

10.10.26_FW 2010.09.28 NC Secondary Roads Project Selection Guidelines

From: Blakley, Reuben [rblakley@ncdot.gov]
Sent: Tuesday, September 28, 2010 5:27 PM
To: Charlie Horne; Melissa Guilbeau; David Hughes
Cc: Picklesimer, Jeff L; Bullock, Justin E
Subject: FW: 2010.09.28 NC Secondary Roads Project Selection Guidelines
Attachments: DRAFT Resolution Chatham Co.pdf; DRAFT Chatham County Trust.pdf;
DRAFT Chatham County Highway.pdf; chatham2009-2011_FUNDS.pdf; 2009
Chatham Unpaved Priorities.pdf; 2010.09.28 NC Secondary Roads Project
Selection Guidelines.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Charlie,

In preparation for our meeting tomorrow I have attached our draft Secondary Improvement Program resolution with Highway Fund and Trust Fund descriptions, map, 2009 Unpaved Road priority ratings and guidelines for selecting secondary improvement projects.

Since Chatham County has 64 unpaved roads on the rural and subdivision priority list that is not paved it is our opinion that every effort should be made to continue paving down this priority list until we have made an attempt to pave them all.

We can discuss further tomorrow how the county would prefer to proceed with the 2009-2010 Secondary Improvement Program.

Reuben Blakley, P. E.
District Engineer

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WHEREAS, the North Carolina Department of Transportation received in September 2010 an allocation of \$1,843,687.19, an allocation of \$562,456.54 from September 2009, and remaining funds of \$27,554.89 from the previous **Secondary Road Improvement Program**, a total of \$1,433,698.62 is proposed for Secondary Road Improvements in Chatham County for fiscal years 2009-2011. A public meeting was held on November 1, 2010 in the Chatham County Commissioners Meeting Room on the expenditures of said funds:

WHEREAS, it is proposed to utilize approximately \$1,271,250 to construct roads down the priority list as far as possible, provided rights of way are available:

PROGRAM SUBJECT TO AVAILABILITY OF FUNDING, RIGHT-OF-WAY, AND ENVIRONMENTAL REVIEW

<u>Priority No.</u>	<u>SR #</u>	<u>Road Name</u>	<u>From</u>	<u>To</u>	<u>Miles</u>	<u>Description</u>	<u>Cost</u>
1 Subdivision	1748	Sexton Rd	End Maint	SR 1008	0.25	GDBP&EC	\$101,250
2 Subdivision	1379	Ed Clapp Rd	SR 1310	End Maint	0.10	GDBP&EC	\$40,500
3 Subdivision	1126	Jones Rd	End Maint	SR 1124	0.30	GDBP&EC	\$127,500
4 Subdivision	1384	Fletcher Siler Rd	End Maint	SR 1374	0.04	GDBP&EC	\$21,000
5 Rural Hold	1510	Evans Chapel Rd	SR 1506	End Maint	0.40	GDBP&EC	\$180,000
6 Rural Hold	2167	Jay Shambley Rd	Bridge #404	SR 2165	0.68	GDBP&EC	\$306,000
8 Rural	2322	Sam Phillips Rd	Moore Co	SR 2308	0.80	GDBP&EC	\$360,000
9 Rural	1962	Woodyard Rd	End Maint	SR 1012	0.30	GDBP&EC	\$135,000

WHEREAS, it is proposed to retain \$162,448.62 of the total allocation for spot stabilization, paved road improvements, replace small bridges with pipe, or safety projects.

WHEREAS, the North Carolina Department of Transportation received in September 2010 an allocation of \$1,219,930.21, an allocation of \$432,447.93 from September 2009, and remaining funds of \$860,734.18 from the North Carolina **Highway Trust Fund**, a total of \$2,513,112.32 is proposed for Secondary Road Improvements in Chatham County for fiscal years 2009-2011. A public meeting was held on November 1, 2010 in the Chatham County Office Building on the expenditures of said funds:

WHEREAS, it is proposed to utilize approximately \$2,160,000 to construct roads down the priority list as far as possible, provided rights of way are available:

<u>Priority No.</u>	<u>SR #</u>	<u>Road Name</u>	<u>From</u>	<u>To</u>	<u>Miles</u>	<u>Description</u>	<u>Cost</u>
10 Rural	1971	Johnson Rd	SR 1970	End Maint	1.00	GDBP&EC	\$450,000
11 Rural	2156	Woody Dam Rd	SR 1953	End Maint	1.00	GDBP&EC	\$450,000
12 Rural	1305	Cooper Rd	SR 1305	SR 1304	0.80	GDBP&EC	\$360,000
13 Rural	1147	Gee Rd	Randolph Co	SR 1129	0.50	GDBP&EC	\$225,000
14 Rural	2162	Mark Teague Rd	End Maint	SR 2159	0.50	GDBP&EC	\$225,000
15 Rural	2124	Arch Hausley Rd	SR 1176	SR 2126	0.80	GDBP&EC	\$360,000
16 Rural	2206	Hilltop Rd	End Maint	SR 1506	0.20	GDBP&EC	\$90,000

WHEREAS, it is proposed to retain \$353,112.32 of the total allocation for property owner participation paving and overruns.

BE IT RESOLVED that all of the above be carried out by the Department of Transportation.

CERTIFICATE

The foregoing resolution was adopted by the Chatham County Board of Commissioners on the _____ day of _____ 2010 and appears on the minutes of the said Commission.

Witness my hand and official seal this the _____ day of _____ 2010.

DRAFT

Clerk, Board of Commissioners
County of Chatham

**CHATHAM COUNTY
SECONDARY IMPROVEMENT PROGRAM**

HIGHWAY FUNDS

2009-2011

FUNDS: 2009-2010 Allocations	\$ 562,456.54
2010-2011 Allocations	\$ 843,687.19
Unallocated Highway Funds	<u>\$ 27,554.89</u>
TOTAL AVAILABLE	\$ 1,433,698.62

PROGRAM ELEMENTS:

I. Paving of unpaved roads down the priority list as Right of Way and funds allow, approximately (PROGRAM SUBJECT TO AVAILABILITY OF FUNDING, RIGHT OF WAY, AND ENVIRONMENTAL REVIEW)	\$ 1,271,250
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****MAP NUMBERS MARKED IN RED****

Map #1 (Priority #1 Subdivision) SR 1748 (Sexton Road.) from End Maintenance to SR 1008 0.25 mi – Grade, Drain, Base, Pave, and Erosion Control	\$ 101,250
Map #2 (Priority #2 Subdivision) SR 1379 (Ed Clapp Road) from SR 1310 to End Maintenance 0.19 mi – Grade, Drain, Base, Pave and Erosion Control	\$ 40,500
Map #3 (Priority #3 Subdivision) SR 1126 (Jones Road) from End Maintenance to SR 1124 0.30 mi – Grade, Drain, Base, Pave and Erosion Control	\$ 127,500
Map #4 (Priority #4 Subdivision) SR 1384 (Fletcher Siler Road) from End Maintenance to SR 1374 0.04 mi – Grade, Drain, Base, Pave and Erosion Control	\$ 21,000
Map #5 (Rural Hold) SR 1510 (Evans Chapel Road) from SR 1506 to End Maintenance 0.40 mi – Grade, Drain, Base, Pave and Erosion Control	\$ 180,000
Map #6 (Rural Hold) SR 2167 (Jay Shambley Road) from Bridge #404 to SR 2165 0.68 mi – Grade, Drain, Base, Pave and Erosion Control	\$ 306,000
Map #8 (Priority #8 Rural) SR 2322 (Sam Phillips Road) from Moore County to SR 2308 0.80 mi – Grade, Drain, Base, Pave and Erosion Control	\$ 360,000
Map #9 (Priority #9 Rural) SR 1962 (International Woodyard Road) from End Maintenance to SR 1012 0.30 mi – Grade, Drain, Base, Pave, and Erosion Control	\$135,000

II. Retain approximately 11% of available funds for road additions, property owner participation paving, volunteer fire department and rescue squad driveways, old subdivision improvement program, overruns, county-wide surveys, and Right of Way acquisition.

\$ 162,448.62



**CHATHAM COUNTY
SECONDARY IMPROVEMENT PROGRAM**

TRUST FUNDS

2009-2011

FUNDS: 2009-2010 Allocations	\$ 432,447.93
2010-2011 Allocations	\$ 1,219,930.21
Unallocated Highway Funds	<u>\$ 860,734.18</u>
TOTAL AVAILABLE	\$ 2,513,112.32

PROGRAM ELEMENTS:

- I.** Paving of unpaved roads down the priority list as Right of Way and funds allow, approximately \$ 2,160,000
(PROGRAM SUBJECT TO AVAILABILITY OF FUNDING, RIGHT OF WAY, AND ENVIRONMENTAL REVIEW)

******MAP NUMBERS MARKED IN RED******

Map #10	(Priority #10 Rural) SR 1971 (Johnson Road) from SR 1970 to End Maintenance 1.0 mi – Grade, Drain, Base, Pave and Erosion Control	\$ 450,000
Map #11	(Priority #11 Rural) SR 2156 (Woody Dam Road) from SR 1953 to End Maintenance 1.0 mi – Grade, Drain, Base, Pave and Erosion Control	\$ 450,000
Map #12	(Priority #12 Rural) SR 1305 (Cooper Road) from SR 1305 to SR 1304 0.80 mi – Grade, Drain, Base, Pave and Erosion Control	\$ 360,000
Map #13	(Priority #13 Rural) SR 1147 (Gee Road) from Randolph County to SR 1129 0.50 mi – Grade, Drain, Base, Pave and Erosion Control	\$ 225,000
Map #13	(Priority #14 Rural) SR 2162 (Mark Teague Road) from End Maintenance to SR 2159 0.50 mi – Grade, Drain, Base, Pave and Erosion Control	\$ 225,000
Map #15	(Priority #15 Rural) SR 2124 (Arch Hausley Road) from SR 1176 to SR 2126 0.80 mi – Grade, Drain, Base, Pave and Erosion Control	\$ 360,000
Map #16	(Priority #16 Rural) SR 2206 (Hilltop Road) from End Maintenance to SR 1506 0.20 mi – Grade, Drain, Base, Pave and Erosion Control	\$ 90,000

II. Retain approximately 14% of available funds for property owner participation paving and overruns

\$ 353,112.32

DRAFT

ChathamRural

6/30/2009

Chatham

SR #	Alpha	Priority #	Frozen List	Subdiv (R/S)	Hold List (Y/N)	Local name	Pvd Length	UnPvd Length	Road Length	Length Programmed	# Homes	# Part Time Homes	Schools	Churches	Business	Industry	Rec Facility	Bridges	Bus Route (Y/N)	ADT	Thorough-Fare	Total Points	
1313		1	X	R	N	EDWARD'S ROAD	0	0.7	0.7	0.7	6	0	0	0	1	0	0	0	0	N	51	N	97
2302		2	X	R	N	LEWIS MOODY ROAD	0	0.32	0.32	0.32	7	0	0	0	0	0	0	0	0	N	80	N	122
1304	A	3	X	R	N	ALBRIGHT ROAD	0	0.2	0.2	0.2	1	0	0	0	0	0	0	0	0	N	100	H	121
2327		4	X	R	N	WILL SHIELDS ROAD	0	0.7	0.7	0.7	8	0	0	0	0	0	0	0	0	Y	48	N	106
2316		5	X	R	N	ZEB BROOKS ROAD	0	1.95	1.95	1.95	6	0	0	0	2	0	0	0	0	Y	53	F	101.7
2221		6	X	R	N	ARTIS COTTON ROAD	0	0.45	0.45	0.45	6	0	0	0	0	0	0	0	0	N	60	N	96
1127		7	X	R	N	WRENN SMITH ROAD	0	0.57	0.57	0.57	3	0	0	0	0	0	0	0	0	Y	60	H	93
2322		8	X	R	N	SAM PHILLIPS ROAD	0	0.8	0.8	0.8	1	0	0	0	0	0	0	0	0	Y	70	H	91
1962		9	X	R	N	INTERNAT WOODYARD RD	0	0.3	0.3	0.3	0	0	0	0	1	0	0	0	0	N	80	N	90
1971		10	X	R	N	JOHNSON ROAD	0	1	1	1	0	0	0	0	0	0	0	0	0	N	90	N	90
2156		11		R	N	WOODY DAM ROAD	0	1	1	1	8	0	0	0	0	0	0	0	1	N	48	N	96
1305		12		R	N	COOPER ROAD	0	0.8	0.8	0.8	6	0	0	0	0	0	0	0	1	Y	36	H	87
1147		13		R	N	GEE ROAD	0	0.5	0.5	0.5	1	0	0	0	0	0	0	0	0	N	70	F	86
2162		14		R	N	MARK TEAGUE ROAD	0	0.5	0.5	0.5	4	0	0	0	0	0	0	0	0	N	60	N	84
2124		15		R	N	ARCH HAUSLEY ROAD	0	0.8	0.8	0.8	4	0	0	0	0	0	0	0	0	N	50	F	84
2206		16		R	N	HILL TOP ROAD	0	0.2	0.2	0.2	7	0	0	0	0	0	0	0	0	N	42	N	84
2169		17		R	N	ZEB FERGUSON ROAD	0	0.7	0.7	0.7	6	0	0	0	0	0	0	0	0	Y	36	N	82
1512		18		R	N	LINDO JOHNSON ROAD	0	0.7	0.7	0.7	5	0	0	0	0	0	0	0	0	Y	30	F	80
1989		19		R	N	JOE WOMBLE ROAD	0	0.45	0.45	0.45	3	0	0	0	1	0	0	0	0	N	50	N	78
1378		20		R	N	CLYDE DAVIS ROAD	0	0.6	0.6	0.6	4	0	0	0	0	0	0	0	0	Y	30	N	74
2197		21		R	N	ALBERT JOURDAN RD	0	0.7	0.7	0.7	4	0	0	0	0	0	0	0	0	Y	39	N	73
1921		22		R	N	BUCKHORN ROAD	0	1.3	1.3	1.3	0	0	0	0	0	0	0	0	0	N	70	N	70
2121		23		R	N	RUSSELL WEBSTER RD.	0	0.4	0.4	0.4	5	0	0	0	0	0	0	0	0	N	40	N	70
2141		24		R	N	B. BEAL ROAD	0	0.25	0.25	0.25	4	0	0	0	0	0	0	0	0	Y	24	F	68
2168		25		R	N	CAROLINA HILL ROAD	0	2.7	2.7	2.7	2	0	0	0	0	0	0	0	0	Y	40	F	64.4
1386		26		R	N	CLYDE CLARK RD	0	0.65	0.65	0.65	2	0	0	0	1	0	0	0	0	N	40	F	62
2173		27		R	N	ELBERT JOHNSON RD.	0	0.3	0.3	0.3	5	0	0	0	0	0	0	0	0	N	30	N	60
1945		28		R	N	HANKS LOOP ROAD	0	0.25	0.25	0.25	3	0	0	0	0	0	0	0	0	N	30	F	58
1551		29		R	N	WILE ROAD	0	0.5	0.5	0.5	3	0	0	0	0	0	0	0	0	Y	30	N	58
2140	A	30		R	N	ALTON KING ROAD	0	0.55	0.55	0.55	3	0	0	0	0	0	0	0	0	Y	20	F	58
2150		31		R	N	CURT DOWDY ROAD	0	0.4	0.4	0.4	1	0	0	0	0	0	0	0	0	N	40	F	56
2198		32		R	N	HILLARD ROAD	0	0.32	0.32	0.32	3	0	0	0	0	0	0	0	0	Y	18	F	56
1914		34		R	N	RAYMOND SHARP RD.	0	0.4	0.4	0.4	4	0	0	0	0	0	0	0	0	N	24	N	48
2138		35		R	N	CROSSPOINT ROAD	0	0.3	0.3	0.3	3	0	0	0	0	0	0	0	0	N	24	N	47
1918		36		R	N	BAKER ROAD	0	0.2	0.2	0.2	3	0	0	0	0	0	0	0	0	Y	18	N	46
1137		37		R	N	DICKENS ROAD	0	0.4	0.4	0.4	2	0	0	0	0	0	0	0	0	N	30	N	42
1368		38		R	N	WHITE ROAD	0	0.5	0.5	0.5	3	0	0	0	0	0	0	0	0	N	24	N	42
1377		39		R	N	WADE MARSHALL ROAD	0	0.3	0.3	0.3	2	0	0	0	0	0	0	0	0	N	20	F	42
1306		40		R	N	W.W. FARM ROAD	0	0.3	0.3	0.3	2	0	0	0	0	0	0	0	0	N	20	F	42
1381		41		R	N	B. TEAGUE ROAD	0	0.6	0.6	0.6	2	0	0	0	0	0	0	0	0	N	20	F	42
2335		42		R	N	REDDISH DRIVE	0	0.12	0.12	0.12	3	0	0	0	0	0	0	0	0	N	18	N	36
1153		43		R	N	J. DOWDY ROAD	0	0.14	0.14	0.14	3	0	0	0	0	0	0	0	0	N	18	N	36
1924		44		R	N	VAUGHN BRAY ROAD	0	0.52	0.52	0.52	3	0	0	0	0	0	0	0	0	N	18	N	36
2179		45		R	N	MONCURE FLAT WOOD RD	0	1.4	1.4	1.4	1	0	0	0	0	0	0	0	0	Y	10	F	34.3
2143		46		R	N	WILLIS DUNN ROAD	0	0.5	0.5	0.5	2	0	0	0	0	0	0	0	0	Y	12	N	34
2118		47		R	N	WILKIE ROAD	0	0.15	0.15	0.15	2	0	0	0	0	0	0	0	0	N	20	N	32
1984		48		R	N	JACK ELKINS ROAD	0	0.3	0.3	0.3	0	0	0	0	0	0	0	0	0	Y	10	F	30
2133		49		R	N	ASHLEY ISLAND ROAD	0	0.3	0.3	0.3	1	0	0	0	0	0	0	0	0	N	10	F	26
2224		50		R	N	NO NAME	0	0.05	0.05	0.05	2	0	0	0	0	0	0	0	0	N	12	N	24
2228		51		R	N	FOUSHEE ROAD	0	0.07	0.07	0.07	2	0	0	0	0	0	0	0	0	N	12	N	24
				R	N	LOG CABIN DRIVE	0	0.1	0.1	0.1	2	0	0	0	0	0	0	0	0	N	12	N	24

ChathamRural

SR #	Alpha	Priority #	Frozen List	SubDiv (R/S)	Rural or	Hold List (Y/N)	Local name	Pvd Length	UnPvd Length	Road Length	Length Programmed	# Homes	# Part Time Homes	Schools	Churches	Business	Industry	Rec Facility	Bridges	Bus Route (Y/N)	ADT	Thorough-fare	Total Points																				
1964		52		R	N	N	NEW NO. 1	0	0.3	0.3	0	2	0	0	0	0	0	0	0	0	N	12	N	24																			
1138	B	53		R	N	N	BALL PARK ROAD	0	0.05	0.05	0	1	0	0	0	0	0	0	0	0	Y	6	N	22																			
1728		54		R	N	N	HOPE VALLEY FARM RD	0	2	2	0	1	0	0	0	0	0	0	0	0	Y	6	N	19																			
1101		55		R	N	N	VESTAL ROAD	0	0.1	0.1	0	0	0	0	0	0	0	0	0	0	Y	0	H	15																			
1358		56		R	N	N	CLYDE CLARK ROAD	0	0.13	0.13	0	1	0	0	0	0	0	0	0	0	N	6	N	12																			
1753		57		R	N	N	PAUL FARRINGTON ROAD	0	0.4	0.4	0	1	0	0	0	0	0	0	0	0	N	6	N	12																			
1122		58		R	N	N	S.C.FIRE TOWER RD.	0	0.54	0.54	0	0	0	0	0	0	0	0	0	0	N	10	N	10																			
1146		59		R	N	N	BENNETT FLAT WOOD RD	0	0.6	0.6	0	0	0	0	0	0	0	0	0	0	N	10	N	10																			
1179		60		R	N	N	SOUTH AIRPORT ROAD	0	0.7	0.7	0	0	0	0	0	0	0	0	0	0	N	10	N	10																			
																						33.03																					

2008-2009 Program

ChathamRuralHold

6/30/2009

Chatham

SR #	Alpha	Priority #	Frozen List	Hold List (Y/N)	Local name	Pvd Length	UnPvd Length	Road Length	Length Programmed	# Homes	# Part Time Homes	Schools	Churches	Business	Industry	Rec Facility	Bridges	Bus Route (Y/N)	ADT	Thoroughfare	Total Points	
2200				Y	CLARENCE BROOKS ROAD	0	0.3	0.3		6	0	0	0	0	0	0	0	0	Y	36	N	82
1309				Y	SANTEK ROAD	0	0.5	0.5		3	0	0	0	0	0	0	0	0	N	50	N	68
1506	C			Y	PLEASANT HILL CH RD	0	2.14	2.14		9	0	0	0	0	0	0	0	1	Y	114	F	159.2
1505				Y	HAROLD HACKNEY ROAD	0	1.1	1.1		3	0	0	0	0	0	0	0	0	Y	60	F	96.4
1345				Y	ALBERT HARGROVE RD.	0	0.5	0.5		4	0	0	0	0	0	0	0	0	Y	24	F	68
1548				Y	LUTTERLOH ROAD	1.75	0.45	2.2		10	0	0	0	0	0	0	0	1	Y	126	H	201
1138	A			Y	UNDERWOOD ROAD	0.3	0.3	0.6		7	0	0	0	0	0	0	0	0	Y	70	F	132
2312				Y	VANDER OLDHAM RD	0	0.38	0.38		8	0	0	0	0	0	0	0	0	Y	65	F	143
1347				Y	DE LACY STONE ROAD	0	0.5	0.5		4	0	0	0	0	0	0	0	0	Y	60	F	104
1304	B			Y	ALBRIGHT ROAD	0	0.5	0.5		6	0	0	0	0	0	0	0	0	Y	170	N	216
1507				Y	PERRY GRAVE YARD RD	0	1.3	1.3		7	0	0	0	0	0	0	0	0	Y	50	F	102.3
2323				Y	CLAUDE PHILLIPS RD.	0	0.1	0.1		9	0	0	0	0	2	0	0	0	N	65	H	144
2313				Y	LUCIAN HILLARD RD.	0	1.2	1.2		5	0	0	0	0	0	0	0	0	N	40	F	75
2167				Y	JAY SHAMBLEY ROAD	0	3	3		18	0	0	0	0	1	0	0	1	Y	108	F	167.3
1514				Y	MANCO DAIRY ROAD	0	1.1	1.1		12	0	0	0	0	1	0	0	0	Y	96	N	180.5
2164				Y	FRED TYSOR ROAD	0	0.6	0.6		12	0	0	0	0	1	0	0	0	Y	120	N	212
1948				Y	RIDDLE ROAD	0	0.3	0.3		5	0	0	0	0	0	0	0	0	N	60	N	90
2158				Y	HOLLY RIDGE ROAD	0.55	0.45	1		7	0	0	0	0	0	0	0	1	Y	65	H	122
1125				Y	PATTERSON STREET	0	0.44	0.44		2	0	0	0	0	1	0	0	0	N	80	N	102
2201				Y	JACK ALSTON ROAD	0	0.1	0.1		6	0	0	0	0	1	0	0	0	N	36	N	82
1947				Y	LUCIAN BLAND ROAD	0	0.4	0.4		4	0	0	0	0	0	0	0	0	N	80	N	104
2166				Y	ELMER KECK ROAD	0	1.1	1.1		12	0	0	0	0	1	0	0	0	Y	72	F	166.5
2131				Y	J.S. WATERS SCH. RD.	0	0.53	0.53		8	0	0	0	0	1	0	0	0	N	73	H	136
1333				Y	WILL BROWN ROAD	1.71	0.39	2.1		9	0	0	0	0	2	0	0	1	Y	54	F	153
2140	B			Y	ALTON KING ROAD	0	2.6	2.6		2	0	0	0	0	1	0	0	0	Y	100	F	128.5
1926				Y	BROWN HILL RD	0	0.3	0.3		9	0	0	0	0	0	0	0	0	Y	54	N	118
2139				Y	GULF ROAD	0	0.92	0.92		6	0	0	0	0	2	0	0	0	N	70	F	136
1607				Y	MEDINA LANE	0	0.2	0.2		1	0	0	0	0	0	0	0	0	Y	120	F	146
1510				Y	EVANS CHAPEL ROAD	0	0.4	0.4		2	0	0	0	0	1	0	0	0	N	50	N	82
1355				Y	R.C. OVERMAN ROAD	0	1.4	1.4		2	0	0	0	0	0	0	0	1	Y	55	F	83.6
1360				Y	CITY LAKE ROAD	0	0.6	0.6		4	0	0	0	0	0	0	0	0	Y	100	N	134
1959				Y	ROCKY RIVER ROAD	0	0.5	0.5		7	0	0	0	0	0	0	0	0	Y	42	N	84
1958	B			Y	RIVERS FORK RD	0	0.4	0.4		3	0	0	0	0	0	0	0	0	N	18	N	41
1953	B			Y	CHATAM CHURCH RD	0	0.7	0.7		7	0	0	0	0	0	0	0	1	Y	200	F	262
2149				Y	D. SEAGROVE ROAD	0	0.75	0.75		4	0	0	0	0	0	0	0	0	Y	48	F	92
1911				Y	KING ROAD	0.92	0.58	1.5		2	0	0	0	0	0	0	0	0	N	600	N	632
1560				Y	W.R. CLARK ROAD	0.77	0.43	1.2		8	0	0	0	0	1	0	0	0	Y	55	F	133
1902				Y	E. GOODWIN ROAD	0	0.6	0.6		6	0	0	0	0	0	0	0	0	N	80	N	116
1704				Y	ROCK SPRINGS CH RD	0	0.53	0.53		9	0	0	0	0	1	0	0	0	Y	100	N	174
1556				Y	IRVIN LINDLEY ROAD	0	0.7	0.7		6	0	0	0	0	0	0	0	0	N	80	F	126
1737				Y	EARNEST JONES RD	0	0.8	0.8		10	0	0	0	0	1	0	0	0	Y	168	H	253
1552				Y	OTIS JOHNSON ROAD	0	2.5	2.5		12	0	0	0	0	0	0	0	0	Y	85	F	133.8
1950				Y	E CORNWALLIS STREET	0	0.3	0.3		4	0	0	0	0	0	0	0	0	N	60	N	84
1952				Y	BILL THOMAS ROAD	0.7	0.1	0.8		10	0	0	0	0	0	0	0	0	Y	70	N	140
2136				Y	WALTER LAMBERT ROAD	0.32	1.08	1.4		5	0	0	0	0	1	0	0	0	Y	80	F	137

34.07

ChathamSubdivision

Chatham

6/30/2009

SR #	Alpha	Priority #	Frozen List	Subdiv or Rural (R/S)	Hold List (Y/N)	Local name	Pvd Length	UnPvd Length	Road Length	Length Programmed	# Homes	# Part Time Homes	Schools	Churches	Business	Industry	Rec Facility	Bridges	Bus Route (Y/N)	ADT	Thoroughfare	Total Points	
1748			1	X	S	N	SEXTON ROAD	0	0.25	0.25	3	0	0	0	0	0	0	0	0	0	18	N	90
1379			2	X	S	N	ED CLAPP ROAD	0	0.1	0.1	2	0	0	0	0	0	0	0	0	0	12	N	132
1126			3	X	S	N	JONES RD	0	0.3	0.3	0	0	0	0	0	0	0	0	0	0	6	N	69.3
1384			4	X	S	N	FLETCHER SILER ROAD	0	0.04	0.04	5	0	0	0	0	0	0	0	0	0	30	N	780
1915			5	X	S	N	AUGER HOLE RD	0	0.3	0.3	4	0	0	0	0	0	0	0	0	0	24	N	104

0.99

Completed by Harnett County

ChathamSubdivisionHold

Chatham

6/30/2009

SR #	Alpha	Priority #	Frozen List	Rural or Subdiv (R/S)	Hold List (Y/N)	Local name	Pvd Length	UnPvd Length	Road Length	Length Programmed	# Homes	# Part Time Homes	Schools	Churches	Business	Industry	Rec Facility	Bridges	Bus Route (Y/N)	ADT	Thorough-fare	Total Points	
1544				S	Y	LASHLEY ROAD	0	1	1	1	9	0	0	0	0	0	0	0	0	Y	170	N	234
1929				S	Y	FIRST STREET	0	0.3	0.3		18	0	0	0	0	0	0	0	0	Y	108	N	478
1703				S	Y	TOM WOMBLE ROAD	0	0.47	0.47		8	0	0	0	0	0	0	0	0	N	200	N	302.1
1342				S	Y	MIKE LINDLEY ROAD	0	0.3	0.3		5	0	0	0	0	0	0	0	0	Y	30	F	150
1522				S	Y	EDDIE PERRY ROAD	0.1	0.9	1		7	0	0	0	0	0	0	0	1	N	42	N	94.2

2.97

Paved

NORTH CAROLINA SECONDARY ROADS

PROJECT SELECTION GUIDELINES

For Modernization Improvements to Routes on the Secondary System under HB 750/1825

Beginning this FY 2007-08 and continuing through FY2009-10 the Secondary Road Construction allocations will come in three parts as outlined by House Bills 750/1825:

G.S. 136-44.5b - First \$68.6M of Highway Fund Appropriation will be allocated to counties based on the county's pro rata share of paved secondary road mileage and unpaved mileage on the right-of-way hold list.

G.S. 136-44.5c - Highway Fund Appropriation in excess of \$68.6M will be allocated to counties based on the county's pro rata share of secondary road unpaved mileage.

G.S. 136-182 - Highway Trust Fund Appropriation will be allocated to counties based on the county's pro rata share of unpaved secondary road mileage eligible for paving.

Beginning with FY 2010-11, Highway Fund & Highway Trust Fund appropriations for the Secondary Road Improvement Program will be allocated to each county based on the county's percentage of state maintained secondary road mileage.

The purpose of the funds will be to enhance the secondary road system consistent with the Department's long-range transportation plan, particularly through: *Modernization - upgrades to the system safety, functionality, and overall operational efficiency, without adding capacity (e.g., intersection improvements and rolling stock upgrades)*. [¹Ref: Charting a New Direction for NCDOT, North Carolina's Long - Range Statewide Multimodal Transportation Plan; Page 9]

Blending with other fund sources (Contract Resurfacing, Spot Safety, etc) may maximize efficient use of this funding to accomplish planned objectives.

These project selection guidelines are intended to provide a tool for creating a consistent Secondary Road Improvement Program that is acceptable to county commissioners and results in safety & modernization of the sub regional tier of the long range transportation plan. A two-step process is recommended.

Step one - develop a complete countywide needs including a review of the operation of the road network with a focus on the secondary road thoroughfare system developed to meet demands generated by anticipated growth. The needs analysis should also be consistent with accomplishing performance targets for the sub-regional tier network utilizing quantitative data such as ADT, crash rates, pavement condition ratings, lane widths, and bridge condition ratings.

Step two - develop a planned strategy to provide safety and operational improvements. The plan may need to include phasing options over multiple years to facilitate improvements. A practical priority order for road improvement selection process may be to start with the arterial routes, then collector routes, then minor secondary routes. In most cases subdivision roads would have the least rank in prioritizing road improvements since these routes serve the least amount of traffic volume.

Recommended activities to meet planned objectives include but are not limited to:

- Addition of turn lanes
- Lane/Shoulder Widening
- Strengthening
- Culvert Replacements/Extensions (that accommodate lane/shoulder widening)
- Stripping/Marking (subsequent to Secondary Road Improvement Projects only)
- Horizontal/Vertical Curve Realignment
- Intersection Realignment
- Bridge Replacement

Adopted by Board of Transportation's Secondary, Road Maintenance & Equipment Committee June 6, 2007

Project Selection Guidelines

Traffic Volume (ADT)/Thoroughfare Characteristics

- Initial priority should be given to secondary routes with highest traffic volume, beginning with routes having ADT > 1500.
- Projects considered on lower volume secondary routes should generally be selected based on crash history or bridge replacement needs.

Pavement or Lane Width

- Initial priority should be given to secondary routes having deficient lane widths, beginning with the routes having with lane widths < 11-ft and ADT > 1500.
- Secondary routes with lane widths <11-ft and ADT < 1500 may be considered based on crash rates and traffic use characteristics.
- Any route with lane width < 9-ft should be evaluated with respect to ADT and crash rates.

Shoulder Width/Vehicle Recovery Area

- Roadways that do not meet minimum shoulder or recovery area design should be evaluated with respect to crash rates and history.
- Roadside hazards such as trees, headwalls, driveway pipes, utility poles, etc. should be moved, improved, or mitigated to improve vehicle recovery area and reduce potential crash severity.
- Shoulder widths may be increased utilizing culvert extensions or headwalls.

Crash Data

- Priority should be given to routes with elevated crash rate versus County Average (mapping provided by Traffic Services).
- Projects should be considered where crash data suggests that pavement width, vehicle recovery area, lack of turn lanes, sight distance, delineation, pavement condition, or markings may be contributory.

Pavement Condition Assessment

- For Pavement Condition Survey Rating of 80 or less – consider hotmix overlay and widening if needed.
- For Pavement Condition Survey Rating >80 – evaluate for widening only.
- Strengthen posted roads to remove light weight ordinance
- Routes for strengthening (Reclamation/Reconstruction)

Traffic Flow Assessment

- Addition of turn lanes to improve traffic flow and potentially reduce crashes.
- Improvements to maintain current posted speeds or avoid a reduction in traffic flow.

Environmental Impacts

- Projects will be subject to SEPA requirements (Min. Criteria, CE or EA).
- Look for opportunities to minimize mitigation impacts.

Right of Way Requirements

- Valid r/w of 60-ft or greater preferred (may consider maintenance limits).
- Purchase of r/w or easements should be held to a minimum.
- Utility relocation costs are an eligible expenditure, but should be held to a minimum.

Bridge Replacement Eligibility Requirements

- Candidate projects should have a target condition rating < 50.
- Functional obsolescence should also be considered. Narrow bridges not meeting the above sufficiency-rating threshold are eligible based on crash history or traffic use.
- Crash history should be considered as part of project evaluation.
- Traffic use characteristics should be considered (commercial/delivery trucks, major detour routes, etc.).
- Projects should be limited to cored slab designs when replacing a bridge with a bridge.
- Only projects with off-site detours should be considered.
- Replacement of non-inventoried pipes or culverts will be considered only as part of other planned roadway improvements such as widening.

Other Screening Criteria

- Projects should be coordinated with other improvement programs such as Spot Safety, Pavement Preservation, Flexible Maintenance Funding, Force Account Bridge Replacement, Contract Resurfacing, Positive Guidance etc.
- Projects with different funding sources can be combined to expand the effectiveness of the program.
- Capacity Improvements may be considered only where increasing from 2 lanes to 3 will benefit safety & operation. Increasing from 2 lanes to more than 3 lanes may be considered at intersections only to address warranted turn movement volumes.
- Spot Improvement projects such as guardrail, turn lanes and sight distance improvements are eligible.

For suggested design criteria on Local, Collector and Arterial Routes see chapters 5,6 &7 of A *Policy on Geometric Design of Highways and Streets* –2004.

Proposed Point Value System for Secondary Road Project Selection Tool

Assigned Values

OPERATIONAL NEED Max 30 pts

Pavement Condition:

- Greater than 85 3 pts
- 70 to 85 5 pts
- 50 to 70 8 pts
- less than 50 10 pts

Lane Width:

- Less than 10' 10 pts
- 10' 8 pts
- 11' 6 pts
- 12' 2 pts

Shoulder Width (Includes paved shoulder):

- Less than 6' 10 pts
- 6' to 8' 5 pts
- Greater than 8' 1 pt

TRAFFIC VOLUME Max 20 Pts

- Less than 2000 5 pts
- 2000 to 4000 10 pts
- Greater than 4000 20 pts

SAFETY (Crash History Ratio) Max 20 pts

- Less than 1 0 pts
- 1 to less than 2 10 pts
- 2 to 5 15 pts
- Greater than 5 20 pts

Applied Values

COMPLETED or CONTRACTED within 2 yrs: Max 15 pts

- Right of Way 5 pts
- Utilities 5 pts
- Environmental 5 pts

Note: if Project cannot be completed in (two?) years deduct 100 points

CONSTRUCTION FEASIBILITY Max 10 Pts

- Feasibility 10 pts Max

FUNDING INABILITY BY OTHER MEANS Max 5 Pts

- If No other funds available 5 pts