

UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION

November 9, 2011
TAC: 3:00PM

Wilson Operations Center
1800 Herring Ave.
Wilson, NC 27893
252-296-3341

RPO Transportation Advisory Committee Agenda

1. Welcome & Introductions – Tommy Rogers – TAC Chair

Action Items

2. Minutes - September 14, 2011
3. RPO Merger Resolution
4. UCPRPO 2013-2021 TIP Prioritization Projects Rankings
5. Regional Transportation Projects Resolution
6. Nash County CTP Resolution
7. Freedom Roads Endorsement
8. Historic Site's Endorsements

Old Business

9. Special Study Update

Legislative Update

10. Legislative Update

Other Business

11. TCC Member Comments

Reports

12. NCARPO October Meeting
13. NCDOT Division 4
14. NCDOT Planning Branch

Dates of future meetings:

January 11, 2012 March 14, 2012 May 9, 2012 July 11, 2012

Attachments:

- | | |
|--|--|
| 1. Minutes of the September 14, 2011 TCC meeting | 4. Regional Transportation Projects Resolution |
| 2. RPO Merger Resolution | 5. Nash County CTP Resolution |
| 3. UCPRPO 2013-2021 TIP Prioritization Projects Rankings | 6. Freedom Roads Endorsement |
| | 7. Bentonville Battlefield Endorsement |

UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION

September 14, 2011

RPO Transportation Advisory Committee Agenda

TAC

Al Wester, Red Oak
Tommy Rogers, Nashville
Jim Alford, Tarboro
Vines Cobb, Jr., Pinetops
Kenneth Jones, Wilson's Mills
A.P. Coleman, City of Wilson
Tommy Hawkins, Saratoga

Attendance

NCDOT

John Rouse, Division 4
Jimmy Eatmon, Division 4
Haywood Daughtry, NCDOT

Rocky Mount MPO

Bob League

UCPRPO

Daniel N. Van Liere
James Salmons

General Information Meeting was held prior to TCC meeting.

1. **Welcome and Introductions**

TAC Chairman Tommy Rodgers welcomed everyone to the meeting and asked that everyone introduce themselves as the group consisted of both TCC and TAC members. After introductions an invocation was given by Mr. A.P. Coleman and the attendees were invited to help themselves to the lunch that was provided.

Old Business

2. **Wilson County CTP**

Mr. Van Liere presented the Wilson County Comprehensive Transportation maps of the different recommendations for each mode. Mr. Van Liere stated that NCDOT is seeking an endorsement of these maps from the UCPRPO which have been adopted by Wilson County and all municipalities within the county as well.

3. **Johnston County CTP**

Mr. Van Liere presented the Johnston County Comprehensive Transportation maps of the different recommendations for each mode. Mr. Van Liere stated that NCDOT is seeking an endorsement of these maps from the UCPRPO which have been adopted by Johnston County and all municipalities within the county as well.

4. **SPOT**

Mr. Van Liere gave a update on the SPOT process. Mr. Van Liere also presented a list of the projects that had been submitted to the RPO for inclusion in the SPOT process. After conversations with the Division office it was recommended that only 9 projects be submitted from this list of 22. These 9 will be added on to the projects recommended in previous years.

Mr. Van Liere stated that the UCPRPO would present the UCPRPOs priority projects at the next RPO meeting for approval. The next meeting would state where points would be allocated for the projects previously submitted.

5. **Review of 2010-11 PWP/Five Year Calendar**

Mr. Van Liere gave a brief update on the 2010-11 PWP and Five Year Calendar reminding the RPO what projects and work had been agreed upon for the upcoming fiscal year.

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New Business

6. 2040 Plan

Saeed Mohamed gave a presentation on the NCDOT 2040 plan which is currently under development. Mr. Mohamed stated that there will be meetings occurring across the state, soliciting comments from the RPOs and the TCC/TACs over the next months as well.

7. RPO's Role in Regional Transit

Mr. Van Liere stated that at the previous NCARPO quarterly meeting held in Boone in July it was discussed that RPOs would begin to work more with the local Transit agencies than had been done in previous years. Grona Jones stated that this meeting had provided many transit agencies a more in depth look at what RPOs do and what opportunities may be available for partnership between the RPOs and the Transit agencies. Mr. Van Liere stated that the UCPRPO hopes to begin working more with the local transit agencies and welcomes any requests for assistance that they may have.

8. Upper Coastal Plain RPO Direction

Mr. Van Liere stated that this was the beginning of the third year with the RPO housed at Nash County that he felt the RPO was moving in the right direction but wanted to provide an opportunity for the RPO members, both TCC and TAC to weigh in on how the RPO is progressing and provide comments on how to improve participation and performance. Mr. Van Liere stated that he would like to work towards a regional goal agreed upon by the RPO. It was agreed that the RPO should act as a champion for all the small areas and maybe come back to a larger goal later.

9. Other Business/ Member Comments

None stated.

Legislative Update

10. Update

Mr. Van Liere presented a legislative update. Mr. Van Liere stated that the SAFTEA-LU had been approved again for a short-term extension. He also presented changes that had been made to the Powell Bill available in the agenda packet.

Reports

11. Secretary Conti's Visit to the RPO

Mr. Van Liere shared with the RPO that NCDOT Secretary Gene Conti had visited the UCPRPO area and discussed with attending members, the upcoming 2040 plan as well as addressed any questions that were raised.

12. Advancing Planning for Operations in Metropolitan Areas

Mr. Van Liere stated that he had recently attended a course entitled "Advancing Planning for Operations in Metropolitan Areas" in Raleigh and hoped that he would be able to use some of the training in the RPO even though it was tailored to the larger urban areas.

13. Nash County CTP

Mr. Van Liere informed the group that the Nash County CTP was a little behind the Wilson and Johnston County CTPs and that the group should expect to see a request for endorsement at the next RPO meeting.

14. NCDOT Division 4

Mr. Van Liere stated that Bobby Lewis had been appointed interim Chief of Staff for the Chief Operations Officer. Mr. John Rouse has been appointed interim Division 4 Engineer while Bobby Lewis is away.

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15. NCDOT Transportation Planning Branch

Saeed Mohamed stated the TPB and UCPRPO continue to work together and asked that he be contacted if he could assist in any way.

16. TAC Meeting

Tommy Rogers, called the meeting to order at 12:58 PM

Action Items

17. Approval of Minutes

UPON A MOTION by Jim Alford (Tarboro), second by Vine Cobbs, Jr. (Pinetops), the minutes from the UCPRPO TSC meeting held on May 11, 2011 were unanimously approved.

18. Wilson County CTP

UPON A MOTION by A.P. Coleman (City of Wilson), second by Jim Alford (Tarboro), the Wilson County CTP was unanimously approved for endorsement.

19. Johnston County CTP

UPON A MOTION by Jim Alford (Tarboro), second by Vine Cobbs, Jr. (Pinetops), the Wilson County CTP was unanimously approved for endorsement.

20. Upcoming Meetings

Next meeting will be held on November 9, 2011

Respectfully submitted,

Tommy Rogers, TAC Chair

Daniel Van Liere, UCPRPO Transportation Planner

UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION

RESOLUTION IN SUPPORT OF ESTABLISHING FULL PARTNER STATUS FOR RURAL PLANNING ORGANIZATIONS IN THE MERGER PROCESS

WHEREAS, The Merger Process streamlines the project development and permitting processes, as agreed to by the USACE, NCDENR (DWQ, DCM), FHWA and NCDOT and supported by other stakeholder agencies; and

WHEREAS, The Merger Process provides a forum for representatives to discuss and reach consensus on meeting the regulatory requirements of Section 404 of the Clean Water Act during the NEPA/SEPA decision-making phase of transportation projects; and

WHEREAS, the Rural Planning Organizations have proven capable of participating in the project development and permitting decision making processes as the designated representative of rural local interests in the Merger Process; and

WHEREAS, Full partnership status of Rural Planning Organizations will ensure an equal voice for rural areas in project decision making; further the Federal goal of strong rural-local official participation in transportation decision-making; and insure strong local input is provided in the project development process.

NOW THEREFORE, BE IT RESOLVED that the Upper Coastal Plain Rural Planning Organization hereby endorses the establishment of full partner status for Rural Planning Organizations across the state of North Carolina and further encourages the Army Corp of Engineers, NC Department of Transportation, Federal Highway Administration and NC Department of Environment and Natural Resources to consider of this request.

Adopted on the 9 day of November, 2011

Tommy Rogers, Chair
Rural Transportation Advisory Committee

Daniel N. Van Liere, Secretary
Rural Transportation Advisory Committee

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1. **US 264 Alt.** – 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 lane with accommodations for bikes. The project proposal for US 264 Alt. 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.
2. **I 95** – *US 70 (Exit 97) to Wilson County line.* Recommends upgrading this facility to a six-lane interstate
3. **NC 58** – 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.
4. **NC 58** – Upgrading *NC 58 between NC 42/Ward Blvd. (SR 1516) and Forest Hills Rd. (SR1165)* to a five-lane facility with sidewalks and to provide accommodations for bike to correspond to proposed bicycle and pedestrian improvements.
5. **U 3464** – *US 301, NC 96 to Brogden Rd. (SR 1007).* Widen to Multi-lanes.
6. **US 301** – *NC 42 to US 264,* upgrading this facility to a four-lane divided boulevard with a 23-foot raised landscaped median, sidewalks, and wide outside lanes with accommodations for bikes.
7. **I-95** – *Nash County line to Johnston County line* recommends upgrading this facility to a six-lane interstate by the design year and to add two interchanges at: I-95 at Hornes Church Rd. (SR 1313) and I-95 at NC581.
8. **SR 1602** – *Old Black Creek Rd. (SR 1606) to US 264,* Upgrading to a four-lane divided boulevard with a araised 23-foot median with bicycle and pedestrian lanes, and curb and gutter and an underpass at the the intersection with the CSX rail-road line.
9. **US 70** – *US 301 to 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.
10. **NC 42** –*Upgrade US 264/I795 to Forest Hills Rd. (SR 1165)* 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.

UCPRPO Ranking	UCPRPO Points	SPOTID	Old SPOTID	Tier	Goal	Improvement Type	TIP #	Route	Route Name	From / Cross Street	To	Description	Total Points
		470	43648	Regional	Infrastructure Health	Modernization	U-4424	NC111	Wilson Street	US 64 Alternate (Western Boulevard)	NC 122 (Mcnairst Road)	US 64 Alternate (Western Boulevard) to NC 122 (Mcnairst Road). Upgrade Roadway.	19.936
		872	45091	Regional	Infrastructure Health	Modernization		US070B		I-95	US 301	Pavement Rehabilitation on US 70B from I-95 to US 301	18.62
1	100	1266		Regional	Mobility	Capacity		098 US264		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 raised 23-foot median, sidewalks, and wide outside lanes with accommodations for bikes. The project proposal for US 264 Alt. from US 264 Bypass to Airport Blvd. (SR 1320) includes measure to limit access, such as a superstreet design with singlephasedlights for protected left turns, right-ins, right-outs, and limited driveways.	18.512
		893	45177	Subregional	Infrastructure Health	Modernization		SR1309, SR1382	Bloomery Road/Packhouse Road	NC 58,	US 264 Alternate	Widen from NC 58 to US 264 Alt in Wilson Co.	15
2	100	1278		Statewide	Mobility	Capacity		051 I-095		US 70 (Exit 97)	Wilson County Line	Recommends upgrading this facility to a six-lane interstate	14.18
3	100	1268		Subregional	Mobility	Corridor Management		098 NC058		Airport Blvd. (SR 1320)	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.	13.71
4	100	1270		Regional	Mobility	Capacity		098 NC058		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 sidewalks and to provide accommodations for bike to correspond to proposed bicycle and pedestrian improvements.	13.662
		889	45164	Subregional	Infrastructure Health	Modernization		SR1327	London Church Road	SR 1332 (Lake Wilson Road)	NC 42 (Herring Avenue)	Widen from Herring Avenue to Lake Wilson Road	12.5
		892	45170	Subregional	Infrastructure Health	Modernization		SR1163	Downing Street	SR 1165 (Forest Hills Road)	US 264,	Widen from Forest Hills to US 264	12.5
5	100	417	43572	Regional	Mobility	Capacity	U-3464	US301, NC096		NC 96	SR 1007 (Brogdan Road)	NC 96 to SR 1007 (Brogdan Road). Widen to Multi-Lanes.	12.426
6	90	1281		Regional	Mobility	Corridor Management		098 US301		NC 42	US 264	upgrading this facility to a four-lane divided boulevard with a 23-foot raised landscaped median, sidewalks, and wide outside lanes with accommodations for bikes.	11.422
		851	45023	Subregional	Infrastructure Health	Modernization		SR1908	Corbett Road	US 64 Alt	6/10 mile west of US 64 Alt	Widen and resurface Corbett Road in Nashville.	10
		883	45107	Subregional	Infrastructure Health	Modernization		SR1608	Wilco Boulevard	US 301	SR 1606 (Black Creek Road)	Widen SR 1608 from US. 301 to Black Creek Road in Wilson County	10
		890	45167	Subregional	Infrastructure Health	Modernization		SR1326	Corbett Avenue	SR 1356 (Raleigh Road)	SR 1327 (London Church Road)	Widen Corbett Avenue from Raleigh Road to London Church Road	10
7	80	1267		Statewide	Mobility	Capacity		098 I-095		Nash County Line	Johnston County Line	Recommends upgrading this facility to a six-lane interstate by the design year and to add two interchanges at I-95 at Hornes Church Rd. (SR 1313) and I-95 at NC581.	9.62
8	70	1272		Subregional	Mobility	Capacity		098 SR1602		Old Black Creek Rd. (SR 1606)	US 264	Upgrading to a four-lane divided boulevard with a raised 23-foot median with bicycle and pedestrian lanes, and curb and gutter and an underpass at the intersection with the CSX rail-road line.	8.832
9	60	1279		Regional	Mobility	Corridor Management		051 US070		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.	8.48
10	50	1275		Regional	Mobility	Corridor Management		098 NC042		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.	8.252
11	40	346	43485	Regional	Mobility	Capacity	U-2561C	NC043		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.	8.124
12	40	874	45095	Subregional	Mobility	Capacity		SR1003	Buffalo Road	US 70	SR 1934 (Old Beulah Road)	Widen to three (3) lanes from US 70 to SR 1934 (Old Beulah Road) in Johnston Co.	7.408
13	40	1282		Statewide	Mobility	Signal System						To assist moving traffic in a safer uninterrupted manner, a closed loop system is needed due to the increase in traffic volume.	7.316
14	40	881	45105	Subregional	Mobility	Capacity		SR2302	Ricks Road	US 70	US 301	Widen to three (3) lanes from US 70 to US 301 in Johnston County	6.676
15	30	420	43578	Subregional	Mobility	Capacity	U-3470		New Route - Northern Loop	NC 58 (Nash Street)	US 301 Interchange at SR 1436 (Rosebud Church Road)	NC 58 (Nash Street) to US 301 Interchange at SR 1436 (Rosebud Church Road). Multi-Lanes on New Location.	5.564
16	30	1277		Regional	Mobility	Interchange/Intersection		033 US064		US 258	US 64	Construct US 64 Westbound Off-Ramp	5.31
17	30	224	43139	Regional	Mobility	Capacity	R-3407A	NC033		US 64 in Tarboro	NC 42 at Scott's Crossroads	US 264 Bypass in Greenville to US 64 Southeast of Tarboro. Widen to A Multi-Lane Facility. Section A: US 64 in Tarboro to NC 42 at Scott's Crossroads.	4.926
18	30	878	45099	Subregional	Mobility	Capacity		SR1501	New Route - Swift Creek Parkway	US 70 Business	US 301	Roadway improvements that connect US 70 Business to US 301 in Johnston County	4.3
19	30	421	43579	Subregional	Mobility	Capacity	U-3471	SR1606	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.	3.818
20	30	891	45168	Subregional	Mobility	Capacity		SR1927	East Anderson Street	Webb Road	I-95	Widen to three (3) lanes from I-95 to Webb Street in Johnston County	3.77
21	30	895	45187	Subregional	Mobility	Capacity		SR1900	Noble Street	SR 1003 (Buffalo Road)	US 301	Expand to three(3) lanes from SR 1003 to US 301	3.44

22	20	882	45106	Subregional	Mobility	Capacity		SR1207	McNair Road	US 64	US 64 Alternate	Widen McNair Road to three (3) lanes from US64 to US 64 Alternate in Edgecombe County.	2.956
23	20	880	45104	Subregional	Mobility	Interchange/Intersection		SR1151	Bryantown Road	US 64		Interchange development at US64 and Bryantown Road in Nash County	2.314
24	20	879	45100	Subregional	Mobility	Interchange/Intersection		SR1124	Massey Road	US 264		Interchange development at US 264 and Massey Road in Nash County	0.928
25	20	468	43645	Subregional	Mobility	Capacity	U-4419		New Route - SR 2403 (Component Drive) Extension	Peeden Street	US 301 (Bright Leaf Boulevard)	Peeden Street to US 301 (Bright Leaf Boulevard). Construct Two Lanes on Multi-Lane Right of Way, New Location.	0.55

1300

UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION

RESOLUTION SUPPORTING THE CONSTRUCTION OF REGIONALLY SIGNIFICANT HIGHWAY PROJECTS IN EASTERN NORTH CAROLINA

WHEREAS, Metropolitan Planning Organizations and Rural Planning Organizations exist to serve as intergovernmental organizations with the purpose of addressing transportation needs and prioritizing improvement projects for assisting the North Carolina Department of Transportation (NCDOT) with developing a Statewide Transportation Improvement Program; and

WHEREAS, a coalition of Metropolitan Planning Organizations and Rural Planning Organizations (hereafter known as the Eastern North Carolina MPO/RPO Coalition or Coalition), who represent the thirteen counties within North Carolina's Eastern Region, have united together to identify the most critical highway needs to enhance regional mobility; and

WHEREAS, the Coalition has identified that long-term economic sustainability in eastern North Carolina is dependent on improving mobility and enhancing connectivity among the region's critical military installations, ports and other regionally significant assets; and

WHEREAS, the Coalition has identified six key highway projects that will improve mobility and facilitate growth and prosperity throughout eastern North Carolina;

NOW, THEREFORE, BE IT THEREFORE RESOLVED, that the Upper Coastal Plain Rural Planning Organization supports the efforts of the Coalition, and encourages the NCDOT to expedite the construction of the following highway projects:

Urban Loop Project:

- Greenville Southwest Bypass, R-2250

The Greenville Southwest Bypass is an eleven-mile freeway facility that will connect US 264 to NC 11, improving mobility for the Greenville metropolitan area and increasing regional connectivity.

SPOT Projects

1. Slocum Gate, R-5516, SPOT ID: 786

The Slocum Gate project will improve US 0 at the Marine Corps Air Station Cherry Point Gate in Havelock to enhance access to the base and reduce congestion on US 70.

2. Kinston Bypass, R-2553, SPOT ID: 128

The Kinston Bypass is a proposed freeway facility along US 70 between LaGrange and Dover that will enhance the safety and efficiency of US 70 in Kinston.

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3. NC 11/241/24 Connector, SPOT ID: 125
The NC 11/241/24 project will consist of a Pink Hill bypass, upgrading NC 241, and a northern NC 24 bypass of Beulaville. This freeway facility will enhance connectivity between Jacksonville, Marine Corps Base Camp Lejeune, Marine Corps Air Station New River and I 95, while also improving mobility between the North Carolina Global Transpark and the Port of Wilmington. This project is a substitute for improving NC 11-903 (R-2204) and US 258 (R-2235) currently identified on the NCDOT Strategic Highway Corridors Vision Plan.
4. Maysville Bypass, R-2514B, SPOT ID: 108
The Maysville Bypass is a proposed freeway that will improve regional mobility within eastern North Carolina by enhancing the efficiency and safety of US 17 between Jacksonville and New Bern.
5. NC 24 Upgrade, R-2303 E & F, SPOT ID: 82 &83
The upgrade of NC 24 between I 40 and I 95 will improve mobility between Fort Bragg and Marine Corps Base Camp Lejeune/Marine Corps Air Station New River, while also providing greater regional connectivity to I 95.
6. Hampstead Bypass, R-3300, SPOT ID: 215
The Hampstead Bypass will improve mobility between Jacksonville and Wilmington, while enhancing the connectivity between Marine Corps Base Camp Lejeune/Marine Corps Air Station New River and the Port of Wilmington.

Adopted on the 9 day of November, 2011

Tommy Rogers, Chair
Rural Transportation Advisory Committee

Daniel N. Van Liere, Secretary
Rural Transportation Advisory Committee

UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION

A RESOLUTION FOR ENDORSEMENT OF THE NASH COUNTY COMPREHENSIVE TRANSPORTATION PLAN

WHEREAS, the Transportation Advisory Committee (TAC) is the duly recognized transportation planning policy board for the Upper Coastal Plain Rural Planning Organization (RPO); and

WHEREAS, the North Carolina Department of Transportation Planning Branch has completed the Nash County Comprehensive Transportation plan in July 2011; and

WHEREAS, the Nash County Comprehensive Transportation Plan is consistent with the local land use plans, the Upper Coastal Plain RPO transportation needs and the statewide transportation plan; and

WHEREAS, if any changes are made to the Nash Comprehensive Transportation Plan as presented prior to adoption by the local boards, the Upper Coastal Plain RPO shall review and endorse these changes prior to adoption by the Board of Transportation;

NOW, THEREFORE BE IT RESOLVED that the Upper Coastal Plain RPO TAC hereby endorses the Nash County Comprehensive Transportation Plan.

A motion was made by _____, seconded by _____ for the endorsement of the resolution, and upon being put to a vote was duly adopted, on this, the 9th day of November, 2011.

Tommy Rogers, Chairman
Upper Coastal Plain RPO TAC

Daniel Van Liere, Secretary
Upper Coastal Plain RPO



“Freedom Roads” Endorsement

We, the Upper Coastal Plain Rural Planning Organization, formally offer our endorsement of the “Freedom Roads” Trails program. We acknowledge that “Freedom Roads” will recognize roads, rivers, and ports along North Carolina’s Scenic Byways that were critical to the efforts of enslaved African Americans seeking access to freedom, and those who supported these freedom seekers. “Freedom Roads” will specifically highlight freedom seeking via the Underground Railroad as well as avenues of liberation created during the Civil War. We are aware that the “freedom Roads” program is not requesting funds from RPOs; rather, the “Freedom Roads” will support economic growth in communities through heritage tourism opportunities along North Carolina’s scenic Byways.

Adopted on the 9 day of November, 2011

Tommy Rogers, Chair
Rural Transportation Advisory Committee

Daniel N. Van Liere, Secretary
Rural Transportation Advisory Committee



Bentonville Battlefield Endorsement

As a four-county Rural Transportation Planning Organization, the Upper Coastal Plain RPO is in full support of the Bentonville Battlefield project in our area. This project, which has been under development for many years, holds great economic and educational potential for the region.

Our organization, along with other economic development and planning organizations have identified tourism as an economic development cluster exhibiting great promise for the region. It is part of our comprehensive economic development strategy for the region. The uniqueness of the Bentonville Battlefield project make this an ideal project to support other regional tourism venues in eastern North Carolina.

Quality exhibits are the main component of interpretive sites, and as such, the Upper Coastal Plain RPO supports an application for NC DOT grant funding for their development.

Adopted on the 11 day of November, 2011

Tommy Rogers, Chair
Rural Transportation Advisory Committee

Daniel N. Van Liere, Secretary
Rural Transportation Advisory Committee



TRANSPORTATION ENHANCEMENT CALL FOR PROJECTS



APPLICATION

*Read and use the APPLICATION INSTRUCTIONS to complete this application successfully.
If question is not applicable to your project, write N/A.*

I. DEMOGRAPHICS

1.	COMPETITION LEVEL (Check One):	<input type="checkbox"/> REGIONAL <input checked="" type="checkbox"/> STATEWIDE (complete Statewide Section)			
2.	SPONSOR: (must be a governmental agency) → Check One:	<input type="checkbox"/> Village <input type="checkbox"/> City <input checked="" type="checkbox"/> State <input type="checkbox"/> Town <input type="checkbox"/> County <input type="checkbox"/> Federal			
3.	SPONSOR CONTACT: Keith A. Hardison	TITLE: Director			
	MAILING ADDRESS (PO Box or Street): 4620 Mail Service Center	CITY: Raleigh	COUNTY: Wake	STATE: NC	ZIP: 27699-4620
	PHONE: (919) 733-7862 Ext. 225	FAX: (919) 715-0678	E-MAIL: keith.hardison@ncdcr.gov		
4.	APPLICANT (If different from Sponsor): Same as above	<input type="checkbox"/> Village <input type="checkbox"/> City <input type="checkbox"/> State <input type="checkbox"/> Town <input type="checkbox"/> County <input type="checkbox"/> Federal <input type="checkbox"/> Other:			
5.	APPLICANT CONTACT: Same as above	TITLE:			
	MAILING ADDRESS:	CITY:	STATE:	ZIP:	
	PHONE:	FAX:	E-MAIL:		

STATEWIDE COMPETITION ONLY (complete this portion only if you are participating in Statewide Competition)

S1.	Project is located at or benefits this resource (see INSTRUCTIONS for information on which resources qualify): Bentonville Battlefield	
S2.	Resource is a (check one):	<input type="checkbox"/> National Forest <input type="checkbox"/> National Park <input type="checkbox"/> National Seashore <input checked="" type="checkbox"/> State Historic Site <input type="checkbox"/> State Park <input type="checkbox"/> State Museum <input type="checkbox"/> Property listed, or eligible for listing, in the National Register of Historic Places at the State or National Level of Significance <input type="checkbox"/> Designated Scenic Byway <input type="checkbox"/> Wild and Scenic River
S3.	If Sponsor is not the governmental agency who oversees this resource, provide name of agency (include endorsement letter): NA	

II. PROJECT INFORMATION

6.	PROJECT NAME <i>(i.e. Center City Depot, Elm Tree Greenway, 5th Street Sidewalk)</i> Bentonville Battlefield Tour Stop Project-Phase II																																					
7.	BRIEF DESCRIPTION OF PROJECT TO INCLUDE LOCATION: Addition of three visitor tour stops with wayside exhibits at Bentonville Battlefield State Historic Site near Newton Grove in Johnston County																																					
8.	HAS ANY OF THE PROPOSED WORK BEEN PREVIOUSLY FUNDED THROUGH THE CALL FOR PROJECTS? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO If YES, STOP – you may not request funding for any work that has previously been funded by the Call for Projects.																																					
9.	HAS PROJECT BEEN SUBMITTED PREVIOUSLY, BUT HAS NOT BEEN FUNDED?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO YEAR: _____																																				
10.	IS PROJECT A CONTINUING/LATER PHASE OF A PREVIOUSLY FUNDED ENHANCEMENT PROJECT? IF YES, BRIEFLY DESCRIBE STATUS OF EARLIER PROJECT: Project is the second phase of a multi-phase effort to provide safe and comprehensive battlefield interpretation for the visiting public. Phase I of the project was completed, providing three tour stops that are used by 35,000 visitors per year.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO																																				
11.	PROJECT TYPE: <i>(Choose <u>one</u> activity)</i> <div style="text-align: right;"> <input type="checkbox"/> _____ A = Attachment Required <i>(see INSTRUCTIONS)</i> </div> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 5%; text-align: center;"><input type="checkbox"/></td> <td style="width: 5%;"></td> <td>1. Provision of facilities for pedestrians and bicycles</td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/></td> <td></td> <td>2. Provision of safety and educational activities for pedestrians and bicyclists</td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;">A</td> <td>3. Acquisition of scenic easements and scenic or historic sites (including historic battlefields)</td> </tr> <tr> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;">A</td> <td>4. Scenic or historic highway programs (including the provision of tourist and welcome center facilities)</td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/></td> <td></td> <td>5. Landscaping and other scenic beautification</td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;">A</td> <td>6. Historic preservation</td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;">A</td> <td>7. Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals)</td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/></td> <td></td> <td>8. Preservation of abandoned railway corridors (including the conversion and use of the corridors for pedestrian or bicycle trails)</td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/></td> <td></td> <td>9. Inventory, control, and removal of outdoor advertising</td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/></td> <td></td> <td>10. Archaeological planning and research</td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/></td> <td></td> <td>11. Environmental mitigation-- (i) to address water pollution due to highway runoff; or (ii) reduce vehicle-caused wildlife mortality while maintaining habitat connectivity</td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/></td> <td></td> <td>12. Establishment of Transportation Museums</td> </tr> </table>		<input type="checkbox"/>		1. Provision of facilities for pedestrians and bicycles	<input type="checkbox"/>		2. Provision of safety and educational activities for pedestrians and bicyclists	<input type="checkbox"/>	A	3. Acquisition of scenic easements and scenic or historic sites (including historic battlefields)	<input checked="" type="checkbox"/>	A	4. Scenic or historic highway programs (including the provision of tourist and welcome center facilities)	<input type="checkbox"/>		5. Landscaping and other scenic beautification	<input type="checkbox"/>	A	6. Historic preservation	<input type="checkbox"/>	A	7. Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals)	<input type="checkbox"/>		8. Preservation of abandoned railway corridors (including the conversion and use of the corridors for pedestrian or bicycle trails)	<input type="checkbox"/>		9. Inventory, control, and removal of outdoor advertising	<input type="checkbox"/>		10. Archaeological planning and research	<input type="checkbox"/>		11. Environmental mitigation-- (i) to address water pollution due to highway runoff; or (ii) reduce vehicle-caused wildlife mortality while maintaining habitat connectivity	<input type="checkbox"/>		12. Establishment of Transportation Museums
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12.	LOCATION OF PROJECT <i>(provide description and attach location map):</i> Southern Johnston County near Newton Grove, NC																																					
13.	DOES ANY PART OF PROJECT ENCROACH ON THE NCDOT HIGHWAY SYSTEM?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO																																				
14.	DOES ANY PART OF PROJECT ENCROACH ON RAILROAD RIGHT OF WAY?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO																																				

III. EVALUATION

15.

DESCRIBE RELATIONSHIP TO SURFACE TRANSPORTATION:

Bentonville Battlefield State Historic Site preserves the battlefield and interprets the story of the March 1865 battle for visitors through four wayside exhibits along a self guided driving tour. The Bentonville Battlefield Driving Tour Map guides visitors around a ten mile loop of the battlefield and along the Blue-Gray Scenic Byway. Four tour stops with wayside exhibits cover significant parts of the Battle of Bentonville, but only tell a small segment of the story. The present road system surrounding the former village of Bentonville has remained largely unchanged since the Battle of Bentonville in March of 1865 and greater interpretation along these highways is needed.

Gen. William T. Sherman entered North Carolina with his army divided into two wings to help alleviate the problem of poor roads. This division of his forces would also prove that they were more vulnerable to attack. Intense winter rains left the already poor roads a muddy, flooded mess and Sherman marched into the Carolinas at a slow, but steady pace towards his ultimate goal, Goldsboro. The slower pace allowed just enough time for Confederate general, Joseph E. Johnston, to amass his small, but formidable Army of the South at Smithfield. Johnston was also hindered by a poor transportation system as he attempted to gather the remaining Confederate forces from across the South into an army large enough to stop Sherman's progress in North Carolina. The southern forces travelled hundreds of miles across fractured railroad systems and muddy roads to heed Johnston's call for troops.

Johnston was faced with the daunting task of positioning his smaller force in order to stand a chance against Sherman's 60,000 Union soldiers. His only chance at victory would be to isolate and attack the Left Wing of Sherman's army by obstructing its path along the Old Goldsboro Road, presently known as SR 1008 and locally as Harper House Road. On March 17, 1865, Lt. Gen. Wade Hampton's Cavalry force advanced in front of the Union army along the Goldsboro Road and encamped about two miles south of the village of Bentonville. He sent word to Johnston that this position provided an excellent vantage to oppose the Left Wing's movement to Goldsboro. Johnston ordered troops to advance on "Bentonville by the shortest route...The sheriff of this county represents that there is a road leading from a point two miles this side of Elevation and striking the Averasborough and Goldsborough road a little to the west of Bentonville." The road that Johnston was referring to is what is today known as SR 1009, and locally as Devil's Racetrack Road.

Both generals suffered from a lack of accurate maps of the area. As a result, Sherman was unaware that the Confederate route even existed. Sherman's map showed that the only road from Smithfield linking up with the Old Goldsboro Road ahead of his forces was the Smithfield-Clinton Road, presently known as U.S. 701. Joe Wheeler's Confederate Cavalry had burned the Mill Creek Bridge along this route, making it impassable. Believing that Johnston was set up to defend Raleigh, Sherman's Left Wing commanded by Maj. Gen. Henry W. Slocum continued its march towards Goldsboro oblivious that they would soon encounter the main Confederate line.

Arriving at their designated position on the evening of March 18, 1865, the main Confederate line was established in a hook shaped position with the center being near the intersections of the Old Goldsboro Road (SR 1008) and present day Bass Road (SR 1194). On the morning of March 19, Brig. Gen. William Carlin marched at the forefront of Sherman's Left Wing along the Goldsboro Road. Harassed by Confederate cavalry, Carlin's troops were commanded to clear the road unaware that they were marching into a trap. The first day of battle saw the fiercest fighting above and below the Old Goldsboro Road.

The first day of the Battle of Bentonville ended in a tactical draw after Confederate forces were unable to dislodge the Federals from their positions, and Johnston called for a withdrawal to the original Confederate lines. As the second day of the battle approached the element of surprise was gone, and due to faulty maps, Johnston had unknowingly misjudged the distance between the two wings of Sherman's army. The third day of the battle peaked with a charge by Federal infantry forces under General Joseph Mower. Known as "Mower's Charge," this engagement brought Federal troops right through Johnston's headquarters and the village of Bentonville, and effectively ended the Battle of Bentonville. The locations of Mower's Charge and Johnston's headquarters can be seen from SR 1198, locally known as Westbrook Lowground Road.

Road systems are imperative for maneuvering large amounts of men, equipment, and supplies to different positions during war to accomplish an objective. The Battle of Bentonville is a good example of how the condition of the road system affected the initiation and outcome of a battle during the Civil War. The importance of the road system was not only to move the armies into position for battle, but also to provide a line of retreat from the battlefield. Additionally, these rural roads were used to carry casualties from the battle to field hospitals and then to more permanent facilities for life saving treatment. Many farm roads were used along with the main roads to maneuver the armies and evacuate the wounded. Some of these farm paths still exist throughout the battlefield today, just as they were 146 years ago.

A largely unchanged road system, rural location, and generally unaffected landscape make studying the Battle of Bentonville important for modern military groups as well as historians. Military Staff Rides, guided tours of the battlefield for military personnel from several military bases in North Carolina, are provided by Bentonville staff on a regular basis. Group interests range from supply lines, communications, logistics, tactics, evacuation, and virtually any other subject a modern soldier encounters in battle. The unchanged battlefield provides the ability to be a part of the modern military's learning process and the ongoing success. With the addition of more tour stops, staff will be able to provide an even more in depth battlefield study for these military groups.

16.	<p>DESCRIBE THE PURPOSE AND NEED FOR THIS PROJECT: The Bentonville Battlefield Driving Tour covers approximately 1,500 acres of state owned battlefield land and provides a way for the public to experience the Battle of Bentonville by following troop movements along the same roads that the soldiers travelled. It also offers vantage points to view the fields and forests where the engagements occurred. Funding is needed to build additional wayside exhibits along the tour highlighting Johnston and Sherman's headquarters, Mill Creek Bridge, and the other significant landmarks and troop positions that can be seen from the roads. New wayside exhibits would improve the current driving tour by showcasing important aspects of the Battle of Bentonville that are not currently emphasized and creating safe pull off areas for visitors to read about and view the battlefield. The design of these tour stops also allows site staff to create a beautifully landscaped interpretive area enhancing the scenic highways along the driving tour. The battle's significance as the largest ever fought in North Carolina and the Confederate Army's last offensive attempt to stop Sherman; necessitate its preservation, interpretation, and accessibility for the citizens of North Carolina and the more than 35,000 heritage tourists that the site attracts each year.</p>
17.	<p>DESCRIBE PUBLIC INVOLVEMENT EFFORTS IN DEVELOPING THIS PROJECT: The project was developed in response to the need for enhancement of both the interpretation on and the safety of the battlefield driving tour as recognized by staff, thousands of battlefield visitors, and residents who live in the vicinity of the battlefield. The success of the first phase of the project has led to public support for additional safe, interpretive tour stops. In addition, the matching funds for both phases of this project is provided by a local battlefield support group composed of history buffs, businessmen, and local residents.</p>
18.	<p>HOW DOES THE PUBLIC BENEFIT FROM THIS PROJECT? The project provides a way for the public to experience the Battle of Bentonville by following troop movements along the same roads that the soldiers travelled. It also offers vantage points to view the fields and forests where the engagements occurred. New wayside exhibits would improve the current driving tour by showcasing important aspects of the Battle of Bentonville that are not currently emphasized and creating safe pull off areas for visitors to read about and view the battlefield.</p>
19.	<p>HOW DOES THE PROJECT IMPROVE OR ENHANCE THE AESTHETIC, CULTURAL, HISTORIC AND/OR NATURAL ENVIRONMENT? The project will create several beautifully landscaped interpretive areas that will enhance the scenic highways that comprise the driving tour. Each of these areas will contain one or more professionally designed wayside exhibits that interpret key features of the battlefield, thus enhancing visitor access to and appreciation of the historic resources of North Carolina's largest battle and largest State Historic Site.</p>
20.	<p>HOW DOES PROJECT IMPROVE SAFETY CONCERNS OR ISSUES? The Driving Tour consists of narrow, historic roadways that have limited shoulders and are regularly used by a combination of heritage tourists, agricultural machinery, and local residential traffic. This situation makes it difficult and dangerous, if not impossible in many cases, to stop and get a view of the battlefield's historic features and scenic vistas. The project's new tour stops will provide safe areas for visitors to pull off the roadways and get a safe, unobstructed view of such features and the wayside exhibits that interpret them. The use of these new tour stops will also enhance vehicular flow along the roadways.</p>
21.	<p>DESCRIBE THE ECONOMIC BENEFIT OF THIS PROJECT. The battlefield is currently toured by more than 35,000 visitors annually, 58 percent of whom are not from the immediate area. With an average per-visitor expenditure rate of \$30.46, visitors spend more than \$1 million in the community and support fifteen tourism-related jobs. The enhance interpretation provided by the addition of the three tour stops in this phase of the project, coupled with the preservation of additional battlefield land, will greatly expand both the number of visitors and the positive economic impact.</p>

22.	<p>IS PROJECT PART OF A LARGER MASTER PLAN OR DEVELOPMENT PLAN? IF YES, DESCRIBE: The project is a part of an overall development plan that will increase the state owned portion of the 6,000-acre battlefield to more than 2,000 acres and will provide increased interpretation and visitor amenities at the state historic site. The improvements include an expanded visitor center, an enlarged exhibit gallery, and a number of additional tour stops to highlight key locations on the battlefield.</p>	X YES <input type="checkbox"/> NO
23.	WHAT IS THE EXPECTED ECONOMIC OR USEFUL LIFE OF THE PROJECT? <u>25</u> YEARS	
24.	<p>DESCRIBE THE LONG-TERM MAINTENANCE AND/OR OPERATION STRATEGY FOR THIS PROJECT: The waysides at each of the tour stops will be made of fiberglass in powder-coated aluminum frames. These materials are very durable and allow for ease of changing the panels. The waysides and the tour stops themselves will be regularly inspected and maintained by site staff. Funding for any needed repairs will be provided through the Bentonville Battlefield Fund. Any necessary asphalt repairs will be made using agency funds.</p>	
25.	<p>HAS SPONSOR IDENTIFIED OPPORTUNITIES TO ENTER INTO PARTNERSHIPS WITH YOUTH CONSERVATION OR SERVICE CORPS ORGANIZATIONS? IF YES, DESCRIBE: The Site regularly works with scout groups and other community organizations and Civil War heritage organizations in projects that enhance the battlefield and visitor experience.</p>	X YES <input type="checkbox"/> NO
26.	<p>IS ALL RIGHT OF WAY/PROPERTY NEEDED FOR THE PROJECT IN PUBLIC OWNERSHIP OR PUBLICLY ACCESSIBLE BY LEASE OR EASEMENT? IF NO, WHAT IS THE PLAN AND THE TIME FRAME TO OBTAIN THE PROPERTY?</p>	X YES <input type="checkbox"/> NO
27.	<p>DESCRIBE IMPLEMENTATION SCHEDULE (INCLUDE ALL RELEVANT PHASES THAT NEED TO BE ACCOMPLISHED AND A TIME FRAME): The project should take no more than 18 months to execute. The component steps consist of tour stop design (six months), wayside exhibit development and production (six months), and tour stop construction and landscaping (six months). The new tour stops will also be incorporated into a new Bentonville Battlefield Driving Tour brochure during the construction phase of the project.</p>	

IV. FUNDING REQUEST

Attach Line-Item Budget (Excel Spreadsheet)

28.	Total Cost of Project	Local Match (minimum 20%)		Federal Funds Requested (maximum 80%)	
	\$ 250,000.	\$ 50,000	Percentage: 20%	\$ 200,000	Percentage: 80%

29.	Phases Requested (check all that apply—see instructions for more information)
X	Preliminary Engineering
<input type="checkbox"/>	Right of Way/Utility Relocation
X	Construction

V. ATTACHMENTS

Items listed in **BOLD** are **REQUIRED** – see **INSTRUCTIONS** for more information

<input checked="" type="checkbox"/>	Maximum eight (8) photos of project location (on 8 ½ by 11 page)
<input type="checkbox"/>	MPO or RPO endorsement letter
<input type="checkbox"/>	Sponsor endorsement (resolution)
<input checked="" type="checkbox"/>	Line-item Budget (see separate Excel spreadsheet)
<input checked="" type="checkbox"/>	Map showing project location
<input type="checkbox"/>	Statewide Only: Endorsement letter from managing agency (if applicable)
<input type="checkbox"/>	Additional <u>local</u> support (letters, signed public resolutions, etc.), MAXIMUM OF THREE
<input type="checkbox"/>	Independent confirmation of historic or scenic status (if applicable)

VI. SIGNATURES

Applications that are **NOT SIGNED** will not be considered eligible for funding

30.	By signing below, I attest that our agency is committed to the project's development, implementation, construction, maintenance, management and financing: Signature of Sponsor (<i>Mayor, Chairperson, or Director of Sponsor in Question #2</i>): X:	
	TITLE:	DATE:
31.	By signing below, I acknowledge that I have reviewed this application with the contact person in #3 and do hereby approve its submittal. Signature of Applicant (<i>Mayor, Chairperson, or Director of Applicant in Question #4</i>): X:	
	TITLE:	DATE: