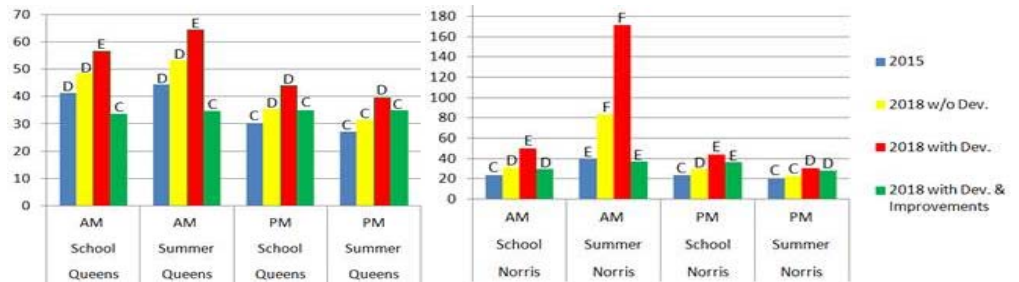


# Questionable NCDOT Actions

**SACRED believes that NCDOT is failing to follow its own Driveway Permitting policies. Unless NCDOT corrects its actions, Swansboro roads will degrade and become more unsafe and congested. We ask for your support to influence NCDOT from ducking its obligation to keep our roadways “whole”.**

Unless things change, Swansboro’s roads are expected to significantly degrade in a few years (refer to the graph’s blue and red columns). Later, NCDOT will get pressured by complaints or high accident rates to upgrade the intersection of N.C. 24 with Queens Creek and Norris roads. Instead of having a developer step in and help pay for roadway improvements to safely accommodate the additional traffic his project will generate, N.C. taxpayers will end up paying the full cost for all these needed roadway improvements in a few years. Swansboro, like hundreds of other towns throughout the state, expects NCDOT to properly apply its expertise and policies to keep our road whole. State taxpayers also expect NCDOT to do the same to protect their pocketbooks. Let’s not allow NCDOT to duck its responsibilities.



**Do not let NCDOT play games with our roads. We urge you to call and write our governor, state representatives, and NCDOT:**

- Governor Pat McCrory, 919-814-2000, governor.office@nc.gov
- Senator Harry Brown, 919-715-3034, Harry.Brown@ncleg.net
- Representative George G. Cleveland, 919-715-6707, George.Cleveland@ncleg.net
- Sandra Fountain, NCDOT Board of Transportation, sandrafountain@ec.rr.com
- Karen E. Collette, Division 3 Engineer, kecollette@ncdot.gov

## Background:

- 1) The NCDOT POLICY ON STREET AND DRIVEWAY ACCESS TO NORTH CAROLINA HIGHWAYS<sup>1</sup> is a key document. It states “The Policy includes the legal basis for the exercise of this authority and sets forth procedures to be followed when applying for a Street and Driveway Access Permit.”<sup>2</sup>
- 2) NCDOT required a developer to perform a Traffic Impact Study (TIS)<sup>3</sup>. The TIS “... is used by the NCDOT to determine required improvements to the State Highway System within the vicinity of the development necessary to mitigate potentially undesirable impacts.”<sup>4</sup> As a result, a developer may be responsible for roadway improvements needed to keep roadways “whole”, after a development is completed.
- 3) A NCDOT Division 3 engineer defined the parameters of the TIS in discussions with the developer’s representatives on March 17, 2014. These parameters were used in a developer Traffic Impact Analysis (TIA), dated June 16, 2014. Note: The district engineer should have coordinated with the town if he was going to take exception to NCDOT policies<sup>4</sup> (e.g., define the scope of roadway networks different than what policies require). The Town of Swansboro has no records of such discussions with NCDOT.
- 4) NCDOT didn’t define all the applicable intersections in the TIS. Specifically, an NCDOT accepted TIA<sup>5</sup> shows that NC24/Queens Creek and NC24/Norris Rd are impacted (per NCDOT’s policies<sup>6</sup>). Further, Norris Rd is known to be accident prone and is within proximity of the development for inclusion in the TIA (both per NCDOT’s policies<sup>4</sup>).
- 5) NCDOT is refusing to modify the parameters of the developer’s TIS, even though NCDOT accepted data that indicates that the initial parameters missed Queens Creek and Norris Rd. This NCDOT refusal will result in releasing the developer from these intersection improvements, and may burden the taxpayer at a later date.

<sup>1</sup><https://connect.ncdot.gov/projects/Roadway/RoadwayDesignAdministrativeDocuments/Policy%20on%20Street%20and%20Driveway%20Access.pdf>

<sup>2</sup> FORWARD (Page vi)

<sup>3</sup> Chapter 4, Section C, (page 16)

<sup>4</sup> Chapter 5, Section A (page 18)

<sup>5</sup> [http://swansboro-nc.org/vertical/Sites/%7BC7A9863B-59C9-4406-A35B-64EF72677469%7D/uploads/Swansboro\\_TIA\\_110415.pdf](http://swansboro-nc.org/vertical/Sites/%7BC7A9863B-59C9-4406-A35B-64EF72677469%7D/uploads/Swansboro_TIA_110415.pdf)

<sup>6</sup> Chapter 5, Section J (pages 21,22)