NCDOT: Divisions and Districts
NCDOT: Disaster Recovery Operations

Division Engineer

Deputy Division Engineer

Division Maintenance Engineer

District Engineer

County Maintenance Engineer
NCDOT: Disaster Recovery Operations

NCDOT’s Responsibilities

• § 136-18. Powers of Department of Transportation.

• The said Department of Transportation shall be vested with the following powers:

• (1) The N.C. Department of Transportation (NCDOT) has the responsibility for and the supervision of all matters pertaining to the planning, design, construction, maintenance and operations of the North Carolina State Highway System.
NCDOT State System Road Miles ±79,578.04
- Interstate ±1,322.72
- US Routes ±5,570.16
- NC Routes ±8,170.77
- Primary Routes ±15,063.65
- SR Routes ±64,514.39

NCDOT State System Lane Miles ±156,000
It is the policy of the Department to perform recovery efforts in the following order of priority:

- Routes included in the Bare Pavement System
- Remaining US and NC routes not in the Bare Pavement System
- Paved Secondary Routes not in the Bare Pavement System
- Unpaved Secondary Routes
Bare Pavement Routes are:

- Interstate and four-lane divided Primary routes and other primary and secondary routes considered to be essential to the overall objectives of recovery operations - the movement of interstate traffic.

- Routes important to public safety.
Debris removal is authorized when in the public interest (Stafford Act)

In the Public Interest:
- Eliminate immediate threats to life, public health, or safety
- Eliminate immediate threats of significant damage to improved public or private property
- Ensure economic recovery of the affected community to the benefit of the community-at-large
Eligibility:

- Eligible Applicant and Facility
- Responsibility of Eligible Applicant
- Result of Declared Disaster
- Within Designated Disaster Area
Debris:

- Vegetative
- Construction and Demolition
- Personal Property
- Metals
- Household Hazardous Waste
- Sediment, Sand and Silt
Debris Operations:

**Phase I**
Clearance of debris that hinders immediate life saving actions and possesses an immediate threat to public health and safety.

**Phase II**
Removing and disposing of debris that hinders the orderly recovery of the community and poses less immediate threats to health and safety.
NCDOT: Disaster Recovery Operations

Phase I:

- Emergency roadway debris clearance
  - First 72 hours after the disaster
  - Roadway debris is moved to the side of the road to open access routes into devastated areas to allow for:
    - Movement of emergency vehicles
    - Law enforcement
  - Resumption of critical services
  - Damage assessment to critical public facilities and utilities
**NCDOT: Disaster Recovery Operations**

**Phase I:**

First Priority:
- Hospitals
- Police
- Fire/Rescue stations

Second Priority:
- Schools and municipal buildings
- Water and Wastewater treatment plants
- Power generation units
- Airports and seaports
**NCDOT: Disaster Recovery Operations**

**Phase II:**

- Activation of contracts
- Citizen notification of debris procedures
- Debris management site activation
- Removal of debris from public right-of-ways
- Movement of debris to management or landfill sites

<table>
<thead>
<tr>
<th>Removal</th>
<th>Reduction</th>
<th>Disposal</th>
</tr>
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<tbody>
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</table>
NCDOT: Disaster Recovery Operations

NCDOT Local Agreement for Debris Collection:

- Allows NCDOT the ability to release authority to local governments for the purpose of debris removal from State System routes.
- Can be executed prior to storm season
- Valid for five years with an optional two year extension
- Encourages communication between FEMA, Emergency Management, NCDOT, and Municipality/County.
- Local governments can respond to constituents requests for debris removal and be eligible for FEMA reimbursement
- Allows NCDOT the ability to concentrate on infrastructure recovery
- Joint participation assists in the recovery efforts resulting in quicker return to pre-event conditions
Questions?

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Disaster Recovery Engineer
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NCDOT: Disaster Recovery Operations

<table>
<thead>
<tr>
<th>Municipal System (Road Miles)</th>
<th>NCDOT State System (Road Miles)</th>
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<td>± 1,175</td>
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- Raleigh
- Greensboro
- Winston-Salem
- Greenville
- Fayetteville

857 Square Miles
## NCDOT: Disaster Recovery Operations

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658 Square Miles
**NCDOT: Disaster Recovery Operations**

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413 Square Miles
## NCDOT: Disaster Recovery Operations

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<tr>
<td>- Winston-Salem ± 1,001</td>
<td>± 1,040.52</td>
</tr>
<tr>
<td>- Greenville ± 336</td>
<td>± 1,108.78</td>
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</tbody>
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655 Square Miles
NCDOT: Disaster Recovery Operations

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<td>Greenville</td>
<td>± 336</td>
<td>± 1,108.78</td>
</tr>
<tr>
<td>Fayetteville</td>
<td>± 735</td>
<td>± 1,166.70</td>
</tr>
</tbody>
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658 Square Miles
NCDOT: Disaster Recovery Operations

1989 Hugo
NCDOT: Disaster Recovery Operations

1996  Fran
NCDOT: Disaster Recovery Operations

1999  Floyd
NCDOT: Disaster Recovery Operations

2011 Irene
NCDOT: Disaster Recovery Operations

- ± 100 Miles Round Trip
- ± 3 Hour Round Trip
- 3 Trips Per Day
NCDOT: Disaster Recovery Operations

2014 Ice Storm
NCDOT: Disaster Recovery Operations
NCDOT: Disaster Recovery Operations

- ± 50 Miles Round Trip N of I-40
- 2-2.5 Hour Round Trip
- 4-5 Trips Per Day (Our personnel had keys to the landfill)
NCDOT: Disaster Recovery Operations

2016 Matthew
<table>
<thead>
<tr>
<th>Location</th>
<th>Rainfall</th>
</tr>
</thead>
<tbody>
<tr>
<td>White Oak (Bladen)</td>
<td>16.71”</td>
</tr>
<tr>
<td>Goldsboro (Wayne)</td>
<td>15.24”</td>
</tr>
<tr>
<td>Hope Mills (Cumberland)</td>
<td>14.71”</td>
</tr>
<tr>
<td>Chadbourn (Columbus)</td>
<td>12.90”</td>
</tr>
<tr>
<td>Lumberton (Robeson)</td>
<td>12.47”</td>
</tr>
<tr>
<td>Elm City (Nash)</td>
<td>11.95”</td>
</tr>
<tr>
<td>Edenton (Chowan)</td>
<td>11.88”</td>
</tr>
<tr>
<td>Windsor (Bertie)</td>
<td>11.07”</td>
</tr>
<tr>
<td>Point Harbor (Currituck)</td>
<td>10.73”</td>
</tr>
<tr>
<td>Easons Crossroads (Gates)</td>
<td>10.60”</td>
</tr>
<tr>
<td>Garner (Johnston)</td>
<td>10.22”</td>
</tr>
</tbody>
</table>
# WIND REPORTS - HURRICANE MATTHEW

Valid Sunday, October 09, 2016 (as of 2:00PM)

<table>
<thead>
<tr>
<th>Location</th>
<th>Max Wind Gust</th>
</tr>
</thead>
<tbody>
<tr>
<td>St. James Plantation (Brunswick)</td>
<td>86 mph</td>
</tr>
<tr>
<td>Hatteras (Dare)</td>
<td>82 mph</td>
</tr>
<tr>
<td>Federal Point (New Hanover)</td>
<td>82 mph</td>
</tr>
<tr>
<td>Jacksonville (Onslow)</td>
<td>72 mph</td>
</tr>
<tr>
<td>Beaufort (Carteret)</td>
<td>70 mph</td>
</tr>
<tr>
<td>Elizabeth City (Pasquotank)</td>
<td>69 mph</td>
</tr>
<tr>
<td>Lumberton (Robeson)</td>
<td>67 mph</td>
</tr>
<tr>
<td>Cherry Point (Craven)</td>
<td>64 mph</td>
</tr>
<tr>
<td>Back Island (Pender)</td>
<td>64 mph</td>
</tr>
<tr>
<td>Currituck (Currituck)</td>
<td>62 mph</td>
</tr>
<tr>
<td>Greenville (Pitt)</td>
<td>59 mph</td>
</tr>
</tbody>
</table>
NCDOT: Disaster Recovery Operations

- Over 2,000 identified FEMA route sites
- Over 700 identified FHWA route sites
**NCDOT: Disaster Recovery Operations**

- At height of storm – over 600 closures
- Currently – 9 closures (as of June 14)
NCDOT: Disaster Recovery Operations

- Approximately 90% of the workforce in Divisions 1, 2, 3, 4, 5, 6 & 8 utilized
- Over 360 personnel were mobilized from west and piedmont to assist
- Additionally, personnel assisted from other groups such as traffic systems, operations, support, design and modal division staff
NCDOT: Disaster Recovery Operations
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NCDOT: Disaster Recovery Operations
NC Transportation: Disaster SharePoint Site

Questions?

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NCDOT: Disaster Recovery Operations

I-95 Mile Marker 18.5 (Lumber River)
NCDOT: Disaster Recovery Operations
Normal Route: ± 68 Miles ± 1 H 00 Min
Detour Route: ± 156 Miles ± 2 H 35 Min
NCDOT: Disaster Recovery Operations
NCDOT: Disaster Recovery Operations
NCDOT: Disaster Recovery Operations
NCDOT: Disaster Recovery Operations
Normal Route: ± 92 Miles ± 1 H 30 Min
Detour Route: ± 170 Miles ± 2 H 40 Min
Questions?

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