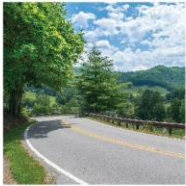




## NORTH CAROLINA

Department of Transportation



# NCDOT Secondary Road Construction Program

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# History

- In the early 1930s, during the depression, the state assumed responsibility of the county roads.
- Most roads were one lane, in poor condition, and unpaved.
- Through the issuance of bonds or special appropriations, funding was provided to construct the roads to current standards as a secondary road.

# Expenditure of Funds

## **General Statutes § 136-44.2D Secondary unpaved road paving program**

The Department of Transportation shall expend funds allocated to the paving of unpaved secondary roads for the paving of unpaved secondary roads based on a statewide prioritization. The Department shall pave the eligible unpaved secondary roads that receive the highest priority ranking within this statewide prioritization. Nothing in this subsection shall be interpreted to require the Department to pave any unpaved secondary roads that do not meet secondary road system addition standards as set forth in G.S. 136-44.10 and G.S. 136-102.6. The Highway Trust Fund shall not be used to fund the paving of unpaved secondary roads. (2013-183, s. 2.5.)

# Secondary Road Prioritization

## **19A NCAC 02C .0106 PRIORITY RATINGS FOR PAVING SECONDARY ROADS**

(a) The paving of unpaved roads in any county is based upon the total needs which take into account land use and public service characteristics, traffic characteristics, and general route characteristics.

(b) A priority rating sheet is developed for each unpaved secondary road in the county as a guide line and the roads are then rated by priority, and as funds are available, the Board of Transportation attempts to meet the needs of the county.

# Secondary Road Prioritization

The priority number for a road is based upon the characteristics of the road.

- Number of homes
- Schools
- Churches
- Businesses
- Industries and recreational facilities
- School bus traffic
- Average Daily Traffic (ADT) count
- Thoroughfare classification.

# Secondary Road Prioritization

- A number of points are assigned to each characteristic and a point total is obtained.
- All unpaved roads in the state are assigned a paving priority number based on this points system.
- The road with the highest number of points receives a priority of one and becomes the first road to be considered for paving.
- Once a road is ranked in the top ten, the road must be paved unless donated Right-of-Way is unavailable.

# Secondary Road Prioritization

What if Right-of-Way is unavailable?

- The road is placed on a holding list.
- In the event the Right-of-Way becomes available at a later date, the road will be removed from the holding list and be reprioritized.

A priority-rating sheet is developed for each unpaved secondary road in the county.

Ratings are updated every 4 years.

BOARD OF TRANSPORTATION  
RATING SHEET FOR UNPAVED SECONDARY ROADS  
**RURAL / SUBDIVISION**  
DEPARTMENT OF TRANSPORTATION – DIVISION OF HIGHWAYS

COUNTY \_\_\_\_\_

1. SR No. \_\_\_\_\_
2. From Road No. \_\_\_\_\_ to Road No. \_\_\_\_\_
3. Length \_\_\_\_\_ (Miles)
4. Begin Mile Post \_\_\_\_\_
5. End Mile Post \_\_\_\_\_
6. Rural (Y/N) \_\_\_\_\_
7. Subdivision (Y/N) \_\_\_\_\_
8. Dead End (Y/N) \_\_\_\_\_

Local Name \_\_\_\_\_

I.

LAND USE AND PUBLIC SERVICE CHARACTERISTICS

- |   |   |
|---|---|
| 1. Homes (6 pts. per home – seasonal homes 3 pts.)                                  | 0 |
| 2. Schools (10 pts. per <u>school</u> )   | 0 |
| 3. Churches (10 pts. per <u>church</u> )  | 0 |
| 4. Businesses (10 pts. per <u>business</u> )  | 0 |
| 5. Industries (10 pts. per <u>industry</u> )  | 0 |
| 6. Recreational Facilities (Public and/or Non-Profit) (5 pts. per <u>facility</u> ) | 0 |
| 7. Sub-Total  | 0 |
| 8. Sub-Total divided by the length if greater than one mile                         | 0 |

II.

TRAFFIC CHARACTERISTICS

- |   |       |
|---|-------|
| 9. School Bus Route (10 pts.)             | _____ |
| 10. Average Annual 24-Hour Traffic Volume | _____ |
| 11. TOTAL                                 | _____ |

III.

GENERAL ROUTE CHARACTERISTICS

12. The value of the road as a County Thoroughfare Route (10 pts.)

13. TOTAL RATING (Item 8 + Item 11 + Item 12)



# Secondary Road Prioritization

What if Right-of-Way is unavailable?

GS 136-44.7 provides the option of condemnation

- Totally funded by property owners
- 75% of property owners must have donated ROW
- 50% of road frontage property must have donated ROW

# Current Funding

## FY 2019

- State Budget appropriation approx. \$12M
- 50% statewide priority - \$6M
- 50% Division priority - \$6M/14 Divisions = \$400K
- Overdrafts are covered
- Next road on priority list is setup as a project
- Cost of construction approx. \$750K/mile

# Paving Non-system Roads

## Road must be added to state system

- Property owners submits a road addition petition
- Subdivided after Sept. 30, 1975 – must meet current NCDOT standards for a secondary road
- If subdivided prior to Sept. 30, 1975
  - NCDOT can only spend \$3000/home to construct to state standards. Property owners pay remainder.
  - Very few roads qualify and there is no funding source. (Cannot use sec. rd. const. funds)

# Resurfacing/Treating Roads

## Two funding sources:

- Contract resurfacing (CR)
- Pavement preservation (PP)
- Based on pavement condition rating (1-100)
- CR for roads rating 1-60
- PP for roads rating 60-80
- Highway Maintenance Improvement Plan (HMIP)
  - <https://www.arcgis.com/home/webmap/viewer.html?webmap=ef1be581bc8348448e89a5e6490b2042>

# Questions?