

GENERAL ASSEMBLY OF NORTH CAROLINA  
SESSION 2003

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HOUSE BILL 22\*  
Committee Substitute Favorable 3/27/03

Short Title: DOT Resurfacing/Secondary Road Fund Use.

(Public)

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Sponsors:

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Referred to:

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February 17, 2003

A BILL TO BE ENTITLED

1 AN ACT TO AUTHORIZE THE DEPARTMENT OF TRANSPORTATION TO USE  
2 THE PORTION OF CONTRACT MAINTENANCE RESURFACING FUNDS  
3 ALLOCATED TO WIDENING EXISTING NARROW PAVEMENTS  
4 SCHEDULED FOR RESURFACING TO WIDEN ANY EXISTING NARROW  
5 PAVEMENTS AND TO AUTHORIZE THE DEPARTMENT OF  
6 TRANSPORTATION TO USE HIGHWAY TRUST FUND SECONDARY ROAD  
7 PAVING FUNDS ALLOCATED TO EACH COUNTY FOR THE ADDITIONAL  
8 PURPOSE OF SAFETY IMPROVEMENTS ON PAVED AND UNPAVED  
9 ROADS IN THE SAME COUNTY, AS RECOMMENDED BY THE JOINT  
10 LEGISLATIVE TRANSPORTATION OVERSIGHT COMMITTEE.

11 The General Assembly of North Carolina enacts:

12 **SECTION 1.** G.S. 136-44.16 reads as rewritten:

13 **"§ 136-44.16. ~~Resurfaced roads may be widened.~~ Authorized use of contract**  
14 **maintenance resurfacing program funds.**  
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16 Of the contract maintenance resurfacing program funds appropriated by the General  
17 Assembly to the Department of Transportation, an amount not to exceed fifteen percent  
18 (15%) of the Board of Transportation's allocation of these funds may be used for  
19 widening existing narrow pavements ~~that are scheduled for resurfacing pavements.~~"

20 **SECTION 2.** G.S. 136-182 reads as rewritten:

21 **"§ 136-182. Supplement for secondary road construction.**

22 Funds are allocated from the Trust Fund to increase allocations for secondary road  
23 construction made under G.S. 136-44.2A so that all State-maintained unpaved  
24 secondary roads with a traffic vehicular equivalent of at least 50 vehicles a day can be  
25 paved by the ~~1998-99~~ 2009-2010 fiscal year. This supplement shall be discontinued  
26 when the Department of Transportation certifies that, with funds available from sources  
27 other than the Trust Fund, all State-maintained unpaved secondary roads, regardless of  
28 their traffic vehicular equivalent, can be paved during the following six years. If all the  
29 State-maintained roads in a county have been paved under G.S. 136-44.7, except those

1 that have unavailable rights-of-way or for which environmental permits cannot be  
2 approved to allow for paving, then the funds may be used for safety improvements on  
3 the paved or unpaved secondary roads in that county. If the supplement is discontinued  
4 before the Trust Fund terminates, the funds that would otherwise be allocated under this  
5 section shall be added to the allocation from the Trust Fund for projects of the Intrastate  
6 System."

7           **SECTION 3.** This act is effective when it becomes law.