NCDOT Transportation Updates

April 13, 2016

Malcolm K. Fearing
NCDOT Division One Board Member
Agenda

• Acknowledgements
• NCDOT Mission
• About NCDOT
  • NCDOT Divisions
  • Division One
• NCDOT Budget
• Project Development/Local Input
• Bonner Bridge
• Alligator River Bridge
• Mid Currituck Bridge
• Colington Road Widening
• Wright Memorial Bridge
• Noteworthy Projects
• Ferry Division
• Questions
Our Vision

NCDOT: A global leader in providing innovative transportation solutions

Our Mission

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

<table>
<thead>
<tr>
<th>Statistic</th>
<th>Description</th>
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<tbody>
<tr>
<td>2nd largest</td>
<td>State-maintained highway system with nearly 80,000 miles</td>
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<tr>
<td>bridges</td>
<td>more than 13,500</td>
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<tr>
<td>3,300</td>
<td>miles of tracks operated in North Carolina</td>
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<tr>
<td>transit systems</td>
<td>provide transportation options to residents in all 100 counties</td>
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<td>North Carolina’s Amtrak</td>
<td>provides 22 routes that serve 7 cities</td>
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<td>8.8 million</td>
<td>vehicles registered in North Carolina</td>
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<td>7.4 million</td>
<td>licensed drivers</td>
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<tr>
<td>10</td>
<td>commercial airports have regularly scheduled service</td>
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<tr>
<td>72</td>
<td>publicly owned airports and nearly 300 privately owned airports, heliports and other landing areas</td>
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<tr>
<td>more than 5,000</td>
<td>miles of regional or statewide bicycle and pedestrian routes planned</td>
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NCDOT Expenditures
2015-16 State Fiscal Year ($4.4 Billion)
**Transportation Planning Framework - RPOs**

1. **20-30 Year Comprehensive Transportation Plan**
   - Required by NCGS §136-66.2, required to address transportation deficiencies

2. **10-Year Program & Resource Plan (5 Year Plan & STIP)**
   - NCDOT Adoption, including all projects, programs and services (and full STIP)

3. **4-Year STIP/TIP Approved by Feds**
   - FHWA Approval of STIP (including MPO TIPs) and conformity determinations for non-attainment areas
B-2500: Bonner Bridge Replacement
Part 1: Transportation Prior to the Bridge....

- Mid-1920’s: A private ferry service was established by Capt. J.B. “Toby” Tillett
- 1934: NC Highway Commission began subsidizing Mr. Tillett’s operations
- 1950: State of NC bought Mr. Tillett’s Ferry Service and operated until 1963
Part 1: Transportation Prior to the Bridge....

Excerpts from 1951 North Carolina State Travel Map

- Ferry at Oregon Inlet
- Unimproved Road
- Hard Surfaced Road
- Unimproved Road

FERRIES—STATE OPERATED—TOLL FREE
SANDY POINT—EAST LAKE: (Alligator River) Crossing time: 30 minutes; capacity: 18-22 cars. Service at frequent intervals—7:00 A.M. to 5:15 P.M. in summer. 8:15 A.M. to 5:00 P.M. in winter.

MANNs HARBOR—ROANOKE ISLAND: (Croatan Sound) Crossing time: 30 minutes; capacity: 18-22 cars. Service at frequent intervals—7:00 A.M. to 6:30 P.M. in summer. 7:00 A.M. to 5:30 P.M. in winter.

OREGON INLET: Crossing time: 20 minutes; capacity: 6-8 cars. Five round trips daily—7:30 A.M. to 5:30 P.M. in summer. 8:00 A.M. to 4:30 P.M. in winter.

FERRIES—PRIVATEly OPERATED


“THE OUTER BANKS”
A beach trail along “The Outer Banks,” generally passable in good weather and at low tide, extends from south of Nags Head to the paved highway at Avon and from Hatteras Inlet to Ocracoke. Motorists who are unfamiliar with local conditions should obtain a guide or inquire locally about precautions. Transportation by bus (daily except Sunday) can be arranged at Manteo or Ocracoke.
Part 1: Transportation Prior to the Bridge....

Metal Planks being placed as a foundation what would become NC 12
Part 2: First Bonner Bridge Construction

Bonner Bridge
- Built 1963
- At a Cost of $4,000,000

Bonner Bridge Under Construction
Part 2: First Bonner Bridge Construction

Bonner Bridge Under Construction

Future Oregon Inlet Fishing Center
Part 3: Oregon Inlet  Ever Changing
Part 3: Bonner Bridge Replacement

• Due to the complexities associated with this project the B-2500 Project is subdivided into several smaller projects along Pea Island
  • B-2500 Bonner Bridge-$246 Million
  • B-2500 Phase IIA – New Inlet Short Term Improvements-$14 Million
  • B2500 Phase IIB – Fish Hook Bridge-Rodanthe-$198 Million
  • Beach Nourishment - $20.3 Million
  • Total: $478.3 Million
Part 3: Bonner Bridge Replacement

- Design-build contract awarded to PCL Civil Constructors, Inc., in July 2011
- HDR Engineering, Inc. of the Carolinas- lead design firm
- Bid was $215.8
- About 3 year construction time
Part 3: Bonner Bridge Replacement
Part 3: Bonner Bridge Replacement

Replacement of the Herbert C. Bonner Bridge
Alligator River Bridge Replacement
Part 1: Prior to Alligator Bridge-Ferry

1948 map shows proposed ferry at US 64 (now SR 1153-Old Ferry Landing Road)
- Thomas A. Baum operated ferry at Alligator River
- The ferry route ran from Fort Landing in Tyrrell County to East Lake
- Car and driver cost $0.75, extra passengers $0.10 (early costs: no date)
- Crossing Time was 50 minutes
Part 1: Prior to Alligator River Bridge

- 1938 County Map that depicts Toll Ferry
- 1950s- Cars waiting to ride ferry
Part 2: Construction of Alligator River Bridge

• Construction on the 2.8 mile bridge began in 1960 and completed in 1962

• It is a single swing span bridge and its technology is significant as it was one of the first three, long-span applications of welded girders in North Carolina as a major project and design of the State Highway Commission

Alligator River Bridge Nears Completion

5 Months Ahead of Schedule

Latest report from the contractors indicate the Alligator River Bridge (formally tabbed the Lindsay Warren Bridge) will be ready for traffic around the first of the year...some five months ahead of schedule. When opened the structure will eliminate costly, time consuming ferry service across the river. In addition, it will become the first direct roadway link between the counties of Dare and Tyrrell.

As to bridge nears completion, the six-county Southern Albemarle Association, meeting in Columbia, began to set plans for a formal dedication and opening of the facility. Robert L. Cowan of Williamson, President of the group named a committee to draw up resolutions for the opening to be presented to the regular fall meeting. Counties included in the association are Dare, Hyde, Tyrrell, Washington, Martin and Beaufort.

(Continued On Page 1)

Ferry “Sea Level” completes its channel turn and heads for the dock to bring Highway Commissioners and engineers to Ocracoke. Private cars met them and carried them north to Hatteras Inlet to continue the tour.

The Cover

A ferry moves into shore near the completed section of the Alligator River Bridge. (See related stories on page 2.)
Part 3: Replacement of Alligator River Bridge
Part 3: Replacement of Alligator River Bridge

DUAL BRIDGE TYPICAL
Mid Currituck Bridge
Mid-Currituck Bridge
7 miles long two-lane bridge across Currituck Sound. Estimated Costs are $595 million
Colington Road Widening
Colington Road Widening

• From end of Colington Road to Colington Drive the proposed project will only involve resurfacing;
• From Colington Drive to Baum Bay Drive (SR 1452) the proposed section will be 11 foot travel lanes with 10 foot shoulders (7’ paved);
• Between Baum Bay and 900’ east of Veterans Drive the project will only involve resurfacing;
• From 900’ east of Veterans to US 158 the project includes 2-11’ travel lanes; 1-11’ two-way center turn lane, and 8’ shoulders (4’ paved)
Wright Memorial Bridge-Currituck Sound
Part 1: Currituck Sound in the 1930s
Part 2: Currituck Sound Bridge
Noteworthy Projects
Ferry Division

It's not just how you get there...

it's why you go.
Questions?