Thursday, November 16, 2023
South Piedmont Community College
Polkton, NC
Raye Boardroom
6:00-8:00 pm

ROCKY RIVER RURAL PLANNING ORGANIZATION

AGENDA: TECHNICAL ADVISORY COMMITTEE

1. **Ethics Statement**
   John Ballard, Chairperson

2. **Public Comment**

3. **Amend/Adopt Agenda……..(ACTION NEEDED)**
   John Ballard, Chairperson

4. **Approval of Minutes from September 2023……(ACTION NEEDED)**
   John Ballard, Chairperson

5. **Reduced Conflict Intersection(RCI) Letter of Support……(ACTION NEEDED)**
   Theo Ghitea, NCDOT
   Please review the Reduced Conflict Intersection(RCI) presentation included with this packet. Theo Ghitea will be available to answer any questions that you may have.

6. **Anson & Stanly Population & Employment Control Totals for MRM……(ACTION NEEDED)**
   Lee Snuggs, RRRPO
   Please review calculation totals included in this packet.

7. **Anson County CTP Update/Public Comment……(INFORMATION)**
   Roger Castillo, NCDOT
   Lee Snuggs, RRRPO

8. **NCDOT Updates**
   a. County Updates……Division Staff
   b. Mobility & Safety Division……Regional Traffic Staff
   c. Corridor Development Engineer…….. Scott Miller
   d. Transportation Planning Division……. Roger I. Castillo

9. **Old Business**

10. **New Business:**
    - **2024 RRRPO TCC & TAC Meeting Schedule Finalized/Emailed in December.**

11. **Adjourn**

Next Meeting: January 18, 2024

Dinner Provided

Thursday, September 21, 2023
Union County Government Center,
Monroe, NC
HR Training Rm.(#131)
6:00-8:00 pm

Technical Advisory Committee Meeting Minutes

Members Present: John Ballard (Chairman-Wadesboro), Wes Hartsell (Vice Chairperson-Norwood), Jarvis Woodburn (Anson County), Bill Peak (New London), Charlie Council (Badin), Chris Whitley (Albemarle), and Melissa Merrell (Union County).

Members Absent: Michael Herron (Misenheimer), Melvin Poole (Red Cross), Peter Asciutto (Stanly County). Tony Lanthrop (NCBOT), and Lanny Hathcock (Oakboro).

Others Present: Sean Epperson (NCDOT), Roger Castillo (NCDOT-TPD), Theo Ghitea (NCDOT), Scott Miller (NCDOT), Jenson Lee (Union County), Lee Snuggs (RRRPO) and Lisa Park (RRRPO).

The meeting convened at 6:05 pm. Quorum was established.

1. **Ethics Statement**
   The Ethics Statement was read to members by Chairperson John Ballard.

2. **Public Comment: None**

3. **Amend/Adopt Agenda (Approved)**
   A motion was made by Chris Whitley to approve the agenda.
   It was seconded by Bill Peak and unanimously approved.

4. **Approval of Minutes from May 2023 (Approved)**
   A motion was made by Chris Whitley to approve the minutes.
   It was seconded by Bill Peak and unanimously approved.

5. **Revised RRRPO 2024 PWP/Budget Increase (Approved)**
   Lee Snuggs, RRRPO

   The RRRPO yearly budget from NCDOT was increased from $132,969 to $153,000.
   The purpose of the FY24 increase is to offset the price increase of goods and services required for the administration of the RPO. The last increase in budget was 2017, and since that time cost has increased exponentially.

   Board members were informed that to request a Project or Special Study for their jurisdiction, this is to be accomplished in January, 2024, when they will receive an email from Jamal Alavi for request of Project(s)/Special Studies for FY25.

   The 15% supplement from NCDOT to assist with jurisdiction's local match is only guaranteed for FY24.

1000 North First Street, Suite 17 □ Albemarle, NC 28001 □ 704-986-3876 □ www.rockyriverrpo.org□□□□
"Serving Anson, Stanly and a portion of Union Counties & Municipalities."

A motion was made by Jarvis Woodburn to approve the Revised RRRPO 2024 Budget. It was seconded by Charlie Council and unanimously approved.

6. **Town of Badin Signage Update (Information)**
   Lee Snuggs, RRRPO

Town of Badin has requested a new, more visible, more aesthetically pleasing signage possibly located near Hwy. #24-27 and Valley Drive. Hopefully funding can be shared between Badin, Morrow Mountain, and other area attractions. This would not be a NCDOT sign.

7. **NCDOT Updates:**

a. County: Division Staff

- **NC24/27 Widening** - Wet utilities are being finalized as crews progress to the last phase of the project, the intersection of NC 740 and NC 24/27. The contractor is currently installing storm drainage and widening for the final configuration as well as paving the final lift of asphalt on completed sections of roadway. Project is on schedule to be completed by December 15th.
- **Millingport Rd Bridge Replacement -** Crews are in the process of setting cored slabs and expect to be complete with structure items by next week. Crews will then mobilize to complete grading operations. Contractor is on schedule to re-open the road by the completion date of October 2023 and vegetation established by final acceptance of April 2024.
- **St Martin Rd Bridge Replacement -** Crews are pouring columns for the interior bent this week and plan to set cored slabs by the end of September. Contractor is ahead of schedule with a completion date of May 2024 and Overall Completion of November 2024.
- **Wadesboro Bypass –** A project progress meeting was held for the Wadesboro bypass yesterday. The project is in early stages and upcoming activities are to identify environmental impacts and hold community meetings. Community meetings are currently scheduled for February 2024 to receive feedback from the community and elected officials.

b. Mobility & Safety Division: Regional Traffic Staff

- No Updates for RRRPO Region.

c. Corridor Development Engineer: Scott Miller

- Anson County Transportation Services had the ground breaking ceremony for their new facility.
- SPOT entries are currently underway across the state.
- Current SPOT will basically be the same as SPOT 6 since Covid & Funding interrupted much of those projects. The exception being, new rail projects to add.
- If you have any questions about projects, please give Scott a call.

d. Transportation Planning Division: Roger I. Castillo

- The Anson County CTP documentation has been received. It is now being reviewed by NCDOT and will be shared with the steering committee next month.
- A Public Comment/Involvement for the CTP is in the planning process.
- NCDOT's Integrated Mobility Division (IMD) is initiating the development of

an updated Locally Coordinated Plan (LCP) that will cover fiscal years 2025 to 2029.

- The NCDOT Fall Litter Sweep is set for September 16-30. For more information go to ncdot.gov/littersweep.
- On August 9, the U.S. Department of Health and Human Services (HHS) Office of Climate Change and Health Equity (OCCHE), in partnership with the U.S. Department of Transportation (U.S.DOT) National Highway Traffic Safety Administration (NHTSA), launched the Heat-Related EMS Activation Surveillance Dashboard ("EMS HeatTracker"). The dashboard will be updated weekly to show data on a rolling basis.
  Heat-Related EMS Activation Surveillance Dashboard - NEMSIS
- NCDOT Secretary Eric Boyette has announced his retirement effective as of October 1, 2023. Joseph R. "Joey" Hopkins has been appointed by Governor Cooper to succeed Boyette.
- Anson County's CTP is in the end stages of completion.
- Stanly County's CTP will be next in line for the RRRPO & NCDOT, hopefully beginning early 2024..

8. Old Business:

- Work continues on the travel demand model data.

9. New Business:

- The Rail Division is looking for any and all possible projects.

10. Adjourned at 6:47 pm.

Adopted: This the 16th day of November, 2023.

_____ _____

John Ballard, TAC Chairperson **Lee Snuggs, Secretary**

ROCKY RIVER RURAL PLANNING ORGANIZATION

November 16, 2023

Mr. Brett Canipe, PE
NCDOT Division 10
716 W Main St.
Albemarle, NC 28001

Dear Mr. Canipe,

The Rocky River Rural Planning Organization(RRRPO) is pleased to offer this Letter of Support for the use of Reduced Conflict Intersections (RCIs) as a design method, to improve safety and traffic flow along corridors with growing traffic volumes and high crash rates.

NCDOT has implemented reduced conflict intersections with and without traffic signals where conventional intersections have failed to reduce crashes. RCIs improve safety for motorists and pedestrians by limiting the points of conflict for all users. The RCI design benefits travel time savings analysis (TTS), which is a key factor in determining the cost-benefit for projects submitted by RRRPO to NCDOT. In consideration of funding challenges, the RRRPO recognizes the advantage of the RCI design requiring less right-of-way or property impacts than adding travel lanes or building interchanges and overpasses, allowing the RRRPO to focus funding on additional improvements and opportunities.

By way of this letter, the RRRPO endorses and supports the NCDOT in continuing to implement appropriately designed RCIs and alternative intersections to improve safety and congestion along our roads and benefitting all modes in our communities.

Sincerely,

_____ _____

John Ballard, TAC Chairman-RRRPO Date

_____ _____

Lee Snuggs, Director-RRRPO Date

NORTH CAROLINA
Department of Transportation

Reduced Conflict Intersections

NCDOT Division of Highways

Division 10

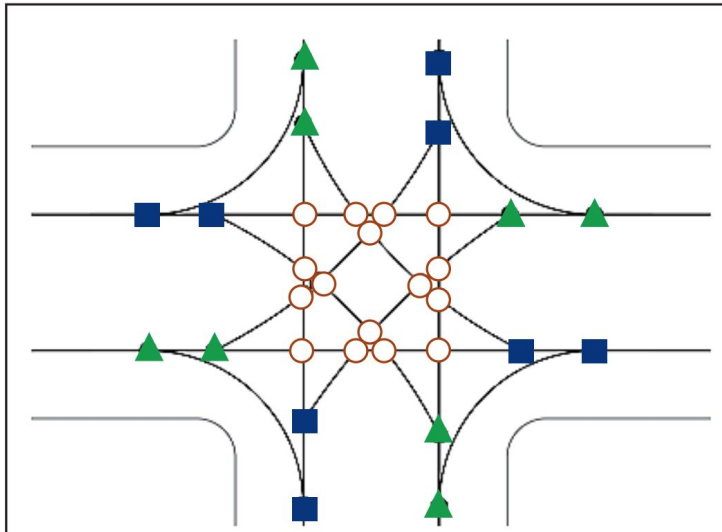
September 12, 2023

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

Traditional Intersection and Conflict Points

A traditional T-intersection has a total of 32 potential conflict points for collisions between vehicles.

Conventional Intersection: Conflict Points



Legend

○ = Crossing

■ = Merging

▲ = Diverging

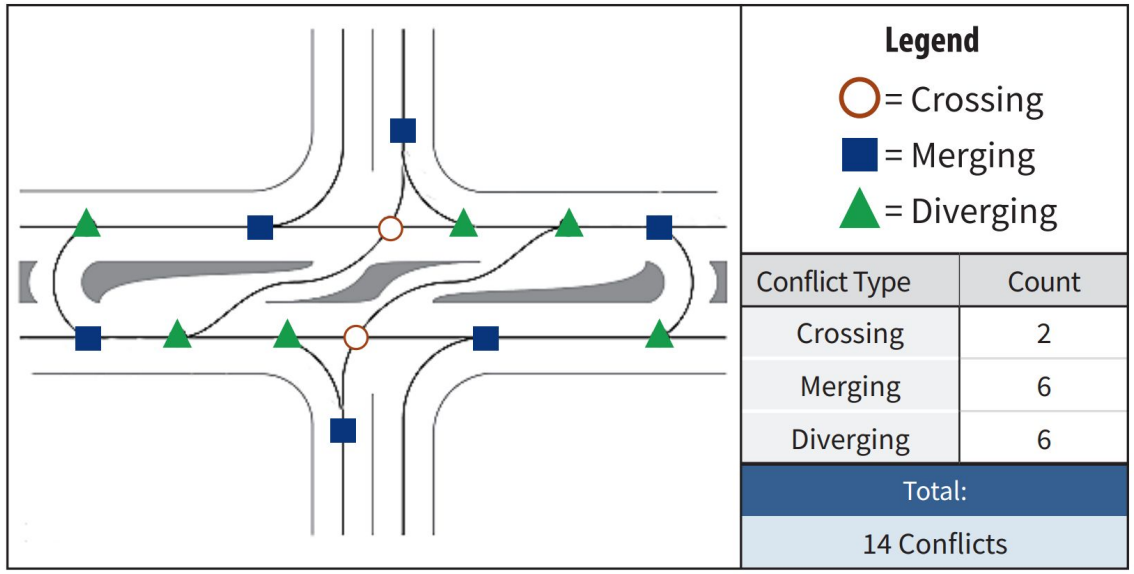
Conflict Type	Count
Crossing	16
Merging	8
Diverging	8
Total:	
32 Conflicts	

What is a reduced conflict intersection?

A reduced conflict intersection (RCI) – previously referred to as a superstreet or a synchronized street – is a general term used to describe several types of designs that can be used to improve safety and traffic flow on a highway.

There are variations to the designs, but they all function the same by reducing by almost half the number of potential locations, or conflict points, where drivers and pedestrians can collide. The reduction in conflict points is from altering how left-turns occur.

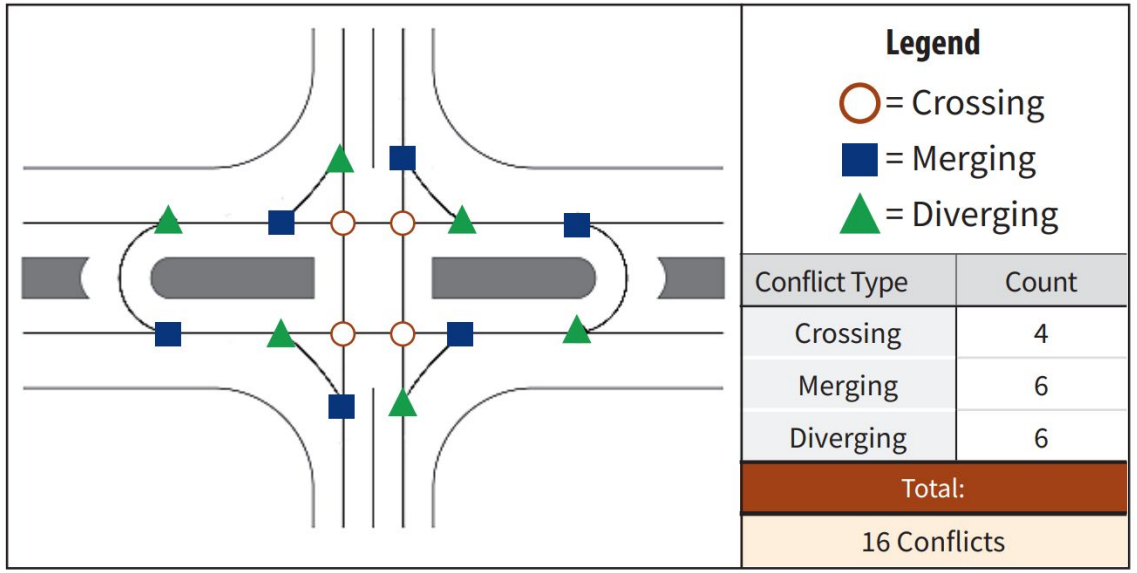
RCUT Intersection: Conflict Points



Conflict Type	Count
Crossing	2
Merging	6
Diverging	6
Total:	
14 Conflicts	

(Restricted Crossing U-turn)
Ex. NC 24-27 @ Canton Rd, Endy Rd
Ex. US 74 in Polkton

MUT Intersection: Conflict Points



Conflict Type	Count
Crossing	4
Merging	6
Diverging	6
Total:	
16 Conflicts	

(Median U-turn)

How does it work?

In a Restricted Crossing U-turn (RCUT), the direct left-turn and through movement from the side street is modified. Side street vehicles make a right-turn followed by a U-turn at a designated location before continuing in the desired direction.

NC 49 & Old Charlotte Hwy, Cabarrus County

How does it work?

In a Median U-turn (MUT), the direct left-turns from both the major and side street are modified. All through movements are maintained in a MUT. Instead of making a left-turn at the main intersection, vehicles are direct to make a U-turn followed by a right-turn at the intersection.

Poplar Tent Rd & Derita Rd, Cabarrus County

Why install RCI's?

- SAFETY. RCI intersections simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle.

RCUT

Two-Way Stop-Controlled to RCUT:

54%

reduction in fatal and injury crashes.[2]

Signalized Intersection to Signalized RCUT:

22%

reduction in fatal and injury crashes.[3]

Unsignalized Intersection to Unsignalized RCUT:

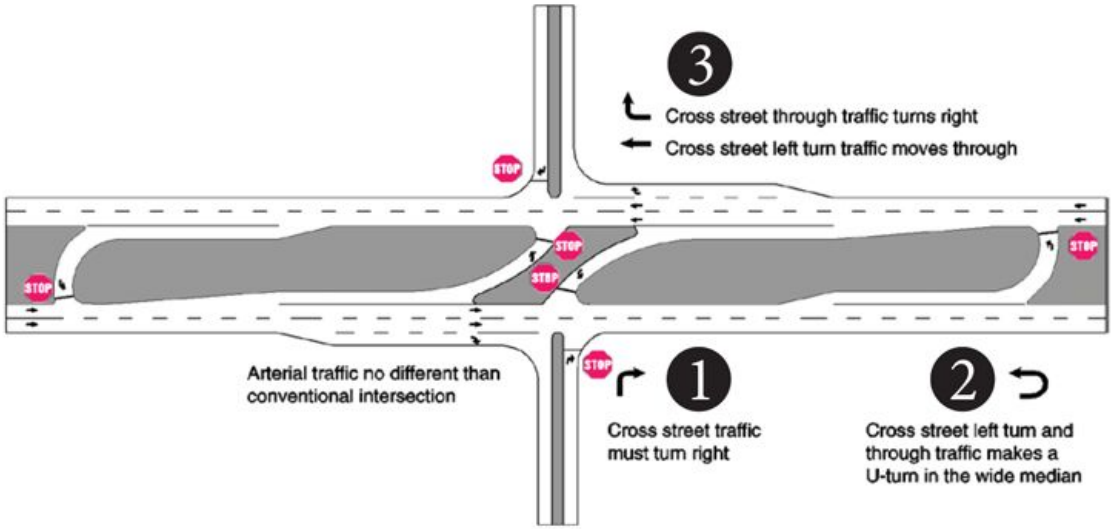
63%

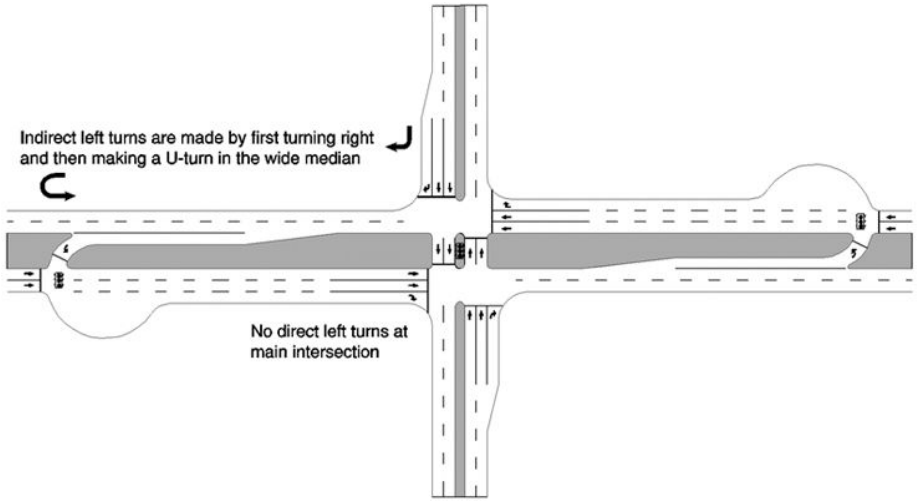
reduction in fatal and injury crashes.[4]

MUT

30%

reduction in intersection-related injury crash rate.[5]





Data source: FHWA

Other RCI Benefits

- TRAFFIC OPERATIONS. Vehicle throughput increases 30-50% depending on the type of RCI used. Travel time is reduced due to simplified traffic signal phasing allowing for more green time.

- FLEXIBILITY. RCI's are suitable for and adaptable to a wide variety of circumstances, ranging from isolated rural, high-speed locations to urban and suburban high-volume corridors. Work well when consistently used along a corridor but can also be used effectively at individual intersections.

- COST & IMPACTS. Less costly and have fewer impacts that a grade separated interchange and faster construction time.

Contact Us

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Thank you!

RRRPO MRM Totals for Anson & Stanly County

POPULATION	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065
Anson	22,055	22,395	22,740	23,091	23,447	23,808	24,175	24,548	24,926	25,311
Stanly	62,504	66,747	68,253	69,172	69,759	70,474	71,188	71,886	73,287	74,568

EMPLOYMENT	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065
Anson	10,264	10,799	11,344	11,511	11,481	11,463	11,441	11,502	11,596	11,682
Stanly	27,432	29,388	30,626	31,599	32,884	34,221	35,572	36,742	38,035	39,338

Provide Feedback on Transportation Recommendations!

Two public meetings will be held on the Anson County Comprehensive Transportation Plan

Peachland Town Hall
32 West Passaic St.
Peachland, NC 28133
November 28th
3-5pm

Wadesboro Fire Training Facility
309 N. Washington St.
Wadesboro, NC 28170
November 28th
6-8pm

Created by the North Carolina Department of Transportation, Anson County, and the Rocky River Rural Planning Organization.

If you have questions, contact Lee Snuggs at 704-986-3876 or lsnuggs@rockyriverrpo.org

Can't Attend the meeting?

Visit this website for more details and an online survey:
publicinput.com/ansoncounty-ctp

The Online Survey will close on December 15th of 2023.

Scan below