



N.C. Department of Transportation

Division of Highways Consolidation Efforts

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Chief Engineer



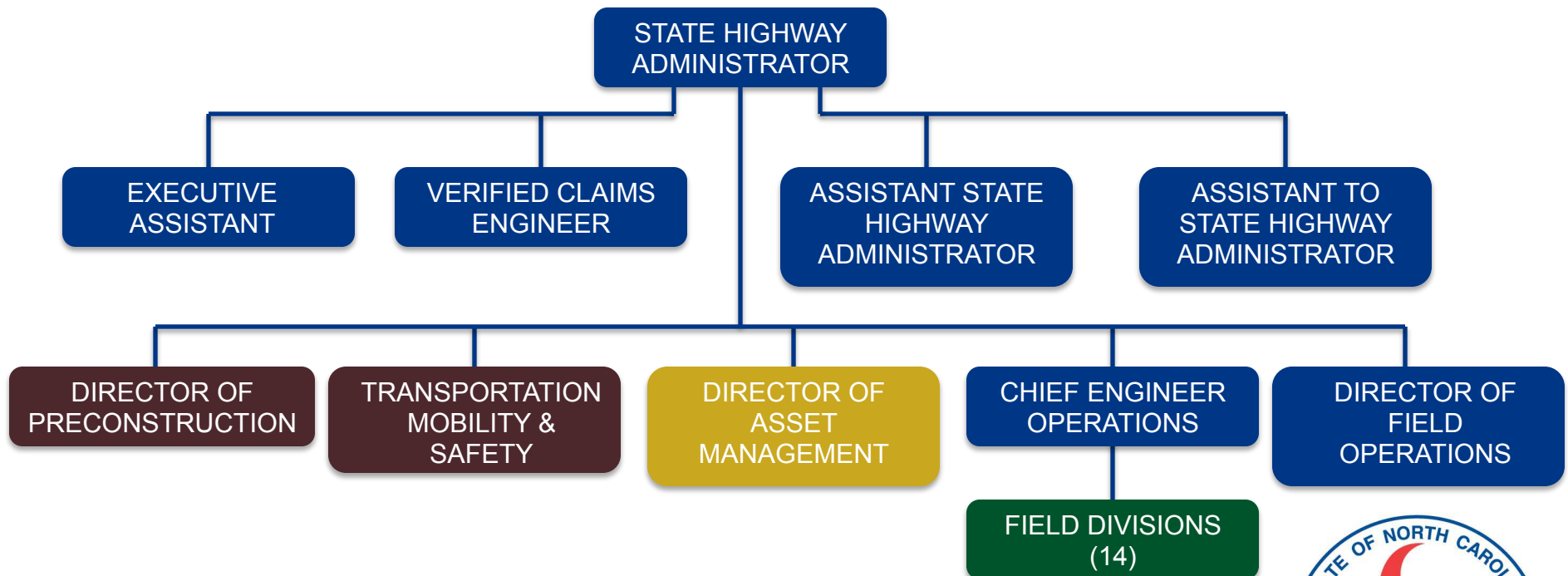
Goals of Consolidation

- Improve efficiency, accountability and communication through:
 - Improved customer focus
 - Reduced management layers
 - Consolidation of responsibilities



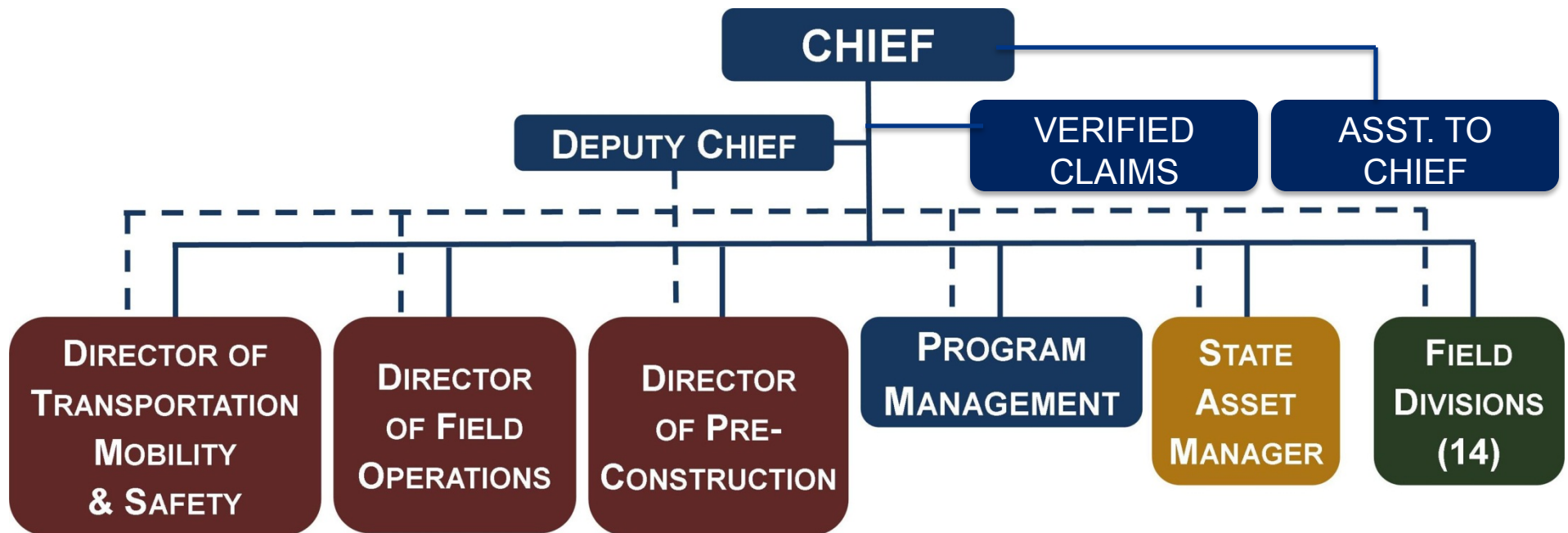


Division of Highways - Before





Division of Highways - After





Improvements to Chief Engineer's Office





Improvements to Chief Engineer' s Office

- Consolidated Highway Administrator' s Office with Chief Engineer of Operations Office
 - Highway Administrator Renamed Chief Engineer
 - Former Chief Engineer of Operations now Deputy Chief Engineer
 - Eliminated redundant management layer
 - Eliminated Asst. State Highway Administrator position and one staff position
 - Provided additional resource to help manage all areas in Chief Engineers Office, not just Operations
 - Expanded Program Management role to provide data for all Units to Chief Engineer Office
 - Matches terminology used by the majority of other states





Improvements to Central Units





Consolidation of Unit Heads

- Directors of Preconstruction, Transportation Mobility & Safety, and Field Support moved under one roof and into one office area
 - Allows for better coordination and communication
 - Allows for sharing of resources
 - Ensures consistent oversight of highway projects throughout planning, construction and maintenance processes





Improvements to Field Support

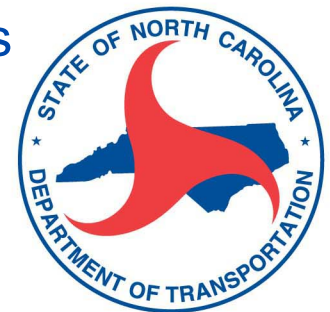
- Bridge Management and Structure Design Combined into Structures Management Unit
 - Eliminated 1 Unit Head
 - Created a State Structure Management Function for all Bridges and Structures in NC
 - Provides better oversight of bridges during their entire life cycle
 - Inspection and Inventory Services
 - Analysis Services for Load Ratings
 - Design
 - Support for Division Bridge Managers





Improvements to Preconstruction

- Eliminated Management Layers
 - Highway Design Branch
 - Eliminated 1 Branch Manager and 3 staff
 - Flattened Organization Structure
 - Eliminated Redundancies
 - Increased Individual Unit Accountability
- All Preconstruction Units Regionalized
 - East, Central, West
 - Improved communications and relationships
 - Divisions
 - Environmental Agencies
 - MPO's/RPO's





Improvements to Preconstruction

- Consolidated and Co-located Units
 - Traffic Control Unit co-located with Transportation Mobility and Safety
 - Project Development and Environmental Analysis Unit consolidated into one location
 - Improved Communication
 - Improved Coordination
 - Reduced travel time
- Significant cost savings achieved by combining units
 - One Time Cost to Reorganize: \$823,000
 - Recurring Lease Savings : \$1.1 million/yr





Streamlining of Highway Units

- Consolidated State Road Management, Pavement Management, and Equipment Unit into new State Asset Management Unit
 - Eliminated 1 Unit Head
 - Serves as one-stop resource for Field Operations
 - Puts oversight of Asset Management System in one place with one vision to better serve Field Divisions





Improvements to Field Divisions





Improvements to Field Divisions

- Integrated Resident Engineers into District Engineer Offices
 - District Engineer reports directly to the Division Engineer
 - Improved Customer Service by providing a one stop, local shop for NCDOT services
 - Improved coordination and communication with local governments
 - Allows for cross- training for engineers and technicians to provide construction and maintenance services
 - Eliminated 4 Resident Engineer Offices





Improvements to Field Divisions

- Realigned County Maintenance, Bridge Maintenance, Roadside Operations, Equipment and Fleet Management, Road Oil Operations, and Traffic Services under Division Maintenance Engineer
 - Oversight of NCDOT “yellow trucks” moved to one manager
 - Improved utilization rate and tracking of inventory
 - Better sharing of resources
 - Improved Coordination and Communication between activities





Improvements to Field Divisions

- Partially decentralized Right of Way, Utilities, and Transportation Planning activities and aligned under the Division Construction Engineer
 - Decentralized Right of Way to provide better prioritization and oversight
 - Improved local relationships with Utility companies
 - Improved communications and coordination between construction, Utilities and Right of Way to prevent project delays
 - Improved customer service to Local Governments, MPO's, and RPO's to assist with Planning activities





Benefits of Consolidation

- Increased Accountability
- Eliminated management layers and redundancies
- Improved Customer Service and Responsiveness
- Better Communication Internally and Externally
- Cross-Training / Succession Planning
- Substantial Cost Savings





Questions?

