



NORTH CAROLINA STATE ETHICS COMMISSION

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.

Wednesday, March 10, 2021
3:00 p.m. – 5:00 p.m.

Meeting ID: 961 4253 6429
Passcode: 806051

Join meeting

Join by Phone using same Meeting ID and Passcode: 646-876-9923
<https://zoom.us/j/96142536429?pwd=eUkzTUNRMjFmWmZyY1pmUEk2NytNz09>

RPO Transportation Advisory Committee Agenda – Zoom Meeting

1. Welcome & Introductions – Lu Harvey Lewis – TAC Chair
2. Ethics Reminder
3. Additions or corrections to Agenda
4. Approval of Minutes January 13, 2021

Presentation

5. Traffic Impact Analysis (TIA)– *James Dunlop, NCDOT Congestion Management Engineer*

Discission

6. Resolution of Support for US 264 to Interstate Standards (I-587)
7. Resolution of Support for the Town of Selma CAMQ Funding Application
8. FY2021-2022 PWP – Planning Work Program (PWP)

Discussion

9. TAC Member Ethics Reminder
10. NCDOT Division 4 Guide

Reports

11. US 70 Commission – next meeting March 18th @ 1:30pm
12. Hwy 17/64 Association – next meeting April 18th
13. Legislative Update
14. NCDOT Division 4
15. NCDOT Planning Division

Other Business

16. TAC Member Comments

Public Comment

17. Public Comment

Dates of future meetings:

May 12, 2021

July 14, 2021

Sept. 8, 2021

Nov. 10, 2021

Attachments:

1. TAC January 13, 2021 Minutes
2. Traffic Impact Analysis Presentation
3. US 264 to Interstate Standards (I-587) Support Letter
4. Town of Selma CMAQ Funding Resolution
5. FY2021-2022 PWP – Planning Work Program (PWP)
6. TAC Ethics Filing Reminder
7. Division 4 Guide 2021
8. HB 100 – Highway Cleanup Act

UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION

January 13, 2021 – Zoom Virtual Meeting

RPO Transportation Advisory Committee Minutes

Attendance

TAC

Wayne Outlaw, Nash
Jerry Medlin, Benson
Cheryl Oliver, Selma
Oscar Mabry, Pinetops
Derrick Creech, City of Wilson
Craig New, Red Oak
Miranda Boykin, Sims
Brenda Lucas, Spring Hope
C.B. Brown, Tarboro

NCDOT

Kevin Bowen, Division 4
Sam Lawhorn, Division 4
Jimmy Eatmon, Division 4
Melvin Mitchell, BOT Member
Kristin Barnes, Division 4
Gray Keeter, Division 4

UCPRPO

James Salmons

Introduction

1. *Welcome & Introductions – C.B. Brown – TAC Vice Chair*
TAC Vice Chair Mr. C.B. Brown (Tarboro) called the meeting to order. Mr. Brown welcomed and thanked everyone for attending the meeting.
2. Mr. C.B. Brown asked if any members have a conflict of interest on any of the items on the agenda. There being none.
3. *Additions or Corrections to Agenda*
There were no corrections or additions to the agenda.
4. *Minutes – November 18, 2020*
After reviewing the Minutes for the November 18, 2020 meeting and **UPON A MOTION** by Miranda Boykin (Sims), second by Oscar Mabry (Pinetops) they were unanimously approved.

Discussion

5. *UCPRPO Current TCC and TAC Member List*
Members were provided with the most recent list of UCPRPO TCC and TAC members and asked to provide any corrections or additions needed.
6. *New NCDOT Chief Engineer*
It was reported that Ronnie Keeter has been selected to be North Carolina's new Chief Engineer.
7. *Call for CMAQ Projects*
Members were notified that NCDOT is putting out a call for potential CMAQ projects for the Counties of Edgecombe, Johnston, and Nash. The total allocation amount is \$603,240 and will require a 20% local match. At this time the deadline was tentatively set for January 31, 2021. CMAQ projects may be any project that improves congestion and/or air quality.
8. *NCDOT LET List as of December 17, 2020*
The NCDOT LET list published December 17, 2020 was provided to members which contained the projects tentatively scheduled to be LET in the year of 2020.
9. *Draft FY2021-2022 PWP – Draft Planning Work Program*
The draft FY2122 Planning Work Program (PWP) was provided to members. Members were asked to review the proposed work program and request any modifications or revisions. Members were also encouraged to review their CTPs and to let Mr. Salmons know if there were any recommended changes. The next step is submittal to NCDOT TPD for their approval. Once approved by NCDOT the document would be brought back to the TCC for approval in March.

UPPER COASTAL PLAIN

RURAL PLANNING ORGANIZATION

10. *CCX Update*

A brief update was provided on the new CCX terminal. It was reported most construction had been complete however there is a delay due to the inability to get VISAs for the gantry cranes installation crew dew to COVID-19. New aerial imagery was provided to show the most recent improvements.

Reports

11. *US 70 Commission*

The US 70 Commission has not met since their October 15, 2020 meeting. It was reported that the US 70 Wilson's Mills project was scheduled to be let in March of 2021.

12. *Hwy 17/64 Association*

The Hwy 17/64 Association meeting is scheduled for January 27, 2021 at 10:00am virtually. In addition, the NC East Alliance has a meeting scheduled for January 14, 2021 in reference to NCDOT providing an update on projects along the I-87 corridor. Anyone interested was encourages to attend.

13. *Legislative Update*

The House Select Committee on Strategic Transportation Planning and Long-Term Funding Solutions is scheduled to meet Tuesday January 11, 2021 at 1:00pm. It is anticipated that the NC First Commission and the NC Chamber of Commerce will present their final report(s).

The Joint Legislative Transportation Oversight Committee (JLOC) met on December 10, 2020.

Reports provided to JLTOC included:

- Financial Update and Spend Plan
- Highway Division Financial Controls
- DMV HQ Move
- NCDOT Build NC Bond
- NCDOT HOT Lanes Enforcement
- NCDOT IMD CARES Funds Update

Key notes from December 2020 JLOC meeting include:

- Need to update adopted Spend Plan due to better than expected revenues. Cash balance is averaging around \$1B.
- Division's Dashboard to help monitor Division spending to prevent overspending again.
- DMV HQ Move; having difficulty filling positions with a 27% vacancy rate while NCDOT's overall vacancy rate is 17%. Currently partnering with multiple agencies including Nash Community, Edgecombe Community and Wilson Community as well as many others.
- NCDOT Build NC Bonds have been sold.
- Committee provided an update on CARES Funds distribution progress.

14. *IMD Update*

There was not update from IMD.

15. *NCDOT Division 4*

Division 4 reported Ronnie Keeter our formal Division 4 Engineer is now the State Chief Engineer. It was reported the cash balance was back up and the Department is working on getting things back online slowly.

16. *NCDOT Planning Division (TPD)*

There was no update from TPD.

UPPER COASTAL PLAIN

RURAL PLANNING ORGANIZATION

Public Comment

1. *Public Comment*

There was no public comment.

Other Business

2. *TAC Member Comment*

Mr. Oscar Mabry welcomed Mr. Melvin Mitchell and stated that he looks forward to working with him moving forward. Mr. C.B. Brown stated that there is a lot of trash along the roads within the region. Mr. Bowen acknowledged the difficult problem with litter. He stated that due to the recent cash crises there has been limited funding available for litter cleanup. Mr. Bowen stated that as recently as earlier in the day his staff discussed how they may potentially especially focus on some of the on and off ramps that are becoming a dump site for some reason. He said he is committed to provide some additional liter pickup moving forward as possible. Mr. C.B. Brown state that he appreciated all that NCDOT does. Mr. Salmons reminded members that the deadline to file the required ethics filings was April 15, 2021.

Upcoming meeting:

It was noted that the next meeting was pushed back one week to March 10, 2021.

UPON A MOTION from Craig New (Red Oak) was made to adjourn with a second motion was made by Oscar Mabry (Pinetops) and the meeting was adjourned.

Respectfully submitted,

Lu Harvey Lewis, TAC Chair

James M. Salmons, UCPRPO Transportation Planner



NORTH CAROLINA
Department of Transportation



Traffic Impact Analysis Studies (TIAs)

James H. Dunlop, PE
Congestion Management Engineer
Transportation Mobility and Safety Division
March 2021

- Known as a Traffic Impact Analysis or Traffic Impact Study (TIS).
- Is a specialized study that evaluates the effects of a development's traffic on the surrounding transportation infrastructure.
- TIA is used to aid in determining conditions for issuing a Driveway Permit
- Driveway permits are issued by the District Engineer
- Schools have separate rules

- Ingress and egress to land fronting on the State Highway System
- In other words:



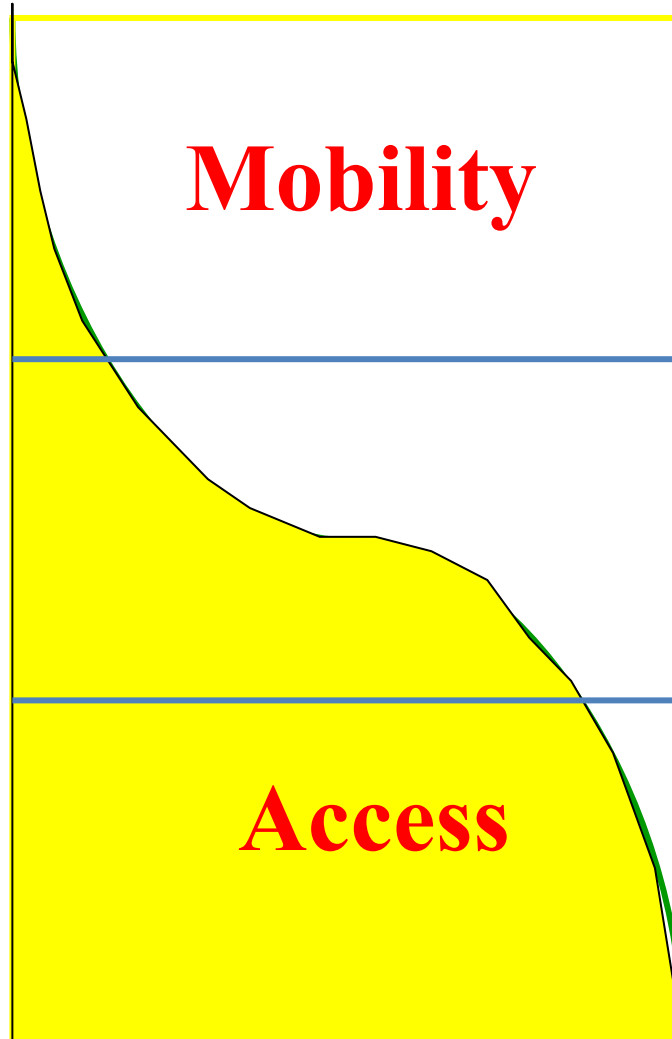
A driveway for development

Unmanaged Access



Managed Access





Freeway
Expressway
Strategic Arterials

Principal Arterials
Secondary Arterials

Minor collector
Local collector



North Carolina Department of Transportation
July 2003



- GS-136-18 (5) and GS 163-93
- Granted the Board of Transportation the authority to make rules, regulations, and ordinances for use on the State highways; and **includes street and driveway access to State highways.**
- Current edition adopted on July 10, 2003

<http://www.ncleg.net/gascripts/statutes/statutelookup.pl?statute=136-18>

Policy On Street And Driveway Access to North Carolina Highways

<https://connect.ncdot.gov/resources/safety/Congestion%20Mngmt%20and%20Signing/Congestion%20Management/Policy%20on%20Street%20and%20Driveway%20Access%20to%20North%20Carolina%20Highways%20Current%20Edition%20July%202003.pdf>

The TIS is a specialized study that evaluates the effects of a development's traffic on the surrounding transportation infrastructure.

It is an essential part of the development review process to assist developers and local government agencies in making land use decisions involving annexations, subdivisions, rezonings, special land uses, and other development reviews. The TIS helps identify where the development may have a significant impact on safety, traffic and transportation operations, and provides a means for the developer and government agencies to mitigate these impacts. Ultimately, the TIS can be used to evaluate if the scale of development is appropriate for a particular site and what improvements may be necessary, on and off the site, to provide safe and efficient access and traffic flow. Mitigation measures may involve strategies other than roadway construction or other physical improvements such as changes to traffic signal timing or phasing, and transportation management strategies.

To determine likely impacts to the State transportation network and (for vehicular access) identify required improvements to the State Highway System within the vicinity of the development necessary to mitigate potentially undesirable impacts.

Developments that meet or exceed 3,000 vehicles per day (vpd)

Examples of 3,000 vpd developments

55,000 square feet retail

400,000 square feet industrial

300 single family homes

250,000 square feet office

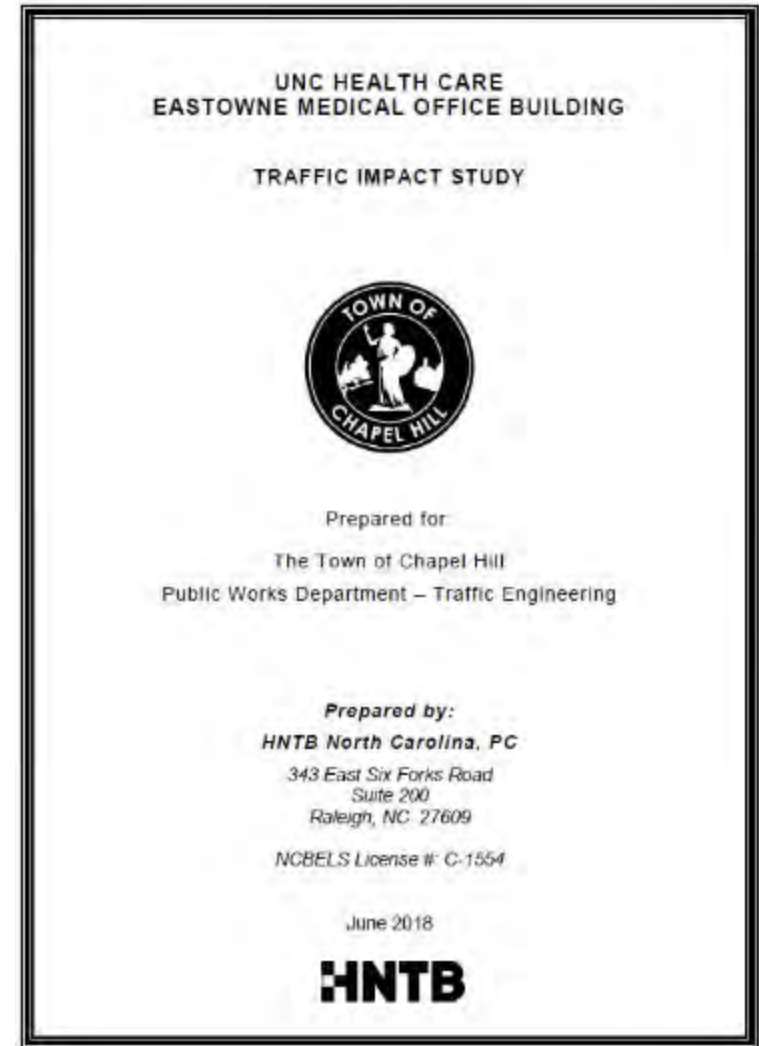
350 room hotel

Mixed-Used Developments

Or if any of the following conditions exist:

- Access within 1000 feet of an interchange
- New or modified Control of Access break
- New or modified median break
- Accesses a strategic transportation corridor
- Near a high accident location
- Deemed necessary by local authorities
- Deemed necessary by NCDOT

- Typically, consultants (Private Engineering Firms) hired by applicant
- Professional Engineer (P.E.) with traffic engineering experience will seal study
- NCDOT staff and local authorities (and/or their designees) review the TIA
- Some jurisdictions hire their own consultants to develop the TIA, rather than allowing the Developer's representative to do so
- For Developments affecting State Highway System Roads, a TIA shall be scoped before starting.



TIA Capacity Analysis

- Analysis should conform to all TIA statutes, NCDOT Driveway Manual, and NCDOT Capacity Analysis Guidelines

North Carolina General Statutes

§ 136-18. Powers of Department of Transportation.
 The said Department of Transportation is vested with the following powers:

- (1) The authority and general supervision over all matters relating to the construction, maintenance, and design of State transportation projects, letting of contracts therefor, and the selection of materials to be used in the construction of State transportation projects under the authority of this Chapter.
- (2) Related to right-of-way:
 - a. To take over and assume exclusive control for the benefit of the State of any existing county or township roads.
 - b. To locate and acquire rights-of-way for any new roads that may be necessary for a State highway system.
 - c. Subject to the provisions of G.S. 136-19-5(a) and (b), to use existing rights-of-way, or locate and acquire such additional rights-of-way, as may be necessary for the present or future relocation or initial location, above or below ground, of:
 1. Telephone, telegraph, distributed antenna systems (DAS), broadband communications, electric and other lines, as well as gas, water, sewerage, oil and other pipelines, to be operated by public utilities as defined in G.S. 62-3(12) and which are regulated under Chapter 62 of the General Statutes, or by municipalities, counties, any entity created by one or more political subdivisions for the purpose of supplying any such utility services, electric membership corporations, telephone membership corporations, or any combination thereof; and
 2. Nonutility owned or operated communications or data transmission infrastructure.
 The Department retains full power to widen, relocate, change or alter the grade or location thereof, or alter the location or configuration of such lines or systems above or below ground. No agreement for use of Department right-of-way under this sub-subdivision shall abrogate the Department's ownership and control of the right-of-way. The Department is authorized to adopt policies and rules necessary to implement the provisions of this sub-subdivision.
 - d. To change or relocate any existing roads that the Department of Transportation may now own or may acquire.
 - e. To acquire by gift, purchase, or otherwise, any road or highway, or tract of land or other property whatsoever that may be necessary for a State transportation system and adjacent utility rights-of-way.
 - f. Provided, all changes or alterations authorized by this subdivision shall be subject to the provisions of G.S. 136-54 to 136-63, to the extent that said sections are applicable.
 - g. Provided, that nothing in this Chapter shall be construed to authorize or permit the Department of Transportation to allow or pay anything to any county, township, city or town, or to any board of commissioners or governing body thereof, for any existing road or part of any road heretofore constructed by any such county, township, city or town, unless a contract has already been entered into with the Department of Transportation.
- (3) To provide for such road materials as may be necessary to carry on the work of the Department of Transportation, either by gift, purchase, or condemnation: Provided, that when any person, firm or corporation owning a deposit of sand, gravel or other material, necessary, for the construction of the system of State highways provided herein, has entered into a contract to furnish the Department of Transportation any of such material, at a price to be fixed by said Department of Transportation, thereafter the Department of Transportation shall have the right to condemn the necessary right-of-way under the provisions of Article 9 of Chapter 136, to connect said deposit with any part of the system of State highways or public carrier, provided that easements to material deposits, condemned under this Article shall not become a public road and the condemned easement shall be returned to the owner as soon as the deposits are exhausted or abandoned by the Department of Transportation.
- (4) To enforce by mandamus or other proper legal remedies all legal rights or causes of action of the Department of Transportation with other public bodies, corporations, or persons.
- (5) To make rules, regulations and ordinances for the use of, and to police traffic on, the State highways, and to prevent their abuse by individuals, corporations and public corporations, by trucks, tractors, trailers or other heavy or destructive vehicles or machinery, or by any other means whatsoever, and to provide ample means for the enforcement of same; and the violation of any of the rules, regulations or ordinances so prescribed by the Department of Transportation shall constitute a Class 1 misdemeanor: Provided, no rules, regulations or ordinances shall be made that will conflict with any statute now in force or any ordinance of incorporated cities or towns, except the Department of Transportation may regulate parking upon any street which forms a link in the State highway system, if said street be maintained with State highway funds.
- (6) To establish a traffic census to secure information about the relative use, cost, value, importance, and necessity of roads forming a part of the State highway system.

NCDOT Driveway Manual Policy



NCDOT Capacity Analysis Guidelines

NCDOT Congestion Management Capacity Analysis Guidelines

3
4 **Introduction/Purpose**
5 This document provides standard values to ensure consistent traffic analysis. Deviation
6 from these practices requires justification. By reviewing reports, plans, and submittals,
7 the North Carolina Department of Transportation (NCDOT) in no way relieves the
8 analyst of possible claims or additional work resulting from errors or omissions.
9
10
11 **Pre-Analysis**
12
13 **Submittal Document Requirements**
14 The submitted traffic analysis document should include, but is not limited to: a summary
15 of the analysis and results, site plans, traffic counts and forecasts, volume generation,
16 any assumptions used in the analysis, and any variations from these guidelines.
17

| TIA | TIP |
|------------------------------|---|
| Summary of Results | Summary of Results |
| Site Plan | Traffic Forecasts |
| Traffic Counts and Forecasts | Traffic Breakouts (Existing, No Build, Build) |
| Existing Lane Diagram | Traffic Adjustments and Reroutes |

1. Development components
2. Site Plan (Building and Parking Layout)
3. Trip Generation
4. Trip Distribution and Assignment
5. Traffic Analyses
6. Identification of Issues
7. Identification of Mitigation
8. Conclusions

Components typically are from these categories
(as defined by the ITE Trip Generation Manual)

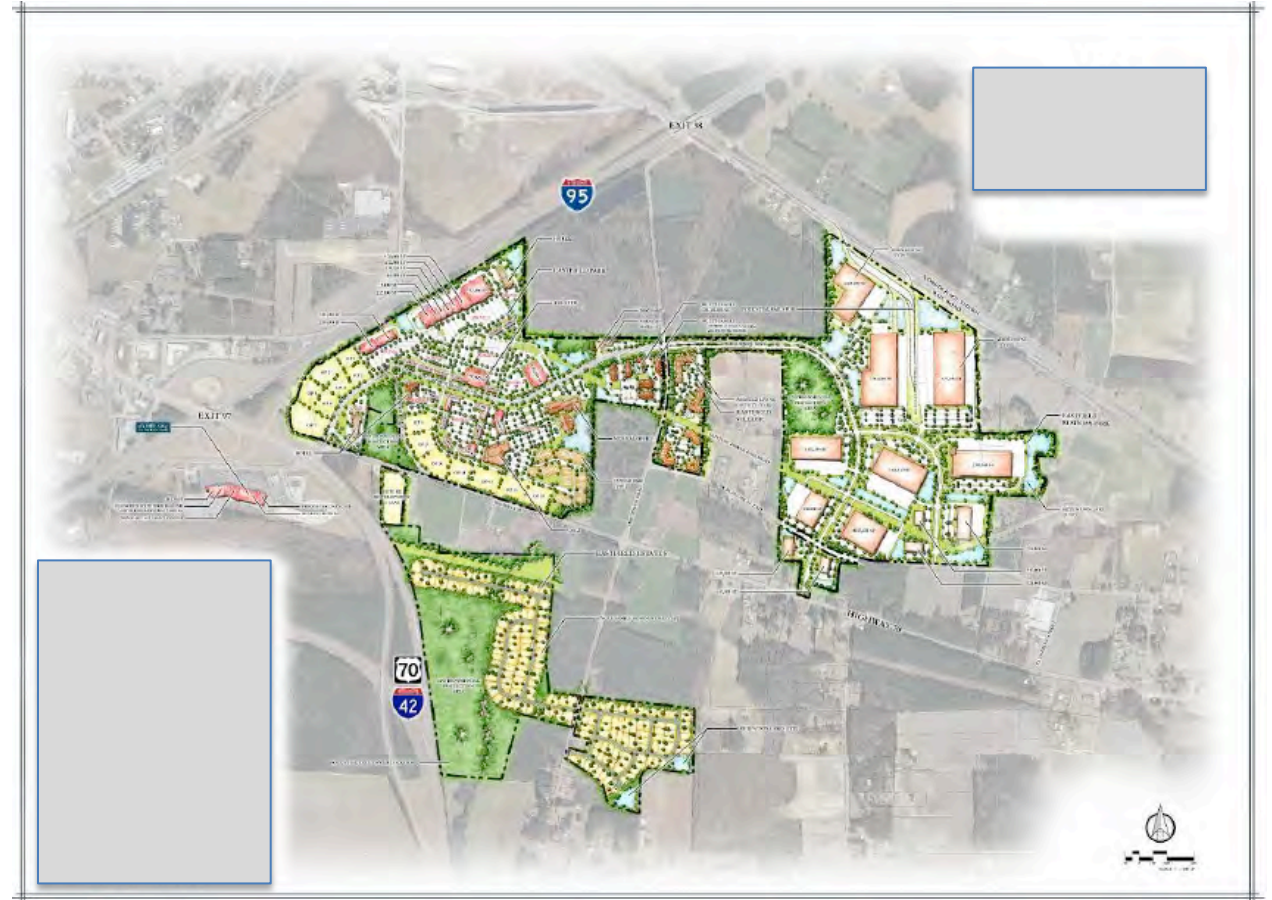
- Industrial
- Residential
- Lodging
- Recreational
- Institutional
- Medical
- Office
- Retail
- Services

Example Site Proposal

- 1,700,000 sq. ft. warehousing development
- 218 single-family detached homes
- 312 apartments
- 100 senior apartments
- 3 hotels with a total of 328 rooms
- 96,000 sq. ft. general office building
- 96,000 sq. ft. medical-dental office building
- 500,000 sq. ft. shopping center

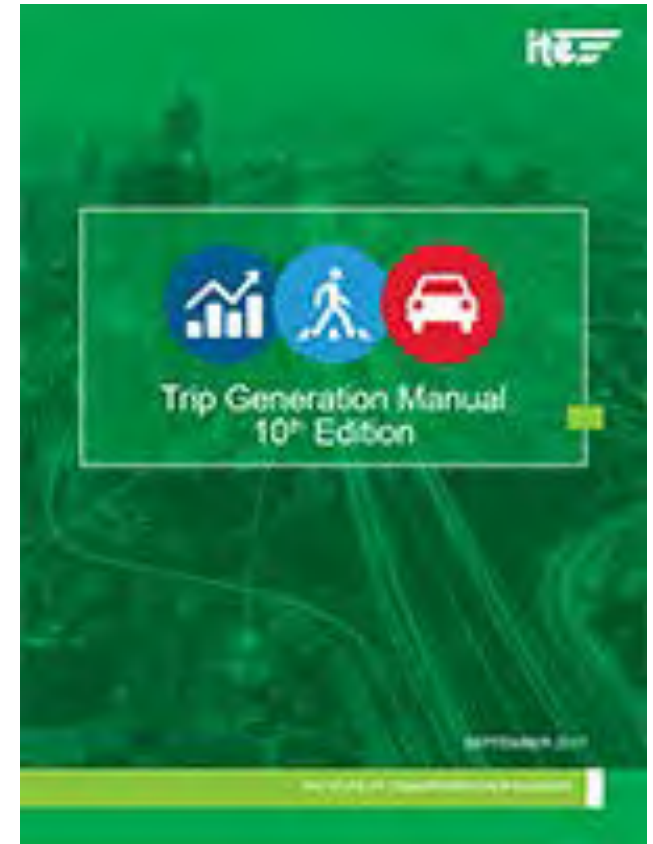
Access to this development will be through 8 site drives.

Site Plan



An estimate of the number of trips associated with specific land uses.

- Total daily trips (unadjusted Average Daily Trips)
 - AM peak hour (enter/exit)
 - PM peak hour (enter/exit)
-
- Provides a measure of the magnitude of the development and associated traffic impacts (unadjusted trips)
 - Forms the foundation of the study
 - Has a direct effect on the required mitigations



Institute of Transportation Engineers
Trip Generation Manual 10th Edition

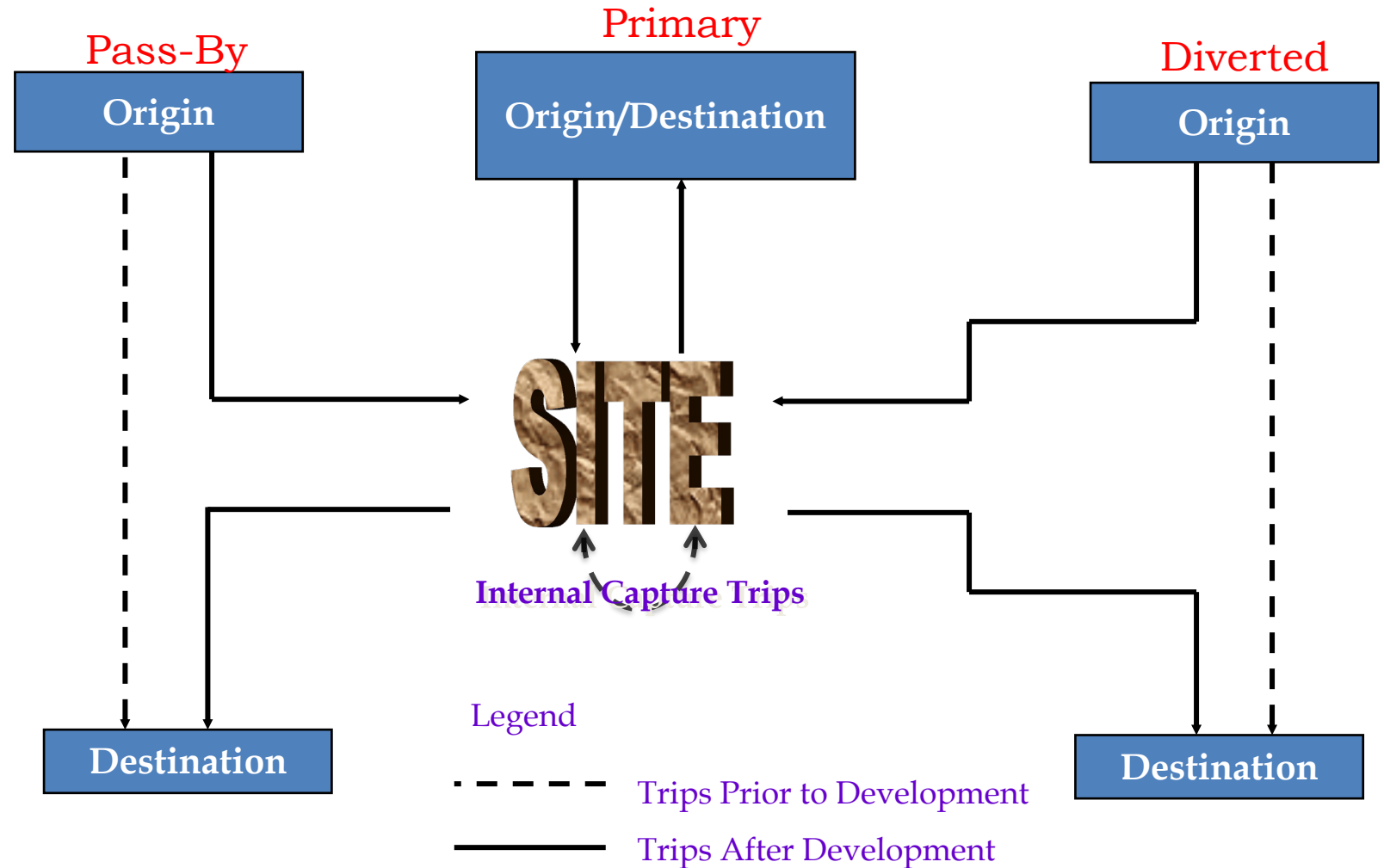
<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>

Trip Generation

| Trip Generation Summary - Basic | | | | | | | |
|---------------------------------|----------|-----------|---------------------|--------------------------|------|--------------------------|-------|
| Land Use (ITE Code) | ITE Code | Intensity | Daily Traffic (vpd) | AM Peak Hour Trips (vph) | | PM Peak Hour Trips (vph) | |
| | | | | Enter | Exit | Enter | Exit |
| Warehouse | 150 | 1700 ksf | 2,732 | 176 | 53 | 63 | 169 |
| Single Family Detached Housing | 210 | 218 units | 2,130 | 40 | 120 | 135 | 80 |
| Multifamily Housing (Low-Rise) | 220 | 312 units | 2,318 | 32 | 109 | 103 | 60 |
| Senior Adult Housing - Detached | 251 | 100 units | 378 | 7 | 13 | 14 | 12 |
| Hotel | 310 | 328 rooms | 3,278 | 94 | 65 | 112 | 108 |
| General Office Building | 710 | 96 ksf | 1,020 | 141 | 19 | 31 | 140 |
| Medical-Dental Office Building | 720 | 96 ksf | 3,424 | 208 | 59 | 93 | 239 |
| Shopping Center | 820 | 500 ksf | 17,962 | 249 | 153 | 858 | 930 |
| TOTAL TRIPS | | | 29,818 | 947 | 591 | 1,409 | 1,738 |

Adjustments to Primary Trips (Must be Justified)

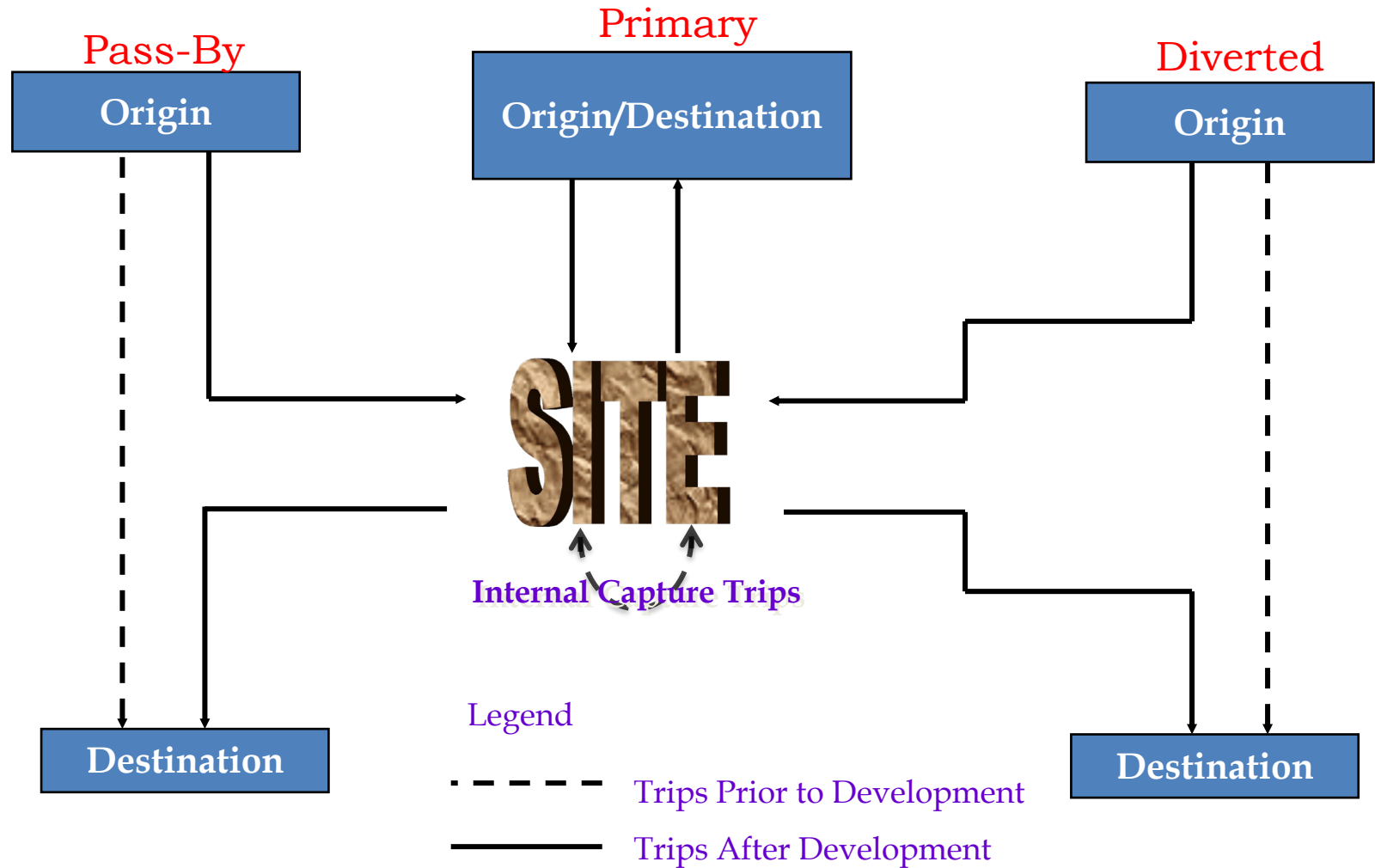
- Internal Capture
- Pass-by
- Diverted



| Trip Generation Summary – Internal Capture | | | | | | | |
|--|-----------------------------|-----------------------------|---------------------|--------------------------|------|--------------------------|-------|
| Land Use (ITE Code) | ITE Code | Intensity | Daily Traffic (vpd) | AM Peak Hour Trips (vph) | | PM Peak Hour Trips (vph) | |
| | | | | Enter | Exit | Enter | Exit |
| Warehouse | 150 | 1700 ksf | 2,732 | 176 | 53 | 63 | 169 |
| Single Family Detached Housing | 210 | 218 units | 2,130 | 40 | 120 | 135 | 80 |
| Multifamily Housing (Low-Rise) | 220 | 312 units | 2,318 | 32 | 109 | 103 | 60 |
| Senior Adult Housing - Detached | 251 | 100 units | 378 | 7 | 13 | 14 | 12 |
| Hotel | 310 | 328 rooms | 3,278 | 94 | 65 | 112 | 108 |
| General Office Building | 710 | 96 ksf | 1,020 | 141 | 19 | 31 | 140 |
| Medical-Dental Office Building | 720 | 96 ksf | 3,424 | 208 | 59 | 93 | 239 |
| Shopping Center | 820 | 500 ksf | 17,962 | 249 | 153 | 858 | 930 |
| TOTAL TRIPS | | | 29,818 | 947 | 591 | 1,409 | 1,738 |
| Internal Capture | Retail | AM: 14% Entering 9% Exiting | | -51 | -36 | -35 | -63 |
| | | PM 8% Entering 12% Exiting | | | | | |
| | Residential | AM: 2% Entering 3% Exiting | | 0 | -2 | -31 | -4 |
| | | PM 48% Entering 11% Exiting | | | | | |
| Hotel | AM: 0% Entering 33% Exiting | | 0 | -13 | -7 | -6 | |
| | PM 20% Entering 16% Exiting | | | | | | |
| TOTAL EXTERNAL TRIPS | | | | 896 | 540 | 1,336 | 1,665 |

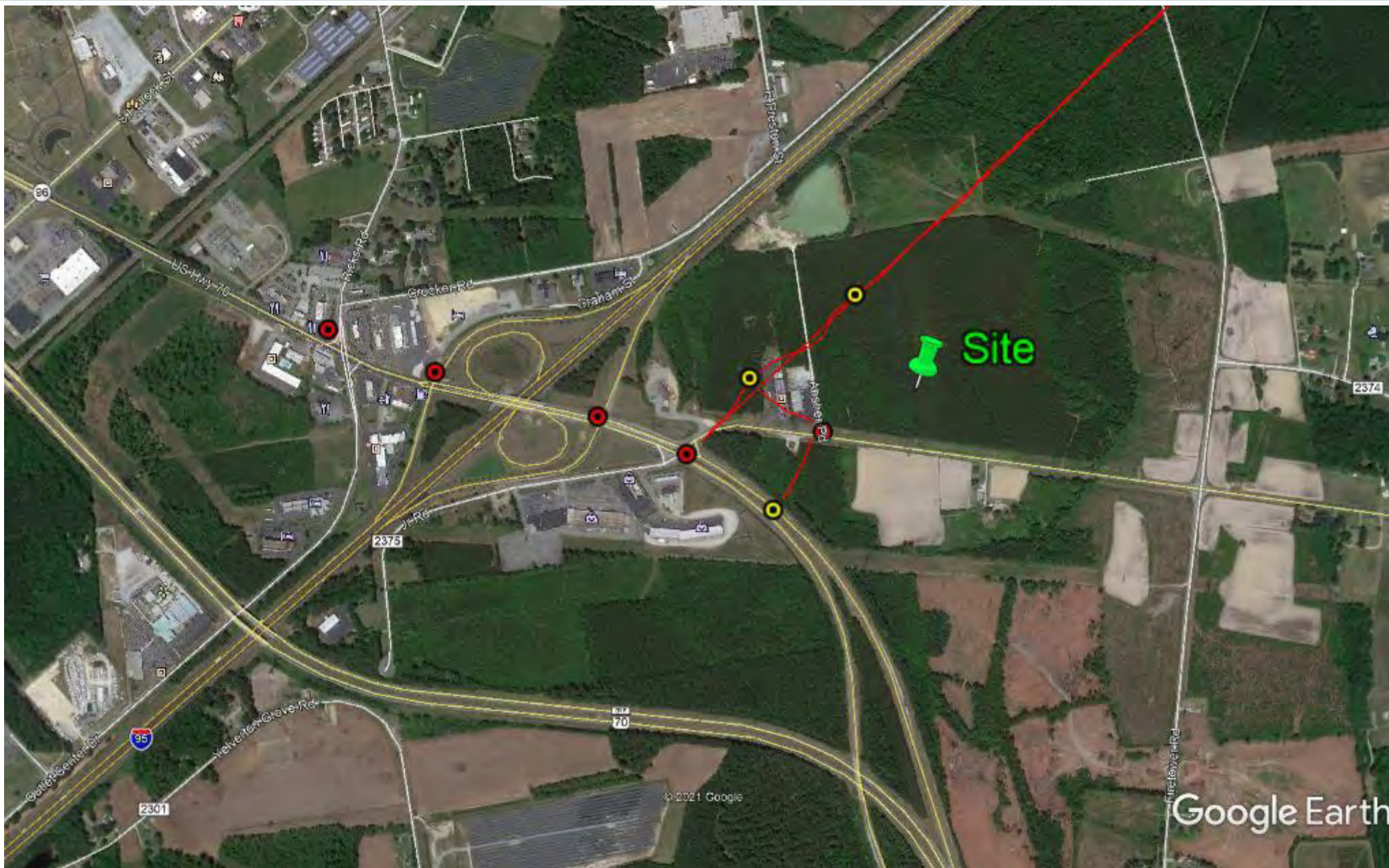
Adjustments to Primary Trips (Must be Justified)

- Internal Capture
- Pass-by
- Diverted



Trip Generation

| Trip Generation Summary – Pass-By | | | | | | | | |
|--|-------------|-----------------------------|-----------------------------|---------------------|--------------------------|------|--------------------------|-------|
| Land Use (ITE Code) | | ITE Code | Intensity | Daily Traffic (vpd) | AM Peak Hour Trips (vph) | | PM Peak Hour Trips (vph) | |
| | | | | | Enter | Exit | Enter | Exit |
| Warehouse | | 150 | 1700 ksf | 2,732 | 176 | 53 | 63 | 169 |
| Single Family Detached Housing | | 210 | 218 units | 2,130 | 40 | 120 | 135 | 80 |
| Multifamily Housing (Low-Rise) | | 220 | 312 units | 2,318 | 32 | 109 | 103 | 60 |
| Senior Adult Housing - Detached | | 251 | 100 units | 378 | 7 | 13 | 14 | 12 |
| Hotel | | 310 | 328 rooms | 3,278 | 94 | 65 | 112 | 108 |
| General Office Building | | 710 | 96 ksf | 1,020 | 141 | 19 | 31 | 140 |
| Medical-Dental Office Building | | 720 | 96 ksf | 3,424 | 208 | 59 | 93 | 239 |
| Shopping Center | | 820 | 500 ksf | 17,962 | 249 | 153 | 858 | 930 |
| TOTAL TRIPS | | | | 29,818 | 947 | 591 | 1,409 | 1,738 |
| Internal Capture | Retail | | AM: 14% Entering 9% Exiting | | -51 | -36 | -35 | -63 |
| | | | PM 8% Entering 12% Exiting | | | | | |
| | Residential | | AM: 2% Entering 3% Exiting | | 0 | -2 | -31 | -4 |
| | | | PM 48% Entering 11% Exiting | | | | | |
| Hotel | | AM: 0% Entering 33% Exiting | | 0 | -13 | -7 | -6 | |
| | | PM 20% Entering 16% Exiting | | | | | | |
| TOTAL EXTERNAL TRIPS | | | | | 896 | 540 | 1,336 | 1,665 |
| Pass-By Trips - Shopping Center (34% PM) | | | | | | | 293 | 293 |

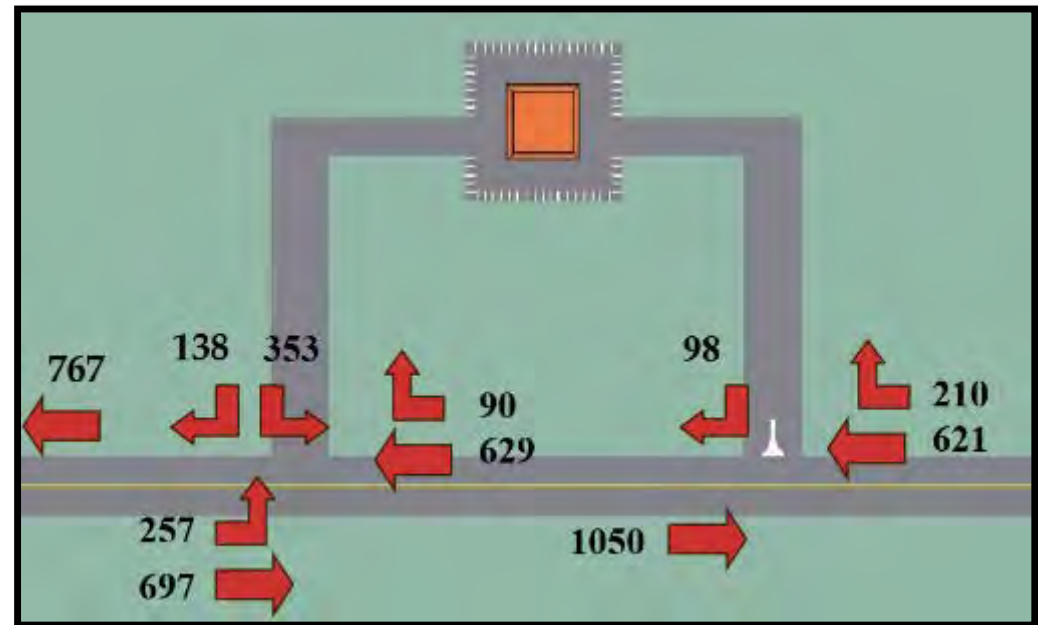
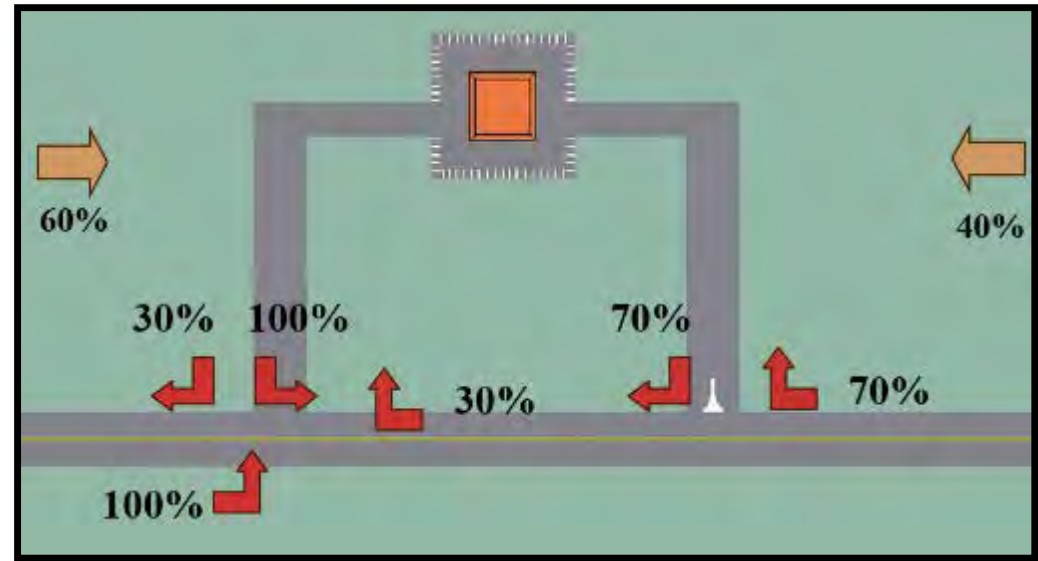


Trip Distribution

- Determining general Origin and Destination percentages of the Trips Generated
 - Uses population and employment data
 - Existing traffic volume (ADT)
 - Existing traffic patterns
 - Existing and proposed land use and zoning

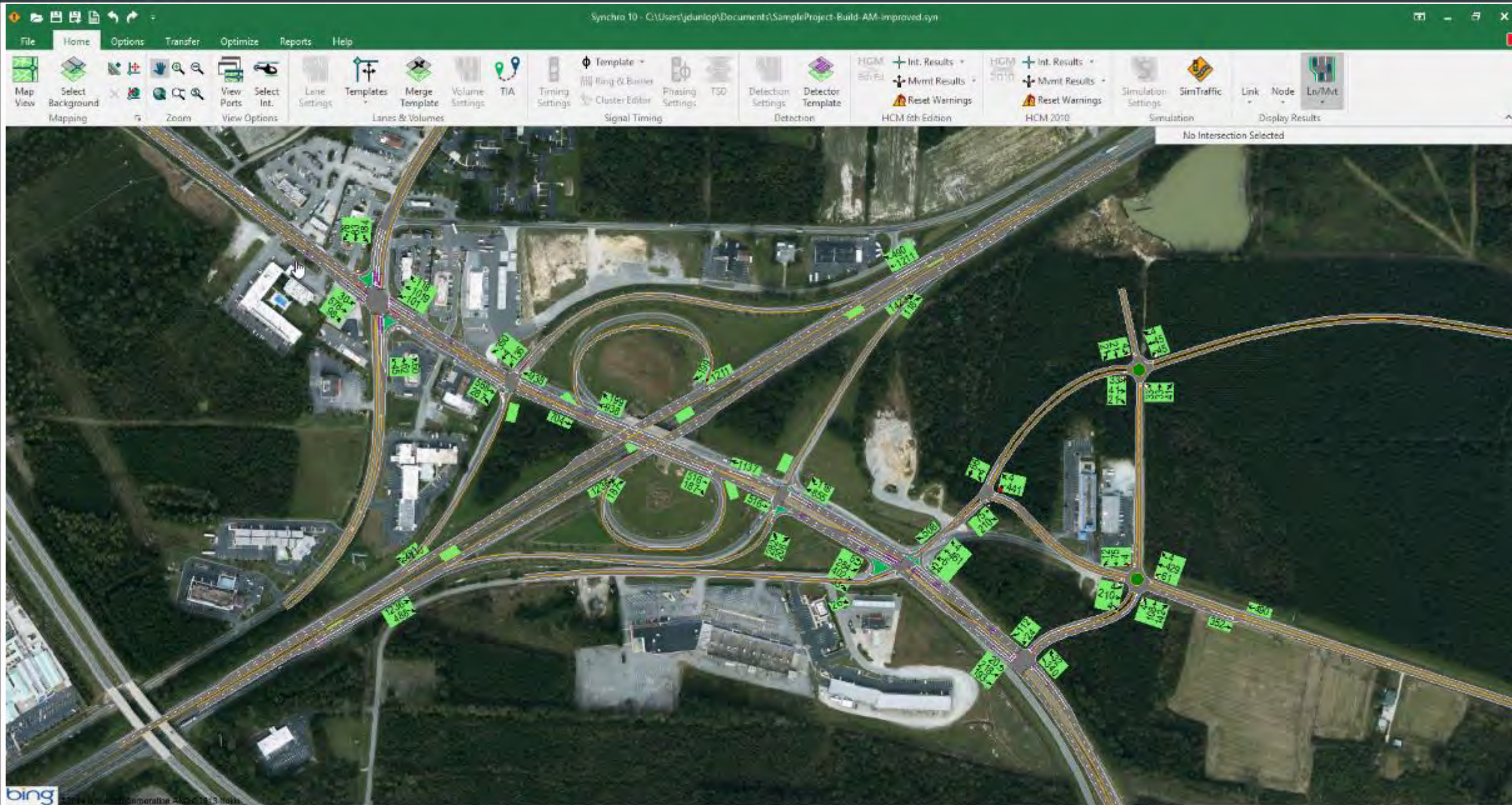
Trip Assignment

- Assigning trips to/from the site to specific movements and specific routes based on trip generation and trip distribution percentage









- Base (Existing) Conditions
- Background (No Build) Conditions
 - Includes growth rate to future year, may include traffic volume from other developments in study area. Does not include any road improvements committed to be built by others
- Project (Build-Out) Conditions
 - Without mitigation
 - With mitigation
- Project may be phased; however, the entire development should be analyzed first before breaking into smaller phases

Traffic Analysis Network (Synchro)









LEVELS OF SERVICE for Unsignalized Intersections

| Level of Service | Flow Conditions | Delay per Vehicle (seconds) | Technical Descriptions |
|------------------|---|-----------------------------|---|
| A |  | <10 | Highest quality of service. Free traffic flow with few restrictions on maneuverability or speed. Very short delay |
| B |  | 10-15 | Stable traffic flow. Speed becoming slightly restricted. Low restriction on maneuverability. short delays |
| C |  | 15-25 | Stable traffic flow, but less freedom to select speed, change lanes or pass. Minimal delays |
| D |  | 25-35 | Traffic flow becoming unstable. Speeds subject to sudden change. Passing is difficult. Minimal delays |
| E |  | 35-50 | Unstable traffic flow. Speeds change quickly and maneuverability is low. Significant delays |
| F |  | >50 | Heavily congested traffic. Demand exceeds capacity and speeds vary greatly. Considerable delays |

Source: 2000 HCM, Exhibit 20-2, LOS Criteria for Two-Lane Highways in Class 1

LEVELS OF SERVICE for Intersections with Traffic Signals

| Level of Service | Delay per Vehicle (seconds) |
|------------------|--|
| A |  ≤ 10 |
| B |  11-20 |
| C |  21-35 |
| D |  36-55 |
| E |  56-80 |
| F |  > 80 |

Factors Affecting LOS of Signalized Intersections

Traffic Signal Conditions:

- Signal Coordination
- Cycle Length
- Protected left turn
- Timing
- Pre-timed or traffic activated signal
- Etc.

Geometric Conditions:

- Left- and right-turn lanes
- Number of lanes
- Etc.

Traffic Conditions:

- Percent of truck traffic
- Number of pedestrians
- Etc.

Source: 2000 HCM, Exhibit 16-2, Level of Service Criteria for Signalized Intersections

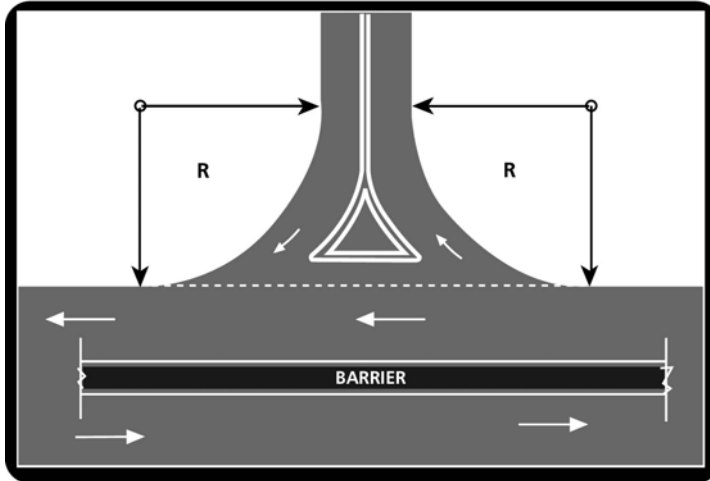
- Are any segments or intersections unacceptable?
- What improvements are needed?
- When/How will these improvements be made?
 - Site-mitigated
 - Other developments
 - TIP/local roadway projects
 - Funded jointly with other development, or with local agency

- Applicant (TIA) **required** to identify improvements when comparing base (existing) to project (future build-out) conditions:
 - Average intersection delay increases 25% or more
 - Intersection approach delay increases 25% or more
 - LOS degrades by at least one level
 - LOS is “F”
 - 95th percentile queue exceeds storage capacity
- Developer improvements vs. improvements by “others”

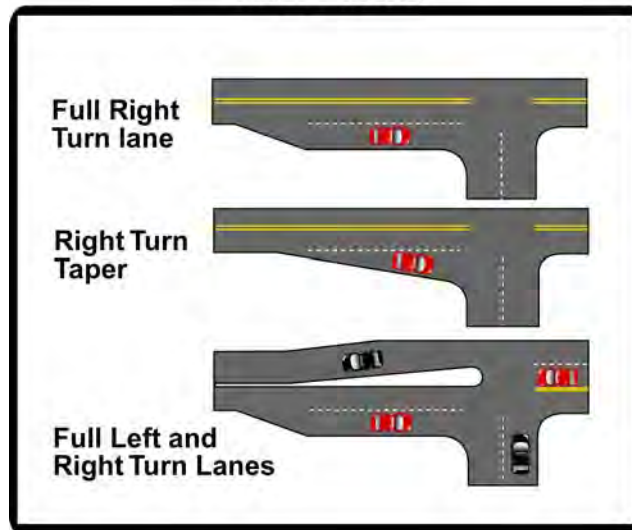
- Add/extend turn lanes (100' minimum, 25' increments)
- Re-time signal phases/cycle
- Convert stop-controlled intersection to signalized intersection or roundabout
- Adjust lane configuration
- Median/channelization (access restrictions)
- Interchange improvements

Geometric Recommendations by NC General Statute 136-18 (29)

Left turn prohibition
channelization detail in a
shoulder and ditch section



Turn Lanes



To establish policies and adopt rules about the size, location, direction of traffic flow, and the construction of driveway connections into any street or G.S. 136-18 Page 9 highway which is a part of the State Highway System. The Department of Transportation may require the construction and public dedication of acceleration and deceleration lanes, and traffic storage lanes and medians by others for the driveway connections into any United States route, or North Carolina route, and on any secondary road route with an average daily traffic volume of 4,000 vehicles per day or more

Left/right turn lanes and taper considerations

- Avg. Daily Traffic (ADT) >4,000 veh/day on secondary road
- US or NC route being accessed
- District Engineer deems necessary
- Need identified in TIA

- Once received, NCDOT has two weeks to determine if the TIA is “Complete,” and if yes, another two weeks for review.
 - § 136-93.1A. Time frame for reviewing and making a decision on traffic impact analyses.
- The approval of the TIA does not constitute the final approval of the driveway permit. The District Engineer has other factors to consider before final approval. However, this is one major step towards that approval.
- NCDOT is not involved in the approval of the overall development (land use.) That is solely the jurisdiction of the county or municipality.



James Dunlop

jdunlop@ncdot.gov

**RESOLUTION TO APPROVE THE ROUTING OF I-587, THE REROUTING OF US 264, AND
REMOVAL OF US 264 ALTERNATE WITHIN THE UPPER COASTAL PLAIN RPO**

WHEREAS, US 264 is a United States highway that is a primary transportation route in the Upper Coastal Plain RPO; and

WHEREAS, US 264 is currently routed on Future I-587; and

WHEREAS, the NCDOT is requesting AASHTO to allow I-587 to be signed along the current routing of US 264 between the I-95 interchange in Wilson County and the NC 11 Bypass interchange in Pitt County; and

WHEREAS, the NCDOT recommends relocating the routing of US 264 onto the current routing of US 264 Alternate between the eastern US 264 Alternate interchange in Wilson County the NC 11 Bypass interchange in Pitt County along; and

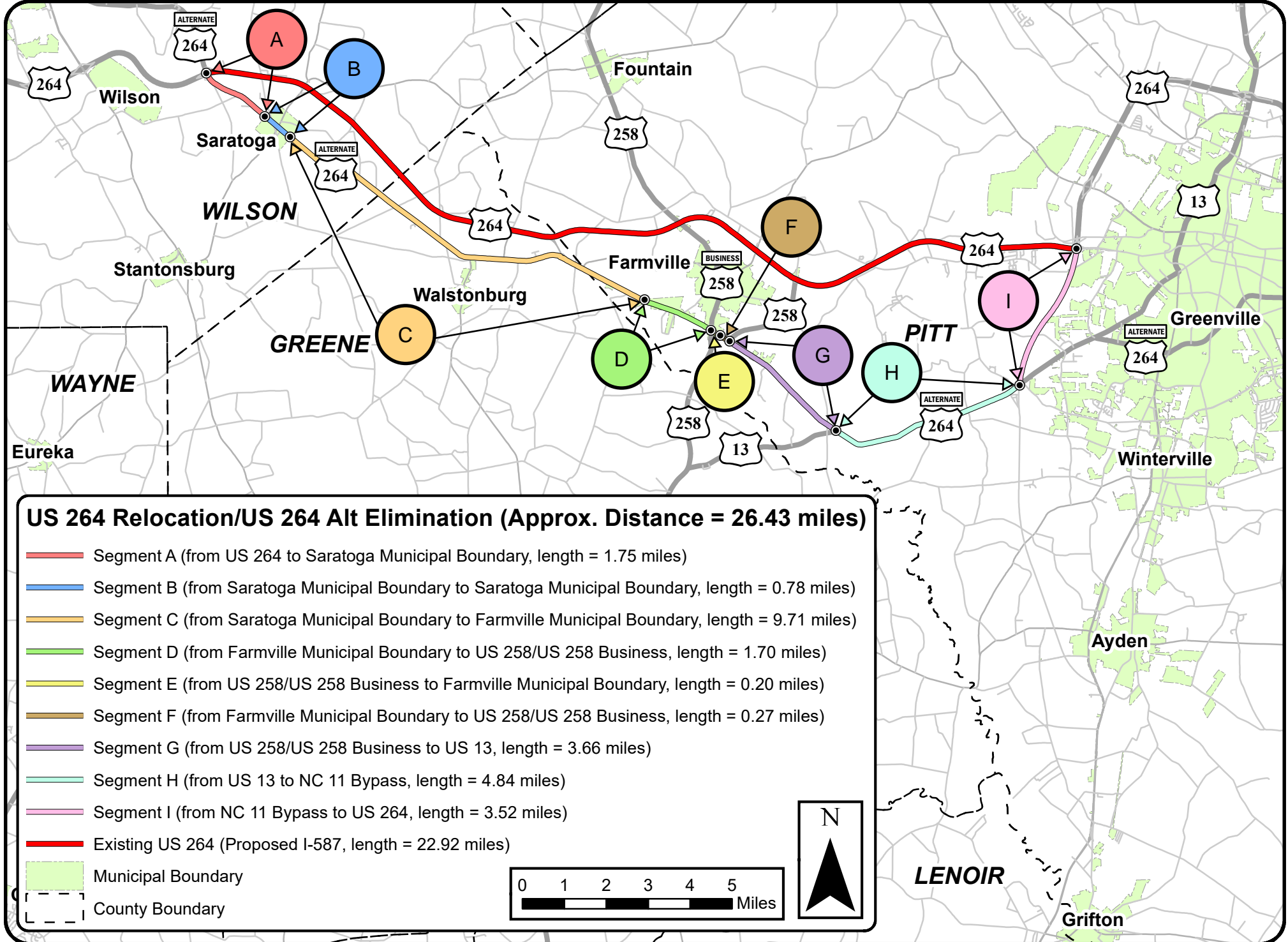
WHEREAS, the NCDOT recommends relocating the routing of US 264 onto the current routing of NC 11 Bypass between the US 264 Alternate interchange and the US 264 interchange in Pitt County; and

WHEREAS, the NCDOT recommends the elimination of US 264 Alternate between the eastern US 264 interchange in Wilson County and the NC 11 Bypass interchange in Pitt County.

BE IT THEREFORE RESOLVED that the Transportation Advisory Committee of the Upper Coastal Plain RPO approves the designation of I-587, rerouting of US 264, and removal of the US 264 Alternate designation within its boundaries.

Lu Harvey Lewis, TAC Chair

James M. Salmons, UCPRPO



Town of Saratoga

P. O. Box 206
Saratoga, NC 27873
Phone: 252-238-3487
Fax: 252-238-3489
Email: saratoga@saratoganc.org

February 5, 2021

James M. Salmons, PLS
Upper Coastal Plain RPO
120 W. Washington St., Suite 2110
Nashville, NC 27856

Dear Mr. Salmons,

The Board of Commissioners of the Town of Saratoga and myself reviewed the documents relating to relocating the routing of US 264 onto the current routing of US 264 Alternate between the eastern US 264 Alternate interchange in Wilson County and the NC 11 Bypass interchange in Pitt County. The Saratoga Board of Commissioners and myself support the elimination of US 264 Alternate between the eastern US 264 interchange in Wilson County and the NC 11 Bypass interchange in Pitt County and the rerouting of US 264 in these areas when the Future I-587 is finalized.

Sincerely,



Charles Thomas Hawkins
Mayor

**UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE (TAC)**

**RESOLUTION TO ALLOCATE CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT
PROGRAM (CMAQ) FUNDS TO THE TOWN OF SELMA**

WHEREAS, the Upper Coastal Plain Rural Planning Organization (UCPRPO) provides transportation planning services for Edgecombe County, Johnston County, Nash County and Wilson County, and

WHEREAS, CMAQ is a Federal program that funds transportation projects and programs in air quality non-attainment and maintenance areas to help achieve and maintain national standards for pollutants; and

WHEREAS, the North Carolina Department of Transportation (NCDOT) administers the CMAQ program on behalf of non-attainment and maintenance areas within North Carolina; and

WHEREAS, Edgecombe, Johnston, and Nash Counties are eligible for CMAQ funding based on prior non-attainment conditions; and

WHEREAS, the Upper Coastal Plain RPO is allocated CMAQ funds for FY22 in the amount of \$603,240.00 with each project requiring a 20% local match; and

WHEREAS, the recipient jurisdiction must provide 100% of its project's require matching funds; and

WHEREAS, upon approval of the proposed projects as meeting the requirements of CMAQ and the guidelines established by NCDOT to administer the program; and

NOW THEREFORE, be it resolved that the Upper Coastal Plain Rural Planning Organization's Transportation Advisory Committee agrees to allocate the amount not to exceed of \$603,240.00 in CMAQ funding to the Town of Selma for qualifying CMAQ project, contingent on their approval for funding and that no local matching funds will be required from UCPRPO or its member jurisdictions.

Lu Harvey Lewis, Chair
UCPRPO Transportation Advisory Committee

James Salmons, UCPRPO

FY 2021-2022
PLANNING WORK PROGRAM
ANNUAL PROPOSED FUNDING SOURCES TABLE
Upper Coastal Plain Rural Planning Organization

| TASK CODE | WORK CATEGORY | RPO PROGRAM FUNDS | | |
|--|--|-------------------|--------------|------------|
| | | LOCAL 20% | STATE 80% | TOTAL |
| I. DATA COLLECTION AND ASSESSMENT | | | | |
| I-1 | DATA COLLECTION AND ASSESSMENT | \$ 1,600 | \$ 6,400 | \$ 8,000 |
| I-1.1 | Highway | | | |
| I-1.2 | Other Modes | | | |
| I-1.3 | Socioeconomic | | | |
| I-1.4 | Title VI | | | |
| II. TRANSPORTATION PLANNING | | | | |
| II-1 | COMPREHENSIVE TRANSPORTATION PLAN | \$ 800 | \$ 3,200 | \$ 4,000 |
| II-1.1 | Develop CTP Vision | | | |
| II-1.2 | Conduct CTP Needs Assessment | | | |
| II-1.3 | Analyze Alternatives and Environmental Screening | | | |
| II-1.4 | Develop Final Plan | | | |
| II-1.5 | Adopt Plan | | | |
| II-2 | PRIORITIZATION | \$ 4,400 | \$ 17,600 | \$ 22,000 |
| II-2.1 | Project Prioritization | | | |
| II-3 | PROGRAM AND PROJECT DEVELOPMENT | \$ 600 | \$ 2,400 | \$ 3,000 |
| II-3.1 | STIP Participation | | | |
| II-3.2 | Merger / Project Development | | | |
| II-4 | GENERAL TRANSPORTATION PLANNING | \$ 5,340 | \$ 21,360 | \$ 26,700 |
| II-4.1 | Regional and Statewide Planning | | | |
| II-4.2 | Special Studies, Projects and Other Trainings | | | |
| III. ADMINISTRATION OF TRANSPORTATION PLANNING AND POLICIES | | | | |
| III-1 | ADMINISTRATIVE ACTIVITIES | \$ 4,400 | \$ 17,600 | \$ 22,000 |
| III-1.1 | Administrative Documents | | | |
| III-1.2 | TCC / TAC Work Facilitation; Ethics Compliance | | | |
| III-1.3 | Program Administration | | | |
| IV. DIRECT COSTS | | | | |
| IV-1 | PROGRAMMATIC DIRECT CHARGES | \$ 7,636 | \$ 30,543 | \$ 38,179 |
| IV-1.1 | Program-wide Direct Costs | | | |
| IV-2 | ADVERTISING | \$ 80 | \$ 320 | \$ 400 |
| IV-2.1 | News Media Ads | | | |
| IV-3 | LODGING, MEALS, INCIDENTALS | \$ 400 | \$ 1,600 | \$ 2,000 |
| IV-3.1 | Hotel Costs | | | |
| IV-3.2 | Meal Costs | | | |
| IV-3.3 | Incidentals | | | |
| IV-4 | POSTAGE | \$ 30 | \$ 120 | \$ 150 |
| IV-4.1 | Mailings | | | |
| IV-5 | REGISTRATION / TRAINING | \$ 300 | \$ 1,200 | \$ 1,500 |
| IV-5.1 | Conference Registration | | | |
| IV-5.2 | Meeting / Workshop / Training Fees | | | |
| IV-6 | TRAVEL | \$ 1,000 | \$ 4,000 | \$ 5,000 |
| IV-6.1 | Mileage Reimbursement | | | |
| IV-6.2 | Car Rental Costs | | | |
| IV-6.3 | Other Travel Expenses | | | |
| V. INDIRECT COSTS | | | | |
| V-1 | INDIRECT COSTS APPROVED BY COGNIZA | \$ 1,424 | \$ 5,695 | \$ 7,119 |
| V-1.1 | Incurred Indirect Costs | | | |
| TOTAL | | \$ 28,010 | \$ 112,038 | \$ 140,048 |

Approved by the TAC on: _____20__

Signature, TAC Chairman

Signature, RPO Secretary

FY 2021-2022
PLANNING WORK PROGRAM
Narrative
Upper Coastal Plain Rural Planning Organization

I. DATA COLLECTION AND ASSESSMENT

I-1 DATA COLLECTION AND ASSESSMENT \$ 8,000.00

- I-1.1 Highway**
Collect centerline data from member Counties to maintain up to date data inventory. Maintain UCPRPO GIS Data Warehouse. Provide traffic counts upon request.
- I-1.2 Other Modes**
Collection and mapping of non-highway data, etc.
- I-1.3 Socioeconomic**
Update Socioeconomic and demographic data for all member counties. Data may include commuting, travel preference, future land use, zoning, employment, etc.
- I-1.4 Title VI**
Affirm RPO compliance with Title VI and develop Title VI plan.

II. TRANSPORTATION PLANNING

II-1 COMPREHENSIVE TRANSPORTATION PLAN (CTP) DEVELOPMENT \$ 4,000.00

- II-1.1 Develop CTP Vision**
Meet with members to review current CTP. Completion of Community Understanding Reports and aid in providing public engagement; etc. Upon need for CTP update, work with community member and NCDOT to develop CTPs.
- II-1.2 Conduct CTP Needs Assessment**
UCPRPO Draft UCPRPO PWP Expense Report FY2021_020420.xlsx
- II-1.3 Analyze Alternatives and Environmental Screening**
Review and analyze project and program alternatives against community vision/goals/objectives, natural and human environmental constraints, fiscal reality, funding and maintenance concerns, etc.
- II-1.4 Develop Final Plan**
Review final graphic, written, and mapping products produced in potential CTP updates.
- II-1.5 Adopt Plan**
Aid in adoption of potential CTP updates.

II-2 PRIORITIZATION \$ 22,000.00

- II-2.1 Project Prioritization**
Perform duties and responsibilities related to STI and other local prioritization activities (i.e. CMAQ) Prepare and present to TCC/TAC spreadsheet of Committed, Carryover, Holding Tank and Deleted projects. Update and maintain interactive online STI Project map. Hold meeting in each county to solicit new projects. Obtain TCC/TAC approval of projects. Gather data for highway projects and enter highway and non-highway projects into SPOT Online. Discuss Alternative Criteria rates with other RPO/MPOs and Divisions. Attend SPOT training. Update Local Input Methodology. Carryout steps of Methodology. Post information on website as required by Methodology.

II-3 PROGRAM AND PROJECT DEVELOPMENT \$ 3,000.00

- II-3.1 STIP Participation**
Review status of projects in STIP, report to TCC/TAC and perform other duties related to reviewing and comments on STIP additions, modifications, deletions, and drafts.
- II-3.2 Merger / Project Development**
Attend and participate in MERGER meetings as required. Attend officials and public meetings.

II-4 GENERAL TRANSPORTATION PLANNING \$ 26,700.00

- II-4.1 Regional and Statewide Planning**
Attend NCARPO quarterly meetings and MPO conference. Attend Highway US 70 Commission meetings. Attend Hwy 17/64 Association meetings. Stay up to date on Joint Legislative Transportation Oversight Committee meetings and report to Executive Committee and TCC/TAC. Attend and participate in Eastern North Carolina Freight Study. Attend other transportation planning i.e. Rocky Mount TCC meetings, Tar River Transit TAB, JCATS TAB, East Coast Greenway, Mountains to Sea Trail, Regional Commuter Rail Studies, etc.
- II-4.2 Special Studies, Projects and Other Trainings**
Participate in Statewide Committees i.e. NC-TIC, etc. Attend various training events i.e. RPO Training, NC GIS Conference, NCAMPO, NCDOT PTD Training, ATLAS Training, Transportation Summit, Ongoing Feasibility Studies, etc. Provide planning services to Pinetops for pedestrian plan. Special Studies: Coordinate/manage potential SPR Funded projects i.e. (MST) Neuse River Greenway Feasibility Study between Clayton and Smithfield; Study intersection at Raleigh Rd Pkwy W and Ward Blvd in Wilson. Continue pursuing feasibility study for Howard Ave/rail yard/I-95 in Selma. Participate in local transportation or other planning initiatives related to transportation as requested by member communities.

III. ADMINISTRATION OF TRANSPORTATION PLANNING AND POLICIES

III-1 ADMINISTRATIVE ACTIVITIES \$ 22,000.00

- III-1.1 Administrative Documents**
Prepare, obtain approval, and submit PWP, and needed amendments. Prepare and submit Quarterly Reports and Final Yearly Narrative. Update MOU, LPA, Bylaws, or PIP as needed.
- III-1.2 TCC / TAC Work Facilitation; Ethics Compliance**
Prepare minutes, agendas, materials, speakers, etc. for and hold TCC and TAC meetings. Inform TAC of Ethics information and deadlines. Assist TAC members with Ethics forms. Maintain membership rosters and meeting schedules.
- III-1.3 Program Administration**
Providing transportation information and data. Contact NCDOT staff concerning questions from, officials, citizens and TAC /TCC members. Phone calls, emails, and general program administration, etc.

| | | |
|---|---|---------------|
| IV. DIRECT COSTS | | |
| IV-1 PROGRAMMATIC DIRECT CHARGES | | \$ 38,179.00 |
| IV-1.1 Program-wide Direct Costs | Regular or direct costs for operation of the RPO program. i.e. printing, dues and subscriptions, equipment, supplies, and professional services. Mountains to Sea Trail (MST) Neuse River Greenway Feasibility Study between Clayton and Smithfield | |
| IV-2 ADVERTISING | | \$ 400.00 |
| IV-2.1 News Media Ads | Advertising costs for Public Hearings, workshops, meetings etc. | |
| IV-3 LODGING, MEALS, INCIDENTALS | | \$ 2,000.00 |
| IV-3.1 Hotel Costs | Costs for overnight stays at NCARPO quarterly meetings, NCAMPO Conference and NADO Rural Transportation Conference etc. | |
| IV-3.2 Meal Costs | Meal Costs while on overnight or extended travel | |
| IV-3.3 Incidentals | Hotel parking, tips for over night travel | |
| IV-4 POSTAGE | | \$ 150.00 |
| IV-4.1 Mailings | Costs for mailing RPO projects (surveys, notices, etc.) | |
| IV-5 REGISTRATION / TRAINING | | \$ 1,500.00 |
| IV-5.1 Conference Registration | Registration fees for NCAMPO Conference, NC Transportation Summit, etc., and other pertinent planning conferences. | |
| IV-5.2 Meeting / Workshop / Training Fees | Various training classes and events approved by NCDOT TPD. i.e. NC GIS Conference, NC URISA Conference, GIS classes | |
| IV-6 TRAVEL | | \$ 5,000.00 |
| IV-6.1 Mileage Reimbursement | Reimbursement for total miles traveled | |
| IV-6.2 Car Rental Costs | Car Rental Costs | |
| IV-6.3 Other Travel Expenses | Parking fee, other | |
| V. INDIRECT COSTS | | |
| V-1 INDIRECT COSTS APPROVED BY COGNIZANT AGENCY FY 18-19 | | \$ 7,119.00 |
| V-1.1 Incurred Indirect Costs | Indirect costs incurred for the RPO Program charged by Nash County. | |
| TOTAL | | \$ 140,048.00 |

**Upper Coastal Plain RPO
Draft Cost Share FY 2021-2022**

| | |
|--------------------|-------------------------|
| NCDOT Share | \$ 112,038.40 |
| Local Share | \$ 28,009.60 |
| Total | \$ 140,048.00 |

| | 2019 | | |
|--------------|--------------------|-------------------|-----------------------|
| | Population* | % of Total | 20% Cost Share |
| Edgecombe | 52394 | 0.12 | \$ 3,356.05 |
| Johnston | 206016 | 0.47 | \$ 13,196.18 |
| Nash | 96089 | 0.22 | \$ 6,154.90 |
| Wilson | 82781 | 0.19 | \$ 5,302.47 |
| | | | |
| Total | 437280 | 1.00 | \$ 28,009.60 |

*North Carolina Office of State Budget and Management Most Current Provisional Certified 2019 Estimates

MPO and RPO TAC MEMBERS 2021 SEI AND RED FILING REMINDERS:

Remember TAC Members need to sign and file **two** forms:

1. the Statement of Economic Interest (SEI) and
2. the Real Estate Disclosure form (RED).

Electronic Filing

We strongly urge filers to file electronically. Electronic filing is quick and easy. The direct link to **Electronic Filing** is:

<https://ef.ncsbe.gov/>

IMPORTANT: Our Executive Board is the Upper Coastal Plain Rural Planning Organization (UCPRPO) TAC Member

Members and alternates are not being required to file because they are a local or government official. The reason for filing is your voting privilege on the Executive Board. **You must choose a TAC Board under Boards/Commissions in REASON FOR FILING section in order to generate the RED question and form. You will have to refile if you do not choose a TAC.**

Manual Filing

KEEP IN MIND that manual forms get lost in the mail, or can take weeks to arrive. We have a delay in processing them on our end due to state government COVID requirements.

However, if you need to submit manually, use this link:

[MPO/RPO TAC Filers | Ethics Commission \(nc.gov\)](https://ethics.nc.gov/seis/electronic-filing)

<https://ethics.nc.gov/seis/electronic-filing>

New this year:

1. SEI / RED manual forms download

This year the manual forms are one download as we have merged the RED form onto the back of the SEI so MPO/RPO filers do not have to click two different download buttons: When they choose either the Long Form or the No Change Form, the RED form will print out automatically as part of the “package”. We hope this change will result in fewer missed RED filings.

2. Ethics Commission move

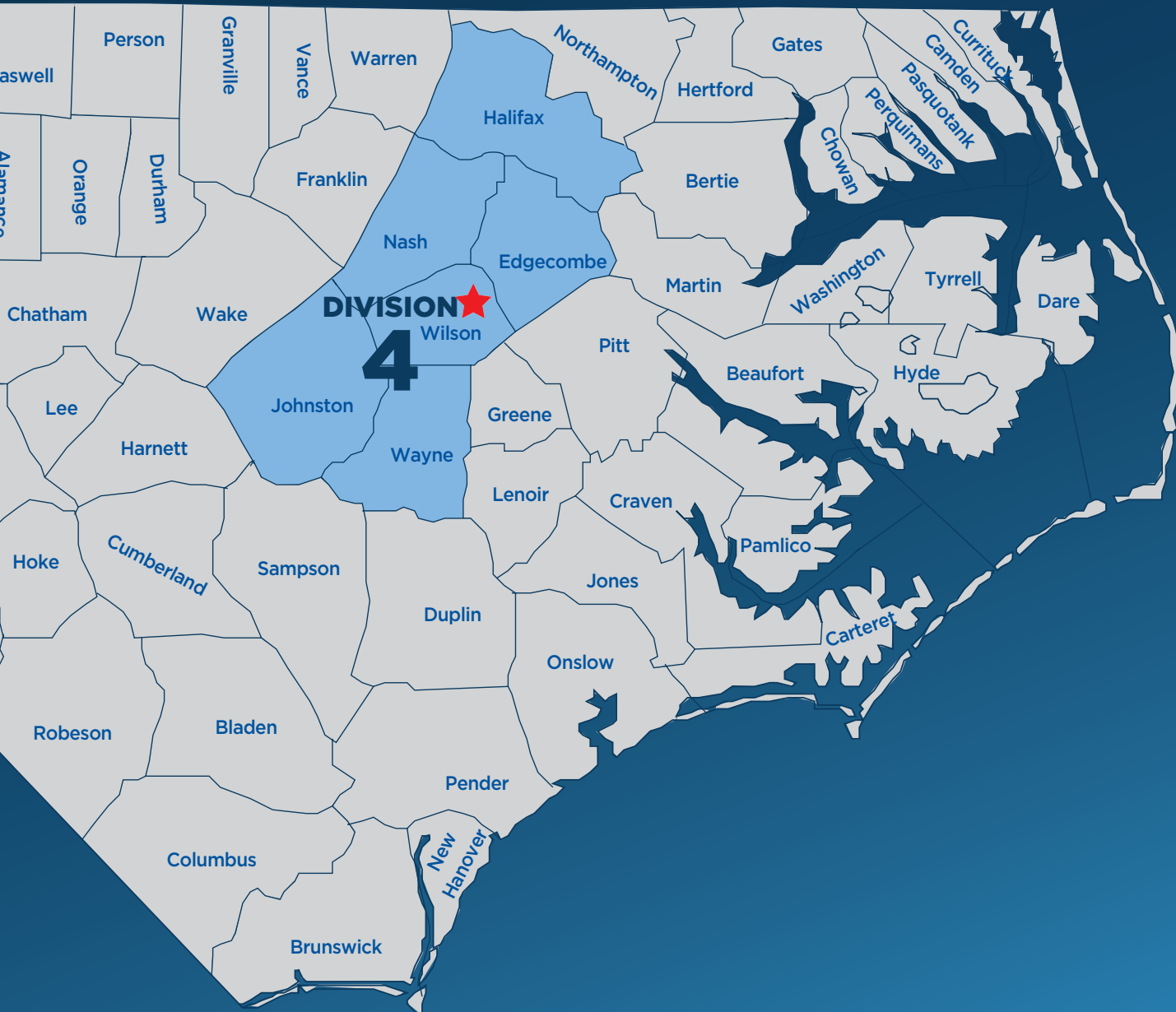
In addition to our continued remote working situation, the Ethics Commission staff is in the process of moving. We will be moving back to the Capehart-Crocker House that we occupied prior to our merger with the Elections Board. When the move to the new physical location is complete, we will be switched over to new email addresses, and will no longer have NC State Board of Elections email extenders. We have been told that our telephone numbers will remain the same.



★ **NCDOT Highway Division 4**
509 Ward Boulevard
Wilson, N.C. 27895
252-640-6400

Division 4

2021 Guide



NCDOT Highway Division 4

509 Ward Blvd
Wilson, N.C. 27895
252-640-6400

Kevin Bowen, PE

Division Engineer
252-640-6400
kgbowen@ncdot.gov

Melvin Mitchell

Board of Transportation Member
252-904-8780
bot-mmmitchell@ncdot.gov

**DIVISION 4
EMPLOYEES**

As of October 2020

466

Permanent

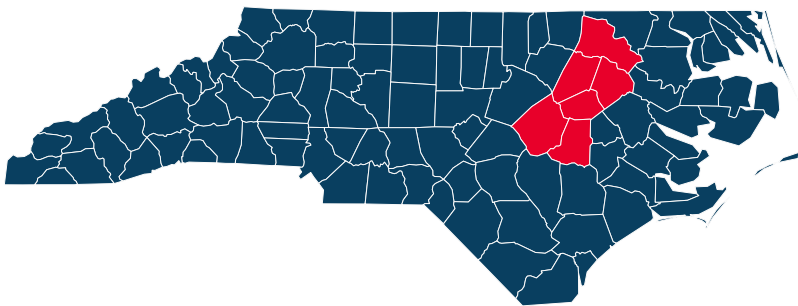
3

Temporary

469

Total

DIVISION 4 COUNTIES



**EDGECOMBE
HALIFAX
JOHNSTON**

**NASH
WAYNE
WILSON**

ROAD MILES

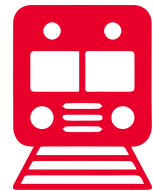
6,458

LANE MILES

13,963



**PASSENGER
RAIL STATIONS**



Rocky Mount
Selma
Wilson

AIRPORTS



Johnston Regional
Wayne Executive Jetport
Mount Olive Municipal
Rocky Mount-Wilson Regional
Halifax-Northampton Regional, Roanoke Rapids
Tarboro-Edgecombe

Our Work

in Division 4

MAJOR PROJECTS COMPLETED IN 2020

WESLEYAN BOULEVARD WIDENING (NASH COUNTY)

- ⇒ Widened the U.S. 301 Bypass (Wesleyan Boulevard) in Rocky Mount with an additional lane in each direction for a two-mile stretch
- ⇒ Also constructed a raised median and replaced the Sunset Avenue bridge over the boulevard as part of overall project, which began in 2017
- ⇒ Construction contract: \$28 million

WARD BOULEVARD IMPROVEMENTS (WILSON COUNTY)

- ⇒ Upgraded a section of U.S. 301 with a raised median, crosswalks, sidewalks, concrete curb and gutters, and more turn lanes
- ⇒ Included \$2 million from the city of Wilson and a \$10 million Transportation Investment Generating Economic Recovery (TIGER) program grant; NCDOT chipped in \$6 million

U.S. 117 INTERCHANGE CONSTRUCTION (WAYNE COUNTY)

- ⇒ Constructed U.S. 117 interchange at Country Club Road to improve mobility and safety
- ⇒ This project was combined with the construction of the O'Berry Road interchange at U.S. 117 that opened in 2018
- ⇒ Total \$21.6 million construction contract

I-40 PAVEMENT REHABILITATION (JOHNSTON COUNTY)

- ⇒ 16-mile concrete segment of I-40 in Johnston County was smoothed out in a resurfacing process known as diamond grinding
- ⇒ Project began in 2017

MAJOR PROJECTS UNDERWAY IN 2021

WIDEN N.C. 125 AND EXTEND PREMIER BOULEVARD (HALIFAX COUNTY)

- ⇒ \$24.5 million contract to widen 1.3 miles of N.C. 125 in Roanoke Rapids and extend Premier Boulevard southward, parallel to I-95
- ⇒ Realigns intersections near I-95 interchange with N.C. 125 and adds a traffic signal
- ⇒ Completion by Spring 2022

N.C. 42 WIDENING (JOHNSTON COUNTY)

- ⇒ \$58.7 million contract to widen a congested 4.6-mile stretch of N.C. 42 east of Clayton, four lanes and a raised median, with completion by Fall 2022
- ⇒ Some intersections will be improved and get traffic signals, and a new bridge will be built over the Neuse River

EASTERN AVENUE & SUNSET AVENUE (NASH COUNTY)

- ⇒ Construction starts in 2021 on widening Eastern Avenue between Red Oak and North Old Carriage roads into four lanes with a raised median
- ⇒ Also convert Sunset Avenue bridge over I-95 into an interchange
- ⇒ \$60.5 million design-build contract awarded in 2019
- ⇒ Completion by 2024

Our Work

in Division 4



STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) CONTRACTS AWARDED DURING STATE FISCAL YEAR 2019-20 (FY 2020)

11
Projects

\$88,740,344
Value

RESURFACING PROJECTS FY 2020

Primary routes: **150 lane miles**
Cost: **\$12,787,924**

Secondary roads: **287 lane miles**
Cost: **\$13,562,049**

Total: **437 lane miles**
Total cost: **\$26,349,973**

MAINTENANCE SPENDING FY 2020:
\$47.32 million

BRIDGES FY 2020

Inspected: **705**
Rehabilitated: **19**
Replaced: **10**

DRIVEWAY PERMITS ISSUED FY 2020: 292

SUBDIVISION PLANS REVIEWED FY 2020: 72

PROJECT-RELATED PUBLIC MEETINGS FY 2020: 0

LITTER CLEANUP FY 2020

Roadside litter picked up (pounds) *: **352,365**
State cost: **\$670,655**

*Combines Contract Litter Removal, NCDOT Forces, Adopt-A-Highway, Sponsor-A-Highway and other volunteers

WEATHER-RELATED PREPARATION AND CLEANUP FY 2020

Winter weather operations
Brine: **415,575 gallons**
Salt: **1,097 tons**

Infrastructure

Health and Safety

DIVISION 4 INFRASTRUCTURE HEALTH



BRIDGE HEALTH INDEX

(Percent in good condition as of July 2020):

Interstate: **94.7**

Primary: **85.8**

Secondary: **77**

Total: **82.5**

STRUCTURALLY DEFICIENT BRIDGES

(Percent as of July 2020):

Interstate: **2.9**

Primary: **2.4**

Secondary: **3.1**

Total: **5.8**

PAVEMENT CONDITION RATINGS

(Percent of pavement miles ranked good as of December 2019):

Interstate: **84.2**

Primary: **69**

Secondary: **77.9**

Total: **75.7**

DIVISION 4 HIGHWAY SAFETY RATES FY 2020



TRAVEL VOLUME (IN 100 MVMT*)

5-Year Avg.**: **74.4**

FY 20: **71.3**

TOTAL CRASHES

5-Year Avg.: **16,850**

FY 20: **17,396**

CRASH RATE (PER 100 MVMT)

5-Year Avg.: **226.5**

FY 20: **243.9**

TOTAL FATALITIES

5-Year Avg.: **116**

FY 20: **132**

FATALITY RATE (PER 100 MVMT)

5-Year Avg.: **1.9**

FY 20: **1.5**

TOTAL INJURIES

5-Year Avg.: **7,565**

FY 20: **7,177**

INJURY RATE (PER 100 MVMT)

5-Year Avg.: **101.7**

FY 20: **100.6**

BICYCLE AND PEDESTRIAN FATALITIES FY 2020

Bicycle: **1**

Pedestrian: **8**

*100 Million Vehicle Miles of Travel (MVMT)

** 5-year average for fiscal years 2015-2019

The Coming Decade

The State Transportation Improvement Program (STIP) lays out the N.C. Department of Transportation's plan for transportation projects during the next 10 years. The STIP is updated approximately every two years. The 2020-2029 STIP includes **157** projects in Division 4. Among the improvements planned are:

- ⇒ In Halifax County, resurface Interstate 95 between mile markers 160 and 167. Contract is scheduled to be awarded in Fall 2021.
- ⇒ In Nash County, widen North Old Carriage Road near U.S. 64 into four lanes with a raised median. A contract is scheduled to be awarded in early 2022.
- ⇒ In Johnston County, upgrade U.S. 70 from U.S. 70 Business to Neuse River Bridge into a freeway with interchanges at Swift Creek Road and Wilson's Mills Road for about \$86 million total project cost. with a March 2021 contract letting.
- ⇒ In Johnston County, extend N.C. 42 to Ranch Road, creating another way for drivers to access the U.S. 70 Bypass. About \$8 million project cost. Construction scheduled to start in 2022.
- ⇒ In Wayne County, realign the intersection of North Berkeley Boulevard at Central Heights in Goldsboro and build a new signalized intersection with Central Heights Road and Fallin Boulevard/Oak Forest Road. Award contract in Fall 2022. \$18 million project cost.

2020-2029 STIP PROJECTS FOR DIVISION 4



Aviation projects: 8
Total value: \$12,306,000



Interstate Maintenance projects: 17
Total value: \$81,234,000



Bicycle and Pedestrian projects: 11
Total value: \$16,098,000



Public Transit projects: 22
Total value: \$31,204,090



Bridge projects: 15
Total value: \$111,034,000



Rail projects: 3
Total value: \$50,550,000



Air Quality projects: 5
Total value: \$2,394,580



Safety projects: 9
Total value: \$79,350,000



Highway projects: 67
Total value: \$965,158,480



ALL PROJECTS: 157
Total value: \$1,349,329,150

Contacts

Division 4

Division Engineer Kevin Bowen, PE

252-640-6400 | kgbowen@ncdot.gov

Deputy Division Engineer Kristin Barnes, PE

252-640-6400 | kwbarnes@ncdot.gov

Construction Engineer Corey McLamb, PE

252-640-6417 | cdmclamb@ncdot.gov

Project Development Team Lead Addison Gainey, PE

252-640-6419 | nagainey@ncdot.gov

Maintenance Engineer Chris Pendergraph, PE

252-640-6412 | cpendergraph@ncdot.gov

Edgecombe County Maintenance

2008 W. Wilson St., Tarboro | 252-774-6010

Halifax County Maintenance

14134 N.C. 903, Halifax | 252-583-4240

Johnston County Maintenance

2861 U.S. 70 West, Smithfield | 919-209-1110

Nash County Maintenance

3013 U.S. 64 Alternate, Nashville | 252-462-2560

Wayne County Maintenance

2671 U.S. 70 West, Goldsboro | 919-739-5330

Wilson County Maintenance

509 Ward Blvd., Wilson, 27893 | 252-640-6460

Traffic Engineer Andy Brown, PE

252-640-6505 | ahbrown@ncdot.gov

Acting Roadside Environmental Engineer Steve Adams

252-640-6536 | spadams@ncdot.gov

Right of Way Manager Lloyd Johnston

252-640-6565 | lwjohnston@ncdot.gov

Public Relations Officer Andrew Barksdale

919-707-2662 | acbarksdale@ncdot.gov



Division of Motor Vehicles

in Division 4 Counties

607,550

Vehicle registrations
as of July 2020

426,779

Drivers licensed as
of July 2020

- Driver License Office
- License Plate Agency

Edgecombe County

Driver License Office

125 E. Granville St.
Tarboro
252-823-0242

License Plate Agency

Edgecombe County
Administration Building
Saint Andrew St.
Tarboro
252-641-6684

Halifax County

Driver License Offices

26 Three Bridges Road
Roanoke Rapids
252-536-4046

**Mobile Unit at the Senior Center
(limited schedule)

1403 Church St.
Scotland Neck
919-715-7000

License Plate Agency

Plaza Shopping Center
1720 Julian R. Allsbrook Highway
Roanoke Rapids
252-537-6357

Johnston County

Driver License Offices

Shotwell Station
1665 Old U.S. 70 Highway West
Clayton
919-550-2425

License Plate Agency

3783 U.S. 301 South
Smithfield
919-934-3187

License Plate Agency

3175-A U.S. Highway 301 South
Smithfield
919-934-8707

Nash County

Driver License Office

2617 N. Wesleyan Blvd.
Rocky Mount
252-442-8905

License Plate Agencies

Cross Roads Plaza Shopping Center
1850 Stone Rose Drive
Rocky Mount
252-443-7900

123 S. Ash St.
Spring Hope
252-231-2073

Wayne County

Driver License Offices

701 W. Grantham St.
Goldsboro
919-731-7963

Old Steele Library Building
110 N. Chestnut St.
Mount Olive
919-658-3942

License Plate Agency

Wayne Plaza
1801 E. Ash St.
Goldsboro
919-734-0881

225 N. Center St.
Mount Olive
919-658-9921

Wilson County

Driver License Office

1822 Goldsboro St. SW
Wilson
252-243-4072

License Plate Agency

Toisnot Village
4000 Ward Blvd, Suite D
Wilson
252-291-8955

***Service at this location is closed indefinitely due to COVID-19.*

Local Public Transportation

in Division 4

Local and regional transit systems provide public transportation service for residents of all 100 North Carolina counties. The NCDOT Public Transportation Division manages federal and state public transportation grant programs and supports transit agencies with planning, training and technical assistance.

Edgecombe County

Tar River Transit
tarrivertransit.org | 252-972-1174

Halifax County

Choanoke Public Transportation Authority
choanokepta.org | 252-539-2022, ext. 222

Johnston County

Johnston County Area Transit System
cssjohnston.org | 919-202-5030

Nash County

Tar River Transit (Rocky Mount)
tarrivertransit.org | 252-972-1174

Wayne County

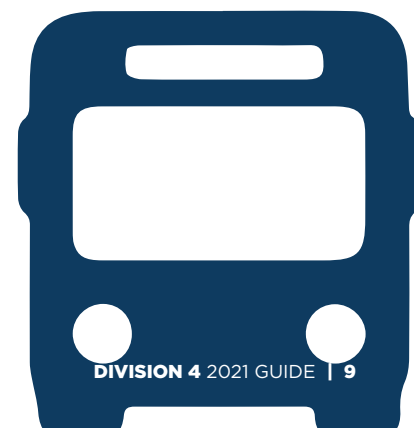
Goldsboro-Wayne Transportation Authority
ridegwta.com | 919-736-1374

Wilson County

Wilson Transit System
wilsonnc.org | 252-595-5357

Wilson County Transportation Services

wilson-co.com/departments/transportation | 252-399-2817



Rural and Metropolitan Planning Organizations

Division 4

Rural Planning Organizations (RPOs) and Metropolitan Planning Organizations (MPOs) are North Carolina's local transportation planning agencies. They develop transportation projects for their communities and help NCDOT decide which projects will receive public funding.

CAPITAL AREA MPO (CAMPO)

Chris Lukasina, Executive Director

P.O. Box 590 | 421 Fayetteville Street Mall, Suite 203 | Raleigh, N.C. 27602
campo-nc.us | 919-996-4400 | chris.lukasina@campo-nc.us

EASTERN CAROLINA RPO

Micajah V. Anderson III, Director

233 Middle St., Suite 300 | Third Floor, O Marks Building | New Bern, N.C. 28563
eccog.org/ecrpo | 252-571-7183 | manderson@eccog.org

GOLDSBORO MPO

Jennifer Collins, Planning Director

200 N. Center St. | Goldsboro, N.C. 27530
goldsboronc.gov/planning/goldsboro-mpo | 919-580-4333 | jcollins@goldsboronc.gov

PEANUT BELT RPO

Cathy Scott, Executive Director

260 Premier Blvd. | Roanoke Rapids, N.C. 27870
peanutbeltrpo.com | 252-519-2630
cathyscott@halifaxdevelopment.com

ROCKY MOUNT MPO

Bob League, Principal Transportation Planner

P.O. Box 1180 | Rocky Mount, N.C. 27802
rockymountnc.gov/departments_services/public_works/engineering/transportation_planning/mpo
252-972-1129 | bob.league@rockymountnc.gov

UPPER COASTAL PLAIN RPO

James Salmons, Executive Director

120 W. Washington St., Suite 2110 | Nashville, N.C. 27856
ucprpo.org | 252-459-1545 | jsalmons@ucprpo.org

FOR CONSTITUENT INQUIRIES
constituent.services@ncdot.gov

NCDOT MULTI-MODAL DIVISION CONTACTS

AVIATION DIVISION

Bobby Walston, Director

bwalston@ncdot.gov | 919-814-0550

FERRY DIVISION

Harold Thomas, Director

hbthomas@ncdot.gov | 252-423-5102

INTEGRATED MOBILITY DIVISION

(Bicycle & Pedestrian/Public Transportation)

Ryan Brumfield, Interim Director

rmbрумfield@ncdot.gov | 919-707-4674

RAIL DIVISION

Jason Orthner, Director

jorthner@ncdot.gov | 919-707-4700

Headlines

Division 4



MELVIN MITCHELL

For the first time in more than a dozen years, Division 4 has a new representative on the N.C. Board of Transportation. Rocky Mount insurance agent Melvin M. Mitchell joined the board in August after the governor appointed him. The previous representative, Gus Tulloss, decided to retire from service on the board. Mitchell is the president of Melvin M. Mitchell Agency Inc., which is affiliated with Allstate Insurance Co. He also serves on the Board of Commissioners for Nash UNC Health Care in Rocky Mount.

WESLEYAN BOULEVARD

In Fall 2020, an NCDOT contractor completed a major upgrade to a two-mile stretch of a commercially congested Wesleyan Boulevard (U.S. 301 Bypass) in Rocky Mount. The project included adding a travel lane in each direction, constructing a raised median and replacing the Sunset Avenue bridge. The construction cost about \$31 million.



SUMMER 2020 STORMS

Separate storms caused several road closures across parts of the division, prompting NCDOT crews to put up “road closed” or “high water” signs for safety. A June storm resulted in about 18 closures across Nash, Edgecombe, Wilson and Wayne counties. The storm caused minimal damage and three crossline pipe replacements. A flash flood on Aug. 31 damaged more than 60 sites in Johnston County, causing enough damage to require a dozen roads to close until permanent repairs could be made.

N.C. DEPARTMENT OF TRANSPORTATION

1 S. Wilmington St.
1501 Mail Service Center
Raleigh, N.C. 27699-1501
1-877-DOT-4YOU (1-877-368-4968)
ncdot.gov

N.C. Division of Motor Vehicles: 919-715-7000

Real-time traffic information: DriveNC.gov or dial 511

NCDOT AND DIVISION 4 SOCIAL MEDIA CHANNELS

FACEBOOK

@NCDOT

TWITTER

@NCDOT

@NCDOT_TRIANGLE

@NCDOT_NCOAST

@NCDOT_SCOAST

INSTAGRAM

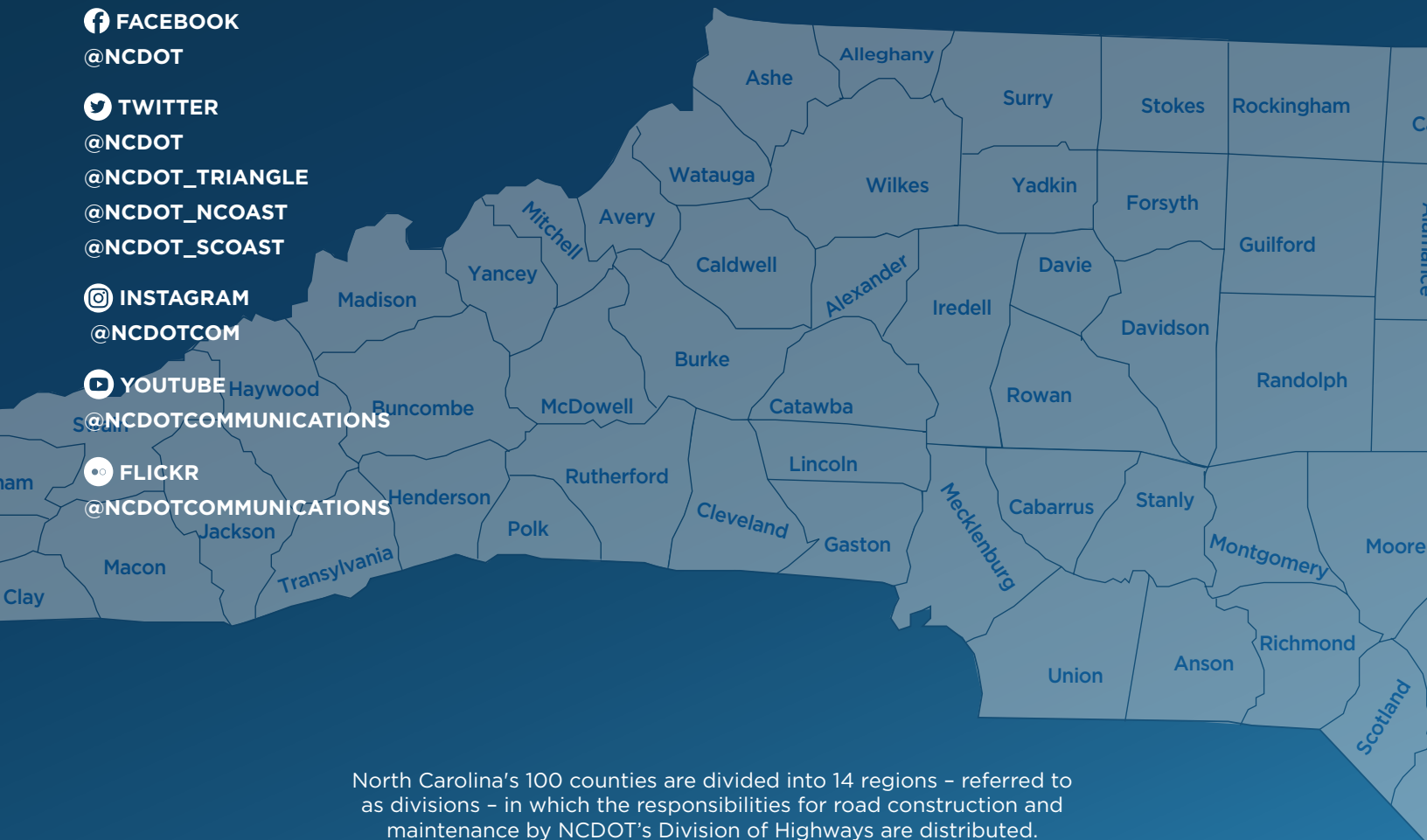
@NCDOTCOM

YOUTUBE

@NCDOTCOMMUNICATIONS

FLICKR

@NCDOTCOMMUNICATIONS



North Carolina's 100 counties are divided into 14 regions - referred to as divisions - in which the responsibilities for road construction and maintenance by NCDOT's Division of Highways are distributed.

Some information in this Division Guide may have changed since publication (Jan. 2021). For the latest news and information, visit ncdot.gov.

North Carolina Department of Transportation

Roy Cooper, Governor

J. Eric Boyette, Secretary

GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2021

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HOUSE BILL 100

Short Title: Highway Cleanup Act of 2021. (Public)

Sponsors: Representatives Bell, B. Jones, Miller, and Harrison (Primary Sponsors).
For a complete list of sponsors, refer to the North Carolina General Assembly web site.

Referred to: Transportation, if favorable, Appropriations, if favorable, Rules, Calendar, and
Operations of the House

February 19, 2021

A BILL TO BE ENTITLED

AN ACT TO ENACT THE HIGHWAY CLEANUP ACT OF 2021.

The General Assembly of North Carolina enacts:

SECTION 1. Title of Act. – This act shall be known as "The Highway Cleanup Act of 2021."

SECTION 2. Increase Penalties for Littering. – G.S. 14-399 reads as rewritten:
"§ 14-399. Littering.

...

(c) Any person who violates subsection (a) of this section in an amount not exceeding 15 pounds and not for commercial purposes is guilty of a Class 3 misdemeanor punishable by a fine of not less than ~~two hundred fifty dollars (\$250.00) nor more than one thousand dollars (\$1,000)~~ five hundred dollars (\$500.00) nor more than two thousand dollars (\$2,000). for the first offense. In addition, the court may require the violator to perform community service of not less than eight hours nor more than 24 hours. The community service required shall be to pick up litter if feasible, and if not feasible, to perform other labor commensurate with the offense committed. Any second or subsequent violation of subsection (a) of this section in an amount not exceeding 15 pounds and not for commercial purposes within three years after the date of a prior violation is a Class 3 misdemeanor punishable by a fine of not less than ~~five hundred dollars (\$500.00) nor more than two thousand dollars (\$2,000)~~ one thousand dollars (\$1,000) nor more than four thousand dollars (\$4,000). In addition, the court may require the violator to perform community service of not less than 16 hours nor more than 50 hours. The community service required shall be to pick up litter if feasible, and if not feasible, to perform other labor commensurate with the offense committed.

(c1) Any person who violates subsection (a1) of this section in an amount not exceeding 15 pounds is guilty of an infraction punishable by a fine of not more than ~~one hundred dollars (\$100.00)~~ two hundred dollars (\$200.00). In addition, the court may require the violator to perform community service of not less than four hours nor more than 12 hours. The community service required shall be to pick up litter if feasible, and if not feasible, to perform other labor commensurate with the offense committed. Any second or subsequent violation of subsection (a1) of this section in an amount not exceeding 15 pounds within three years after the date of a prior violation is an infraction punishable by a fine of not more than ~~two hundred dollars (\$200.00)~~ four hundred dollars (\$400.00). In addition, the court may require the violator to perform community service of not less than eight hours nor more than 24 hours. The community service required shall be to pick up litter if feasible, and if not feasible, to perform other labor



* H 1 0 0 - V - 1 *

1 commensurate with the offense committed. For purposes of this subsection, the term "litter" shall
2 not include nontoxic and biodegradable agricultural or garden products or supplies, including
3 mulch, tree bark, and wood chips.

4 (d) Any person who violates subsection (a) of this section in an amount exceeding 15
5 pounds but not exceeding 500 pounds and not for commercial purposes is guilty of a Class 3
6 misdemeanor punishable by a fine of not less than ~~five hundred dollars (\$500.00) nor more than~~
7 ~~two thousand dollars (\$2,000). one thousand dollars (\$1,000) nor more than four thousand dollars~~
8 (\$4,000). In addition, the court shall require the violator to perform community service of not
9 less than 24 hours nor more than 100 hours. The community service required shall be to pick up
10 litter if feasible, and if not feasible, to perform other community service commensurate with the
11 offense committed.

12 (d1) Any person who violates subsection (a1) of this section in an amount exceeding 15
13 pounds but not exceeding 500 pounds is guilty of an infraction punishable by a fine of not more
14 than ~~two hundred dollars (\$200.00). four hundred dollars (\$400.00)~~. In addition, the court may
15 require the violator to perform community service of not less than eight hours nor more than 24
16 hours. The community service required shall be to pick up litter if feasible, and if not feasible, to
17 perform other labor commensurate with the offense committed.

18 ...

19 (e1) Any person who violates subsection (a1) of this section in an amount exceeding 500
20 pounds is guilty of an infraction punishable by a fine of not more than ~~three hundred dollars~~
21 ~~(\$300.00). six hundred dollars (\$600.00)~~. In addition, the court may require the violator to
22 perform community service of not less than 16 hours nor more than 50 hours. The community
23 service required shall be to pick up litter if feasible, and if not feasible, to perform other labor
24 commensurate with the offense committed.

25 ...

26 (h) If a person sustains damages arising out of a violation of subsection (a) of this section
27 that is punishable as a felony, a court, in a civil action for the damages, shall order the person to
28 pay the injured party threefold the actual damages or ~~two hundred dollars (\$200.00), four hundred~~
29 dollars (\$400.00) whichever amount is greater. In addition, the court shall order the person to pay
30 the injured party's court costs and attorney's fees.

31"

32 **SECTION 2.** Establish "Cops Clean NC" Grant Program for Rural Counties. – Of
33 the funds appropriated in S.L. 2020-91 from the Highway Fund to the Department of
34 Transportation for the 2020-2021 fiscal year, the Department of Transportation shall use five
35 hundred thousand dollars (\$500,000) to establish the "Cops Clean NC" grant program. The
36 Department shall award grant funds to sheriffs' offices located in rural counties to provide
37 officers overtime pay for litter cleanup efforts. The maximum grant amount for an eligible county
38 shall be no more than ten thousand dollars (\$10,000). The Department shall provide participating
39 sheriffs' offices education materials containing information on the penalties of littering and other
40 relevant information to encourage the public to keep North Carolina roads clean. These materials
41 shall be distributed to first-time offenders. For purposes of this section, the term "rural county"
42 means a county with a population of less than 150,000.

43 **SECTION 3.** Raise Awareness of Anti-Litter Programs. – Of the funds appropriated
44 in S.L. 2020-91 from the Highway Fund to the Department of Transportation for the 2020-2021
45 fiscal year, the Department of Transportation shall use five hundred thousand dollars (\$500,000)
46 to raise awareness and program participation, through marketing and advertising, in the following
47 anti-litter programs:

- 48 (1) Adopt-A-Highway
- 49 (2) Litter Sweep
- 50 (3) Sponsor-A-Highway
- 51 (4) Swat-A-Litter Bug

1

(5) Cops Clean NC

2

SECTION 4. Effective Date. – This act is effective when it becomes law.