximum 10 Points: Project Expands Services = 10 Points Project Does Not Expand Service = 0 Points Public Comments and Input = 40% The TAC will consider all public input and comments provided to them during open meetings provided by both the public and RPO Transit Agencies. If no one from the public comments the TCC and TAC will be considered the only public comments received. TAC members will base their rankings upon facts that the projects have been discussed repeatedly within the community and are in the interest of the community. This ranking will be measured by a ranking ballot as presented in the section "Qualitative Public Comment Criteria Measurement". Each TAC member's prioritization ballot will be available for public view at www.ucprpo.org for public review. |

| Upper Coastal Plain Rural Planning Organization Aviation Ranking Criteria – Division | |
|--|---|
| Quantitative Criteria | <p>NCDOT Data-Driven Scores = 20% The data-driven scores provided by NCDOT will be weighted at 20%. http://www.ncdot.gov/strategictransportationinvestments/.</p> |
| Qualitative Criteria (This is measured by a numerical exercise described in Section Qualitative Criteria Measurement) | <p>Aviation Operational Improvements = 40% This criterion will be applied to aviation projects that improve operational improvements that make the airport safer and/or increases capacity or addresses deficiencies in the facility.</p> <p>Aviation Operational Improvements Maximum 10 Points: Project provides Operational Improvements = 10 Points Project Does Not Provide Operational Improvements = 0 Points</p> <p>Public Comments and Input and Community Benefit = 40% The TAC will consider all public input and comments provided to them during open meetings provided by both the public and RPO Aviation Agencies. If no one from the public comments the TCC and TAC will be considered the only public comments received. TAC members will base their rankings upon facts that the projects have been discussed repeatedly within the community and are in the interest of the community. This ranking will be measured by a ranking ballot as presented in the section “Qualitative Public Comment Criteria Measurement”. Each TAC member’s prioritization ballot will be available for public view at www.ucprpo.org for public.</p> |

| Upper Coastal Plain Rural Planning Organization Bike/Pedestrian Ranking Criteria - Division | |
|--|---|
| Quantitative Criteria | <p>NCDOT Data-Driven Scores = 50% The data-driven scores provided by NCDOT will be weighted at 50%. http://www.ncdot.gov/strategictransportationinvestments/.</p> |
| Qualitative Criteria (This is measured by a numerical exercise described in Section Qualitative Criteria Measurement) | <p>Connectivity – Gaps and Connectivity = 20% This criterion will be applied to Bike/Pedestrian projects that provide connection or alleviates gaps in connecting principle points such as churches, employment center, shopping, and or schools... etc.</p> <p>Bike/Pedestrian Connectivity - Maximum 10 Points: Project provides Connectivity and/or Fills Gaps = 10 Points Project Does Not provide Connectivity and/or Fills Gaps = 0 Points</p> <p>Public Comments and Input = 30% The TAC will consider all public input and comments provided to them during open meetings provided by the Public. If no one from the public comments the TCC and TAC will be considered the only public comments received. TAC members will base their rankings upon facts that the projects have been discussed repeatedly within the community and are in the interest of the community. This ranking will be measured by a ranking ballot as presented in the section “Qualitative Public Comment Criteria Measurement”. Each TAC member’s prioritization ballot will be available for public view at www.ucprpo.org for public review.</p> |

| Upper Coastal Plain Rural Planning Organization Rail Ranking Criteria – Region and Division | |
|--|---|
| Quantitative Criteria | <p>NCDOT Data-Driven Scores = 50% The data-driven scores provided by NCDOT will be weighted at 50%. http://www.ncdot.gov/strategictransportationinvestments/.</p> |
| Qualitative Criteria (This is measured by a numerical exercise described in Section Qualitative Criteria Measurement) | <p>Railroad Company/NCDOT Rail Division Support = 30% This criterion will be applied to Rail projects that have the support of the Railroad Company and/or the NCDOT Rail Division</p> <p>Railroad Company/NCDOT Rail Division Support Maximum 10 Points: Project has support = 10 Points Project Does have support = 0 Points</p> <p>Public Comments and Input = 20% The TAC will consider all public input and comments provided to them during open meetings provided by the Public. If no one from the public comments the TCC and TAC will be considered the only public comments received. TAC members will base their rankings upon facts that the projects have been discussed repeatedly within the community and are in the interest of the community. This ranking will be measured by a ranking ballot as presented in the section “Qualitative Public Comment Criteria Measurement”. Each TAC member’s prioritization ballot will be available for public view at www.ucprpo.org for public review.</p> |

UCPRPO Prioritization Process Schedule: FY 2017-2018

- **September 2017:**
 - a. Projects - Submission of new Transportation Projects to the TCC and TAC Committee meetings. After submittal, all projects will be posted to the UCPRPO web site <http://ucprpo.org/Projects/SPOT.html> for Public Review.
 - b. Methodology - The UCPRPO will develop a SPOT project ranking methodology for preliminary approval by the TAC at its January, 2018 meeting.

- **July-January 2017-2018:**
 - a. Projects - Submission of projects will be submitted through NCDOT SPOT ON!ine between July, 2017 and September 30, 2017.
 - b. Methodology - The TCC/TAC Committees will present the proposed UCPRPO Ranking Criteria Methodology for public review at the TAC's January, 2018 meeting. The proposed methodology will be posted on the UCPRPO website to provide a 30 day public review period.

- **January 2018:**

Methodology - At the TAC meeting the public will be heard and comments will be considered on the proposed UCPRPO SPOT 5.0 Prioritization Ranking Criteria Methodology. After considering all public comment the TCC/TAC will then approve the final methodology. The final SPOT 5.0 Prioritization SPOT Quantitative scores will be posted on the UCPRPO website (www.ucprpo.org) once received from NCDOT for public review.

- **April-June 2018:**

Regional Projects - At the TCC/TAC meetings, members will hear and consider any public comments on Regional projects to be scored by the UCPRPO. After hearing public comments and receiving/reviewing the SPOT 5.0 scores for the projects, all projects will be scored utilizing the adopted Ranking Methodology and the preliminary results of the scores will be posted on the UCRPO website for a 30 day public review period. Final point allocation for Regional projects by the TAC will be adopted at the June 2018 TAC meeting.

- **September-October 2018:**

Division Projects - At the TCC/TAC meetings, members will hear and consider any public comments on Division projects to be scored by the UCPRPO for SPOT P5 projects. The TCC/TAC will then take into consideration any public comments and approve the projects scores for submittal to NCDOT by the October, 2018 deadline. Final point allocation for Division projects by the TAC will be adopted at the October 2018 TAC meeting.

Qualitative Public Comment Criteria Measurement:

TAC members will hear from the UCPRPO Community at each of their regularly scheduled meetings. TAC members will also confer with TCC members and the local non-highway mode agencies to solicit their input into prioritizing projects based upon all required criterion. **TAC members will be strongly encouraged to prioritize and rank individual projects based upon a review of quantitative score, viability score, and input from the public, non-highway agencies, and TCC members.**

Along with input from the UCPRPO Community, members will be able to view the data-driven scores provided by NCDOT during this process. It will be the TAC members' responsibility to prioritize projects based upon each required criterion for each mode of transportation. TAC members will base their rankings upon facts that the projects have been discussed repeatedly within the community and are in the interest of the community. Each TAC member will use their judgment in ranking all projects with 1 being the highest priority (see sample Prioritization Ballot below). Once all TAC members have prioritized the projects the results will be posted to www.ucprpo.org for a 30 day public review and comment period. Prior to finalizing the project rankings, a public hearing/meeting will be held to allow for a final opportunity for the public to provide their input and comments. After which the vote or prioritization ranking by the TAC members will be final. Once the ballots have been completed the methodology explained on page 8 "Methodology for Evaluating and Weighting Criterion" will be used to compute the final project rankings and point allocation.

UCPRPO SAMPLE PROJECT PRIORITIZATION BALLOT - Highway Project Criteria "Public Comments and Input"

| SPOTID | Old SPOTID (P1.0) | Route | Description | Quantatative Score | Viability Score | Project Priority (1 for top priority) |
|--------|-------------------|-------------------------------|---|--------------------|-----------------|---------------------------------------|
| 75 | 43572 | US 301 | NC 96 to SR 1007 (Brogden Road). Widen to Multi-Lanes. | 18.31 | 75 | 2 |
| 20 | 45170 | SR 1927 - Pine Level Selma Rd | Widen from Forest Hills to US 264 | 16.94 | 25 | 9 |
| 893 | 45177 | NC 42 - Tarboro St SW | Widen from NC 58 to US 264 Alt in Wilson Co. | 16.11 | 20 | 4 |
| 889 | 45164 | SR 1327 - London Church Rd | Widen from Herring Avenue to Lake Wilson Road | 15.83 | 65 | 5 |
| 262 | 45852 | SR 1902 (Glen Laurel Road) | US 70 to SR 1003 (Buffaloe Road). Widen to Multi-Lanes. Section B: East of SR 1902 (Glen Laurel Road) to SR 1003 (Buffaloe Road). | 15.37 | 15 | 6 |
| 874 | 45095 | Buffalo Rd | Widen to three (3) lanes from US 70 to SR 1934 (Old Beulah Road) in Johnston Co. | 8.52 | 25 | 3 |
| 420 | 43578 | Wilson Northern Loop | NC 58 (Nash Street) to US 301 Interchange at SR 1436 (Rosebud Church Road). Multi-Lanes on New Location. | 6.67 | 70 | 8 |
| 1277 | | Princeville Interchange | Construct US 64 Westbound Off-Ramp at US 258 | 6.15 | 50 | 7 |
| 891 | 45168 | E Anderson St | Widen to three (3) lanes from I-95 to Webb Street in Johnston County | 5.99 | 65 | 1 |

Methodology for Evaluating and Weighting Criterion:

To weight each criterion, a Z-Score will be computed for each specific criterion. This will provide a defined final qualitative measurement/score or metrics for evaluating the criteria for all projects based upon data driven scores and local input provided by TAC Members. **This method will be applied to all modes of transportation based upon criterion described in pages 3 thru 7.**

| Sample Ballot Results - Public Comments Criterion Evaluation | | | | | | TOTALS | | |
|---|--|---|----------------------------------|----------------------|--------------------------|----------------------------|--|---------------------|
| SPOTID | TAC Member 1 | TAC Member 2 | TAC Member 3 | TAC Member 4 | TAC Member 5 | | | |
| 417 | 2 | 9 | 3 | 9 | 2 | 25 | | |
| 892 | 9 | 2 | 9 | 3 | 9 | 32 | | |
| 893 | 4 | 5 | 4 | 6 | 6 | 25 | | |
| 889 | 5 | 7 | 5 | 4 | 5 | 26 | | |
| 262 | 6 | 3 | 6 | 5 | 4 | 24 | | |
| 874 | 3 | 4 | 2 | 2 | 3 | 14 | | |
| 420 | 8 | 8 | 7 | 7 | 7 | 37 | | |
| 1277 | 7 | 6 | 8 | 8 | 8 | 37 | | |
| 891 | 1 | 1 | 1 | 1 | 1 | 5 | | |
| | 45 | 45 | 45 | 45 | 45 | 225 | | |
| Project Viability Criterion Evaluation Metrics | | | | | | | | |
| SPOTID | Project in CTP Y/N | Project Connectivity | TOTALS | | | | | |
| 417 | 50 | 25 | 75 | | | | | |
| 892 | 0 | 25 | 25 | | | | | |
| 893 | 0 | 20 | 20 | | | | | |
| 889 | 50 | 15 | 65 | | | | | |
| 262 | 0 | 15 | 15 | | | | | |
| 874 | 0 | 25 | 25 | | | | | |
| 420 | 50 | 20 | 70 | | | | | |
| 1277 | 50 | 0 | 50 | | | | | |
| 891 | 50 | 20 | 70 | | | | | |
| | 250 | 165 | 415 | | | | | |
| Sample Evaluation Results for Regional Highway Projects | | | | | | | | |
| SPOTID | Data Driven - Quantitative Score - 20% | Qualitative Score - Public Comments - 40% | Viability Score of Project - 40% | Data Driven Z-Score* | Public Comments Z-Score* | Project Viability Z-Score* | Total Score (Data* X .10) + (Public Comment* X .50) + (Viability* X .40) | UCPRPO Points Given |
| 417 | -18.31 | 25 | -75 | -1.170155049 | 7.133560014 | -12.03814897 | -2.195866591 | 100 |
| 892 | -16.94 | 32 | -25 | -0.906203509 | 8.475579642 | -2.452294477 | 2.228073364 | |
| 893 | -16.11 | 25 | -20 | -0.747716742 | 7.133560014 | -1.493709028 | 2.106397046 | |
| 889 | -15.83 | 26 | -65 | -0.693610345 | 7.325277103 | -10.12097807 | -1.257002455 | 100 |
| 262 | -15.37 | 24 | -15 | -0.606643738 | 6.941842924 | -0.535123579 | 2.44135899 | |
| 874 | -8.52 | 24 | -25 | 0.707799403 | 6.941842924 | -2.452294477 | 1.937379259 | |
| 420 | -6.67 | 37 | -70 | 1.061325717 | 9.434165091 | -11.07956352 | -0.445894227 | 100 |
| 1277 | -6.15 | 37 | -50 | 1.162531252 | 9.434165091 | -7.245221722 | 1.108083598 | |
| 891 | -5.99 | 5 | -70 | 1.192673012 | 3.299218217 | -11.07956352 | -2.873603518 | 100 |
| Mean | -12.21 | 26.11 | -46.11 | | | | | |
| Standard Deviation | 5.22 | 9.55 | 24.72 | | | | | |
| Note: For the Regional Highway category the lowest 12 z-scoring projects receive the highest prioritization and receive 100 points each. This example highlights the 4 priority projects based on receiving the lowest z-scores as an example only. | | | | | | | | |

The Formula for computing the Z-Scores is:

$$Z = \frac{X - M}{SD}$$

Z= Z-Score; X=Raw Score; M=Mean; SD=Standard Deviation

The Z-Scores will then be weighted based upon the criterion weights required. Note that in the event of a tie between projects the project with the highest data-driven score will prevail. Once the scores have been tabulated they will be published on the UCPRPO website (www.ucprpo.org) for public review.

Point Allocation:

Once scores have been computed for each project, the projects with the lowest Z-Scores will be used to determine which projects receive the 100 point allocation for each mode. The maximum number of points any project can receive is 100. All projects receiving points will receive the highest maximum points of 100. Points for each transportation mode will be allocated for the Region and Division categories as follows:

Region Level Projects

- Highway – The top 13 Z-Scoring highway projects will receive 100 points each.
- Transit – The top single Z-Scoring transit project will receive 100 points.
- Rail – The top single Z-Scoring rail project will receive 100 points.

Division Level Projects

- Highway – The top 8 highway Z-Scoring projects will receive 100 points each.
- Transit – The top 3 Z-Scoring transit projects will receive 100 points each.
- Aviation – The top 2 Z-Scoring aviation projects will receive 100 points each.
- Rail – The top 1 Z-Scoring rail project will receive 100 points.
- Bike/Pedestrian – The top 1 bike/pedestrian Z-Scoring project will receive 100 points.

Note: Any points not allocated in non-highway modes will transfer to the next highest Z-Scoring project with the consensus of the TAC Members on which transportation mode to apply the points. For example if there are no rail projects competing within the Division Level the TAC will vote on which transportation mode the points should be allocated. The next top Z-Scoring project within the elected mode will receive the points.

For each Regional and Division projects the preliminary allotted point's allocation will be posted to the UCPRPO website (www.ucprpo.org) for public review and comment during the 30 day comment period prior to being finalized.

120 W. Washington St., Suite 2110 Nashville, NC 27856
252-459-1545 (Ph) • 252-459-1381 (Fax)

Final Point Allocation:

Once the public comment period ends the UCPRPO will hear from the public at their regularly scheduled meetings in June and October, 2018 to hear final public input. Afterwards the TAC will be asked to approve the final point allocation. All public comments received and all final point assignments and any justification/rationale for point assignment which deviates from this local Methodology will be placed on the UCPRPO website (www.ucprpo.org) and documented in meeting minutes.



SIDEWALK AND PEDESTRIAN POLICY

NCDOT POLICY (#)
*Policy number assigned by
 the Governance Office
 upon final approval.*

| | | | |
|--|--|--------------------------------------|------------------------------------|
| Business Category: Transit | | Business Area: Bike/Ped | |
| Approval Date: 3/19/1999 | | Last Revision Date: 2/20/2017 | Next Review Date: 2/20/2021 |
| Authority: Select all that apply: <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Requires Board approval <input type="checkbox"/> Requires FHWA approval <input type="checkbox"/> Requires other external agency approval: Click here to enter external agency name(s). | | Policy Owner: Bike/Ped | |
| Definitions: In this policy unless otherwise stated the following terms will have the following meaning: <ol style="list-style-type: none"> 1) Hazard - is defined as a situation when pedestrian movements are physically blocked in a manner which forces pedestrians to use another mode of transportation or walk in an automobile traffic lane (parallel with the automobile traffic) to pass a barrier. | | | |
| Purpose: To provide statewide uniformity in the construction of sidewalks on roadway projects. | | | |
| <p>Policy: This policy establishes guidelines for sidewalk replacement due to highway improvement. It is the policy of the Department of Transportation to replace existing sidewalks disturbed as a result of a highway improvement. In addition, the Department of Transportation is authorized to construct new sidewalks adjacent to State highway improvement projects at the request of the municipality provided the municipality agrees to reimburse the Department of Transportation for the actual construction cost of the sidewalks. Maintenance of sidewalks will be the responsibility of the municipality.</p> <p>These guidelines provide an updated standard for implementing the Pedestrian Policy adopted by the Board of Transportation in August 1993 and the Board of Transportation Resolution September 8, 2000. The resolution reaffirms the Department’s commitment to improving conditions for bicycling and walking, and recognizes non-motorized modes of transportation as critical elements of the local, regional, and national transportation system. The resolution encourages North Carolina cities and towns to make bicycling and pedestrian improvements an integral part of their transportation planning and programming.</p> <p>The Pedestrian Policy addresses TIP projects and makes an important distinction between “considering the needs of pedestrians to avoid creating hazards to pedestrian movements” and the concept of “facilitating pedestrian movements for other reasons.”</p> <p>HAZARDS</p> <p>The concept of “not creating a hazard” is intended to allow municipalities to have the flexibility to add pedestrian facilities as a part of the project, or in the future after the TIP project is complete. Our current standard cross sections generally do not create barriers for pedestrian movements.</p> | | | |

Preventing Hazards

- If there is evidence that a TIP project would create a hazard to existing pedestrian movements, the DOT will take the initiative to not create the hazard. However, if there is no evidence that a TIP project would create a hazard to existing pedestrian movements, the municipality will need to prove there will be pedestrian movements which will be affected within five years by the hazard created by the TIP project.

QUALIFYING THE NEED FOR PEDESTRIAN FACILITIES

Planning studies should evaluate the need for pedestrian facilities based on the degree to which the following criteria are met.

1. Local Pedestrian Policy
2. Local Government Commitment
3. Continuity and Integration
4. Location
5. Generators
6. Safety
7. Existing or Projected Pedestrian Traffic

REQUIREMENTS FOR DOT FUNDING:

Replacing Existing Sidewalks

- The DOT will pay 100% of the cost to replace an existing sidewalk which is removed to facilitate the roadway improvements.

TIP Incidental Projects

- Defined: Incidental pedestrian projects are defined as TIP projects where pedestrian facilities are included as part of the roadway project.

Requirements:

The municipality and/or county notifies the Department in writing of its desire for the Department to incorporate pedestrian facilities into project planning and design. Notification states the party's commitment to participate in the cost of the facility as well as being responsible for all maintenance and liability. Responsibilities are defined by agreement. Execution is required prior to contract let.

The municipality is responsible for evaluating the need for the facility (i.e.: generators, safety, continuity, integration, existing or projected traffic) and public involvement.

Written notification must be received by the **Project Final Field Inspection (FFI) date**. Notification should be sent to the Project Engineer and the agreements section of the Transportation Program Unit. Requests received after the project FFI date will be incorporated into the TIP project, if feasible, and only if the requesting party commits by agreement to pay 100% of the cost of the facility.

Due to the technical difficulty of describing justification for pedestrian facilities, the committee chose a cost sharing approach to provide cost containment for the pedestrian facilities. The DOT may share the incremental cost of constructing the pedestrian facilities if the "intent of the criteria" are met. Only improvements that have a sidewalk adjacent to it will be included in the total project construction cost. Additionally, the cost of bridges will be funded entirely by the DOT. This total project construction cost does not include the construction cost of any incidental pedestrian facilities. A cost sharing approach is used to demonstrate the Department's and the municipality's/county's commitment to pedestrian transportation (sidewalks, multi-use trails and greenways). The matching share is a sliding scale based on population as follows:

a. Municipalities will cost share according to the following chart:

| MUNICIPAL POPULATION | PARTICIPATION | |
|----------------------|---------------|-------|
| | DOT | LOCAL |
| >100,000 | 50% | 50% |
| 50,000 to 60,000 | 60% | 40% |
| 10,000 to 50,000 | 70% | 30% |
| <10,000 | 80% | 20% |

b. Counties or other interested parties will cost share according to the following chart:

| COUNTY/OTHER POPULATION | PARTICIPATION | |
|-------------------------|---------------|-------|
| | DOT | LOCAL |
| >60,000 | 60% | 40% |
| 40,000 to 60,000 | 70% | 30% |
| 20,000 to 40,000 | 80% | 20% |
| <20,000 | 90% | 10% |

Note: The cost of bridges will not be included in the shared cost of the pedestrian installation if the Department is funding the installation under provision 6 – pedestrian facilities on bridges.

Note: Municipalities of greater than 10,000 population that are located within a Transportation Management Area (urbanized area > 200,000 population) may petition their respective Metropolitan Planning Organization (MPO) to fund the pedestrian improvement with a combination of 80% MPO-managed federal funds (such as STPDA) and 20% local match, in lieu of the above cost sharing approach. The MPO’s governing board must approve the request and notify the NCDOT, and the same be incorporated in the municipal agreement covering the pedestrian improvement, in order for the funding to be authorized in this manner.

Independent Projects

- Defined: Independent pedestrian projects are defined as projects where pedestrian facilities are the entire project. Independent pedestrian projects have a separate planning and funding process. Inquire with the Division of Bicycle and Pedestrian Transportation for further information.

Right-Of-Way

- The Department will review the feasibility of including the facility in our project and will try to accommodate all requests where the Department has acquired appropriate right of way on curb and gutter sections and the facility can be installed in the current project berm width. The standard project section is a 10-ft. (3.0-meter) that accommodates a 5-ft sidewalk. In accordance with AASHTO standards, the Department will construct 5-ft sidewalks with wheelchair ramps. Betterment cost (i.e.: decorative pavers) will be a Municipal responsibility.

If the facility is not contained within the project berm width, the Municipality is responsible for providing the right of way and/or construction easements as well as utility relocations, at no cost to the Department. This provision is applicable to all pedestrian facilities including multi-use trails and greenways.

A municipality may request a multi-use trail or greenway in place of a sidewalk but within the berm width. A municipality may request multi-use trail on one side of the roadway in lieu of a standard sidewalk on both sides of the roadway. In such case, the local participation will be based on the costs of building two standard sidewalks. Or a municipality may widen one sidewalk to provide a multi-use trail and the additional width will be a betterment cost.

Maintenance

Local governments will be responsible for maintaining all pedestrian facilities.

Introduction

These guidelines provide a procedure for implementing the Pedestrian Policy adopted by the Board of Transportation in August 1993 and the Board of Transportation Resolution September 8, 2000. The Pedestrian Policy addresses TIP projects and makes an important distinction between “considering the needs of pedestrians to avoid creating hazards to pedestrian movements” and the concept of “facilitating pedestrian movements for other reasons.” Consequently, these guidelines are divided into three main sections:

- 1) Considering the needs of pedestrians to avoid creating hazards.
- 2) Quantifying the need for pedestrian facilities.
- 3) Requirements for DOT funding.

Considering The Needs of Pedestrians to Avoid Creating Hazards

Section “D” of the Pedestrian Policy states: “In the planning, design and construction of TIP transportation projects, the DOT shall consider the needs of pedestrians and will not create hazards to pedestrian movements.” This means that during each phase of a project, a DOT employee should consider how the project will affect pedestrian movements. If the project will create a hazard to pedestrian movement, the DOT should use engineering judgment and find a way to remove the hazard. A hazard in this context is defined as a situation when pedestrian movements are physically blocked in a manner which forces pedestrians to use another mode of transportation, or walk in an automobile traffic lane (parallel with the automobile traffic) to pass as a barrier.

This does not mean that the DOT should build pedestrian facilities on all TIP projects. However, it does mean that the DOT should consider how projects will affect pedestrians and how projects can be designed to accommodate vehicular demands without creating barriers to pedestrians. Hazards can be divided into two categories, lateral barriers and perpendicular barriers. Lateral barriers prevent pedestrians from traveling parallel to the roadway. Perpendicular barriers prevent pedestrians from crossing a roadway.

The concept of “not creating a hazard” is intended to allow municipalities to have the flexibility to add pedestrian facilities as part of the project or in the future after the TIP project is complete. Because bridges are so expensive and because they often have useful lives over fifty years, bridges should be given special consideration when pedestrian travel is anticipated.

Bridges

Current standard cross sections generally do not create barriers for pedestrian movements. For bridges on streets with shoulder approaches, a minimum shoulder may be sufficient to “not create a hazard for pedestrian movements” over or under the bridge. For bridges on streets with curb and gutter approaches, the Department will fund and construct sidewalks on both sides of the bridge facility if the bridge is less than 200 feet in length. If the bridge is greater than 200 feet in length, the Department will fund and construct a sidewalk on one side of the bridge structure. The bridge will also be studied to determine the costs and benefits of constructing sidewalks on both sides of the structure. If in the judgement of the Department, sidewalks on both sides are justified, then they will be funded and constructed. For dual bridges less than 200 feet in length with a curb and gutter approach, sidewalks will be constructed on the outside of each bridge structure. If the dual bridges are greater than 200 feet in length, then a sidewalk on the outside of one bridge will automatically be funded and constructed. The bridges will also be studied to determine the costs and benefits of

constructing sidewalks on the outside of both bridges and if the judgements of the Department, sidewalks on both bridges are justified, then they will be funded and constructed.

Shoulder Cross Sections

When a rural road with a shoulder section has a pedestrian facility outside of the ditch, the ditch will not be considered a perpendicular barrier. Similarly, as long as there is some space where pedestrians can walk which is not in an automobile travel lane, the ditch will not be considered a lateral barrier either.

Widening Projects

If a TIP project widens a road from 2 lanes to 5 lanes, the new 5-lane road is not considered a perpendicular barrier. Similarly, as long as there is some space where pedestrian can walk which is not in an automobile travel lane, the new 5-lane road is not considered a lateral barrier either.

Relocating Pedestrian Movements

This policy is not intended to require a pedestrian bridge or tunnel at interchanges where sidewalks and crosswalks are not practical. In these cases, the DOT may consider relocating the pedestrian movement to avoid creating unsafe situations or making unpracticed design modifications. Typically, relocated pedestrian movements should be no more than 800 meters (0.5 miles) away from the original path of the pedestrians. The 800-meter distance is a one-way distance, not a round trip distance.

Construction Process

During the construction phase of a project, there may be times when it is not possible to maintain all pedestrian movements through the entire construction process. When necessary, there may be temporary barriers to pedestrian movements in the work zone.

Example

For example, the "XYZ" Expressway is a new controlled-access freeway through an established urban area. A major thoroughfare with sidewalks which will have a new interchange with the Expressway connects a neighborhood on the north side of the Expressway with a hospital on the south side of the Expressway. Because the proposed interchange for the major thoroughfare is a Single-Point-Diamond design with free-flowing ramps in all four quadrants, there is no safe way for a pedestrian to cross the Expressway without conflicting with free-flowing traffic. Although there is a nearby railroad bridge over the Expressway, pedestrians are prohibited from that bridge because it was not designed to accommodate both trains and pedestrians. Consequently, residents who live in a neighborhood a few blocks from the hospital will now need to drive to the hospital or walk through a free-flowing traffic lane.

In this example the design engineer should make every reasonable effort to design this interchange to accommodate the automobile traffic, and not create a barrier for pedestrian movements. If the interchange design requires free-flow ramps as this Single- Point-Diamond design does, the engineer should determine if it is possible for pedestrians to cross the free-flow traffic lanes. If the peak hour traffic flow has acceptable gaps to allow pedestrians to cross safely, the ramps will not be considered a barrier. However, if traffic volumes or pedestrian volumes are too great, an alternative pedestrian facility should be considered. If accommodating pedestrians at the interchange will compromise safety or good engineering judgment, the engineer should consider if shifting the pedestrian movement away from the interchange is a feasible alternative.

Quantifying The Need for Pedestrian Facilities

Section "e" of the Pedestrian Policy states: "The Department recognizes there are certain situations in which pedestrian facilities provide significant benefits in the movement of pedestrian traffic". If a municipality would like the DOT to consider a project for "significant benefits," the municipality is responsible for collecting any necessary information and submitting a written request prior to the initiation of a planning study. The DOT will review the request and, if necessary, verify the data from the municipality. If pedestrian facilities are not incorporated into a project during the planning phase, and if there are significant factors which change during the time between the project planning study and the project design

phase, municipalities may resubmit a request for pedestrian facilities prior to or at the post hearing meeting for the Design Public Hearing or Combined Hearing (whichever is applicable). The costs of sidewalks added to a project after the post hearing meeting for the Design Public Hearing or Combined Hearing will be the responsibility of the municipality. The Manager of the Programming and TIP Branch may allow DOT participation and sidewalk construction cost after the post hearing meeting if there is sufficient justification.

Planning studies should evaluate the need for pedestrian facilities based on the degree which allow the following seven criteria to be met. Municipalities should address each of these criteria when submitting requests for pedestrian facilities. Subsequently, the DOT will make the final determination for pedestrian facility eligibility.

- 1) Local Pedestrian Policy. There is evidence that local policies on urban development are encouraging urban densities and residential developments to occur in a manner to facilitate pedestrian travel by reducing walking distances, and requiring sidewalk construction in development ordinances.

- Is there a local pedestrian plan, either independent or included as a part of a larger document?
- Do subdivision ordinances require pedestrian facility construction?
- Do local zoning ordinances facilitate pedestrian travel?

(For example, do the zoning ordinances encourage mixed-use developments which are accessible to pedestrians or do the zoning ordinances encourage highway strip development which is not accessible to pedestrians?)

- 2) Local Government or Local Sponsor Commitment. There is a local government/sponsor plan and commitment to provide an integrated system of pedestrian facilities which will connect with pedestrian facilities provided by the project.

- Does the local Capital Improvement Program include local funds for providing pedestrian facilities which will connect with pedestrian facilities provided by the NC TIP project?
- How many pedestrian facilities currently connect with the pedestrian facilities provided by the project?
- How many subdivisions have provided pedestrian facilities which are or will be connected with pedestrian facilities provided by the project?
- Has a responsible local government agency agreed in writing to maintain the pedestrian facility?

- 3) Continuity and Integration. The project provides a connection to an existing or a proposed pedestrian network and will provide a critical link in the network.

- Is the project a critical link in an existing network?
- (For example, will this project provide a missing link in an existing network where there are pedestrian facilities extending beyond the length of this project?)
- Is the project a critical link in a proposed network?
- (For example, will this project provide any link in a proposed network where there will be pedestrian facilities extending beyond the length of this project?)

- 4) Location. The project is located within a Census defined urban area or growth area where development is anticipated in the immediate future; a majority of the properties within walking distance of the project are developed, or projected to be developed within 5 years at urban type residential densities. This five-year period will begin at the completion of the appropriate environmental document.

- Is the project located in a Census defined urban area?
- Is the project located in a growth area (Urbanized Area Boundary) where development is anticipated in the immediate future, but is not in a Census defined urban area?
- Are a majority of the properties within walking distance of the project developed, or projected to be developed within 5 years at urban type residential densities

- (A minimum of 1 dwelling unit per acre)?

5) Generators. The project serves as a primary access from one or more of the following to another:

- day care, elementary or secondary school
- college or university
- community facility (such as a library or park)
- public transportation
- commercial, office, industry, or business centers
- residential areas
- Will any of these land-uses within two kilometers (1.2 miles) of the project use this project as a primary access?

6) Safety. The project provides demonstrable safety benefits for pedestrians. An evaluation to determine safety benefit should include, but not be limited to, the following questions:

- Will the pedestrian facility separate pedestrians from automobile traffic with a posted speed greater than 80 kilometers per hour (50 miles per hour)?
- Will the pedestrian facility be used by children (0-14), elderly (65+), handicapped, or low-income people?
- Will the pedestrian facility reduce potential pedestrian-vehicle conflicts?
- Will the pedestrian facility reduce potential identified safety needs of the area?

7) Existing or Projected Traffic. Continued, sustained pedestrian travel can be shown by and of the following:

- Evidence of existing usage such as well-worn paths
- Projected usage based on previous experience with similar facilities
- Minimum of 150 pedestrians per 24-hour period along a corridor planned for the project

Requirements for DOT Funding

REPLACING EXISTING SIDEWALKS

Section “b” of the Pedestrian Policy states: *“When a highway construction project having to do with the widening of an existing street requires that an existing sidewalk be torn up to make room for the widening, it is the policy of the Department of Transportation to replace the sidewalk.”* This statement says the DOT will pay 100% of the cost to replace an existing sidewalk which is removed to make room for a roadway improvement project.

PREVENTING HAZARDS

Section “d” of the Pedestrian Policy states: *“In the planning, design, and construction of TIP transportation projects, the DOT shall consider the needs of pedestrians and will not create hazards to pedestrian movements.”* If there is evidence that a TIP project would create a hazard to existing pedestrian movements, the DOT will take the initiative to not create the hazard. However, if there is evidence that a TIP project would create a hazard to existing pedestrian movements, the municipality will need to prove there will be pedestrian movements which will be affected within five years by the hazard created by the TIP project. The five-year period will begin at the completion of the appropriate environmental document (Categorical Exclusion, Finding of No Significant Impact, or Environmental Impact Statement).

CERTAIN SITUATIONS

Section “e” of the Pedestrian Policy states: “*The Department recognizes there are certain situations in which pedestrian facilities provide significant benefits in the movement of pedestrian traffic. The Department of Transportation may participate in the provision of these facilities on a full or shared-cost basis.*” This statement says the DOT may participate in funding incidental projects, and independent projects as described below.

INCIDENTAL PROJECTS

Incidental pedestrian projects are defined as TIP projects where pedestrian facilities are included as part of the project. The DOT may share the incremental cost of constructing the pedestrian facilities if the “intent of the criteria” are met, and the request for DOT participation is made prior to or at the post hearing meeting for the Design Public Hearing. Only improvements that have a sidewalk adjacent to it will be included in the total project construction cost. Additionally, the cost of bridges will not be included in the total project construction cost since the provision of pedestrian facilities on bridges will be funded entirely by the DOT. This total project construction cost does not include the construction cost of any incidental pedestrian facilities. The matching share is a sliding scale based on population as follows:

a. Municipalities will cost share according to the following chart:

| Municipal Population | PARTICIPATION | |
|----------------------|---------------|-------|
| | DOT | LOCAL |
| >100,000 | 50% | 50% |
| 50,000 to 100,000 | 60% | 40% |
| 10,000 to 50,000 | 70% | 30% |
| | | |
| <10,000 | 80% | 20% |

b. Counties or other interested parties will cost share according to the following chart:

| County/Other Population | PARTICIPATION | |
|-------------------------|---------------|-------|
| | DOT | LOCAL |
| >60,000 | 60% | 40% |
| 40,000 to 60,000 | 70% | 30% |
| 20,000 to 40,000 | 80% | 20% |
| <20,000 | 90% | 10% |

The local government share of the pedestrian facility construction funding may not be DOT Federal or State money for the purposes of these guidelines. In addition, the right-of-way municipalities provided for pedestrian projects may not be counted toward the required local contribution.

Note: Municipalities of greater than 10,000 population that are located within a Transportation Management Area (urbanized area > 200,000 population) may petition their respective Metropolitan Planning Organization (MPO) to fund the pedestrian improvement with a combination of 80% MPO-managed federal funds (such as STPDA) and 20% local match, in lieu of the above cost sharing approach. The MPO’s governing board must approve the request and notify the NCDOT, and the same be incorporated in the municipal agreement covering the pedestrian improvement, in order for the funding to be authorized in this manner.

EXAMPLE

A 10-mile project proposes to widen an existing two lane road to a five lane curb and gutter roadway. Four miles of the project is within the city limits and there are no existing sidewalks. The city requests that sidewalk be included on one side on 2 miles of the project that falls within the city boundaries. The DOT concurs that the sidewalk is warranted and it added to the project. The city population is 75,000.

To determine the contribution by the DOT and by the city, the “total project construction cost”, for purposes of determining participation, must be calculated. Costs are included only if the construction occurs within municipal boundaries and a requested sidewalk is adjacent to the roadway. Additionally, the cost of bridges is excluded from the cost. Therefore, the “total project construction cost” will be the cost of improvements for 2 miles of the project. DOT estimates that it will cost \$5 million to construct the 2 miles of improvements, not including the cost of the sidewalks or bridges. It is estimated that the sidewalk will cost \$170,000 to construct. DOT’s share would be 60% of \$170,000 or \$102,000. The city’s share would be \$68,000.

INDEPENDENT PROJECTS

Independent pedestrian projects are defined as projects where pedestrian facilities are the entire project. Independent pedestrian projects have a separate planning and funding process. Inquire with the Division of Bicycle and Pedestrian Transportation for further information.

GENERAL INFORMATION

RIGHT-OF-WAY

In general, municipalities are responsible for providing any right-of-way needed to construct pedestrian facilities. The DOT will allow pedestrian facilities on DOT right-of-way only if the pedestrian facility will not compromise the safety of vehicles or pedestrians. For preventing hazards, the DOT may buy the necessary right-of-way. For incidental and independent projects, the DOT shall not pay extra right-of-way cost for pedestrian facilities.

Since the DOT’s typical curb and gutter cross-section generally has a 3.0 meter (10 foot) berm, a 1.5 meter (5 foot) pedestrian facility may fit within this standard right-of-way.

Applicable AASHTO standards for right-of-way and design must be met. The DOT will not narrow automobile travel lanes to accommodate incidental pedestrian facilities. For example, if a project specifies five 3.6 meter (12 foot) lanes on a section of road, the DOT will not reduce the width of the travel lanes to 3.0 meters (10 feet) to create room for pedestrian facilities. In addition, if right-of-way is restricted, and there is insufficient room for pedestrian facilities and a utility strip, the utility strip will take precedence.

Applicable Federal and State regulations must also be met. For example, if right-of-way for a particular project is restricted by historic property, federal regulations on historic preservation may prohibit the DOT from using additional right-of-way for pedestrian facilities.

MAINTENANCE

Local governments are responsible for maintaining all pedestrian facilities. The Municipal Agreement will formally specify that the DOT is not responsible for maintaining pedestrian facilities.

Scope: This Policy applies to all relevant STIP projects and is to be adhered by NCDOT's project development engineers and other pertinent personnel.

Procedures: N/A

Related Documents: [Process of Determining Eligible TIP Projects for Incidental Pedestrian Facilities](#), [Appendix](#)

| Revision History | | |
|------------------|-----------------|-------------|
| Revision Date | Revision Number | Description |
| | | |
| | | |
| | | |

DRAFT

Drainage Projects to Require Some Road Closures in Edgecombe County

Friday, August 25, 2017

TARBORO – As the N.C. Department of Transportation continues to improve the storm-drainage systems, work will require the temporary closure of several Edgecombe County secondary roads in the coming weeks. Contract crews are replacing pipes under several roads. The work will require them to close the roads, dig up the pavement, replace the drainage pipes and repave the roads.

Of the affected routes, next week's closure of N.C. 11, near U.S. 64 east of Tarboro, will impact the most traffic. The road will close Monday, Aug. 28, and is scheduled to reopen Friday, Sept. 8. The detour will include N.C. 42 and U.S. 64.

Other Edgecombe County roads that will have detour during the drainage-improvement project include:

- A section of Webbs Lake Road, near Glover Road near Macclesfield. Work began this week and is expected to finish Sept. 8;
- Daughtridge Farm Road, near Green Pasture Road south of Rocky Mount. Will close Aug. 28 and is scheduled to reopen Sept. 15; and
- Brown Farm Road, near U.S. 258, east of Pinetops. Will close Aug. 29 and is scheduled to reopen Sept. 15.

Three New Bridges in Johnston county, One in Wilson County on the Way

Friday, August 23, 2017

WILSON – Residents in Johnston and Wilson counties will see four aging bridges replaced under separate contracts recently awarded. In Wilson County, the 62-year-old **Webb Lake Road bridge over White Oak Swamp, east of Wilson**, will be changed out for a modern span, after the N.C. Department of Transportation awarded a \$477,000 contract to Sanford Contractors Inc. of Lemon Springs. The contractor can begin work anytime between Sept. 18 and March 1, and will have 105 days to finish.

In Johnston County, these bridges, which are more than 60 years old, will be replaced:

- On Glendale Road over Little Buffalo Creek;
- On Woodruff Road over Buffalo Creek; and
- On Joyner Bridge Road over Hannah Creek.

Fred Smith Co. of Raleigh received a nearly \$1.4 million contract for the two Buffalo Creek bridges. The contractor can start on Glendale Road between Sept. 18 and Dec. 1 and will have 125 days to finish. The contractor can start on Woodruff after Sept. 18, with a 165-construction schedule.

United Contractors Inc. of Iowa, which won a \$917,584 contract for the Hannah Creek span, can begin in late September. The new bridge is expected to open by July 1, with minor vegetative work to follow. The four bridges are structurally outdated, expensive to maintain and impose vehicle weight limits.

**RESOLUTION IN SUPPORT FOR THE
Wilson's Mills – BICYCLE AND PEDESTRIAN PLANNING GRANT**

WHEREAS the North Carolina Department of Transportation (NCDOT) Division of Bicycle and Pedestrian Transportation and the Transportation Planning Branch created an annual matching grant program – the Bicycle and Pedestrian Planning Grant Initiative – to encourage municipalities to develop comprehensive bicycle and pedestrian plans; and

WHEREAS all municipalities within North Carolina are eligible to apply for a joint bicycle and pedestrian plan; and

WHEREAS a resolution by the local MPO and RPO organizations is required to apply for the Bicycle and Pedestrian Grant Application; and

WHEREAS that Upper Coastal Plain Rural Planning Organization provides transportation planning for the four counties of Edgecombe, Johnston, Nash, and Wilson; and

WHEREAS the Town of Wilson's Mills with a population of 2,550 and is located in Johnston County and is included within the planning boundary of the Upper Coastal Plain Rural Organization; and

WHEREAS the Town of Wilson's Mills intends to apply for a Bicycle and Pedestrian Planning Grant; and

WHEREAS the citizens of the Upper Coastal Plain Rural Planning Organization share a community interest with the Town of Wilson's Mills for providing healthy alternative modes of transportation, employment, a healthy environment, shopping and recreation, and business within the Town of Wilson's Mills; and

THEREFORE BE IT RESOLVED that the Upper Coastal Plain Rural Planning Organization endorses and supports the Town of Wilson's Mills' Bicycle and Pedestrian Planning Grant.

Adopted this _____ day of _____, 2017.

Brent Wooten, TAC Chairman
Upper Coastal Plain Rural Planning Organization