

William Taylor
TAC Chair



Brandi Robertson
TAC Vice-Chair

Katrina Marshall
TCC Chair

Kate Allen
TCC Vice-Chair

May 18, 2020; 10:00am

Virtual Meeting via Zoom

<https://zoom.us/j/96379598741?pwd=YVRna0d2TlA5RGNNRlh1OEhBVjNrUT09>

Passcode: 547197

AGENDA for TCC

Call to Order – Katrina Marshall, *Chair TCC*

1. Public Comment Period

2. ACTION: Approval of Minutes

Minutes of the March 23, 2021 meeting are attached and presented for approval.

Action: Approve minutes from previous meeting.

3. DISCUSSION/ACTION: Future Meeting Location

As many of us either have received or will soon receive a COVID-19 vaccine, would it continue to be more practical to have our TCC meetings online, or should we return to in-person meetings here at the ECC offices in New Bern? If we do decide, we could make it effective for the July meetings or postpone until September.

Possible action: Vote to return to in-person.

4. DERPO Staff Report – B.J. Eversole

- a. SPOT 6.0 Update
- b. Other DERPO Updates
- c. Remaining 2021 Dates (Virtual or ECC Main Conference Room, New Bern):
 - i. Tuesday, July 20th, 2021
 - ii. Tuesday, September 21st, 2021
 - iii. Tuesday, November 23rd, 2021

5. NCDOT/Transportation Agency Reports

- a. Division 2 – *Len White, Diane Hampton*
- b. Transportation Planning Division – *Christopher Connolly*
- c. Public Transit
 - i. CARTS (Craven, Jones, Pamlico) Update – *Kelly Walker*
 - ii. CCATS (Carteret) Update – *Randy Cantor*

7. ACTION: FY 2022 Dues Structure

As Onslow County has just left DERPO to join the Jacksonville MPO, we will be required to adjust the dues for the remaining counties to cover the local match formerly paid by Onslow County. Our NCDOT funding is as of right now the same for FY 2022 as this fiscal year, so it will require dues increases for our four counties. There is an alternative option to have equal dues of \$6994 for each county, but that would require a significant increase in funding from our smaller counties. A breakdown of the options is attached.

Action: Recommend approval of FY22 Dues Structure to TAC.

8. ACTION: Local Input Point Methodology

We previously discussed the methodology for our local input points, which are required to be written in a formal plan by the SPOT Office. I asked for volunteers for a SPOT sub-committee, and that group met for the first time last week. We are recommending that we stick with the previously used “Competitiveness Model”, with the additional language that will allow for flexing of points between regional and division projects. We also recommend that the 100 points set aside for public transportation in P5 (we have no P6 public transportation projects) in our target model mix be moved to ferries. A draft of the methodology is attached.

Action: Recommend approval of Draft LIP Methodology to TAC.

9. Other Business/Discussion

10. Adjournment

Candy Bohmert
TAC Chair

Katrina Marshall
TCC Chair



William Taylor
TAC Vice-Chair

Kate Allen
TCC Vice-Chair

March 23rd, 2020 • 10:00 a.m.

Webconference via Zoom due to COVID-19 concerns.

Attendance:

Katrina Marshall, Chair – City of Havelock	Kate Allen, Vice-Chair – Town of Beaufort
Kelly Walker - CARTS	Len White – NCDOT Division 2
David Rief – Town of Cedar Point	Diane Hampton – NCDOT Division 2
Don Baumgardner – Craven County Planning	Alan Pytcher – NCDOT Division 3
Kim Maxey – New Bern MPO	Christopher Connolly – NCDOT TPD
Mickey Anderson - ECC	Felicia McRee – New Bern MPO
Randy Cantor - CCATS	B.J. Eversole – Eastern Carolina Council
Candy Bohmert – Pamlico County (TAC)	Katie Bordeaux - ECC
James Harper – Jones County (TAC)	Brandi Robertson – Town of Arapahoe (TAC)
Haywood Daughtry – NCDOT	Leighann Morgan - ECC
Jamie Wayne – N.C. Highway Patrol	Karyn Reid - Town of Morehead City
Kevin Reed – Town of Pine Knoll Shores	Julian Griffiee – Town of Atlantic Beach
Carol Long - OUTS	Zack Steffey – Town of Cape Carteret
Gene Foxworth – Carteret County	Diane Miller – Town of Oriental
Matt Zapp – Town of Emerald Isle	Beth Bucksot – Pamlico County
Jeff Cabaniss – NCDOT Division 2	Jill Quattlebaum – ECC Attorney
Don Kirkman – Carteret Economic Dev.	Ethan Brodgen
Tim White – Town of Indian Beach	Brian Pownall

TCC Meeting Minutes

Call to Order – *Katrina Marshall, TCC Chair, called the meeting to order at 10:00am. Quorum was met (16 members were required for quorum) and maintained throughout the meeting.*

- 1. Public Comment Period** – *No public comments.*
- 2. Remote Legislation Information** – *Jill Quattlebaum of Grady & Quattlebaum went over the requirements for a virtual meeting.*
- 3. ACTION: Approval of Minutes**
Minutes of the January 19, 2021 meeting were presented for approval.
Action: A motion to approve the minutes from previous meeting was made by Beth Bucksot, seconded by Kevin Reed, and approved unanimously.

4. DISCUSSION/ACTION: Future Meeting Location

TCC members discussed whether to continue to meet virtually, or to return to in-person meetings starting in May. While there was no formal vote, the consensus was to keep TCC meetings virtual for now and to revisit the question in May.

5. DERPO Staff Report

B.J. Eversole gave an update on the SPOT 6.0 schedule, as well as the current fiscal constraints that may put the current round of SPOT in jeopardy.

He went over the previous method used by DERPO to assign points: the competitiveness model and went over some alternative methods used by other RPOs/MPOs. He asked for volunteers to serve on a SPOT sub-committee: Beth Bucksot and Don Baumgardner volunteered at the meeting (a total of seven TCC and TAC members would eventually volunteer for the sub-committee).

He went over an update to the expansion of the Jacksonville MPO's boundaries to include all parts of Onslow County that are currently a part of DERPO. The expansion had been presented to NCDOT for approval, but no formal date had been set for the expansion. The change will require adjustments to dues and updates to key DERPO documents. B.J. Eversole also provided an update on the remaining TCC and TAC meeting dates for 2021.

6. NCDOT Presentation: Roundabouts in North Carolina

Diane Hampton of Division 2 and Alan Pytcher of Division 3 gave an informative presentation on the advantages of roundabouts in highway construction. They went over the basics of what constitutes a roundabout, the safety improvements and maintenance savings, and how NCDOT has recently stepped-up construction of roundabouts statewide.

7. NCDOT Reports

Division 2 – Len White provided an update on current STIP and other projects in Division 2; many projects remain delayed due to the NCDOT fiscal situation.

Division 3 – Alan Pytcher provided an update on current STIP and other projects in Division 3; as in Division 2, many projects remain delayed due to the NCDOT fiscal situation.

Transportation Planning Division – Chris Connolly provided an update to the Craven County CTP, which is delayed for now due to COVID-19, as well as the Carteret County CTP and its TDM development, which includes the verification of data by DERPO and other local agencies.

Candy Bohmert
TAC Chair

Katrina Marshall
TCC Chair



William Taylor
TAC Vice-Chair

Kate Allen
TCC Vice-Chair

8. Transportation Associations and Facilities Reports

Public Transit Update –*Kelly Walker (CARTS), Randy Cantor (CCATS) and Carol Long (OUTS) provided updates to the TCC on current operations at their agencies. Kelly Walker reemphasized that CARTS would operate fare-free through the end of the fiscal year on June 30. All reported that ridership was up significantly compared to last year.*

8. ACTION: Draft FY22 PWP

B.J. Eversole presented the draft Planning Work Program (PWP) for FY 2022. The PWP is an annual financial document that each RPO and MPO submits to NCDOT. The PWP breaks down the work the RPO plans to do for the year and assigns dollar values to that work. Funding for DERPO remains at the same level as this fiscal year. The most significant change was moving some money from project development (which is delayed for multiple projects) to Comprehensive Transportation Plans (as we have work remaining for both the Craven and Carteret CTPs in the new year). A motion to recommend approval of Draft FY22 PWP to TAC was made by Don Baumgardner, seconded by Randy Cantor, and approved unanimously.

10. Adjournment – *A motion to adjourn was made by Len White and seconded by David Rief; the motion was approved unanimously.*

William Taylor
TAC Chair



Brandi Robertson
TAC Vice-Chair

Katrina Marshall
TCC Chair

Down East Rural Planning Organization

Kate Allen
TCC Vice-Chair

DERPO FY 2022 Dues

Total NCDOT Funding (unchanged from FY 2021): \$111,895

Required 20% Local Match: \$27,974

Total DERPO Funding: \$139,869

Last Year's Dues from Onslow County: \$7,183

2017 Census Estimates (used by NCDOT for P6)

Carteret: 68,921

Craven (w/o NBAMPO): 51,312 (Craven 102,492 – NBAMPO 51,180)

Pamlico: 12,638

Jones: 9,573

Option 1: Dues Based on 2017 Census Estimate Population:

Carteret: \$13,535 (+ \$3,594)

Craven (w/o NBAMPO): \$10,077 (+ \$2,597)

Jones: \$1,880 (+ \$407)

Pamlico: \$2,482 (+ \$585)

Option 2: Equal Share of Dues

Carteret: \$6,994 (- \$2,947)

Craven (w/o NBAMPO): \$6,994 (- \$486)

Jones: \$6,994 (+ \$5,521)

Pamlico: \$6,994 (+ \$4,797)



Down East Rural Planning Organization

Strategic Prioritization Office of Transportation Local Input Point Assignment Methodology

Introduction

The Down East Rural Planning Organization (DERPO), covering Carteret, Craven, Jones, and Pamlico Counties, is required by the Strategic Transportation Investments law to develop a local input methodology for prioritizing all transportation projects (aviation, bike and pedestrian, ferry, highway, public transportation and rail) within the RPO boundary that may compete for state and federal funding, and to submit the methodology to the North Carolina Department of Transportation (NCDOT) for approval.

DERPO has developed this prioritization method to satisfy the quantitative, data-driven requirements of the legislation while protecting the discretion of local officials by incorporating subjective, qualitative local input where possible.

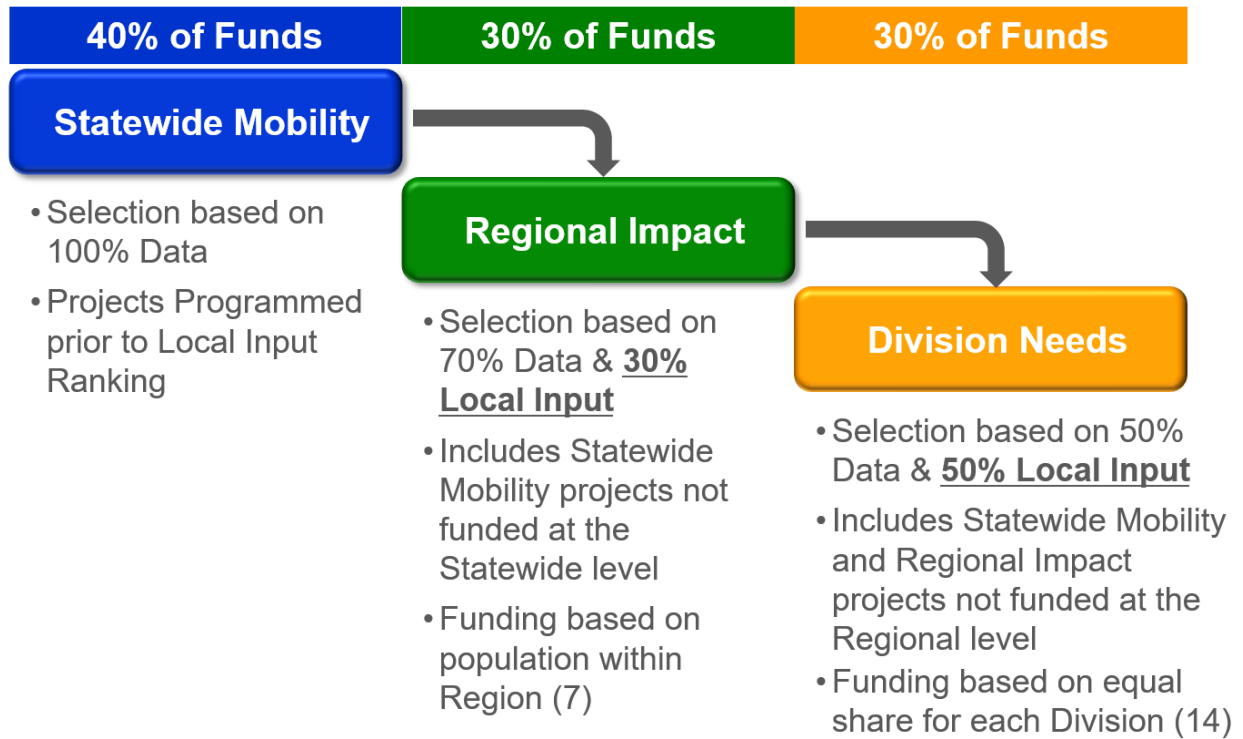
This process is intended to be open and transparent. As such, all meetings of the Technical Coordinating Committee (TCC) and Transportation Advisory Committee (TAC) are open to the public and public participation will be solicited both at these meetings and through an advertised Public Comment Period. In addition, the draft methodology and preliminary point assignments will be posted at the Eastern Carolina Council of Governments' DERPO webpage: <http://www.eccog.org/derpo/ncdot-prioritization/> along with instructions for submitting comments. Comments will be collected by the RPO Director and distributed to the TCC and TAC as part of their normal meeting packets.

The Strategic Transportation Investments (STI) law (GS 136-189.10 and .11), enacted in 2013, directs NCDOT to select and fund major capital improvement projects using a data-driven prioritization process in combination with local input. Under STI, all major capital mobility/expansion and modernization projects across all six modes of transportation compete for funding. Each project is classified into one of three funding categories – Statewide Mobility, Regional Impact, or Division Needs – where it competes for funds with other eligible projects.

Statewide Mobility eligible projects compete against all other projects in this category across the state, and project selection is based 100% on the data-driven quantitative score. Regional Impact projects compete against all other projects in this category within the same funding region (consisting of two NCDOT Transportation Divisions), and selection is based 70% on the quantitative score and 30% on local input (15% MPO/RPO priority and 15% NCDOT Division Engineer priority). Division Needs projects compete against all other projects within the same NCDOT Transportation Division, and selection is based 50% on

quantitative score and 50% on local input (25% MPO/RPO priority and 25% NCDOT Division Engineer priority).

The STI law includes an innovative component known as cascading, where projects not funded in the Statewide Mobility category are eligible for funding in the Regional Impact category. Similarly, projects not funded in the Regional Impact category are eligible for Division Needs funds. Projects that cascade down are then subject to the scoring criteria and local input for the respective funding category.



Project eligibility for each STI category, as defined in law, is shown below.

STI Project Eligibility			
Mode	Statewide Mobility	Regional Impact	Division Needs
Highway	<ul style="list-style-type: none"> • Interstates (existing & future) • NHS routes (as of July 1, 2012) • STRAHNET Routes • ADHS Routes • Uncompleted Intrastate projects • Designated Toll Facilities 	Other US and NC Routes	All County (SR) Routes
Aviation	Large Commercial Service Airports (\$500K cap)	Other Commercial Service Airports not in Statewide (\$300K cap)	All Airports without Commercial Service (\$18.5M cap)
Bicycle-Pedestrian	N/A	N/A	All projects (\$0 state funds)
Public Transportation	N/A	Service spanning two or more counties (10% cap)	All other service, including terminals, stations, and facilities
Ferry	N/A	Ferry expansion	Replacement vessels
Rail	Freight Capacity Service on Class I Railroad Corridors	Rail service spanning two or more counties not Statewide	Rail service not included on Statewide or Regional

MPOs/RPOs and Divisions indicate priority by applying local input points to projects. Each organization receives a baseline of 1,000 local input points, with additional points (up to 2,500) based on population. DERPO has a total of 1,400 points to apply to projects in the Regional Impact category and a total of 1,400 points to apply to projects in the Division Needs category. State law requires NCDOT to approve how each organization will assign points to projects, in a document known as their Local Input Point Methodology.

Schedule

During every Prioritization cycle DERPO will create a Prioritization Sub-committee where at least one voting member from each of the four counties and NCDOT Division 2 will participate. This Sub-committee will make the initial draft local point assignments.

At the initial convening of the Sub-committee any changes to Strategic Transportation Improvement legislation or the SPOT formulas, rankings, or process will be reviewed and discussed. Based on that review this methodology will be revisited to make any changes or adjustments necessary to remain in compliance and to optimize our prioritization process to the needs of the DERPO region. Any changes or adjustments

will be made available for public comment and subsequently approved by the TCC and TAC prior to being enacted.

When NCDOT opens the window for submission of new candidate projects the Sub-committee will meet to review existing SPOT projects from every transportation mode with the potential to be removed from the system and new candidate projects from every transportation mode with the potential to be submitted to the SPOT scoring system. The recommendations from this Sub-committee will be presented to the TCC and TAC at their next regularly scheduled meeting for approval. This meeting is open to the public.

After Statewide Mobility projects are programmed and quantitative scores are released the Sub-committee will meet to determine point assignments based on the scoring criteria described below and consultation with NCDOT Division staff, neighboring MPOs and RPOs, local aviation, ferry, port, rail, and transit operators. As soon as those preliminary scores are calculated they will be posted on the Eastern Carolina Council of Governments' DERPO webpage: <http://www.eccog.org/derpo/ncdot-prioritization/> for public review and comment for no less than 30 days. Any public comment gathered during this time will be considered when applying Local Input Points.

The TCC and TAC will review the final Regional Impact Project Scores provided by the Sub-committee and discuss final application of Local Input Points at their meetings, which will be public meetings where public comment will specifically be sought on the final scores and where the public comments, and any others received during the prioritization process, will be a basis for applying points. Local Input Points will be discussed in an open meeting and any points assigned and their justifications will be documented in the meeting minutes. Final adjusted scores approved by the TAC will be posted, with any appropriate justifications necessary, to the RPO website at that time. Final Regional Impact points will be entered into SPOT On!ine at this time.

After the Regional Impact programmed projects are released by NCDOT the Sub-committee will meet to generate the Division Needs Local Input Scores based on the scoring criteria described below and consultation with NCDOT Division staff, neighboring MPOs and RPOs, local aviation, ferry, port, rail, and transit operators. As soon as those preliminary scores are calculated they will be posted on the Eastern Carolina Council of Governments' DERPO webpage: <http://www.eccog.org/derpo/ncdot-prioritization/> for public review and comment for no less than 30 days. Any public comment gathered during this time will be considered when applying Local Input Points.

The TCC and TAC will review the final Division Needs Project Scores provided by the Sub-committee and discuss final application of Local Input Points at their meetings, which will be public meetings where public comment will specifically be sought on the final scores and where the public comments, and any others received during the prioritization process, will be a basis for applying points. Local Input Points will be discussed in an open meeting and any points assigned and their justifications will be documented in the meeting minutes. Final adjusted scores approved by the TAC will be posted, with any appropriate

justifications necessary, to the RPO website at that time. Final Division Needs points will be entered into SPOT On!ine at this time.

For Prioritization 6.0 the timeline is as follows:

- Prioritization Workgroup meeting: Subsequent dates are subject to change pending the outcome of this meeting (August 2021)
- Quantitative scores are calculated and released for Prioritization 6.0 projects; Statewide Mobility Projects are programmed by NCDOT (August 31, 2021)
- Window to submit Local Regional Impact input points opens; LIPs are allocated to Prioritization 6.0 projects by DERPO (September-November 2021)
- A 30-day public comment period is provided to review and comment on local Regional Impact input point allocations (October-November 2021)
- DERPO TAC endorses final local Regional Impact input point allocations and submits them to NCDOT (November 2021)
- SPOT finalizes Regional Impact scores and programs Regional Impact Projects (January 31, 2022)
- Window to submit Local Division Needs input points opens; LIPs are allocated to Prioritization 6.0 projects by DERPO (February-April 2022)
- A 30-day public comment period is provided to review and comment on local Division Needs input point allocations (March-April 2022)
- DERPO TAC endorses final local Division Needs input point allocations and submits them to NCDOT (April 2022)
- Final scores are issued to Prioritization 6.0 projects and posted on the DERPO website (July 2022)
- NCDOT releases draft STIP (August 2022)

Process

Assigning local priority points is based on a combination of the quantitative technical score provided by SPOT, and a qualitative evaluation of the competitiveness of each project with respect to its potential funding category. It is the policy of the Down East Rural Planning Organization that the RPO will, by default, not assign points to any cascading project, but reserves the right to address cascading projects on a case-by-case basis and will provide written explanation and justification for any cascading project that deviates from the original ranking.

Each MPO, RPO, and Division can assign a maximum of 100 points to each project; however, projects receiving zero priority points are still included in the prioritization with their total scores being based solely on their quantitative data points. For projects that span multiple MPOs/RPOs, the maximum points each organization can submit is equal to the percentage of the project in the organization (for a high priority, DERPO would allocate 45 points for a project 45% within the DERPO region). Organizations can donate points to a neighboring MPO/RPO for a project outside of their area that is a high priority.

Local Input Point Flex Policy

DERPO has the option to apply the Local Input Point Flexing Policy. This means that up to 500 Local Input Points can be transferred from one category to the other. If the organization chooses to flex Local Input Points, DERPO will provide written documentation to the SPOT Office prior to assigning Regional Impact Local Input Points.

Scoring Criteria

To address prioritization across all modes of transportation, the RPO establishes target modal mixes for both the Regional Impact and Division Needs categories. These target point mixes are flexible but provide the initial budget of points per mode. Projects that are unable to meet the competitive threshold are deemed “uncompetitive” within the Strategic Prioritization system and do not receive local prioritization points. In the absence of a competitive project(s) for a mode, the target modal points are redistributed across the other modes based on the original distribution percentages. Table 2 below shows the target modal mixes adopted by the RPO for Strategic Prioritization 6.0:

Mode	Regional Impact	Division Needs
Aviation	N/A	100
Bicycle / Pedestrian	N/A	200
Ferry	N/A	200
Highway	1300	800
Public Transportation	N/A	N/A
Rail	100	100
Total	1400	1400

Table 2. DERPO Strategic Prioritization Target Modal Mixes

The RPO’s SPOT sub-committee reviews the target modal mixes for each Strategic Prioritization cycle and recommends adjustments to the targets as necessary. To determine the modal mix for the sixth round of Strategic Prioritization, the RPO’s SPOT sub-committee reviewed the previous cycles of Strategic Prioritization and the number of projects submitted per mode. The TCC and TAC approve the target modal mixes, which allows staff to begin the recommended point allocation.

The RPO developed a methodology for distribution of prioritization points that maximizes the number of projects deemed to be competitive for advancement into the initial phase of the process and that addresses as many quantified transportation needs, regardless of mode, as possible. This process is based on the TAC decision to maximize the number of projects demonstrating need that score high enough to be considered for potential funding. This approach ensures that the maximum overall improvement to our regional network can be prioritized and potentially funded through the STI funding requirements in the STIP. This

notion of maximizing funding potential and the number of competitive projects is the fundamental principle guiding the RPO's local priority point allocation.

Competitiveness is a relative term that simply describes the likelihood of a project advancing to the next step of programming. It should be noted that prioritization is simply one step of many towards the actual programming and completion of a project. The RPO estimates competitiveness based on several factors such as the projected revenue for the upcoming programming period, the priorities of neighboring MPOs and RPOs, how Division Engineers prioritize projects in previous cycles, and certainly the other transportation projects competing for funding within a given STI category. After reviewing all relevant factors, the RPO estimates the minimum SPOT score needed for consideration for programming. The RPO then examines the NCDOT calculated quantitative scores and assigns local priority points to the highest scoring projects to maximize the number of projects that meet the competitive threshold. The following figures illustrate this methodology.

Figure X (this is a visualization, not actual scores) shows a sampling of projects plotted by their NCDOT calculated quantitative scores. Based on these plotted scores and the funding available, the RPO estimated the competitive threshold to be approximately a project score of 43, shown as the red line. Projects already exceeding a score of 43 are already deemed competitive and thus do not benefit from additional local priority points.

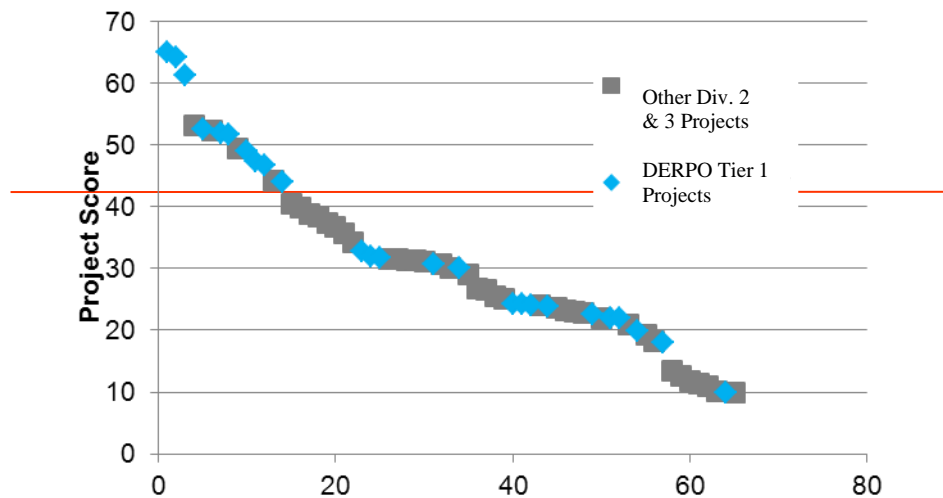


Figure X

Figure Y (this is a visualization, not actual scores) below shows the results of assigning local priority points to those projects just under the competitive threshold. Using this methodology results in more RPO projects ultimately being considered for the next step of programming.

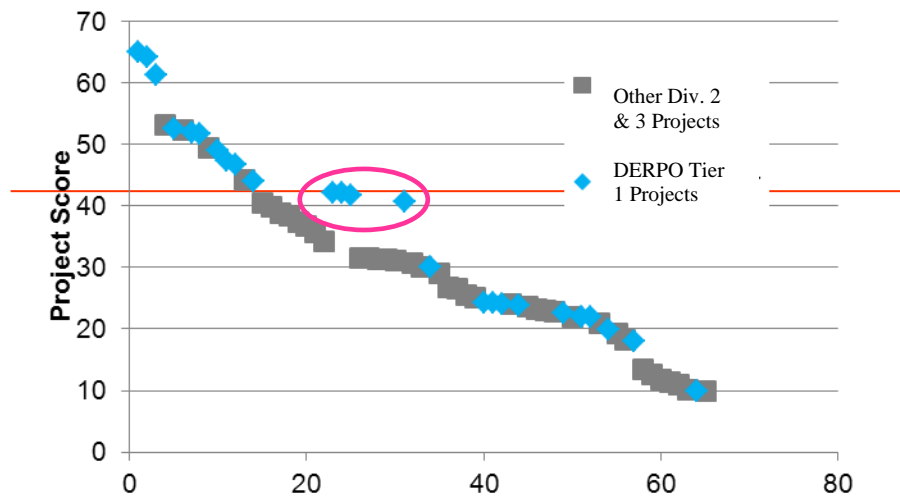


Figure Y

It should be noted that in some cases a project’s quantitative score may be so low that even with the maximum number of local priority points (100 points), it may not meet the competitive threshold. In these cases, the project is deemed uncompetitive and local priority points are not assigned. Competitiveness varies across STI categories, Divisions, Regions, and modes because the amount of funding changes as does the number and types of projects competing for funding. Therefore, the RPO estimates competitive thresholds for all STI Regions, Divisions, and modes.

This methodology recognizes that a high score in the Strategic Prioritization process is the first step, with many other major contributing factors impacting the STIP project funding decisions. In part, these include fiscal constraint (both state/federal and local/private), cash flow, regulatory compatibility, and funding source availability/eligibility for the region.

To achieve maximum funding potential for the maximum number of projects, the 1,400 points per category (or up to 1,900 points using the LIP Flex Policy) are applied where they have the greatest overall impact to the network, thus making a group of projects that are highly effective potentially competitive for STIP programming. Point allocation for each STI category is evaluated separately because funding levels are set by STI category, and projects are initially prioritized with other projects of the same category. Once the competitive threshold is determined, only enough points are applied to the competitive projects to meet or slightly exceed the threshold calculated for each STI category. This approach ensures that the RPO is prioritizing a suite of improvements that provide for the maximum network benefit. Point assignments may be modified by the TAC to provide local oversight to the data-driven process, to compensate for situations where the methodology does not accurately reflect the TAC's priorities, and to ensure appropriate projects at the relevant tier. Justifications for modifying point assignments include project cost, point sharing arrangements, estimated points required for funding, modal distribution, new information, methodology failures, potential reconsideration of the limits of a programmed project, and public comment. The justifications for any final point assignments that deviate from published point assignments will, at minimum, be noted in the final point assignment worksheet and documented in the meeting minutes.

Material Sharing

The following information, at minimum, will be made available on the Down East RPO website:

- A link to the NCDOT STI Prioritization Resources website;
- The adopted Down East RPO P6.0 Local Input Prioritization Methodology;
- Highlights of schedule milestones, including public comment periods and public meeting schedules; and
- Preliminary and final local input point assignment sheets, including justifications of methodology deviations.

Users Guide

[New Search](#)

<p>Contract Number: C203925 Division: 2 TIP Number: B-5938, B-5939 Length: 1.61 miles NCDOT Contact: Brad T. McMannen, PE Location Description: BRIDGE #68 OVER BOGUE SOUND ON SR-1182 (ATLANTIC BEACH CAUSEWAY) AND BRIDGE #6 OVER BOGUE SOUND ON NC-58. Contractor Name: FREYSSINET, INC Contract Amount: \$15,271,713.33 Work Began: 02/05/2018 Original Completion Date: 11/30/2020 Latest Payment Thru: 04/30/2021 Latest Payment Date: 05/05/2021</p>	<p>Route: NC-58 County: Carteret Federal Aid Number: NCDOT Contact No: (252)649-6520 Letting Date: 04/18/2017 Revised Completion Date: Construction Progress: 91.59%</p>
<p>Contract Number: C204177 Division: 2 TIP Number: R-1015 Length: 10.353 miles NCDOT Contact: Brad T. McMannen, PE Location Description: US-70 (HAVELOCK BYPASS) FROM NORTH OF PINE GROVE TO NORTH OF CARTERET COUNTY LINE. Contractor Name: BALFOUR BEATTY INFRASTRUCTURE INC Contract Amount: \$167,243,715.65 Work Began: 09/30/2019 Original Completion Date: 05/13/2024 Latest Payment Thru: 04/22/2021 Latest Payment Date: 05/03/2021</p>	<p>Route: US-70 County: Carteret, Craven Federal Aid Number: NHF-0070(049) NCDOT Contact No: (252)649-6520 Letting Date: 07/16/2019 Revised Completion Date: Construction Progress: 26.15%</p>
<p>Contract Number: C204225 Division: 2 TIP Number: R-5777A, R-5777B, U-5713 Length: 5.1 miles NCDOT Contact: Wendi O. Johnson, PE Location Description: US-70 FROM THE NEUSE RIVER BRIDGE TO EAST OF THURMAN RD IN JAMES CITY. Contractor Name: BALFOUR BEATTY INFRASTRUCTURE INC Contract Amount: \$203,300,000.00 Work Began: 10/22/2019 Original Completion Date: 09/07/2023 Latest Payment Thru: 03/22/2021 Latest Payment Date: 04/12/2021</p>	<p>Route: US-70 County: Craven Federal Aid Number: STATE FUNDED NCDOT Contact No: (252)439-2800 Letting Date: 09/10/2019 Revised Completion Date: 12/02/2023 Construction Progress: 16.62%</p>
<p>Contract Number: C204434 Division: 2 TIP Number: B-4484 Length: 0.701 miles NCDOT Contact: Jon Aaron Bullard, PE Location Description: BRIDGE 138 AND BRIDGE 139 OVER THE NEUSE RIVER ON SR-1470. Contractor Name: SANFORD CONTRACTORS INC Contract Amount: \$0.00 Work Began: Original Completion Date: 12/12/2024 Latest Payment Thru: Latest Payment Date:</p>	<p>Route: - County: Craven Federal Aid Number: STATE FUNDED NCDOT Contact No: (252)527-0053 Letting Date: 02/16/2021 Revised Completion Date: Construction Progress: 0%</p>

Contract Number: C204521 **Route:** SR-1514
Division: 2 **County:** Pitt
TIP Number: BR-0119
Length: 0.119 miles **Federal Aid Number:** 2020001
NCDOT Contact: Sarah F. Lentine **NCDOT Contact No:** (252)830-3495
Location Description: BRIDGE #109 OVER GRINDLE CREEK ON SR-1514 (STATON MILL RD).
Contractor Name: SANFORD CONTRACTORS INC
Contract Amount: \$0.00
Work Began: 05/03/2021 **Letting Date:** 03/16/2021
Original Completion Date: 05/16/2022 **Revised Completion Date:**
Latest Payment Thru:
Latest Payment Date: **Construction Progress:** 0%

Contract Number: DB00426 **Route:** SR-1127
Division: 2 **County:** Beaufort
TIP Number: BR-0110
Length: 0.096 miles **Federal Aid Number:** 202001
NCDOT Contact: Sarah F. Lentine **NCDOT Contact No:** (252)830-3495
Location Description: BRIDGE #72 OVER CHOCOWINITY CREEK ON SR 1127
Contractor Name: SANFORD CONTRACTORS INC
Contract Amount: \$835,500.00
Work Began: 03/22/2021 **Letting Date:** 01/27/2021
Original Completion Date: 11/18/2021 **Revised Completion Date:**
Latest Payment Thru: 04/30/2021
Latest Payment Date: 05/05/2021 **Construction Progress:** 44.53%

Contract Number: DB00430 **Route:** US-13, US-258
Division: 2 **County:** Greene
TIP Number:
Length: 10.24 miles **Federal Aid Number:** STATE FUNDED
NCDOT Contact: Jon Aaron Bullard, PE **NCDOT Contact No:** (252)527-0053
Location Description: GREENE COUNTY
Contractor Name: S T WOOTEN CORPORATION
Contract Amount: \$0.00
Work Began: 04/06/2021 **Letting Date:** 11/18/2020
Original Completion Date: 03/02/2022 **Revised Completion Date:**
Latest Payment Thru:
Latest Payment Date: **Construction Progress:** 0%

Contract Number: DB00468 **Route:** NC-43
Division: 2 **County:** Pitt
TIP Number:
Length: 9.56 miles **Federal Aid Number:** STATE FUNDED
NCDOT Contact: Sarah F. Lentine **NCDOT Contact No:** (252)830-3495
Location Description: PITT COUNTY
Contractor Name: FSC II LLC DBA ROSE BROTHERS PAVING COMPANY
Contract Amount: \$0.00
Work Began: **Letting Date:** 12/09/2020
Original Completion Date: 02/10/2022 **Revised Completion Date:**
Latest Payment Thru:
Latest Payment Date: **Construction Progress:** 0%

Contract Number: DB00488 **Route:** -
Division: 2 **County:** Carteret
TIP Number:
Length: 14.82 miles **Federal Aid Number:** STATE FUNDED
NCDOT Contact: Brad T. McMannen, PE **NCDOT Contact No:** (252)649-6520
Location Description: CARTERETCOUNTY
Contractor Name: ONSLOW GRADING & PAVING INC
Contract Amount: \$0.00
Work Began: **Letting Date:** 12/09/2020
Original Completion Date: 02/10/2022 **Revised Completion Date:**
Latest Payment Thru:
Latest Payment Date: **Construction Progress:** 0%

Contract Number: DB00490 **Route:** NC-58
Division: 2 **County:** Lenoir
TIP Number:

Length: 2.15 miles **Federal Aid Number:** STATE FUNDED
NCDOT Contact: Jon Aaron Bullard, PE **NCDOT Contact No:** (252)527-0053
Location Description: NC 58 (QUEEN STREET) LENOIR COUNTY
Contractor Name: S T WOOTEN CORPORATION
Contract Amount: \$0.00
Work Began: **Letting Date:** 11/18/2020
Original Completion Date: 12/02/2021 **Revised Completion Date:**
Latest Payment Thru:
Latest Payment Date: **Construction Progress:** 0%

Contract Number: DB00491 **Route:** NC-43
Division: 2 **County:** Craven, Pitt
TIP Number:
Length: 20.94 miles **Federal Aid Number:** STATE FUNDED
NCDOT Contact: Sarah F. Lentine **NCDOT Contact No:** (252)830-3495
Location Description: CRAVEN AND PITT COUNTY
Contractor Name: BARNHILL CONTRACTING CO
Contract Amount: \$0.00
Work Began: **Letting Date:** 12/09/2020
Original Completion Date: 11/12/2021 **Revised Completion Date:**
Latest Payment Thru:
Latest Payment Date: **Construction Progress:** 0%

Contract Number: DB00492 **Route:** -
Division: 2 **County:** Beaufort
TIP Number:
Length: 1.38 miles **Federal Aid Number:** STATE FUNDED
NCDOT Contact: Sarah F. Lentine **NCDOT Contact No:** (252)830-3495
Location Description: BEAUFORT COUNTY
Contractor Name: S T WOOTEN CORPORATION
Contract Amount: \$0.00
Work Began: 05/10/2021 **Letting Date:** 12/16/2020
Original Completion Date: 11/12/2021 **Revised Completion Date:**
Latest Payment Thru:
Latest Payment Date: **Construction Progress:** 0%

Contract Number: DB00493 **Route:** NC-11
Division: 2 **County:** Lenoir
TIP Number:
Length: 12.98 miles **Federal Aid Number:** STATE FUNDED
NCDOT Contact: Jon Aaron Bullard, PE **NCDOT Contact No:** (252)527-0053
Location Description: NC 11/ LENOIR COUNTY
Contractor Name: BARNHILL CONTRACTING CO
Contract Amount: \$1,509,349.95
Work Began: 04/27/2021 **Letting Date:** 12/16/2020
Original Completion Date: 11/12/2021 **Revised Completion Date:**
Latest Payment Thru: 04/30/2021
Latest Payment Date: **Construction Progress:** 40.32%

Contract Number: DB00494 **Route:** US-17
Division: 2 **County:** Beaufort, Craven
TIP Number:
Length: 13.05 miles **Federal Aid Number:** STATE FUNDED
NCDOT Contact: Sarah F. Lentine **NCDOT Contact No:** (252)830-3495
Location Description: BEAUFORT AND CRAVEN COUNTY
Contractor Name: BARNHILL CONTRACTING CO
Contract Amount: \$0.00
Work Began: 06/01/2021 **Letting Date:** 01/27/2021
Original Completion Date: 11/12/2021 **Revised Completion Date:**
Latest Payment Thru:
Latest Payment Date: **Construction Progress:** 0%

Contract Number: DB00495 **Route:** US-17
Division: 2 **County:** Craven
TIP Number:
Length: 4.54 miles **Federal Aid Number:** STATE FUNDED
NCDOT Contact: Brad T. McMannen, PE **NCDOT Contact No:** (252)649-6520
Location Description: US 17/ CRAVEN COUNTY

Contractor Name: BARNHILL CONTRACTING CO
Contract Amount: \$0.00
Work Began: **Letting Date:** 01/13/2021
Original Completion Date: 11/12/2021 **Revised Completion Date:**
Latest Payment Thru:
Latest Payment Date: **Construction Progress:** 0%

Contract Number: DB00496 **Route:** NC-58
Division: 2 **County:** Greene
TIP Number:
Length: 11.58 miles **Federal Aid Number:** STATE FUNDED
NCDOT Contact: Jon Aaron Bullard, PE **NCDOT Contact No:** (252)527-0053
Location Description: NC 58/ GREENE COUNTY
Contractor Name: S T WOOTEN CORPORATION
Contract Amount: \$0.00
Work Began: **Letting Date:** 01/13/2021
Original Completion Date: 11/12/2021 **Revised Completion Date:**
Latest Payment Thru:
Latest Payment Date: **Construction Progress:** 0%

Contract Number: DB00497 **Route:** US-264
Division: 2 **County:** Beaufort
TIP Number:
Length: 10.96 miles **Federal Aid Number:** STATE FUNDED
NCDOT Contact: Sarah F. Lentine **NCDOT Contact No:** (252)830-3495
Location Description: BEAUFORT COUNTY
Contractor Name: BARNHILL CONTRACTING CO
Contract Amount: \$0.00
Work Began: **Letting Date:** 01/27/2021
Original Completion Date: 02/10/2022 **Revised Completion Date:**
Latest Payment Thru:
Latest Payment Date: **Construction Progress:** 0%

Contract Number: DB00498 **Route:** US-264
Division: 2 **County:** Pitt
TIP Number:
Length: 16.97 miles **Federal Aid Number:** STATE FUNDED
NCDOT Contact: Sarah F. Lentine **NCDOT Contact No:** (252)830-3495
Location Description: PITT COUNTY
Contractor Name: S T WOOTEN CORPORATION
Contract Amount: \$2,233,139.76
Work Began: 04/19/2021 **Letting Date:** 01/27/2021
Original Completion Date: 11/12/2021 **Revised Completion Date:**
Latest Payment Thru: 04/30/2021
Latest Payment Date: **Construction Progress:** 16.8%

Contract Number: DB00499 **Route:** SR-1777
Division: 2 **County:** Pitt
TIP Number: B-4605
Length: 0.104 miles **Federal Aid Number:** STATE FUNDED
NCDOT Contact: Sarah F. Lentine **NCDOT Contact No:** (252)830-3495
Location Description: BRIDGE 5 OVER CHICOD CREEK ON SR 1777
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY
Contract Amount: \$761,000.00
Work Began: 04/05/2021 **Letting Date:** 01/27/2021
Original Completion Date: 03/30/2022 **Revised Completion Date:**
Latest Payment Thru: 04/15/2021
Latest Payment Date: 04/21/2021 **Construction Progress:** 7.17%

Contract Number: DB00502 **Route:** -, SR-1113, SR-1114
SR-1130, SR-1168, SR-1326
SR-1351, SR-1645, SR-1845
SR-2004
Division: 2 **County:** Greene, Lenoir
TIP Number:
Length: 16.73 miles **Federal Aid Number:** STATE FUNDED
NCDOT Contact: Jon Aaron Bullard, PE **NCDOT Contact No:** (252)527-0053
Location Description: GREENE AND LENOIR COUNTY
Contractor Name: BARNHILL CONTRACTING CO

Contract Amount: \$0.00
Work Began:
Original Completion Date: 02/09/2023
Latest Payment Thru:
Latest Payment Date:

Letting Date: 03/10/2021
Revised Completion Date:
Construction Progress: 0%

Contract Number: DB00504
Division: 2
TIP Number:
Length: 16.07 miles
NCDOT Contact: Sarah F. Lentine
Location Description: PITT COUNTY
Contractor Name: S T WOOTEN CORPORATION
Contract Amount: \$0.00
Work Began:
Original Completion Date: 02/09/2023
Latest Payment Thru:
Latest Payment Date:

Route: -
County: Pitt
Federal Aid Number: STATE FUNDED
NCDOT Contact No: (252)830-3495
Letting Date: 03/24/2021
Revised Completion Date:
Construction Progress: 0%

Contract Number: DB00505
Division: 2
TIP Number:
Length: 11.27 miles
NCDOT Contact: Jon Aaron Bullard, PE
Location Description: LENOIR COUNTY
Contractor Name: BARNHILL CONTRACTING CO
Contract Amount: \$0.00
Work Began:
Original Completion Date: 10/30/2021
Latest Payment Thru:
Latest Payment Date:

Route: -, SR-1300, SR-1309
SR-1311
County: Lenoir
Federal Aid Number: STATE FUNDED
NCDOT Contact No: (252)527-0053
Letting Date: 03/10/2021
Revised Completion Date:
Construction Progress: 0%

Contract Number: DB00507
Division: 2
TIP Number:
Length: 0 miles
NCDOT Contact: Brad T. McMannen, PE
Location Description: CARTERET/FORT MACON STATE PARK
Contractor Name: CAROLINA COMMERCIAL DETAILERS LLC DBA SULLIVAN SEALCOAT & ST
Contract Amount: \$0.00
Work Began: 04/26/2021
Original Completion Date: 05/12/2021
Latest Payment Thru:
Latest Payment Date:

Route: -
County: Carteret
Federal Aid Number: STATE FUNDED
NCDOT Contact No: (252)649-6520
Letting Date: 03/24/2021
Revised Completion Date:
Construction Progress: 0%



NCDOT TPD NEWS



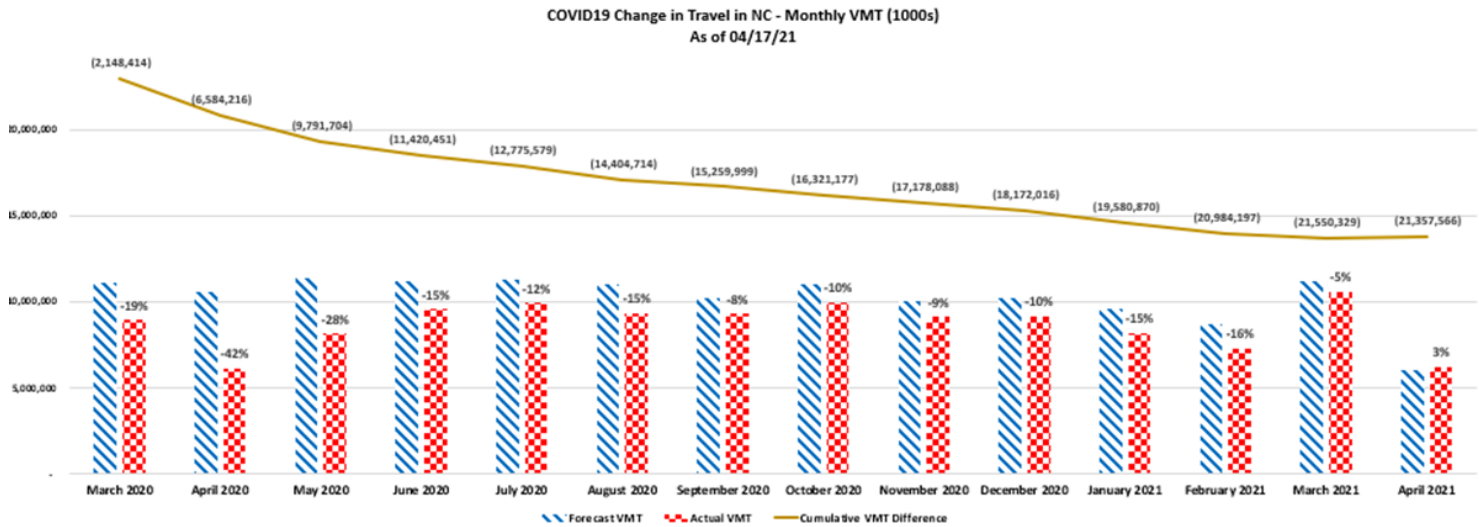
Drone Bridge Inspection:

NCDOT has another new tool to help make our roadways safer – drones. Recently, the Marc Basnight Bridge over Oregon Inlet became the first bridge in the state where a drone was used as part of the structure’s biennial inspection. Using drones to help conduct bridge inspections means they can be completed faster than a traditional visual inspection, saving money, and reduce the need for lane closures. While drones will not replace a traditional visual inspection in most instances, they will be used to supplement traditional inspections and add great benefit by being able to inspect areas of the bridge that are difficult to reach during a traditional inspection.

“Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina....”

- NCDOT Mission Statement

Travel Trends in NC During Covid-19



Craven County CTP:

Craven County CTP will be presented to Craven County Board of Commissioners at the May 17th. The second public involvement session will be held at a future date.

Carteret County Model:

The Base Year Model calibration was completed in March. Down East RPO is currently working on future population and employment growth projections in the county. Once that has been finalized, Future Year model validation can begin.

Contact Us

Chris Connolly

NCDOT TPD

1 S. Wilmington Street
Raleigh, NC

(919) 707-0958

cmconnolly@ncdot.gov

Visit us on the web

www.ncdot.gov

State Giving Children in Need Record Number of Lifesaving Bike Helmets:

A record number of children, 11,850 total, across NC will be receiving lifesaving bicycle helmets through the NCDOT Bicycle Helmet Initiative. NCDOT uses funds from the sale of “Share the Road” specialty license plates to pay for bike helmets that are distributed at bicycle safety events for underprivileged children by government and non-government agencies. A record 163 organizations applied to participate in the program this year. Helmets will be delivered by April 30. Helmets can reduce the risk of severe brain injuries by nearly 90 percent.

FHWA Releases Resources to Support Bikeway Selection :

The Federal Highway Administration (FHWA) released two resources about bikeway selection. “Traffic Analysis and Intersection Considerations to Inform Bikeway Selection” examines bikeway selection trade-offs as they relate to intersections, including spatial needs, safety, equity, and traffic operations. “On-Street Motor Vehicle Parking and Bikeway Selection Process” discusses on-street parking considerations around bikeways, including strategies for various curb use and parking considerations. Both reports supplement the FHWA “Bikeway Selection Guide.” https://safety.fhwa.dot.gov/ped_bike/tools_solve/

Upcoming	Date
3rd Quarter invoice and work summary	May 10, 2021
TPD approves FY 22 UPWP and Indirect Cost Allocation Plan	June 29, 2021